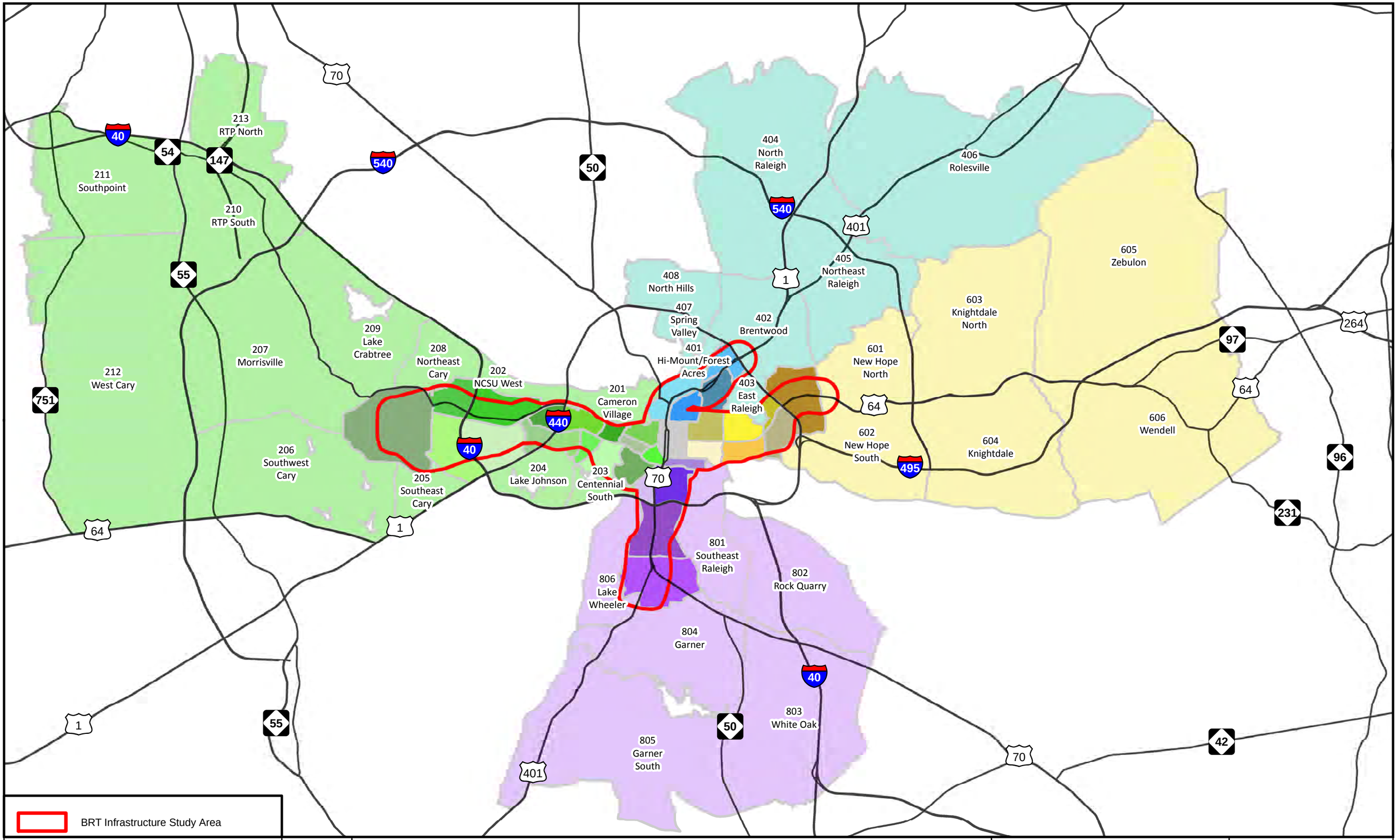
APPENDICES

APPENDIX 3-A

CORRIDOR INFRASTRUCTURE AND SERVICE AREA DISTRICTS



Potential BRT Market Analysis (2045)
All Service and Infrastructure Areas

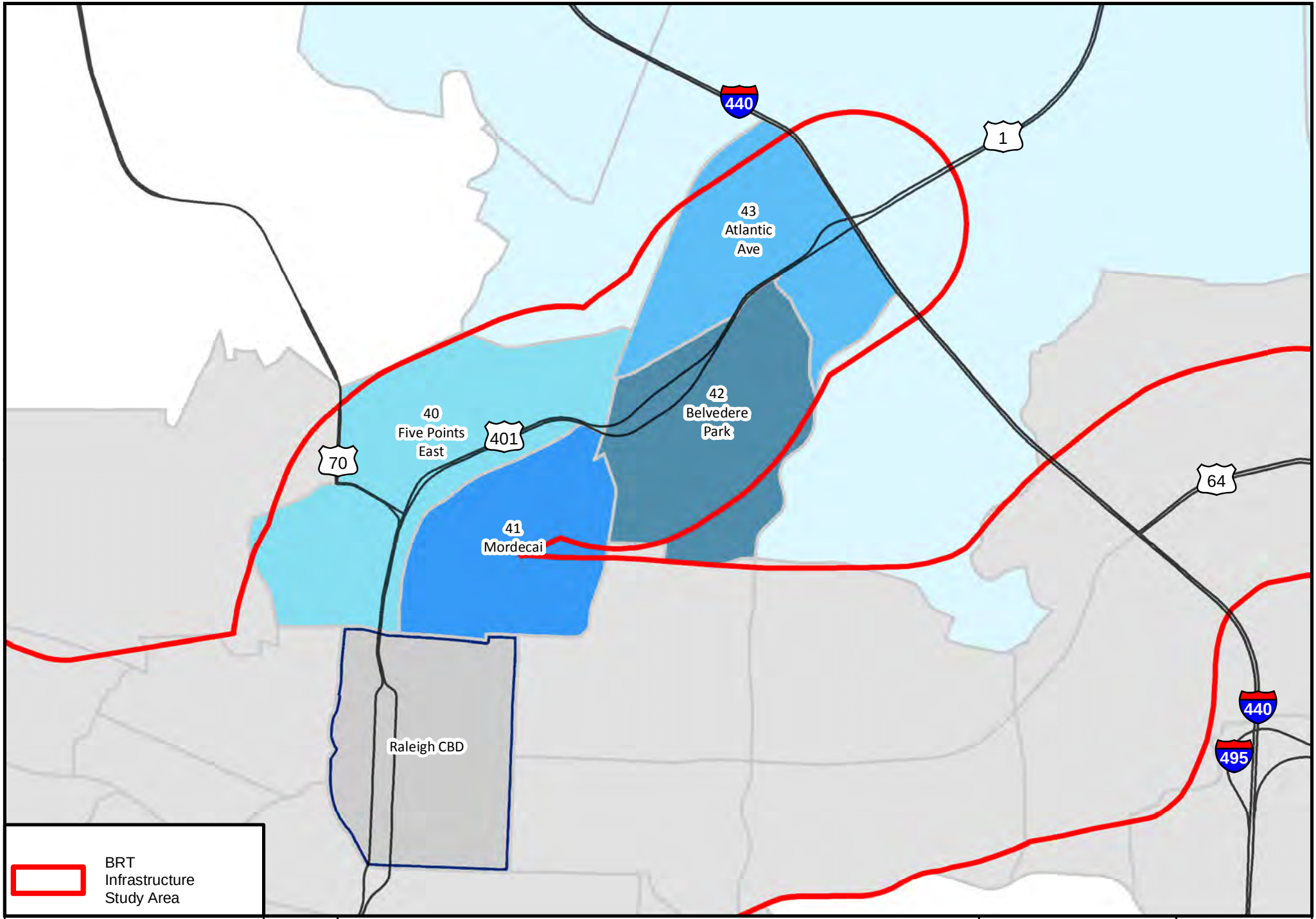
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

4/11/2018

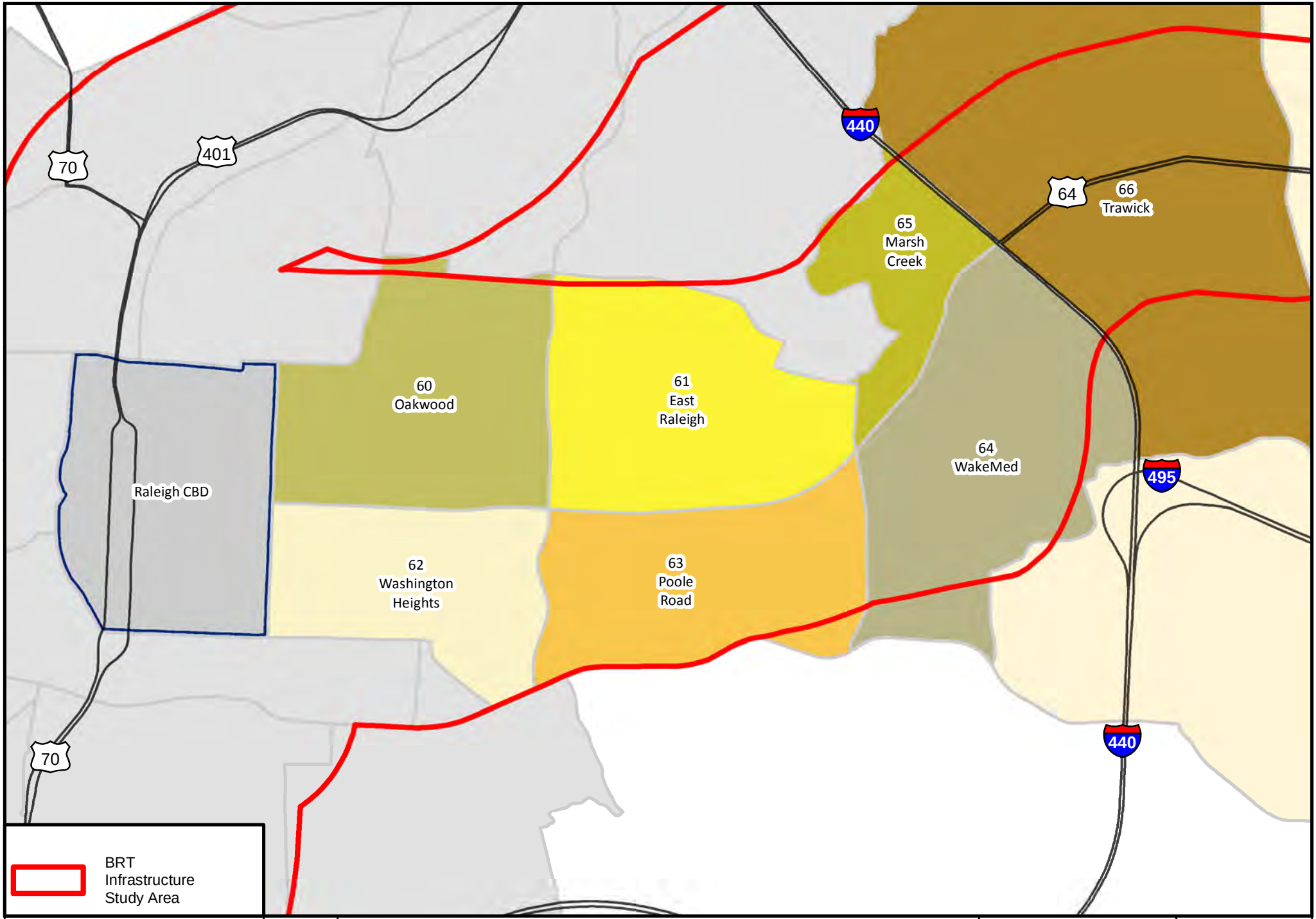


Potential BRT Market Analysis (2045)
Capital Boulevard Infrastructure Area

Data Sources: TRMv6 (December 2017)

Wake County BRT
MIS - BRT Corridors
Wake County

vhb

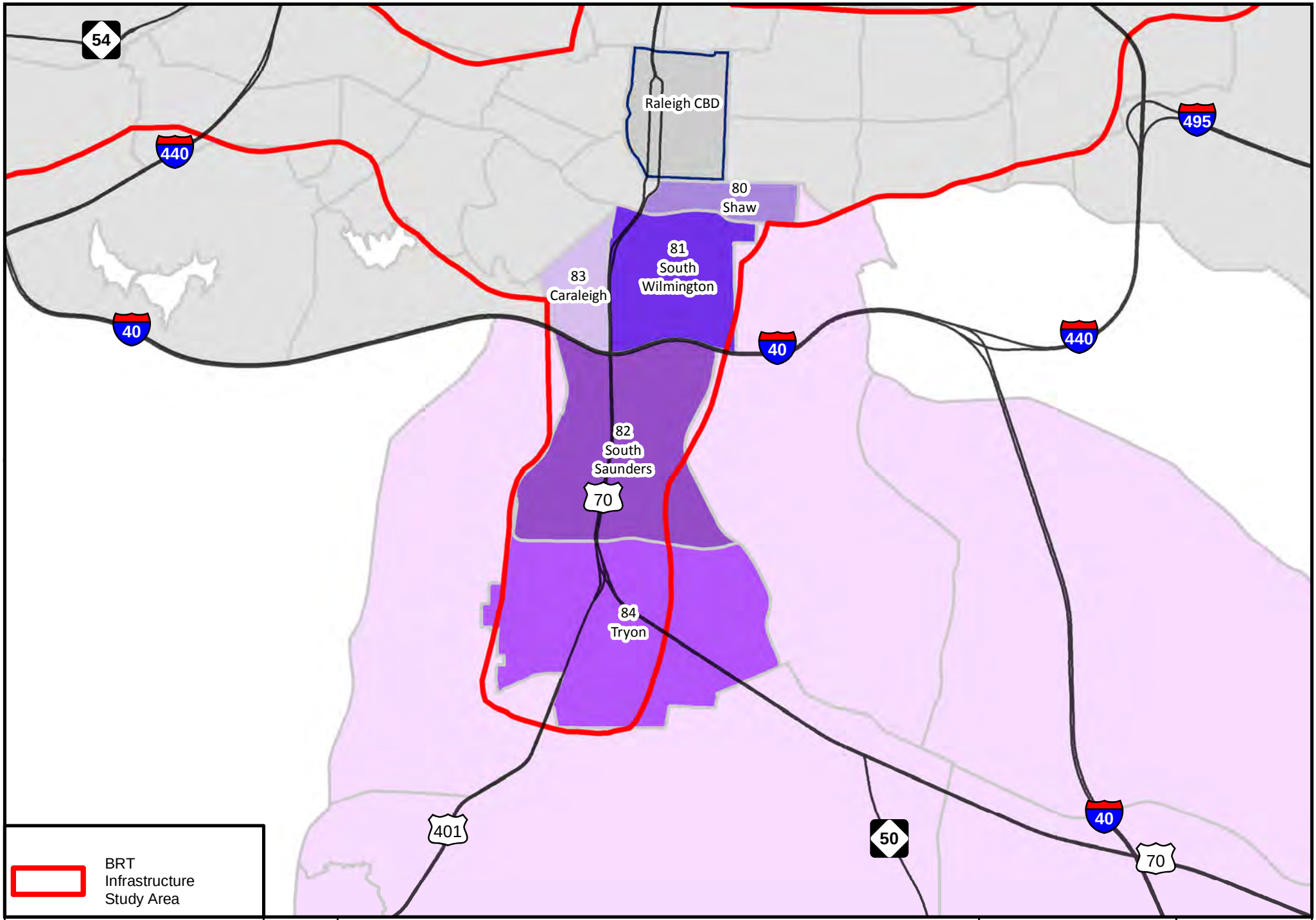


Potential BRT Market Analysis (2045)
New Bern Avenue Infrastructure Area

Data Sources: TRMv6 (December 2017)

Wake County BRT
MIS - BRT Corridors
Wake County

vhb

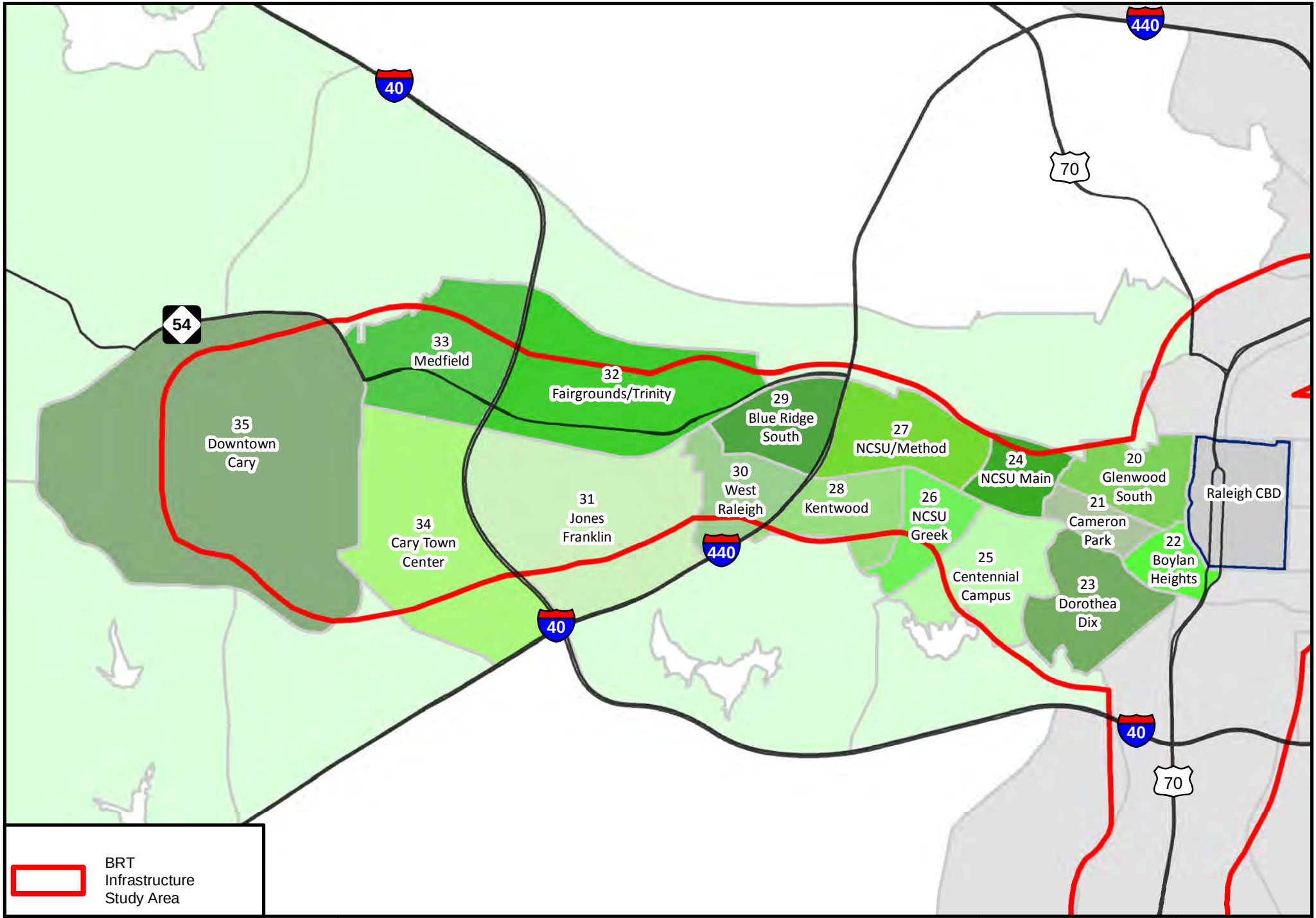


Potential BRT Market Analysis (2045)
S. Wilmington Street Infrastructure Area

Data Sources: TRMv6 (December 2017)

Wake County BRT
MIS - BRT Corridors
Wake County

vhb



Potential BRT Market Analysis (2045)
Western Boulevard Infrastructure Area

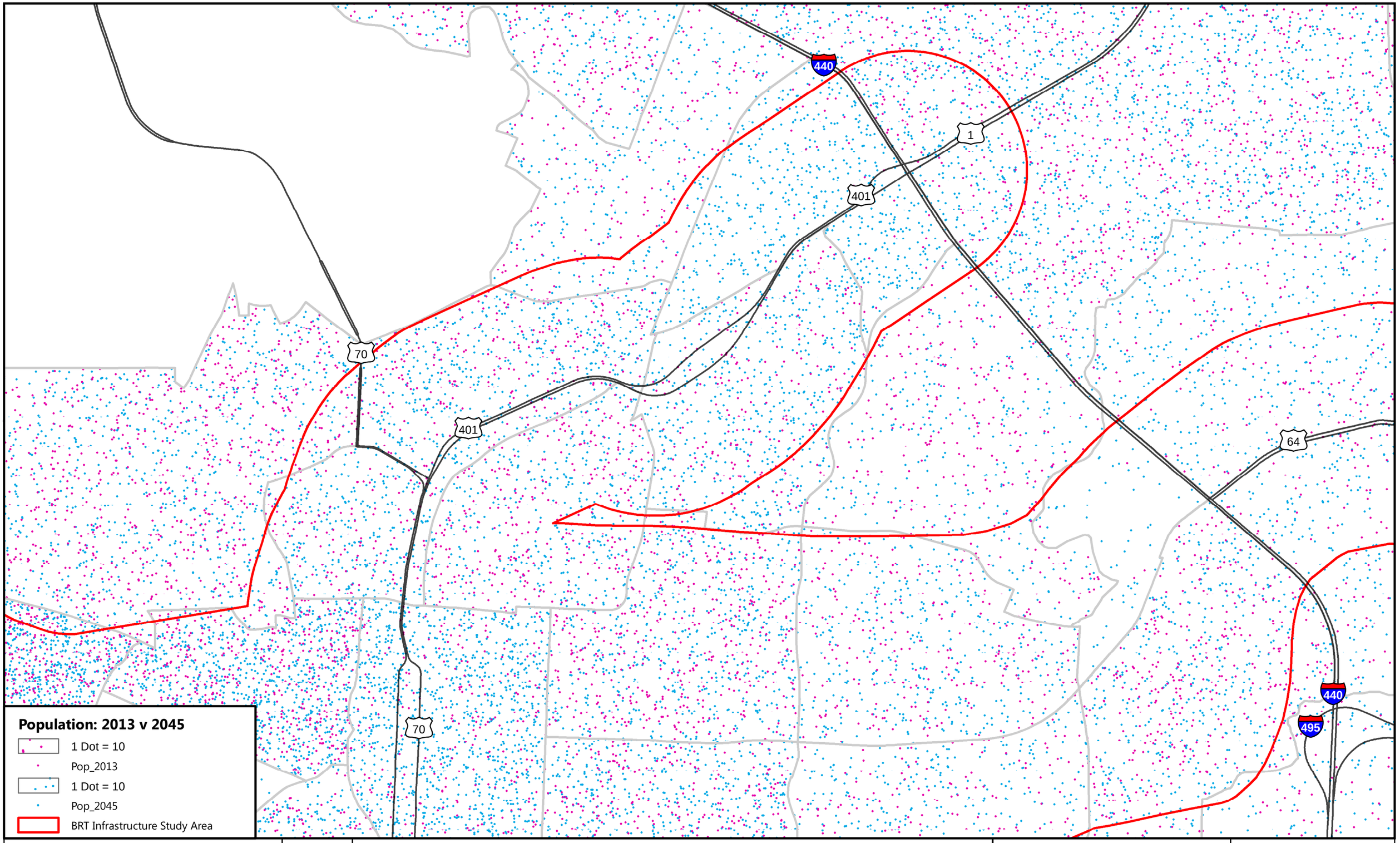
Data Sources: TRMv6 (December 2017)

Wake County BRT
MIS - BRT Corridors
Wake County

vhb

APPENDIX 3-B

CORRIDOR LAND USE CHANGES FROM TRMV6



Infrastructure Study Area - Socio-Economic Forecast for Capital Corridor
BRT Travel Market Analysis (2013 v 2045)

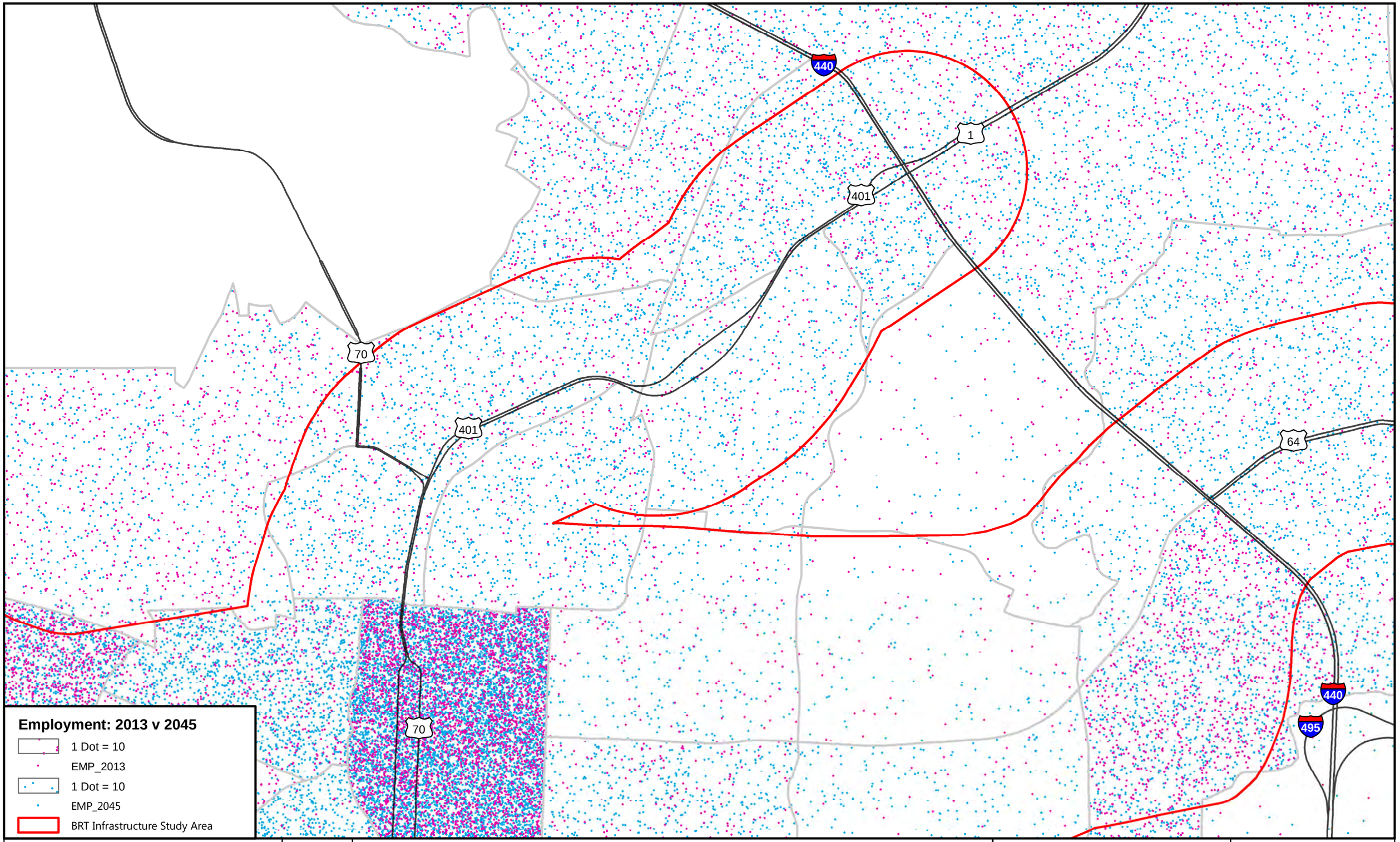
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Infrastructure Study Area - Socio-Economic Forecast for Capital Corridor
BRT Travel Market Analysis (2013 v 2045)

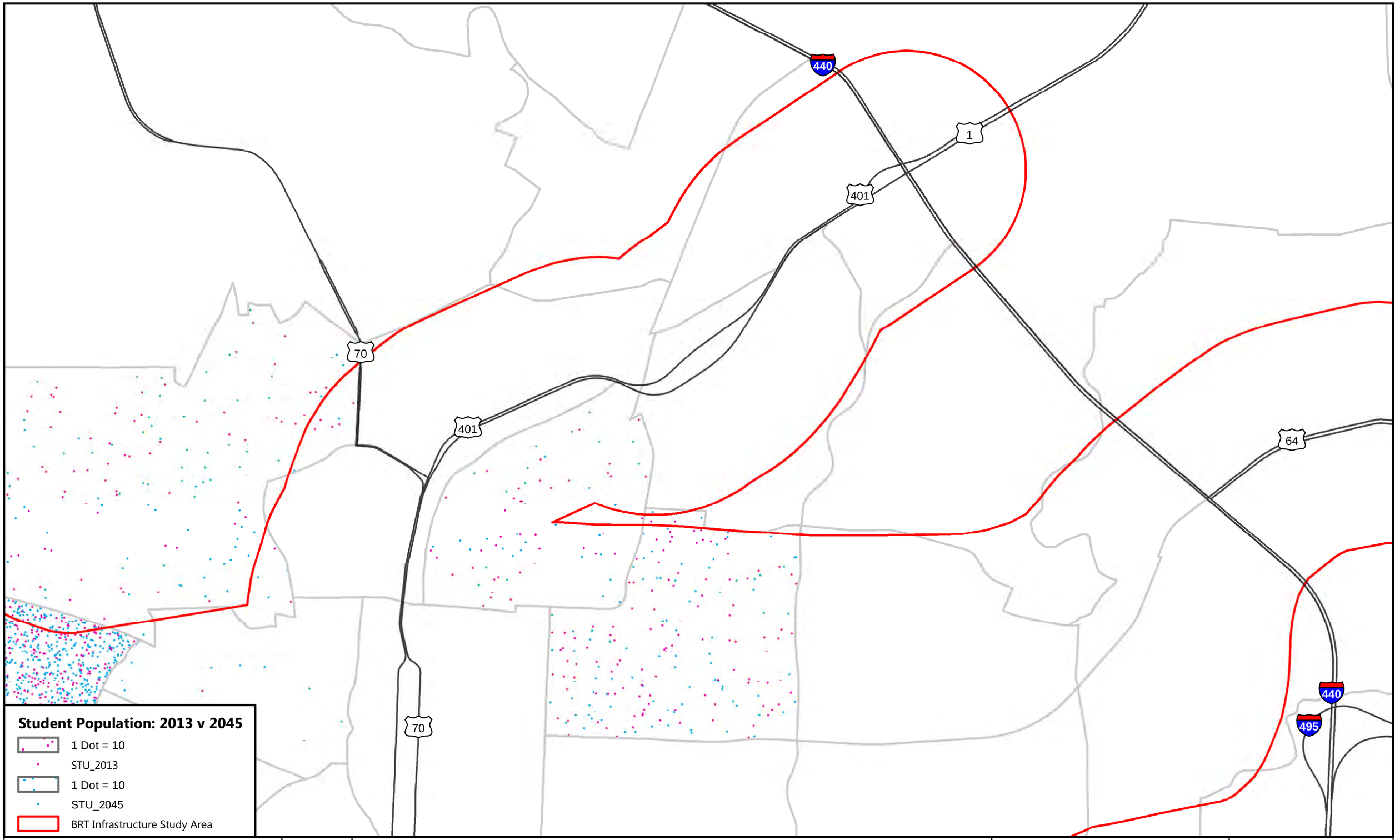
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



0 0.125 0.25 0.5 0.75 1 Miles

N

Infrastructure Study Area - Socio-Economic Forecast for Capital Corridor
BRT Travel Market Analysis (2013 v 2045)

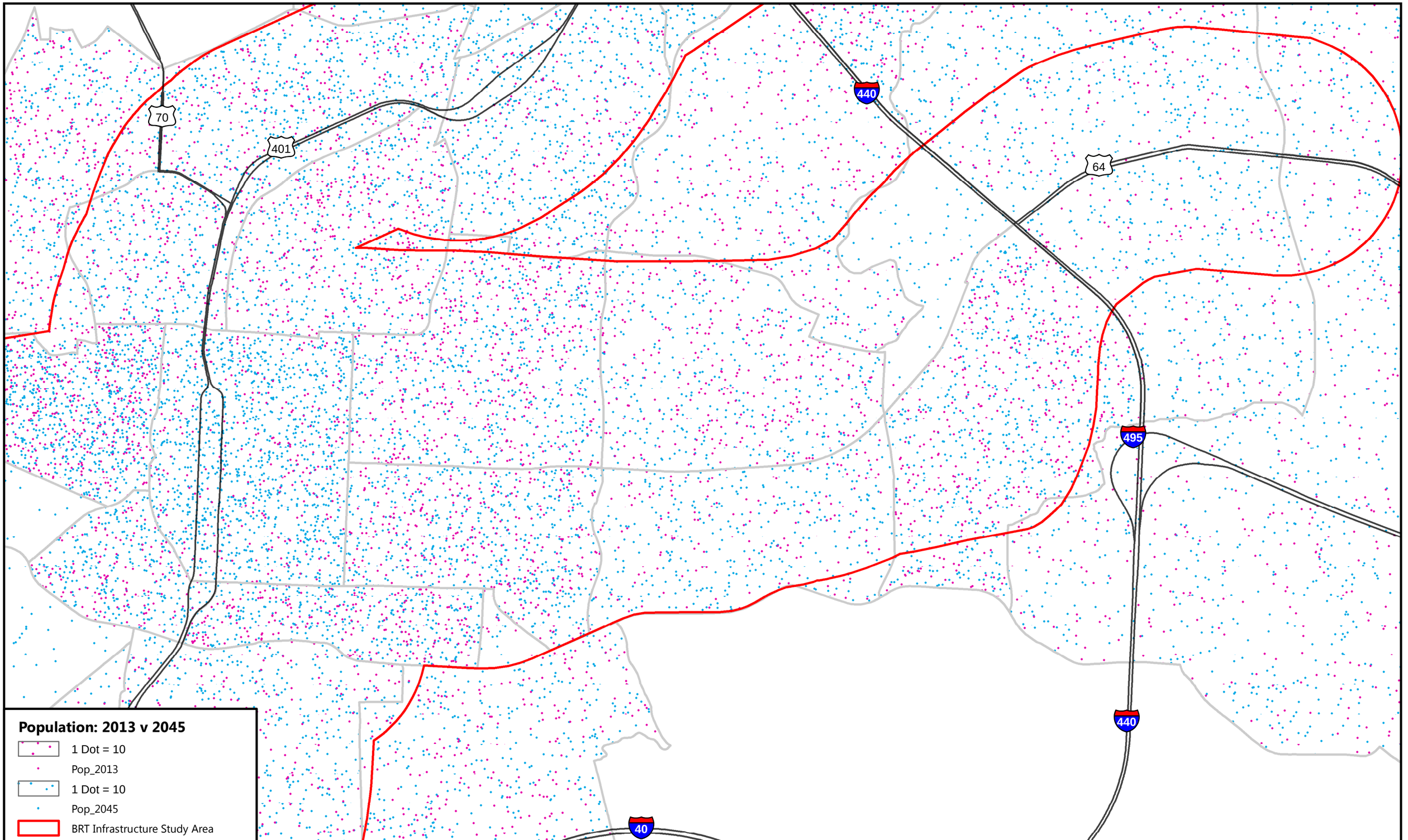
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Infrastructure Study Area - Socio-Economic Forecast for New Bern Corridor
BRT Travel Market Analysis (2013 v 2045)

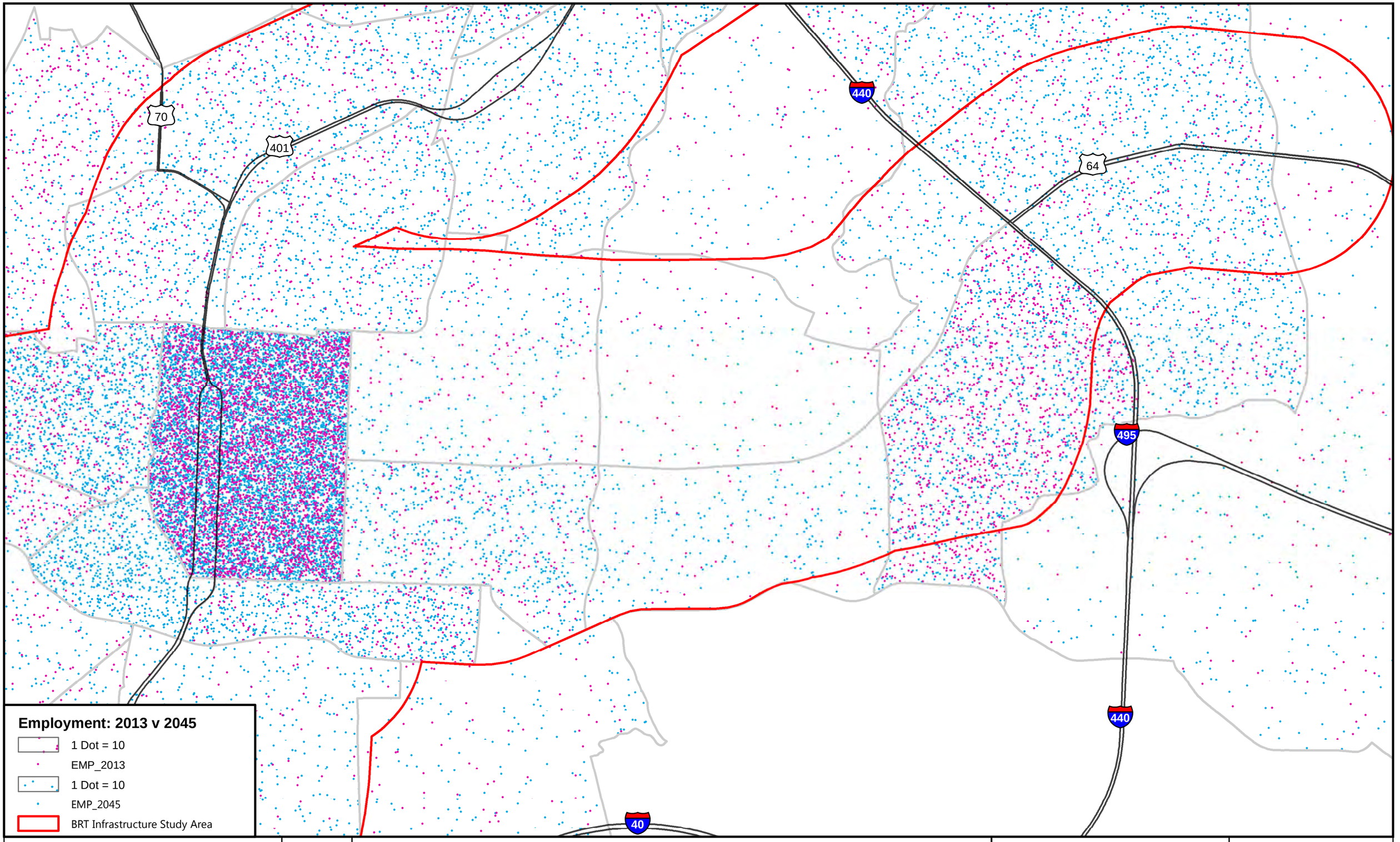
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Infrastructure Study Area - Socio-Economic Forecast for New Bern Corridor
BRT Travel Market Analysis (2013 v 2045)

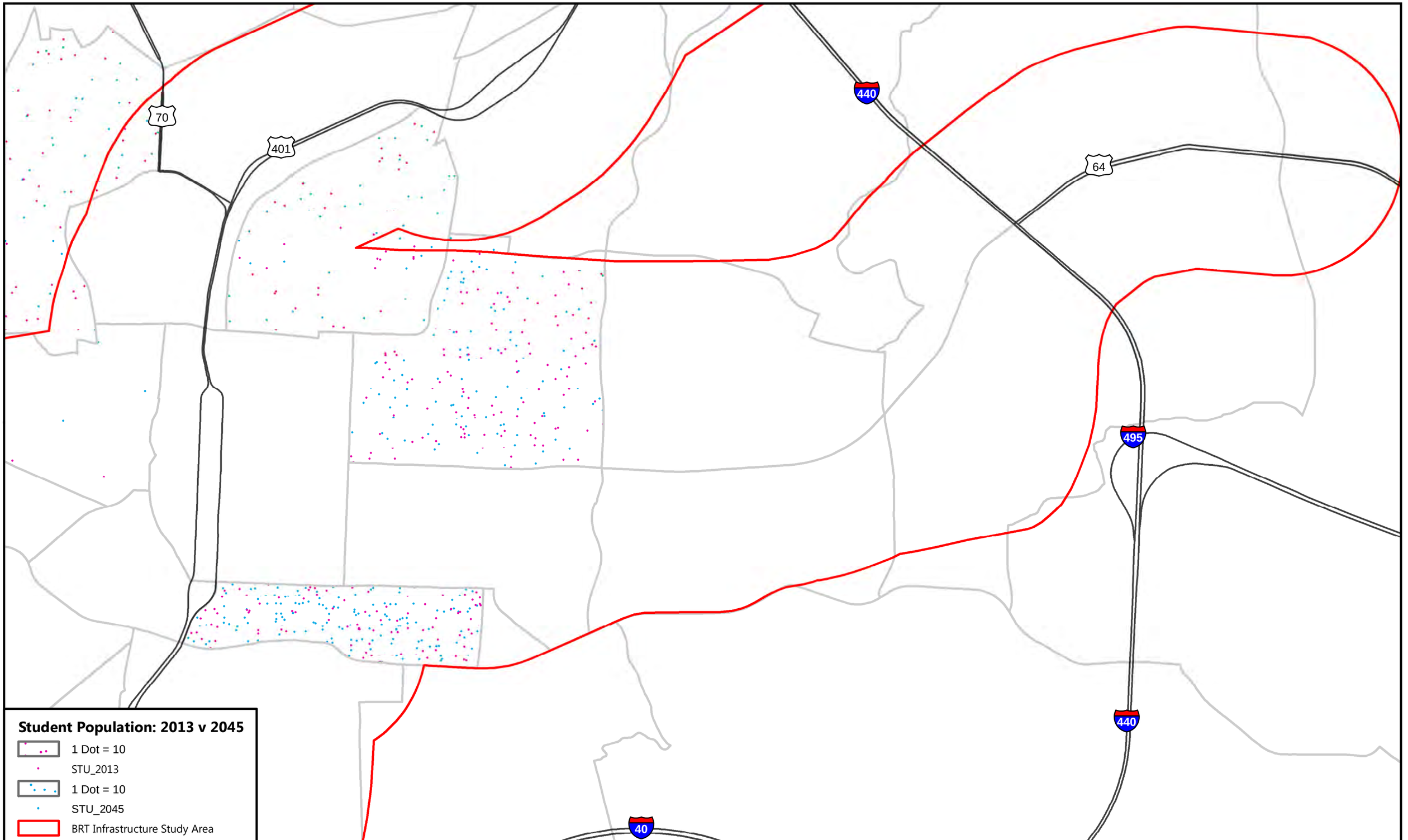
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Infrastructure Study Area - Socio-Economic Forecast for New Bern Corridor
BRT Travel Market Analysis (2013 v 2045)

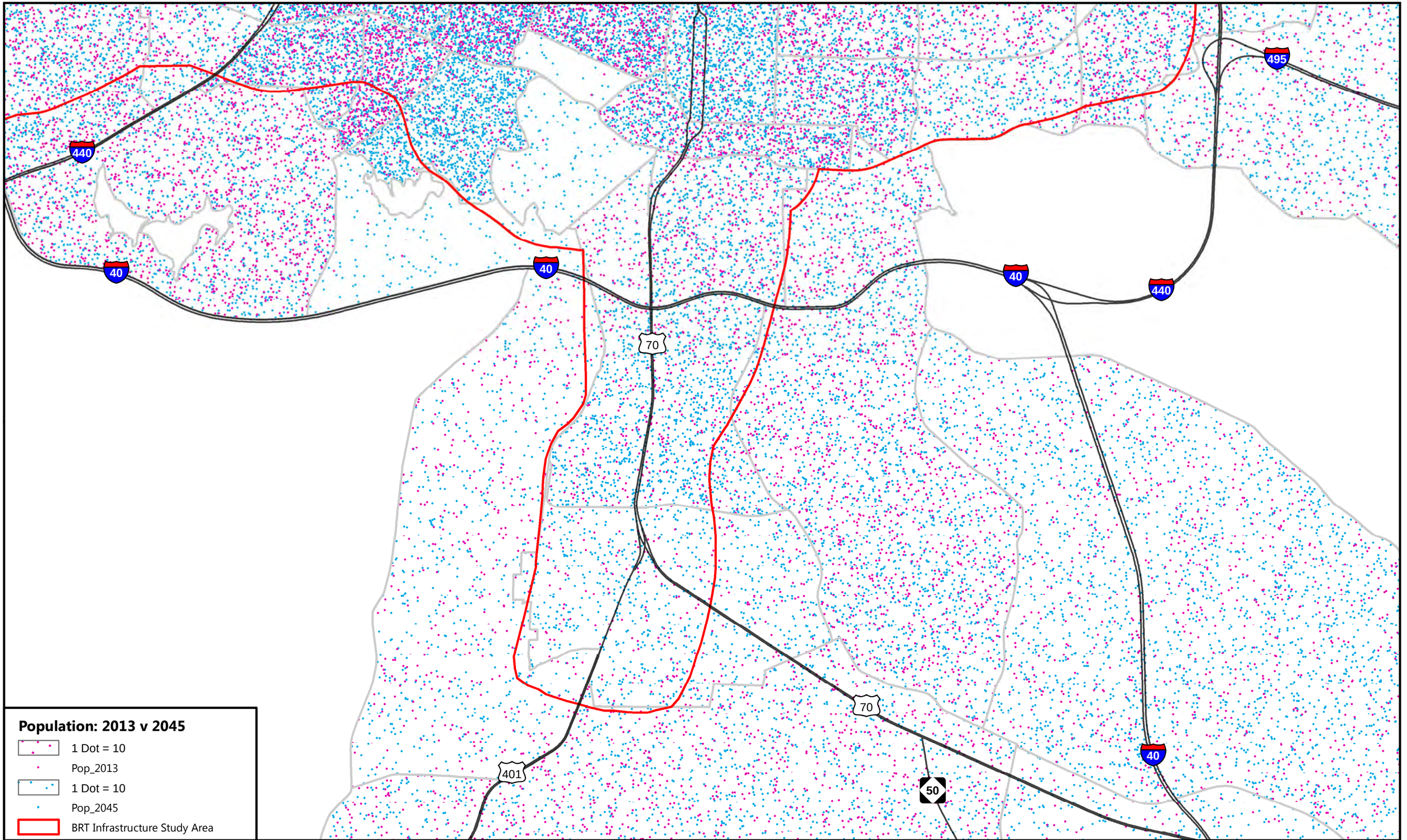
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Population: 2013 v 2045

- 1 Dot = 10
- Pop_2013
- 1 Dot = 10
- Pop_2045
- BRT Infrastructure Study Area

0 0.125.25 0.5 0.75 1 Miles

N

Infrastructure Study Area - Socio-Economic Forecast for Wilmington Corridor BRT Travel Market Analysis (2013 v 2045)

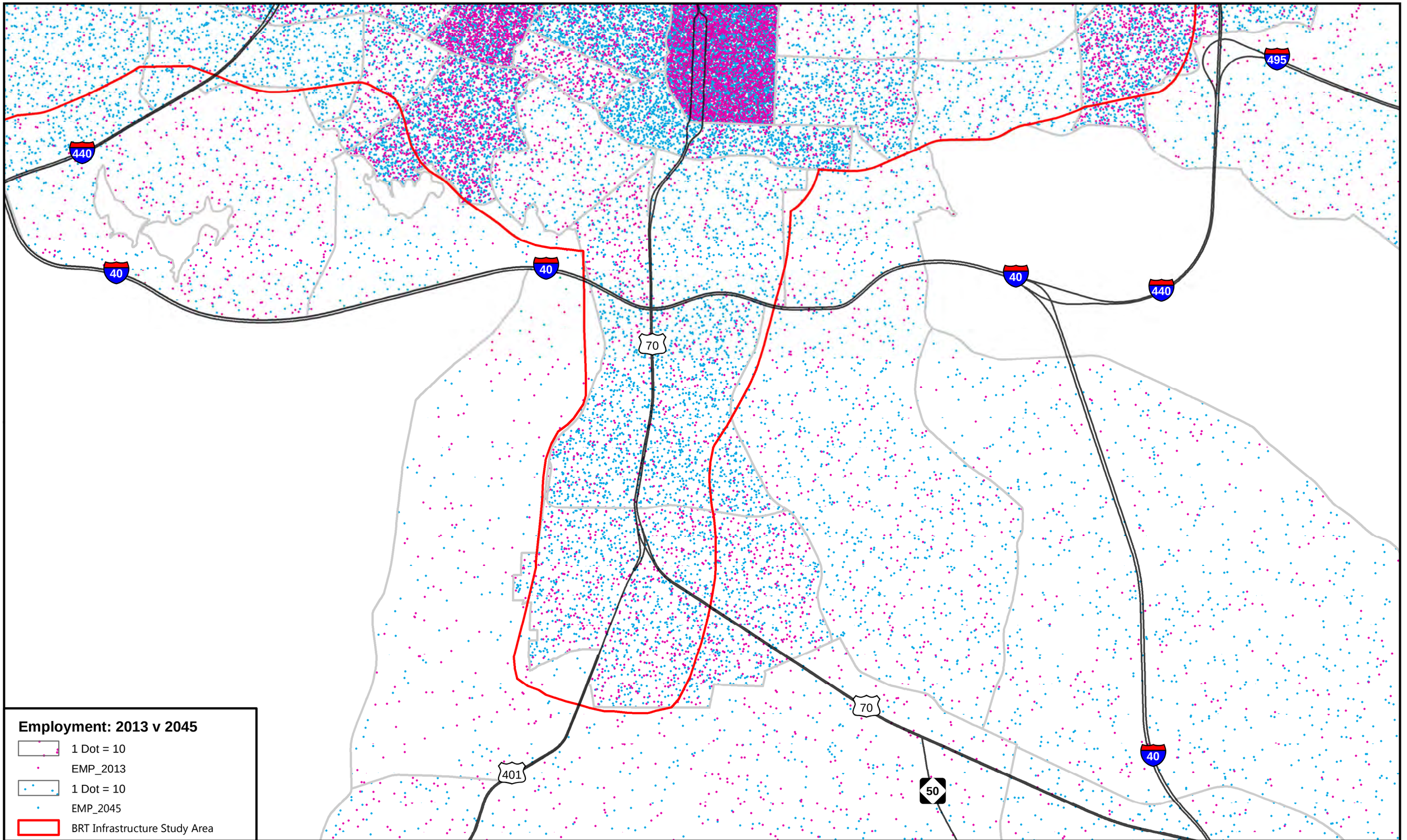
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Employment: 2013 v 2045

- 1 Dot = 10
- EMP_2013
- 1 Dot = 10
- EMP_2045
- BRT Infrastructure Study Area

0 0.125 0.25 0.5 0.75 1 Miles

N

Infrastructure Study Area - Socio-Economic Forecast for Wilmington Corridor BRT Travel Market Analysis (2013 v 2045)

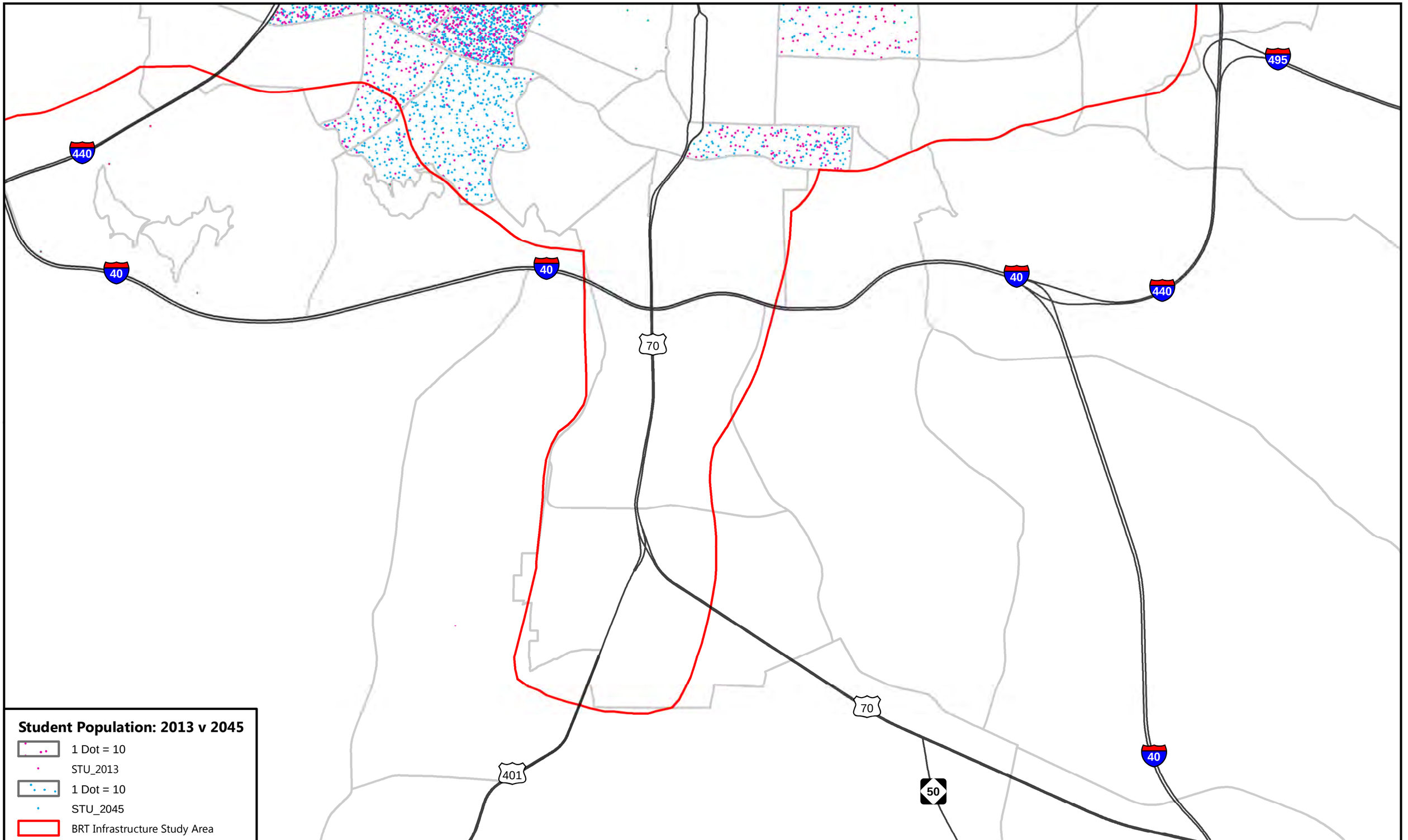
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Student Population: 2013 v 2045

- 1 Dot = 10
- STU_2013
- 1 Dot = 10
- STU_2045
- BRT Infrastructure Study Area

0 0.125 0.25 0.5 0.75 1 Miles

N

Infrastructure Study Area - Socio-Economic Forecast for Wilmington Corridor BRT Travel Market Analysis (2013 v 2045)

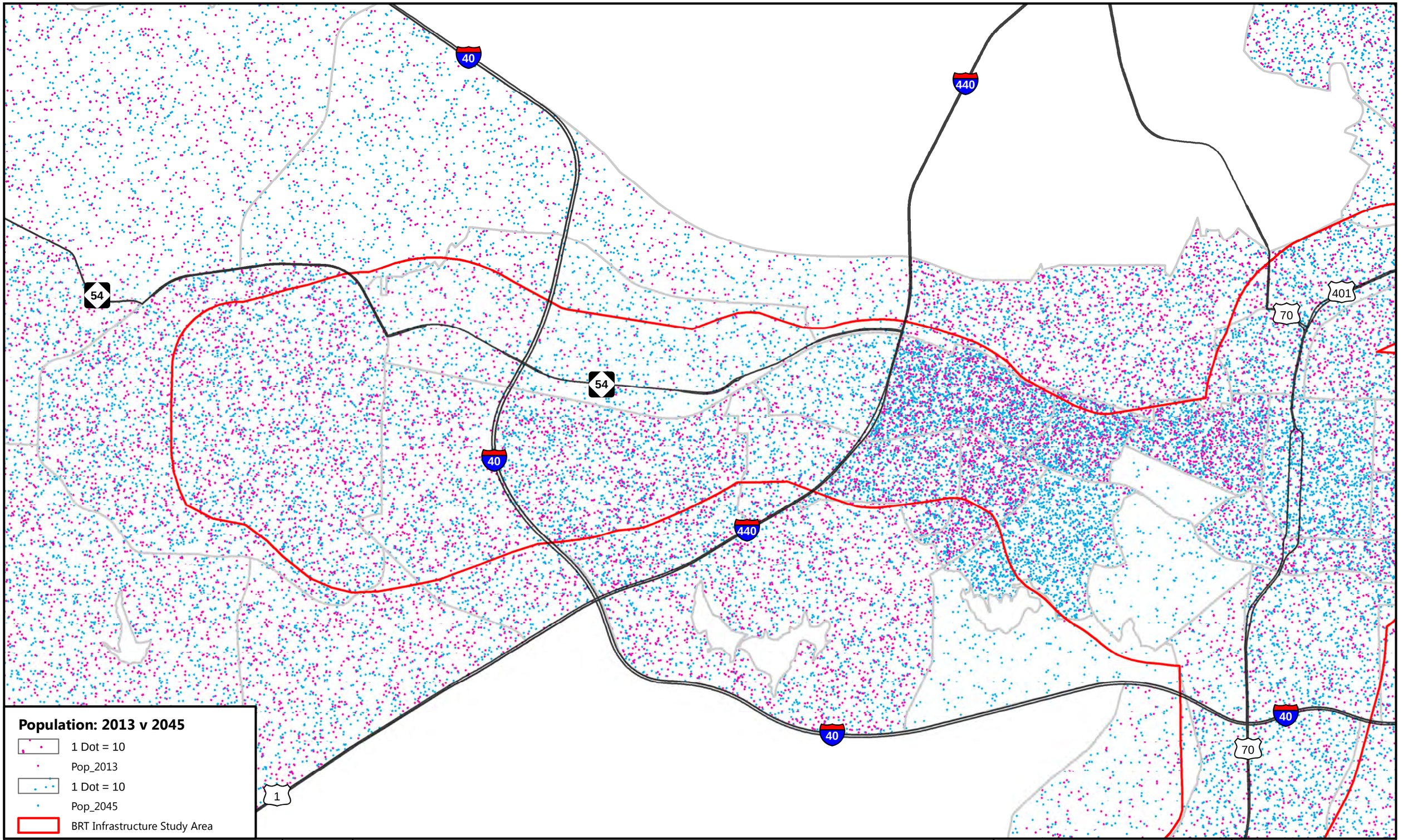
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Infrastructure Study Area - Socio-Economic Forecast for Western Corridor
BRT Travel Market Analysis (2013 v 2045)

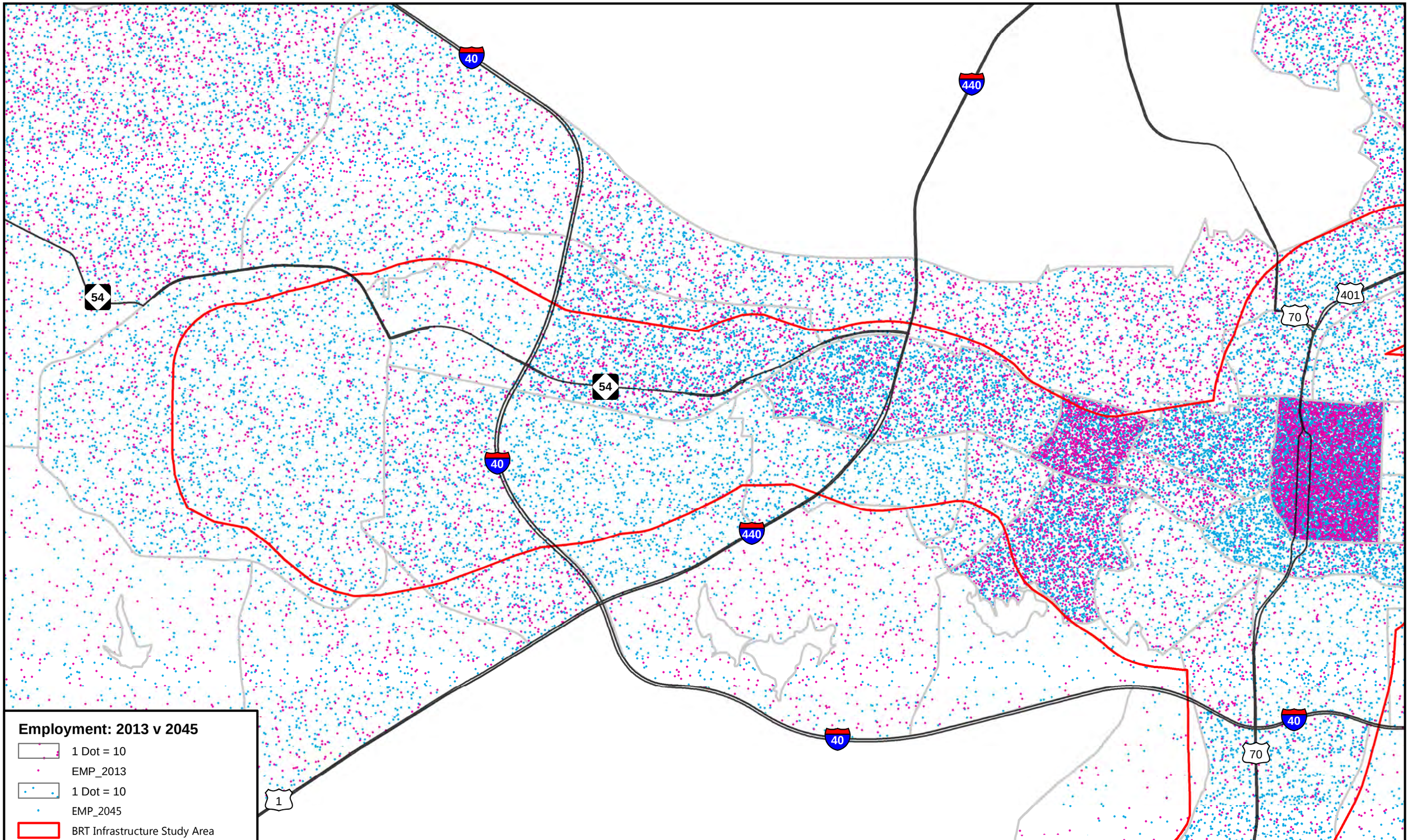
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Employment: 2013 v 2045

- 1 Dot = 10
- EMP_2013
- 1 Dot = 10
- EMP_2045
- BRT Infrastructure Study Area

0 0.125 0.25 0.5 0.75 1 Miles

N

Infrastructure Study Area - Socio-Economic Forecast for Western Corridor
BRT Travel Market Analysis (2013 v 2045)

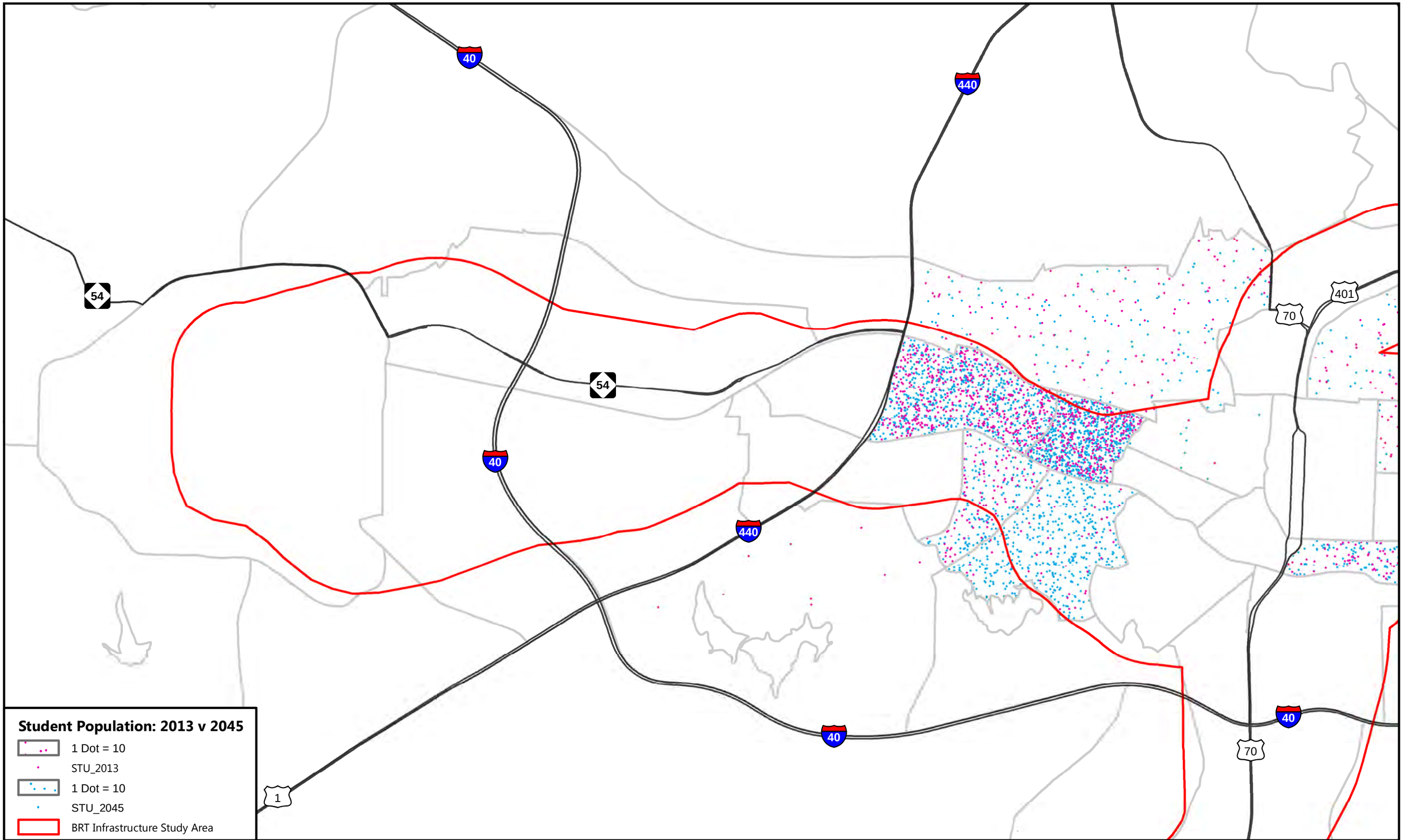
Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017



Student Population: 2013 v 2045

- 1 Dot = 10
- STU_2013
- 1 Dot = 10
- STU_2045
- BRT Infrastructure Study Area

0 0.125 0.25 0.5 0.75 1 Miles

N

Infrastructure Study Area - Socio-Economic Forecast for Western Corridor
BRT Travel Market Analysis (2013 v 2045)

Data Sources: TRMv6 (December 2017)

Wake County BRT MIS - BRT Corridors

Wake County

vhb

12/19/2017

APPENDIX 3-C

PRODUCTIONS AND ATTRACTIONS BY DISTRICT IN INFRASTRUCTURE AND SERVICE AREA

2045 Person Trips from TRMv6 by Districts

	BRT Districts	1 Raleigh CBD	20 Glenwood South	21 Cameron Park	22 Boylan Heights	23 Dorothea Dix	24 NCSU Main	25 Centennial Campus	26 NCSU Greek	27 NCSU/Method	28 Kentwood	29 Blue Ridge South	30 West Raleigh	31 Jones Franklin	32 Fairgrounds/ Trinity	33 Medfield	34 Cary Town Center	35 Downtown Cary	40 Five Points East	41 Mordecai	42 Belvedere Park	43 Atlantic Ave	60 Oakwood	61 East Raleigh
1	**Raleigh CBD**	9,708	3,692	258	2,061	436	1,039	2,082	401	2,362	1,284	1,367	384	1,032	1,291	160	858	798	3,437	2,388	1,552	2,454	949	433
20	**Glenwood South**	4,438	1,630	128	860	183	1,259	1,264	217	1,158	595	634	176	624	720	104	410	447	1,393	854	512	751	311	139
21	**Cameron Park**	222	90	8	48	13	67	72	12	68	39	38	13	46	45	7	39	42	63	38	20	32	15	5
22	**Boylan Heights**	1,843	700	53	392	95	253	460	86	455	249	232	81	186	181	33	180	172	540	344	198	288	143	71
23	**Dorothea Dix**	640	244	26	149	48	192	267	44	209	128	117	38	94	81	16	83	87	139	81	40	56	29	13
24	**NCSU Main**	2,353	814	117	398	111	549	2,506	588	3,783	1,095	1,655	314	491	930	88	412	411	629	410	226	329	158	44
25	**Centennial Campus**	3,145	1,280	140	676	215	3,422	2,697	557	3,991	1,142	1,174	339	1,021	1,049	135	713	703	812	443	235	336	157	45
26	**NCSU Greek**	989	425	56	210	71	1,437	1,275	161	1,603	468	446	145	455	439	59	280	322	220	120	56	58	41	14
27	**NCSU/Method**	2,473	980	97	508	129	3,790	3,818	846	2,604	1,056	1,185	329	1,038	1,228	181	891	931	566	309	167	205	114	32
28	**Kentwood**	1,529	615	63	317	93	2,200	1,501	227	1,151	655	679	241	860	849	129	619	705	262	136	45	66	43	16
29	**Blue Ridge South**	1,815	707	65	315	54	1,341	921	181	1,191	657	1,132	371	1,403	1,531	269	935	1,204	409	199	73	101	68	10
30	**West Raleigh**	665	248	34	133	27	556	435	88	531	310	544	192	743	796	137	464	638	130	58	22	35	17	4
31	**Jones Franklin**	1,625	759	105	283	86	986	1,207	255	1,640	982	1,939	737	4,154	3,947	851	3,836	4,836	376	172	65	102	38	13
32	**Fairgrounds/Trinity**	1,775	808	64	244	47	832	799	165	1,246	726	1,350	484	2,627	3,228	660	2,401	3,074	476	226	87	131	51	9
33	**Medfield**	289	154	13	51	15	112	114	27	222	113	332	123	786	956	266	843	1,316	98	45	20	26	9	4
34	**Cary Town Center**	987	403	45	217	60	407	523	115	817	502	980	390	2,693	2,215	633	4,251	5,113	215	101	38	66	31	13
35	**Downtown Cary**	1,337	591	74	264	80	700	708	160	1,142	654	1,546	620	4,354	4,172	1,375	6,562	13,748	339	158	68	101	42	18
40	**Five Points East**	3,845	1,401	92	635	105	634	697	120	628	293	359	98	322	437	58	208	227	1,336	743	559	875	257	124
41	**Mordecai**	2,761	952	63	436	65	312	403	73	380	179	204	56	184	221	28	108	109	782	564	407	601	201	136
42	**Belvedere Park**	1,884	613	36	259	29	329	244	39	215	94	106	28	92	145	20	53	72	607	404	349	532	139	112
43	**Atlantic Ave**	2,483	754	38	321	27	287	278	40	190	64	82	25	86	105	14	65	68	802	513	472	863	174	101
60	**Oakwood**	1,776	578	52	277	43	346	299	54	254	90	149	36	59	95	11	42	50	461	334	236	316	147	134
61	**East Raleigh**	1,338	390	36	174	29	214	161	30	113	38	36	13	32	28	7	25	34	291	252	197	233	120	149
62	**Washington Heights**	1,924	635	58	348	61	380	357	62	282	113	133	38	79	84	15	73	84	480	342	236	321	167	142
63	**Poole Road**	1,299	404	30	181	32	183	150	23	121	49	45	17	40	33	8	40	45	256	199	151	192	114	115
64	**WakeMed**	2,689	781	63	352	45	311	227	37	151	59	69	24	65	73	13	55	67	467	400	309	456	240	295
65	**Marsh Creek**	337	96	5	42	4	29	20	3	17	7	7	2	8	9	1	7	7	65	62	48	69	32	32
66	**Trawick**	4,284	1,147	47	421	35	163	170	24	155	77	131	40	137	172	24	106	107	817	623	686	1,190	369	349
80	**Shaw**	1,368	492	40	268	62	187	332	60	312	165	163	57	110	117	20	111	120	395	277	158	246	111	52
81	**South Wilmington**	2,010	643	63	351	94	413	514	81	340	176	114	44	162	139	33	163	192	461	326	163	237	129	74
82	**South Saunders**	5,381	1,514	126	1,015	233	681	1,061	142	460	322	168	65	450	360	93	487	514	944	625	228	366	224	128
83	**Caraleigh**	473	148	19	95	30	79	151	25	82	48	18	8	52	40	10	46	57	112	67	34	44	26	18
84	**Tryon**	4,185	1,091	71	748	147	322	612	85	335	252	189	75	318	264	60	331	315	608	417	144	247	148	68
201	**Cameron Village**	5,191	2,200	171	868	197	2,352	1,903	337	1,873	796	1,058	293	945	1,143	147	574	583	1,701	856	565	771	293	131
202	**NCSU West**	997	427	38	160	30	557	595	144	902	412	672	204	843	1,193	202	618	806	264	122	47	72	36	5
203	**Centennial South**	789	303	49	196	71	531	642	107	425	264	187	80	295	236	51	218	261	134	69	22	25	23	12
204	**Lake Johnson**	1,757	826	125	354	135	2,216	2,116	332	1,614	995	1,123	458	1,917	1,726	259	1,055	1,239	331	170	46	70	49	27
205	**Southeast Cary**	547	207	35	118	39	229	301	75	440	268	420	175	1,431	1,064	334	2,440	3,577	117	52	21	36	19	10
206	**Southwest Cary**	1,443	512	106	281	111	721	832	214	1,067	618	1,219	516	4,001	3,448	1,112	5,906	16,212	304	132	65	107	54	25
207	**Morrisville**	1,406	571	65	197	66	544	508	127	844	456	1,162	453	3,011	3,038	1,023	4,270	13,702	359	168	83	121	45	14
208	**Northeast Cary**	723	354	24	85	25	228	226	53	444	220	570	202	1,295	1,688	526	1,697	3,434	222	105	45	62	20	6
209	**Lake Crabtree**	1,765	822	51	176	48	449	443	104	885	427	1,069	349	2,293	2,784	899	3,317	9,173	507	242	103	150	50	12
210	**RTP South**	692	310	14	64	14	117	135	29	283	137	308	83	499	647	172	656	2,088	184	91	37	60	18	4
211	**Southpoint**	227	81	8	20	8	90	68	16	89	37	100	28	144	208	49	145	368	52	25	13	21	7	2
212	**West Cary**	331	102	16	40	17	156	133	32	145	65	160	78	529	521	187	717	2,549	66	30	18	28	10	3
213	**RTP North**	299	132	6	28	6	27	50	11	112	55	122	33	198	253	64	243	519	78	39	16	27	8	2
401	**Hi-Mount/Forest Acres**	2,954	948	53	382	40	256	333	54	250	95	134	42	141	173	23	102	106	1,017	590	524	966	193	94
402	**Brentwood**	11,492	3,372	185	1,314	90	1,038	716	112	745	341	653	209	684	846	115	472	524	3,703	2,323	2,476	4,409	882	666
403	**East Raleigh**	1,265	391	30	146	23	184	128	24	96	29	22	7	26	28	5	20	26	329	296	248	301	127	172
404	**North Raleigh**	6,513	1,835	155	693	61	639	516	107	548	243	548	179	494	718	83	278	347	2,091	1,195	1,313	2,576	404	188
405	**Northeast Raleigh**	9,873	2,702	167	922	75	920	699	105	549	239	543	178	539	718	94	316	376	3,028	1,891	2,302	4,057	740	634
406	**Rolesville**	5,667	1,627	110	475	58	450	477	75	373	143	427	138	370	578	65	189	232	1,850	1,154	1,473	2,600	461	253
407	**Spring Valley**	1,904	703	43	258	38	375	303	37	214	83	151	47	154	189	25	110	113	674	336	288	600	101	48
408	**North Hills**	4,696	1,780	108	648	72	704	497	96	647	299	576	183	570	714	92	368	396	1,675	848	816	1,551	255	136
601	**New Hope North**	5,573	1,488	85	359	59	233	266	45	202	83	206	68	177	265	33	97	130	1,169	917	1,138	1,694	594	1,089
602	**New Hope South**	5,202	1,640	84	381	107	266	470	72	198	103	171	56	192	221	41	145	202	934	778	841	1,353	574	1,042
603	**Knightdale North**	3,116	988	39	145	46	168	197	34	161	61	190	61	133	242	29	84	112	616	720	641	1,056	438	412
604	**Knightdale**	5,326	1,720	95	376	125	216	512	85	217	111	230	74	221	289	53	163	236	978	847	880	1,491	597	797
605	**Zebulon**	925	259	20	69	25	64	112	20	59	25	65	20	54	82	14	39	59	202	148	166	297	75	44
606	**Wendell**	5,418	1,623	102	412	134	257	565	93	251	114	261	79	232	327	61	185	265	1,019	744	774	1,494	456	289
801	**Southeast Raleigh**	9,133	2,338	293	1,409	332	995	1,424	226	693	409	283	130	552	439	104	419	553	1,393	1,044	607	719	603	576
802	**Rock Quarry**	10,037	2,543	274	1,250	320	664	1,302	207	480	319	225	102	519	436	106	373	536	1,324	1,119	800	835	882	976
803	**White Oak**	7,311	1,635	216	987	257	403	959	175	463	326	303	143	458	411	89	327	436	786	757	444	464	562	402
804	**Garner**	8,515	1,990	295	1,451	376	659	1,379	253	680	497	450	209	671	566	116	436	573	1,123	806	341	381	396	284
805	**Garner South**	7,815	1,967	278	1,453	389	502	1,442	271	825	616	437	232	1,006	777	166	955	1,124	1,054	641	235	271	281	211
806	**Lake Wheeler**	2,319	847	108	570	184	404	829	140	431	317	217	105	460	368	80	337	434	406	212	69	82	75	59
Grand Total		*205,100*	*65,000*	*5,600*	*29,300*	*6,400*	*41,600*	*47,400*	*8,800*	*45,400*	*21,900*	*31,600*	*10,800*	*49,900*	*52,300*	*11,900*	*53,000*	*97,900*	*48,700*	*31,700*	*25,300*	*40,700*	*14,100*	*11,500*

Based on December 2017 socio-economic data

2045 Person Trips from TRMv6 by Districts

	BRT Districts	62 Washington Heights	63 Poole Road	64 WakeMed	65 Marsh Creek	66 Trawick	80 Shaw	81 South Wilmington	82 South Saunders	83 Caraleigh	84 Tryon	201 Cameron Village	202 NCSU West	203 Centennial South	204 Lake Johnson	205 Southeast Cary	206 Southwest Cary	207 Morrisville	208 Northeast Cary	209 Lake Crabtree	210 RTP South	211 Southpoint	212 West Cary	213 RTP North	401 Hi-Mount/Forest Acres	402 Brentwood
1	Raleigh CBD	1,517	1,018	1,094	260	4,806	1,621	2,127	5,622	184	5,024	3,927	591	177	589	326	480	629	348	788	290	88	56	75	2,545	8,944
20	Glenwood South	532	288	352	72	1,093	672	663	1,500	65	1,207	1,893	450	88	345	132	193	341	236	508	205	51	30	67	810	2,535
21	Cameron Park	27	15	16	3	50	35	42	108	4	95	94	19	6	23	13	19	25	14	24	8	3	2	2	33	111
22	Boylan Heights	239	131	152	32	406	315	352	928	36	784	700	113	51	132	70	104	106	49	96	37	9	10	13	298	948
23	Dorothea Dix	59	26	29	4	60	104	109	291	16	230	267	52	30	88	33	52	54	28	51	21	5	6	9	45	100
24	NCSU Main	253	130	118	25	341	345	347	725	35	565	1,735	904	176	565	125	153	196	112	228	62	23	13	12	346	761
25	Centennial Campus	279	124	134	22	264	487	475	1,258	67	1,035	1,956	774	215	753	234	330	407	216	389	133	37	34	41	305	582
26	NCSU Greek	75	31	37	5	56	147	111	241	17	197	649	417	96	351	94	145	191	121	198	74	18	17	26	58	159
27	NCSU/Method	211	83	64	11	218	343	283	467	29	437	1,634	1,201	131	531	281	385	539	326	606	199	58	39	50	239	728
28	Kentwood	94	35	31	6	105	210	135	330	19	296	704	686	102	479	198	284	398	256	415	142	35	30	44	104	349
29	Blue Ridge South	113	34	37	9	168	219	101	211	8	174	959	869	65	449	265	383	699	445	756	252	66	45	77	154	534
30	West Raleigh	39	13	17	3	55	93	42	84	4	86	347	396	36	276	109	172	357	228	335	108	24	24	39	53	179
31	Jones Franklin	84	32	49	10	154	181	137	480	23	418	1,044	1,428	110	1,134	1,001	1,597	2,734	1,510	2,354	722	160	208	265	149	516
32	Fairgrounds/Trinity	90	26	43	11	223	147	105	368	13	319	1,006	1,093	58	603	544	955	1,813	1,158	1,787	503	137	122	142	200	700
33	Medfield	17	8	12	3	35	30	32	122	5	93	229	349	19	152	208	358	752	617	780	159	35	51	49	37	127
34	Cary Town Center	63	33	34	6	117	123	138	512	20	434	488	589	74	543	1,411	2,155	2,999	1,309	2,246	483	109	242	127	98	343
35	Downtown Cary	85	41	60	10	154	158	165	612	29	465	741	1,130	96	762	2,750	6,346	11,566	3,974	8,427	2,129	345	953	474	140	505
40	Five Points East	386	180	231	51	867	502	425	892	44	663	1,507	262	42	159	69	100	203	152	340	147	34	19	55	963	2,711
41	Mordecai	313	151	211	52	628	367	316	609	29	437	894	133	22	97	37	54	105	79	174	77	17	10	29	604	1,861
42	Belvedere Park	200	115	182	43	660	218	151	227	13	157	567	98	11	36	18	29	79	63	131	59	13	7	22	559	1,817
43	Atlantic Ave	235	136	276	72	1,314	263	193	156	13	121	619	65	6	27	22	33	58	39	93	46	10	6	19	961	3,450
60	Oakwood	241	129	215	38	487	243	198	313	17	193	577	121	18	46	18	32	44	35	72	38	7	6	17	298	923
61	East Raleigh	184	104	212	37	407	166	123	177	11	91	344	24	13	25	12	21	24	16	31	18	3	3	10	196	654
62	Washington Heights	286	171	254	45	696	283	296	544	24	380	598	89	27	67	32	55	57	32	59	28	6	7	13	295	1,022
63	Poole Road	181	133	194	36	591	190	165	277	12	185	314	21	15	30	17	29	30	16	30	15	3	3	7	160	663
64	WakeMed	364	278	514	109	1,946	353	254	365	16	287	497	55	19	39	24	44	56	41	77	44	9	7	20	362	2,108
65	Marsh Creek	46	38	63	16	330	38	30	45	2	32	57	6	2	4	3	4	6	4	8	4	1	1	2	57	329
66	Trawick	545	503	924	245	7,799	460	260	595	17	462	428	95	20	51	37	57	98	62	147	64	17	8	24	1,025	7,503
80	Shaw	184	111	137	27	480	211	279	719	25	613	447	69	29	90	47	83	81	39	66	25	7	9	8	240	810
81	South Wilmington	247	123	154	25	305	339	381	1,028	37	806	555	67	62	140	72	130	125	65	108	43	10	14	16	231	517
82	South Saunders	474	233	210	28	734	875	1,050	4,303	104	4,181	983	108	188	375	199	311	312	153	277	109	26	30	40	239	711
83	Caraleigh	53	21	28	4	39	86	78	229	12	167	146	14	25	50	20	35	34	20	33	14	3	4	6	46	59
84	Tryon	315	157	158	24	520	614	733	3,729	72	5,327	562	57	91	287	149	219	195	83	173	67	17	17	24	147	505
201	Cameron Village	454	198	228	44	692	618	482	892	53	639	2,897	924	107	424	177	240	428	351	746	305	67	40	116	856	2,251
202	NCSU West	71	11	22	6	123	105	45	109	4	92	863	562	31	234	144	234	462	401	637	191	54	30	55	112	391
203	Centennial South	50	18	24	2	45	121	104	289	22	186	361	124	99	284	89	141	148	91	152	65	12	16	30	22	58
204	Lake Johnson	109	40	53	7	111	226	175	546	34	487	1,021	887	220	1,092	346	494	624	436	637	250	47	57	111	97	318
205	Southeast Cary	39	18	26	4	62	72	73	263	14	216	305	296	53	347	1,314	2,211	2,003	705	1,381	306	46	185	88	49	174
206	Southwest Cary	110	47	97	14	174	186	174	619	42	457	783	1,049	134	868	4,546	26,106	29,822	3,509	11,587	6,098	1,276	5,561	1,258	127	483
207	Morrisville	81	35	78	14	197	125	126	458	26	345	736	935	66	507	2,212	15,420	61,646	4,693	26,799	20,931	4,410	9,331	2,947	155	578
208	Northeast Cary	34	13	25	6	103	49	52	195	9	153	451	594	29	225	493	1,109	3,071	2,172	3,837	838	206	220	213	90	321
209	Lake Crabtree	79	29	60	14	260	101	109	409	17	335	957	965	48	356	1,307	4,758	19,594	5,372	17,734	7,197	1,622	1,755	1,114	216	780
210	RTP South	29	11	21	5	114	36	39	149	5	133	288	199	12	71	258	2,901	14,860	999	8,017	23,326	9,182	3,476	3,464	88	344
211	Southpoint	11	4	16	3	35	14	13	44	3	35	90	101	5	25	43	622	3,750	290	2,144	12,698	28,403	2,648	2,772	25	107
212	West Cary	20	8	25	4	45	28	25	87	7	72	129	170	14	87	406	6,512	23,454	827	6,341	11,665	8,321	14,292	2,051	31	133
213	RTP North	12	5	9	2	52	16	17	66	2	60	118	70	5	28	65	561	2,449	348	2,084	6,980	4,134	683	2,477	38	176
401	Hi-Mount/Forest Acres	260	120	238	59	1,043	297	191	227	21	165	851	95	8	47	33	50	92	63	148	71	15	9	29	1,267	3,677
402	Brentwood	1,123	676	1,725	388	9,389	1,131	507	751	31	546	2,524	588	34	220	159	248	438	350	770	395	83	48	205	4,992	34,282
403	East Raleigh	176	103	248	45	474	146	101	144	9	71	367	26	10	19	9	15	19	13	29	18	3	3	10	265	858
404	North Raleigh	494	257	918	181	3,504	574	222	342	22	232	1,754	495	23	174	106	173	552	264	1,113	1,401	234	126	903	3,099	23,635
405	Northeast Raleigh	875	566	2,327	406	10,566	847	336	577	35	361	1,904	539	36	180	115	176	405	294	854	946	158	86	648	3,486	39,355
406	Rolesville	459	223	1,542	251	5,454	413	182	347	28	215	1,100	419	26	116	72	117	394	211	929	1,187	171	94	849	1,867	25,055
407	Spring Valley	144	72	153	39	706	185	88	80	13	62	732	124	7	49	36	53	93	63	150	69	16	9	28	845	2,491
408	North Hills	343	184	507	119	1,924	417	160	226	12	165	1,747	492	26	186	120	177	334	257	591	315	63	38	152	2,384	8,771
601	New Hope North	783	574	2,082	395	8,926	524	228	496	29	289	696	210	33	77	38	63	123	107	267	184	27	18	122	1,280	9,769
602	New Hope South	764	611	2,117	346	7,629	722	384	919	49	502	628	178	70	138	66	118	153	121	255	160	25	21	100	1,058	6,350
603	Knightdale North	362	259	1,650	295	7,555	159	125	343	24	200	444	182	23	53	35	57	148	92	353	429	61	34	308	896	10,917
604	Knightdale	762	624	2,501	388	8,837	639	395	937	60	448	566	228	71	142	72	120	177	143	351	299	41	29	207	1,187	6,441
605	Zebulon	97	71	354	52	1,880	86	60	158	13	86	127	62	12	24	17	29	70	44	162	207	29	16	152	218	4,272
606	Wendell	595	526	2,043	331	6,776	516	396	907	65	481	544	246	60	122	77	129	215	174	433	345	47	33	233	1,152	5,964
801	Southeast Raleigh	1,239	505	872	105	1,020	1,718	1,536	4,990	157	3,554	1,685	172	231	595	196	347	358	219	400	210	36	44	106	468	1,196
802	Rock Quarry	1,724	787	2,315	239	3,071	1,847	1,327	4,294	149	3,301	1,498	171	227	492	173	309	367	242	491	285	43	47	162	540	2,761
803	White Oak	1,072	438	1,203	128	1,990	1,245	1,187	5,819	130	6,147	837	131	144	533	159	281	315	197	453	282	40	49	164	343	2,087
804	Garner	816	288	701	71	860	1,459	1,479	6,751	190	6,699	1,227	178	235	828	222	356	350	218	491	287	42	47	161	237	893
805	Garner South	594	201	482	49	530	1,280	1,178	5,615	178	6,144	1,248	245	324	999	453	995	634	330	689	381	53	170	199	181	597
806	Lake Wheeler	159	58	91	9	134	383	349	1,339	60	1,081	684	119	195	555	166	274	237	154	267	129	21	31	67	67	154
	Grand Total	*22,000*	*12,200*	*31,000*	*5,400*	*110,400*	*26,700*	*22,200*	*67,500*	*2,500*	*59,900*	*57,600*	*24,100*	*4,700*	*19,400*	*22,300*	*80,700*	*193,100*	*35,600*	*113,100*	*104,800*	*60,400*	*41,300*	*23,300*	*39,700*	*239,400*

Based on December 2017 socio-economic data

2045 Person Trips from TRMv6 by Districts

	BRT Districts	403 East Raleigh	404 North Raleigh	405 Northeast Raleigh	406 Rolesville	407 Spring Valley	408 North Hills	601 New Hope North	602 New Hope South	603 Knightdale North	604 Knightdale	605 Zebulon	606 Wendell	801 Southeast Raleigh	802 Rock Quarry	803 White Oak	804 Garner	805 Garner South	806 Lake Wheeler	Grand Total
1	Raleigh CBD	293	2,294	3,939	624	1,442	3,319	1,382	994	673	661	39	265	3,232	1,184	2,911	1,767	981	468	*110,000*
20	Glenwood South	92	624	986	148	560	1,273	307	257	137	141	9	56	846	270	565	395	218	158	*40,200*
21	Cameron Park	4	30	49	7	24	55	14	10	6	7	0	4	56	17	47	34	21	11	*2,200*
22	Boylan Heights	36	235	380	50	188	440	112	75	37	45	3	20	476	130	309	262	142	97	*16,400*
23	Dorothea Dix	7	26	39	5	37	76	17	22	12	14	1	7	138	41	100	80	52	41	*5,300*
24	NCSU Main	38	176	254	38	262	480	98	75	37	44	3	23	369	89	223	186	106	81	*29,300*
25	Centennial Campus	32	166	179	26	227	340	79	104	57	68	4	34	575	189	466	351	226	170	*38,300*
26	NCSU Greek	8	53	55	8	51	122	17	22	10	12	1	6	120	37	80	69	47	45	*13,600*
27	NCSU/Method	23	229	273	41	208	519	64	50	29	30	2	14	251	70	175	148	120	76	*34,900*
28	Kentwood	9	113	119	17	104	270	30	29	14	15	1	7	160	47	103	99	77	61	*19,800*
29	Blue Ridge South	8	184	199	31	148	396	48	37	24	25	2	13	104	34	86	61	62	33	*23,500*
30	West Raleigh	3	62	63	10	55	142	15	13	7	7	1	4	45	13	29	30	24	18	*10,500*
31	Jones Franklin	9	180	182	26	154	392	43	45	23	24	2	13	212	72	161	145	130	96	*47,400*
32	Fairgrounds/Trinity	11	242	268	43	188	506	63	47	30	32	3	16	158	58	153	112	107	58	*35,800*
33	Medfield	2	43	46	6	38	100	10	12	6	7	0	4	54	19	43	33	29	21	*10,700*
34	Cary Town Center	8	113	127	17	94	248	34	44	23	26	2	12	221	73	172	149	148	90	*37,100*
35	Downtown Cary	11	165	165	24	143	361	43	61	30	32	2	17	271	96	211	161	152	108	*83,000*
40	Five Points East	82	664	955	141	605	1,297	243	179	96	104	8	45	509	147	303	201	112	82	*30,800*
41	Mordecai	78	445	694	101	340	666	178	133	67	72	6	30	412	129	249	150	72	49	*20,400*
42	Belvedere Park	67	435	735	109	309	600	193	135	75	78	6	32	229	88	139	55	24	19	*15,200*
43	Atlantic Ave	87	862	1,405	213	563	1,069	374	267	157	163	12	66	257	113	240	54	20	12	*22,000*
60	Oakwood	55	195	300	40	173	302	134	116	61	59	3	19	325	124	190	80	32	29	*12,400*
61	East Raleigh	52	127	186	21	123	218	106	90	35	35	1	11	214	81	81	40	14	18	*8,300*
62	Washington Heights	58	225	378	50	175	302	195	156	76	79	4	28	509	207	384	159	68	48	*14,900*
63	Poole Road	42	143	261	33	92	186	166	141	82	84	4	26	284	127	208	78	30	24	*9,100*
64	WakeMed	119	470	882	116	246	643	563	482	328	335	14	113	458	342	457	149	55	34	*20,900*
65	Marsh Creek	16	75	151	21	33	90	96	74	61	59	2	19	52	33	64	15	6	3	*2,900*
66	Trawick	189	1,900	4,336	725	621	1,741	2,351	1,716	1,950	1,584	92	340	478	549	1,113	240	83	44	*52,800*
80	Shaw	31	203	337	46	140	296	132	75	38	46	3	20	448	152	327	226	119	67	*12,800*
81	South Wilmington	34	113	177	22	138	185	86	86	40	50	3	20	632	170	371	327	145	104	*15,200*
82	South Saunders	58	170	324	45	68	183	213	271	137	168	9	67	2,093	637	2,312	1,637	799	440	*41,500*
83	Caraleigh	6	11	18	3	29	31	11	16	7	9	1	4	123	33	63	63	32	30	*3,400*
84	Tryon	37	121	234	32	47	128	151	187	97	118	6	46	1,673	678	3,725	2,250	1,147	446	*36,400*
201	Cameron Village	79	585	770	112	687	1,451	192	149	75	80	6	37	540	146	274	207	116	101	*44,800*
202	NCSU West	6	133	148	24	106	284	35	26	19	20	2	11	49	18	51	33	34	17	*15,400*
203	Centennial South	5	16	20	3	18	42	12	19	7	8	1	4	129	35	57	63	42	59	*8,100*
204	Lake Johnson	10	110	98	14	113	274	30	45	16	18	1	9	264	75	125	166	110	135	*29,000*
205	Southeast Cary	5	64	60	8	53	131	17	25	11	11	1	6	121	40	76	77	86	56	*23,100*
206	Southwest Cary	14	178	150	20	153	343	44	78	25	23	2	16	296	106	170	166	237	138	*136,300*
207	Morrisville	12	274	254	41	165	397	49	63	28	25	3	15	209	80	167	120	128	77	*187,200*
208	Northeast Cary	5	98	103	15	87	232	28	24	13	14	1	8	86	33	78	55	50	33	*27,700*
209	Lake Crabtree	13	345	356	62	204	542	70	57	39	34	5	18	179	70	181	120	112	64	*93,800*
210	RTP South	5	348	383	74	76	212	30	22	37	23	6	9	64	27	83	49	48	20	*76,200*
211	Southpoint	2	88	86	14	28	63	8	10	7	4	1	2	21	9	19	12	9	6	*56,100*
212	West Cary	3	93	84	13	38	82	10	16	7	5	1	4	42	18	32	25	46	15	*81,200*
213	RTP North	2	227	253	51	32	97	15	11	26	16	4	6	29	12	41	23	23	8	*23,700*
401	Hi-Mount/Forest Acres	79	1,022	1,252	171	808	1,745	289	210	112	121	9	48	213	86	181	53	25	22	*25,000*
402	Brentwood	457	13,518	19,815	2,979	3,152	9,675	3,129	1,778	1,582	1,012	171	301	764	537	1,093	251	88	61	*159,300*
403	East Raleigh	61	157	225	24	159	261	121	99	29	34	2	13	178	73	67	31	10	14	*8,700*
404	North Raleigh	179	33,302	25,818	5,260	2,379	9,105	1,287	770	1,079	560	168	173	306	221	380	100	31	30	*143,700*
405	Northeast Raleigh	385	26,195	47,155	9,226	2,331	8,229	4,275	2,181	3,310	1,531	416	388	564	486	575	165	51	54	*205,300*
406	Rolesville	213	21,418	40,862	27,328	1,438	5,075	2,849	1,559	5,071	1,765	1,241	952	302	348	391	102	32	34	*171,900*
407	Spring Valley	43	816	887	123	705	1,823	196	145	84	89	7	39	75	56	136	29	11	6	*18,400*
408	North Hills	121	4,058	3,796	517	2,194	7,015	542	396	246	219	24	92	197	151	334	76	33	20	*57,500*
601	New Hope North	364	2,620	5,375	1,036	890	2,333	3,498	2,569	2,329	1,406	111	217	523	613	516	163	46	48	*68,000*
602	New Hope South	317	1,445	2,741	485	740	1,937	2,787	3,439	1,833	1,843	92	346	913	1,273	978	314	84	92	*60,200*
603	Knightdale North	214	5,272	12,802	5,153	689	2,134	4,005	2,787	11,987	6,062	1,363	2,049	275	479	481	112	35	33	*90,600*
604	Knightdale	289	2,012	4,637	1,585	871	2,051	4,005	5,552	10,913	10,359	993	2,477	886	1,312	1,134	327	73	93	*90,900*
605	Zebulon	35	2,386	5,740	4,030	179	614	1,351	923	4,960	2,450	2,466	2,611	122	148	164	44	12	15	*39,400*
606	Wendell	190	1,304	3,509	2,625	849	1,811	2,940	3,266	12,920	11,504	6,484	27,876	732	1,038	1,154	304	73	82	*116,200*
801	Southeast Raleigh	168	264	409	49	189	373	274	406	110	141	8	57	4,307	1,889	2,353	2,402	585	540	*61,200*
802	Rock Quarry	281	563	845	105	398	941	846	1,638	285	472	19	136	5,548	6,818	7,156	3,505	622	491	*83,200*
803	White Oak	143	462	739	115	282	661	543	965	345	514	23	178	5,536	6,767	31,375	10,758	3,602	746	*107,400*
804	Garner	93	214	304	37	130	290	213	391	84	109	6	48	4,783	2,640	8,076	8,076	2,050	1,112	*76,200*
805	Garner South	66	146	185	23	100	217	129	264	52	58	4	33	3,266	1,799	5,631	6,905	9,239	1,447	*76,300*
806	Lake Wheeler	18	38	55	7	25	58	35	58	16	19	1	9	596	165	316	447	243	309	*18,300*
	Grand Total	*5,500*	*130,900*	*198,600*	*64,200*	*27,900*	*77,500*	*41,400*	*36,000*	*62,100*	*44,800*	*13,900*	*39,600*	*48,100*	*33,600*	*79,900*	*45,100*	*23,400*	*9,100*	***3,356,800***

Based on December 2017 socio-economic data

APPENDIX 4-A

ROADWAY GEOMETRICS

PROJECT REFERENCE NO.	SHEET NO.
WAKE COUNTY TRANSIT PLAN WESTERN BLVD BRT CORRIDOR	01

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

HARRISON AVE

WEST CHATHAM ST

CADDAY ST

MATCHLINE – SEE SHEET 2

LEGEND

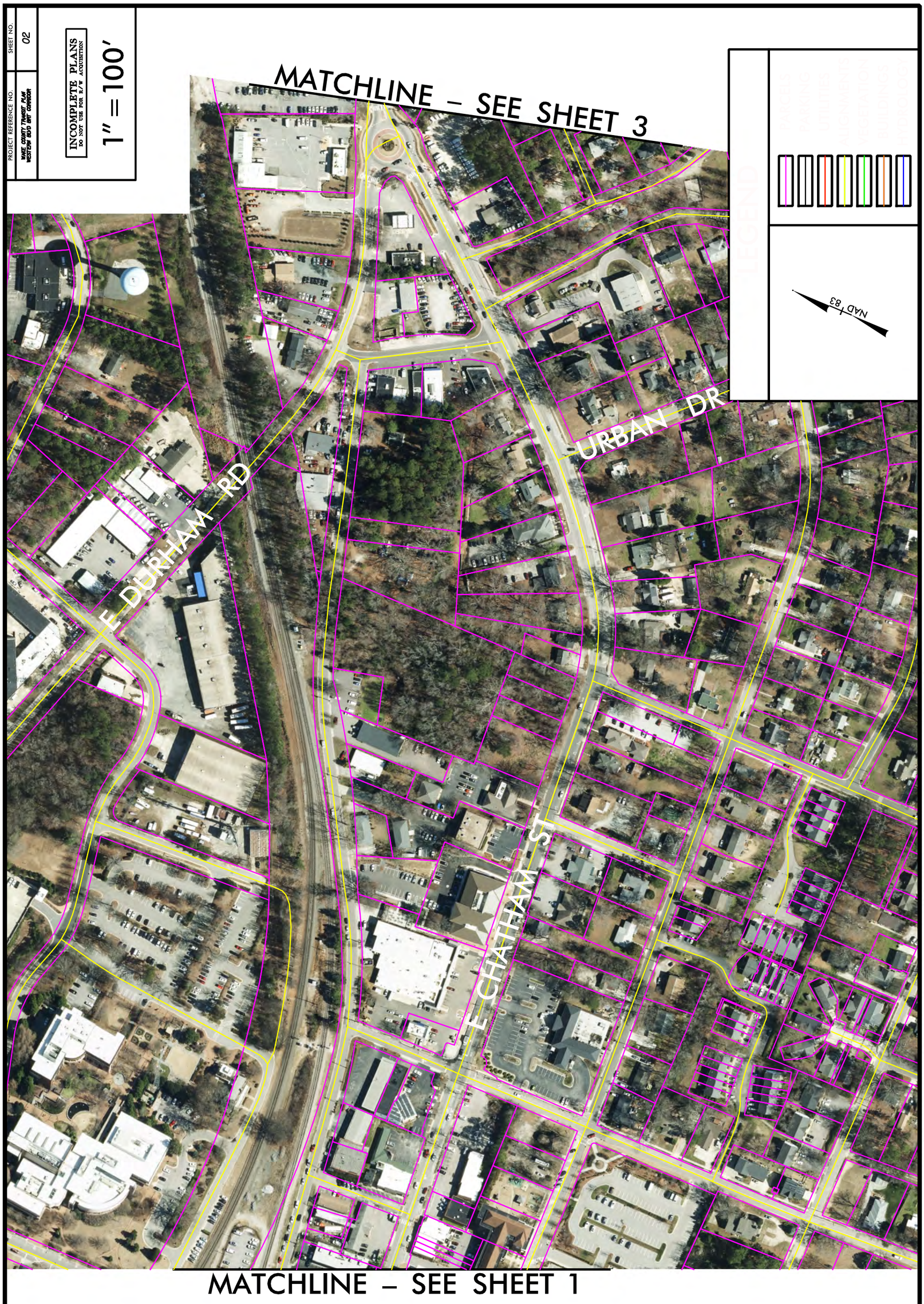
PARCELS
PARKING
UTILITIES
ALIGNMENTS
VEGETATION
BUILDINGS
HYDROLOGY

NAD 83

REVISIONS

12/29/17

12/29/2017
West_Corridor_S1.dgn
dgnjason



SHEET NO. 02

PROJECT REFERENCE NO.
WAKE COUNTY TRANSIT PLAN
WESTERN BUS RAPID TRANSIT CORRIDOR

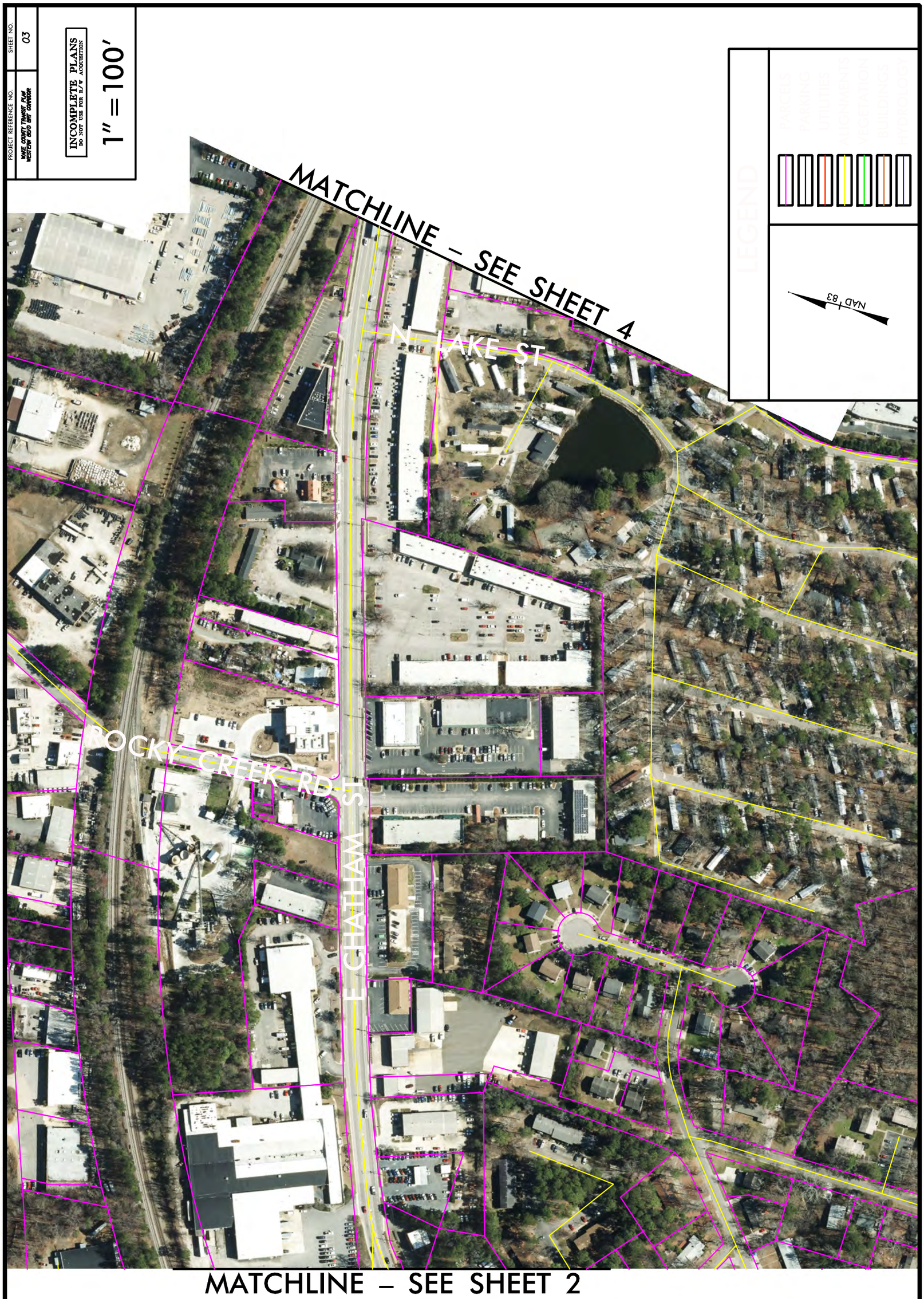
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

REVISIONS

12/29/17

12/29/2017
West_Corridor_S2.dgn
dgnmgr



PROJECT REFERENCE NO.
WAKE COUNTY TRANSIT PLAN
WESTERN BUS RAPID TRANSIT CORRIDOR

SHEET NO.
03

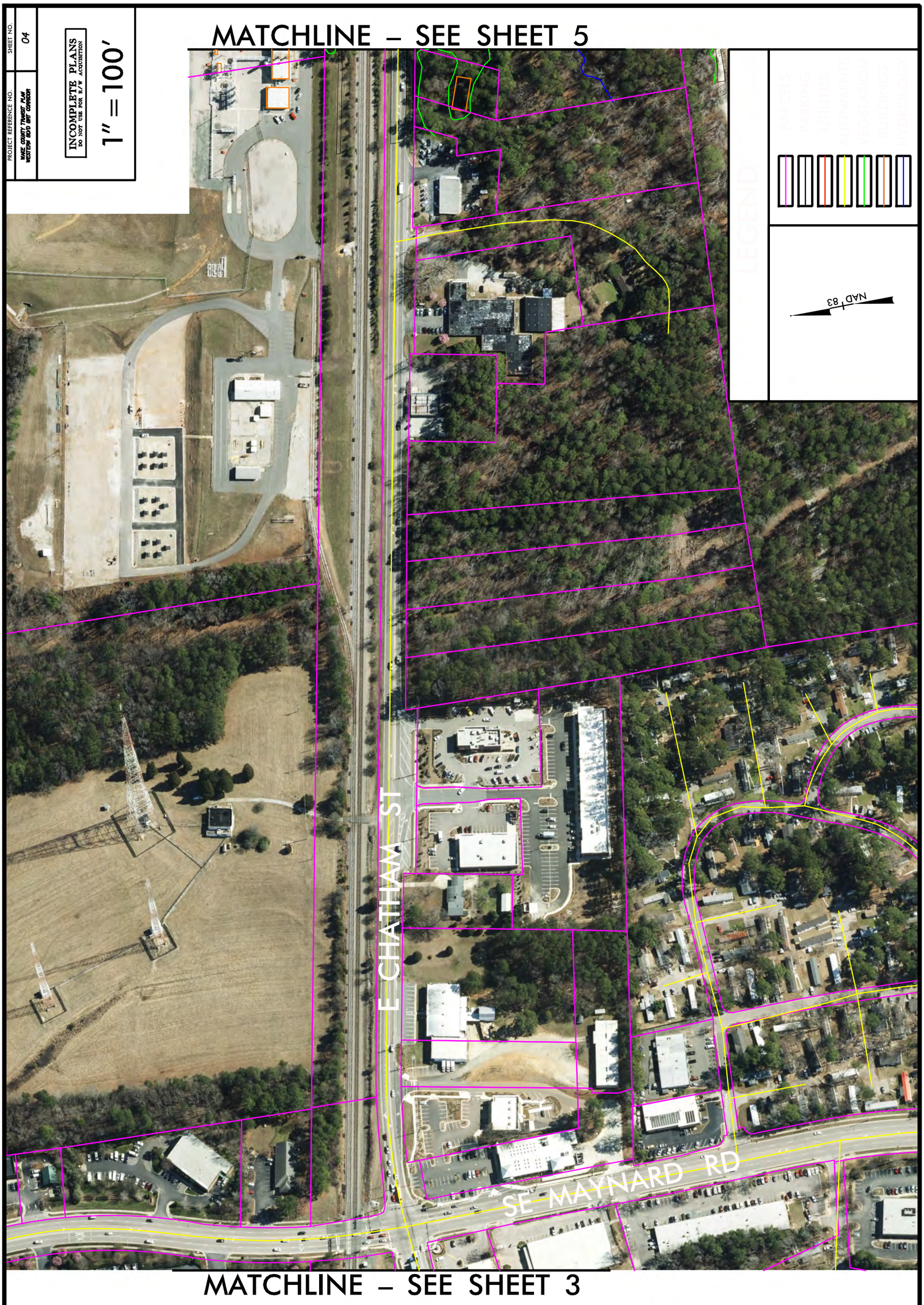
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

REVISIONS

12/29/17

12/29/2017
West_Corridor_53.dgn
dgnmgr



INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

PROJECT REFERENCE NO.
WAKE COUNTY TRANSIT PLAN
WESTERN BUS RAPID TRANSIT CORRIDOR

SHEET NO.
04

REVISIONS

12/29/17

12/29/2017
West_Corridor_S4.dgn
dgnmgr

PROJECT REFERENCE NO.

WAKE COUNTY TRANSIT PLAN
WESTERN BLVD BRT CORRIDOR

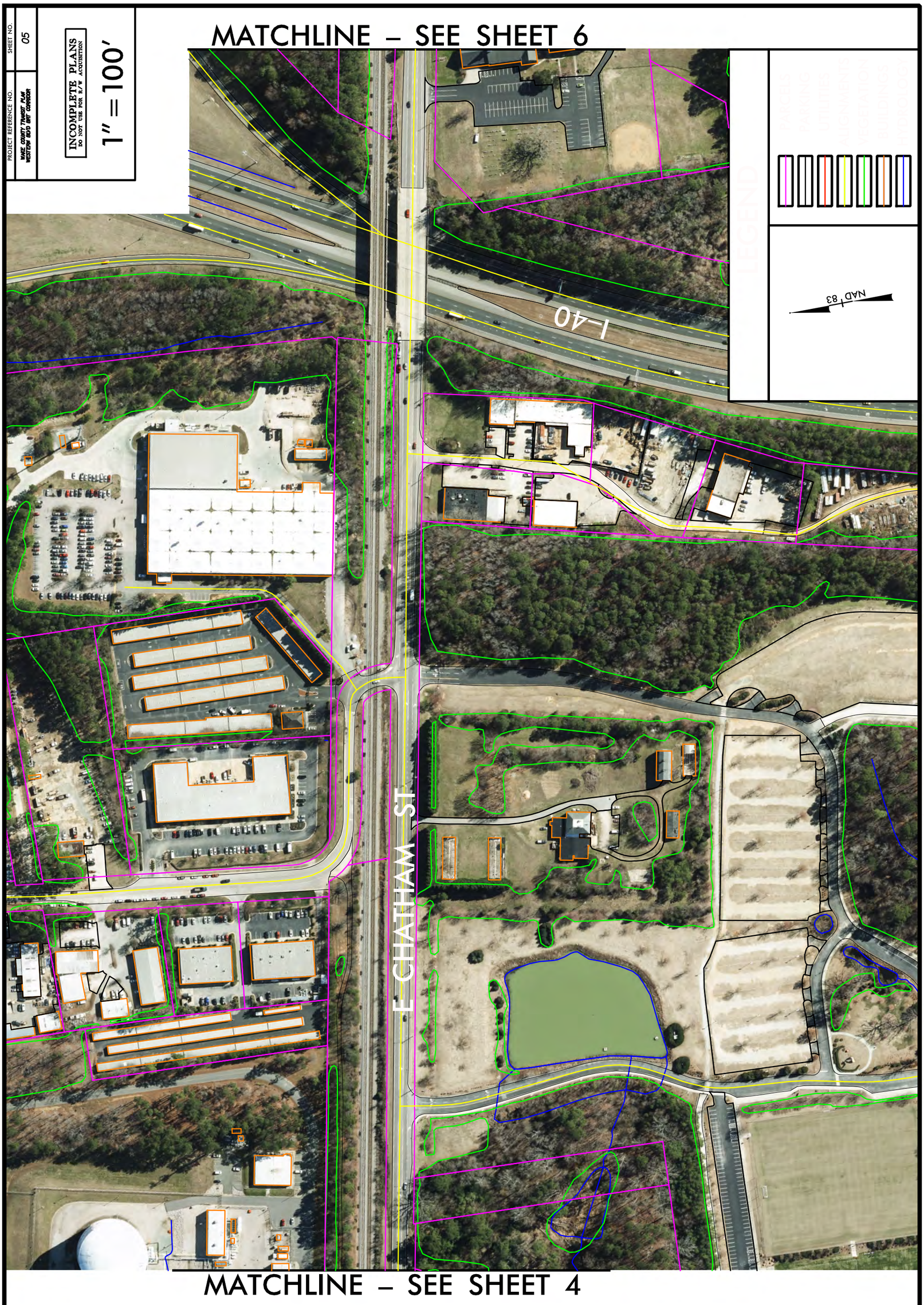
SHEET NO.

05

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

MATCHLINE – SEE SHEET 6

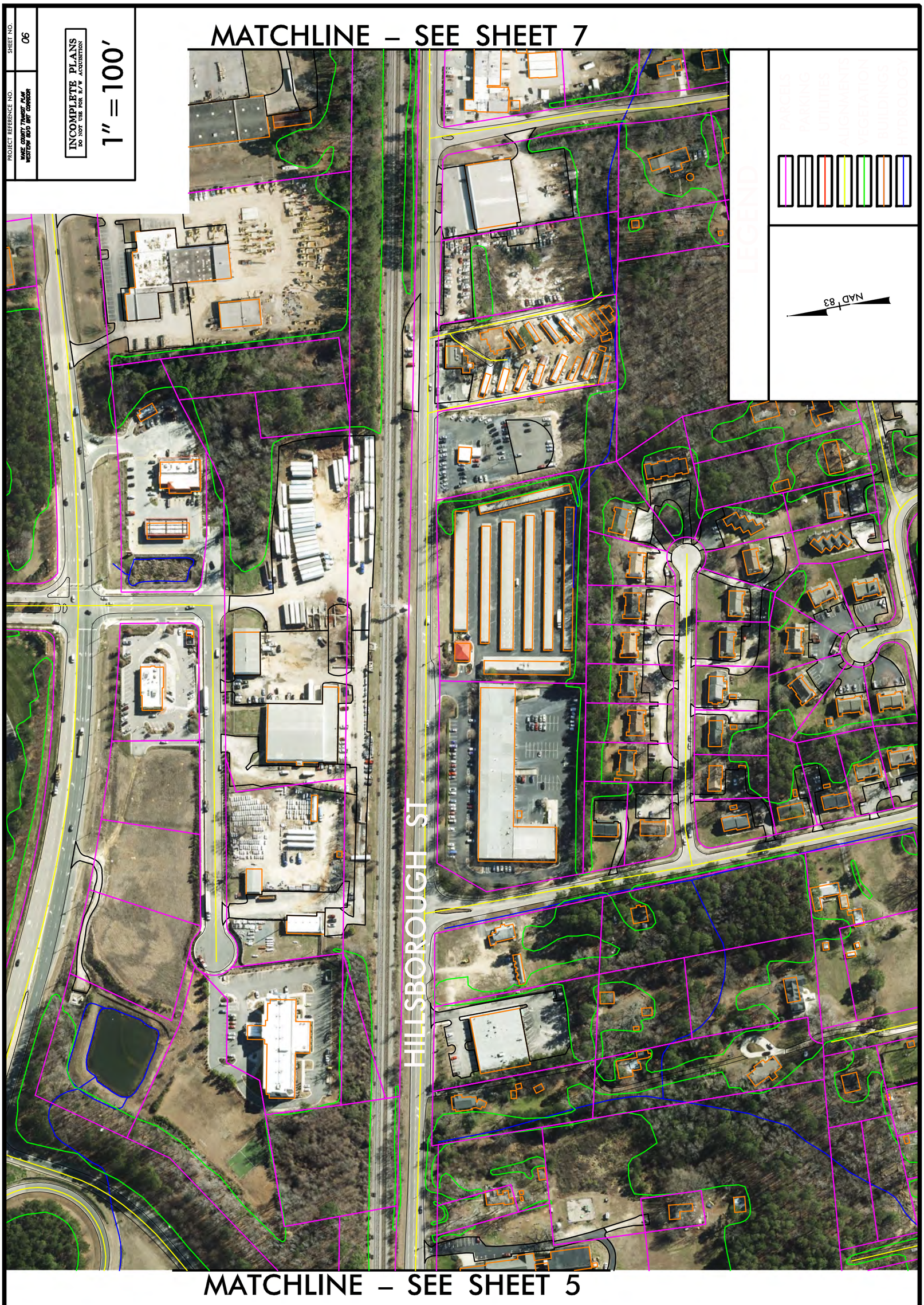


MATCHLINE – SEE SHEET 4

12/29/17

REVISIONS

12/29/2017
west_corridor_55.dgn



REVISIONS

12/29/17

12/29/2017
West_Corridor_56.dgn
dgnmgr

PROJECT REFERENCE NO.
WAKE COUNTY TRANSIT PLAN
WESTERN BUS RAPID TRANSIT CORRIDOR

SHEET NO.
07

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

REVISIONS

12/29/17

12/29/2017
West_Corridor_S7.dgn
dgnmgr

PROJECT REFERENCE NO.

WAKE COUNTY TRANSIT PLAN
WESTERN BLVD BRT CORRIDOR

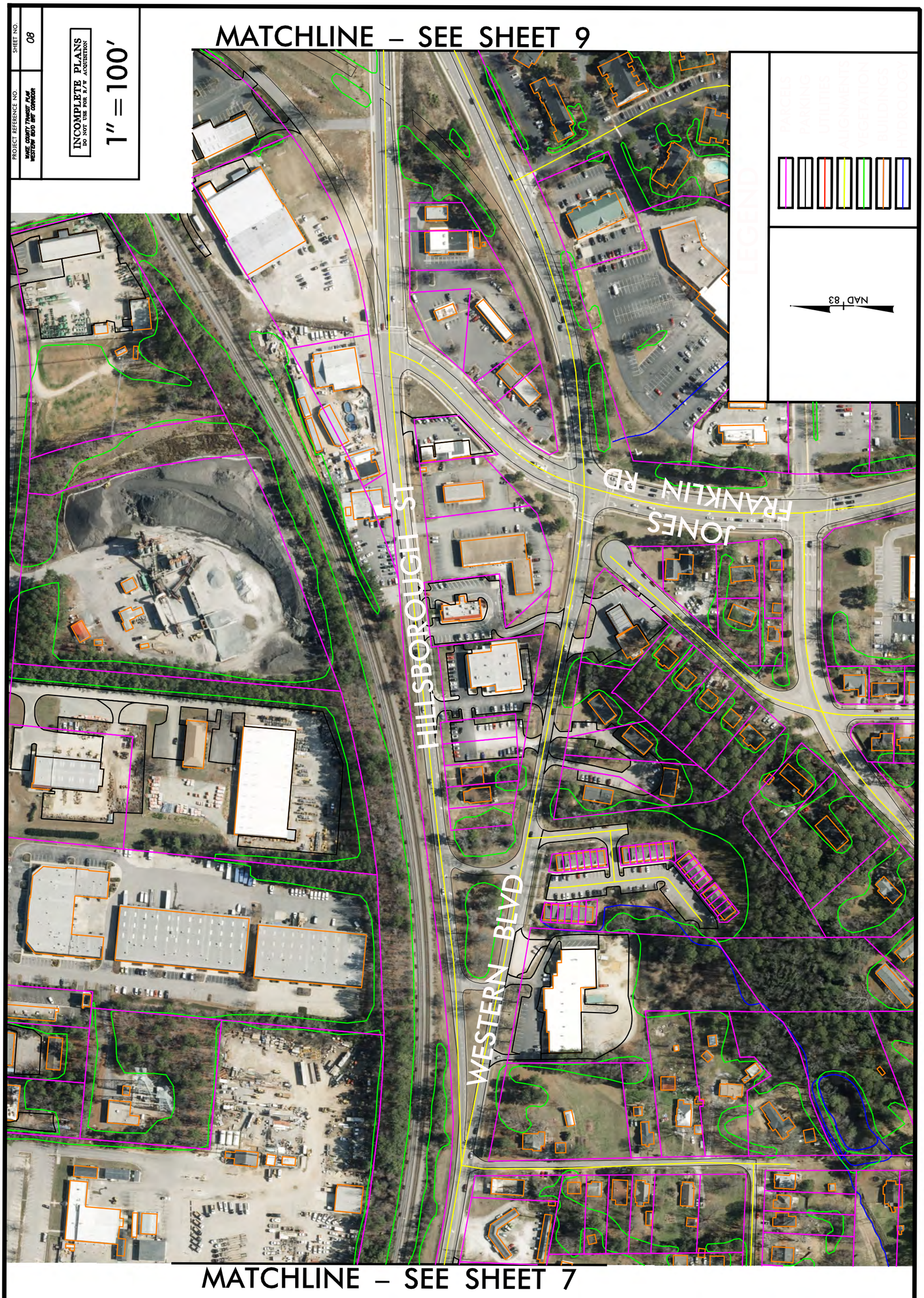
SHEET NO.

08

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

MATCHLINE – SEE SHEET 9



MATCHLINE – SEE SHEET 7

REVISIONS

12/29/17

12/29/2017
West_Corridor_S8.dgn

PROJECT REFERENCE NO.

WAKE COUNTY TRANSIT PLAN
WESTERN BLVD BRT CORRIDOR

SHEET NO.

09

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

MATCHLINE – SEE SHEET 8

12/29/17

REVISIONS

12/29/2017
West_Corridor_S9.dgn

PROJECT REFERENCE NO.	SHEET NO.
WAKE COUNTY TRANSIT PLAN WESTERN BLVD BRT CORRIDOR	10

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

WESTERN BLVD

BLUE RIDGE RD

MATCHLINE – SEE SHEET 9

MATCHLINE – SEE SHEET 11

LEGEND

NAD 83

PARCELS
PARKING
UTILITIES
ALIGNMENTS
VEGETATION
BUILDINGS
HYDROLOGY

REVISIONS

12/29/17

12/29/2017
West_Corridor_S10.dgn
dlawson

PROJECT REFERENCE NO.

WAKE COUNTY TRANSIT PLAN
WESTERN BLVD BRT CORRIDOR

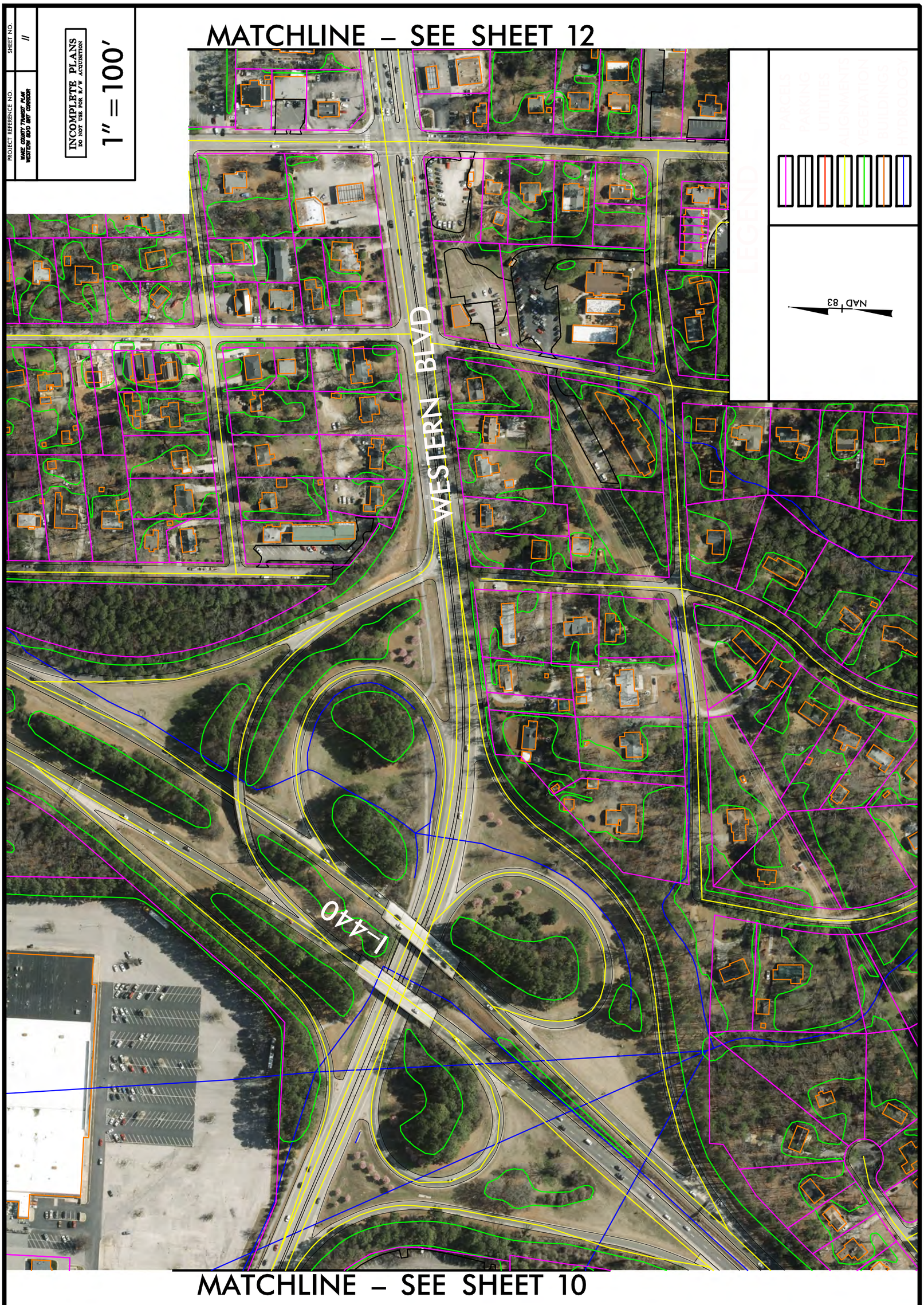
SHEET NO.

11

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

1" = 100'

MATCHLINE – SEE SHEET 12

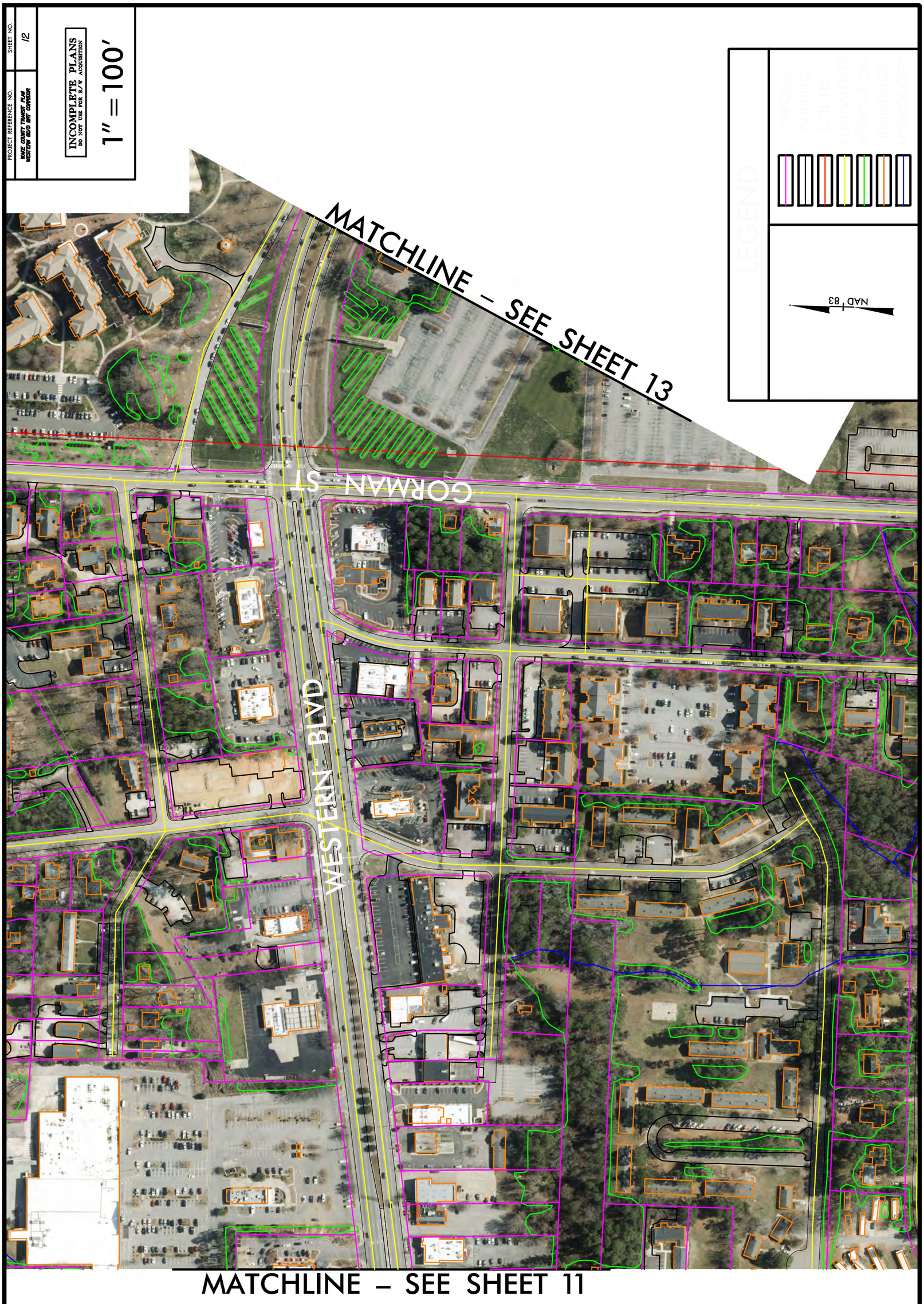


MATCHLINE – SEE SHEET 10

12/29/17

REVISIONS

12/29/2017
west_Corridor_S11.dgn



REVISIONS

12/29/17

12/29/2017
West_Corridor_S12.dgn
dgnapp

MATCHLINE – SEE SHEET 12

WESTERN BLVD

VARSITY DR

MATCHLINE – SEE SHEET 14

NAD 83

INCOMPLETE PLANS
DO NOT USE FOR C.O. CONSTRUCTION

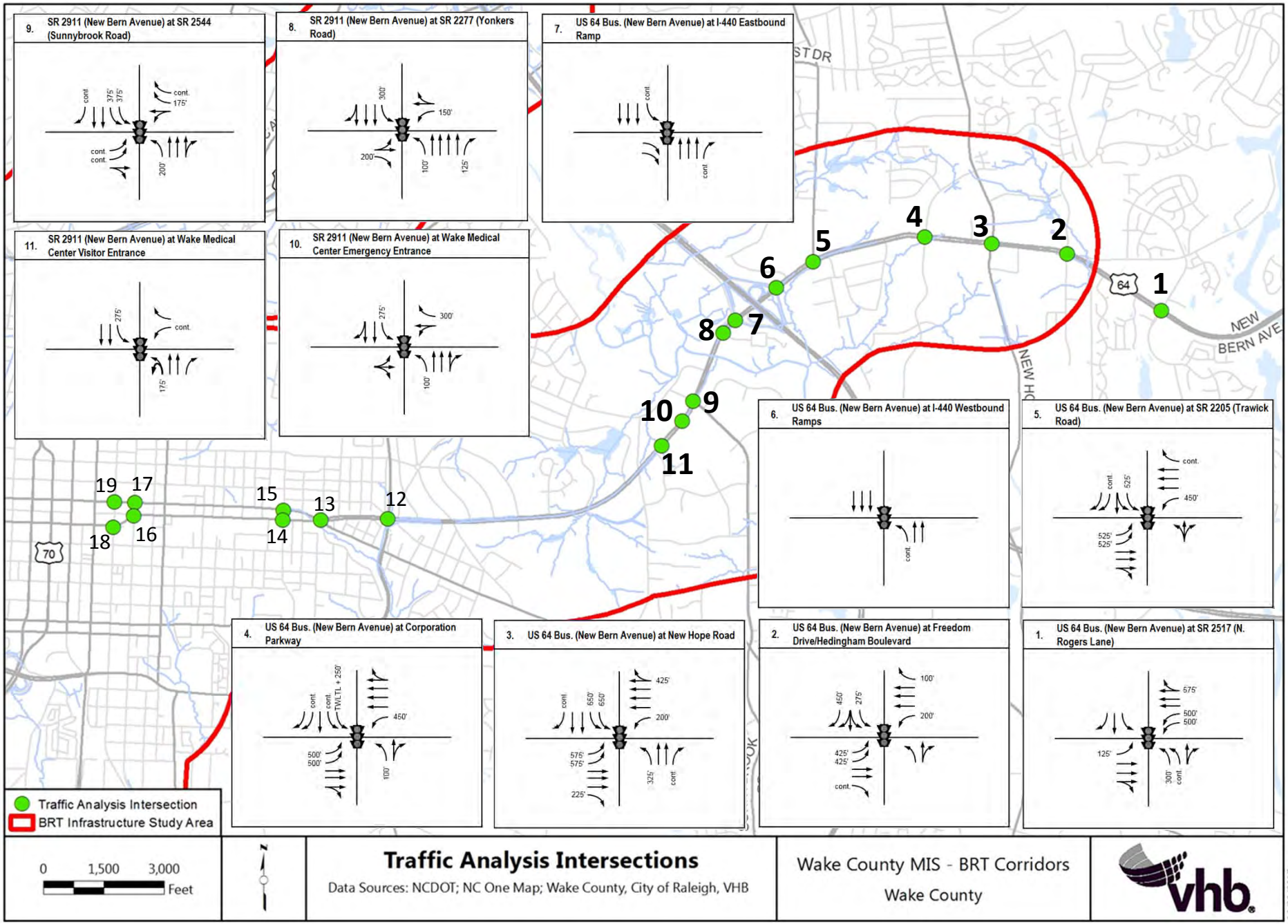
1" = 100'

13

APPENDIX 5-A

LANE GEOMETRY AND TRAFFIC CONTROL

New Bern Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

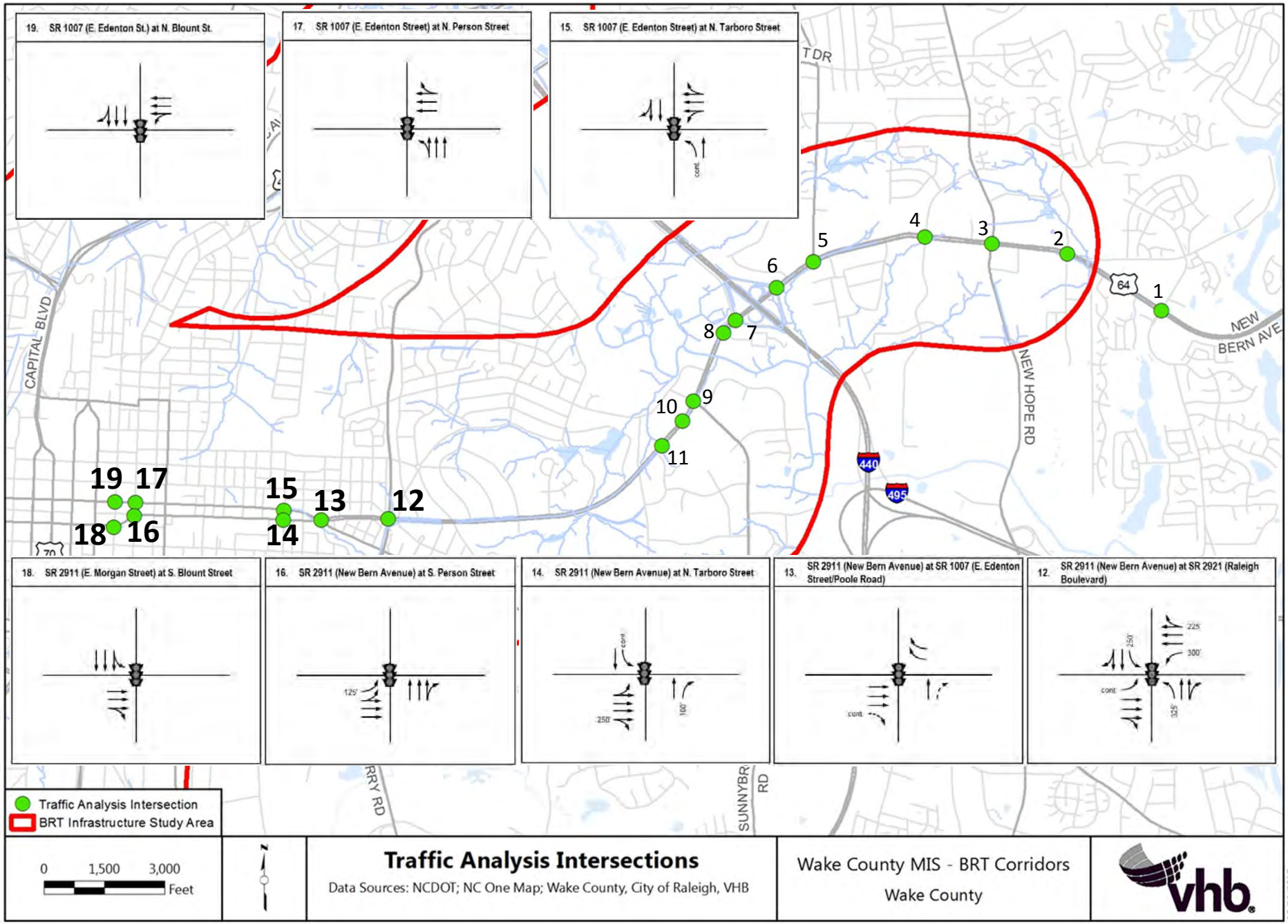
Wake County MIS - BRT Corridors

Wake County

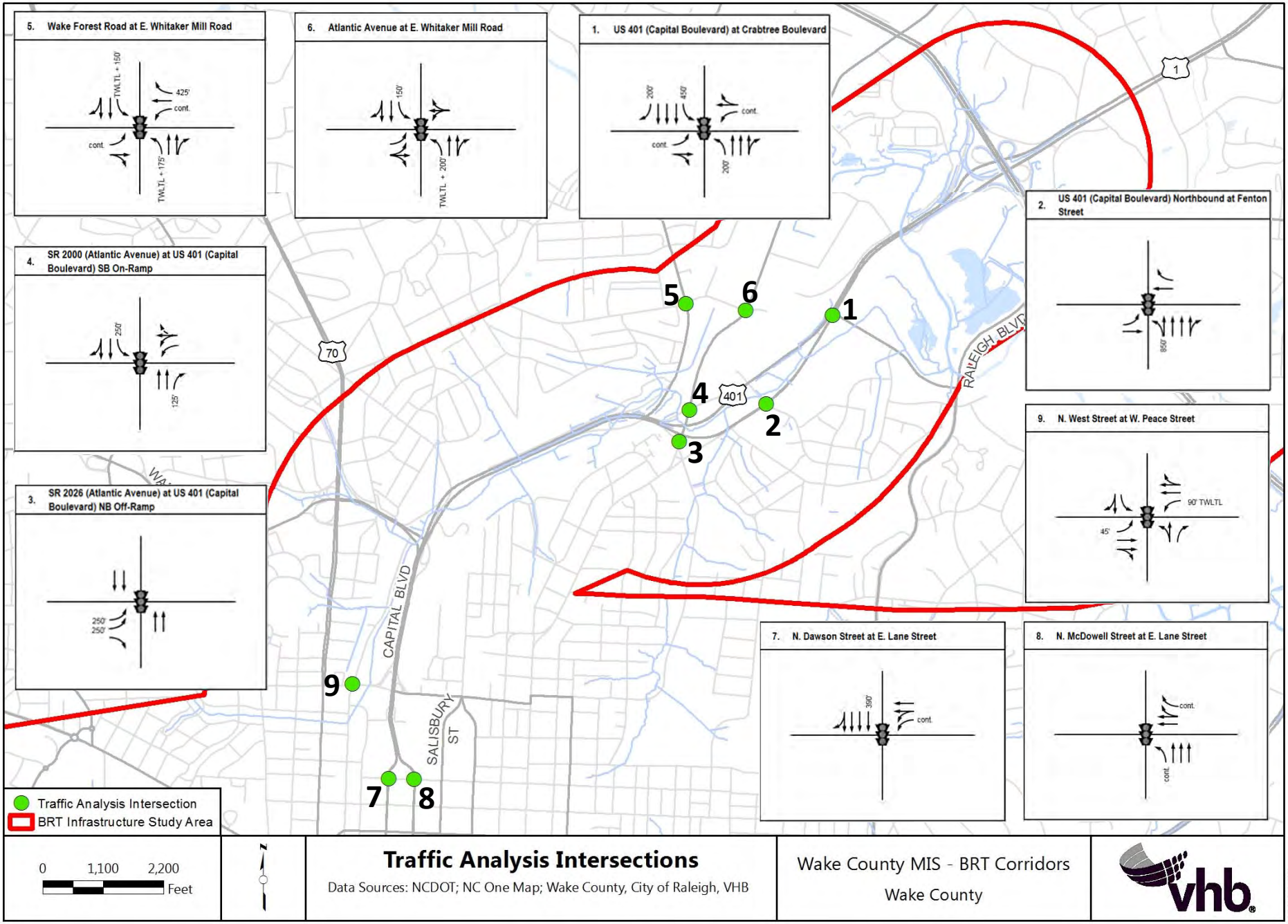
vhb

12/20/2017

New Bern Corridor



Capital Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

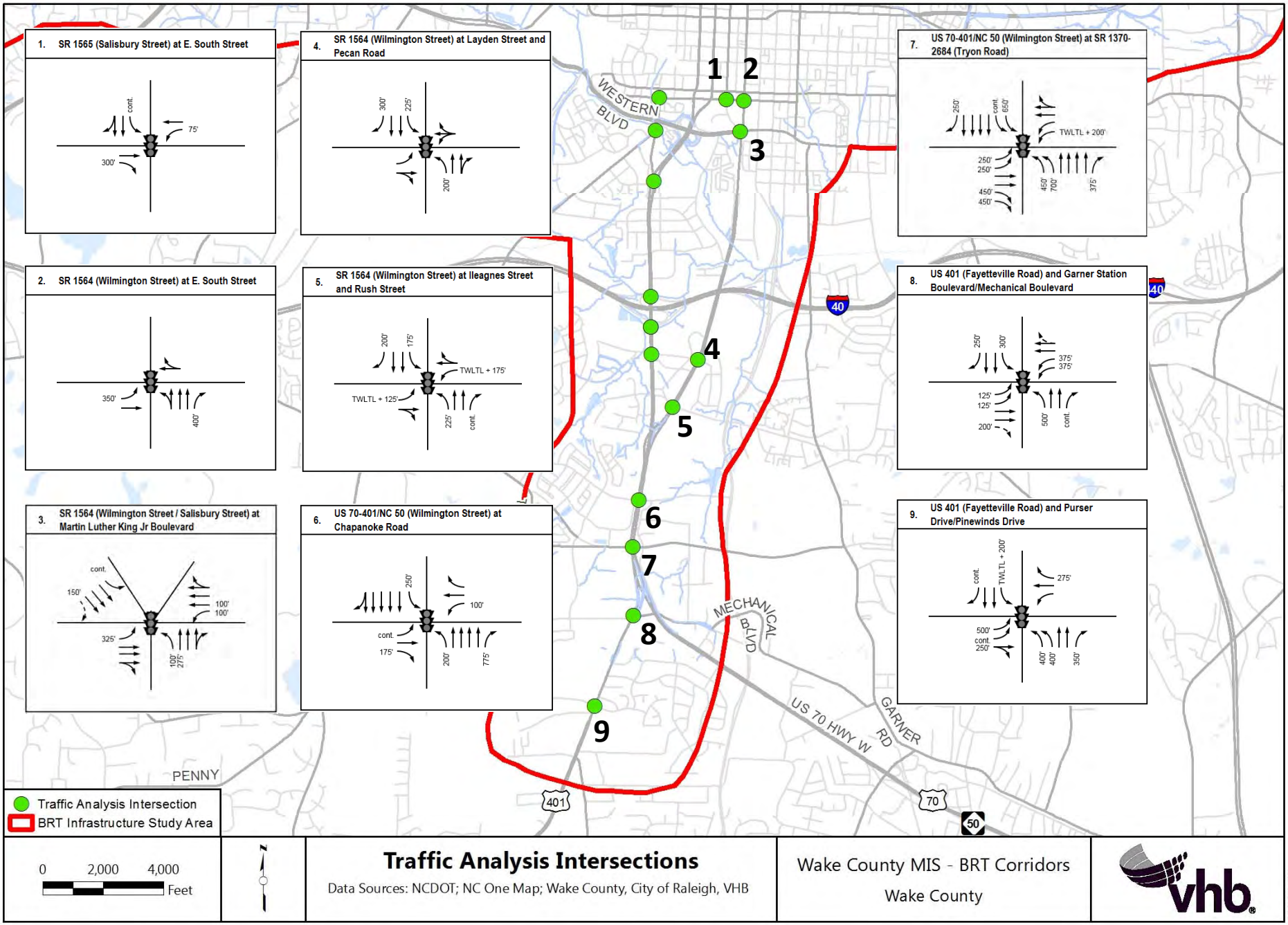
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Wilmington Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

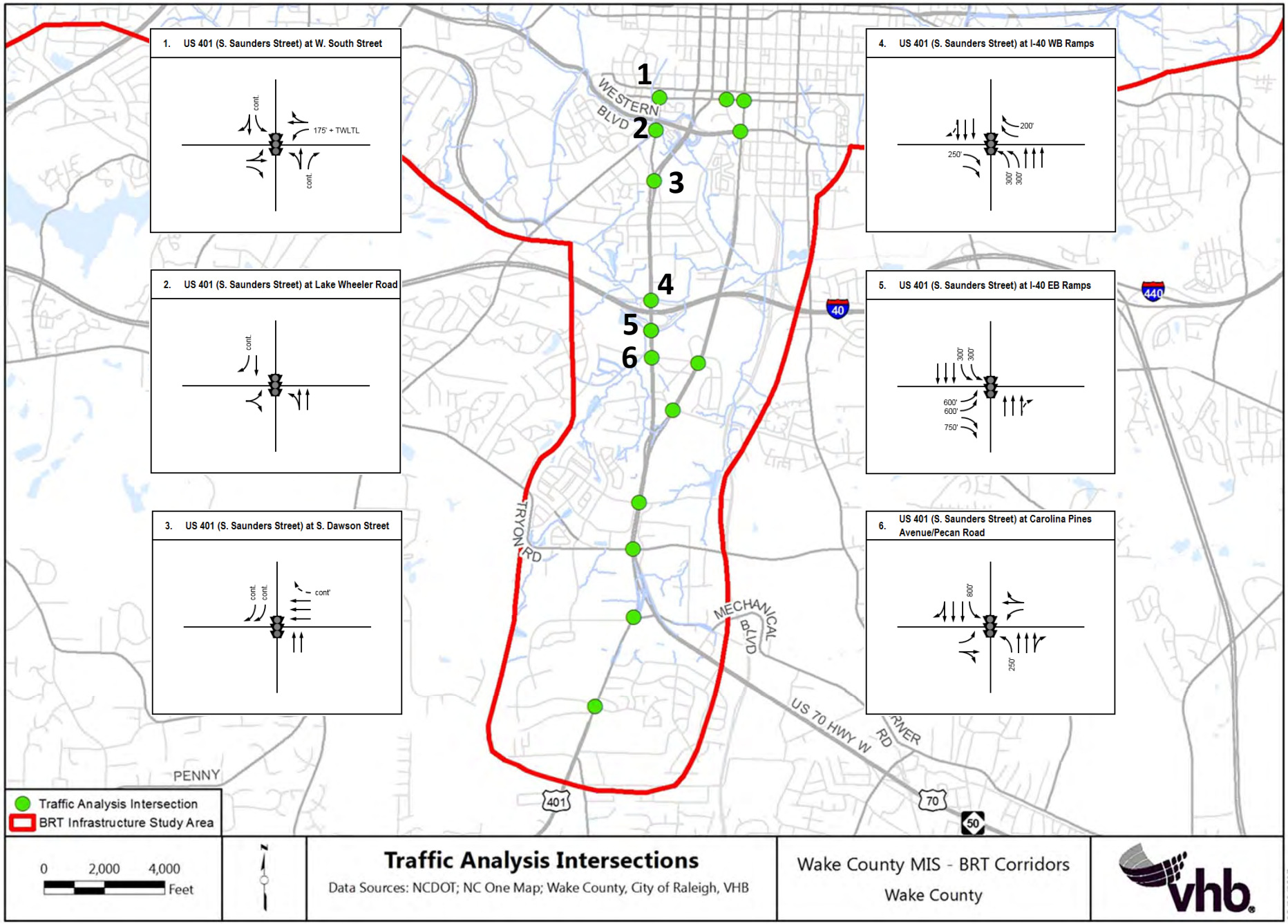
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Wilmington Corridor (Saunders Alternative)



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

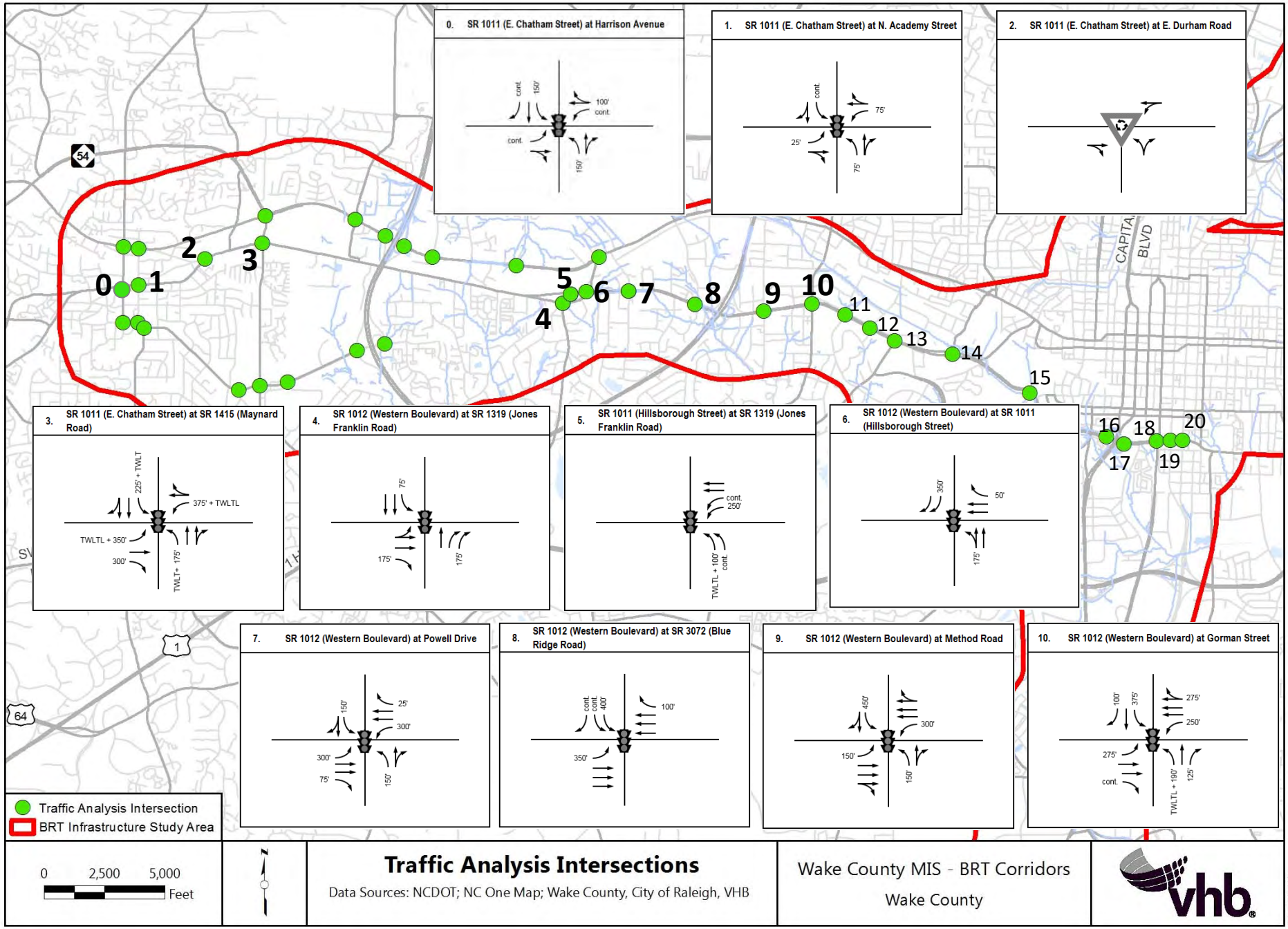
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

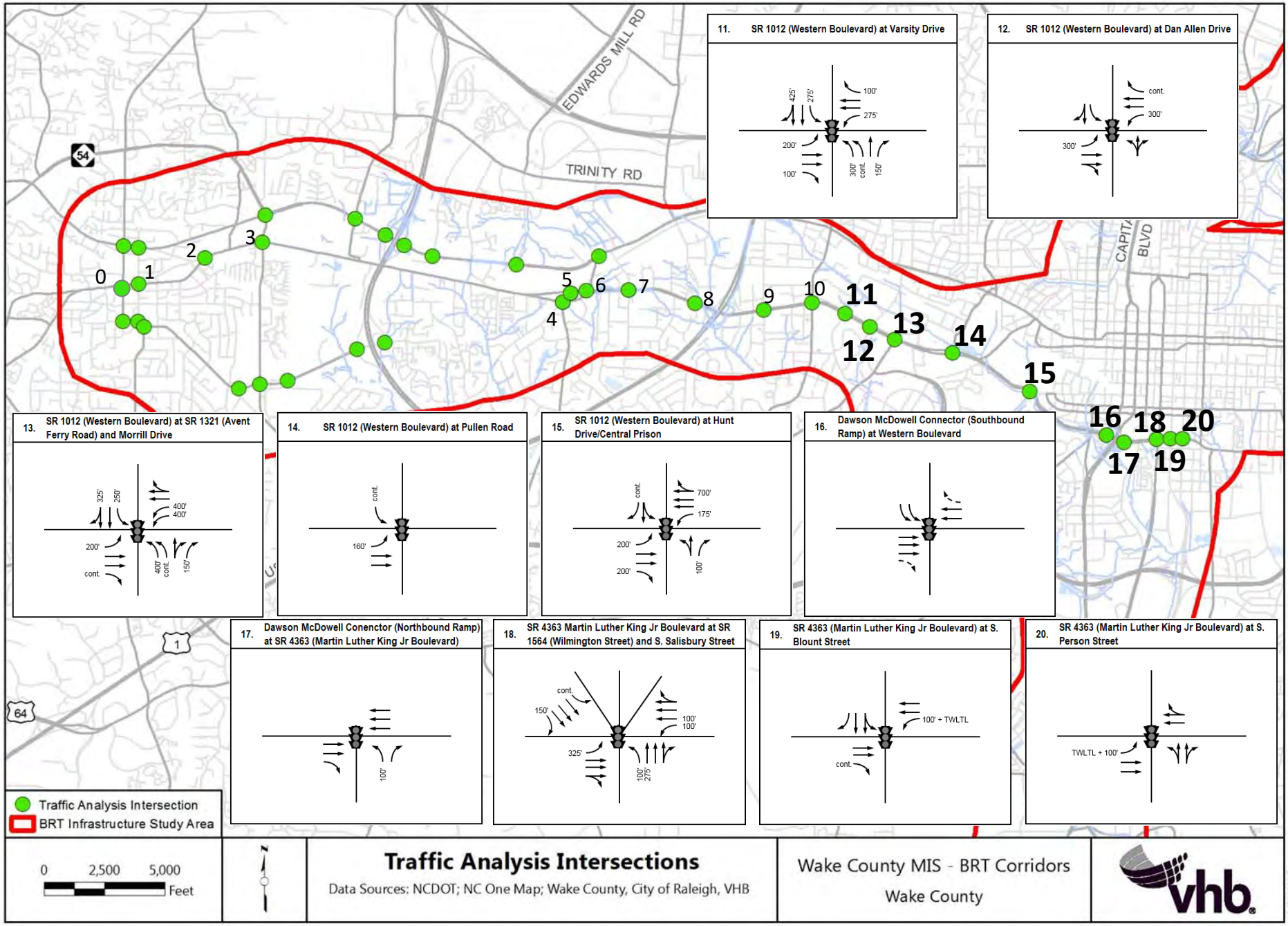
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

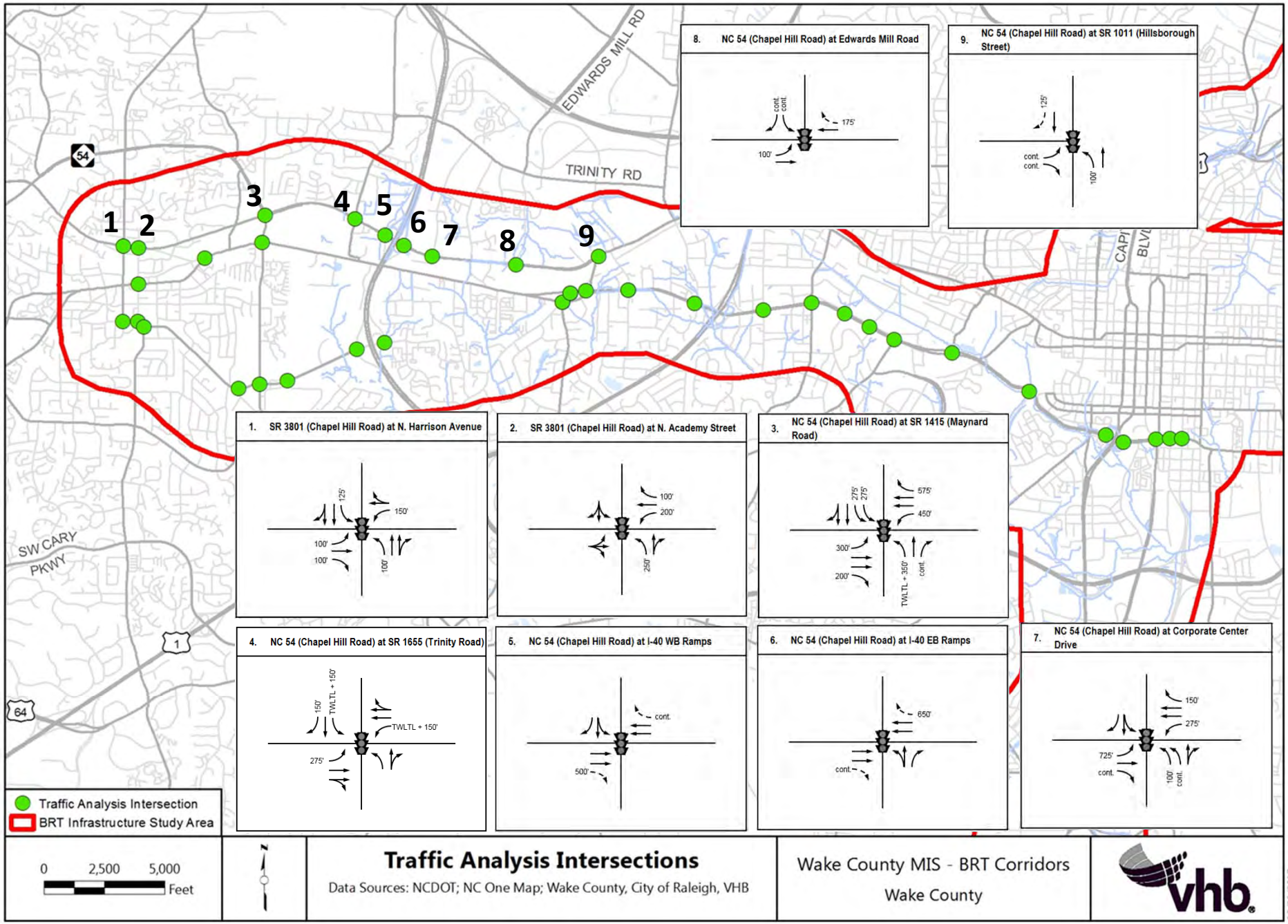
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (NC 54 Alternative)



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

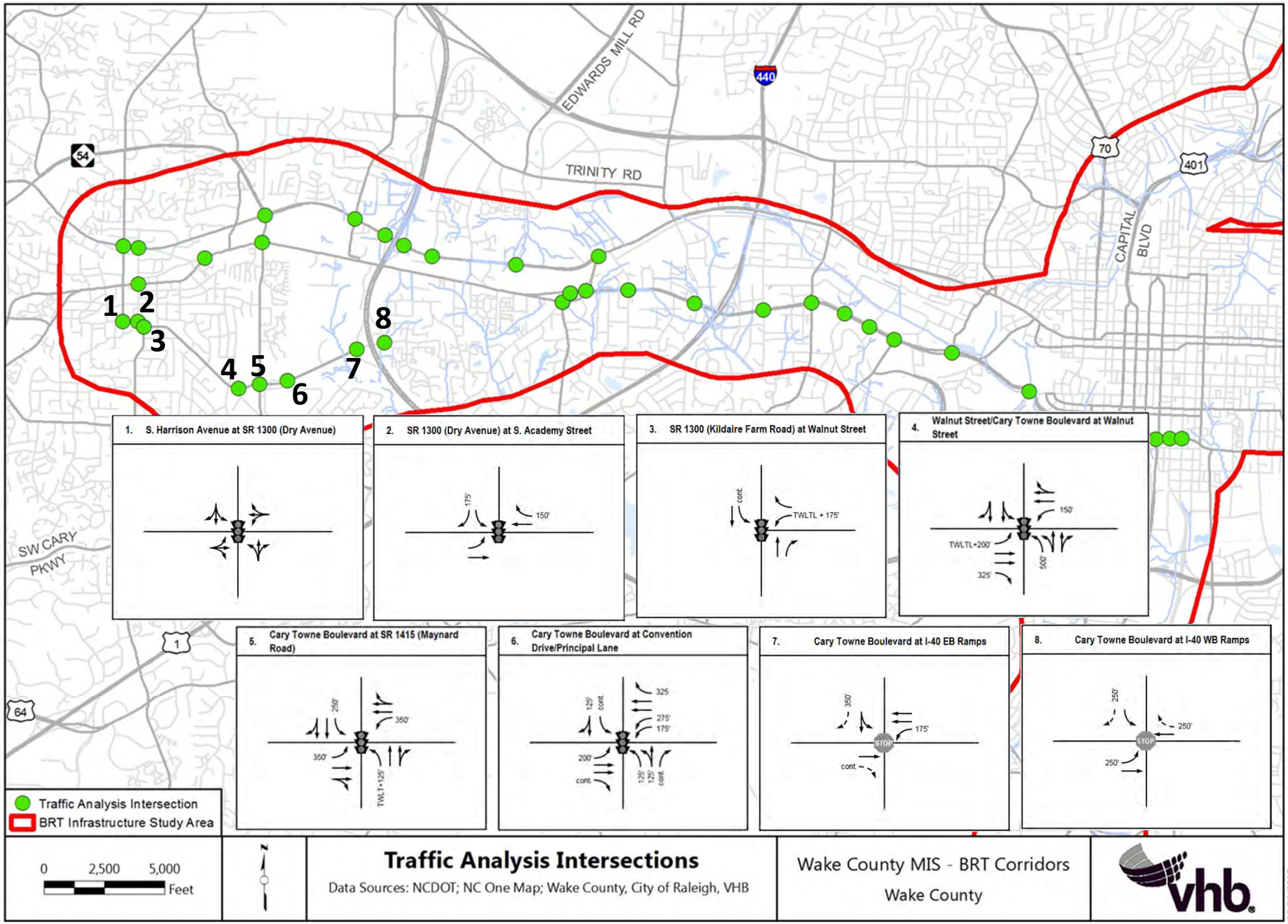
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (Walnut Alternative)



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

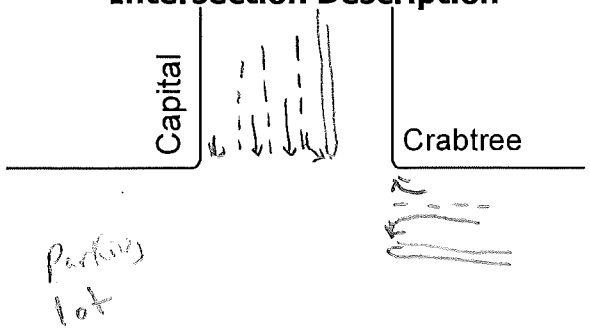
Wake County

vhb

12/20/2017

APPENDIX 5-B
RAW TURNING MOVEMENT COUNTS

Intersection Description



Intersection Capital / Crabtree

Date Count Completed 10-12-2016

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:00	**to**	1:00
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	.443 200	451	.047 21 / .510 230
LU	.020 4	1995	.817 1629 / .181 362
AM	.010 5	3341	.876 2928 / 12.2 408

PM	.542 24	13	.250 6 / .208 5
LU	.467 15	7	.400 6 / .133 2
AM	.385 13	5	.231 3 / .385 5

AM	.265 307	1159	.050 6 / .730 846
LU	.460 188	409	.020 1 / .538 220
PM	.443 200	451	.047 21 / .510 230

AM	.040 6	1681	.985 1655 / .012 20
LU	.012 21	1706	.971 1657 / .016 28
PM	.020 6	3821	.991 3785 / .080 30

PM LU AM / PM LU AM

AM LU PM / PM LU AM

PM LU AM / AM LU PM

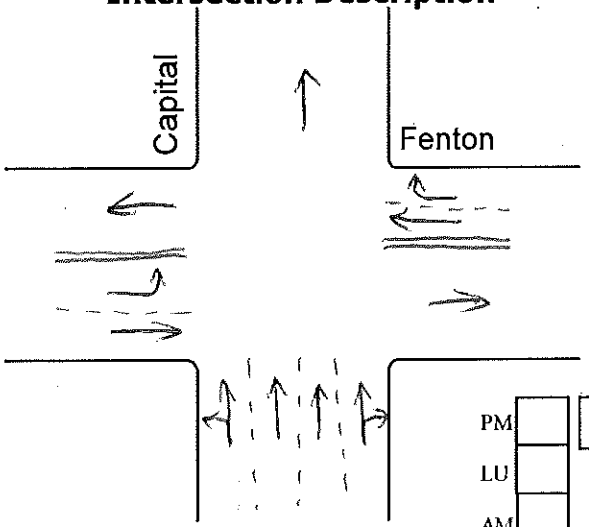
AM LU PM / AM LU PM

N

Counter(s) Larry

City of Raleigh Public Works

Intersection Description



Intersection Capital - Fenton

Date Count Completed 3/8/2013

Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:00 pm	**to**	1:00 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Cloudy
PM	Rainy

	PM	LU	AM
PM			
LU			
AM	0	0	0

	AM	LU	PM
PM	0		
LU	0		
AM	1		

	PM	LU	AM
AM	2		
LU	0		
PM	0		

	AM	LU	PM
AM			
LU			
PM	1	0	0

	PM	LU	AM
PM	.490 49	.657 67	.543 25
LU	.510 51	.343 35	.457 21
AM	100	102	46

	AM	LU	PM
PM	.245 12	.600 30	.310 13
LU	.755 37	.400 20	.690 29
AM	49	50	42

	AM	LU	PM
AM	.053 48	.921 838 910	.026 24
LU	.042 43	.914 940 1028	.044 45
PM	.020 31	.940 1453 1546	.040 62

N

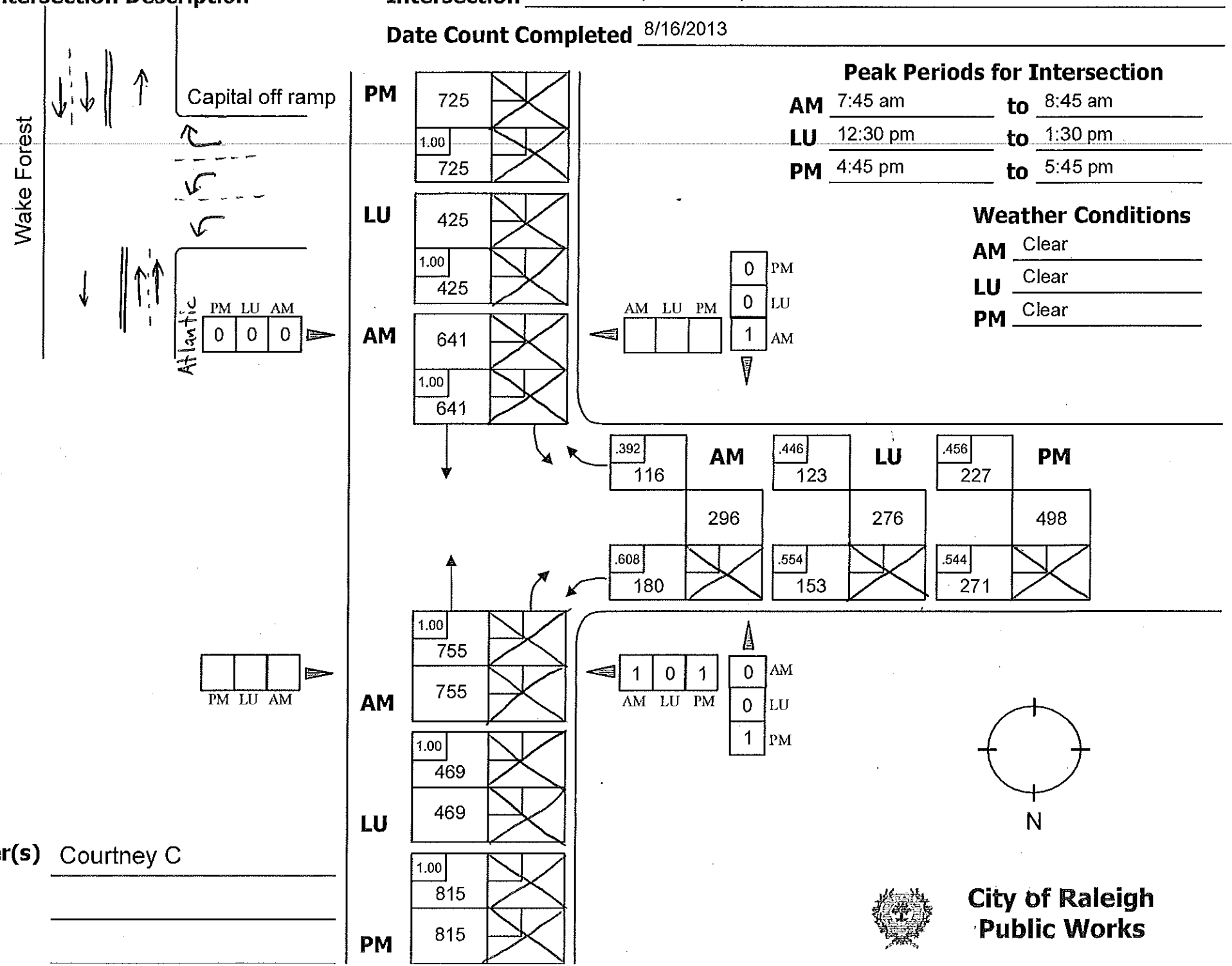
Counter(s) Courtney

City of Raleigh
Public Works

Intersection Description

Intersection Atlantic - Capital off ramp - Wake Forest

Date Count Completed 8/16/2013



Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:30 pm	**to**	1:30 pm
PM	4:45 pm	**to**	5:45 pm

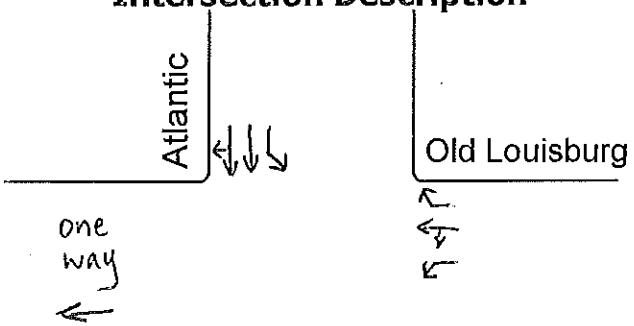
Weather Conditions

AM	Clear
LU	Clear
PM	Clear

Counter(s) Courtney C

City of Raleigh Public Works

Intersection Description



Intersection Atlantic - Old Louisburg - Wake Forest

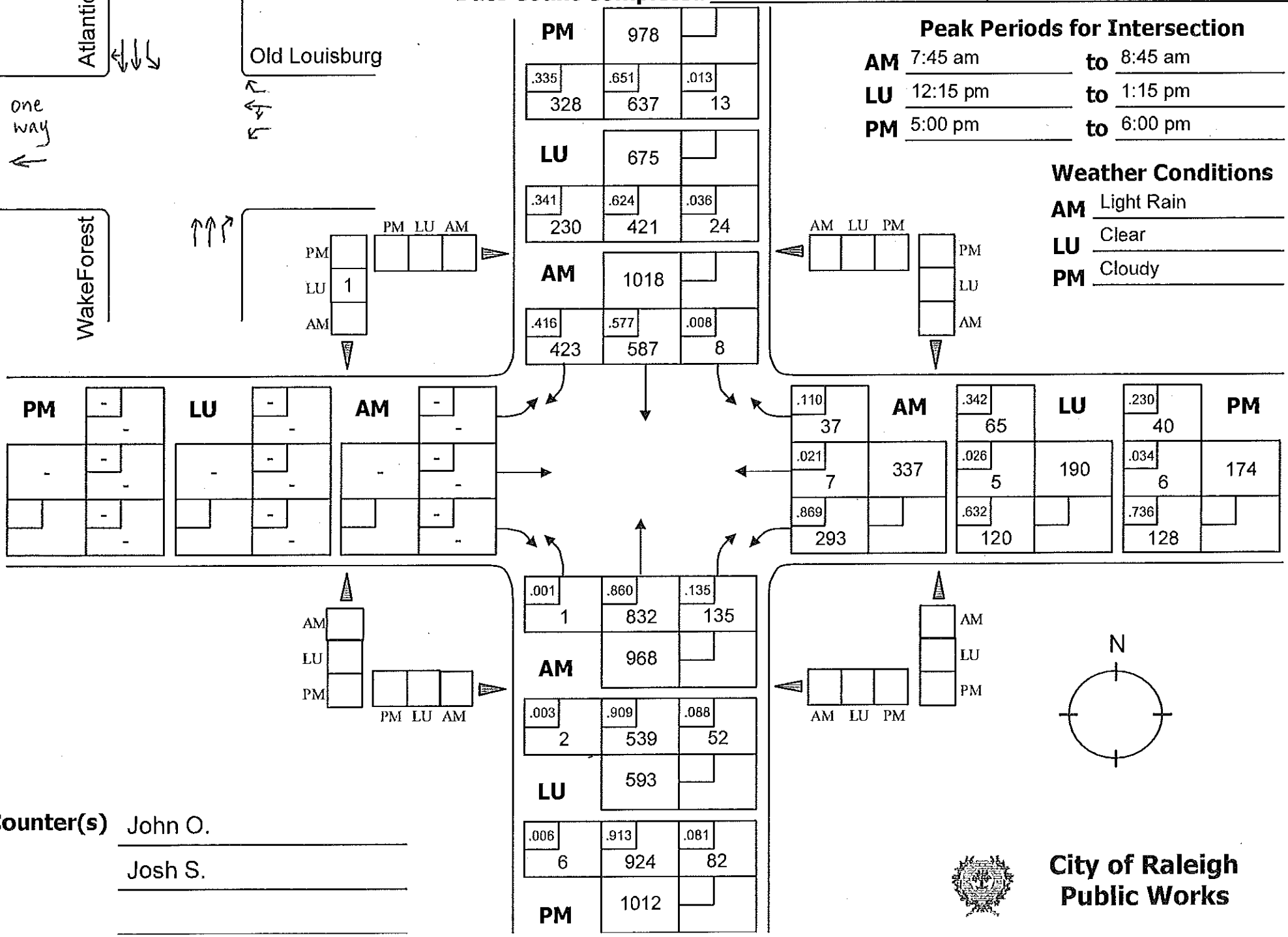
Date Count Completed 1-3-13

Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:15 pm	**to**	1:15 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Light Rain
LU	Clear
PM	Cloudy

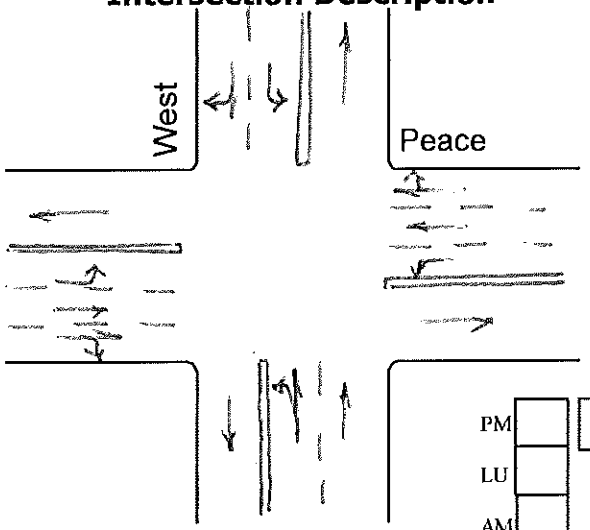


Counter(s) John O.

Josh S.

City of Raleigh Public Works

Intersection Description



Intersection Peace - West

Date Count Completed 12/12/13 am/lu, 12/11/13 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	144		
.188 27	.208 30	.604 87	
LU	116		
.293 34	.164 19	.543 63	
AM	172		
.116 20	.203 36	.680 117	

PM	.006 5	**LU**	.022 18
902	.958 864	836	.935 782
	.037 33		.043 36

AM	.010 9	.037 32	**AM**
905	.951 861	.747 652	873
	.039 35	.216 189*	

.051 48	**LU**	.011 13	**PM**
.786 744	946	.826 966	1169
.163 154		.163 190	

.181 37	.034 7	.784 160	
AM	204		
.247 85	.076 26	.677 233	
LU	344		
.331 115	.032 11	.637 221	
PM	347		

PM LU AM / PM LU AM

AM LU PM / PM LU AM

AM LU PM / AM LU PM

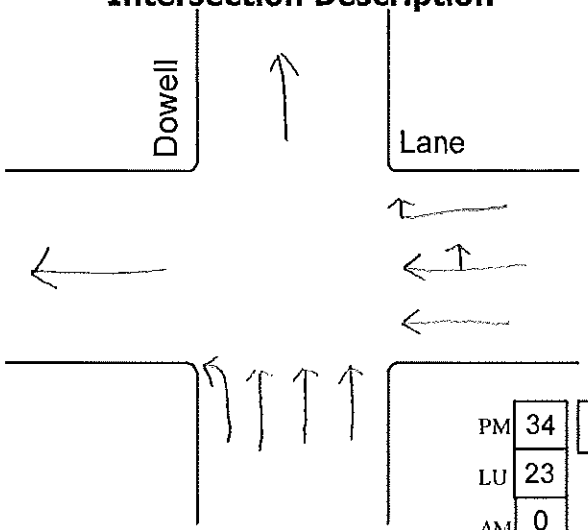
PM LU AM / AM LU PM

N

Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Lane / McDowell

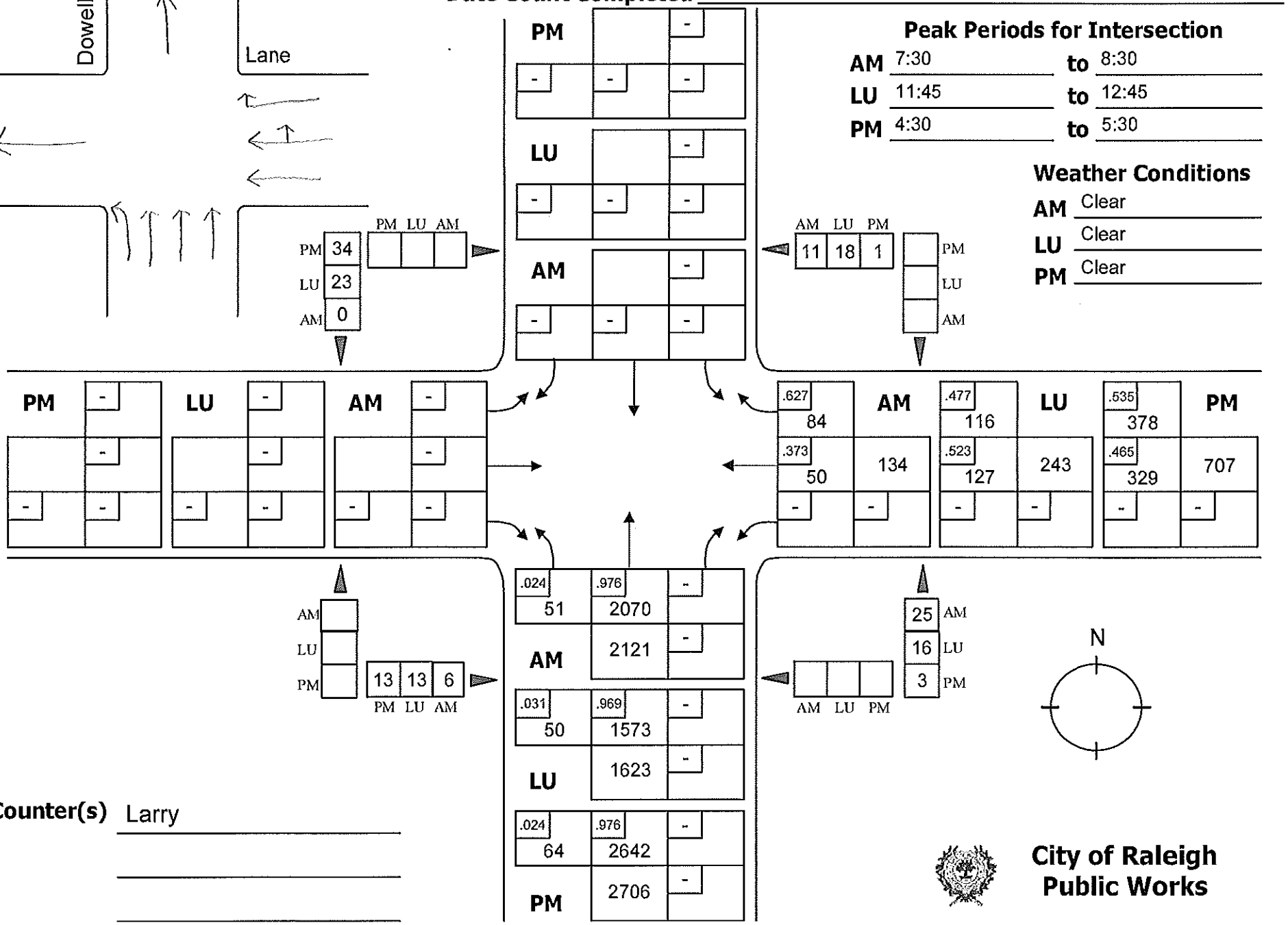
Date Count Completed 5-6-2014

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	11:45	**to**	12:45
PM	4:30	**to**	5:30

Weather Conditions

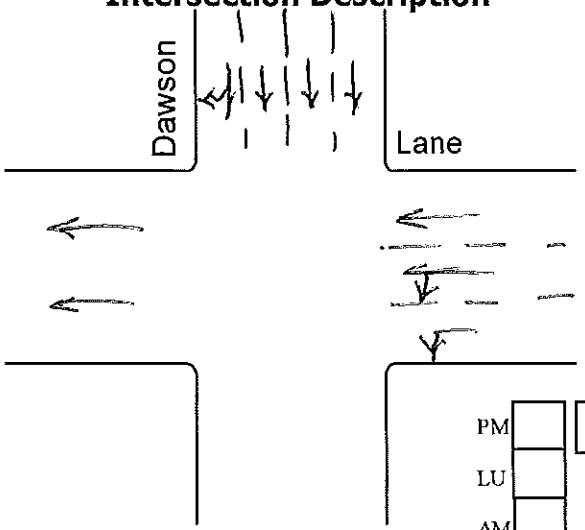
AM	Clear
LU	Clear
PM	Clear



Counter(s) Larry

City of Raleigh Public Works

Intersection Description



Intersection Dawson - Lane

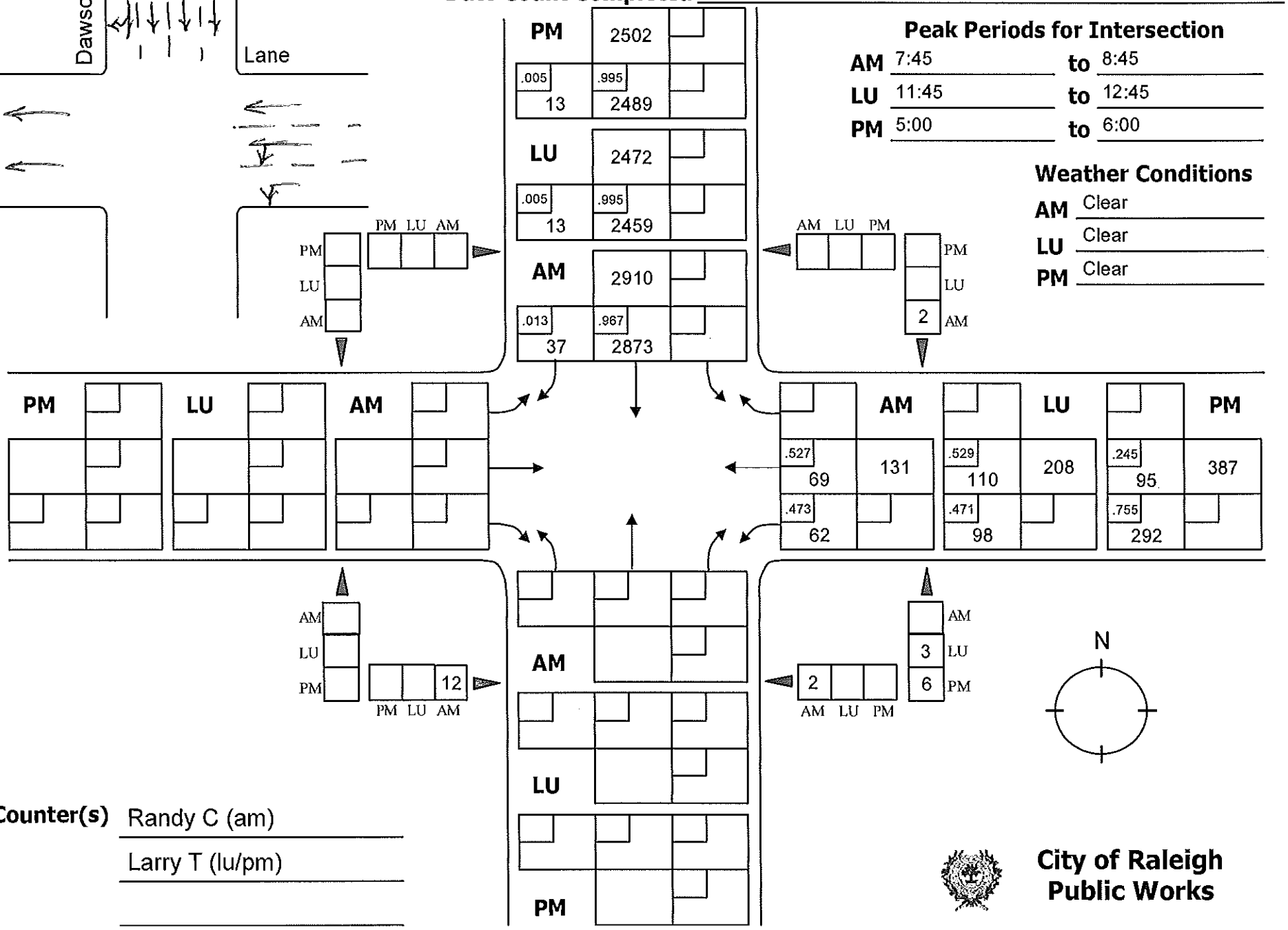
Date Count Completed 8/6/15 am, 3/6/14 lu, 2/26/14 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	11:45	**to**	12:45
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C (am)

Larry T (lu/pm)

City of Raleigh
Public Works

DAVENPORT

Home Office:
305 West Fourth Street, Suite 2A
Winston-Salem, NC 27101
Main: 336-744-1636 Fax: 336-458-9377

Count Number: 14-2398
Division: 5
County: Wake
City: Raleigh

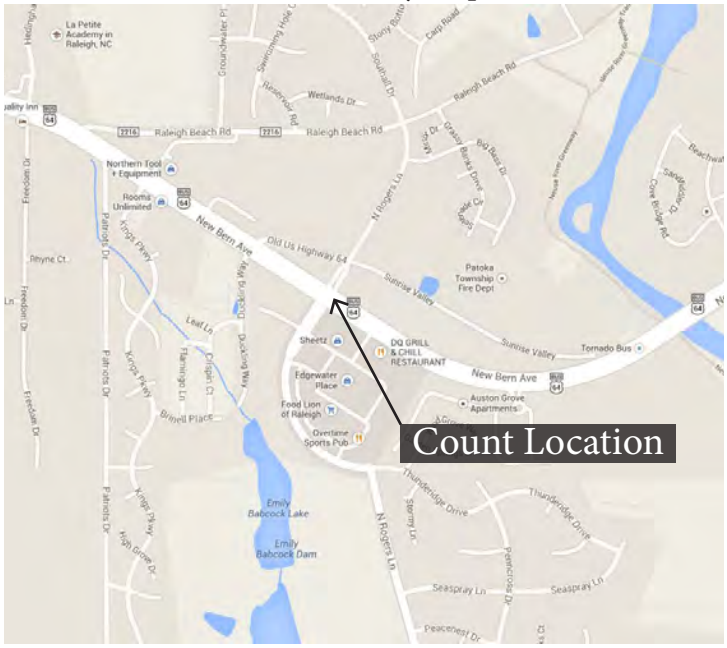
Intersection: US 64 Business (New Bern Avenue)
at SR 2517 (Rogers Lane)/Southall Road
13-Hour Traffic Volume: 24,935 Vehicles

	Day 1
Count Date:	4/9/2014
Count Time:	6:00am-7:00pm
Weather Conditions:	Clear
Milepost:	3.559

Comments:

1. Counted By: M. Davenport
2. Data Processor: N. Liguori
3. Method Used: Jamar TDC Ultra Intersection Counter
4. Equipment Operating: Yes
5. School in Session: Yes
6. Break Times: None
7. Area Lighting Present: No
8. Traffic Control: Signal Light Controlled
9. Signal Cabinet Number: 05-1400
10. Signal Phases: N/A
11. Disabled Pedestrians: N/A
12. Construction Present: No
13. Traffic Flow Disruption: N/A

Vicinity Map



Intersection Sketch

Davenport Transportation Consulting
305 W. 4th Street, Suite 2A
Winston-Salem, NC 27101
Phone: 336-744-1636

Counted by: M.Davenport

File Name : 14-02398
Site Code : 1402398
Start Date : 4/9/2014
Page No : 1

Weather: Clear

Groups Printed- All Vehicles

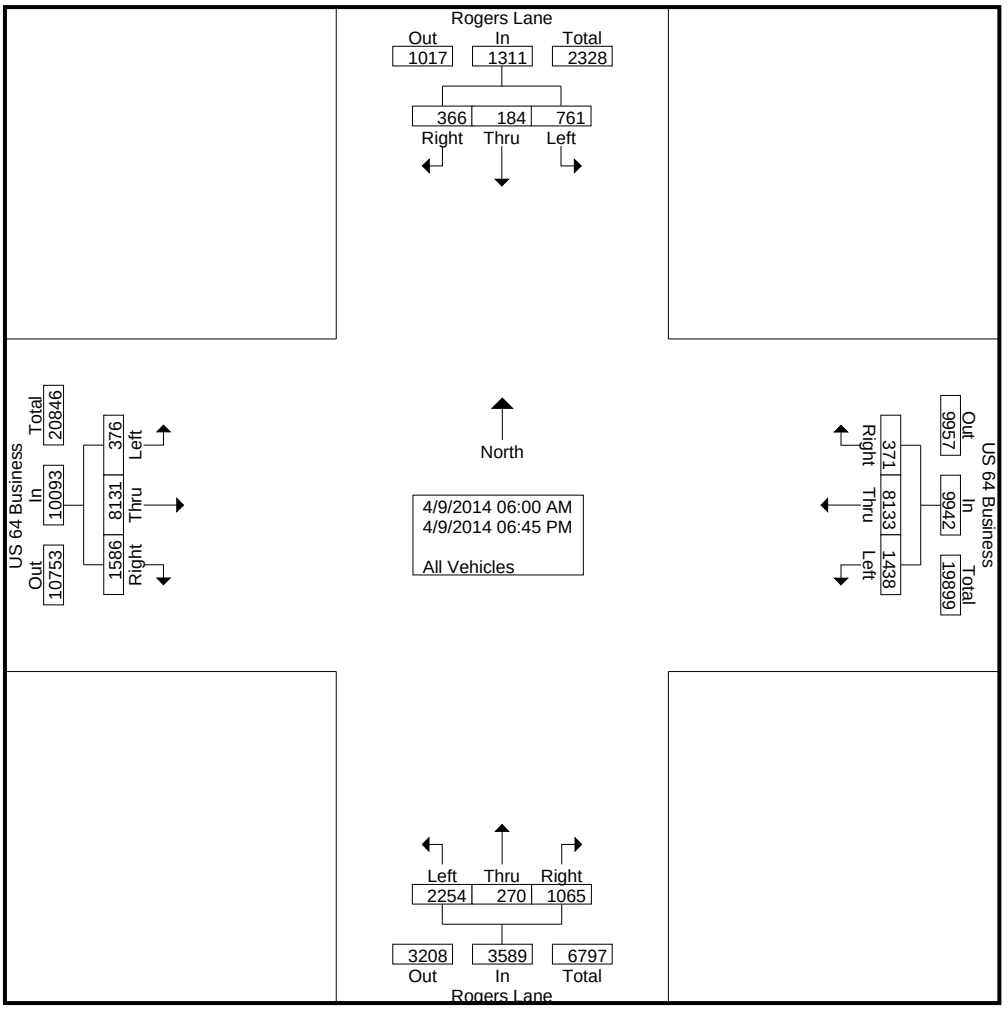
	Rogers Lane Southbound					US 64 Business Westbound					Rogers Lane Northbound					US 64 Business Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	3	0	2	0	5	13	99	3	1	115	23	1	13	0	37	0	40	9	0	49	1	206	207
06:15 AM	7	1	10	0	18	16	153	0	1	169	49	1	11	0	61	0	54	12	0	66	1	314	315
06:30 AM	12	3	12	0	27	9	211	2	0	222	51	1	19	0	71	1	62	24	0	87	0	407	407
06:45 AM	10	3	11	0	24	24	230	1	0	255	44	1	17	0	62	0	87	13	0	100	0	441	441
Total	32	7	35	0	74	62	693	6	2	761	167	4	60	0	231	1	243	58	0	302	2	1368	1370
07:00 AM	11	1	12	0	24	19	267	1	0	287	80	0	20	0	100	1	96	26	0	123	0	534	534
07:15 AM	11	2	18	0	31	13	245	2	0	260	53	2	27	0	82	2	117	11	0	130	0	503	503
07:30 AM	13	5	6	0	24	17	342	1	0	360	58	3	35	0	96	0	140	25	0	165	0	645	645
07:45 AM	14	1	8	0	23	29	315	3	0	347	80	6	32	0	118	2	121	22	0	145	0	633	633
Total	49	9	44	0	102	78	1169	7	0	1254	271	11	114	0	396	5	474	84	0	563	0	2315	2315
08:00 AM	15	4	3	0	22	23	281	6	0	310	45	5	20	0	70	6	134	21	0	161	0	563	563
08:15 AM	12	1	11	0	24	26	281	6	0	313	57	9	19	0	85	1	129	14	0	144	0	566	566
08:30 AM	14	0	10	0	24	26	206	4	0	236	63	1	24	0	88	2	115	17	0	134	0	482	482
08:45 AM	17	1	10	0	28	17	195	4	0	216	52	2	19	0	73	0	142	22	0	164	0	481	481
Total	58	6	34	0	98	92	963	20	0	1075	217	17	82	0	316	9	520	74	0	603	0	2092	2092
09:00 AM	9	1	8	0	18	21	194	6	0	221	54	5	22	0	81	5	127	20	0	152	0	472	472
09:15 AM	12	0	5	1	17	31	161	11	1	203	56	3	18	0	77	6	134	8	0	148	2	445	447
09:30 AM	5	0	11	0	16	15	189	10	0	214	38	1	26	0	65	3	148	16	0	167	0	462	462
09:45 AM	8	2	6	0	16	16	158	3	0	177	44	0	19	0	63	5	113	23	0	141	0	397	397
Total	34	3	30	1	67	83	702	30	1	815	192	9	85	0	286	19	522	67	0	608	2	1776	1778
10:00 AM	12	2	5	0	19	23	164	5	0	192	41	4	9	0	54	7	136	24	0	167	0	432	432
10:15 AM	13	0	7	0	20	22	146	8	0	176	39	5	10	0	54	5	138	22	0	165	0	415	415
10:30 AM	7	5	8	0	20	20	143	4	0	167	40	4	17	0	61	1	131	30	0	162	0	410	410
10:45 AM	11	1	10	0	22	12	150	13	2	175	29	2	19	0	50	14	122	19	0	155	2	402	404
Total	43	8	30	0	81	77	603	30	2	710	149	15	55	0	219	27	527	95	0	649	2	1659	1661
11:00 AM	14	4	7	0	25	16	150	9	0	175	25	3	20	0	48	5	154	19	0	178	0	426	426
11:15 AM	15	1	12	0	28	19	139	6	0	164	37	4	22	0	63	14	172	28	0	214	0	469	469
11:30 AM	19	1	7	0	27	26	166	13	0	205	49	5	29	0	83	4	161	23	0	188	0	503	503
11:45 AM	10	7	5	0	22	22	136	16	1	174	41	4	19	0	64	8	164	24	0	196	1	456	457
Total	58	13	31	0	102	83	591	44	1	718	152	16	90	0	258	31	651	94	0	776	1	1854	1855
12:00 PM	15	8	6	1	29	34	131	7	0	172	50	2	14	0	66	6	183	23	0	212	1	479	480
12:15 PM	11	6	2	0	19	33	149	7	0	189	42	2	27	0	71	10	188	34	0	232	0	511	511
12:30 PM	12	0	6	0	18	20	156	25	0	201	47	6	17	0	70	5	179	25	0	209	0	498	498
12:45 PM	11	1	5	0	17	29	144	4	1	177	36	6	25	0	67	6	177	31	1	214	2	475	477
Total	49	15	19	1	83	116	580	43	1	739	175	16	83	0	274	27	727	113	1	867	3	1963	1966
01:00 PM	18	3	4	0	25	32	132	8	0	172	32	5	12	0	49	7	153	28	0	188	0	434	434
01:15 PM	13	4	12	0	29	39	126	7	1	172	33	8	11	1	52	20	179	27	0	226	2	479	481
01:30 PM	14	3	11	0	28	28	127	7	0	162	41	3	13	0	57	12	189	16	0	217	0	464	464
01:45 PM	20	3	6	0	29	35	157	6	0	198	40	3	24	1	67	11	174	26	0	211	1	505	506
Total	65	13	33	0	111	134	542	28	1	704	146	19	60	2	225	50	695	97	0	842	3	1882	1885
02:00 PM	21	5	2	0	28	19	121	9	0	149	41	2	14	0	57	11	160	24	0	195	0	429	429
02:15 PM	17	4	7	0	28	43	157	10	0	210	26	4	16	0	46	10	147	30	0	187	0	471	471
02:30 PM	23	4	3	0	30	37	108	7	1	152	47	4	21	1	72	21	141	29	0	191	2	445	447
02:45 PM	13	9	7	0	29	31	121	1	0	153	30	6	8	0	44	17	177	54	0	248	0	474	474
Total	74	22	19	0	115	130	507	27	1	664	144	16	59	1	219	59	625	137	0	821	2	1819	1821
03:00 PM	18	5	4	0	27	21	120	3	2	144	37	5	18	0	60	13	180	39	0	232	2	463	465
03:15 PM	14	2	3	0	19	32	128	20	1	180	41	6	20	0	67	7	165	41	0	213	1	479	480
03:30 PM	19	13	9	0	41	30	116	10	0	156	51	12	18	0	81	4	148	50	0	202	0	480	480
03:45 PM	19	1	10	2	30	28	112	4	0	144	40	4	19	0	63	10	206	40	0	256	2	493	495
Total	70	21	26	2	117	111	476	37	3	624	169	27	75	0	271	34	699	170	0	903	5	1915	1920
04:00 PM	20	6	9	0	35	38	121	5	2	164	29	7	15	1	51	5	209	39	2	253	5	503	508
04:15 PM	16	2	3	0	21	44	90	5	0	139	40	4	20	0	64	9	216	34	0	259	0	483	483
04:30 PM	20	3	9	0	32	34	92	5	0	131	29	1	22	1	52	7	221	40	0	268	1	483	484
04:45 PM	17	6	1	0	24	43	110	9	0	162	35	13	30	0	78	14	218	42	0	274	0	538	538
Total	73	17	22	0	112	159	413	24	2	596	133	25	87	2	245	35	864	155	2	1054	6	2007	2013
05:00 PM	23	9	5	0	37	27	121	3	0	151	36	12	32	0	80	13	228	50	0	291	0	559	559
05:15 PM	22	10	3	0	35	56	117	4	0	177	34	7	35	0	76	6	236	68	0	310	0	598	598
05:30 PM	22	2	1	0	25	37	116	13	0	166	51	11	25	0	87	17	207	64	0	288	0	566	566
05:45 PM	30	10	6	0	46	36	96	14	0	146	47	11	25	0	83	12	238	56	0	306	0	581	581
Total	97	31	15	0	143	156	450	34	0	640	168	41	117	0	326	48	909	238	0	1195	0	2304	2304
06:00 PM	20	5	3	0	28	54	106	11	0	171	42	8	30	0	80	3	199	71	0	273	0	552	552
06:15 PM	22	4	5	0	31	33	112	7	0	152	45	20	23	0	88	15	159	50	0	224	0	495	495
06:30 PM	6	3	13	0	22	36	104	12	0	152	32	12	21	0	65	10	180	45	0	235	0	474	474
06:45 PM	11	7	7	0	25	34	122	11	0	167	52	14	24	0	90	3	137	38	0	178	0	460	460
Total	59	19	28	0	106	157	444	41	0	642	171	54	98	0	323	31	675	204	0	910	0	1981	1981
Grand Total	761	184	366	4	1311	1438	8133	371	14	9942	2254	270	1065	5	3589	376	8131	1586	3	10093	26	24935	24961
Apprch %	58	14	27.9			14.5	81.8	3.7			62.8	7.5	29.7			3.7	80.6	15.7					
Total %	3.1	0.7	1.5		5.3	5.8	32.6	1.5		39.9	9	1.1	4.3		14.4	1.5	32.6	6.4		40.5	0.1	99.9	

Davenport Transportation Consulting
305 W. 4th Street, Suite 2A
Winston-Salem, NC 27101
Phone: 336-744-1636

Counted by: M.Davenport

File Name : 14-02398
Site Code : 1402398
Start Date : 4/9/2014
Page No : 2

Weather: Clear



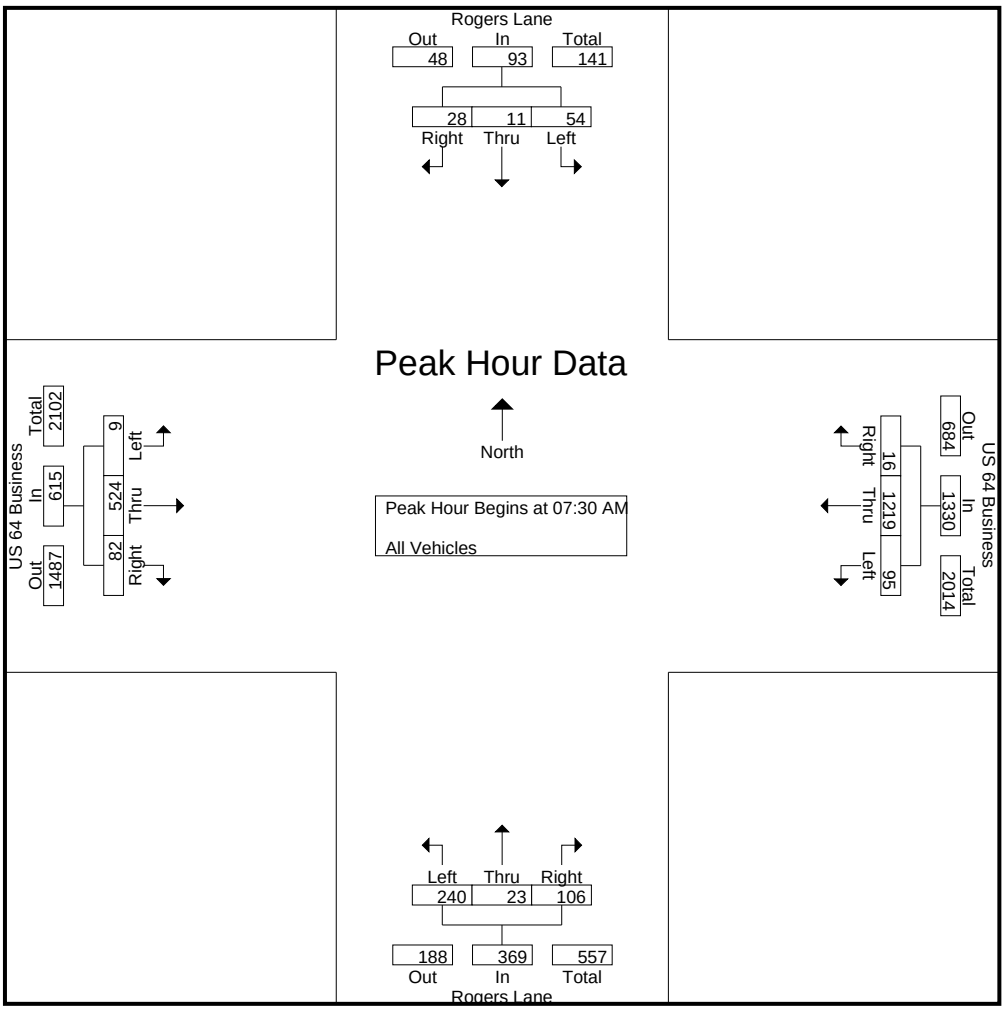
Davenport Transportation Consulting
305 W. 4th Street, Suite 2A
Winston-Salem, NC 27101
Phone: 336-744-1636

Counted by: M.Davenport

Weather: Clear

File Name : 14-02398
Site Code : 1402398
Start Date : 4/9/2014
Page No : 3

	Rogers Lane Southbound				US 64 Business Westbound				Rogers Lane Northbound				US 64 Business Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	5	6	24	17	342	1	360	58	3	35	96	0	140	25	165	645
07:45 AM	14	1	8	23	29	315	3	347	80	6	32	118	2	121	22	145	633
08:00 AM	15	4	3	22	23	281	6	310	45	5	20	70	6	134	21	161	563
08:15 AM	12	1	11	24	26	281	6	313	57	9	19	85	1	129	14	144	566
Total Volume	54	11	28	93	95	1219	16	1330	240	23	106	369	9	524	82	615	2407
% App. Total	58.1	11.8	30.1		7.1	91.7	1.2		65	6.2	28.7		1.5	85.2	13.3		
PHF	.900	.550	.636	.969	.819	.891	.667	.924	.750	.639	.757	.782	.375	.936	.820	.932	.933



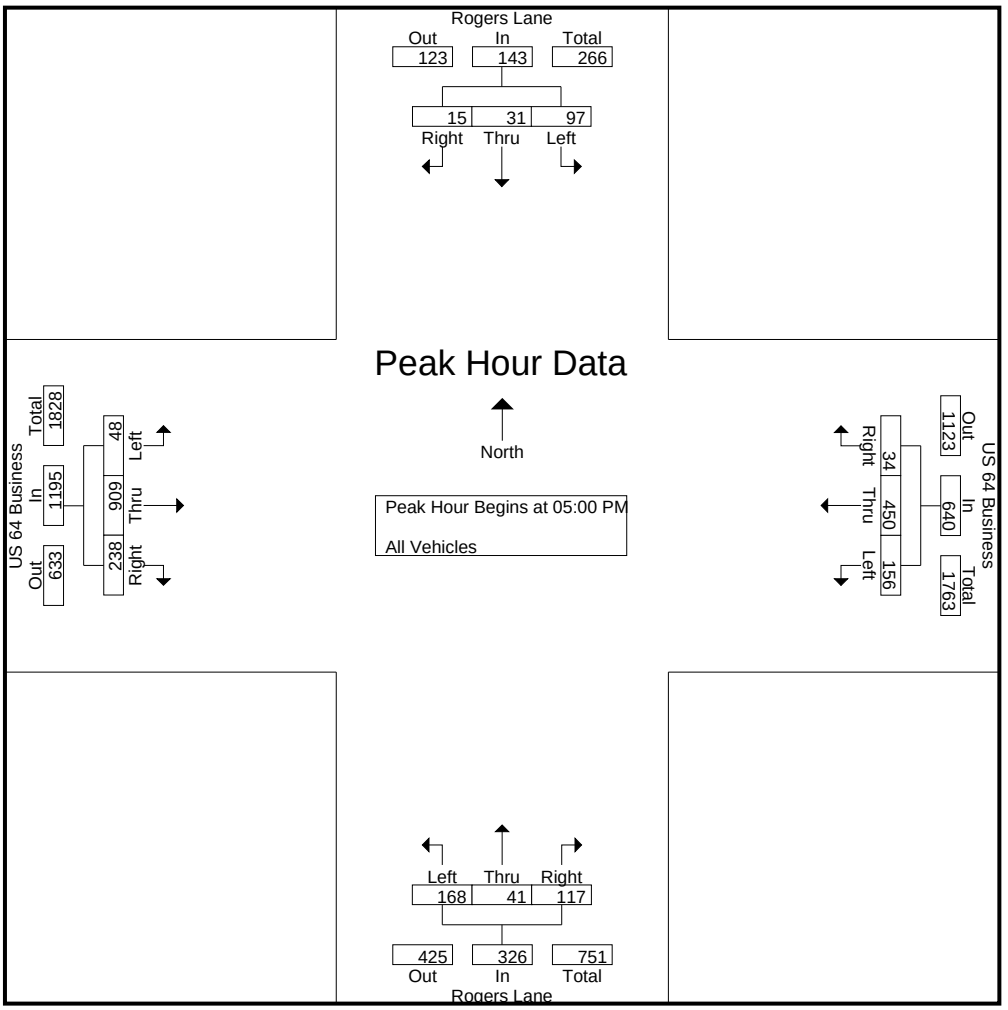
Davenport Transportation Consulting
305 W. 4th Street, Suite 2A
Winston-Salem, NC 27101
Phone: 336-744-1636

Counted by: M.Davenport

Weather: Clear

File Name : 14-02398
Site Code : 1402398
Start Date : 4/9/2014
Page No : 4

	Rogers Lane Southbound				US 64 Business Westbound				Rogers Lane Northbound				US 64 Business Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	9	5	37	27	121	3	151	36	12	32	80	13	228	50	291	559
05:15 PM	22	10	3	35	56	117	4	177	34	7	35	76	6	236	68	310	598
05:30 PM	22	2	1	25	37	116	13	166	51	11	25	87	17	207	64	288	566
05:45 PM	30	10	6	46	36	96	14	146	47	11	25	83	12	238	56	306	581
Total Volume	97	31	15	143	156	450	34	640	168	41	117	326	48	909	238	1195	2304
% App. Total	67.8	21.7	10.5		24.4	70.3	5.3		51.5	12.6	35.9		4	76.1	19.9		
PHF	.808	.775	.625	.777	.696	.930	.607	.904	.824	.854	.836	.937	.706	.955	.875	.964	.963



DAVENPORT Project # 14-02398 NCDOT Count # 14-02398
US 64 Business @ SR2517 / Southall Rd

US 64 Business @ SR2517 / Southall Rd East Leg Facing East

US 64 Business @ SR2517 / Southall Rd East Leg Facing West

US 64 Business @ SR2517 / Southall Rd West Leg Facing East

US 64 Business @ SR2517 / Southall Rd West Leg Facing West

DAVENPORT Project # 14-02398 NCDOT Count # 14-02398
US 64 Business @ SR2517 / Southall Rd

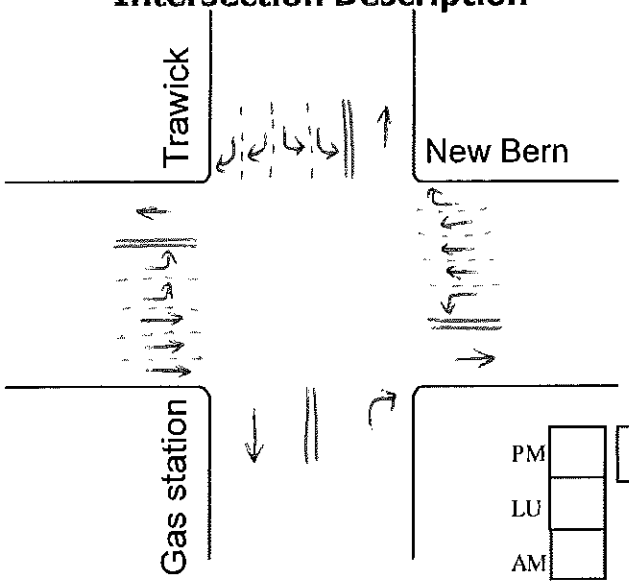
US 64 Business @ SR2517 / Southall Rd North Leg
Facing North

US 64 Business @ SR2517 / Southall Rd North Leg
Facing South

US 64 Business @ SR2517 / Southall Rd South Leg
Facing North

US 64 Business @ SR2517 / Southall Rd South Leg
Facing South

Intersection Description



Intersection New Bern - Trawick

Date Count Completed 6/3/2013

Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:15 pm	**to**	1:15 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Sunny
LU	Clear
PM	Cloudy

PM	557	.000	0
.517	288	.007	4
.476	265		
LU	548	.000	0
.474	260	.011	6
.515	282		
AM	462	.002	1
.753	348	.002	1
.242	112		

PM	.157	359	
2283	.779	1778	
.063	143	.001	3
LU	.165	282	
1712		1282	
.086	147	.001	1
AM	.272	375	
1381	.686	947	
.024	33	.019	26

AM	.087	207	
.901	2150	2386	
.001	3	.011	26
LU	.130	211	
.814	1325	1627	
.004	6	.052	85
PM	.109	152	
.846	1178	1392	
.006	8	.039	54

AM	.048	2	
.024	1	.929	39
42	.000	0	
LU	.093	6	
.016	1	.891	57
64.	.000	0	
PM	.082	6	
.014	1	.904	66
73	.000	0	

PM			
LU			
AM			
PM	LU	AM	
0	0	0	

AM	LU	PM	
0	PM		
0	LU		
0	AM		

AM	0		
LU	1		
PM	0		
PM	LU	AM	

AM			
LU			
PM			
0	0	0	
AM	LU	PM	

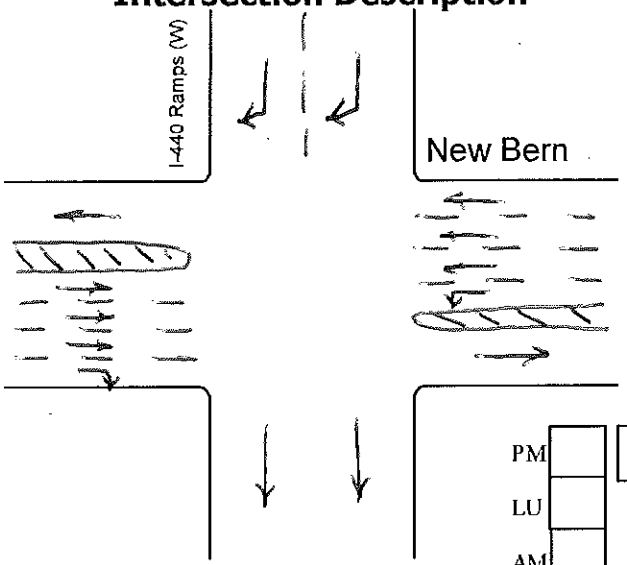
N

Counter(s) John O.

Courtney

City of Raleigh Public Works

Intersection Description



Intersection I-440 Ramps (W) - New Bern

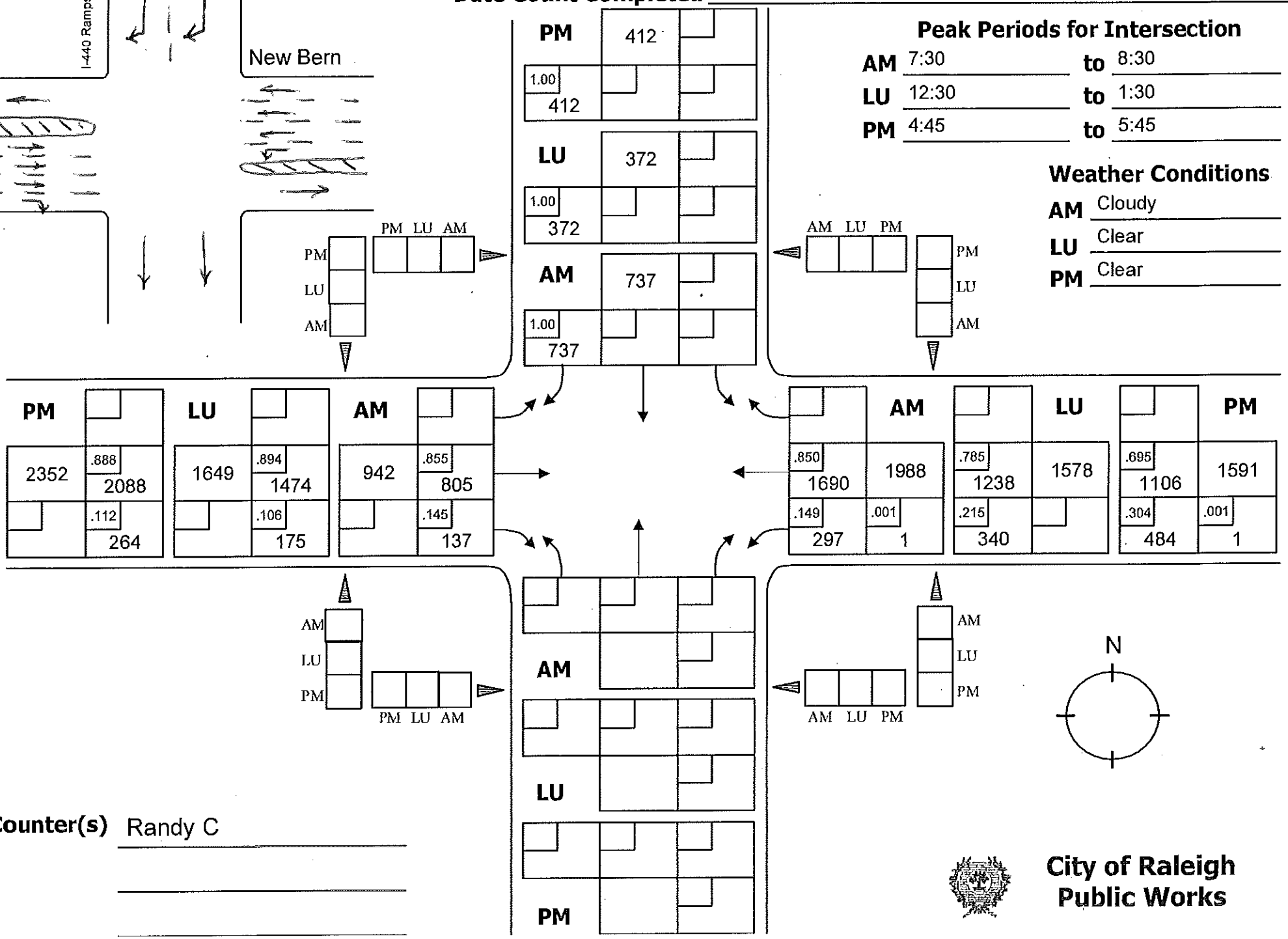
Date Count Completed 6/18/13 am/lu, 6/26/13 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

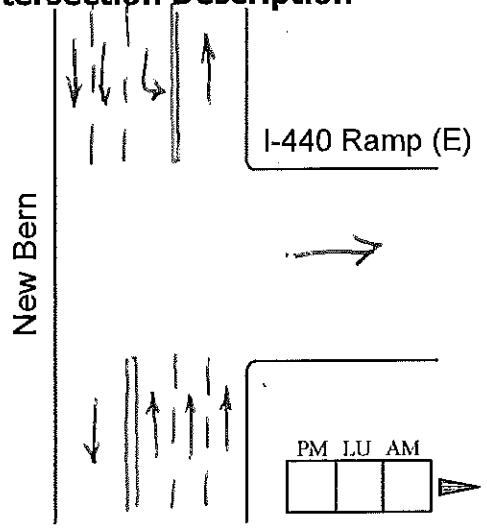
AM	Cloudy
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection I-440 Ramp (E) - New Bern

Date Count Completed 6/13/13 am, 6/14/13 lu, 6/24/13 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	2927		
	.793 2320	.207 607	
LU	2146	.001	
	.774 1662	.225 482	
AM	1208	.002 2	
	75.2 909	.246 297	

AM LU PM

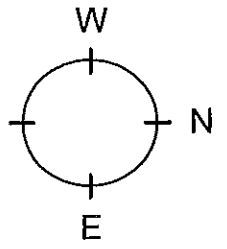
PM
LU
AM

AM **LU** **PM**

AM	1.00 1618		
	1618		
LU	.998 1247		
	1249	.002 2	
PM	1.00 1367		
	1367		

AM LU PM

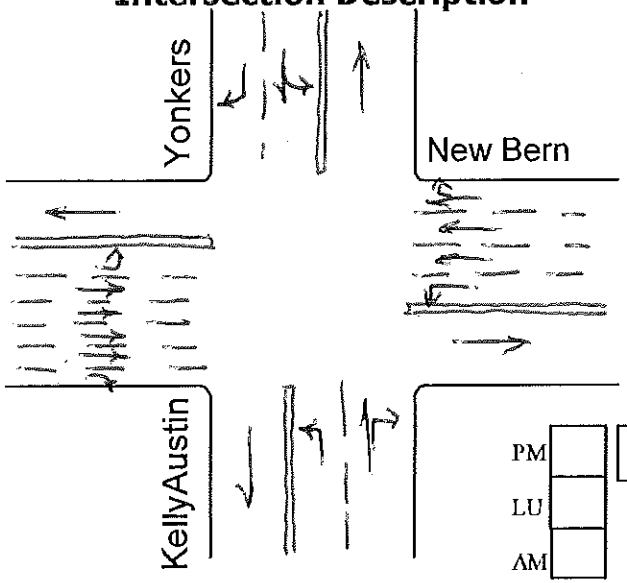
AM
LU
PM



Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection New Bern - Yonkers

Date Count Completed 5/7/13 am, 5/31/13 lu, 6/11/13 pm

Peak Periods for Intersection

AM	7:00	**to**	8:00
LU	12:00	**to**	1:00
PM	4:30	**to**	5:30

Weather Conditions

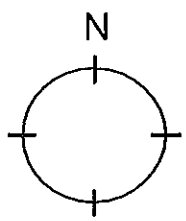
AM	Cloudy
LU	Clear
PM	Clear

PM	111		
.414	46	.018	2
.568	63		
LU	129		
.450	56		
.550	71		
AM	38		
.842	32	.020	1
.132	5		

PM	.010	27	
2787	.978	2727	
.001	2	.011	31
LU	.016	29	
1775	.972	1725	
.001	2	.011	19
AM	.026	31	
1201	.877	1053	
.001	1	.097	116

.053	135	**AM**	
.932	2388	2563	
.014	36	.002	4
.049	76	**LU**	
.936	1459	1559	
.003	5	.012	19
.025	38	**PM**	
.929	1391	1497	
.033	50	.021	18

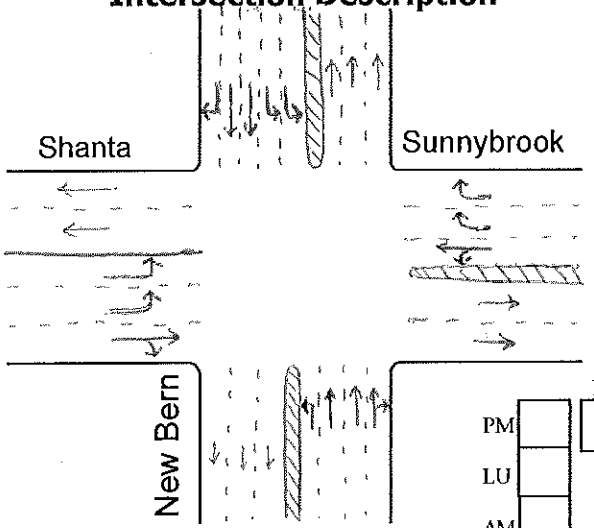
.330	29	.023	2
.648	57		
AM	88		
.273	12		
.727	32		
LU	44		
.165	14		
.835	71		
PM	65		



Counter(s) Randy C

City of Raleigh Public Works

Intersection Description



Intersection New Bern - Shanta - Sunnybrook

Date Count Completed 6/30/16 AM, 6/28/16 LU, 6/28/16 LU

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Cloudy
LU	Rainy
PM	Rainy

PM	.049 72	.645 939	.003 5 / .302 439
LU	.040 57	.587 835	.020 28 / .353 502
AM	.021 51	.730 1763	.005 12 / .244 589

PM LU AM

PM
LU
AM

AM LU PM

PM
LU
AM

PM	259	.297 77	.633 164 / .069 18
LU	185	.303 56	.535 99 / .162 30
AM	109	.312 34	.541 59 / .147 16

AM	.063 28	446	.767 342 / .170 76
LU	.081 49	607	.717 435 / .203 123
PM	.089 83	929	.800 743 / .111 103

AM
LU
PM

PM LU AM

AM LU PM

AM
LU
PM

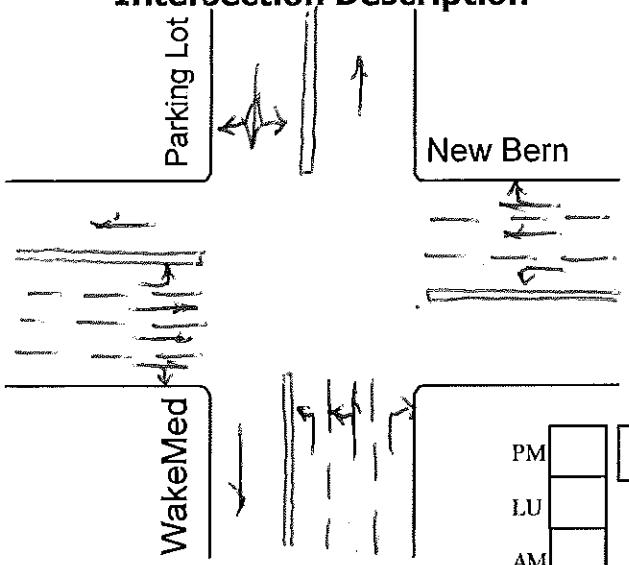
AM	.013 10	.849 633 / 746	.137 102 / .001 1
LU	.021 18	.835 701 / 840	.142 119 / .002 2
PM	.018 33	.929 1690 / 1820	.047 86 / .006 11

N

Counter(s) Coley Mizell

City of Raleigh
Public Works

Intersection Description



Intersection New Bern - Wake Med Emergency Entrance

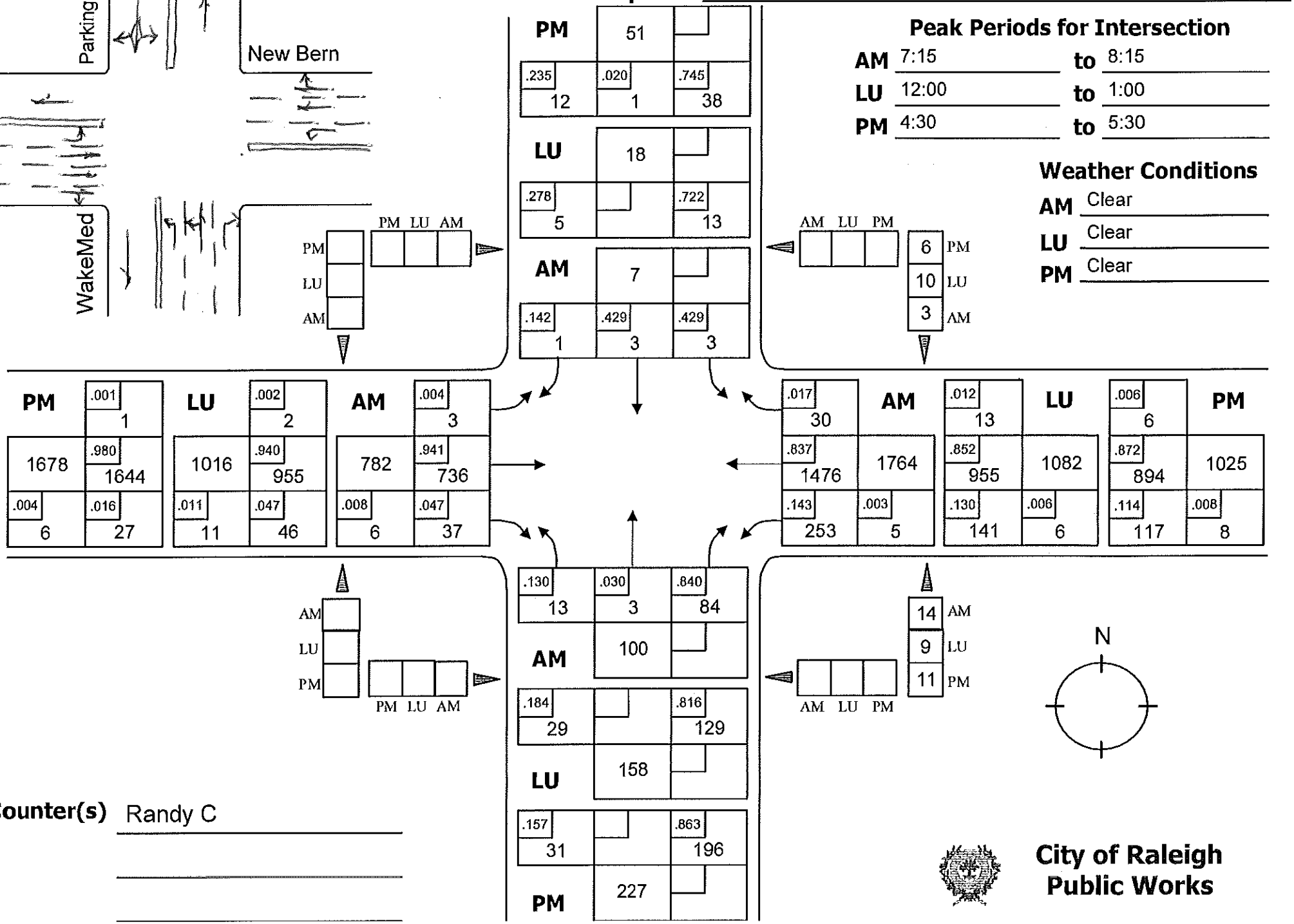
Date Count Completed 5/14/13 am, 6/5/13 lu, 6/3/13 pm

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:00	**to**	1:00
PM	4:30	**to**	5:30

Weather Conditions

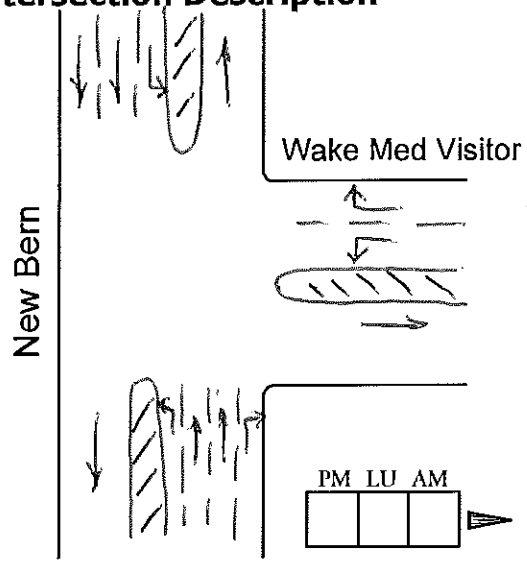
AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh Public Works

Intersection Description



Intersection New Bern - Wake Med Visitor Entrance

Date Count Completed 5/9/13 am, 5/30/13 lu, 5/29/13 pm

Peak Periods for Intersection

AM	7:00	**to**	8:00
LU	12:15	**to**	1:15
PM	4:30	**to**	5:30

Weather Conditions

AM	Fog/Clear
LU	Clear
PM	Clear

PM	920	.041 38	.845 777	.114 105
LU	911	.026 24	.760 711	.193 176
AM	1474	.002 3	.776 1144	.222 327

AM	.907 -165	182	.093 17	
LU	.881 170	193	.119 23	
PM	.841 196	233	.159 37	

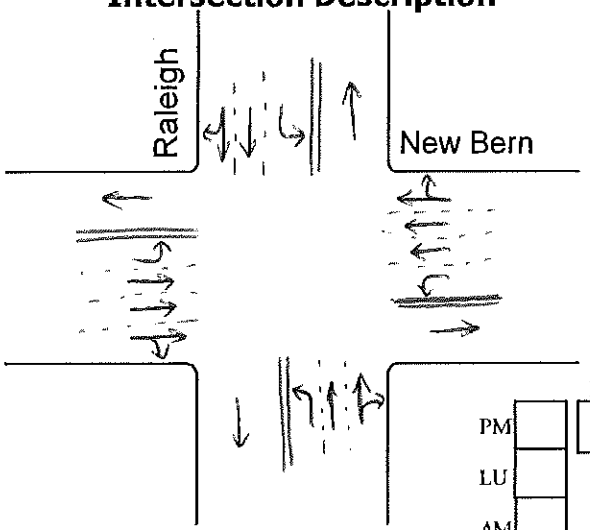
AM	.940 640	.048 33	681	.012 8
LU	.942 862	.048 44	912	.007 6
PM	.970 1530	.022 34	1578	.009 14

E
N S
W

Counter(s) Randy C

City of Raleigh Public Works

Intersection Description



Intersection New Bern - Raleigh

Date Count Completed 6/12/13

Peak Periods for Intersection

AM	7:00 am	**to**	8:00 am
LU	12:30 am	**to**	1:30 am
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM			
LU	0	1	0
AM			

	PM	LU	AM
PM	656	.000	0
LU	.197 129	.689 452	.114 75
AM	511	.000	0
	.225 1115	.632 323	.143 73
	513	.008	4
	.261 134	.661 339	.070 36

	PM	LU	AM
PM			
LU	0	2	0
AM			

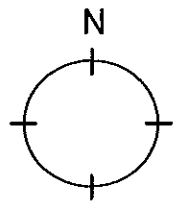
	PM	LU	AM
PM	.099 62	.173 113	.192 61
	1081	652	318
	.830 897	.771 503	.758 241
	.006 6	.000 0	.006 2
	.025 27	.055 36	.044 14

	PM	LU	AM
PM	.040 39	.044 27	.065 43
	.803 790	.765 469	.675 448
	984	613	664
	.154 152	.191 117	.238 158
	.003 3	.000 0	.023 15

	PM	LU	AM
AM	0		
LU	0		
PM	1		

	PM	LU	AM
PM	.066 38	.661 379	.267 153
		573	.005 3
LU	.140 62	.614 272	.246 109
		443	.000 0
PM	.099 62	.711 445	.190 119
		626	.000 0

	PM	LU	AM
AM			
LU			
PM	0	2	0

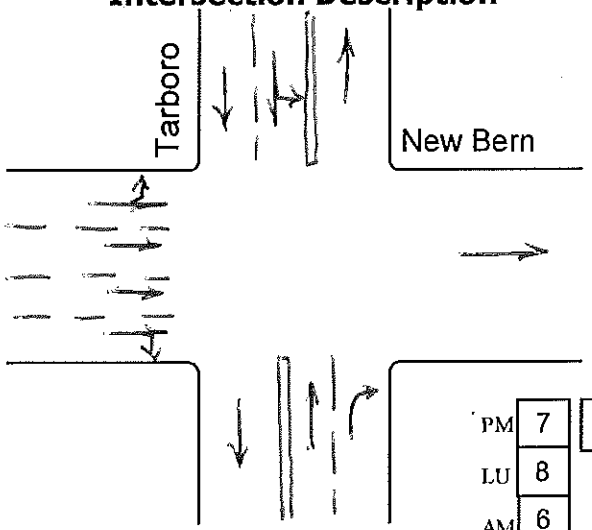


Counter(s) John O.

Courtney

City of Raleigh
Public Works

Intersection Description



Intersection New Bern - Tarboro

Date Count Completed 4/11/13 am, 4/17/13 lu, 5/15/13 pm

Peak Periods for Intersection

AM	7:00	**to**	8:00
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	7	15	11
LU	8		
AM	6		5

	AM	LU	PM
PM		8	12
LU			
AM			5

	PM	LU	AM
AM	7		
LU	18		
PM	2		

	AM	LU	PM
AM			
LU			
PM			

	PM	LU	AM
PM	1378	.038 54 / .828 1171 / .134 183	
LU	706	.088 62 / .749 529 / .163 115	
AM	386	.062 24 / .728 281 / .210 81	

	PM	LU	AM
PM	416	.779 324 / .221 92	
LU	357	.773 276 / .227 81	
AM	372	.944 351 / .056 21	

	PM	LU	AM
PM			
LU			
AM			

	PM	LU	AM
PM			
LU			
AM			

	PM	LU	AM
AM	.620 228 / 368		.380 140
LU	.501 171 / 341		.499 170
PM	.421 185 / 439		.579 254

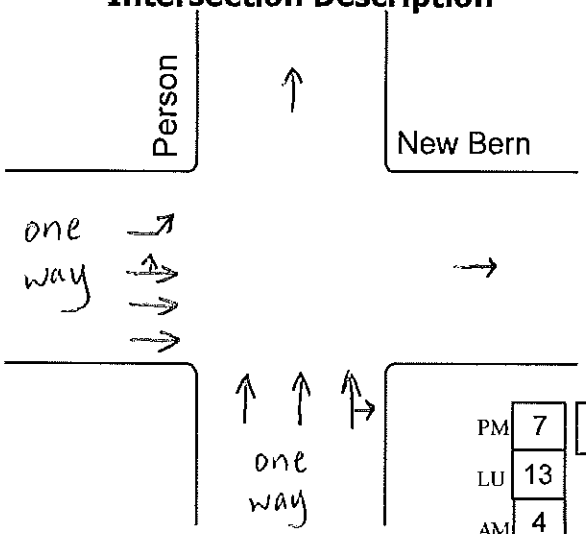
N

Counter(s) Randy C am/pm

John O lu

City of Raleigh
Public Works

Intersection Description



Intersection New Bern - Person

Date Count Completed 5-22-14

Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:15 pm	**to**	1:15 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Cloudy

	PM	LU	AM
PM	7		
LU	13		
AM	4		

	AM	LU	PM
PM			
LU			
AM	10	34	6

	AM	LU	PM
AM			
LU			
PM	19	31	7

	AM	LU	PM
AM	2		
LU	15		
PM	8		

PM	.100 114	.900 1028	1142
LU	.172 103	.828 496	599
AM	.116 52	.884 396	448

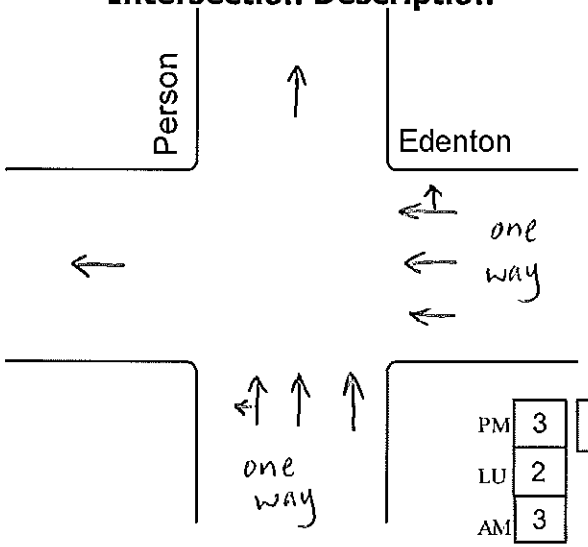
AM	.920 975	.080 85	1060
LU	.793 489	.207 128	617
PM	.786 639	.214 174	813

N

Counter(s) Josh S.

City of Raleigh Public Works

Intersection Description



Intersection Edenton - Person

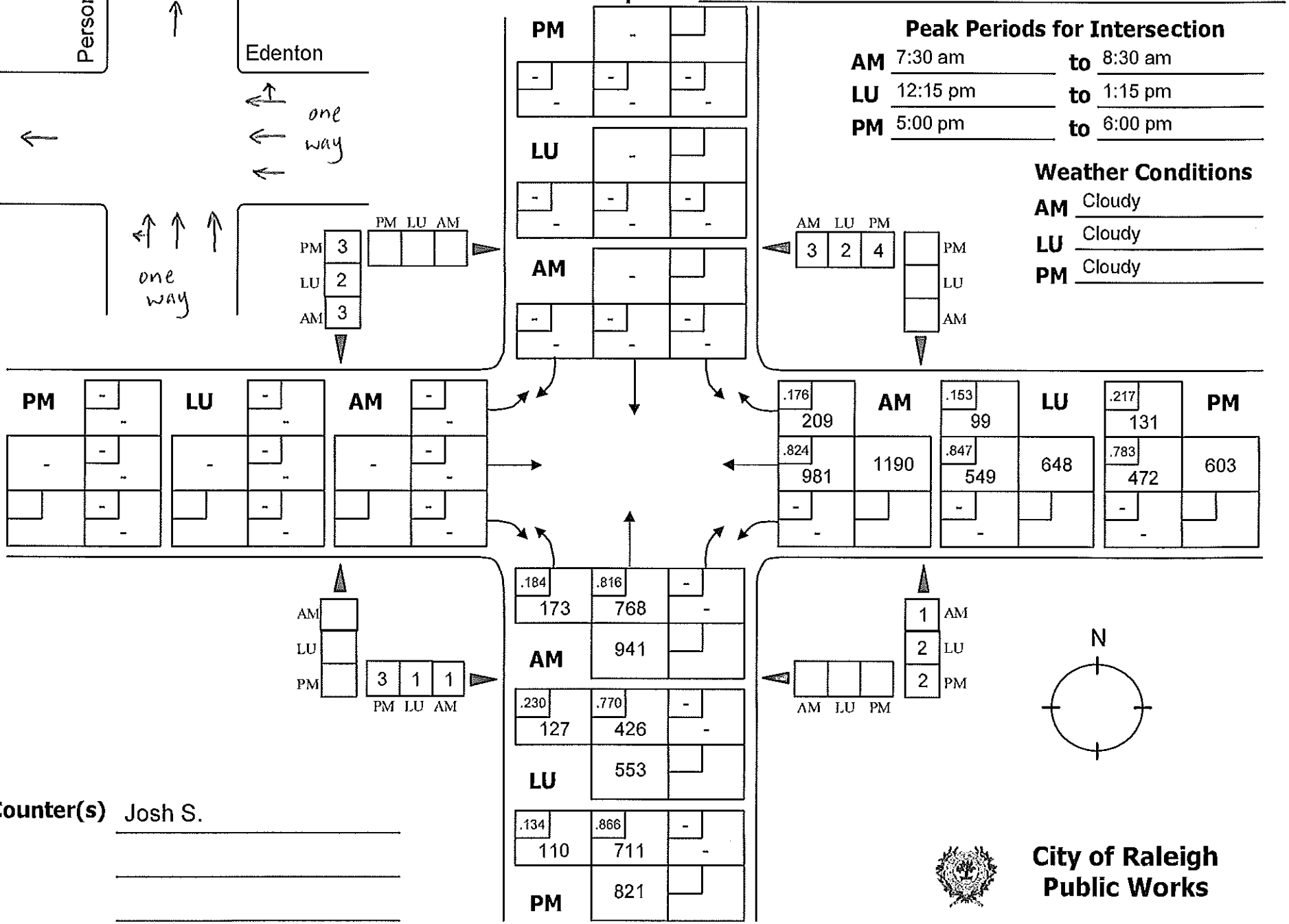
Date Count Completed 5-29-14

Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	12:15 pm	**to**	1:15 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

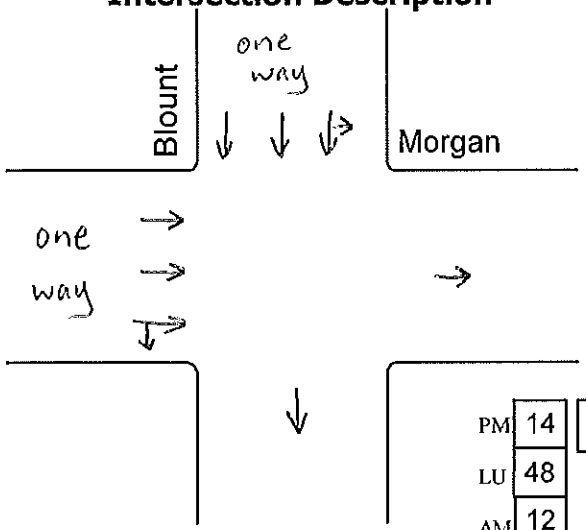
AM	Cloudy
LU	Cloudy
PM	Cloudy



Counter(s) Josh S.

City of Raleigh
Public Works

Intersection Description



Intersection Blount - Morgan

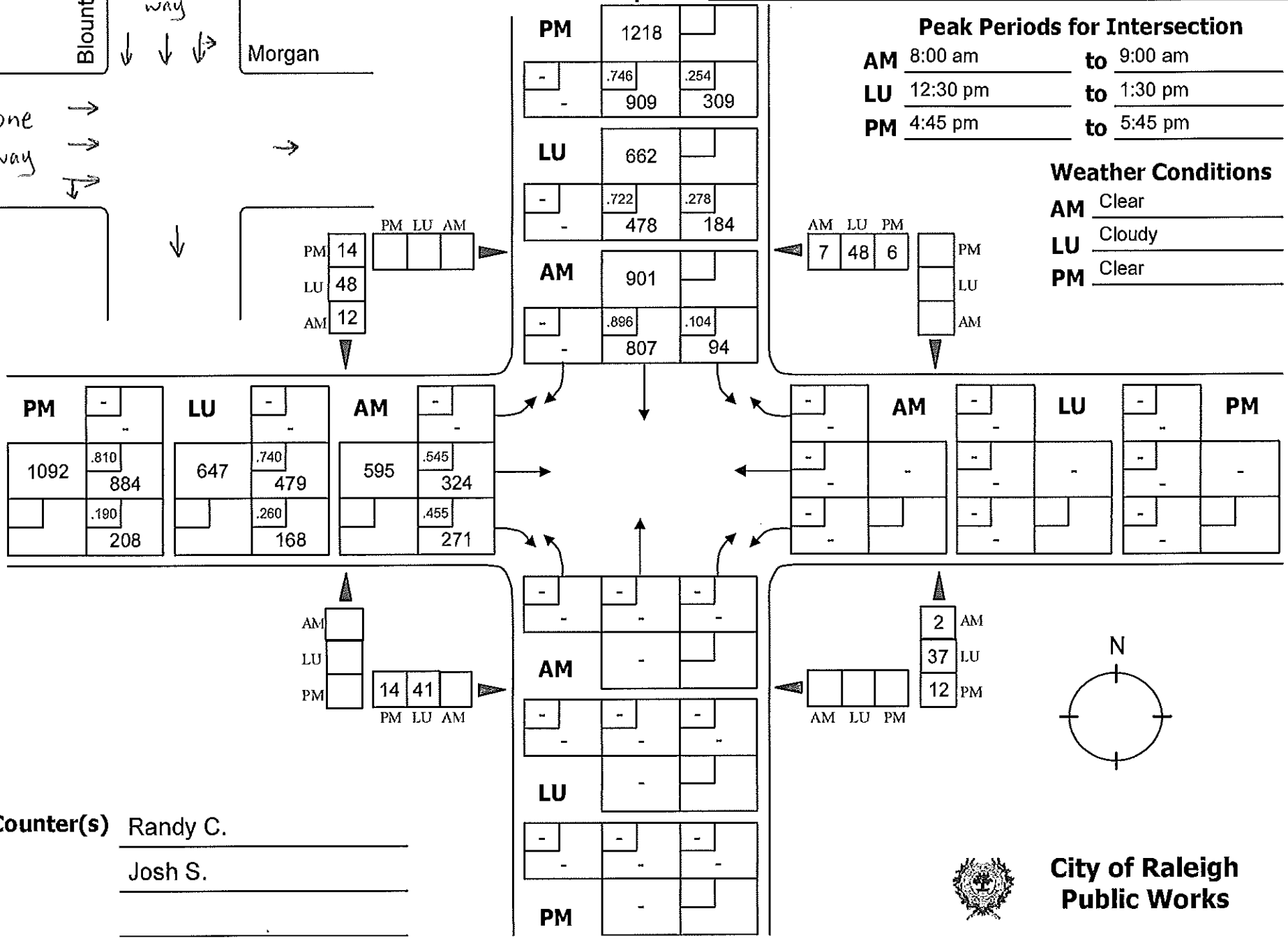
Date Count Completed 6-10-14

Peak Periods for Intersection

AM	8:00 am	**to**	9:00 am
LU	12:30 pm	**to**	1:30 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Clear
LU	Cloudy
PM	Clear

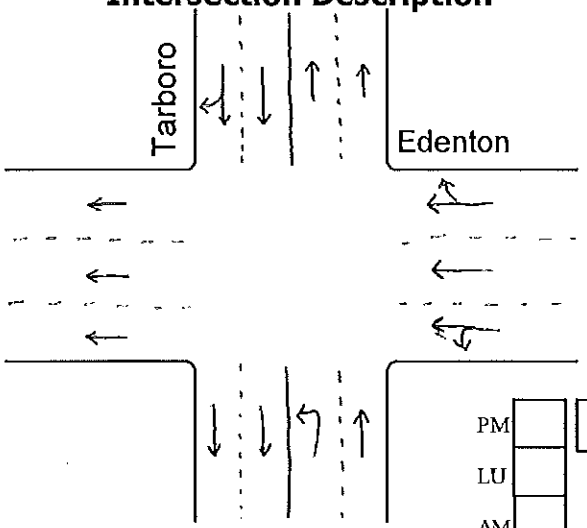


Counter(s) Randy C.

Josh S.

City of Raleigh Public Works

Intersection Description



Intersection Edenton - Tarboro

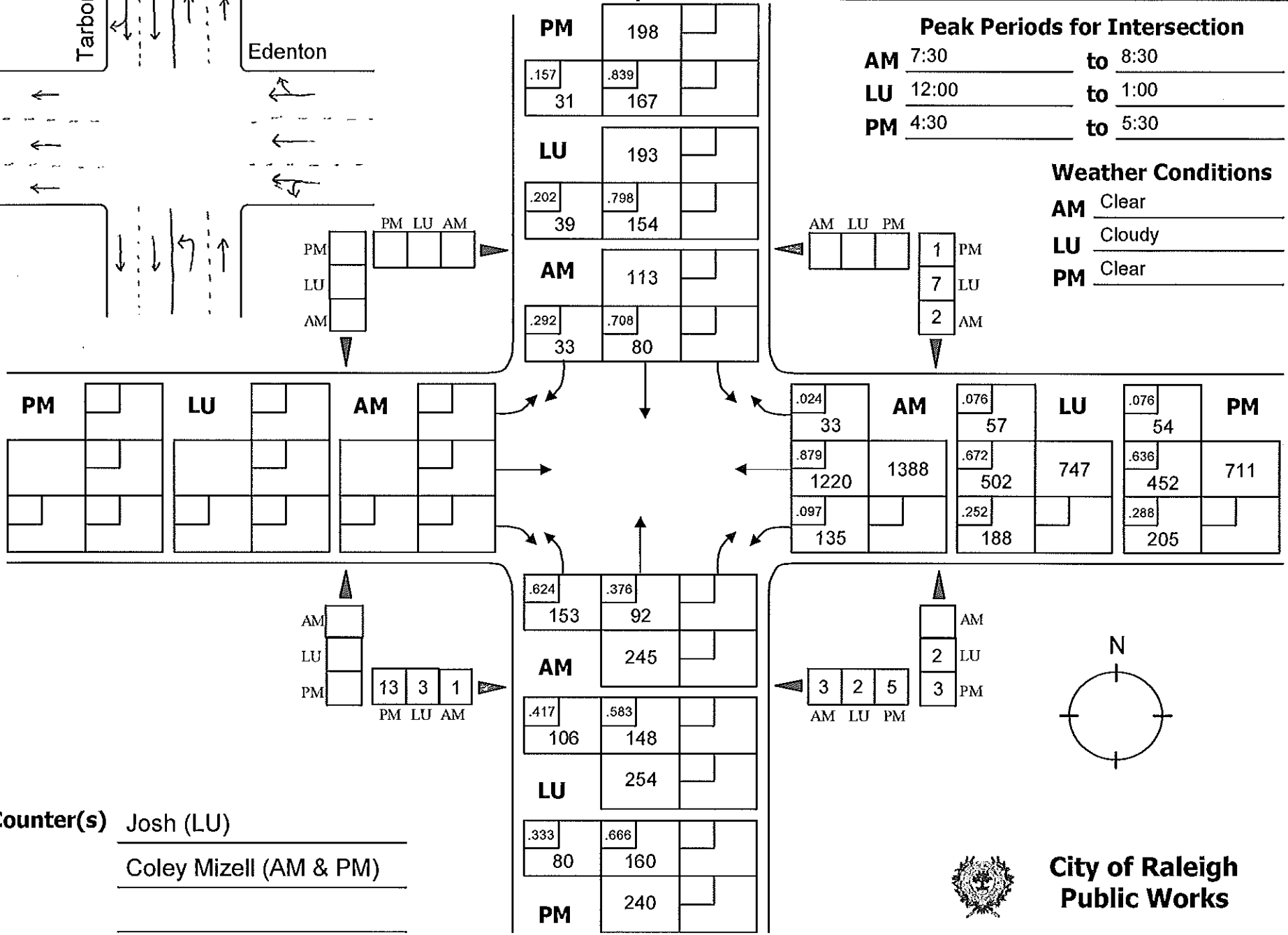
Date Count Completed 12/11/14 (LU), 8/4/15 (PM), 8/5/15 (AM)

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:00	**to**	1:00
PM	4:30	**to**	5:30

Weather Conditions

AM	Clear
LU	Cloudy
PM	Clear

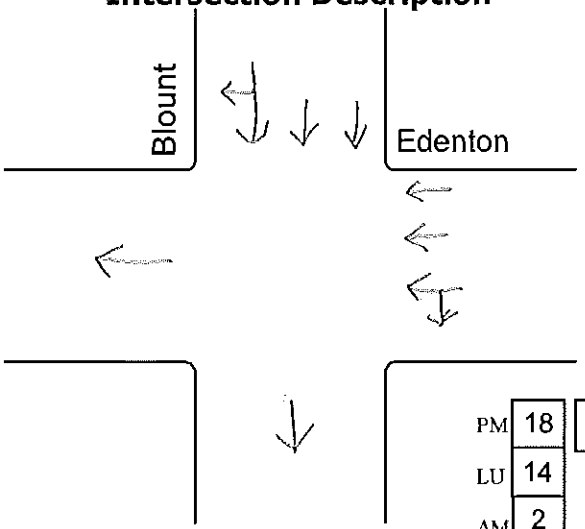


Counter(s) Josh (LU)

Coley Mizell (AM & PM)

City of Raleigh Public Works

Intersection Description



Intersection Blount / Edenton

Date Count Completed 7-7-2014

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	18		
LU	14		
AM	2		

	AM	LU	PM
PM			
LU			
AM	11	15	18

	AM	LU	PM
AM			
LU			
PM	23	19	4

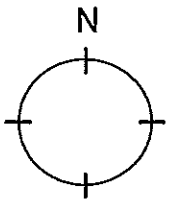
	AM	LU	PM
AM	27		
LU	13		
PM	5		

	PM	LU	AM	PM
PM	1484			
	.054 80	.946 1404		
LU	709			
	.80 57	.920 652		
AM	944			
	.082 77	.918 867		

	PM	LU	AM	PM
PM	-	-	-	
LU	-	-	-	
AM	-	-	-	

	AM	LU	PM	PM
AM	.766 1016	1326		
	.234 310			
LU	.780 587	753		
	.220 166			
PM	.738 621	841		
	.262 220			

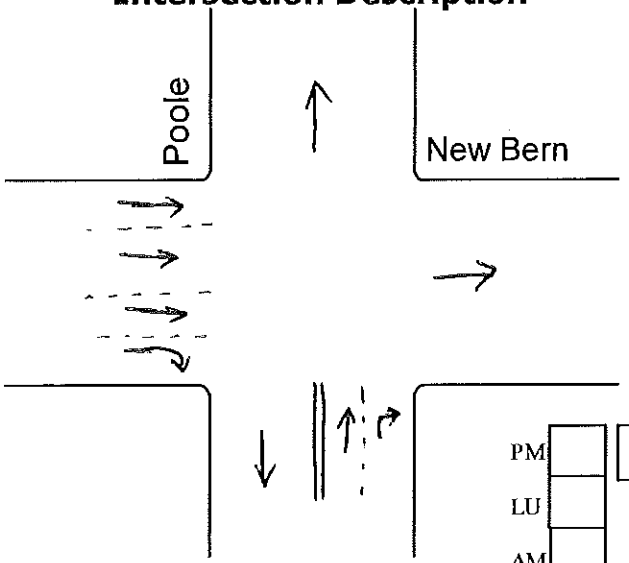
	AM	LU	PM
AM	-	-	
LU	-	-	
PM	-	-	



Counter(s) Larry

City of Raleigh
Public Works

Intersection Description



Intersection New Bern - Poole

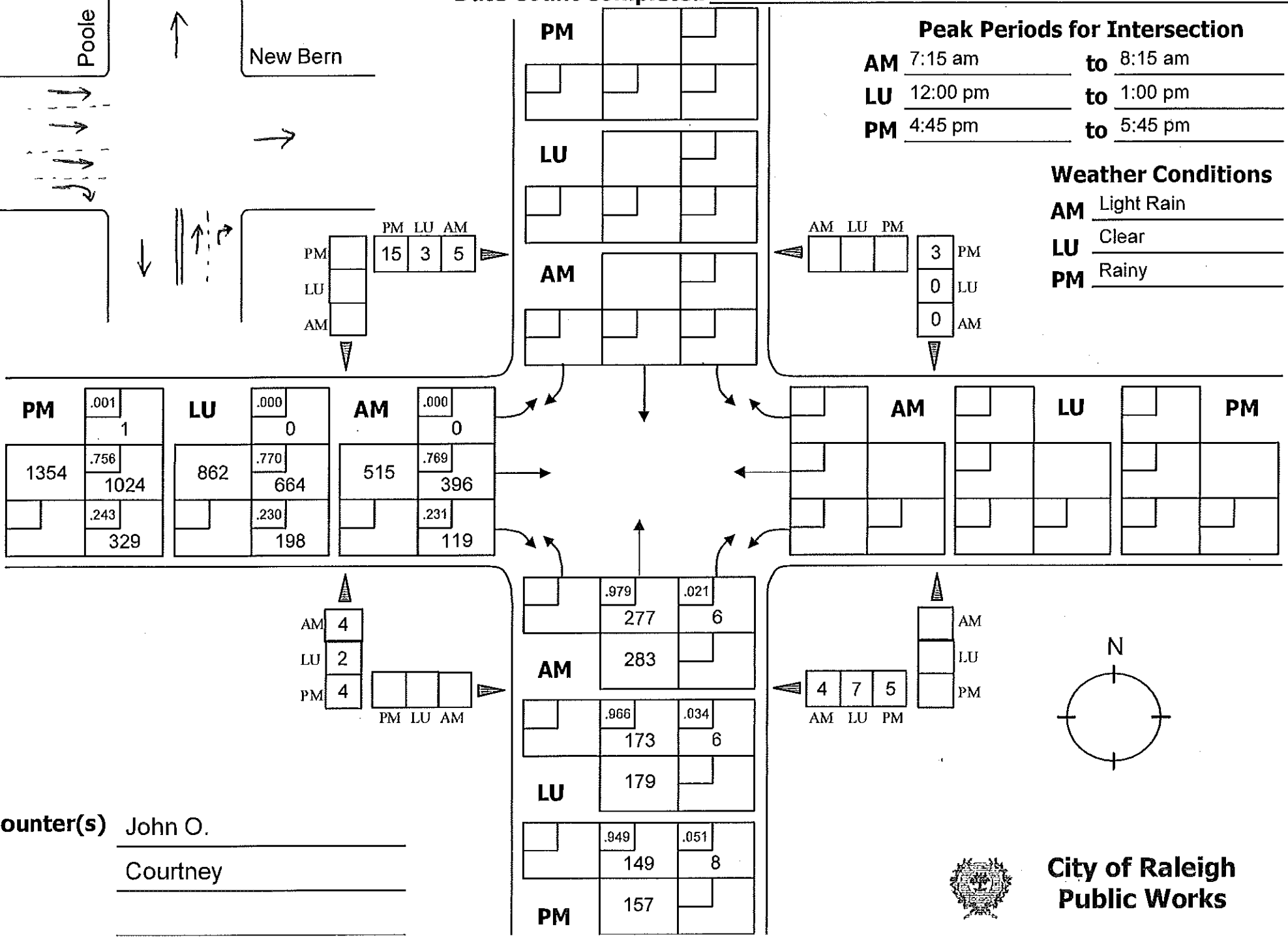
Date Count Completed 5/21/2013

Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:00 pm	**to**	1:00 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Light Rain
LU	Clear
PM	Rainy



Counter(s) John O.

Courtney

City of Raleigh Public Works

Intersection: US 64 Business (New Bern Avenue) at Corporation Parkway
Count Number: 14-07210
NCDOT Division Number: 5
County: Wake
City: Raleigh
Count Type: TM – Turning Movement
Milepost: 2.380 (US 64 Business)
13 Hour Count Volume: 45,374 vehicles

Count Day & Date	Count Time(s)	Weather Conditions (Chance of Precipitation)
Wednesday, April 9, 2014	6:00 AM – 7:00 PM	Partly Cloudy (20%)

Counters: Al Daniels & Robert Williams
Data Processor: Shannon Grubbs, EI
Data Collection Method: Jamar Count Board (Unit #s T-2850 & D-5826)

NOTES

1) River Oaks Middle School is located less than one mile from the studied intersection and was in session on the dates of the count, as were all Wake County Schools.
2) Pedestrians were observed and counted – none were disabled.
3) NB & SB approach grades are -5%, WB is -3%, and EB is 0%.
4) Area lighting was present at the count location.
5) No highway construction was observed that impacted normal traffic patterns.
6) Data collection equipment was operating correctly at time of count.
7) Counters took breaks from 10:30 – 11:00 AM and 3:30 – 4:00 PM. Data for these periods was interpolated.
8) **Counter Notes:** Approximately 10% of the EB & WB left turns on New Bern Avenue were u-turns. Also, due to the high volume of vehicles being counted, it was not possible to additionally note mid-block pedestrians. However, there did not seem to be a significant amount on any leg.

VICINITY MAP – Wake County

INTERSECTION SKETCH

Adjacent Land Use Addresses
Raleigh, NC 27610

BP Gas Station
4100 New Bern Avenue

Kangaroo Gas Station
3948 New Bern Avenue

Mr. Carwash
4009 New Bern Avenue

Precision Tune Auto Care
3944 New Bern Avenue

Riviera Plaza
4001 New Bern Avenue

Wells Fargo Bank
3959 New Bern Avenue

Intersection: US 64 Business (New Bern Avenue) at Corporation Parkway
Count Number: 14-07210
NCDOT Division Number: 5
County: Wake
City: Raleigh
Count Type: TM – Turning Movement
Milepost: 2.380 (US 64 Business)
13 Hour Count Volume: 45,374 vehicles

Intersection Leg Photographs – Facing Intersection

Corporation Parkway – Southbound Leg

Corporation Parkway – Northbound Leg

US 64 Business (New Bern Avenue) – Westbound Leg

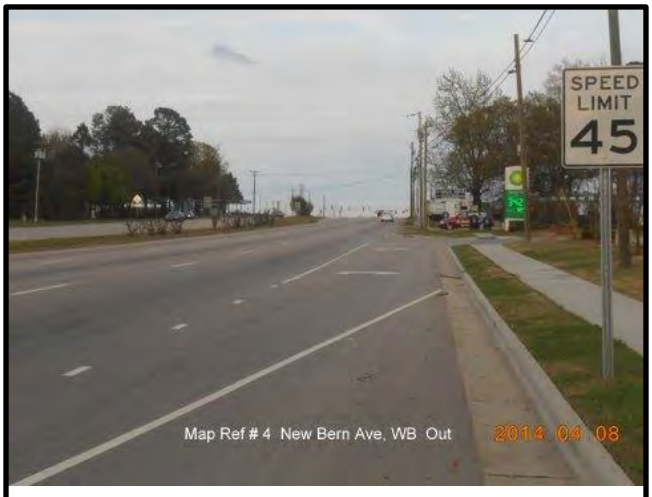
US 64 Business (New Bern Avenue) – Eastbound Leg

Intersection: US 64 Business (New Bern Avenue) at Corporation Parkway
Count Number: 14-07210
NCDOT Division Number: 5
County: Wake
City: Raleigh
Count Type: TM – Turning Movement
Milepost: 2.380 (US 64 Business)
13 Hour Count Volume: 45,374 vehicles

Intersection Leg Photographs – Facing Upstream

Corporation Parkway – Southbound Leg

Corporation Parkway – Northbound Leg



US 64 Business (New Bern Avenue) – Westbound Leg

US 64 Business (New Bern Avenue) – Eastbound Leg

Mekuria Engineering, Inc.
Post Office Box 10505, Raleigh, North Carolina 27605
phone: 919.833.8743 / fax: 919.833.1276

Counted By: A. Daniels & R. Williams
Weather Conditions: Partly Cloudy
NCDOT Division: 5
County: Wake

File Name : 14-07210
Site Code : 14-07210
Start Date : 4/9/2014
Page No : 1

Groups Printed- All Vehicles

	Corporation Parkway Southbound				US 64 Business (New Bern Avenue) Westbound				Corporation Parkway Northbound				US 64 Business (New Bern Avenue) Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	23	3	0	2	2	147	4	0	2	5	16	0	20	51	21	0	2	294	296
06:15 AM	52	7	2	0	7	188	11	0	2	5	3	0	28	72	39	0	0	416	416
06:30 AM	73	12	2	0	4	330	20	0	3	10	21	0	35	97	34	0	0	641	641
06:45 AM	99	18	5	0	6	367	31	0	2	9	19	0	59	95	45	1	1	755	756
Total	247	40	9	2	19	1032	66	0	9	29	59	0	142	315	139	1	3	2106	2109
07:00 AM	95	17	3	0	6	458	29	1	11	1	25	0	50	111	52	1	2	858	860
07:15 AM	64	23	4	0	8	562	40	0	2	4	29	0	60	183	79	0	0	1058	1058
07:30 AM	131	16	5	0	1	566	31	0	5	4	43	0	52	131	72	1	1	1057	1058
07:45 AM	129	13	10	0	0	717	21	0	17	13	28	0	37	112	50	0	0	1147	1147
Total	419	69	22	0	15	2303	121	1	35	22	125	0	199	537	253	2	3	4120	4123
08:00 AM	100	8	13	0	3	644	29	0	21	25	45	1	32	165	44	1	2	1129	1131
08:15 AM	129	12	9	0	5	625	30	0	18	33	37	0	13	141	44	0	0	1096	1096
08:30 AM	79	14	9	2	2	493	34	0	14	24	45	1	29	164	63	0	3	970	973
08:45 AM	92	11	9	0	4	459	20	0	12	14	38	0	41	146	79	3	3	925	928
Total	400	45	40	2	14	2221	113	0	65	96	165	2	115	616	230	4	8	4120	4128
09:00 AM	90	11	10	1	3	373	24	0	23	13	35	2	29	155	56	0	3	822	825
09:15 AM	48	5	4	0	1	296	18	0	7	13	35	0	21	148	72	1	1	668	669
09:30 AM	72	10	21	0	6	266	21	0	12	15	35	1	21	163	61	0	1	703	704
09:45 AM	59	15	15	1	10	314	18	0	12	6	35	0	24	146	63	0	1	717	718
Total	269	41	50	2	20	1249	81	0	54	47	140	3	95	612	252	1	6	2910	2916
10:00 AM	61	8	10	0	8	269	19	0	15	16	35	0	21	167	65	0	0	694	694
10:15 AM	42	7	7	0	5	208	20	0	15	26	38	1	28	199	85	0	1	680	681
10:30 AM	38	8	9	1	7	220	15	0	17	17	36	1	20	171	83	1	3	641	644
10:45 AM	38	8	9	1	7	220	15	0	17	17	36	1	20	171	83	1	3	641	644
Total	179	31	35	2	27	917	69	0	64	76	145	3	89	708	316	2	7	2656	2663
11:00 AM	33	8	10	2	9	231	10	0	18	8	33	0	12	143	80	1	3	595	598
11:15 AM	63	14	16	0	10	221	22	0	17	10	46	0	14	188	90	0	0	711	711
11:30 AM	58	13	4	0	11	312	21	0	14	14	44	0	21	212	102	1	1	826	827
11:45 AM	67	25	13	0	5	246	22	0	18	20	41	1	19	202	98	1	2	776	778
Total	221	60	43	2	35	1010	75	0	67	52	164	1	66	745	370	3	6	2908	2914
12:00 PM	51	12	10	0	17	213	22	1	21	19	42	0	24	225	103	1	2	759	761
12:15 PM	70	20	16	0	14	291	29	1	23	22	49	0	16	241	122	0	1	913	914
12:30 PM	78	22	14	2	5	282	25	1	18	24	55	0	18	237	118	0	3	896	899
12:45 PM	63	18	15	0	10	353	25	0	19	18	47	1	28	239	104	0	1	939	940
Total	262	72	55	2	46	1139	101	3	81	83	193	1	86	942	447	1	7	3507	3514
01:00 PM	69	7	13	0	14	267	19	0	20	22	59	0	20	238	101	0	0	849	849
01:15 PM	62	11	4	1	3	259	21	0	15	18	47	0	8	271	111	0	1	830	831
01:30 PM	79	22	16	1	2	331	29	1	13	11	42	0	27	258	105	3	5	935	940
01:45 PM	44	21	8	2	5	312	23	0	17	23	55	0	12	266	104	0	2	890	892
Total	254	61	41	4	24	1169	92	1	65	74	203	0	67	1033	421	3	8	3504	3512
02:00 PM	71	17	10	0	7	249	18	0	18	16	32	0	15	239	99	0	0	791	791
02:15 PM	55	21	13	0	16	307	28	1	16	17	45	0	15	254	100	0	1	887	888
02:30 PM	65	16	5	0	5	278	24	2	16	14	52	2	10	186	101	0	4	772	776
02:45 PM	47	9	14	0	9	271	9	0	12	10	45	0	17	316	120	0	0	879	879
Total	238	63	42	0	37	1105	79	3	62	57	174	2	57	995	420	0	5	3329	3334

Mekuria Engineering, Inc.
Post Office Box 10505, Raleigh, North Carolina 27605
phone: 919.833.8743 / fax: 919.833.1276

Counted By: A. Daniels & R. Williams
Weather Conditions: Partly Cloudy
NCDOT Division: 5
County: Wake

File Name : 14-07210
Site Code : 14-07210
Start Date : 4/9/2014
Page No : 2

Groups Printed- All Vehicles

	Corporation Parkway Southbound				US 64 Business (New Bern Avenue) Westbound				Corporation Parkway Northbound				US 64 Business (New Bern Avenue) Eastbound						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Exclu. Total	Inclu. Total	Int. Total
03:00 PM	60	21	32	0	13	243	28	0	7	17	40	0	19	306	116	0	0	902	902
03:15 PM	63	11	13	0	7	237	7	0	16	19	38	0	22	224	119	0	0	776	776
03:30 PM	63	13	14	0	9	229	14	0	24	21	41	0	17	300	130	0	0	875	875
03:45 PM	63	13	14	0	9	229	14	0	24	21	41	0	17	300	130	0	0	875	875
Total	249	58	73	0	38	938	63	0	71	78	160	0	75	1130	495	0	0	3428	3428
04:00 PM	62	14	15	0	11	221	21	0	32	23	44	0	12	375	140	0	0	970	970
04:15 PM	63	20	26	0	8	257	26	0	14	20	48	0	26	490	153	0	0	1151	1151
04:30 PM	79	19	17	1	6	235	7	0	29	28	43	0	19	427	151	0	1	1060	1061
04:45 PM	74	12	16	0	11	227	22	0	30	25	38	0	12	459	165	0	0	1091	1091
Total	278	65	74	1	36	940	76	0	105	96	173	0	69	1751	609	0	1	4272	4273
05:00 PM	72	16	35	3	8	260	27	0	32	19	63	0	14	486	163	1	4	1195	1199
05:15 PM	81	14	8	0	6	280	11	0	28	27	68	0	16	606	198	0	0	1343	1343
05:30 PM	63	15	21	1	8	271	28	0	39	33	55	0	14	461	153	0	1	1161	1162
05:45 PM	80	14	19	0	11	289	12	0	34	30	57	1	15	521	147	0	1	1229	1230
Total	296	59	83	4	33	1100	78	0	133	109	243	1	59	2074	661	1	6	4928	4934
06:00 PM	70	7	12	0	1	244	5	0	31	21	69	0	7	317	140	0	0	924	924
06:15 PM	63	3	15	0	4	288	13	0	15	19	28	0	6	359	158	1	1	971	972
06:30 PM	48	4	10	0	3	305	14	0	13	15	40	0	5	269	126	0	0	852	852
06:45 PM	64	14	14	0	2	178	7	0	20	19	30	0	3	317	171	1	1	839	840
Total	245	28	51	0	10	1015	39	0	79	74	167	0	21	1262	595	2	2	3586	3588
Grand Total	3557	692	618	21	354	16138	1053	8	890	893	2111	13	1140	12720	5208	20	62	45374	45436
Apprch %	73.1	14.2	12.7		2	92	6		22.9	22.9	54.2		6	66.7	27.3				
Total %	7.8	1.5	1.4		0.8	35.6	2.3		2	2	4.7		2.5	28	11.5		0.1	99.9	

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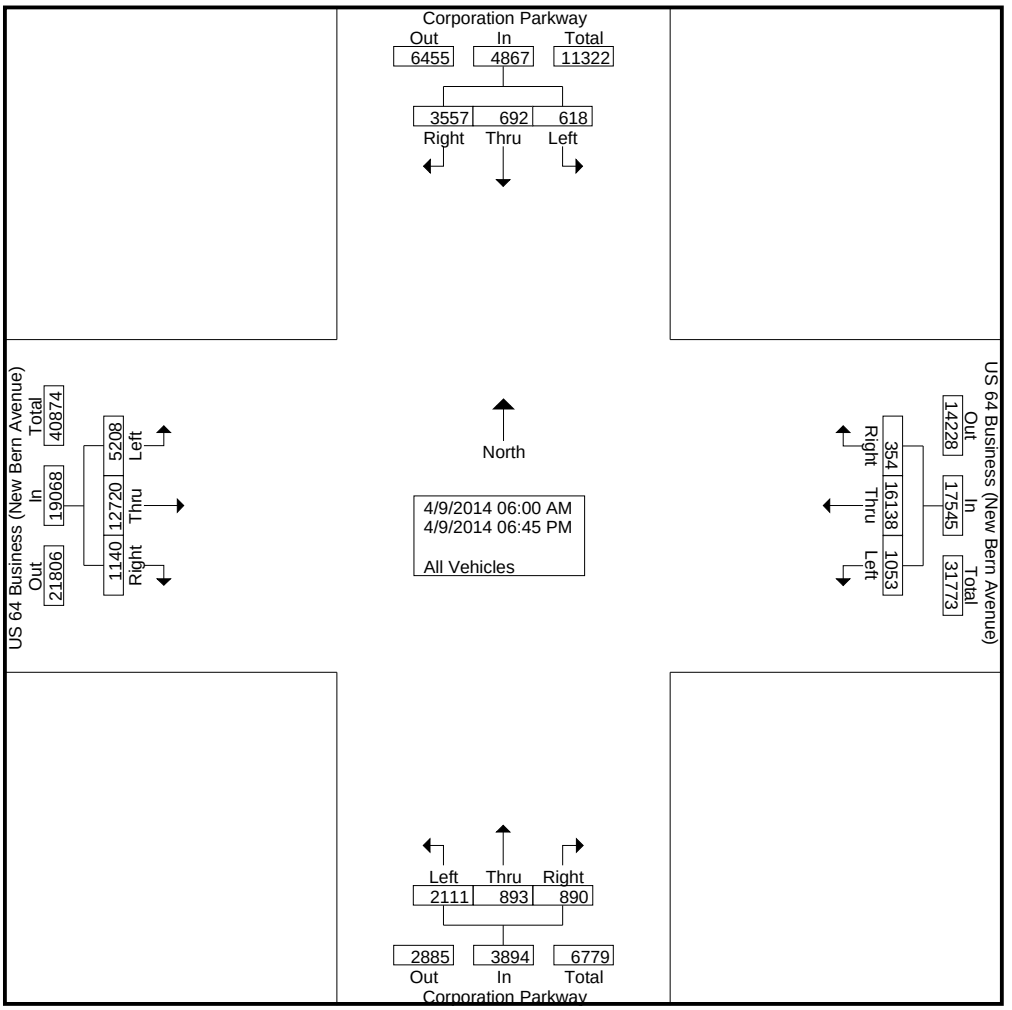
Counted By: A. Daniels & R. Williams
Weather Conditions: Partly Cloudy
NCDOT Division: 5
County: Wake

File Name : 14-07210
Site Code : 14-07210
Start Date : 4/9/2014
Page No : 3



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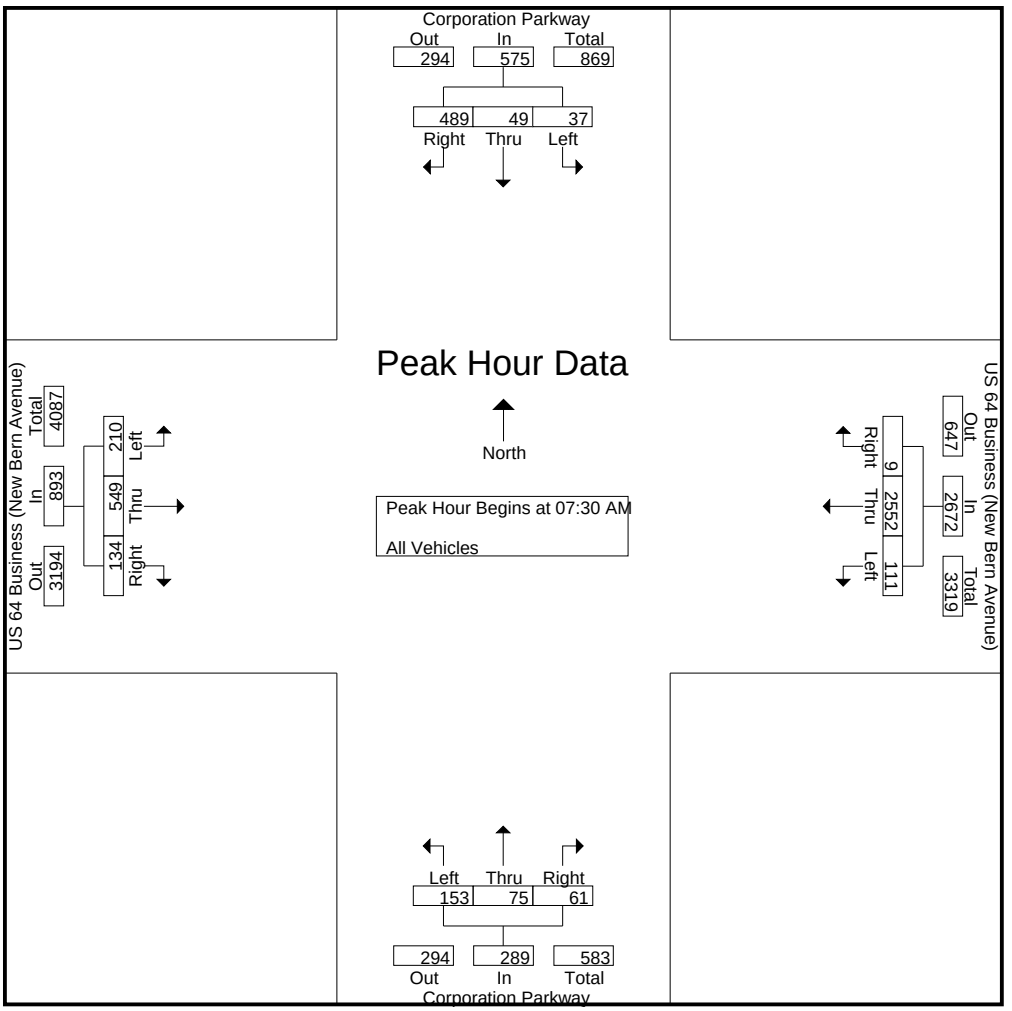
Counted By: A. Daniels & R. Williams
Weather Conditions: Partly Cloudy
NCDOT Division: 5
County: Wake

File Name : 14-07210
Site Code : 14-07210
Start Date : 4/9/2014
Page No : 4

	Corporation Parkway Southbound				US 64 Business (New Bern Avenue) Westbound				Corporation Parkway Northbound				US 64 Business (New Bern Avenue) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**131**	**16**	5	**152**	1	566	**31**	598	5	4	43	52	**52**	131	**72**	**255**	1057
07:45 AM	129	13	10	152	0	**717**	21	**738**	17	13	28	58	37	112	50	199	**1147**
08:00 AM	100	8	**13**	121	3	644	29	676	**21**	25	**45**	**91**	32	**165**	44	241	1129
08:15 AM	129	12	9	150	**5**	625	30	660	18	**33**	37	88	13	141	44	198	1096
Total Volume	489	49	37	575	9	2552	111	2672	61	75	153	289	134	549	210	893	4429
% App. Total	85	8.5	6.4		0.3	95.5	4.2		21.1	26	52.9		15	61.5	23.5		
PHF	.933	.766	.712	.946	.450	.890	.895	.905	.726	.568	.850	.794	.644	.832	.729	.875	.965



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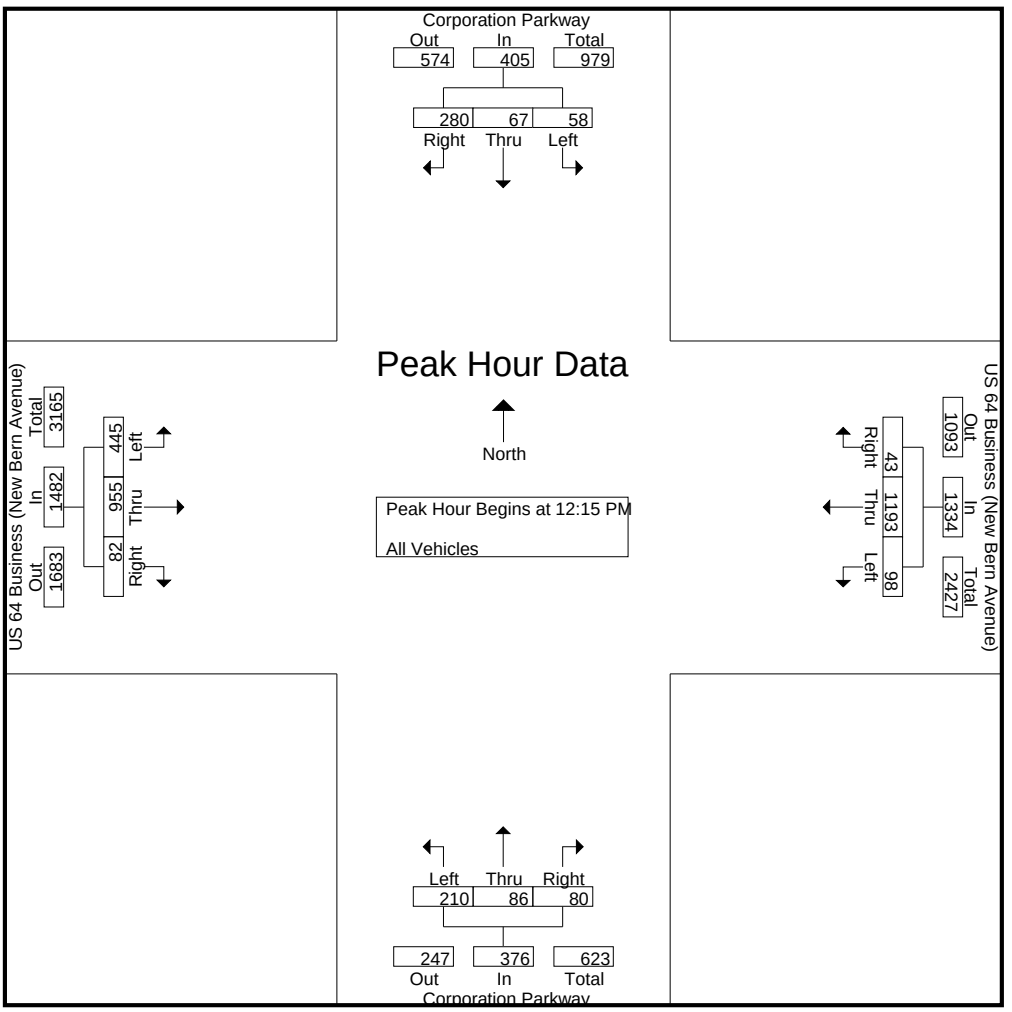
Counted By: A. Daniels & R. Williams
Weather Conditions: Partly Cloudy
NCDOT Division: 5
County: Wake

File Name : 14-07210
Site Code : 14-07210
Start Date : 4/9/2014
Page No : 5

	Corporation Parkway Southbound				US 64 Business (New Bern Avenue) Westbound				Corporation Parkway Northbound				US 64 Business (New Bern Avenue) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	70	20	**16**	106	**14**	291	**29**	334	**23**	22	49	94	16	**241**	**122**	**379**	913
12:30 PM	**78**	**22**	14	**114**	5	282	25	312	18	**24**	55	97	18	237	118	373	896
12:45 PM	63	18	15	96	10	**353**	25	**388**	19	18	47	84	**28**	239	104	371	**939**
01:00 PM	69	7	13	89	14	267	19	300	20	22	**59**	**101**	20	238	101	359	849
Total Volume	280	67	58	405	43	1193	98	1334	80	86	210	376	82	955	445	1482	3597
% App. Total	69.1	16.5	14.3		3.2	89.4	7.3		21.3	22.9	55.9		5.5	64.4	30		
PHF	.897	.761	.906	.888	.768	.845	.845	.860	.870	.896	.890	.931	.732	.991	.912	.978	.958



Mekuria Engineering, Inc.
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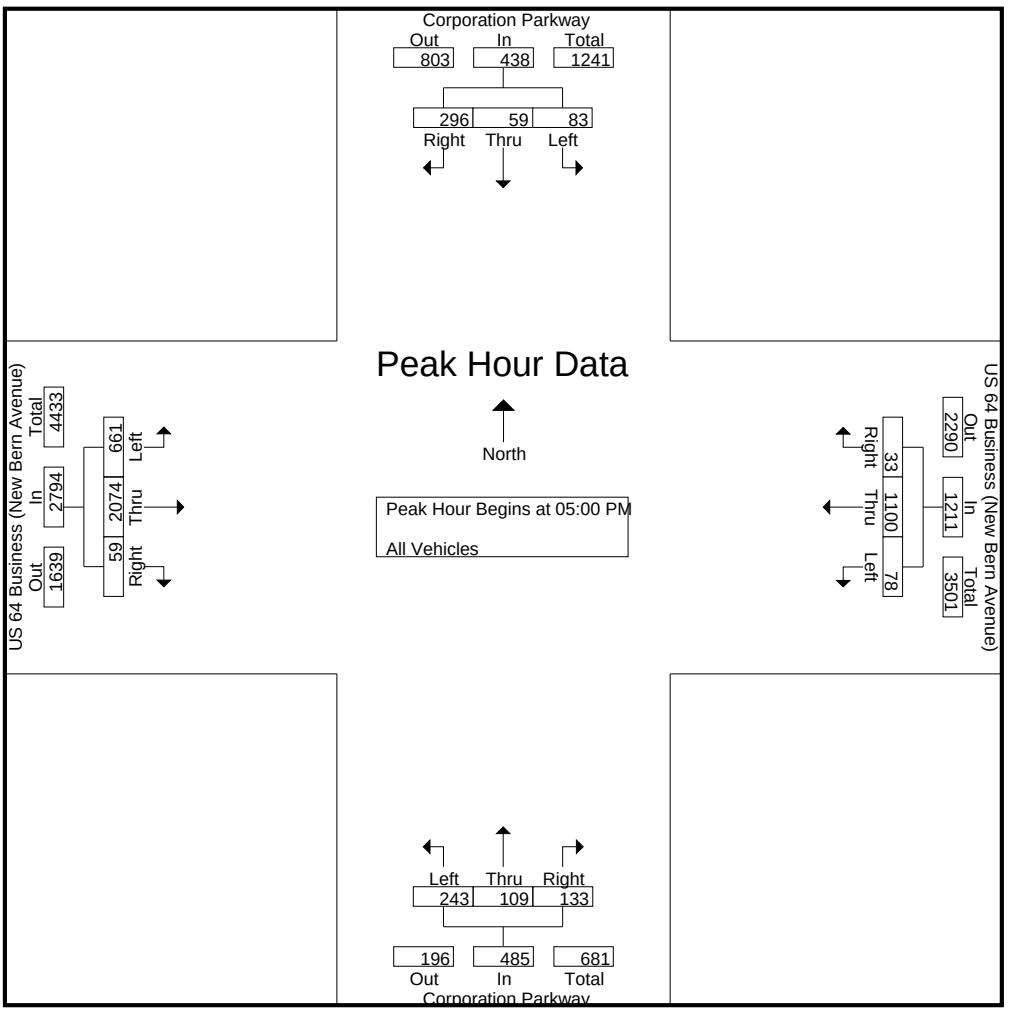
phone: 919.833.8743 / fax: 919.833.1276

Counted By: A. Daniels & R. Williams
Weather Conditions: Partly Cloudy
NCDOT Division: 5
County: Wake

File Name : 14-07210
Site Code : 14-07210
Start Date : 4/9/2014
Page No : 6

	Corporation Parkway Southbound				US 64 Business (New Bern Avenue) Westbound				Corporation Parkway Northbound				US 64 Business (New Bern Avenue) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	72	**16**	**35**	**123**	8	260	27	295	32	19	63	114	14	486	163	663	1195
05:15 PM	**81**	14	8	103	6	280	11	297	28	27	**68**	123	**16**	**606**	**198**	**820**	**1343**
05:30 PM	63	15	21	99	8	271	**28**	307	**39**	**33**	55	**127**	14	461	153	628	1161
05:45 PM	80	14	19	113	**11**	**289**	12	**312**	34	30	57	121	15	521	147	683	1229
Total Volume	296	59	83	438	33	1100	78	1211	133	109	243	485	59	2074	661	2794	4928
% App. Total	67.6	13.5	18.9		2.7	90.8	6.4		27.4	22.5	50.1		2.1	74.2	23.7		
PHF	.914	.922	.593	.890	.750	.952	.696	.970	.853	.826	.893	.955	.922	.856	.835	.852	.917



DAVENPORT

Home Office:
305 West Fourth Street, Suite 2A
Winston-Salem, NC 27101
Main: 336-744-1636 Fax: 336-458-9377

Count Number: 14-02399
Division: 5
County: Wake
City: Raleigh

Intersection: US 64 Business (New Bern Ave) at Hedingham Blvd/Freedom Dr.
13-Hour Traffic Volume: 29,410 Vehicles

	Day 1
Count Date:	4/9/2014
Count Time:	6:00am-7:00pm
Weather Conditions:	Clear
Milepost:	3.00

Comments:

1. Counted By: R. Slade, L. Bounds
2. Data Processor: N. Liguori
3. Method Used: Jamar TDC Ultra Intersection Counter
4. Equipment Operating: Yes
5. School in Session: Yes
6. Break Times: None
7. Area Lighting Present: No
8. Traffic Control: Signal Light Controlled
9. Signal Cabinet Number: 05-1715
10. Signal Phases: N/A
11. Disabled Pedestrians: N/A
12. Construction Present: No
13. Traffic Flow Disruption: N/A
14. Midblock Pedestrians Report Included. Southbend Approach Was Not Visible .

Vicinity Map

Intersection Sketch

Davenport Transportation Consulting
305 W. 4th Street, Suite 2A
Winston-Salem, NC 27101
Phone: 336-744-1636

Counted by: R. Slade, L. Bounds

File Name : 14-02399
Site Code : 01402399
Start Date : 4/9/2014
Page No : 1

Weather: Clear

Groups Printed- All Vehicles

	Hedingham Blvd Southbound					US 64 Business (New Bern Ave) Westbound					Freedom Drive Northbound					US 64 Business (New Bern Ave) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	3	2	9	1	14	0	111	7	0	118	5	0	1	0	6	5	25	5	2	35	3	173	176
06:15 AM	9	2	14	0	25	1	215	7	0	223	3	1	1	0	5	0	54	4	0	58	0	311	311
06:30 AM	25	2	29	0	56	3	253	24	0	280	7	1	0	0	8	8	61	7	0	76	0	420	420
06:45 AM	26	1	61	0	88	7	360	21	0	388	9	1	3	0	13	4	107	2	0	113	0	602	602
Total	63	7	113	1	183	11	939	59	0	1009	24	3	5	0	32	17	247	18	2	282	3	1506	1509
07:00 AM	28	1	51	0	80	3	383	24	0	410	7	2	4	0	13	6	86	11	0	103	0	606	606
07:15 AM	33	0	55	0	88	1	396	20	0	417	3	0	3	0	6	14	100	11	0	125	0	636	636
07:30 AM	42	0	54	0	96	3	488	21	0	512	8	0	1	0	9	15	123	11	0	149	0	766	766
07:45 AM	44	1	49	1	94	2	462	29	0	493	5	0	0	0	5	6	91	6	0	103	1	695	696
Total	147	2	209	1	358	9	1729	94	0	1832	23	2	8	0	33	41	400	39	0	480	1	2703	2704
08:00 AM	31	0	31	0	62	1	401	27	0	429	11	0	2	0	13	9	115	10	0	134	0	638	638
08:15 AM	28	3	36	0	67	5	367	19	0	391	11	1	3	0	15	7	102	5	0	114	0	587	587
08:30 AM	33	0	49	0	82	5	270	16	0	291	7	0	1	0	8	10	129	6	0	145	0	526	526
08:45 AM	29	1	44	0	74	0	260	22	0	282	5	0	1	0	6	11	131	4	0	146	0	508	508
Total	121	4	160	0	285	11	1298	84	0	1393	34	1	7	0	42	37	477	25	0	539	0	2259	2259
09:00 AM	20	1	24	0	45	2	258	23	0	283	6	0	3	0	9	9	133	3	0	145	0	482	482
09:15 AM	22	1	23	0	46	2	194	23	0	219	6	0	0	0	6	15	147	3	0	165	0	436	436
09:30 AM	25	2	20	1	47	1	220	18	0	239	1	0	2	0	3	15	118	5	0	138	1	427	428
09:45 AM	30	2	13	1	45	2	198	13	0	213	5	0	2	0	7	14	141	2	0	157	1	422	423
Total	97	6	80	2	183	7	870	77	0	954	18	0	7	0	25	53	539	13	0	605	2	1767	1769
10:00 AM	36	1	7	3	44	5	198	11	0	214	8	2	2	0	12	10	137	4	0	151	3	421	424
10:15 AM	33	2	11	0	46	0	166	13	0	179	5	0	5	0	10	7	126	4	0	137	0	372	372
10:30 AM	27	1	9	0	37	1	206	15	0	222	0	0	2	0	2	14	145	9	0	168	0	429	429
10:45 AM	25	2	19	2	46	2	206	20	0	228	6	0	1	0	7	11	141	4	0	156	2	437	439
Total	121	6	46	5	173	8	776	59	0	843	19	2	10	0	31	42	549	21	0	612	5	1659	1664
11:00 AM	32	0	14	1	46	3	171	11	0	185	2	0	11	0	13	7	177	8	0	192	1	436	437
11:15 AM	32	0	8	0	40	3	171	25	0	199	6	0	5	0	11	16	158	4	0	178	0	428	428
11:30 AM	37	0	14	0	51	3	213	21	0	237	10	1	3	0	14	9	170	6	0	185	0	487	487
11:45 AM	21	0	11	1	32	2	214	24	0	240	8	0	2	0	10	8	204	8	0	220	1	502	503
Total	122	0	47	2	169	11	769	81	0	861	26	1	21	0	48	40	709	26	0	775	2	1853	1855
12:00 PM	38	4	7	0	49	4	227	30	0	261	7	0	1	0	8	14	200	3	0	217	0	535	535
12:15 PM	29	1	18	1	48	0	231	20	0	251	4	0	3	0	7	7	275	7	0	289	1	595	596
12:30 PM	37	0	12	0	49	3	239	29	0	271	6	1	2	0	9	16	192	6	0	214	0	543	543
12:45 PM	46	2	13	0	61	7	225	22	0	254	3	0	1	0	4	15	229	6	0	250	0	569	569
Total	150	7	50	1	207	14	922	101	0	1037	20	1	7	0	28	52	896	22	0	970	1	2242	2243
01:00 PM	39	0	12	1	51	3	223	26	0	252	2	2	2	0	6	11	194	2	0	207	1	516	517
01:15 PM	30	0	11	0	41	6	222	22	0	250	5	2	3	0	10	15	237	6	0	258	0	559	559
01:30 PM	36	0	27	2	63	4	222	26	0	252	5	1	8	0	14	9	238	4	0	251	2	580	582
01:45 PM	35	0	11	1	46	1	286	23	0	310	10	2	9	0	21	18	240	3	0	261	1	638	639
Total	140	0	61	4	201	14	953	97	0	1064	22	7	22	0	51	53	909	15	0	977	4	2293	2297
02:00 PM	38	0	20	1	58	5	207	29	0	241	4	3	6	0	13	17	225	1	0	243	1	555	556
02:15 PM	29	1	10	4	40	1	235	21	0	257	6	1	4	0	11	11	226	3	0	240	4	548	552
02:30 PM	47	0	19	0	66	3	248	35	0	286	2	1	0	0	3	11	238	1	0	250	0	605	605
02:45 PM	60	3	28	1	91	2	200	30	0	232	4	1	2	0	7	28	278	10	0	316	1	646	647
Total	174	4	77	6	255	11	890	115	0	1016	16	6	12	0	34	67	967	15	0	1049	6	2354	2360
03:00 PM	29	2	17	0	48	4	220	23	1	247	8	0	8	0	16	13	284	6	0	303	1	614	615
03:15 PM	43	2	14	0	59	1	202	25	0	228	7	2	6	0	15	13	260	7	1	280	1	582	583
03:30 PM	34	1	17	0	52	1	230	38	0	269	4	3	8	0	15	4	227	3	0	234	0	570	570
03:45 PM	47	0	23	1	70	0	231	31	0	262	2	1	2	0	5	15	309	5	0	329	1	666	667
Total	153	5	71	1	229	6	883	117	1	1006	21	6	24	0	51	45	1080	21	1	1146	3	2432	2435

Davenport Transportation Consulting
305 W. 4th Street, Suite 2A
Winston-Salem, NC 27101
Phone: 336-744-1636

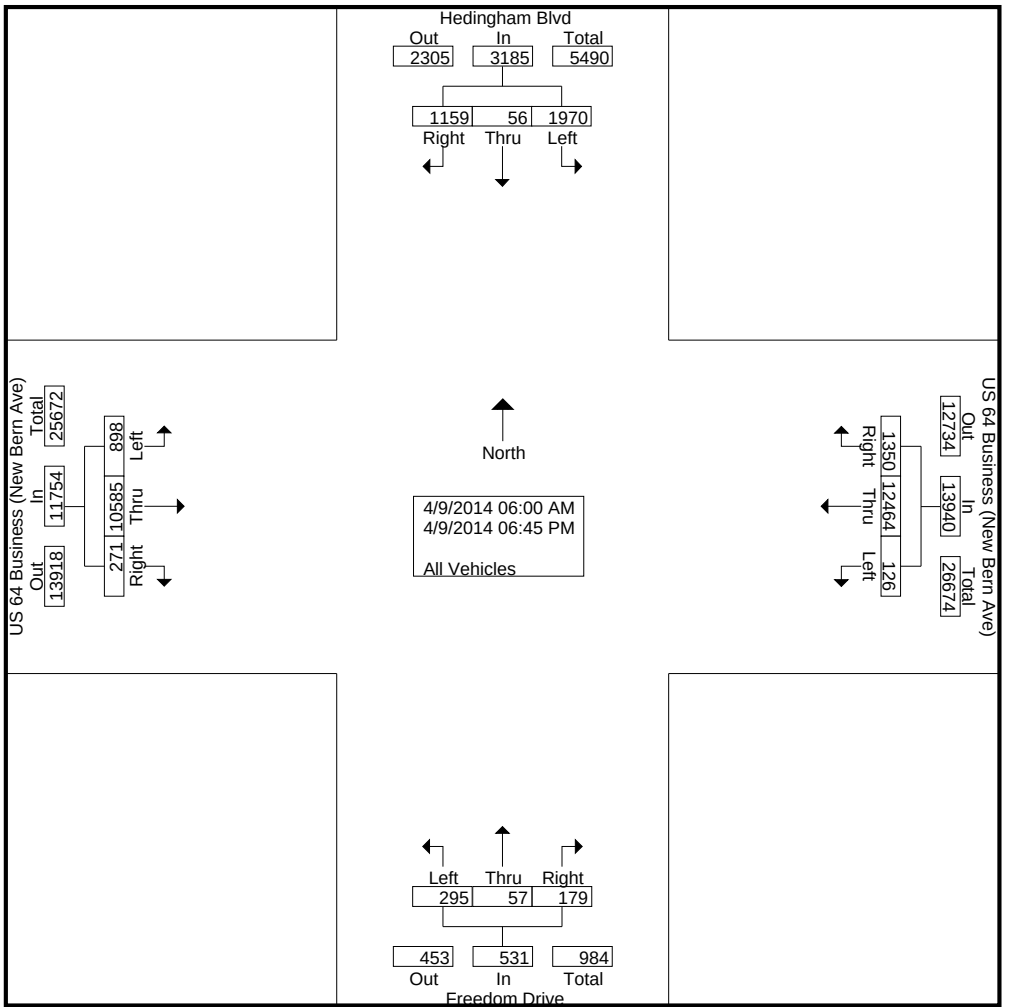
Counted by: R. Slade, L. Bounds

File Name : 14-02399
Site Code : 01402399
Start Date : 4/9/2014
Page No : 2

Weather: Clear

Groups Printed- All Vehicles

	Hedingham Blvd Southbound					US 64 Business (New Bern Ave) Westbound					Freedom Drive Northbound					US 64 Business (New Bern Ave) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	44	1	17	1	62	2	194	39	0	235	8	3	6	0	17	14	244	1	1	259	2	573	575
04:15 PM	43	2	16	1	61	0	217	38	0	255	2	2	5	0	9	16	358	6	0	380	1	705	706
04:30 PM	63	0	16	0	79	2	188	29	0	219	9	3	10	0	22	42	307	8	0	357	0	677	677
04:45 PM	71	1	23	3	95	1	161	28	0	190	9	2	5	0	16	28	272	8	0	308	3	609	612
Total	221	4	72	5	297	5	760	134	0	899	28	10	26	0	64	100	1181	23	1	1304	6	2564	2570
05:00 PM	47	1	21	0	69	2	184	45	0	231	11	3	10	0	24	47	375	14	0	436	0	760	760
05:15 PM	64	4	24	0	92	2	192	39	0	233	11	3	5	0	19	49	350	4	0	403	0	747	747
05:30 PM	44	2	20	0	66	3	218	48	0	269	5	1	5	0	11	34	392	0	0	426	0	772	772
05:45 PM	60	3	22	0	85	4	218	43	0	265	2	3	2	0	7	50	370	4	0	424	0	781	781
Total	215	10	87	0	312	11	812	175	0	998	29	10	22	0	61	180	1487	22	0	1689	0	3060	3060
06:00 PM	76	1	28	2	105	4	208	52	0	264	8	7	5	0	20	46	305	2	0	353	2	742	744
06:15 PM	56	0	23	2	79	1	223	29	0	253	4	0	2	0	6	46	328	1	0	375	2	713	715
06:30 PM	64	0	19	1	83	3	220	41	0	264	1	1	1	0	3	38	281	5	3	324	4	674	678
06:45 PM	50	0	16	0	66	0	212	35	0	247	2	0	0	0	2	41	230	3	2	274	2	589	591
Total	246	1	86	5	333	8	863	157	0	1028	15	8	8	0	31	171	1144	11	5	1326	10	2718	2728
Grand Total	1970	56	1159	33	3185	126	12464	1350	1	13940	295	57	179	0	531	898	10585	271	9	11754	43	29410	29453
Apprch %	61.9	1.8	36.4			0.9	89.4	9.7			55.6	10.7	33.7			7.6	90.1	2.3					
Total %	6.7	0.2	3.9		10.8	0.4	42.4	4.6		47.4	1	0.2	0.6		1.8	3.1	36	0.9		40	0.1	99.9	



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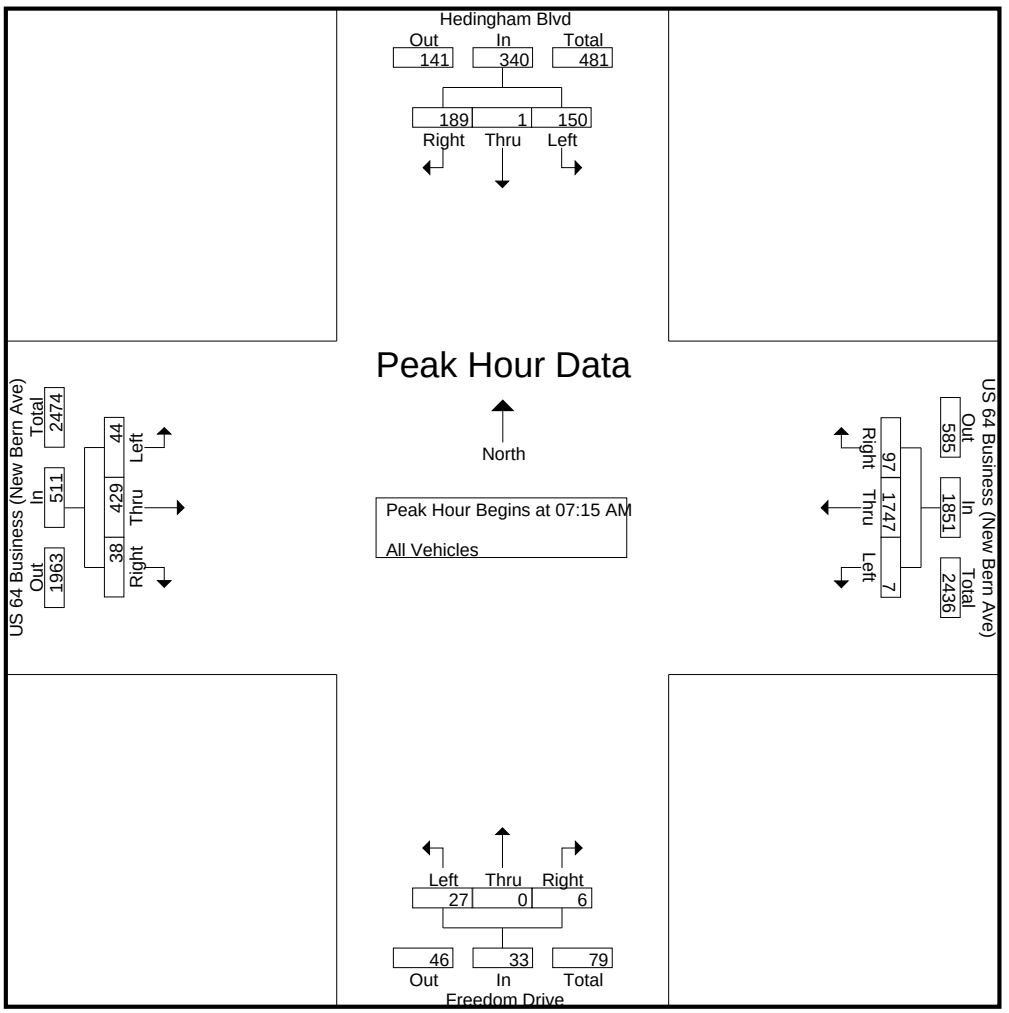
Counted by: R. Slade, L. Bounds

File Name : 14-02399
Site Code : 01402399
Start Date : 4/9/2014
Page No : 3

Weather: Clear

	Hedingham Blvd Southbound				US 64 Business (New Bern Ave) Westbound				Freedom Drive Northbound				US 64 Business (New Bern Ave) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	33	0	55	88	1	396	20	417	3	0	3	6	14	100	11	125	636
07:30 AM	42	0	54	96	3	488	21	512	8	0	1	9	15	123	11	149	766
07:45 AM	44	1	49	94	2	462	29	493	5	0	0	5	6	91	6	103	695
08:00 AM	31	0	31	62	1	401	27	429	11	0	2	13	9	115	10	134	638
Total Volume	150	1	189	340	7	1747	97	1851	27	0	6	33	44	429	38	511	2735
% App. Total	44.1	0.3	55.6		0.4	94.4	5.2		81.8	0	18.2		8.6	84	7.4		
PHF	.852	.250	.859	.885	.583	.895	.836	.904	.614	.000	.500	.635	.733	.872	.864	.857	.893



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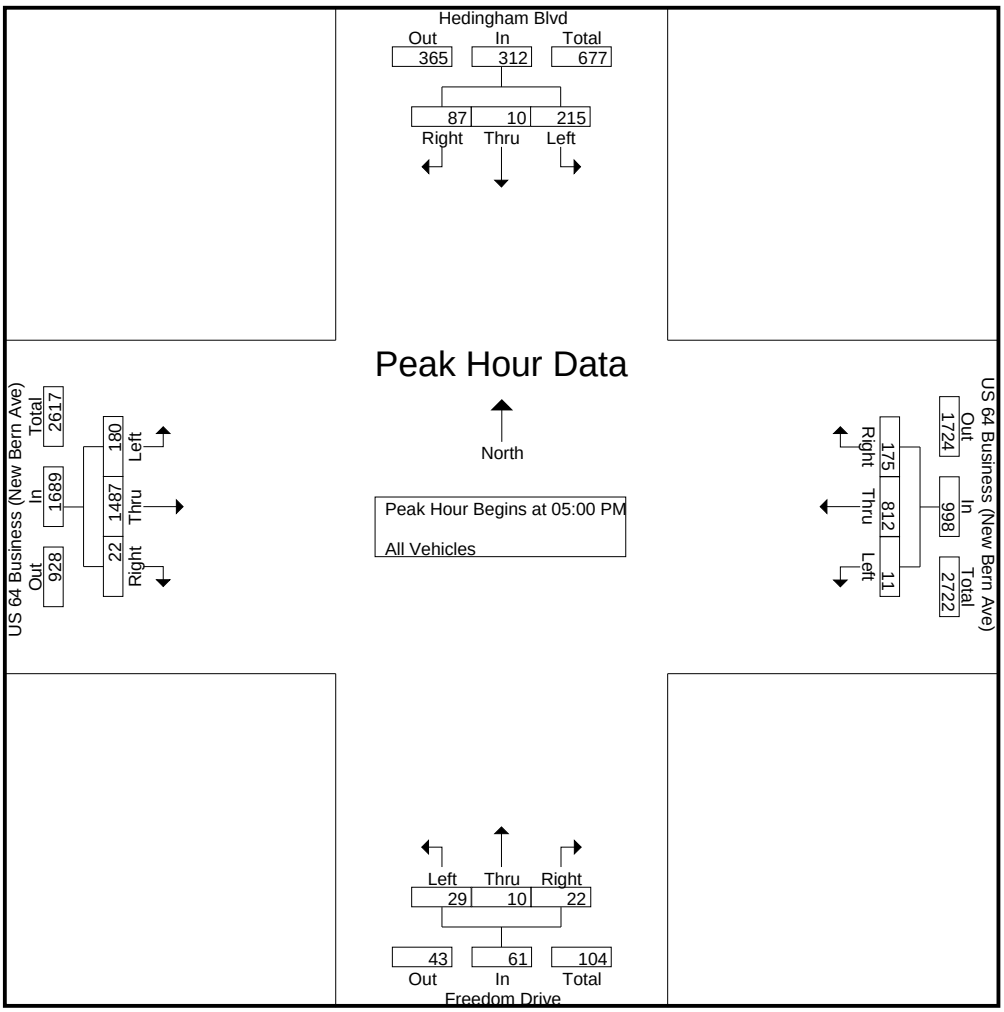
File Name : 14-02399
Site Code : 01402399
Start Date : 4/9/2014
Page No : 4

Weather: Clear

	Hedingham Blvd Southbound				US 64 Business (New Bern Ave) Westbound				Freedom Drive Northbound				US 64 Business (New Bern Ave) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	47	1	21	69	2	184	45	231	11	3	10	24	47	375	14	436	760
05:15 PM	64	4	24	92	2	192	39	233	11	3	5	19	49	350	4	403	747
05:30 PM	44	2	20	66	3	218	48	269	5	1	5	11	34	392	0	426	772
05:45 PM	60	3	22	85	4	218	43	265	2	3	2	7	50	370	4	424	781
Total Volume	215	10	87	312	11	812	175	998	29	10	22	61	180	1487	22	1689	3060
% App. Total	68.9	3.2	27.9		1.1	81.4	17.5		47.5	16.4	36.1		10.7	88	1.3		
PHF	.840	.625	.906	.848	.688	.931	.911	.928	.659	.833	.550	.635	.900	.948	.393	.968	.980



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File Name : 14-02399
Site Code : 01402399
Start Date : 4/9/2014
Page No : 1

Weather: Clear

Groups Printed- Midblock Peds

	Hedingham Blvd Southbound					US 64 Business (New Bern Ave) Westbound					Freedom Drive Northbound					US 64 Business (New Bern Ave) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1

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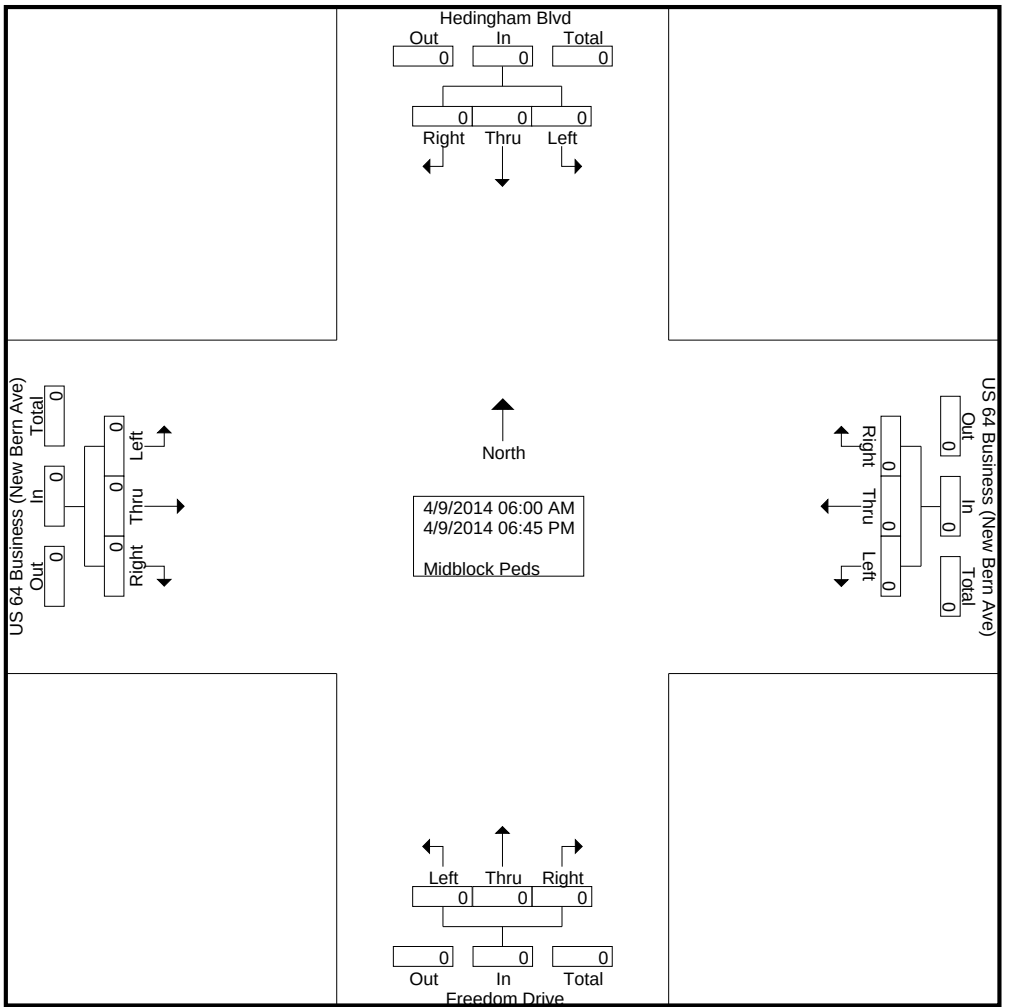
Counted by: R. Slade, L. Bounds

File Name : 14-02399
Site Code : 01402399
Start Date : 4/9/2014
Page No : 2

Weather: Clear

Groups Printed- Midblock Peds

	Hedingham Blvd Southbound					US 64 Business (New Bern Ave) Westbound					Freedom Drive Northbound					US 64 Business (New Bern Ave) Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	11
Apprch %	0	0	0			0	0	0			0	0	0			0	0	0					
Total %																					100	0	



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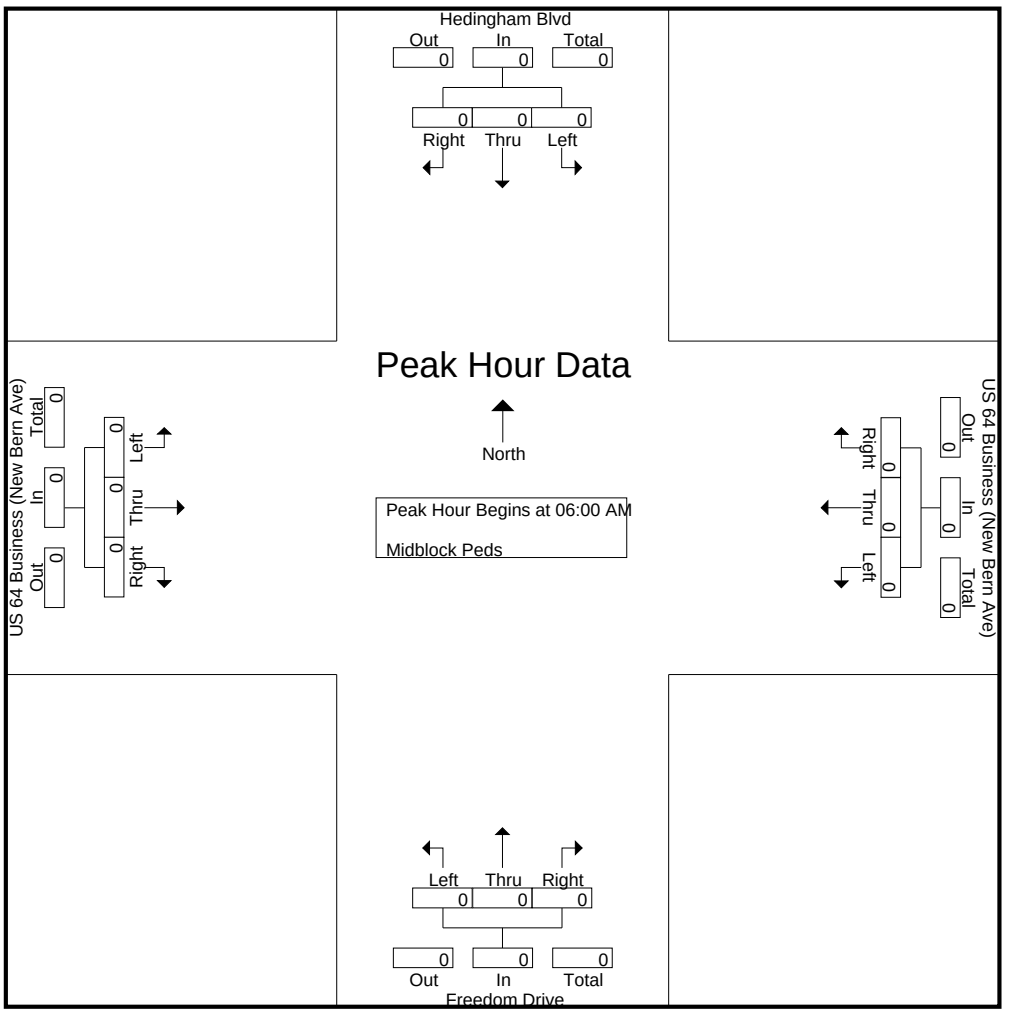
Weather: Clear

	Hedingham Blvd Southbound				US 64 Business (New Bern Ave) Westbound				Freedom Drive Northbound				US 64 Business (New Bern Ave) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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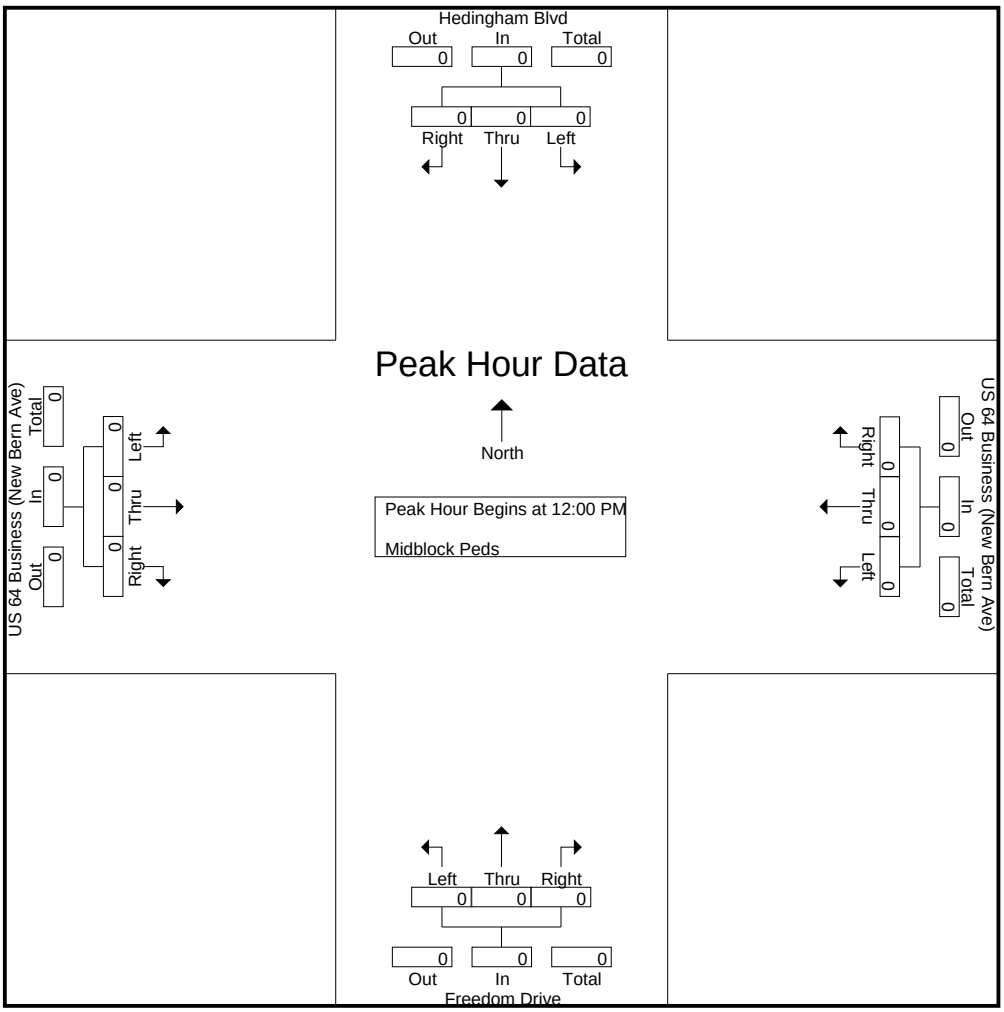
Weather: Clear

	Hedingham Blvd Southbound				US 64 Business (New Bern Ave) Westbound				Freedom Drive Northbound				US 64 Business (New Bern Ave) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



DAVENPORT Project # 14-02399 NCDOT Count # 14-02399
US 64 Business (New Bern Ave) at Hedingham Blvd/Freedom Dr.

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. East Leg Facing East

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. East Leg Facing West

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. West Leg Facing East

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. West Leg Facing West

DAVENPORT Project # 14-02399 NCDOT Count # 14-02399
US 64 Business (New Bern Ave) at Hedingham Blvd/Freedom Dr.

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. North Leg Facing North

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. North Leg Facing South

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. South Leg Facing North

US 64 Business (New Bern Ave) at Hedingham Blvd/
Freedom Dr. South Leg Facing South

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 01_-_South_@_Wilmington
Site Code :
Start Date : 12/7/2017
Page No : 1

Groups Printed- All Vehicles

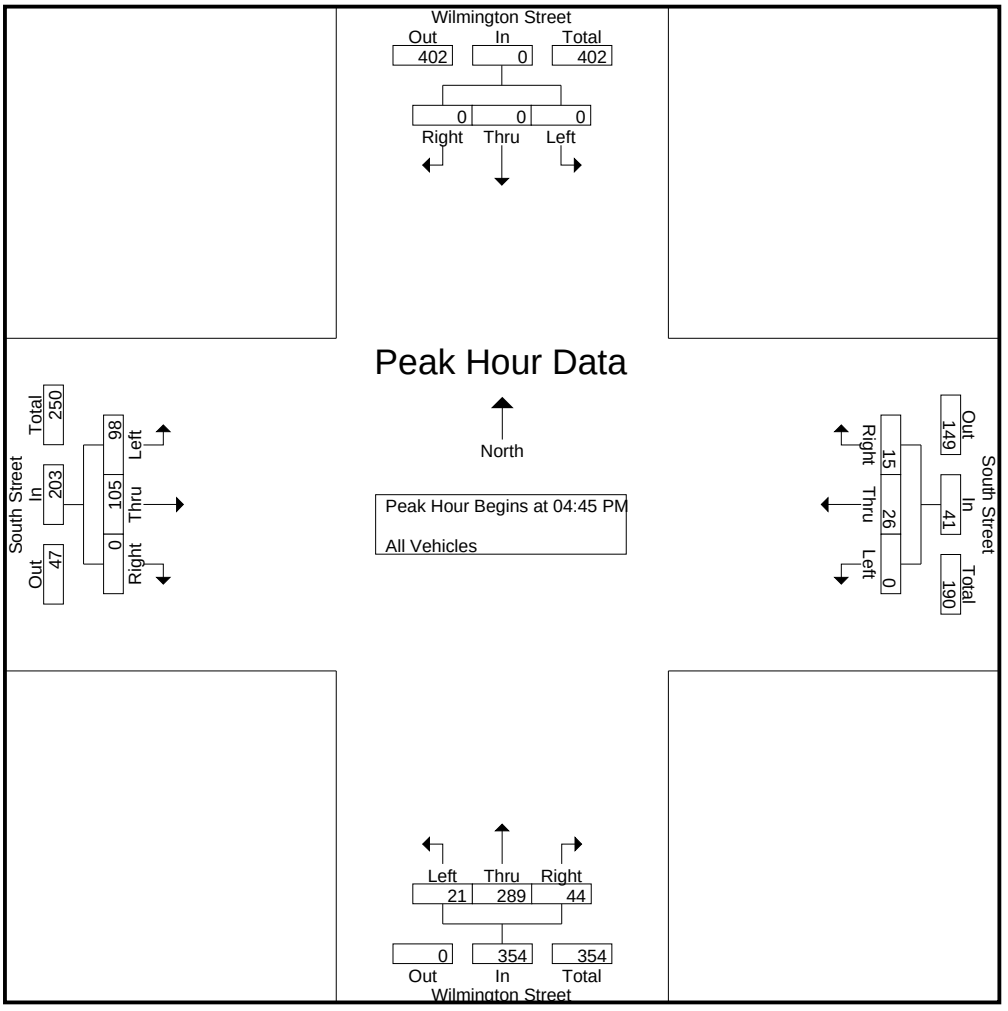
	Wilmington Street Southbound				South Street Westbound				Wilmington Street Northbound				South Street Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	0	4	1	6	9	62	7	1	17	20	0	0	8	120	128
04:15 PM	0	0	0	3	0	5	2	3	3	58	7	2	18	18	0	1	9	111	120
04:30 PM	0	0	0	5	0	7	6	6	9	69	12	0	16	27	0	2	13	146	159
04:45 PM	0	0	0	1	0	6	3	2	5	84	7	0	26	28	0	1	4	159	163
Total	0	0	0	10	0	22	12	17	26	273	33	3	77	93	0	4	34	536	570
05:00 PM	0	0	0	2	0	7	3	4	7	68	18	1	23	17	0	2	9	143	152
05:15 PM	0	0	0	7	0	5	6	5	7	67	9	2	22	32	0	6	20	148	168
05:30 PM	0	0	0	2	0	8	3	1	2	70	10	1	27	28	0	5	9	148	157
05:45 PM	0	0	0	6	0	8	7	3	8	73	3	3	34	23	0	1	13	156	169
Total	0	0	0	17	0	28	19	13	24	278	40	7	106	100	0	14	51	595	646
Grand Total	0	0	0	27	0	50	31	30	50	551	73	10	183	193	0	18	85	1131	1216
Apprch %	0	0	0		0	61.7	38.3		7.4	81.8	10.8		48.7	51.3	0				
Total %	0	0	0		0	4.4	2.7		4.4	48.7	6.5		16.2	17.1	0		7	93	

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 01_-_South_@_Wilmington
Site Code :
Start Date : 12/7/2017
Page No : 2

	Wilmington Street Southbound				South Street Westbound				Wilmington Street Northbound				South Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	6	3	9	5	84	7	96	26	28	0	54	159
05:00 PM	0	0	0	0	0	7	3	10	7	68	18	93	23	17	0	40	143
05:15 PM	0	0	0	0	0	5	6	11	7	67	9	83	22	32	0	54	148
05:30 PM	0	0	0	0	0	8	3	11	2	70	10	82	27	28	0	55	148
Total Volume	0	0	0	0	0	26	15	41	21	289	44	354	98	105	0	203	598
% App. Total	0	0	0		0	63.4	36.6		5.9	81.6	12.4		48.3	51.7	0		
PHF	.000	.000	.000	.000	.000	.813	.625	.932	.750	.860	.611	.922	.907	.820	.000	.923	.940



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 01 - South @ Wilmington - 7-9 AM
Site Code :
Start Date : 12/8/2017
Page No : 1

Groups Printed- All Vehicles

	Wilmington Street Southbound				South Street Westbound				Wilmington Street Northbound				South Street Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	1	3	3	6	155	12	0	25	9	0	1	5	211	216
07:15 AM	0	0	0	2	0	12	4	2	8	189	17	0	38	23	0	1	5	291	296
07:30 AM	0	0	0	2	0	10	3	12	14	194	12	5	36	13	0	0	19	282	301
07:45 AM	0	0	0	5	0	6	7	1	13	220	24	1	52	18	0	0	7	340	347
Total	0	0	0	10	0	29	17	18	41	758	65	6	151	63	0	2	36	1124	1160
08:00 AM	0	0	0	0	0	2	7	6	21	237	11	2	46	11	0	1	9	335	344
08:15 AM	0	0	0	0	0	8	10	5	11	229	16	2	54	11	0	1	8	339	347
08:30 AM	0	0	0	0	0	8	9	3	12	205	14	1	43	15	0	1	5	306	311
08:45 AM	0	0	0	0	0	4	2	6	14	184	8	1	49	15	0	3	10	276	286
Total	0	0	0	0	0	22	28	20	58	855	49	6	192	52	0	6	32	1256	1288
Grand Total	0	0	0	10	0	51	45	38	99	1613	114	12	343	115	0	8	68	2380	2448
Apprch %	0	0	0		0	53.1	46.9		5.4	88.3	6.2		74.9	25.1	0				
Total %	0	0	0		0	2.1	1.9		4.2	67.8	4.8		14.4	4.8	0		2.8	97.2	

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
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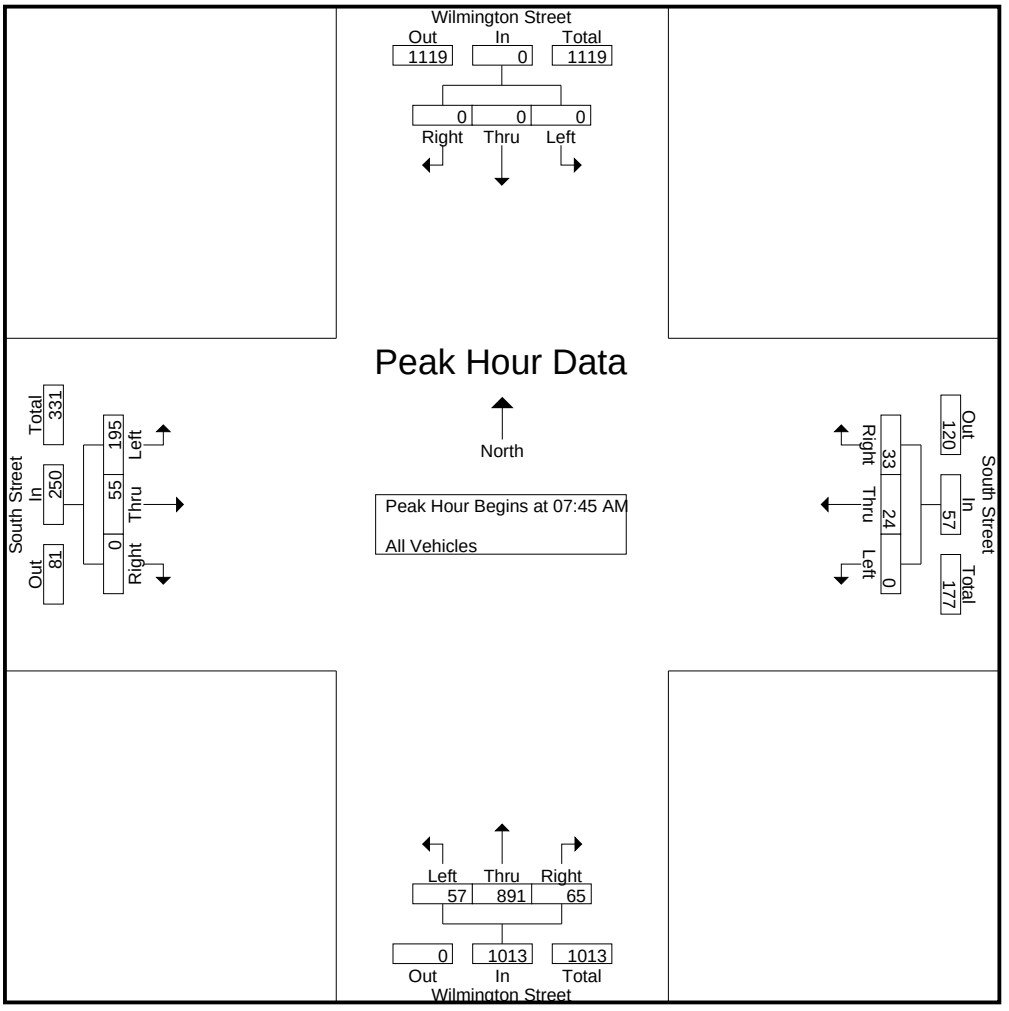
File Name : 01 - South @ Wilmington - 7-9 AM
Site Code :
Start Date : 12/8/2017
Page No : 2

	Wilmington Street Southbound				South Street Westbound				Wilmington Street Northbound				South Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	6	7	13	13	220	24	257	52	18	0	70	340
08:00 AM	0	0	0	0	0	2	7	9	21	237	11	269	46	11	0	57	335
08:15 AM	0	0	0	0	0	8	10	18	11	229	16	256	54	11	0	65	339
08:30 AM	0	0	0	0	0	8	9	17	12	205	14	231	43	15	0	58	306
Total Volume	0	0	0	0	0	24	33	57	57	891	65	1013	195	55	0	250	1320
% App. Total	0	0	0		0	42.1	57.9		5.6	88	6.4		78	22	0		
PHF	.000	.000	.000	.000	.000	.750	.825	.792	.679	.940	.677	.941	.903	.764	.000	.893	.971



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 02 - South @ Salisbury - 4-6 PM
Site Code :
Start Date : 12/7/2017
Page No : 1

Groups Printed- All Vehicles

	Salisbury Street Southbound				South Street Westbound				Salisbury Street Northbound				South Street Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	12	113	7	2	4	11	0	10	0	0	0	3	0	27	24	2	17	198	215
04:15 PM	6	120	5	2	1	6	0	5	0	0	0	2	0	32	18	7	16	188	204
04:30 PM	9	164	5	7	8	7	0	2	0	0	0	0	0	36	28	2	11	257	268
04:45 PM	9	164	14	4	5	9	0	7	0	0	0	7	0	45	33	8	26	279	305
Total	36	561	31	15	18	33	0	24	0	0	0	12	0	140	103	19	70	922	992
05:00 PM	8	214	17	4	5	8	0	3	0	0	0	6	0	32	39	10	23	323	346
05:15 PM	4	200	11	8	2	10	0	6	0	0	0	4	0	49	25	12	30	301	331
05:30 PM	13	183	7	7	4	5	0	9	0	0	0	0	0	44	36	0	16	292	308
05:45 PM	15	131	7	3	5	9	0	6	0	0	0	12	0	41	28	1	22	236	258
Total	40	728	42	22	16	32	0	24	0	0	0	22	0	166	128	23	91	1152	1243
Grand Total	76	1289	73	37	34	65	0	48	0	0	0	34	0	306	231	42	161	2074	2235
Apprch %	5.3	89.6	5.1		34.3	65.7	0		0	0	0		0	57	43				
Total %	3.7	62.2	3.5		1.6	3.1	0		0	0	0		0	14.8	11.1		7.2	92.8	

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
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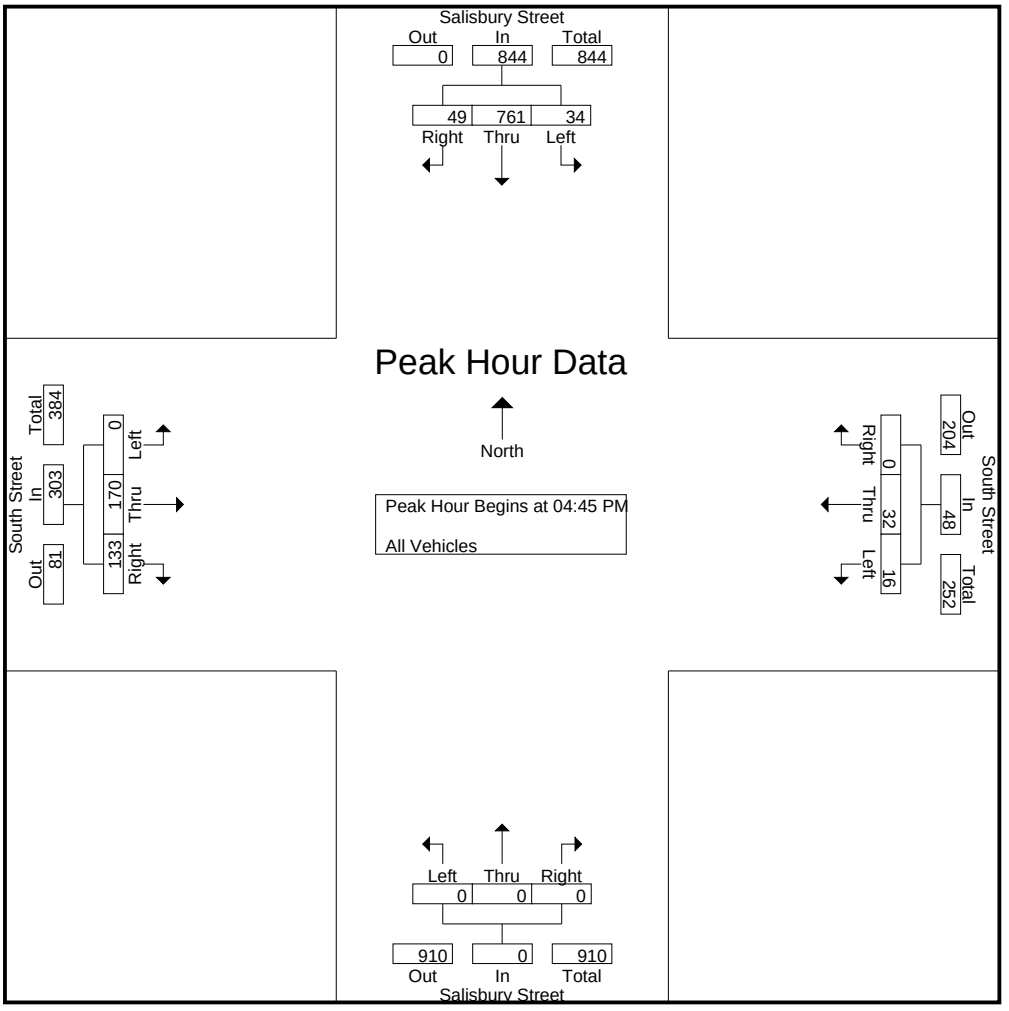
File Name : 02 - South @ Salisbury - 4-6 PM
Site Code :
Start Date : 12/7/2017
Page No : 2

	Salisbury Street Southbound				South Street Westbound				Salisbury Street Northbound				South Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	9	164	14	187	5	9	0	14	0	0	0	0	0	45	33	78	279
05:00 PM	8	214	17	239	5	8	0	13	0	0	0	0	0	32	39	71	323
05:15 PM	4	200	11	215	2	10	0	12	0	0	0	0	0	49	25	74	301
05:30 PM	13	183	7	203	4	5	0	9	0	0	0	0	0	44	36	80	292
Total Volume	34	761	49	844	16	32	0	48	0	0	0	0	0	170	133	303	1195
% App. Total	4	90.2	5.8		33.3	66.7	0		0	0	0		0	56.1	43.9		
PHF	.654	.889	.721	.883	.800	.800	.000	.857	.000	.000	.000	.000	.000	.867	.853	.947	.925



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 02 - South @ Salisbury - 7-9 AM
Site Code :
Start Date : 12/8/2017
Page No : 1

Groups Printed- All Vehicles

	Salisbury Street Southbound				South Street Westbound				Salisbury Street Northbound				South Street Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	28	2	1	1	5	0	2	0	0	0	1	0	29	9	2	6	78	84
07:15 AM	5	36	6	1	2	18	0	2	0	0	0	0	0	56	12	2	5	135	140
07:30 AM	7	26	2	1	0	22	0	0	0	0	0	1	0	43	10	0	2	110	112
07:45 AM	7	33	2	0	1	18	0	0	0	0	0	0	0	66	10	0	0	137	137
Total	23	123	12	3	4	63	0	4	0	0	0	2	0	194	41	4	13	460	473
08:00 AM	5	34	2	9	3	18	0	2	0	0	0	2	0	51	8	2	15	121	136
08:15 AM	4	35	7	2	4	17	0	3	0	0	0	1	0	62	17	2	8	146	154
08:30 AM	5	26	0	0	3	17	0	4	0	0	0	3	0	52	16	2	9	119	128
08:45 AM	11	30	2	0	2	20	0	0	0	0	0	1	0	56	7	2	3	128	131
Total	25	125	11	11	12	72	0	9	0	0	0	7	0	221	48	8	35	514	549
Grand Total	48	248	23	14	16	135	0	13	0	0	0	9	0	415	89	12	48	974	1022
Apprch %	15	77.7	7.2		10.6	89.4	0		0	0	0		0	82.3	17.7				
Total %	4.9	25.5	2.4		1.6	13.9	0		0	0	0		0	42.6	9.1		4.7	95.3	

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
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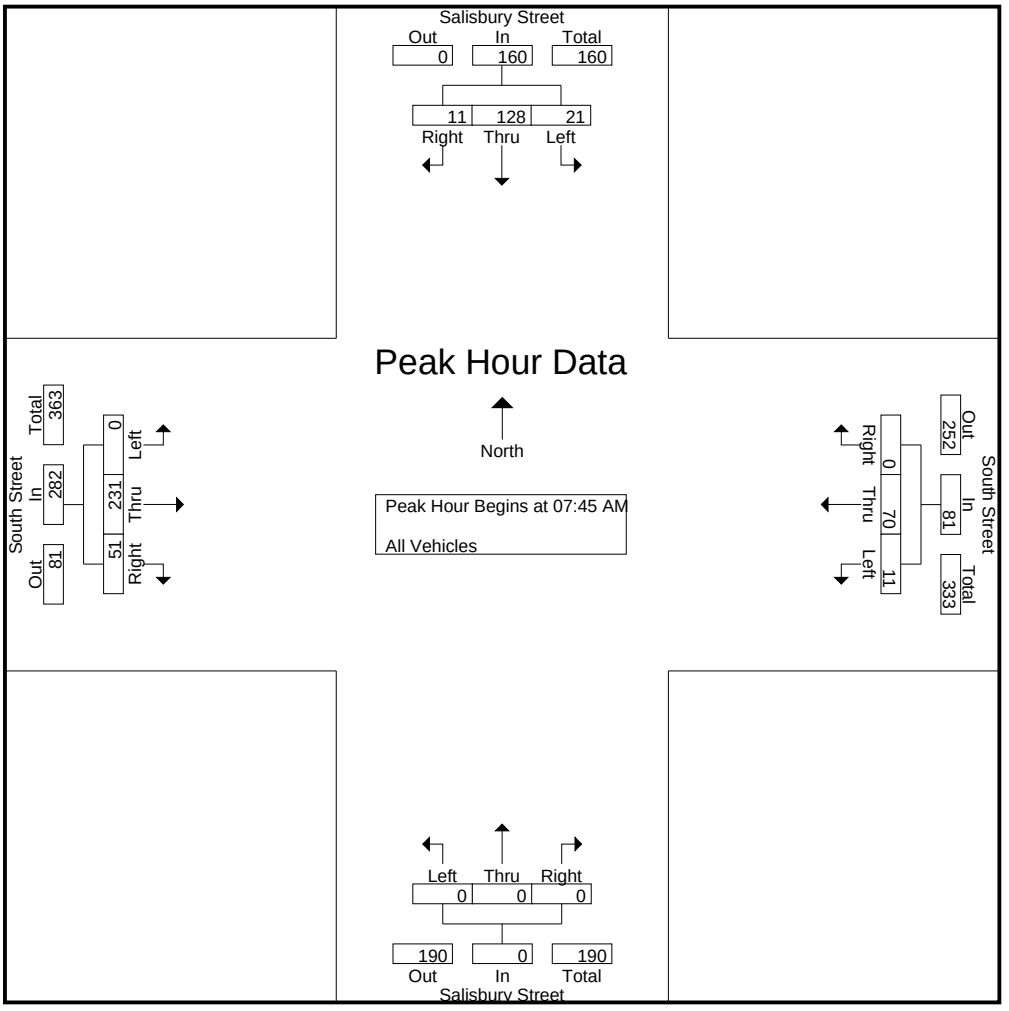
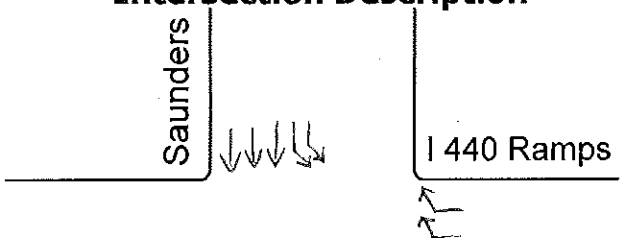
p: 919.829.0328 f: 919.833.0034

File Name : 02 - South @ Salisbury - 7-9 AM
Site Code :
Start Date : 12/8/2017
Page No : 2

	Salisbury Street Southbound				South Street Westbound				Salisbury Street Northbound				South Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	7	33	2	42	1	18	0	19	0	0	0	0	0	66	10	76	137
08:00 AM	5	34	2	41	3	18	0	21	0	0	0	0	0	51	8	59	121
08:15 AM	4	35	7	46	4	17	0	21	0	0	0	0	0	62	17	79	146
08:30 AM	5	26	0	31	3	17	0	20	0	0	0	0	0	52	16	68	119
Total Volume	21	128	11	160	11	70	0	81	0	0	0	0	0	231	51	282	523
% App. Total	13.1	80	6.9		13.6	86.4	0		0	0	0		0	81.9	18.1		
PHF	.750	.914	.393	.870	.688	.972	.000	.964	.000	.000	.000	.000	.000	.875	.750	.892	.896



Intersection Description



Intersection I440 Ramps - Saunders (South)

Date Count Completed 12-17-12

Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	12:00 pm	**to**	1:00 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Cloudy
LU	Clear
PM	Cloudy

PM	871	1.00	871
LU	565	1.00	565
AM	604	1.00	604

PM	3072	.874	2684
		.126	388
LU	1598	.896	1432
		.104	166
AM	1295	.894	1158
		.106	137

AM	577	1.00	577
LU	212	1.00	212
PM	168	1.00	168

AM	3032	.849	2575
		.151	457
LU	2057	.813	1672
		.187	385
PM	2006	.790	1585
		.210	421

PM LU AM

AM LU PM

AM LU PM

PM LU AM

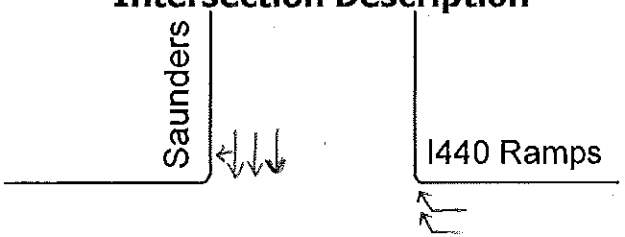
N

Counter(s) Randy C

Josh S

City of Raleigh Public Works

Intersection Description



Intersection I440 Ramps - Saunders (North)

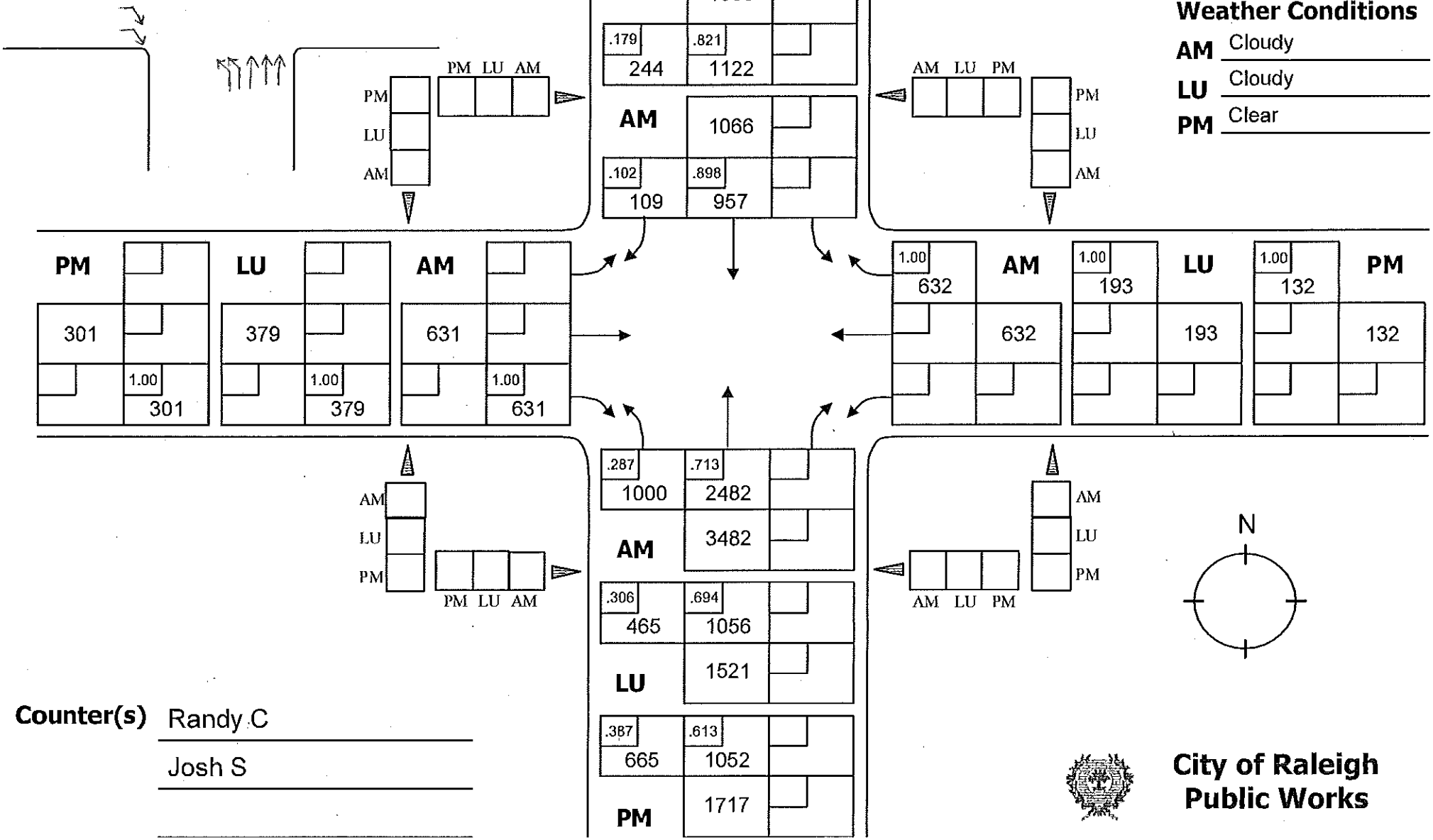
Date Count Completed 12-18-12

Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	11:45 am	**to**	12:45 pm
PM	4:30 pm	**to**	5:30 pm

Weather Conditions

AM	Cloudy
LU	Cloudy
PM	Clear

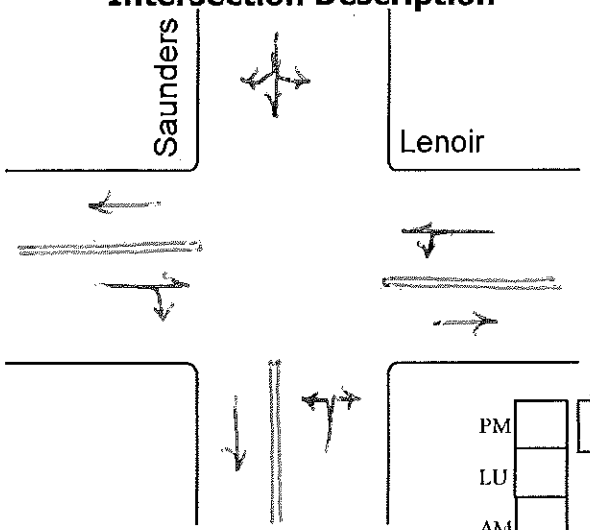


Counter(s) Randy C

Josh S

City of Raleigh Public Works

Intersection Description



Intersection Lenoir - Saunders

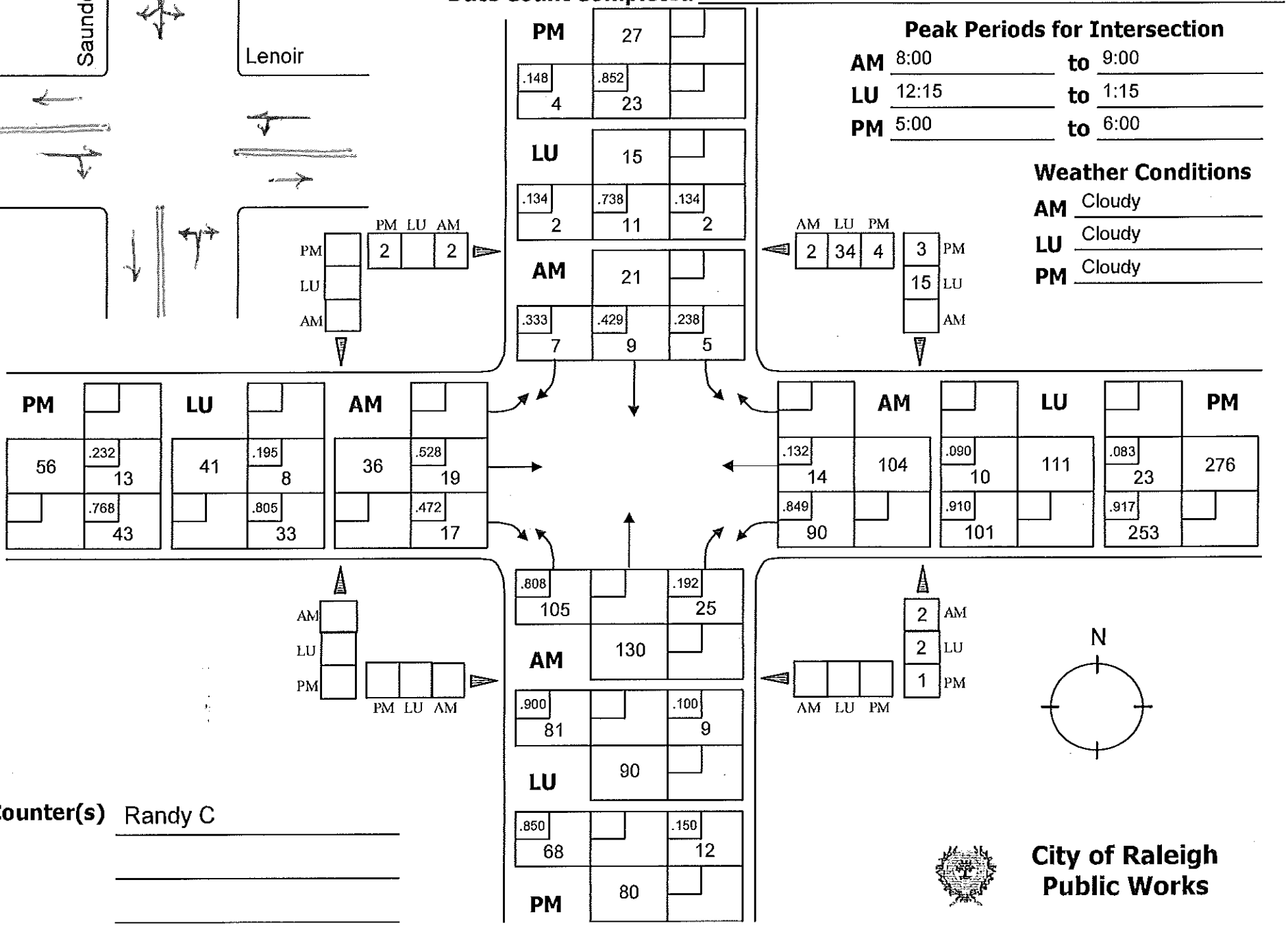
Date Count Completed 10/17/13 am/lu, 10/16/13 pm

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

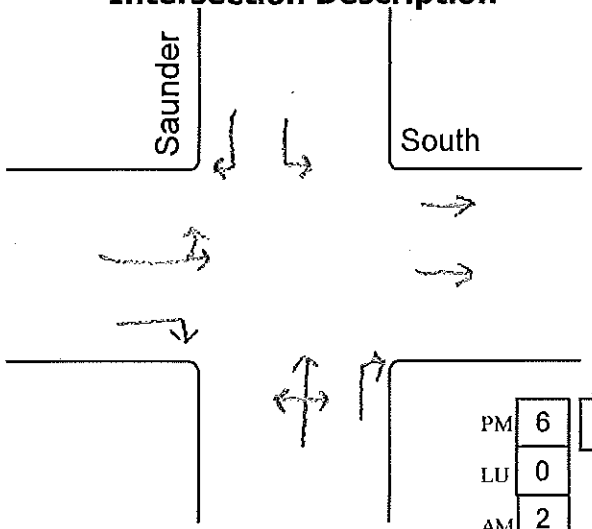
AM	Cloudy
LU	Cloudy
PM	Cloudy



Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Saunder / South

Date Count Completed 2/4/14

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	6		
LU	0		
AM	2		

	AM	LU	PM
PM			
LU			
AM	6	24	0

	AM	LU	PM
AM			
LU			
PM	3	3	2

	AM	LU	PM
AM	3		
LU	11		
PM	2		

PM	.100 4	.964 371	.026 10
LU	.049 7	.917 132	.035 5
AM	.027 4	.959 140	.014 2

PM	.011 3	.163 43	.825 217
LU	.047 5	.236 25	.717 76
AM	.010 1	.333 33	.660 66

AM	- - -	- - -	- - -
LU	- - -	- - -	- - -
PM	- - -	- - -	- - -

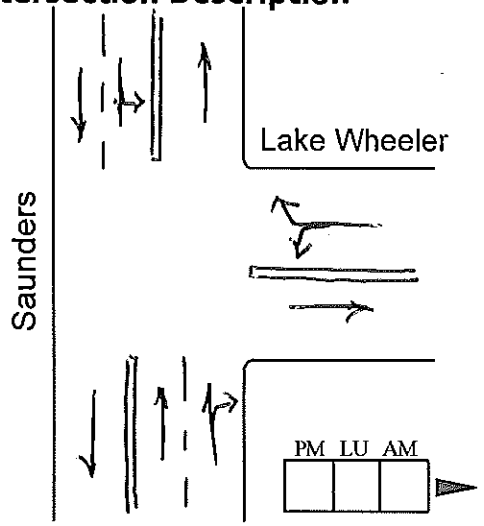
AM	.237 183	.188 145	.576 445
		773	
LU	.663 175	.216 57	.121 32
		264	
PM	.188 78	.221 92	.591 246
		416	

N

Counter(s) Larry Toney

City of Raleigh
Public Works

Intersection Description



Intersection Lake Wheeler - Saunders

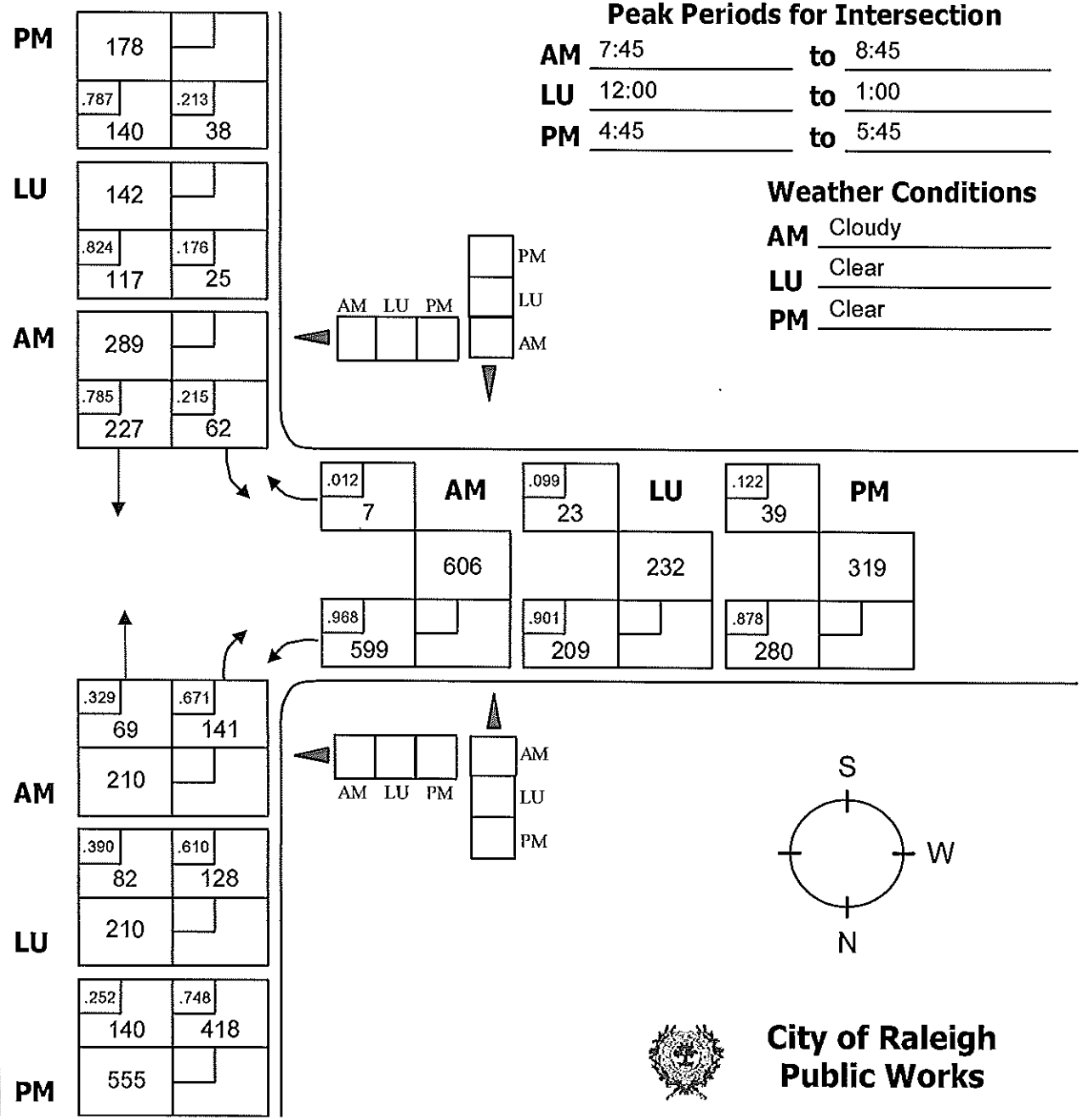
Date Count Completed 1/27/15 am/lu, 1/20/15 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	4:45	**to**	5:45

Weather Conditions

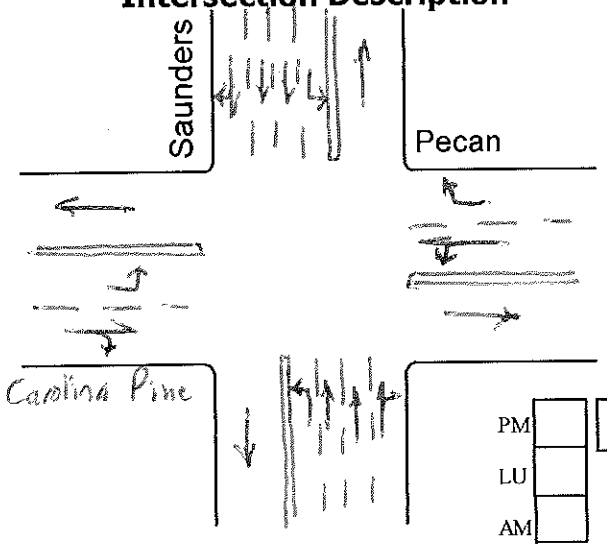
AM	Cloudy
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Caroilina Pines - Pecan - Saunders

Date Count Completed 1/23/15 am, 1/22/15 lu, 11/4/15 pm

Peak Periods for Intersection

AM	7:00	**to**	8:00
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Cloudy
LU	Clear
PM	Cloudy

PM	3289	.016	52
.035	114	.888	2922
.061	201		
LU	2179	.043	94
.027	59	.861	1876
.069	150		
AM	1561	.011	17
.039	61	.884	1380
.066	103		

PM	3	1	2
LU			
AM			

AM	1		2
LU			
PM			

PM	.475	114	
240	.121	29	
	.404	97	
LU	.494	118	
239	.175	42	
	.331	79	
AM	.699	144	
206	.112	23	
	.189	39	

.691	65	**AM**	
.074	7	94	
.235	22		
.384	86	**LU**	
.156	35	224	
.460	103		
.329	77	**PM**	
.321	75	234	
.350	82		

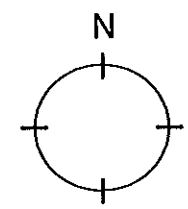
.006	15	.987	2688
.005	13		
AM	2724	.003	8
.031	65	.926	1915
.022	45		
LU	2067	.020	42
.050	87	.900	1569
.028	48		
PM	1743	.022	39

AM			
LU			
PM			

PM	LU	AM	

AM			
LU			
PM			

AM	LU	PM	



Counter(s) Josh S am/lu

Randy C pm

City of Raleigh Public Works

VHB Engineering NC, PC

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : Saunders_Dawson
Site Code :
Start Date : 4/15/2015
Page No : 1

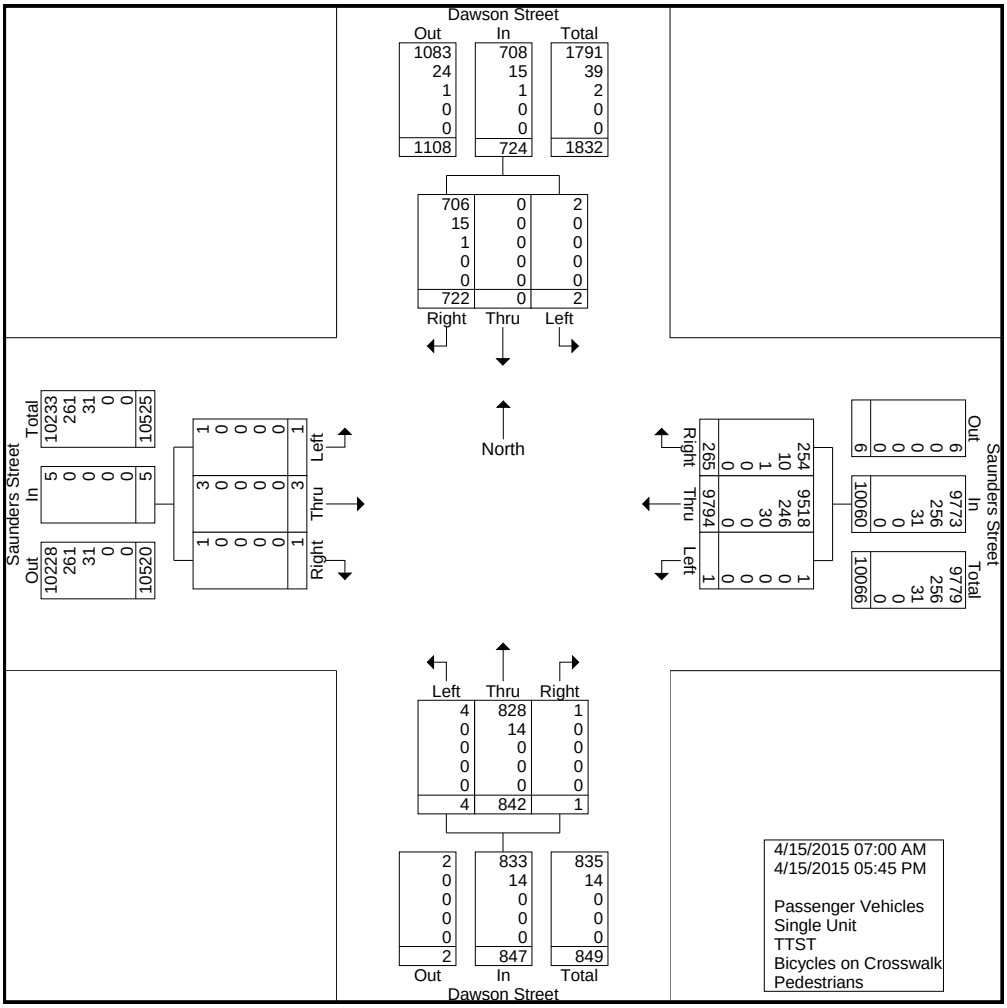
Groups Printed- Passenger Vehicles - Single Unit - TTST - Bicycles on Crosswalk - Pedestrians

	Dawson Street Southbound				Saunders Street Westbound				Dawson Street Northbound				Saunders Street Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	7	0	1	204	15	1	0	34	1	0	0	1	1	0	1	266	267
07:15 AM	0	0	10	0	0	291	3	0	0	42	0	0	0	0	0	0	0	346	346
07:30 AM	0	0	16	0	0	289	9	0	0	65	0	0	0	0	0	0	0	379	379
07:45 AM	0	0	21	0	0	269	9	0	0	58	0	0	0	0	0	0	0	357	357
Total	2	0	54	0	1	1053	36	1	0	199	1	0	0	1	1	0	1	1348	1349
08:00 AM	0	0	17	0	0	253	6	0	0	64	0	0	0	0	0	0	0	340	340
08:15 AM	0	0	11	0	0	257	11	0	0	47	0	0	0	0	0	0	0	326	326
08:30 AM	0	0	20	0	0	244	11	0	0	64	0	0	0	0	0	0	0	339	339
08:45 AM	0	0	16	0	0	267	14	0	0	47	0	0	1	0	0	0	0	345	345
Total	0	0	64	0	0	1021	42	0	0	222	0	0	1	0	0	0	0	1350	1350
*** ***																			
11:00 AM	0	0	29	0	0	313	5	1	0	13	0	0	0	0	0	0	1	360	361
11:15 AM	0	0	23	0	0	342	12	0	2	23	0	0	0	0	0	0	0	402	402
11:30 AM	0	0	34	0	0	283	6	0	0	20	0	0	0	0	0	0	0	343	343
11:45 AM	0	0	30	0	0	294	14	0	1	27	0	0	0	0	0	0	0	366	366
Total	0	0	116	0	0	1232	37	1	3	83	0	0	0	0	0	0	1	1471	1472
12:00 PM	0	0	27	0	0	324	8	0	1	34	0	0	0	0	0	0	0	394	394
12:15 PM	0	0	33	0	0	304	14	0	0	26	0	0	0	0	0	0	0	377	377
12:30 PM	0	0	32	0	0	369	9	0	0	27	0	0	0	0	0	0	0	437	437
12:45 PM	0	0	19	0	0	316	10	0	0	33	0	0	0	0	0	0	0	378	378
Total	0	0	111	0	0	1313	41	0	1	120	0	0	0	0	0	0	0	1586	1586
*** ***																			
04:00 PM	0	0	56	0	0	593	12	0	0	25	0	0	0	2	0	0	0	688	688
04:15 PM	0	0	40	0	0	627	14	0	0	28	0	0	0	0	0	0	0	709	709
04:30 PM	0	0	48	0	0	671	16	0	0	26	0	0	0	0	0	0	0	761	761
04:45 PM	0	0	39	0	0	678	19	0	0	32	0	0	0	0	0	0	0	768	768
Total	0	0	183	0	0	2569	61	0	0	111	0	0	0	2	0	0	0	2926	2926
05:00 PM	0	0	68	0	0	718	12	0	0	23	0	0	0	0	0	0	0	821	821
05:15 PM	0	0	36	0	0	690	12	0	0	28	0	0	0	0	0	0	0	766	766
05:30 PM	0	0	50	0	0	611	13	0	0	27	0	0	0	0	0	0	0	701	701
05:45 PM	0	0	40	0	0	587	11	0	0	29	0	0	0	0	0	0	0	667	667
Total	0	0	194	0	0	2606	48	0	0	107	0	0	0	0	0	0	0	2955	2955
Grand Total	2	0	722	0	1	9794	265	2	4	842	1	0	1	3	1	0	2	11636	11638
Apprch %	0.3	0	99.7		0	97.4	2.6		0.5	99.4	0.1		20	60	20				
Total %	0	0	6.2		0	84.2	2.3		0	7.2	0		0	0	0		0	100	
Passenger Vehicles	2	0	706		1	9518	254		4	828	1		1	3	1		0	0	11319
% Passenger Vehicles	100	0	97.8	0	100	97.2	95.8	0	100	98.3	100	0	100	100	100	0	0	0	97.3
Single Unit	0	0	15		0	246	10		0	14	0		0	0	0		0	0	285
% Single Unit	0	0	2.1	0	0	2.5	3.8	0	0	1.7	0	0	0	0	0	0	0	0	2.4
TTST	0	0	1		0	30	1		0	0	0		0	0	0		0	0	32
% TTST	0	0	0.1	0	0	0.3	0.4	0	0	0	0	0	0	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	1
% Pedestrians	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0

VHB Engineering NC, PC

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : Saunders_Dawson
Site Code :
Start Date : 4/15/2015

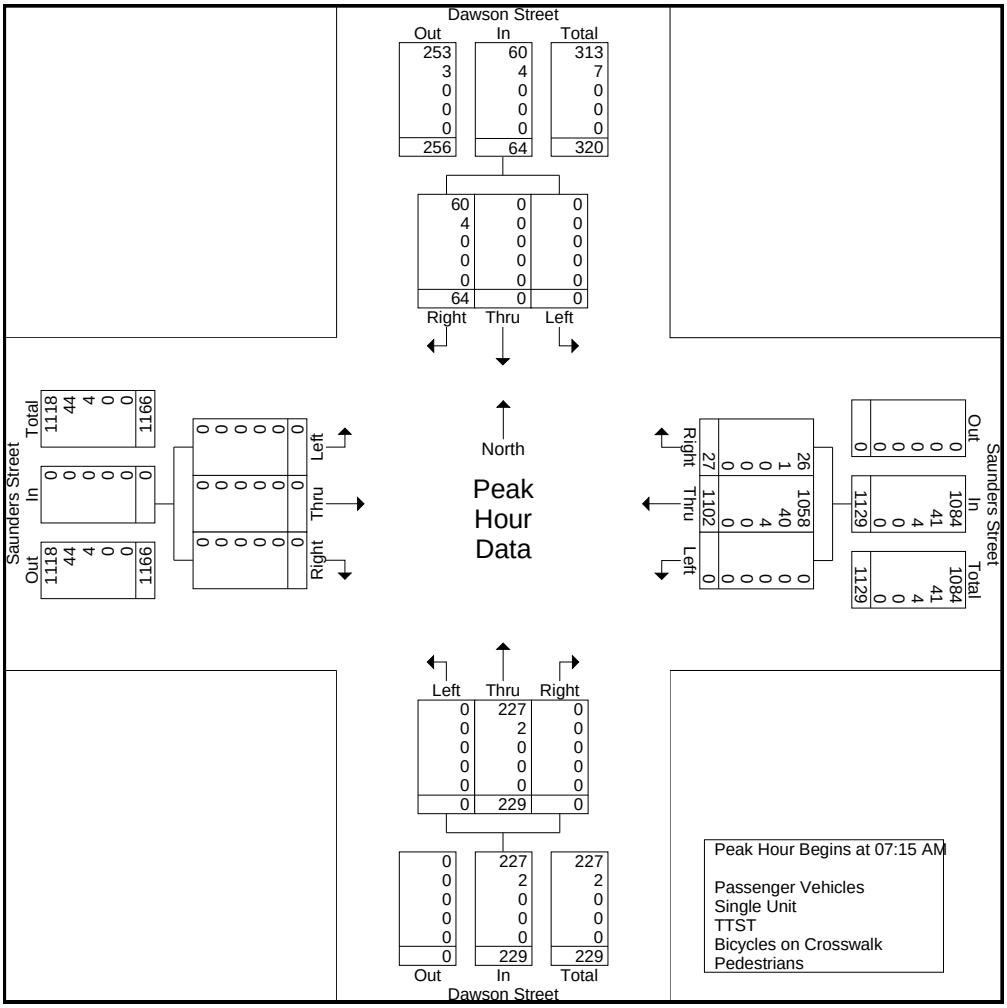


VHB Engineering NC, PC

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : Saunders_Dawson
Site Code :
Start Date : 4/15/2015
Page No : 3

	Dawson Street Southbound				Saunders Street Westbound				Dawson Street Northbound				Saunders Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	10	10	0	291	3	294	0	42	0	42	0	0	0	0	346
07:30 AM	0	0	16	16	0	289	9	298	0	65	0	65	0	0	0	0	379
07:45 AM	0	0	21	21	0	269	9	278	0	58	0	58	0	0	0	0	357
08:00 AM	0	0	17	17	0	253	6	259	0	64	0	64	0	0	0	0	340
Total Volume	0	0	64	64	0	1102	27	1129	0	229	0	229	0	0	0	0	1422
% App. Total	0	0	100		0	97.6	2.4		0	100	0		0	0	0		
PHF	.000	.000	.762	.762	.000	.947	.750	.947	.000	.881	.000	.881	.000	.000	.000	.000	.938
Passenger Vehicles	0	0	60	60	0	1058	26	1084	0	227	0	227	0	0	0	0	1371
% Passenger Vehicles	0	0	93.8	93.8	0	96.0	96.3	96.0	0	99.1	0	99.1	0	0	0	0	96.4
Single Unit	0	0	4	4	0	40	1	41	0	2	0	2	0	0	0	0	47
% Single Unit	0	0	6.3	6.3	0	3.6	3.7	3.6	0	0.9	0	0.9	0	0	0	0	3.3
TTST	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
% TTST	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

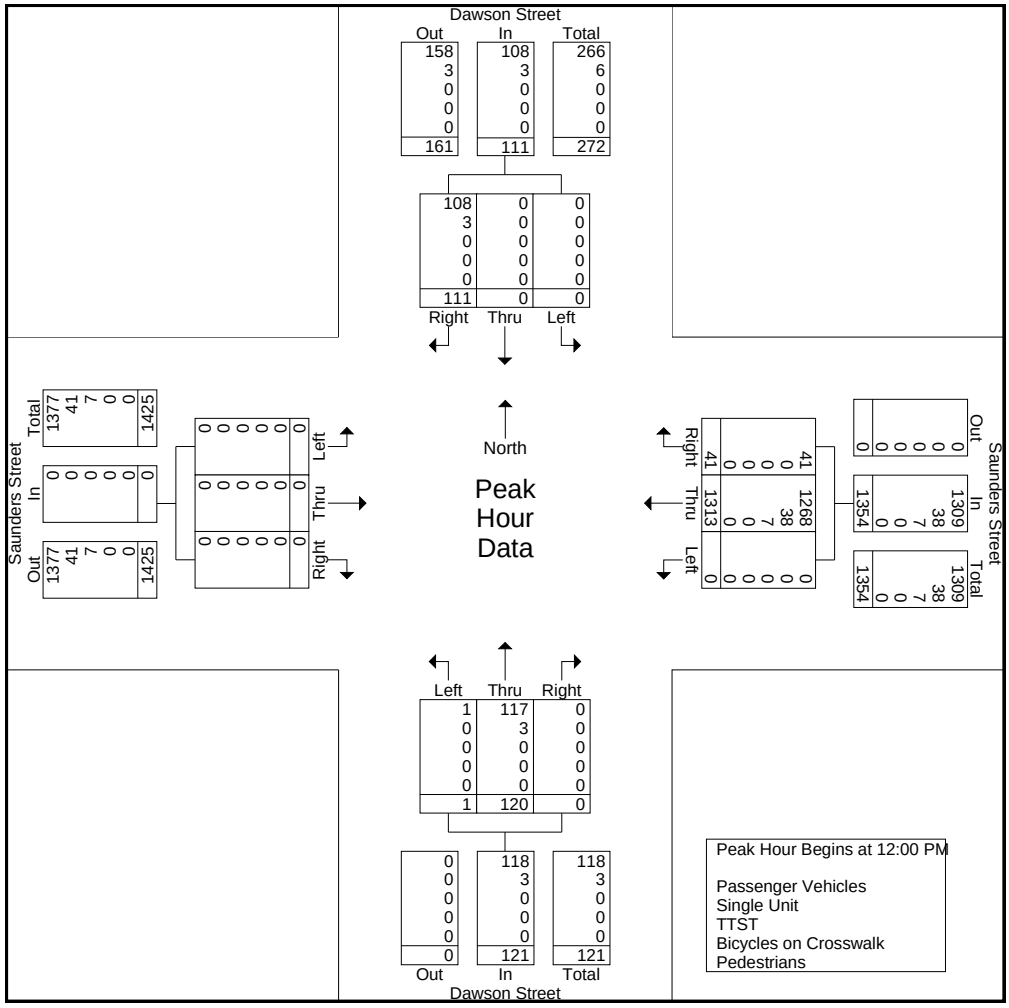


VHB Engineering NC, PC

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : Saunders_Dawson
Site Code :
Start Date : 4/15/2015
Page No : 4

	Dawson Street Southbound				Saunders Street Westbound				Dawson Street Northbound				Saunders Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	27	27	0	324	8	332	1	34	0	35	0	0	0	0	394
12:15 PM	0	0	33	33	0	304	14	318	0	26	0	26	0	0	0	0	377
12:30 PM	0	0	32	32	0	369	9	378	0	27	0	27	0	0	0	0	437
12:45 PM	0	0	19	19	0	316	10	326	0	33	0	33	0	0	0	0	378
Total Volume	0	0	111	111	0	1313	41	1354	1	120	0	121	0	0	0	0	1586
% App. Total	0	0	100		0	97	3		0.8	99.2	0		0	0	0		
PHF	.000	.000	.841	.841	.000	.890	.732	.896	.250	.882	.000	.864	.000	.000	.000	.000	.907
Passenger Vehicles	0	0	108	108	0	1268	41	1309	1	117	0	118	0	0	0	0	1535
% Passenger Vehicles	0	0	97.3	97.3	0	96.6	100	96.7	100	97.5	0	97.5	0	0	0	0	96.8
Single Unit	0	0	3	3	0	38	0	38	0	3	0	3	0	0	0	0	44
% Single Unit	0	0	2.7	2.7	0	2.9	0	2.8	0	2.5	0	2.5	0	0	0	0	2.8
TTST	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
% TTST	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	0.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

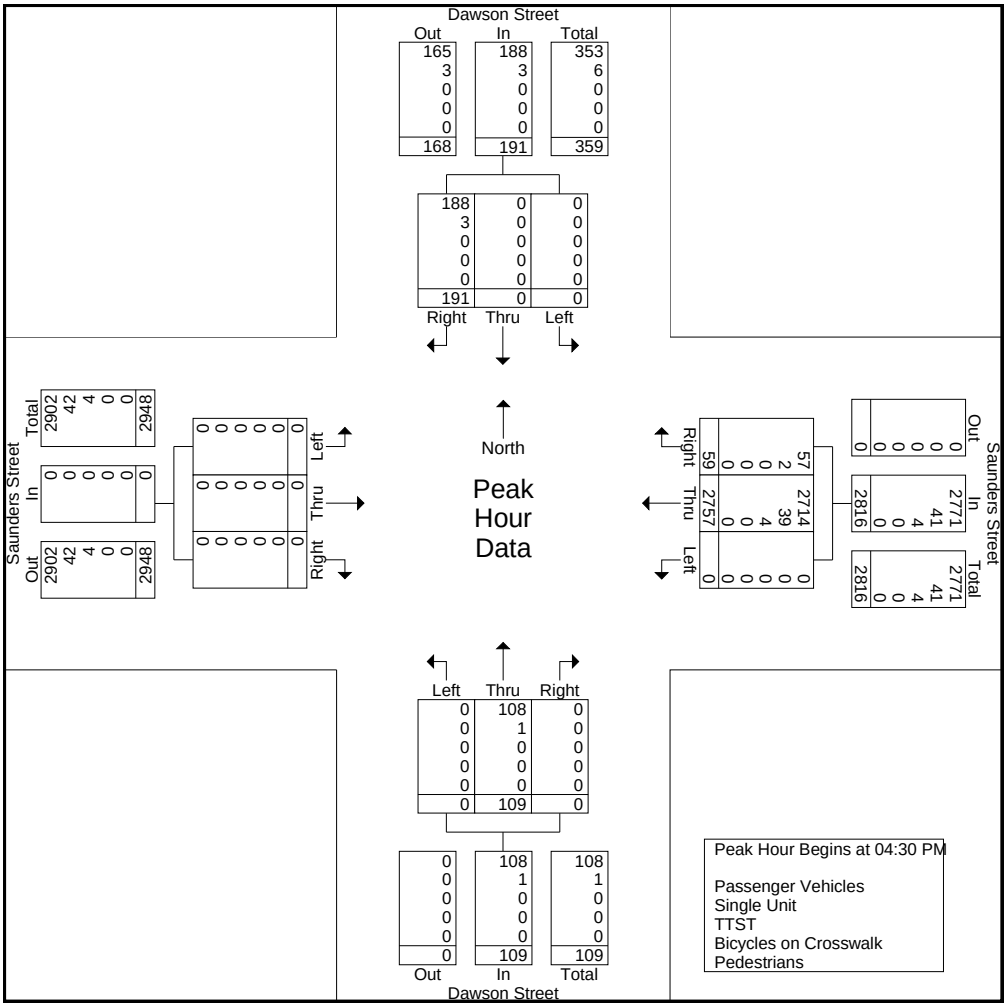


VHB Engineering NC, PC

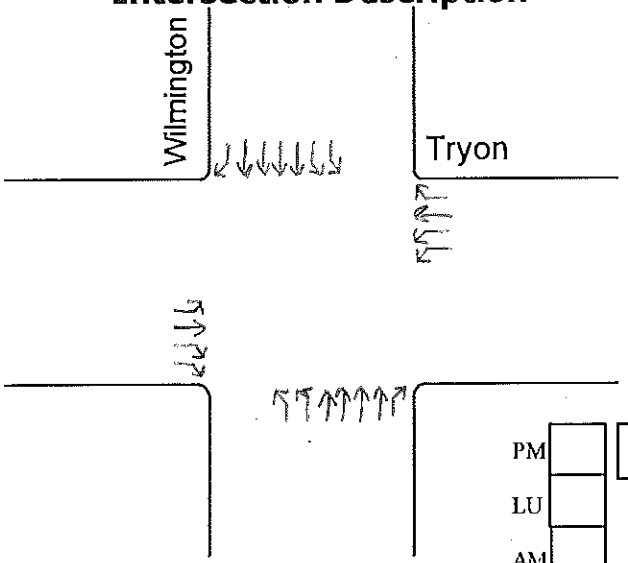
4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : Saunders_Dawson
Site Code :
Start Date : 4/15/2015
Page No : 5

	Dawson Street Southbound				Saunders Street Westbound				Dawson Street Northbound				Saunders Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	48	48	0	671	16	687	0	26	0	26	0	0	0	0	761
04:45 PM	0	0	39	39	0	678	19	697	0	32	0	32	0	0	0	0	768
05:00 PM	0	0	68	68	0	718	12	730	0	23	0	23	0	0	0	0	821
05:15 PM	0	0	36	36	0	690	12	702	0	28	0	28	0	0	0	0	766
Total Volume	0	0	191	191	0	2757	59	2816	0	109	0	109	0	0	0	0	3116
% App. Total	0	0	100		0	97.9	2.1		0	100	0		0	0	0		
PHF	.000	.000	.702	.702	.000	.960	.776	.964	.000	.852	.000	.852	.000	.000	.000	.000	.949
Passenger Vehicles	0	0	188	188	0	2714	57	2771	0	108	0	108	0	0	0	0	3067
% Passenger Vehicles	0	0	98.4	98.4	0	98.4	96.6	98.4	0	99.1	0	99.1	0	0	0	0	98.4
Single Unit	0	0	3	3	0	39	2	41	0	1	0	1	0	0	0	0	45
% Single Unit	0	0	1.6	1.6	0	1.4	3.4	1.5	0	0.9	0	0.9	0	0	0	0	1.4
TTST	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
% TTST	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Description



Intersection Tryon - Wilmington

Date Count Completed 10-22-12

Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:15 pm	**to**	1:15 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Clear
LU	Sunny
PM	Clear

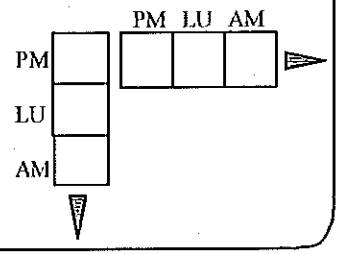
	PM	3568	.004 13
.038 134	.935 3336	.024 85	
	LU	1917	.007 13
.067 129	.854 1637	.072 138	
	AM	1613	.006 9
.044 71	.900 1451	.051 82	

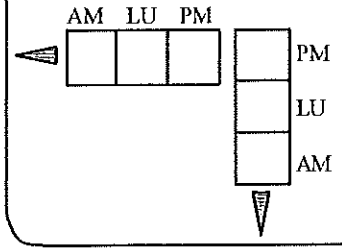
PM	.129 103	**LU**	.209 109
796	.170 135	521	.223 116
	.701 558		.568 296

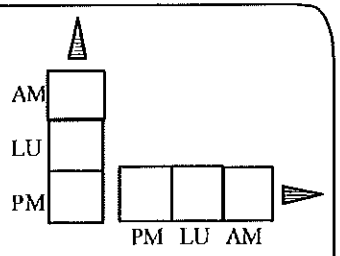
AM	.191 74	.203 83	**AM**
387	.276 107	.389 159	409
	.532 206	.408 167	

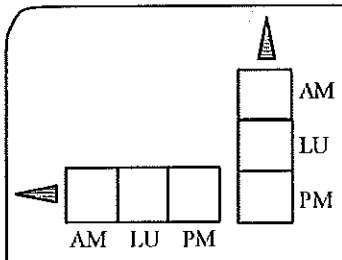
LU	.258 138	**PM**	.135 76
534	.268 143	.403 226	561
.002 1	.472 252	.462 259	

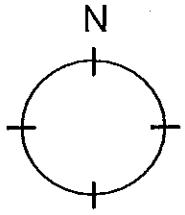
.074 291	.876 3450	.050 198	
	3939		**AM**
.184 421	.717 1643	.097 222	
	2293	.003 7	**LU**
.163 328	.750 1513	.084 169	
	2016	.003 6	**PM**











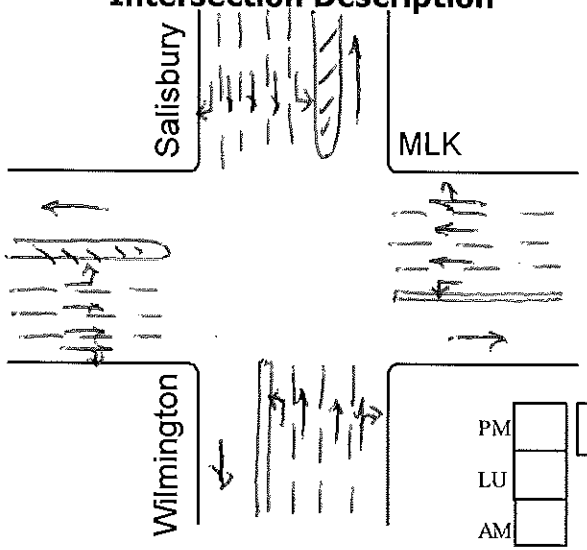
Counter(s) Randy C/John O

John O/Josh S

Randy C/Josh S

City of Raleigh Public Works

Intersection Description



Intersection MLK - Salisbury - Wilmington

Date Count Completed 12/18/14 am/lu, 12/17/14 pm

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	769		
.177 136	.520 400	.303 233	
LU	587		
.303 178	.419 246	.278 163	
AM	150		
.127 19	.487 73	.386 58	

PM LU AM
PM
LU
AM

AM LU PM
7 PM
46 LU
2 AM

PM	.121 148		**LU**	.226 131		**AM**	.319 241	
1224	.757 927		579	.644 373		755	.605 457	
.002 3	.119 146		.029 17	.100 58		.012 9	.064 48	

.151 204	**AM**		.219 120	**LU**		.102 109	**PM**	
.770 1037	1347		.567 310	547		.622 665	1069	
.079 106			.185 101	.029 16		.273 292	.003 3	

AM
LU
PM
PM LU AM

.259 289	.645 718	.096 107	
AM	1114		
.195 66	.560 190	.245 83	
LU	339		
.198 65	.466 153	.335 110	
PM	328		

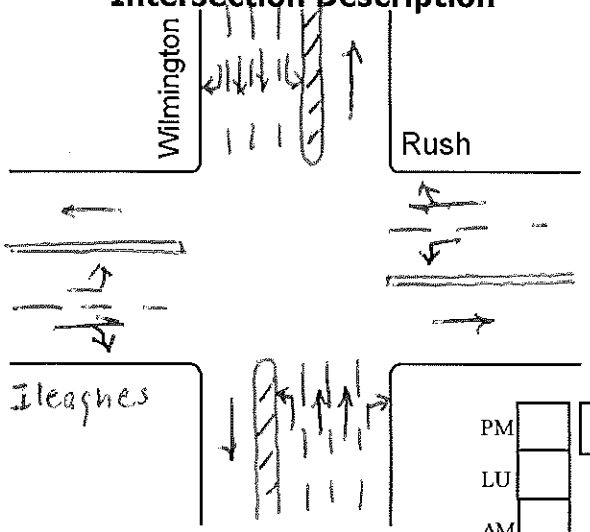
AM LU PM
44 AM
31 LU
2 PM

N

Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Ileagnes - Rush - Wilmington

Date Count Completed 7/24/15 am/lu, 7/23/15 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Cloudy

PM	.046 45	.742 726	.198 194
		.013 13	
LU	.066 27	.710 292	.175 72
		.049 20	
AM	.068 15	.656 145	.253 56
		.023 5	

PM	.269 108	.611 66	.120 13
		.269 29	
LU	.198 101	.594 60	.208 21
		.198 20	
AM	.238 63	.619 39	.143 9
		.238 15	

AM	.515 138	.257 69	.228 61
		.515 268	
LU	.365 93	.298 76	.337 86
		.365 255	
PM	.284 91	.294 94	.422 135
		.284 320	

AM	.016 18	.879 1014	.093 107
		.013 1154	
LU	.023 9	.751 293	.185 72
		.041 390	
PM	.028 10	.690 243	.256 90
		.026 352	

PM LU AM

AM LU PM

AM LU PM

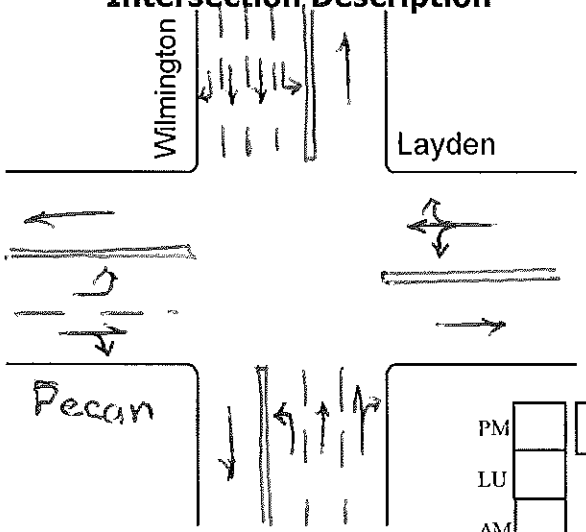
PM LU AM

N

Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Layden - Pecan - Wilmington

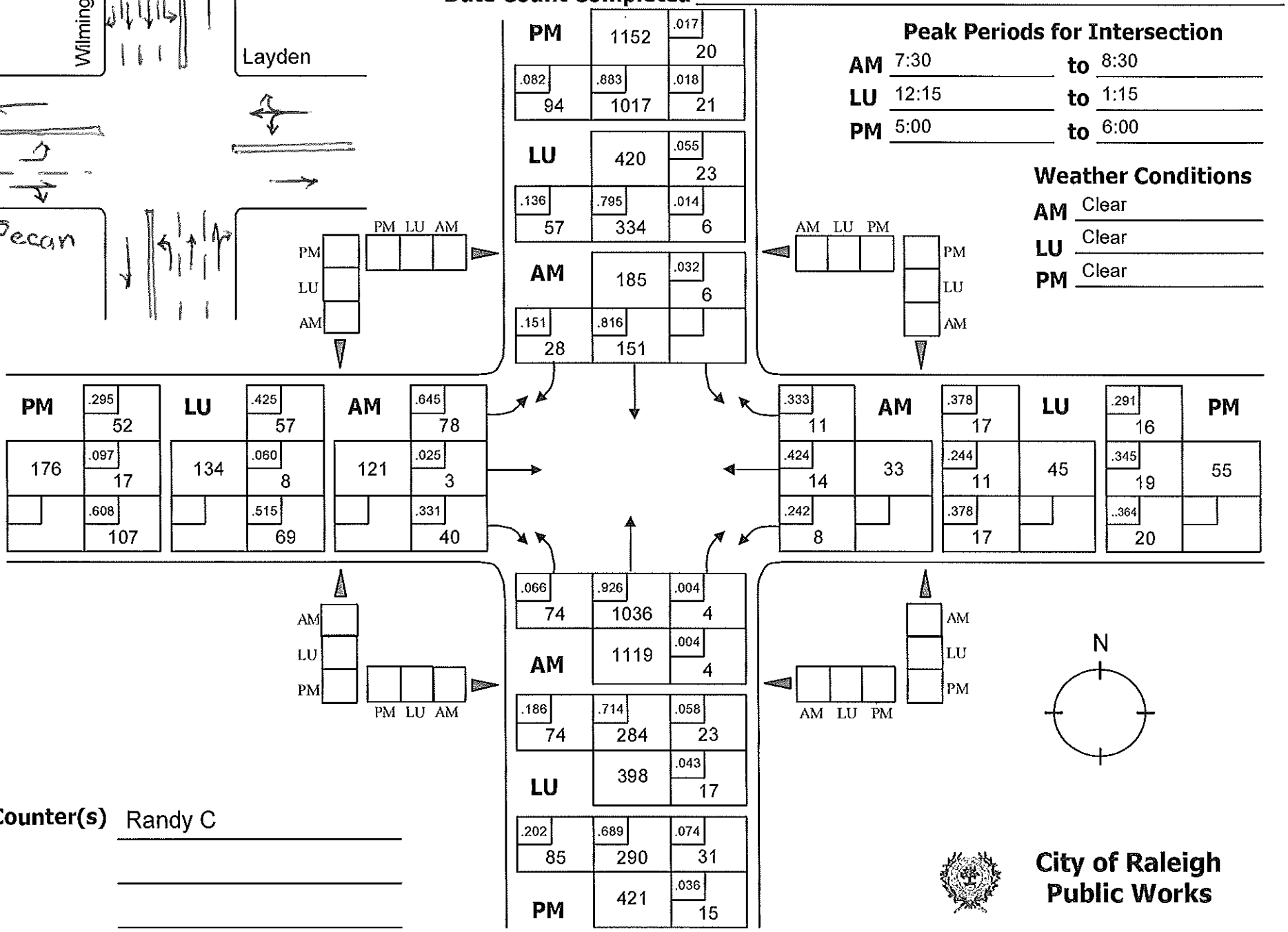
Date Count Completed 7/28/15 am/lu, 7/27/15 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

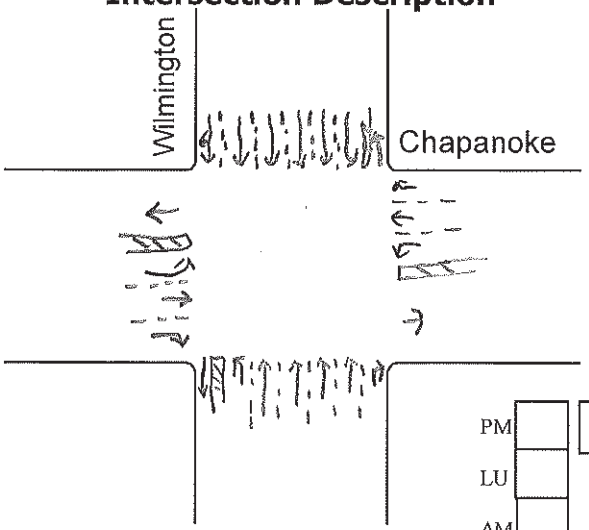
AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Chapanoke / Wilmington

Date Count Completed 02-08-2017

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	.722 299	**LU**	.695 246
414	.114 47	354	.107 38
	.164 68		.198 70

AM	.683 196	**PM**	.722 299
287	.206 59	414	.114 47
	.111 32		.164 68

PM	.786 195	**AM**	.106 40
.077 19	248	.253 67	265
.137 34		.347 92	

LU	.372 55	**PM**	.786 195
.203 30	148	.077 19	248
.426 63		.137 34	

PM	4851		
.017 84	.949 4606	.033 161	
LU	2860		
.027 76	.888 2539	.086 245	
AM	1712		
.016 27	.887 1518	.098 167	

AM	.040 17	.983 4765	.013 63
	4845		
LU	.051 197	.934 3603	.015 58
	3858		
PM	.061 88	.926 1329	.013 18
	1435		

PM LU AM / PM, LU, AM

AM LU PM / PM, LU, AM

AM LU PM / AM, LU, PM

AM LU PM / AM, LU, PM

N

Counter(s) Larry

City of Raleigh
Public Works

QUALITY COUNTS LLC
920 Blairhill Rd, Suite 106, Charlotte, NC 28217
704.215.4616

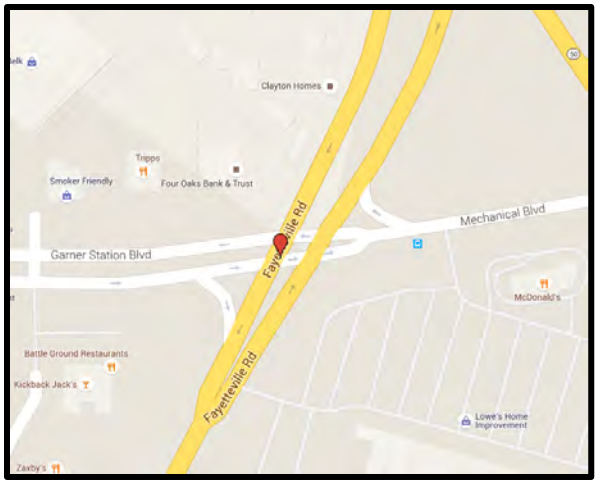
Count Number: 15-10183
County: Wake
City: Garner
Division: 5

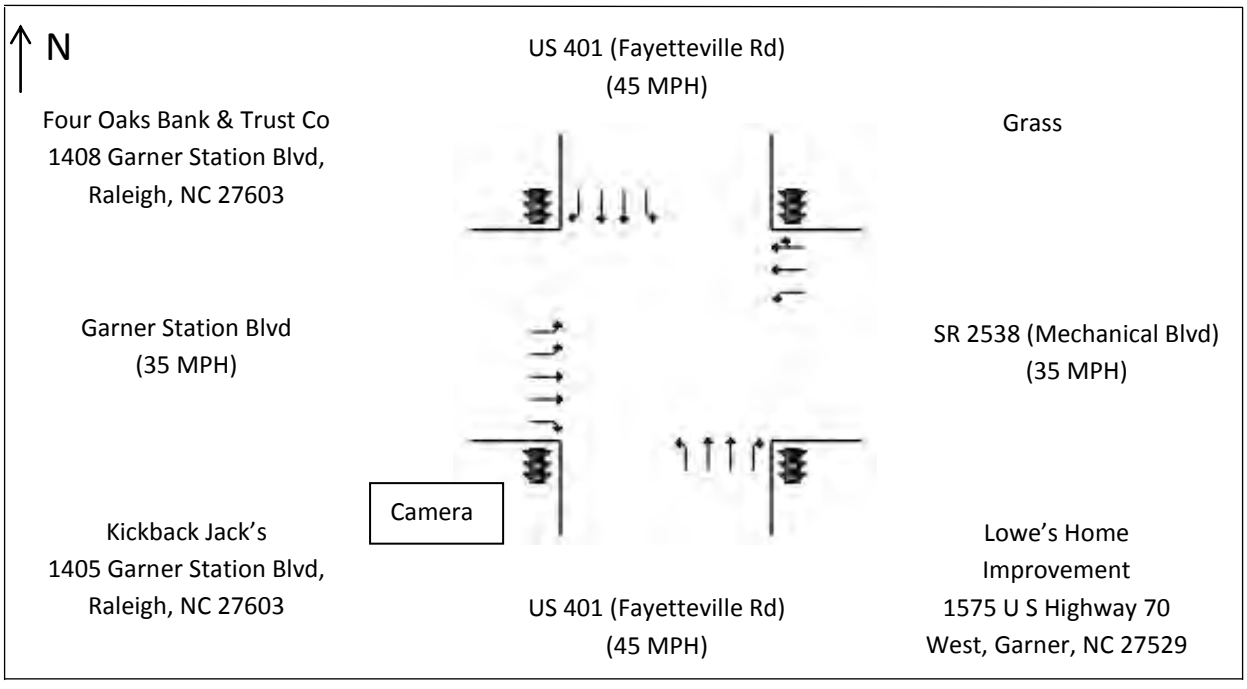
Location: Intersection of US 401 (Fayetteville Rd) and SR 2538 (Mechanical Blvd) & Garner Station Blvd
General Location Type: Intersection
Count Type: Turning Movement (classification)
Count Start Date: 11/24/2015
Time: 6:00 AM – 7:00 PM
Volume: 49,528

Maximum Temperature: 57° F
Minimum Temperature: 27° F
Precipitation: 0.00 in
Snowfall: 0.0 in
Average Sky Cover: 0.4
Weather Conditions: None

1. **School in Session:** Yes
2. **Pedestrians Counted**: Yes
3. **Disabled Pedestrians Present**: No
   Description and Approaches Used: n/a
4. **Counted By**: Nolan Powell, Yvonne Jaramillo, Dylan Kapono, Berk Atav
5. **Data Processor**: Nigel Case
6. **Signal Inventory**: n/a
7. **Data Collection Method**: Video/Count Board
8. **Equipment Operating Properly**: Yes
9. **Area Lighting Present**: Yes
10. **Nearest Roadway Stop Sign < 300 ft:** Yes
    If yes, list approaches: West, South, East
11. **Nearest Traffic Signal < 300 ft:** No
    If yes, list approaches: n/a
12. **At-Grade Railroad Crossing Present (<200 ft):** No
    If yes, list approaches & distance: n/a
13. **Other:**

↑ North





15-10183 Wake County

Facing South Upstream

Facing North Toward Location

15-10183 Wake County

Facing East Upstream

Facing West Toward Location

15-10183 Wake County

Facing North Upstream

Facing South Toward Location

15-10183 Wake County

Facing West Upstream

Facing East Toward Location

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 1, 2, 3

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
06:00 AM	1	71	0	0	72	7	6	14	0	27	21	242	0	0	263	1	2	3	0	6	368
06:15 AM	16	105	0	0	121	15	9	20	0	44	29	386	2	0	417	0	2	1	0	3	585
06:30 AM	8	135	2	0	145	17	8	17	0	42	46	453	0	0	499	2	3	3	0	8	694
06:45 AM	10	184	1	0	195	22	18	36	0	76	48	533	5	0	586	4	10	15	0	29	886
Total	35	495	3	0	533	61	41	87	0	189	144	1614	7	0	1765	7	17	22	0	46	2533
07:00 AM	7	205	0	0	212	24	11	36	0	71	56	574	0	1	631	1	10	9	0	20	934
07:15 AM	6	205	2	0	213	25	10	38	0	73	47	579	1	1	628	4	8	11	0	23	937
07:30 AM	9	305	2	1	317	17	8	40	0	65	49	543	2	0	594	8	6	14	0	28	1004
07:45 AM	13	280	1	1	295	14	19	50	0	83	53	547	1	0	601	6	13	6	0	25	1004
Total	35	995	5	2	1037	80	48	164	0	292	205	2243	4	2	2454	19	37	40	0	96	3879
08:00 AM	12	207	0	0	219	15	22	35	0	72	41	518	7	1	567	11	7	11	0	29	887
08:15 AM	11	193	0	0	204	26	13	31	0	70	56	478	6	0	540	6	10	4	0	20	834
08:30 AM	18	225	2	0	245	8	18	44	0	70	46	443	7	0	496	5	4	15	0	24	835
08:45 AM	16	209	0	0	225	9	18	47	0	74	51	386	6	0	443	8	20	12	0	40	782
Total	57	834	2	0	893	58	71	157	0	286	194	1825	26	1	2046	30	41	42	0	113	3338
09:00 AM	18	203	4	1	226	24	32	78	0	134	51	272	5	1	329	16	12	16	0	44	733
09:15 AM	10	221	2	0	233	21	30	47	0	98	58	383	5	0	446	15	20	11	0	46	823
09:30 AM	18	193	5	0	216	26	31	41	0	98	66	362	8	0	436	10	18	13	0	41	791
09:45 AM	31	250	3	0	284	21	33	47	0	101	61	324	12	1	398	11	15	14	0	40	823
Total	77	867	14	1	959	92	126	213	0	431	236	1341	30	2	1609	52	65	54	0	171	3170
10:00 AM	26	208	3	0	237	25	30	59	0	114	60	252	12	0	324	16	18	14	0	48	723
10:15 AM	26	226	3	2	257	14	19	66	0	99	61	290	10	0	361	10	23	23	0	56	773
10:30 AM	35	250	2	1	288	19	30	54	0	103	42	261	9	1	313	22	28	27	0	77	781
10:45 AM	25	213	7	2	247	27	28	43	0	98	55	295	14	0	364	20	18	12	0	50	759
Total	112	897	15	5	1029	85	107	222	0	414	218	1098	45	1	1362	68	87	76	0	231	3036
11:00 AM	29	226	5	1	261	27	34	55	0	116	68	258	16	0	342	23	32	18	0	73	792
11:15 AM	36	249	3	0	288	23	27	62	0	112	60	234	19	0	313	13	33	25	0	71	784
11:30 AM	55	253	6	2	316	14	38	81	0	133	67	279	26	0	372	25	28	25	0	78	899
11:45 AM	48	295	2	0	345	15	46	67	1	129	63	254	18	1	336	23	46	33	0	102	912
Total	168	1023	16	3	1210	79	145	265	1	490	258	1025	79	1	1363	84	139	101	0	324	3387
12:00 PM	55	289	4	1	349	19	40	66	0	125	69	254	18	0	341	22	49	43	0	114	929
12:15 PM	60	276	8	0	344	24	46	85	0	155	71	288	29	0	388	22	50	50	1	123	1010
12:30 PM	48	247	6	0	301	18	31	64	0	113	74	328	15	1	418	29	44	57	0	130	962
12:45 PM	52	285	1	0	338	23	38	55	0	116	77	316	24	0	417	24	48	70	0	142	1013
Total	215	1097	19	1	1332	84	155	270	0	509	291	1186	86	1	1564	97	191	220	1	509	3914
01:00 PM	49	233	4	1	287	16	42	70	0	128	57	283	15	0	355	18	45	39	0	102	872
01:15 PM	49	278	6	0	333	16	35	69	0	120	69	307	15	0	391	33	51	42	0	126	970
01:30 PM	32	285	5	1	323	22	39	64	0	125	84	286	18	0	388	25	39	44	0	108	944
01:45 PM	41	308	8	2	359	18	29	65	0	112	62	272	25	0	359	20	46	36	0	102	932
Total	171	1104	23	4	1302	72	145	268	0	485	272	1148	73	0	1493	96	181	161	0	438	3718
02:00 PM	31	267	2	0	300	18	28	45	0	91	67	300	8	0	375	36	48	47	0	131	897
02:15 PM	50	259	1	0	310	16	31	79	0	126	68	263	15	0	346	40	36	45	0	121	903
02:30 PM	35	289	3	1	328	31	35	62	0	128	55	267	18	0	340	22	34	33	0	89	885
02:45 PM	35	328	5	0	368	15	26	58	0	99	60	278	15	0	353	34	37	49	0	120	940
Total	151	1143	11	1	1306	80	120	244	0	444	250	1108	56	0	1414	132	155	174	0	461	3625

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 2

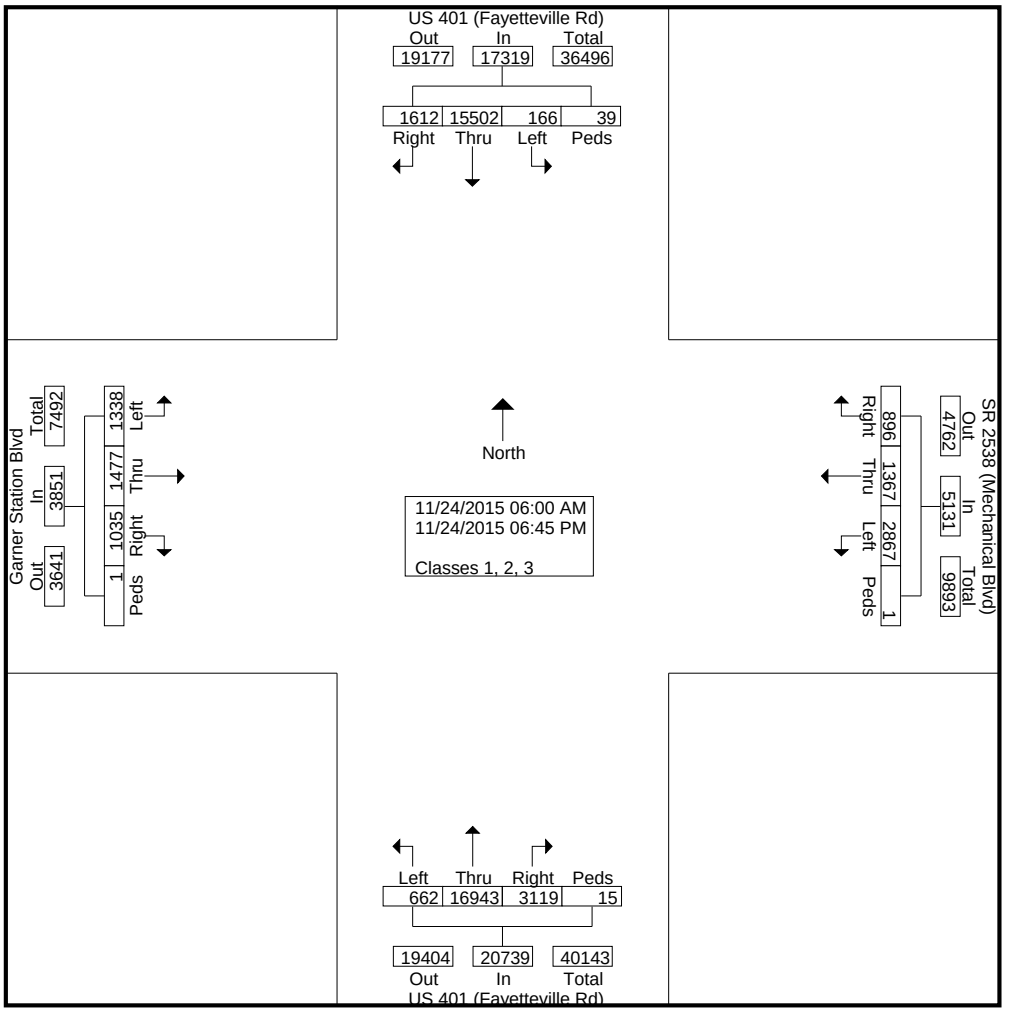
Groups Printed- Classes 1, 2, 3

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
03:00 PM	30	333	6	4	373	10	34	56	0	100	65	274	18	1	358	34	37	43	0	114	945
03:15 PM	27	387	2	1	417	9	26	46	0	81	72	254	16	1	343	31	27	26	0	84	925
03:30 PM	29	355	3	1	388	19	42	68	0	129	76	288	17	1	382	33	46	19	0	98	997
03:45 PM	37	456	5	0	498	8	19	63	0	90	80	288	11	1	380	29	38	17	0	84	1052
Total	123	1531	16	6	1676	46	121	233	0	400	293	1104	62	4	1463	127	148	105	0	380	3919
04:00 PM	38	475	2	0	515	20	29	61	0	110	58	268	10	0	336	22	34	25	0	81	1042
04:15 PM	25	504	8	0	537	12	26	39	0	77	57	302	26	0	385	44	33	23	0	100	1099
04:30 PM	38	443	2	1	484	15	24	63	0	102	87	303	9	0	399	24	33	35	0	92	1077
04:45 PM	52	527	2	1	582	15	22	68	0	105	72	264	15	0	351	32	43	38	0	113	1151
Total	153	1949	14	2	2118	62	101	231	0	394	274	1137	60	0	1471	122	143	121	0	386	4369
05:00 PM	47	544	5	1	597	9	22	73	0	104	80	285	11	1	377	16	28	32	0	76	1154
05:15 PM	38	479	3	3	523	8	18	58	0	84	49	294	17	1	361	28	36	27	0	91	1059
05:30 PM	30	461	2	0	493	17	31	75	0	123	68	307	18	0	393	26	28	27	0	81	1090
05:45 PM	40	468	4	0	512	8	24	72	0	104	54	252	21	1	328	32	45	18	0	95	1039
Total	155	1952	14	4	2125	42	95	278	0	415	251	1138	67	3	1459	102	137	104	0	343	4342
06:00 PM	51	548	4	6	609	22	23	69	0	114	59	240	15	0	314	29	36	28	0	93	1130
06:15 PM	58	455	3	1	517	10	23	48	0	81	54	260	25	0	339	23	32	29	0	84	1021
06:30 PM	27	306	3	1	337	13	23	59	0	95	63	233	13	0	309	22	36	30	0	88	829
06:45 PM	24	306	4	2	336	10	23	59	0	92	57	243	14	0	314	25	32	31	0	88	830
Total	160	1615	14	10	1799	55	92	235	0	382	233	976	67	0	1276	99	136	118	0	353	3810
Grand Total	1612	15502	166	39	17319	896	1367	2867	1	5131	3119	16943	662	15	20739	1035	1477	1338	1	3851	47040
Apprch %	9.3	89.5	1	0.2		17.5	26.6	55.9	0		15	81.7	3.2	0.1		26.9	38.4	34.7	0		
Total %	3.4	33	0.4	0.1	36.8	1.9	2.9	6.1	0	10.9	6.6	36	1.4	0	44.1	2.2	3.1	2.8	0	8.2	

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 3

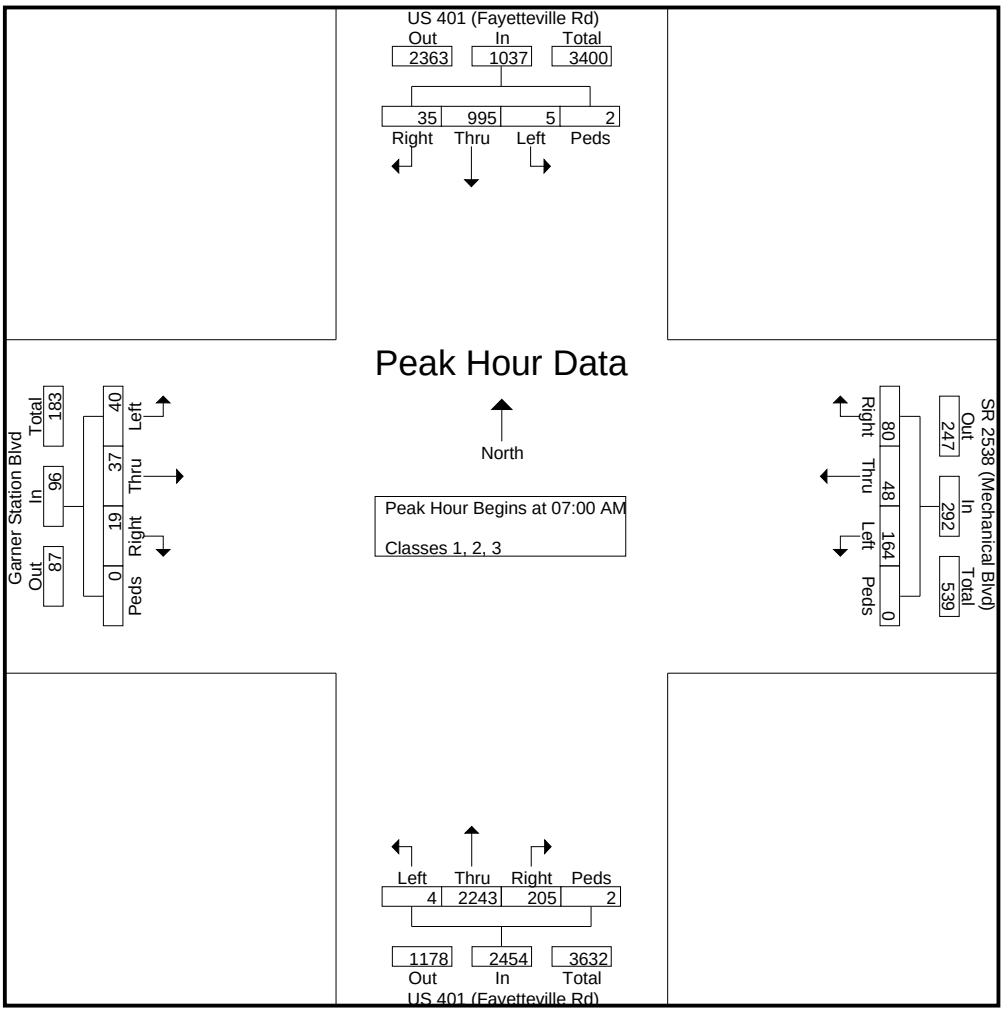


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 4

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	7	205	0	0	212	24	11	36	0	71	**56**	574	0	**1**	**631**	1	10	9	0	20	934
07:15 AM	6	205	**2**	0	213	**25**	10	38	0	73	47	**579**	1	1	628	4	8	11	0	23	937
07:30 AM	9	**305**	2	**1**	**317**	17	8	40	0	65	49	543	**2**	0	594	**8**	6	**14**	0	**28**	**1004**
07:45 AM	**13**	280	1	1	295	14	**19**	**50**	0	**83**	53	547	1	0	601	6	**13**	6	0	25	1004
Total Volume	35	995	5	2	1037	80	48	164	0	292	205	2243	4	2	2454	19	37	40	0	96	3879
% App. Total	3.4	95.9	0.5	0.2		27.4	16.4	56.2	0		8.4	91.4	0.2	0.1		19.8	38.5	41.7	0		
PHF	.673	.816	.625	.500	.818	.800	.632	.820	.000	.880	.915	.968	.500	.500	.972	.594	.712	.714	.000	.857	.966

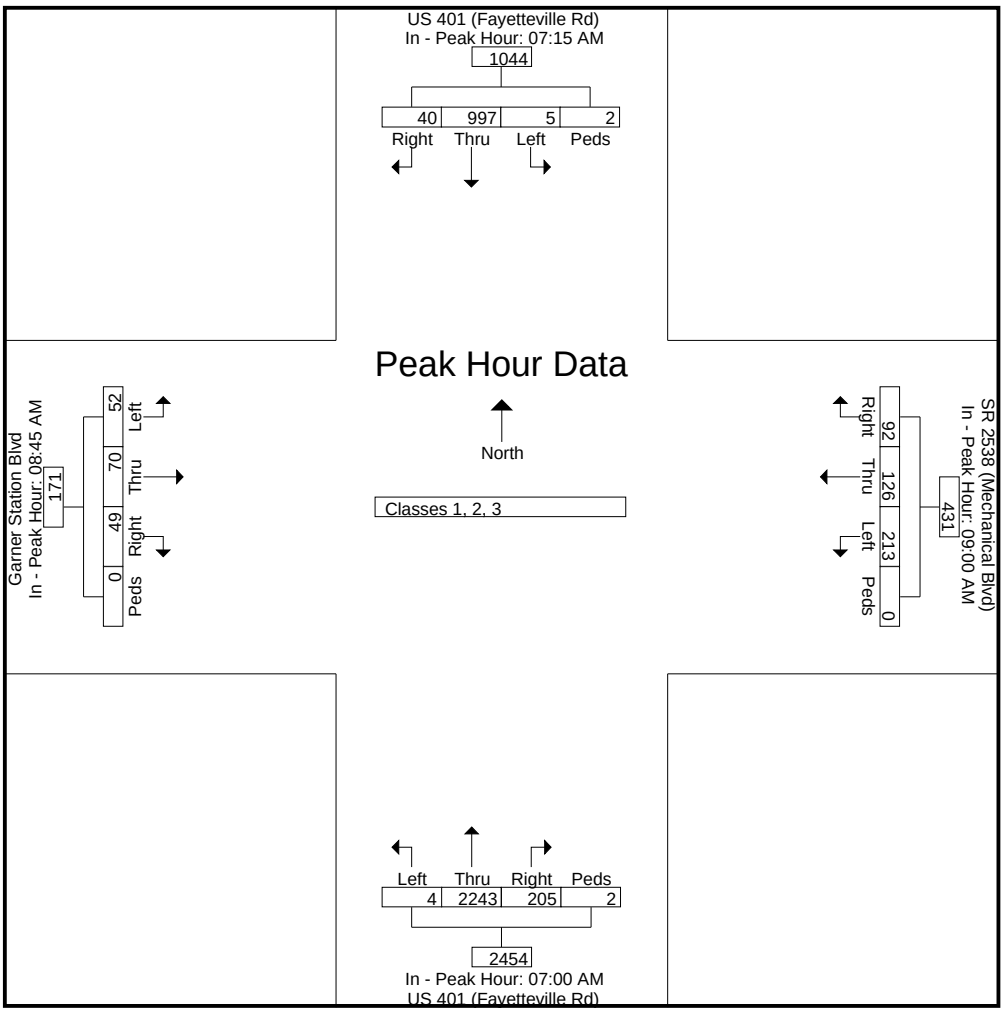


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 5

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					09:00 AM					07:00 AM					08:45 AM					
+0 mins.	6	205	**2**	0	213	24	32	**78**	0	**134**	**56**	574	0	**1**	**631**	8	**20**	12	0	40	
+15 mins.	9	**305**	2	**1**	**317**	21	30	47	0	98	47	**579**	1	1	628	**16**	12	**16**	0	44	
+30 mins.	**13**	280	1	1	295	**26**	31	41	0	98	49	543	**2**	0	594	15	20	11	0	**46**	
+45 mins.	12	207	0	0	219	21	**33**	47	0	101	53	547	1	0	601	10	18	13	0	41	
Total Volume	40	997	5	2	1044	92	126	213	0	431	205	2243	4	2	2454	49	70	52	0	171	
% App. Total	3.8	95.5	0.5	0.2		21.3	29.2	49.4	0		8.4	91.4	0.2	0.1		28.7	40.9	30.4	0		
PHF	.769	.817	.625	.500	.823	.885	.955	.683	.000	.804	.915	.968	.500	.500	.972	.766	.875	.813	.000	.929	

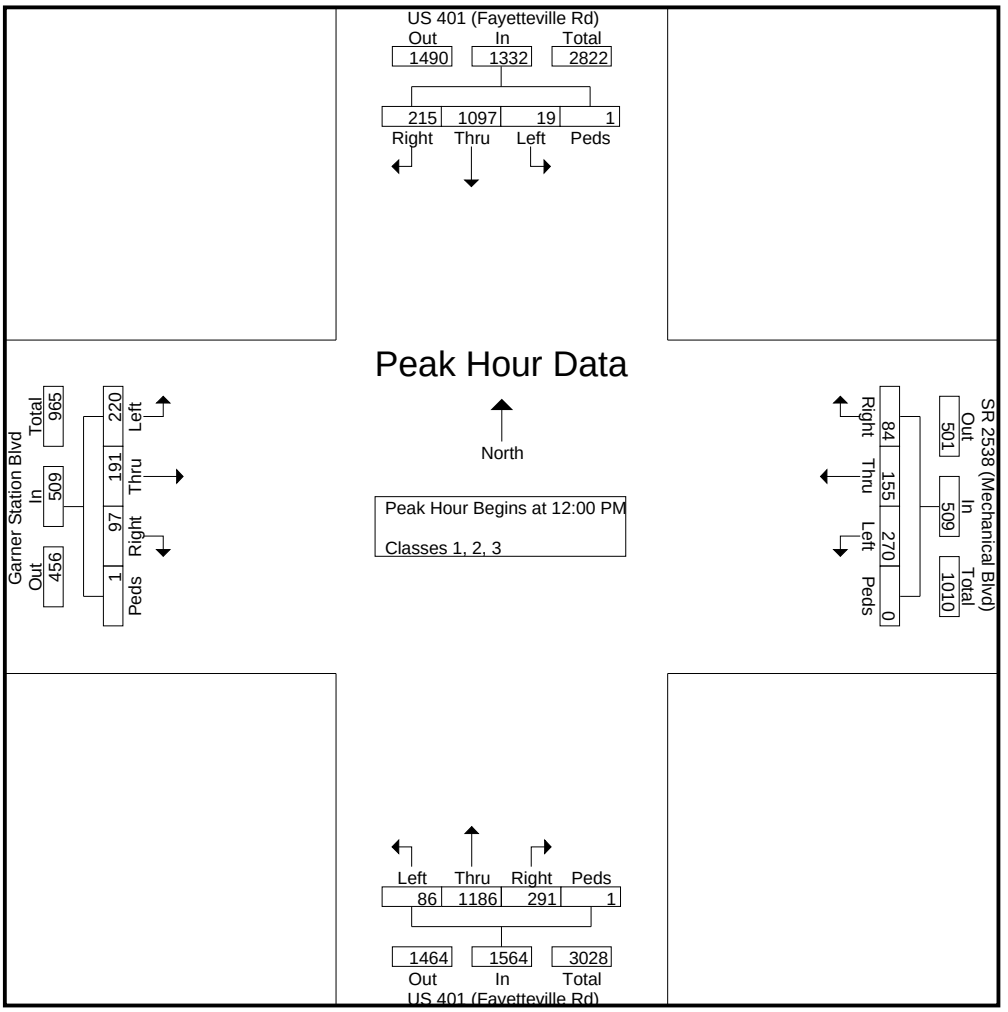


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 6

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	55	**289**	4	**1**	**349**	19	40	66	0	125	69	254	18	0	341	22	49	43	0	114	929
12:15 PM	**60**	276	**8**	0	344	**24**	**46**	**85**	0	**155**	71	288	**29**	0	388	22	**50**	50	**1**	123	1010
12:30 PM	48	247	6	0	301	18	31	64	0	113	74	**328**	15	**1**	**418**	**29**	44	57	0	130	962
12:45 PM	52	285	1	0	338	23	38	55	0	116	**77**	316	24	0	417	24	48	**70**	0	**142**	**1013**
Total Volume	215	1097	19	1	1332	84	155	270	0	509	291	1186	86	1	1564	97	191	220	1	509	3914
% App. Total	16.1	82.4	1.4	0.1		16.5	30.5	53	0		18.6	75.8	5.5	0.1		19.1	37.5	43.2	0.2		
PHF	.896	.949	.594	.250	.954	.875	.842	.794	.000	.821	.945	.904	.741	.250	.935	.836	.955	.786	.250	.896	.966

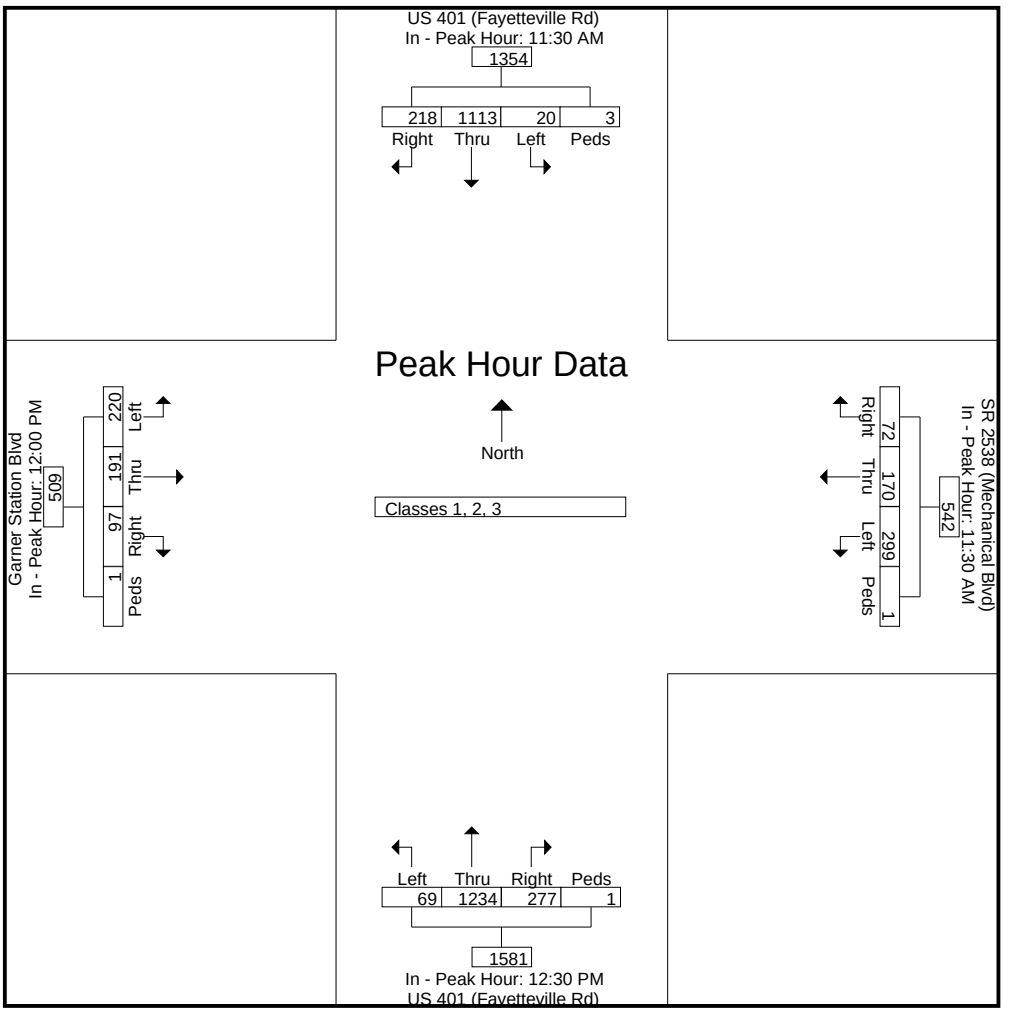


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:30 AM					12:30 PM					12:00 PM					
+0 mins.	55	253	6	**2**	316	14	38	81	0	133	74	**328**	15	**1**	**418**	22	49	43	0	114	
+15 mins.	48	**295**	2	0	345	15	**46**	67	**1**	129	**77**	316	**24**	0	417	22	**50**	50	**1**	123	
+30 mins.	55	289	4	1	**349**	19	40	66	0	125	57	283	15	0	355	**29**	44	57	0	130	
+45 mins.	**60**	276	**8**	0	344	**24**	46	**85**	0	**155**	69	307	15	0	391	24	48	**70**	0	**142**	
Total Volume	218	1113	20	3	1354	72	170	299	1	542	277	1234	69	1	1581	97	191	220	1	509	
% App. Total	16.1	82.2	1.5	0.2		13.3	31.4	55.2	0.2		17.5	78.1	4.4	0.1		19.1	37.5	43.2	0.2		
PHF	.908	.943	.625	.375	.970	.750	.924	.879	.250	.874	.899	.941	.719	.250	.946	.836	.955	.786	.250	.896	

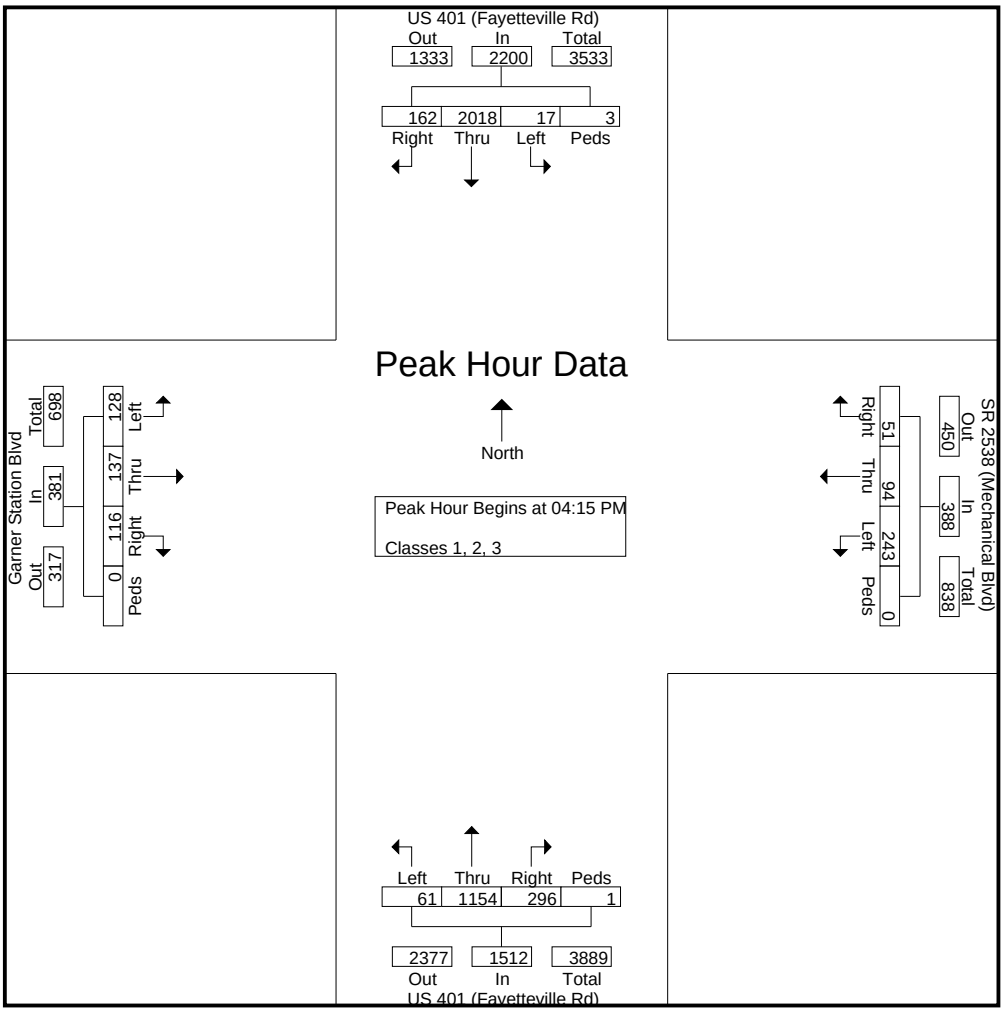


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 8

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	25	504	**8**	0	537	12	**26**	39	0	77	57	302	**26**	0	385	**44**	33	23	0	100	1099
04:30 PM	38	443	2	**1**	484	**15**	24	63	0	102	**87**	**303**	9	0	**399**	24	33	35	0	92	1077
04:45 PM	**52**	527	2	1	582	15	22	68	0	**105**	72	264	15	0	351	32	**43**	**38**	0	**113**	1151
05:00 PM	47	**544**	5	1	**597**	9	22	**73**	0	104	80	285	11	**1**	377	16	28	32	0	76	**1154**
Total Volume	162	2018	17	3	2200	51	94	243	0	388	296	1154	61	1	1512	116	137	128	0	381	4481
% App. Total	7.4	91.7	0.8	0.1		13.1	24.2	62.6	0		19.6	76.3	4	0.1		30.4	36	33.6	0		
PHF	.779	.927	.531	.750	.921	.850	.904	.832	.000	.924	.851	.952	.587	.250	.947	.659	.797	.842	.000	.843	.971

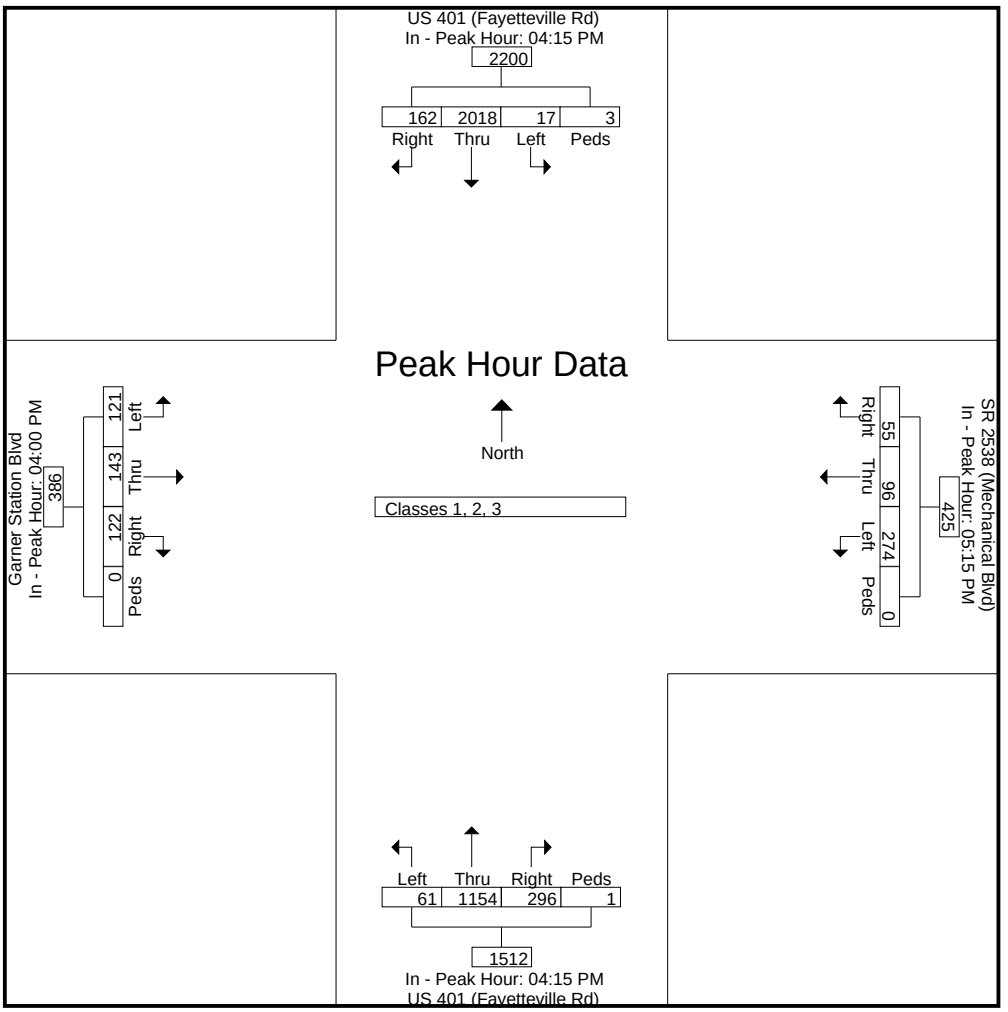


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 9

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					05:15 PM					04:15 PM					04:00 PM					
+0 mins.	25	504	**8**	0	537	8	18	58	0	84	57	302	**26**	0	385	22	34	25	0	81	
+15 mins.	38	443	2	**1**	484	17	**31**	**75**	0	**123**	**87**	**303**	9	0	**399**	**44**	33	23	0	100	
+30 mins.	**52**	527	2	1	582	8	24	72	0	104	72	264	15	0	351	24	33	35	0	92	
+45 mins.	47	**544**	5	1	**597**	**22**	23	69	0	114	80	285	11	**1**	377	32	**43**	**38**	0	**113**	
Total Volume	162	2018	17	3	2200	55	96	274	0	425	296	1154	61	1	1512	122	143	121	0	386	
% App. Total	7.4	91.7	0.8	0.1		12.9	22.6	64.5	0		19.6	76.3	4	0.1		31.6	37	31.3	0		
PHF	.779	.927	.531	.750	.921	.625	.774	.913	.000	.864	.851	.952	.587	.250	.947	.693	.831	.796	.000	.854	



Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 4, 5, 6, 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
06:00 AM	0	13	0	0	13	1	0	1	0	2	4	7	0	0	11	1	0	2	0	3	29
06:15 AM	0	12	0	0	12	0	0	1	0	1	2	15	1	0	18	1	1	1	0	3	34
06:30 AM	0	11	0	0	11	1	0	3	0	4	1	10	0	0	11	0	1	0	0	1	27
06:45 AM	0	13	0	0	13	1	1	5	0	7	3	15	0	0	18	1	1	1	0	3	41
Total	0	49	0	0	49	3	1	10	0	14	10	47	1	0	58	3	3	4	0	10	131
07:00 AM	0	13	0	0	13	0	1	2	0	3	2	15	1	0	18	1	0	1	0	2	36
07:15 AM	0	16	0	0	16	0	1	3	0	4	2	8	0	0	10	0	1	0	0	1	31
07:30 AM	0	15	0	0	15	0	0	10	0	10	3	22	0	0	25	0	6	1	0	7	57
07:45 AM	1	10	0	1	12	0	0	11	0	11	6	16	0	0	22	1	1	1	0	3	48
Total	1	54	0	1	56	0	2	26	0	28	13	61	1	0	75	2	8	3	0	13	172
08:00 AM	2	12	0	0	14	1	1	10	0	12	3	18	1	0	22	0	1	1	0	2	50
08:15 AM	2	14	0	0	16	2	2	9	0	13	6	19	0	0	25	1	3	1	0	5	59
08:30 AM	0	34	0	0	34	0	0	5	0	5	6	21	0	0	27	1	1	0	0	2	68
08:45 AM	1	21	0	0	22	0	0	7	0	7	3	20	0	0	23	1	1	0	0	2	54
Total	5	81	0	0	86	3	3	31	0	37	18	78	1	0	97	3	6	2	0	11	231
09:00 AM	1	20	1	0	22	0	0	6	0	6	3	15	1	0	19	1	2	0	0	3	50
09:15 AM	1	16	0	0	17	0	2	5	0	7	6	11	0	0	17	0	2	1	0	3	44
09:30 AM	1	15	0	0	16	0	2	6	0	8	3	22	0	0	25	0	2	1	0	3	52
09:45 AM	0	13	1	0	14	2	0	3	0	5	7	12	2	0	21	0	1	1	0	2	42
Total	3	64	2	0	69	2	4	20	0	26	19	60	3	0	82	1	7	3	0	11	188
10:00 AM	0	15	0	1	16	0	0	3	0	3	4	17	0	0	21	1	2	1	0	4	44
10:15 AM	0	10	0	0	10	1	1	7	0	9	4	13	1	0	18	0	1	3	0	4	41
10:30 AM	1	16	1	0	18	2	0	8	0	10	9	14	0	0	23	0	0	0	0	0	51
10:45 AM	0	13	1	0	14	1	1	1	0	3	9	16	0	0	25	1	1	1	0	3	45
Total	1	54	2	1	58	4	2	19	0	25	26	60	1	0	87	2	4	5	0	11	181
11:00 AM	1	11	0	0	12	0	1	2	0	3	3	9	0	0	12	1	0	2	0	3	30
11:15 AM	0	12	0	0	12	0	0	7	0	7	2	12	0	0	14	0	1	0	0	1	34
11:30 AM	3	17	0	0	20	1	0	6	0	7	1	13	0	0	14	0	2	1	0	3	44
11:45 AM	1	15	0	0	16	0	1	3	0	4	3	10	0	0	13	0	2	0	0	2	35
Total	5	55	0	0	60	1	2	18	0	21	9	44	0	0	53	1	5	3	0	9	143
12:00 PM	2	13	0	0	15	1	0	5	0	6	3	16	0	0	19	1	0	0	0	1	41
12:15 PM	1	6	0	0	7	0	2	0	0	2	3	9	0	0	12	0	3	1	0	4	25
12:30 PM	1	10	0	0	11	0	1	7	0	8	1	14	1	0	16	1	1	0	0	2	37
12:45 PM	2	14	1	0	17	0	1	3	0	4	4	9	0	0	13	0	2	0	0	2	36
Total	6	43	1	0	50	1	4	15	0	20	11	48	1	0	60	2	6	1	0	9	139
01:00 PM	0	12	0	0	12	0	0	4	0	4	7	16	0	0	23	0	1	0	0	1	40
01:15 PM	1	17	0	0	18	0	0	2	0	2	4	15	0	0	19	0	1	1	0	2	41
01:30 PM	1	15	0	0	16	0	2	4	0	6	4	16	0	0	20	2	2	1	0	5	47
01:45 PM	0	21	0	0	21	0	0	0	0	0	3	14	0	0	17	0	1	1	0	2	40
Total	2	65	0	0	67	0	2	10	0	12	18	61	0	0	79	2	5	3	0	10	168
02:00 PM	0	20	1	1	22	1	0	3	0	4	5	17	0	0	22	0	1	1	0	2	50
02:15 PM	1	10	1	0	12	0	1	3	0	4	3	15	0	0	18	1	1	1	0	3	37
02:30 PM	2	17	1	0	20	0	1	7	0	8	3	13	0	0	16	0	1	1	0	2	46
02:45 PM	2	8	0	0	10	0	1	5	0	6	5	21	1	0	27	0	2	1	0	3	46
Total	5	55	3	1	64	1	3	18	0	22	16	66	1	0	83	1	5	4	0	10	179

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 2

Groups Printed- Classes 4, 5, 6, 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
03:00 PM	2	11	0	0	13	2	0	0	0	2	3	14	1	0	18	0	3	1	0	4	37
03:15 PM	0	11	0	0	11	0	0	2	0	2	2	10	0	0	12	1	2	0	0	3	28
03:30 PM	0	19	0	0	19	0	0	3	0	3	5	16	0	0	21	0	3	0	0	3	46
03:45 PM	0	9	0	0	9	0	2	2	0	4	8	8	1	0	17	0	2	0	0	2	32
Total	2	50	0	0	52	2	2	7	0	11	18	48	2	0	68	1	10	1	0	12	143
04:00 PM	0	11	0	0	11	0	0	1	0	1	5	11	0	0	16	0	2	0	0	2	30
04:15 PM	1	16	0	1	18	0	0	1	0	1	2	17	0	0	19	0	1	0	0	1	39
04:30 PM	0	10	0	0	10	0	0	3	0	3	3	15	0	0	18	0	3	2	0	5	36
04:45 PM	1	11	1	0	13	0	0	0	0	0	3	12	0	0	15	0	1	1	0	2	30
Total	2	48	1	1	52	0	0	5	0	5	13	55	0	0	68	0	7	3	0	10	135
05:00 PM	2	12	0	0	14	0	0	2	0	2	4	8	0	0	12	0	1	0	0	1	29
05:15 PM	1	7	0	0	8	0	0	1	0	1	1	8	1	0	10	0	2	0	0	2	21
05:30 PM	1	8	0	0	9	0	0	2	0	2	0	6	0	0	6	0	0	2	0	2	19
05:45 PM	0	14	0	0	14	0	0	2	0	2	0	4	0	0	4	0	1	1	0	2	22
Total	4	41	0	0	45	0	0	7	0	7	5	26	1	0	32	0	4	3	0	7	91
06:00 PM	1	17	0	0	18	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	24
06:15 PM	0	6	0	0	6	0	0	1	0	1	2	5	0	0	7	1	1	0	0	2	16
06:30 PM	0	6	0	0	6	0	1	1	0	2	1	5	0	0	6	0	0	0	0	0	14
06:45 PM	0	4	0	0	4	0	0	1	0	1	1	2	0	0	3	0	1	0	0	1	9
Total	1	33	0	0	34	0	1	3	0	4	4	17	0	0	21	1	3	0	0	4	63
Grand Total	37	692	9	4	742	17	26	189	0	232	180	671	12	0	863	19	73	35	0	127	1964
Apprch %	5	93.3	1.2	0.5		7.3	11.2	81.5	0		20.9	77.8	1.4	0		15	57.5	27.6	0		
Total %	1.9	35.2	0.5	0.2	37.8	0.9	1.3	9.6	0	11.8	9.2	34.2	0.6	0	43.9	1	3.7	1.8	0	6.5	

Quality Counts, LLC

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File Name : 15-10183
Site Code : 15-10183
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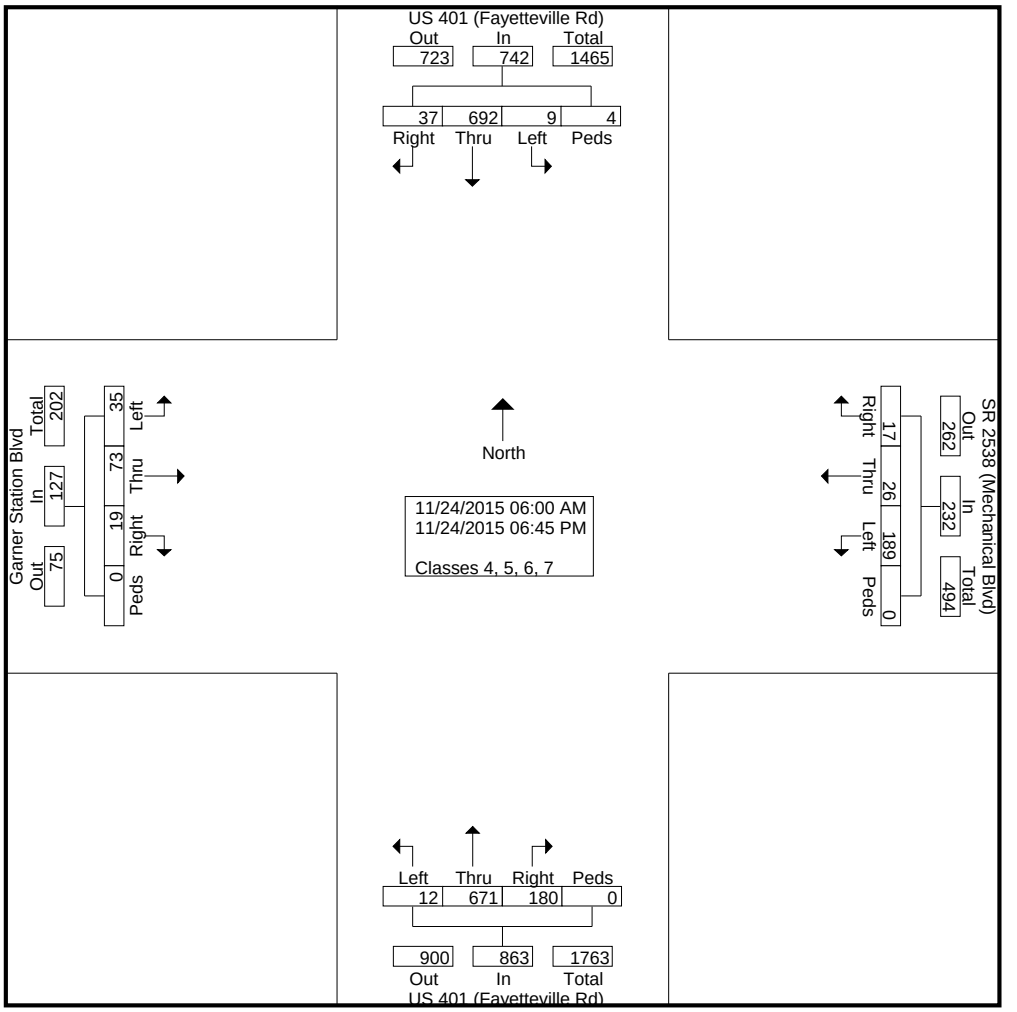
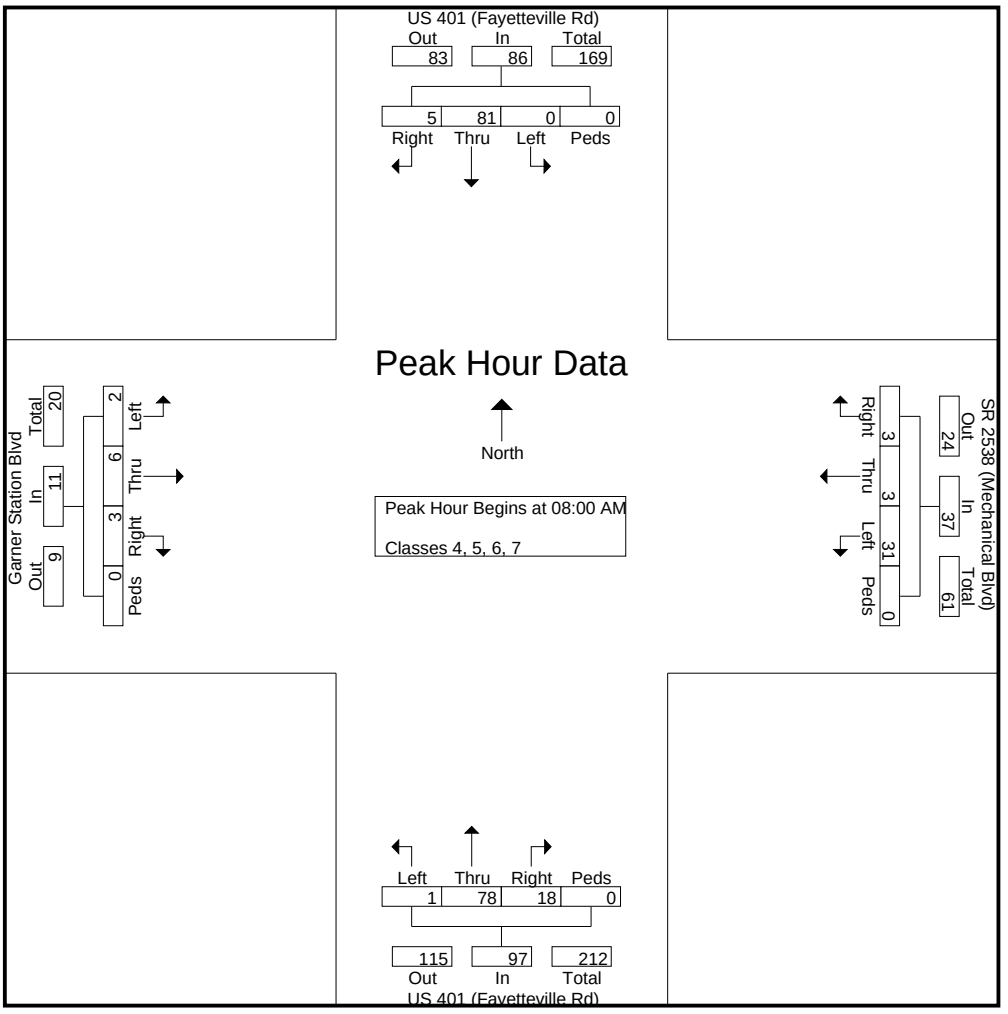


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 4

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**2**	12	0	0	14	1	1	**10**	0	12	3	18	**1**	0	22	0	1	**1**	0	2	50
08:15 AM	2	14	0	0	16	**2**	**2**	9	0	**13**	**6**	19	0	0	25	**1**	**3**	1	0	**5**	59
08:30 AM	0	**34**	0	0	**34**	0	0	5	0	5	6	**21**	0	0	**27**	1	1	0	0	2	**68**
08:45 AM	1	21	0	0	22	0	0	7	0	7	3	20	0	0	23	1	1	0	0	2	54
Total Volume	5	81	0	0	86	3	3	31	0	37	18	78	1	0	97	3	6	2	0	11	231
% App. Total	5.8	94.2	0	0		8.1	8.1	83.8	0		18.6	80.4	1	0		27.3	54.5	18.2	0		
PHF	.625	.596	.000	.000	.632	.375	.375	.775	.000	.712	.750	.929	.250	.000	.898	.750	.500	.500	.000	.550	.849

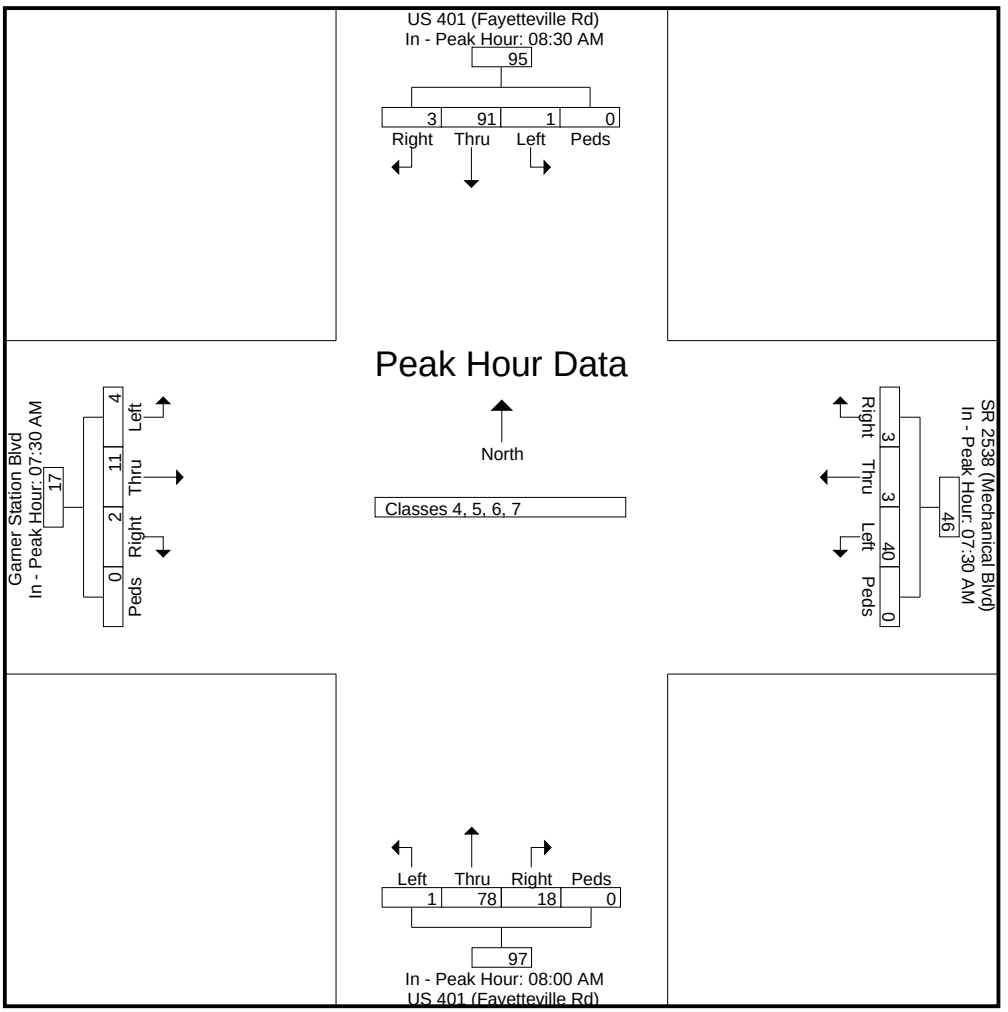


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 5

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30 AM					07:30 AM					08:00 AM					07:30 AM					
+0 mins.	0	**34**	0	0	**34**	0	0	10	0	10	3	18	**1**	0	22	0	**6**	**1**	0	**7**	
+15 mins.	**1**	21	0	0	22	0	0	**11**	0	11	**6**	19	0	0	25	**1**	1	1	0	3	
+30 mins.	1	20	**1**	0	22	1	1	10	0	12	6	**21**	0	0	**27**	0	1	1	0	2	
+45 mins.	1	16	0	0	17	**2**	**2**	9	0	**13**	3	20	0	0	23	1	3	1	0	5	
Total Volume	3	91	1	0	95	3	3	40	0	46	18	78	1	0	97	2	11	4	0	17	
% App. Total	3.2	95.8	1.1	0		6.5	6.5	87	0		18.6	80.4	1	0		11.8	64.7	23.5	0		
PHF	.750	.669	.250	.000	.699	.375	.375	.909	.000	.885	.750	.929	.250	.000	.898	.500	.458	1.000			

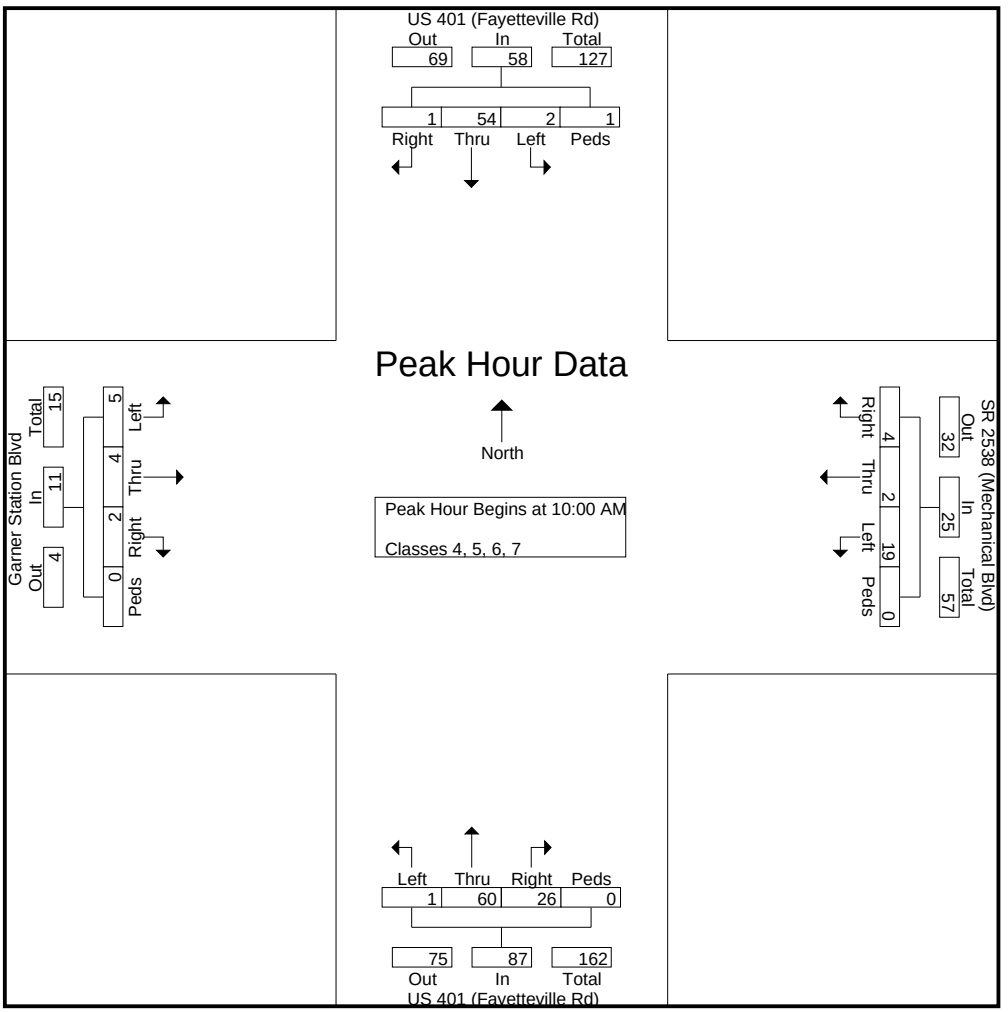


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 6

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	15	0	**1**	16	0	0	3	0	3	4	**17**	0	0	21	**1**	**2**	1	0	**4**	44
10:15 AM	0	10	0	0	10	1	**1**	7	0	9	4	13	**1**	0	18	0	1	**3**	0	4	41
10:30 AM	**1**	**16**	**1**	0	**18**	**2**	0	**8**	0	**10**	**9**	14	0	0	23	0	0	0	0	0	**51**
10:45 AM	0	13	1	0	14	1	1	1	0	3	9	16	0	0	**25**	1	1	1	0	3	45
Total Volume	1	54	2	1	58	4	2	19	0	25	26	60	1	0	87	2	4	5	0	11	181
% App. Total	1.7	93.1	3.4	1.7		16	8	76	0		29.9	69	1.1	0		18.2	36.4	45.5	0		
PHF	.250	.844	.500	.250	.806	.500	.500	.594	.000	.625	.722	.882	.250	.000	.870	.500	.500	.417	.000	.688	.887

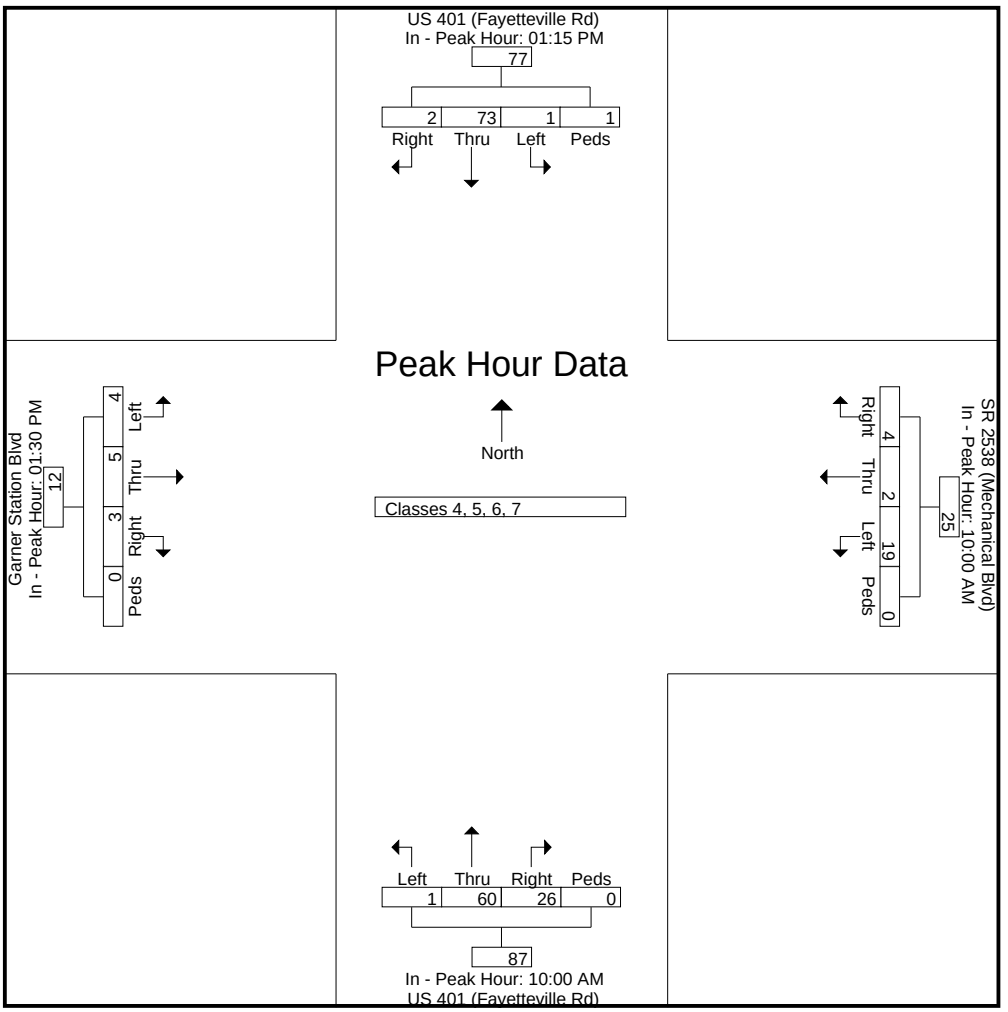


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	01:15 PM					10:00 AM					10:00 AM					01:30 PM					
+0 mins.	**1**	17	0	0	18	0	0	3	0	3	4	**17**	0	0	21	**2**	**2**	**1**	0	**5**	
+15 mins.	1	15	0	0	16	1	**1**	7	0	9	4	13	**1**	0	18	0	1	1	0	2	
+30 mins.	0	**21**	0	0	21	**2**	0	**8**	0	**10**	**9**	14	0	0	23	0	1	1	0	2	
+45 mins.	0	20	**1**	**1**	**22**	1	1	1	0	3	9	16	0	0	**25**	1	1	1	0	3	
Total Volume	2	73	1	1	77	4	2	19	0	25	26	60	1	0	87	3	5	4	0	12	
% App. Total	2.6	94.8	1.3	1.3		16	8	76	0		29.9	69	1.1	0		25	41.7	33.3	0		
PHF	.500	.869	.250	.250	.875	.500	.500	.594	.000	.625	.722	.882	.250	.000	.870	.375	.625	1.000			

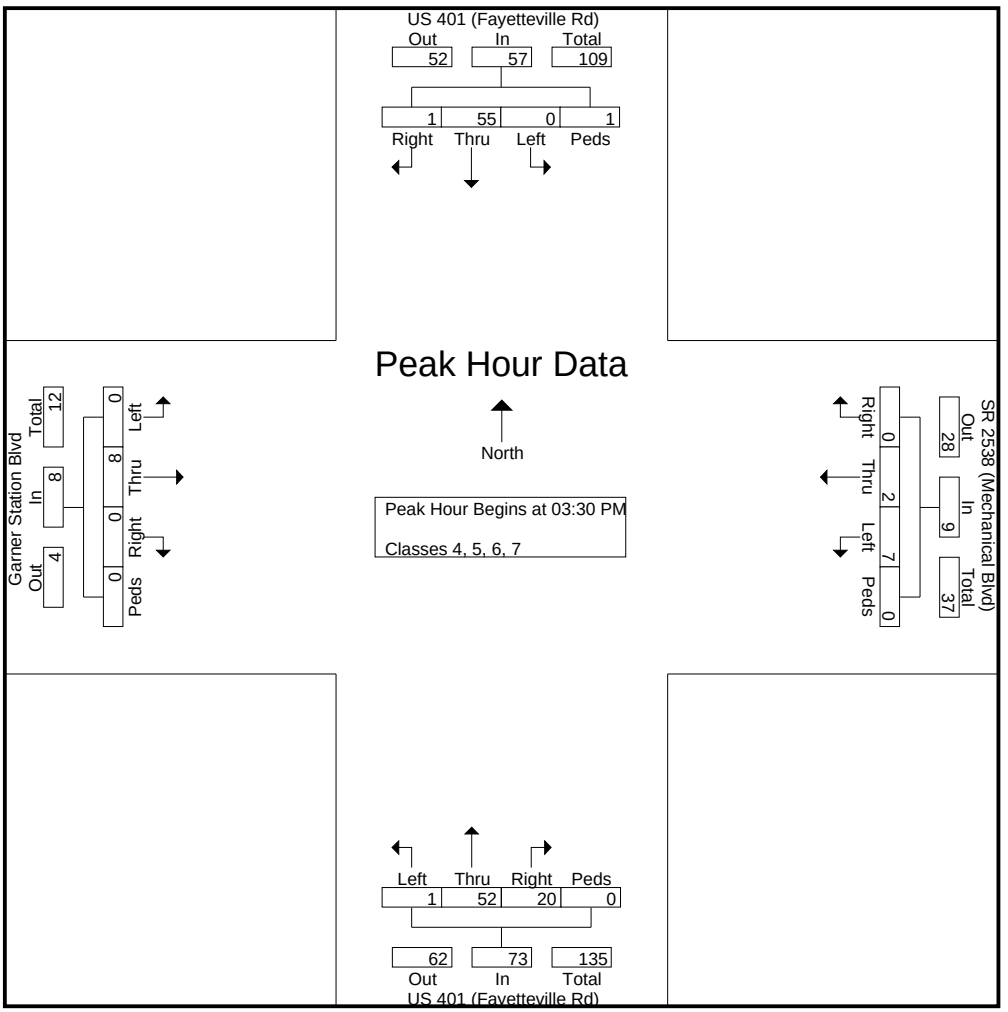


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 8

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	**19**	0	0	**19**	0	0	**3**	0	3	5	16	0	0	**21**	0	**3**	0	0	**3**	**46**
03:45 PM	0	9	0	0	9	0	**2**	2	0	**4**	**8**	8	**1**	0	17	0	2	0	0	2	32
04:00 PM	0	11	0	0	11	0	0	1	0	1	5	11	0	0	16	0	2	0	0	2	30
04:15 PM	**1**	16	0	**1**	18	0	0	1	0	1	2	**17**	0	0	19	0	1	0	0	1	39
Total Volume	1	55	0	1	57	0	2	7	0	9	20	52	1	0	73	0	8	0	0	8	147
% App. Total	1.8	96.5	0	1.8		0	22.2	77.8	0		27.4	71.2	1.4	0		0	100	0	0		
PHF	.250	.724	.000	.250	.750	.000	.250	.583	.000	.563	.625	.765	.250	.000	.869	.000	.667	.000	.000	.667	.799



Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
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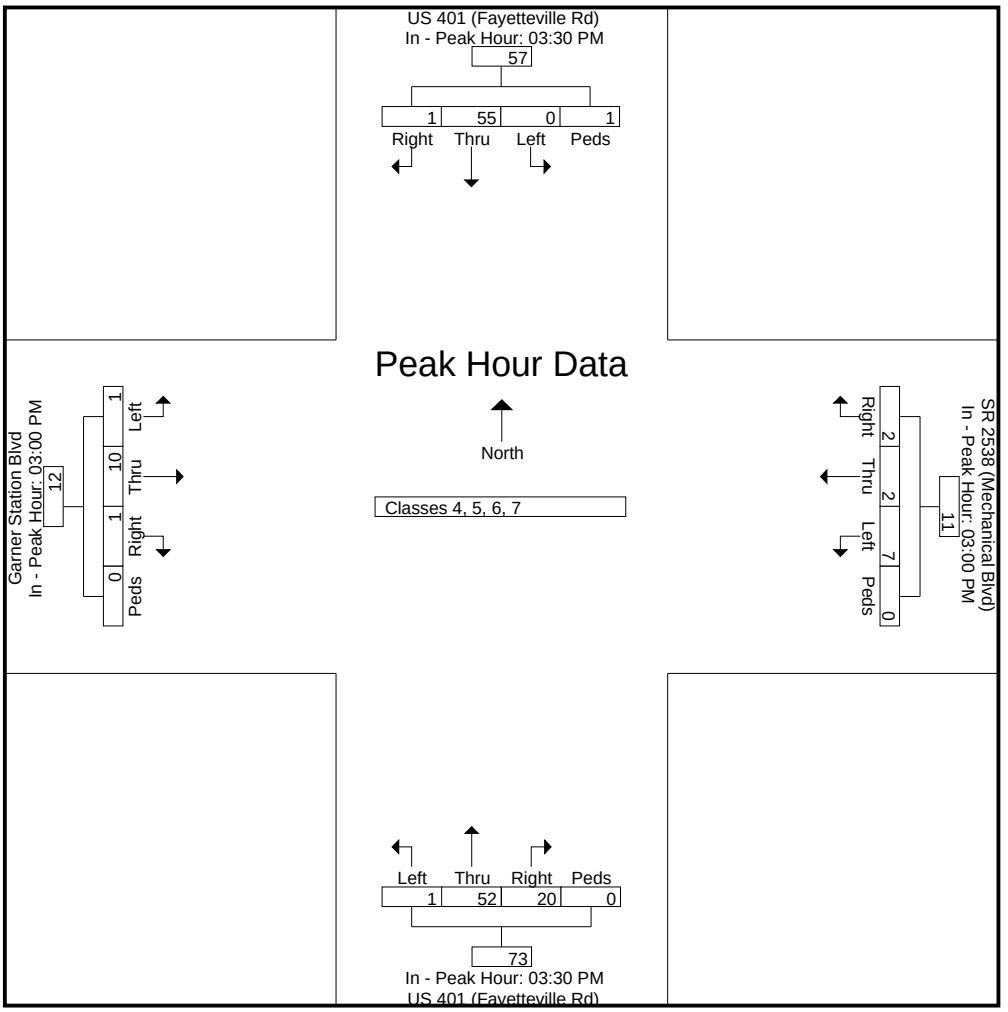
	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:00 PM					03:30 PM					03:00 PM					
+0 mins.	0	**19**	0	0	**19**	**2**	0	0	0	2	5	16	0	0	**21**	0	**3**	**1**	0	**4**	
+15 mins.	0	9	0	0	9	0	0	2	0	2	**8**	8	**1**	0	17	**1**	2	0	0	3	
+30 mins.	0	11	0	0	11	0	0	**3**	0	3	5	11	0	0	16	0	3	0	0	3	
+45 mins.	**1**	16	0	**1**	18	0	**2**	2	0	**4**	2	**17**	0	0	19	0	2	0	0	2	
Total Volume	1	55	0	1	57	2	2	7	0	11	20	52	1	0	73	1	10	1	0	12	
% App. Total	1.8	96.5	0	1.8		18.2	18.2	63.6	0		27.4	71.2	1.4	0		8.3	83.3	8.3	0		
PHF	.250	.724	.000	.250	.750	.250	.250	.583	.000	.688	.625	.765	.250	.000	.869	.250	.833	.250	.000	.750	



Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 8, 9, 10

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
06:00 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	7
06:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	4	6	0	0	10	0	0	1	0	1	17
07:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
07:15 AM	1	1	0	0	2	0	0	1	0	1	1	3	0	0	4	0	1	0	0	1	8
07:30 AM	0	5	0	0	5	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	13
07:45 AM	0	2	0	0	2	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	8
Total	1	10	0	0	11	0	0	4	0	4	6	13	0	0	19	0	1	0	0	1	35
08:00 AM	1	4	1	0	6	1	0	0	0	1	1	6	0	0	7	0	1	1	0	2	16
08:15 AM	1	4	0	0	5	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	10
08:30 AM	0	7	0	0	7	1	0	2	0	3	0	0	0	0	0	0	3	0	0	3	13
08:45 AM	0	7	0	0	7	2	0	4	0	6	0	6	0	0	6	0	0	0	0	0	19
Total	2	22	1	0	25	5	0	6	0	11	1	15	0	0	16	0	5	1	0	6	58
09:00 AM	0	4	0	0	4	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	12
09:15 AM	2	5	1	0	8	0	0	1	0	1	3	8	0	0	11	0	1	0	0	1	21
09:30 AM	1	4	0	0	5	0	0	2	0	2	1	2	0	0	3	0	1	0	0	1	11
09:45 AM	0	5	0	0	5	0	0	3	0	3	0	4	0	0	4	0	1	0	0	1	13
Total	3	18	1	0	22	0	0	8	0	8	6	18	0	0	24	0	3	0	0	3	57
10:00 AM	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	8
10:15 AM	0	3	0	0	3	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	11
10:30 AM	0	5	0	0	5	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	11
10:45 AM	3	1	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
Total	3	13	0	0	16	0	0	3	0	3	4	19	0	0	23	0	0	0	0	0	42
11:00 AM	1	3	1	0	5	0	1	1	0	2	4	3	0	0	7	0	0	0	0	0	14
11:15 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	4
11:30 AM	1	3	0	0	4	0	0	2	0	2	1	6	1	0	8	0	0	0	0	0	14
11:45 AM	1	5	0	0	6	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	11
Total	4	12	1	0	17	0	1	4	0	5	9	10	1	0	20	1	0	0	0	1	43
12:00 PM	0	8	0	0	8	0	0	0	0	0	3	1	1	0	5	0	0	0	0	0	13
12:15 PM	2	3	0	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
12:30 PM	0	8	0	0	8	0	0	2	0	2	1	8	0	0	9	0	0	0	0	0	19
12:45 PM	0	4	0	0	4	0	0	1	0	1	1	3	0	0	4	0	1	0	0	1	10
Total	2	23	0	0	25	0	0	3	0	3	6	18	1	0	25	0	1	0	0	1	54
01:00 PM	0	4	0	0	4	0	0	2	0	2	1	8	0	0	9	0	0	2	0	2	17
01:15 PM	0	1	1	0	2	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	7
01:30 PM	0	6	0	1	7	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	14
01:45 PM	0	7	0	0	7	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	15
Total	0	18	1	1	20	0	0	6	0	6	5	20	0	0	25	0	0	2	0	2	53
02:00 PM	0	7	0	0	7	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	14
02:15 PM	0	5	0	0	5	0	1	1	0	2	2	6	0	0	8	0	0	1	0	1	16
02:30 PM	1	5	0	0	6	0	2	1	0	3	0	5	0	0	5	0	1	0	0	1	15
02:45 PM	0	2	0	0	2	0	1	1	0	2	2	3	1	0	6	1	0	0	0	1	11
Total	1	19	0	0	20	0	4	5	0	9	4	19	1	0	24	1	1	1	0	3	56

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
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Groups Printed- Classes 8, 9, 10

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
03:00 PM	0	4	0	0	4	0	0	2	0	2	1	2	0	0	3	0	2	0	0	2	11
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:30 PM	0	3	0	0	3	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	9
03:45 PM	1	4	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
Total	1	12	0	0	13	0	0	4	0	4	3	11	0	0	14	0	2	0	0	2	33
04:00 PM	1	3	0	0	4	0	0	1	0	1	1	4	0	0	5	0	0	1	0	1	11
04:15 PM	0	2	0	0	2	0	1	1	0	2	3	3	1	0	7	0	0	0	0	0	11
04:30 PM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	11	0	0	12	0	1	2	0	3	5	12	1	0	18	0	0	1	0	1	34
05:00 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	5
05:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	2	0	2	3	6	0	0	9	0	0	1	0	1	20
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	5	0	0	6	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	10
Grand Total	19	177	4	1	201	5	6	48	0	59	57	169	4	0	230	2	13	7	0	22	512
Apprch %	9.5	88.1	2	0.5		8.5	10.2	81.4	0		24.8	73.5	1.7	0		9.1	59.1	31.8	0		
Total %	3.7	34.6	0.8	0.2	39.3	1	1.2	9.4	0	11.5	11.1	33	0.8	0	44.9	0.4	2.5	1.4	0	4.3	

Quality Counts, LLC

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File Name : 15-10183
Site Code : 15-10183
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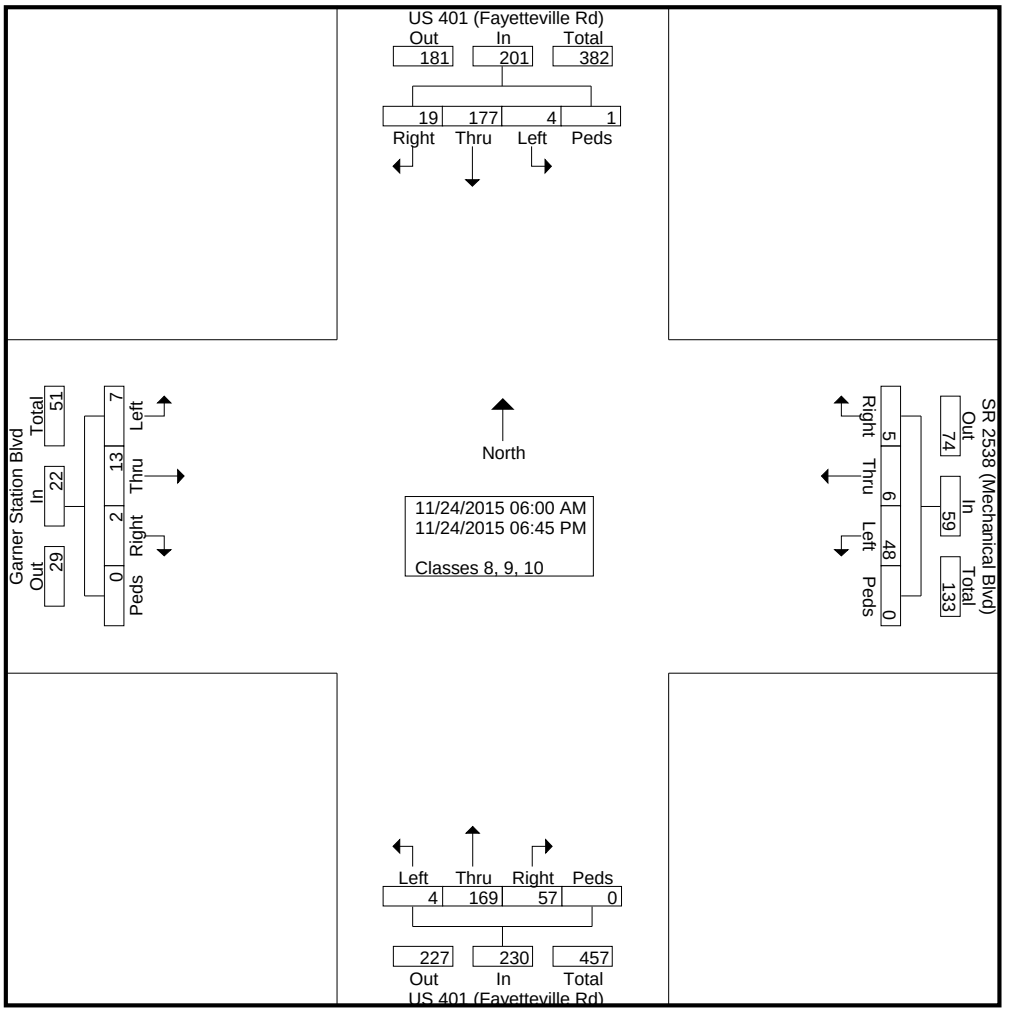
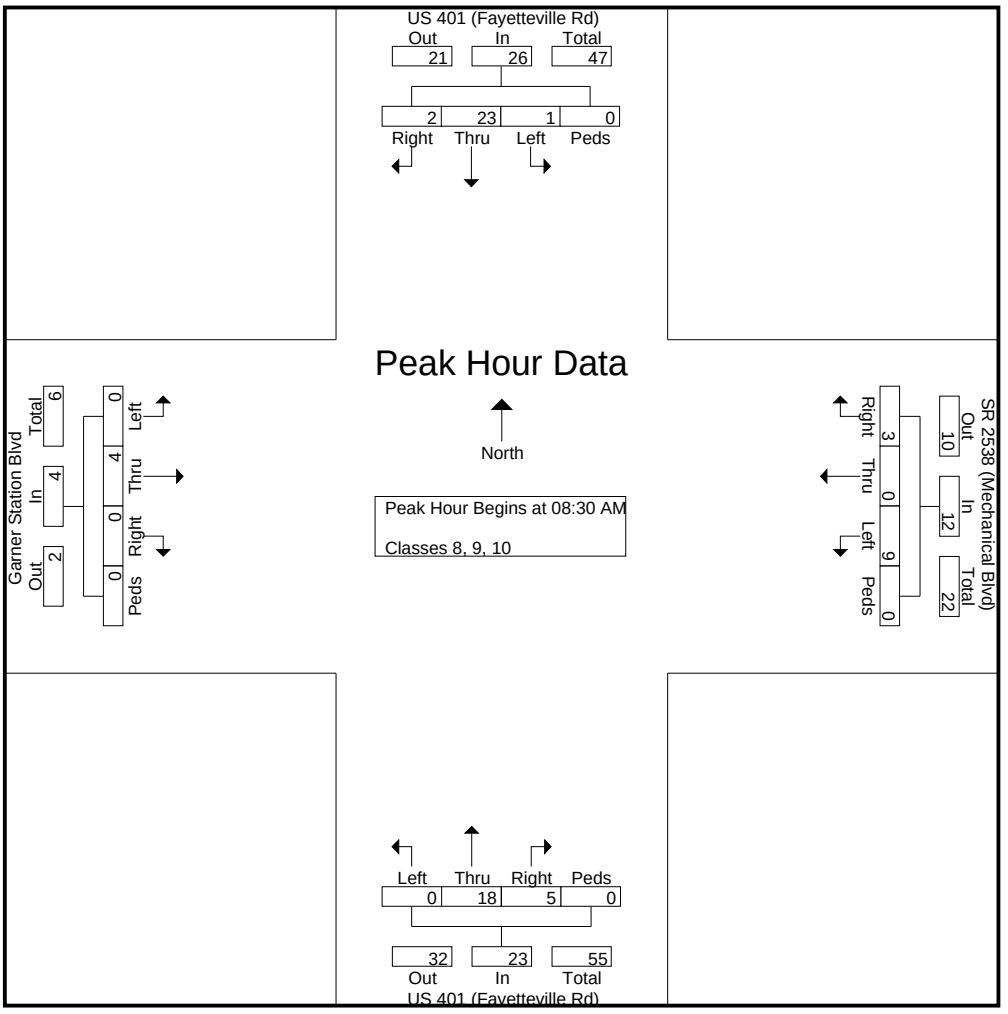


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 4

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	**7**	0	0	7	1	0	2	0	3	0	0	0	0	0	0	**3**	0	0	**3**	13
08:45 AM	0	7	0	0	7	**2**	0	**4**	0	**6**	0	6	0	0	6	0	0	0	0	0	19
09:00 AM	0	4	0	0	4	0	0	2	0	2	2	4	0	0	6	0	0	0	0	0	12
09:15 AM	**2**	5	**1**	0	**8**	0	0	1	0	1	**3**	**8**	0	0	**11**	0	1	0	0	1	**21**
Total Volume	2	23	1	0	26	3	0	9	0	12	5	18	0	0	23	0	4	0	0	4	65
% App. Total	7.7	88.5	3.8	0		25	0	75	0		21.7	78.3	0	0		0	100	0	0		
PHF	.250	.821	.250	.000	.813	.375	.000	.563	.000	.500	.417	.563	.000	.000	.523	.000	.333	.000	.000	.333	.774

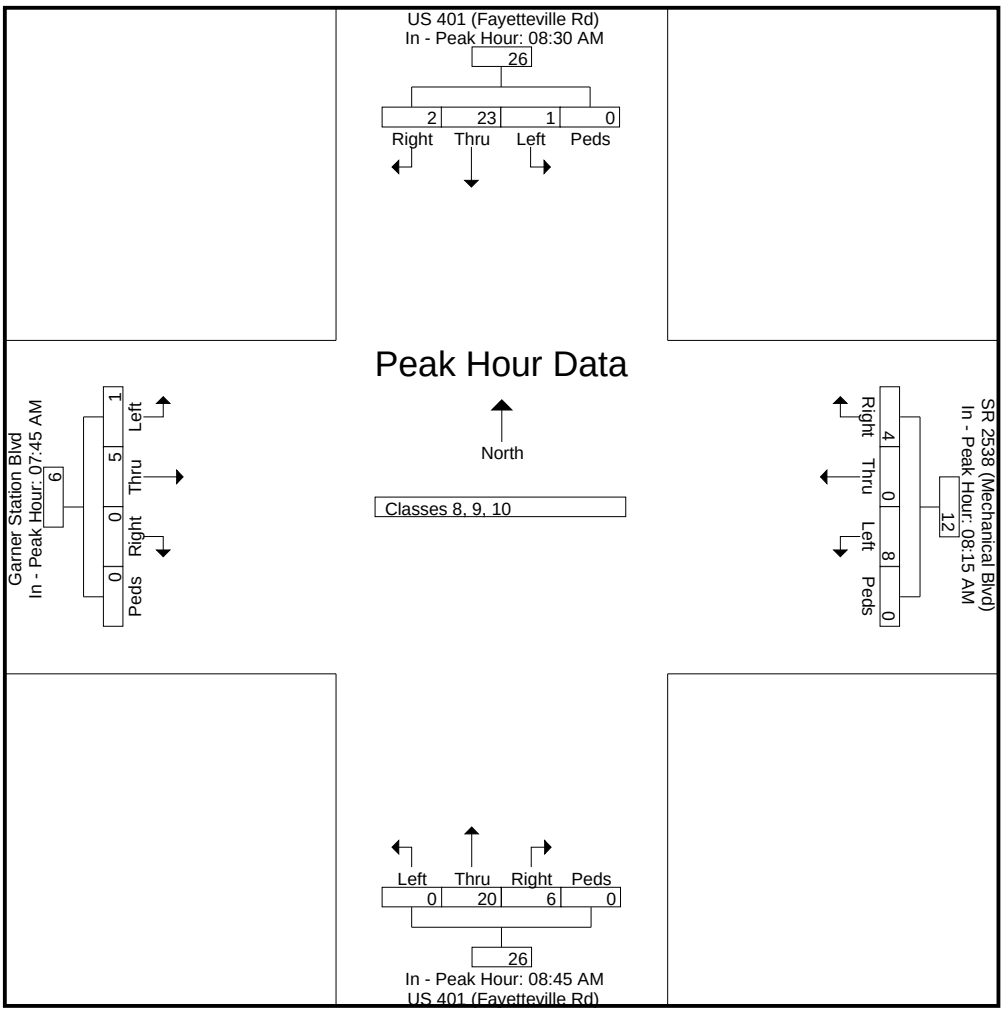


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 5

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30 AM					08:15 AM					08:45 AM					07:45 AM					
+0 mins.	0	**7**	0	0	7	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	
+15 mins.	0	7	0	0	7	1	0	2	0	3	2	4	0	0	6	0	1	**1**	0	2	
+30 mins.	0	4	0	0	4	**2**	0	**4**	0	**6**	**3**	**8**	0	0	**11**	0	1	0	0	1	
+45 mins.	**2**	5	**1**	0	**8**	0	0	2	0	2	1	2	0	0	3	0	**3**	0	0	**3**	
Total Volume	2	23	1	0	26	4	0	8	0	12	6	20	0	0	26	0	5	1	0	6	
% App. Total	7.7	88.5	3.8	0		33.3	0	66.7	0		23.1	76.9	0	0		0	83.3	16.7	0		
PHF	.250	.821	.250	.000	.813	.500	.000	.500	.000	.500	.500	.625	.000	.000	.591	.000	.417	.250	.000	.500	

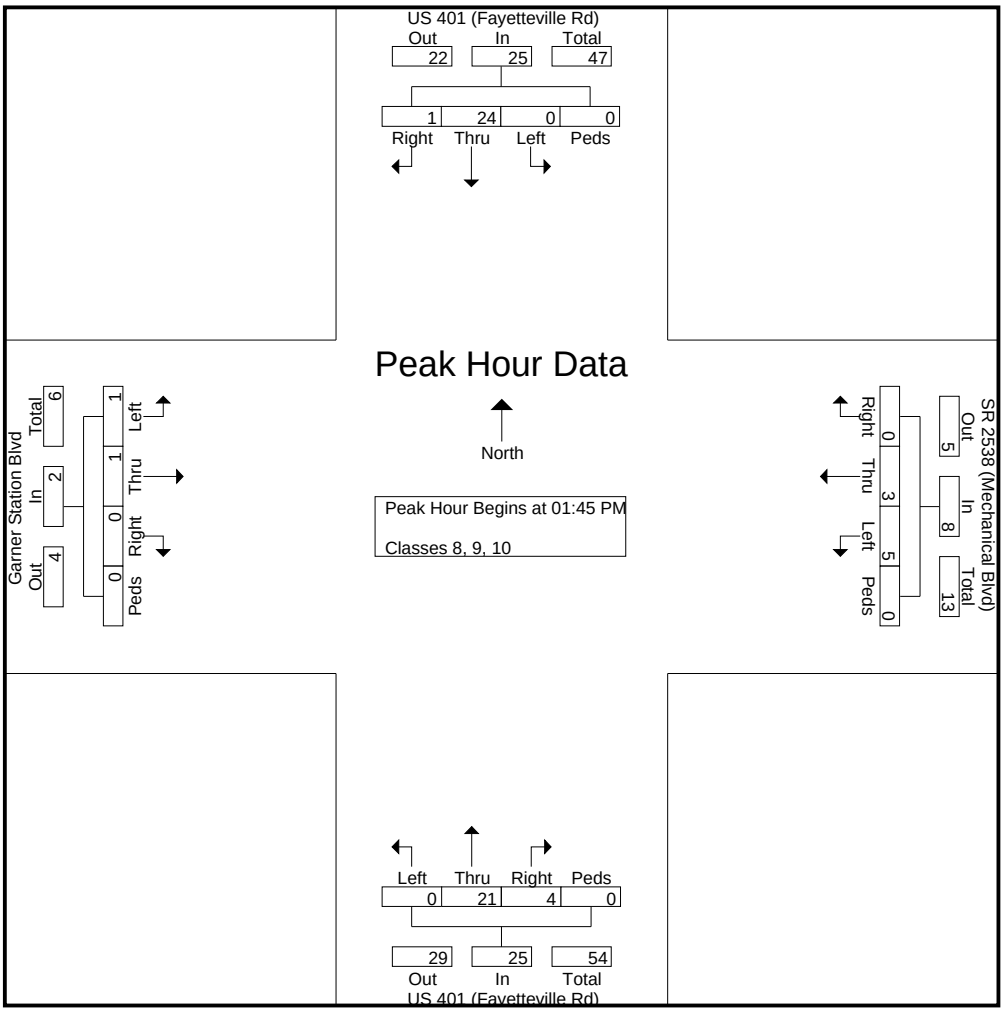


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 6

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	0	**7**	0	0	**7**	0	0	1	0	1	**2**	5	0	0	7	0	0	0	0	0	15
02:00 PM	0	7	0	0	7	0	0	**2**	0	2	0	5	0	0	5	0	0	0	0	0	14
02:15 PM	0	5	0	0	5	0	1	1	0	2	2	**6**	0	0	**8**	0	0	**1**	0	**1**	**16**
02:30 PM	**1**	5	0	0	6	0	**2**	1	0	**3**	0	5	0	0	5	0	**1**	0	0	1	15
Total Volume	1	24	0	0	25	0	3	5	0	8	4	21	0	0	25	0	1	1	0	2	60
% App. Total	4	96	0	0		0	37.5	62.5	0		16	84	0	0		0	50	50	0		
PHF	.250	.857	.000	.000	.893	.000	.375	.625	.000	.667	.500	.875	.000	.000	.781	.000	.250	.250	.000	.500	.938

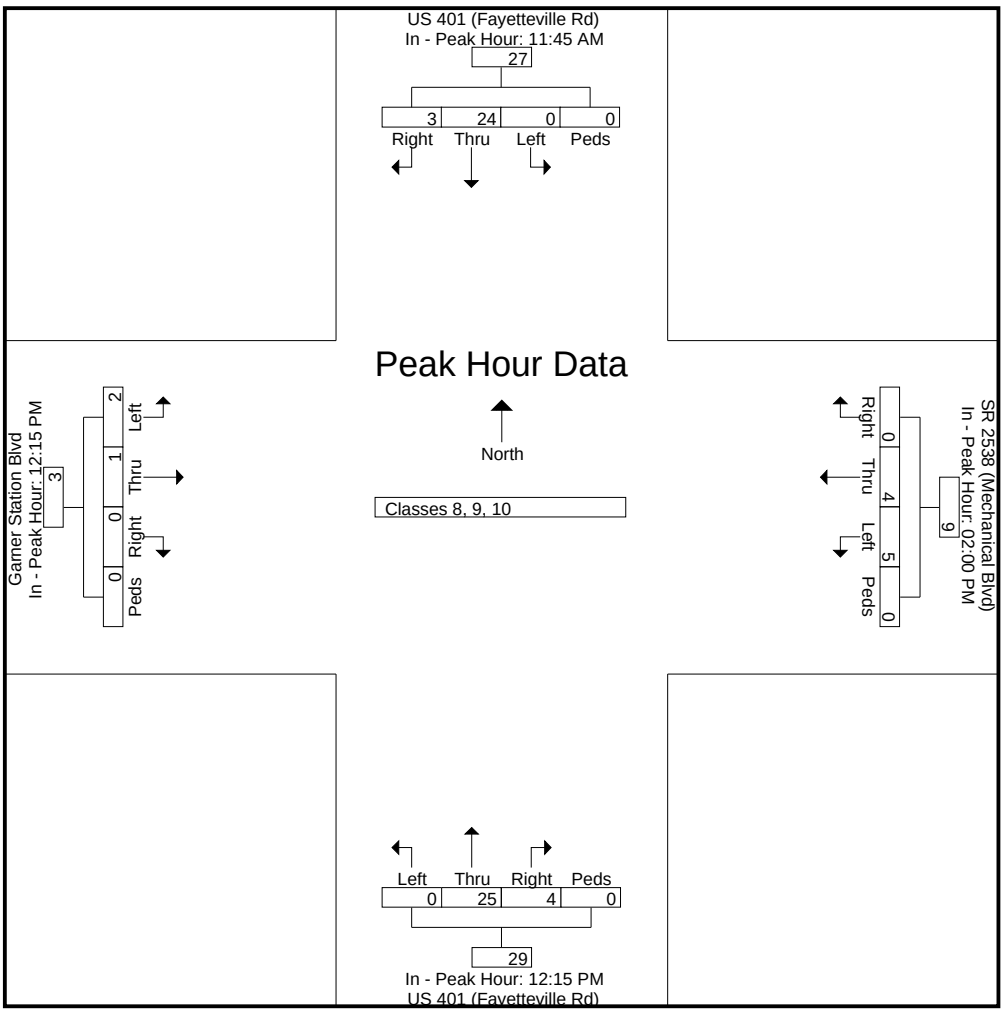


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					02:00 PM					12:15 PM					12:15 PM					
+0 mins.	1	5	0	0	6	0	0	**2**	0	2	**1**	6	0	0	7	0	0	0	0	0	
+15 mins.	0	**8**	0	0	**8**	0	1	1	0	2	1	**8**	0	0	**9**	0	0	0	0	0	
+30 mins.	**2**	3	0	0	5	0	**2**	1	0	**3**	1	3	0	0	4	0	**1**	0	0	1	
+45 mins.	0	8	0	0	8	0	1	1	0	2	1	8	0	0	9	0	0	**2**	0	**2**	
Total Volume	3	24	0	0	27	0	4	5	0	9	4	25	0	0	29	0	1	2	0	3	
% App. Total	11.1	88.9	0	0		0	44.4	55.6	0		13.8	86.2	0	0		0	33.3	66.7	0		
PHF	.375	.750	.000	.000	.844	.000	.500	.625	.000	.750	1.000										

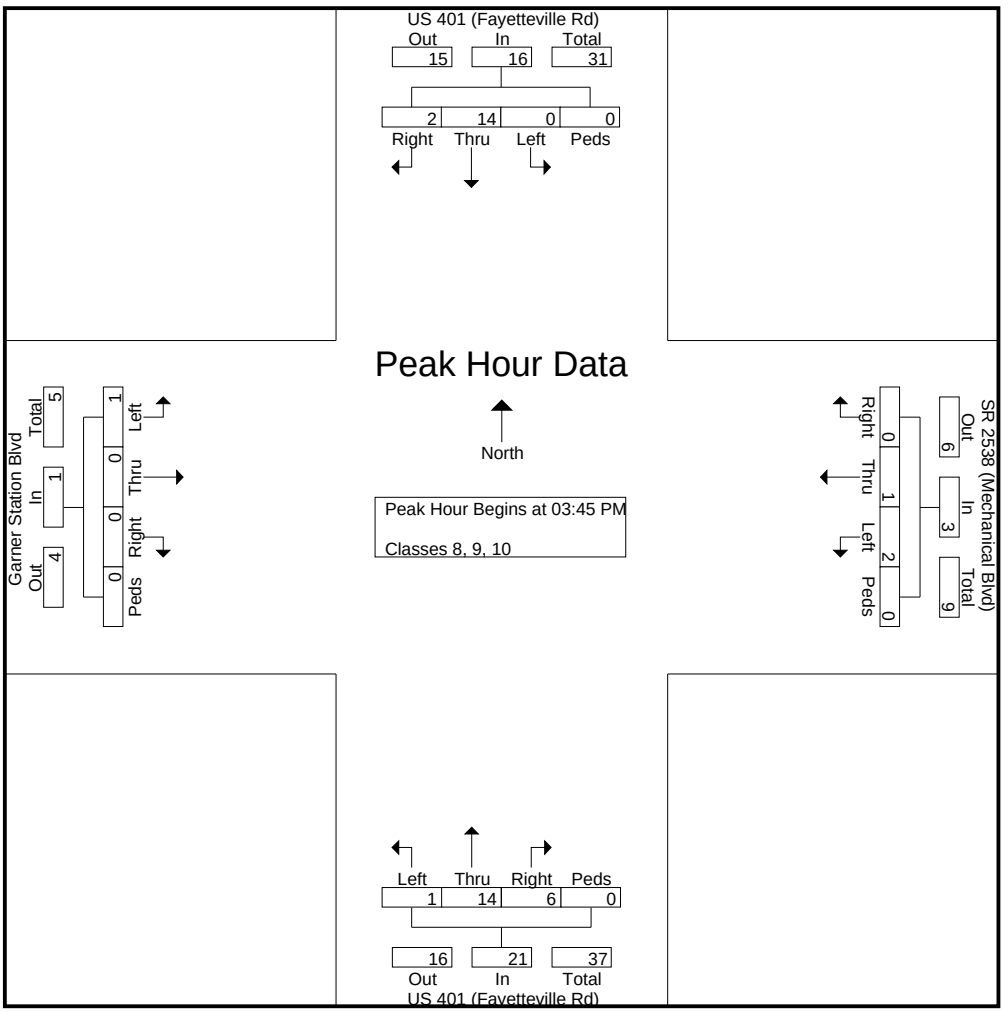


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 8

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	**1**	4	0	0	**5**	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
04:00 PM	1	3	0	0	4	0	0	**1**	0	1	1	**4**	0	0	5	0	0	**1**	0	**1**	**11**
04:15 PM	0	2	0	0	2	0	**1**	1	0	**2**	**3**	3	**1**	0	**7**	0	0	0	0	0	11
04:30 PM	0	**5**	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10
Total Volume	2	14	0	0	16	0	1	2	0	3	6	14	1	0	21	0	0	1	0	1	41
% App. Total	12.5	87.5	0	0		0	33.3	66.7	0		28.6	66.7	4.8	0		0	0	100	0		
PHF	.500	.700	.000	.000	.800	.000	.250	.500	.000	.375	.500	.875	.250	.000	.750	.000	.000	.250	.000	.250	.932

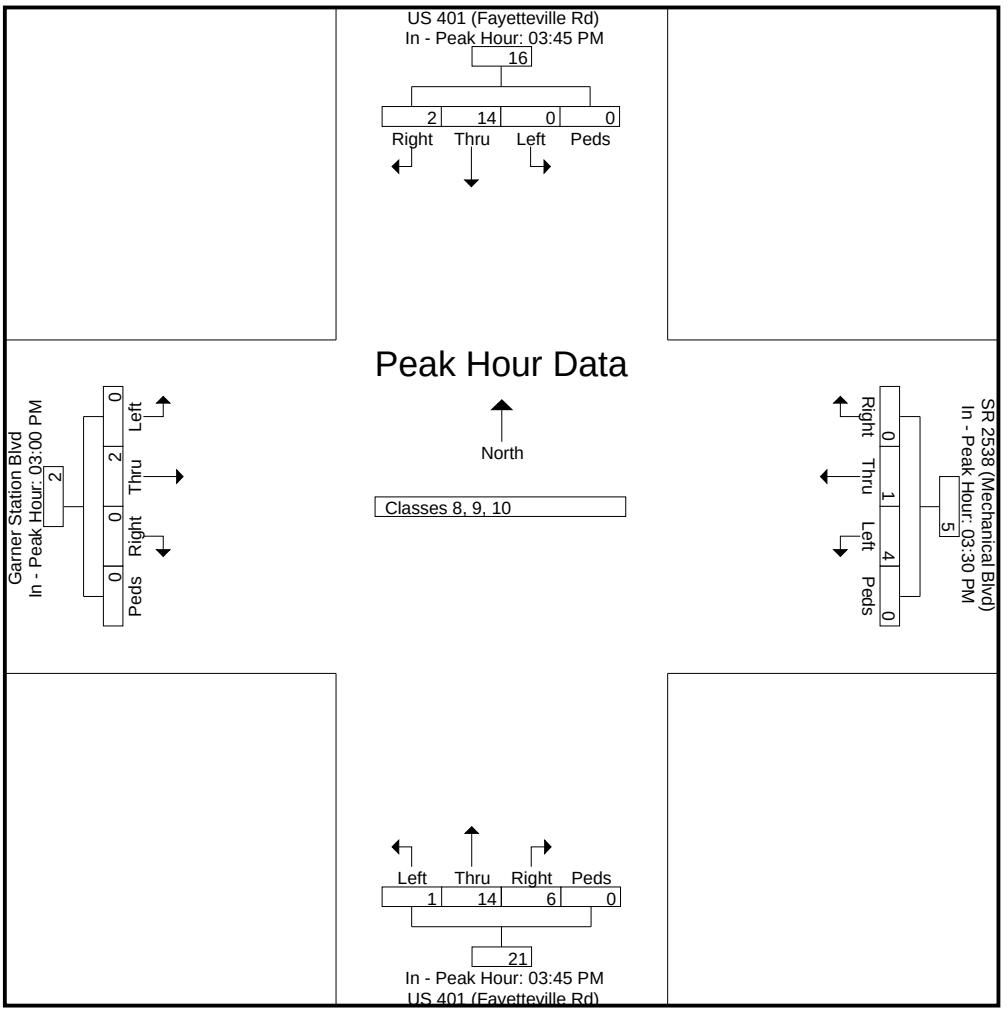


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 9

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:45 PM					03:30 PM					03:45 PM					03:00 PM					
+0 mins.	**1**	4	0	0	**5**	0	0	**2**	0	**2**	1	3	0	0	4	0	**2**	0	0	**2**	
+15 mins.	1	3	0	0	4	0	0	0	0	0	1	**4**	0	0	5	0	0	0	0	0	
+30 mins.	0	2	0	0	2	0	0	1	0	1	**3**	3	**1**	0	**7**	0	0	0	0	0	
+45 mins.	0	**5**	0	0	5	0	**1**	1	0	2	1	4	0	0	5	0	0	0	0	0	
Total Volume	2	14	0	0	16	0	1	4	0	5	6	14	1	0	21	0	2	0	0	2	
% App. Total	12.5	87.5	0	0		0	20	80	0		28.6	66.7	4.8	0		0	100	0	0		
PHF	.500	.700	.000	.000	.800	.000	.250	.500	.000	.625	.500	.875	.250	.000	.750	.000	.250	.000	.000	.250	



Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 11, 12, 13

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
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Groups Printed- Classes 11, 12, 13

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
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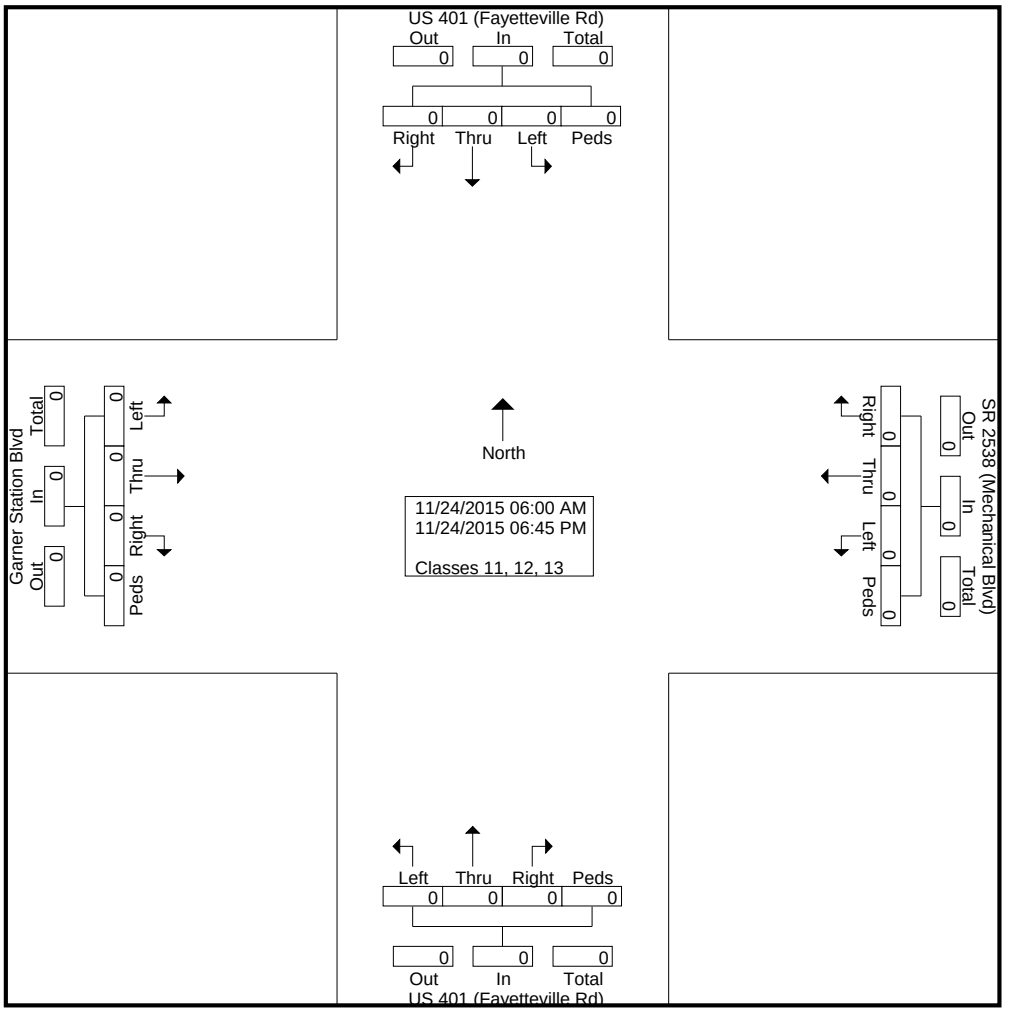
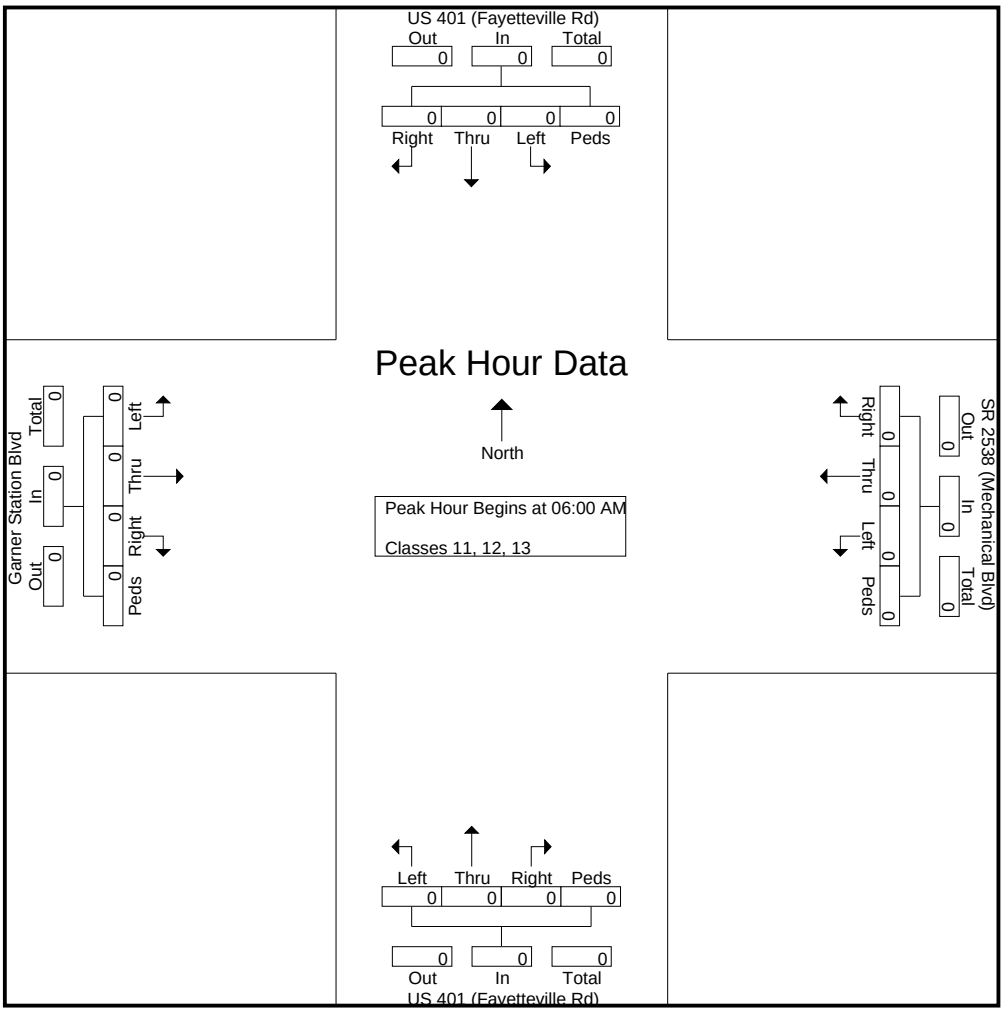


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 4

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

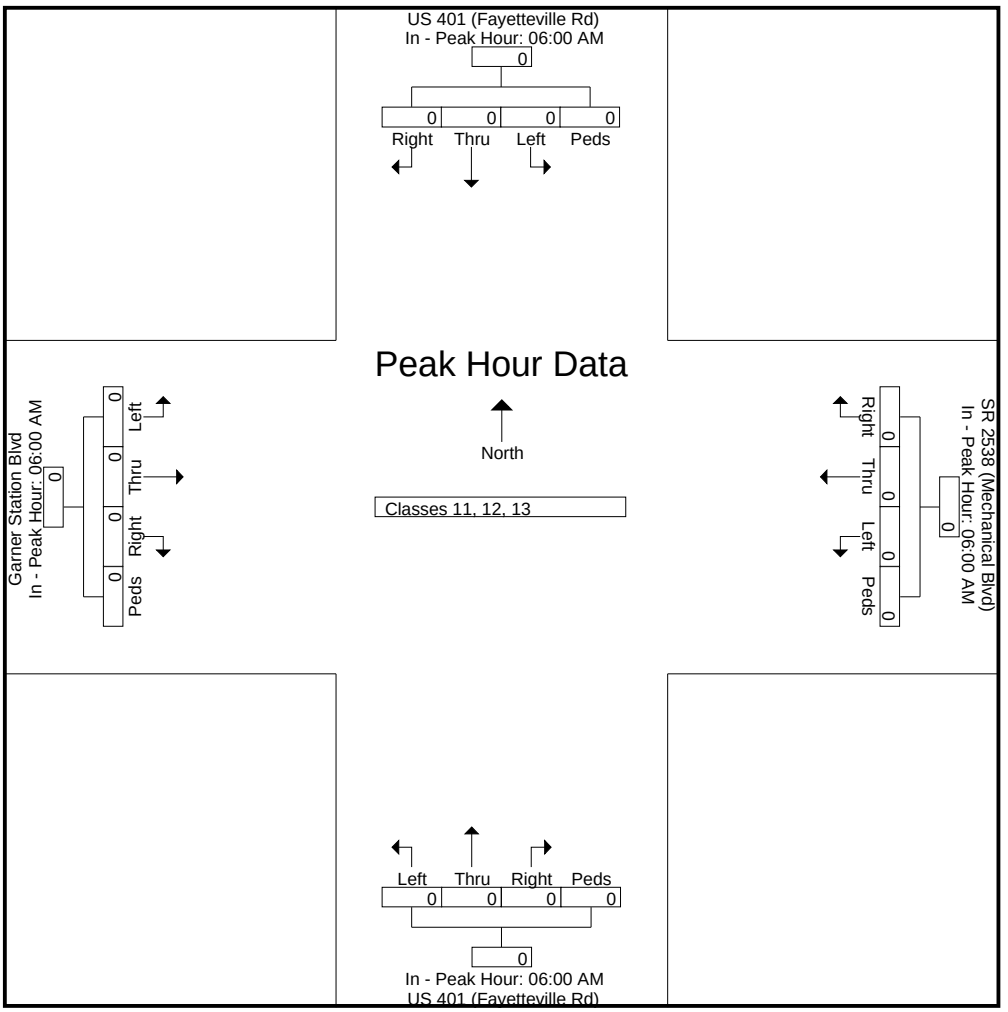


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 5

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:00 AM					06:00 AM					06:00 AM					06:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

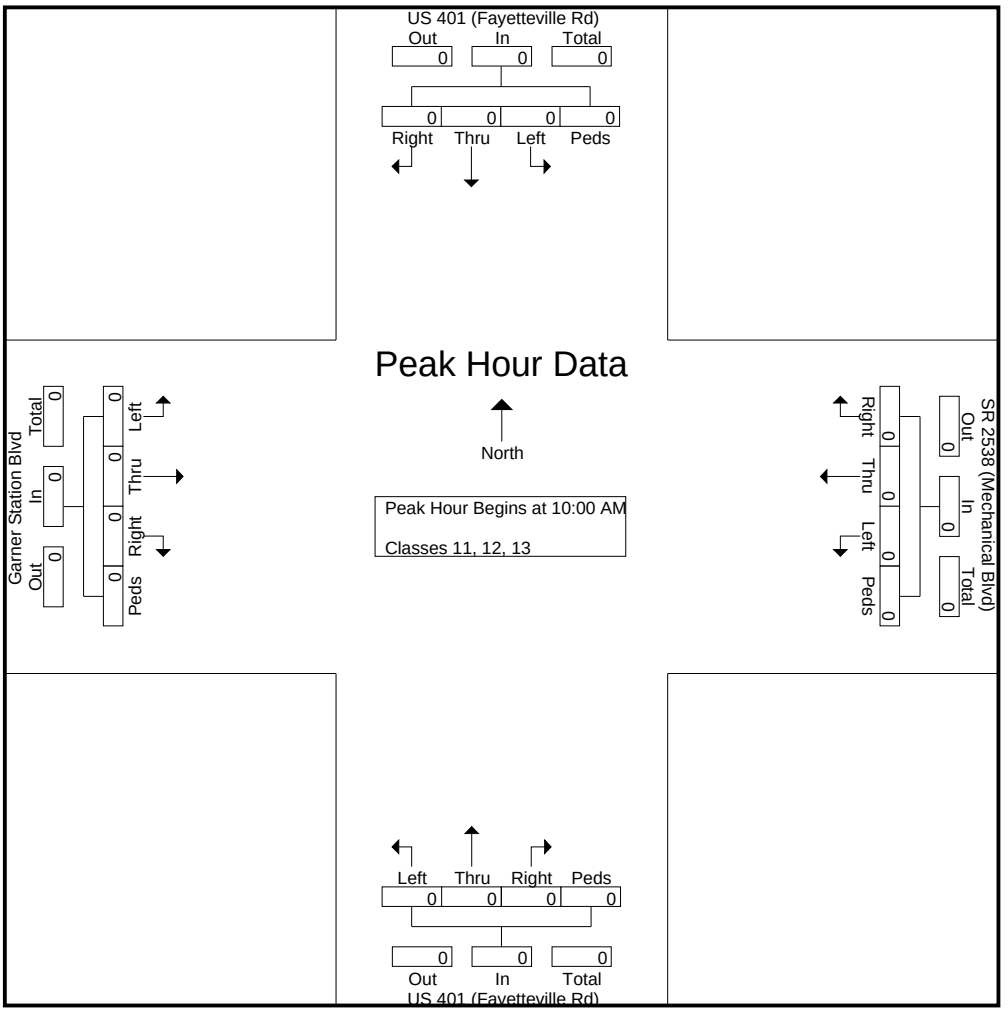


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 6

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

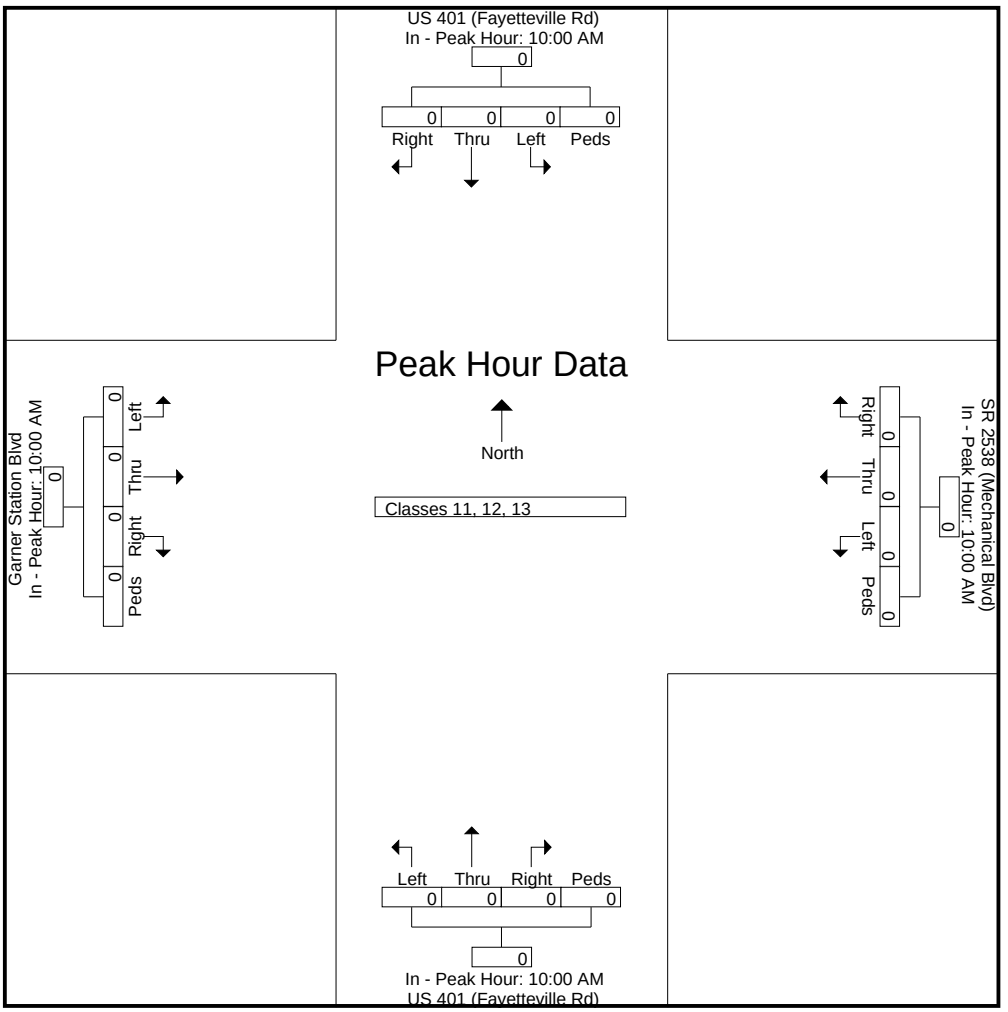


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					10:00 AM					10:00 AM					10:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

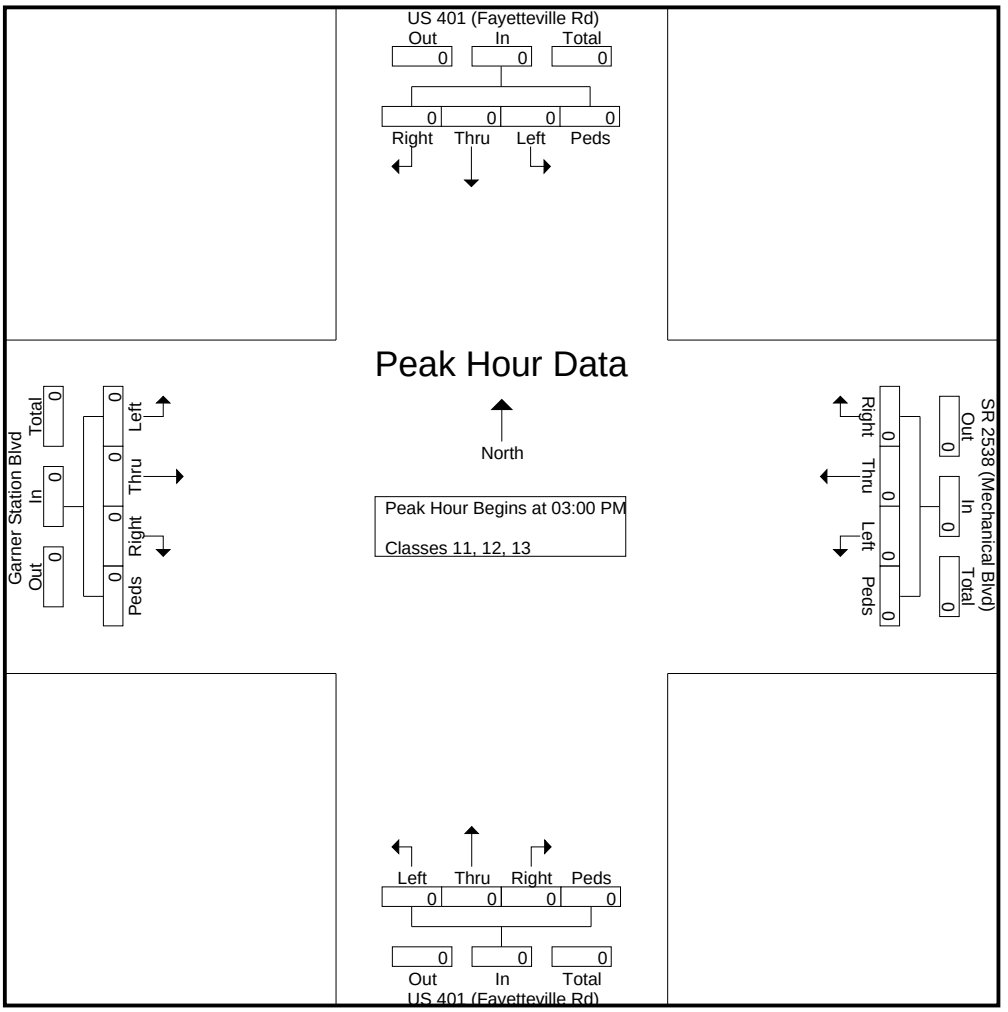


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 8

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

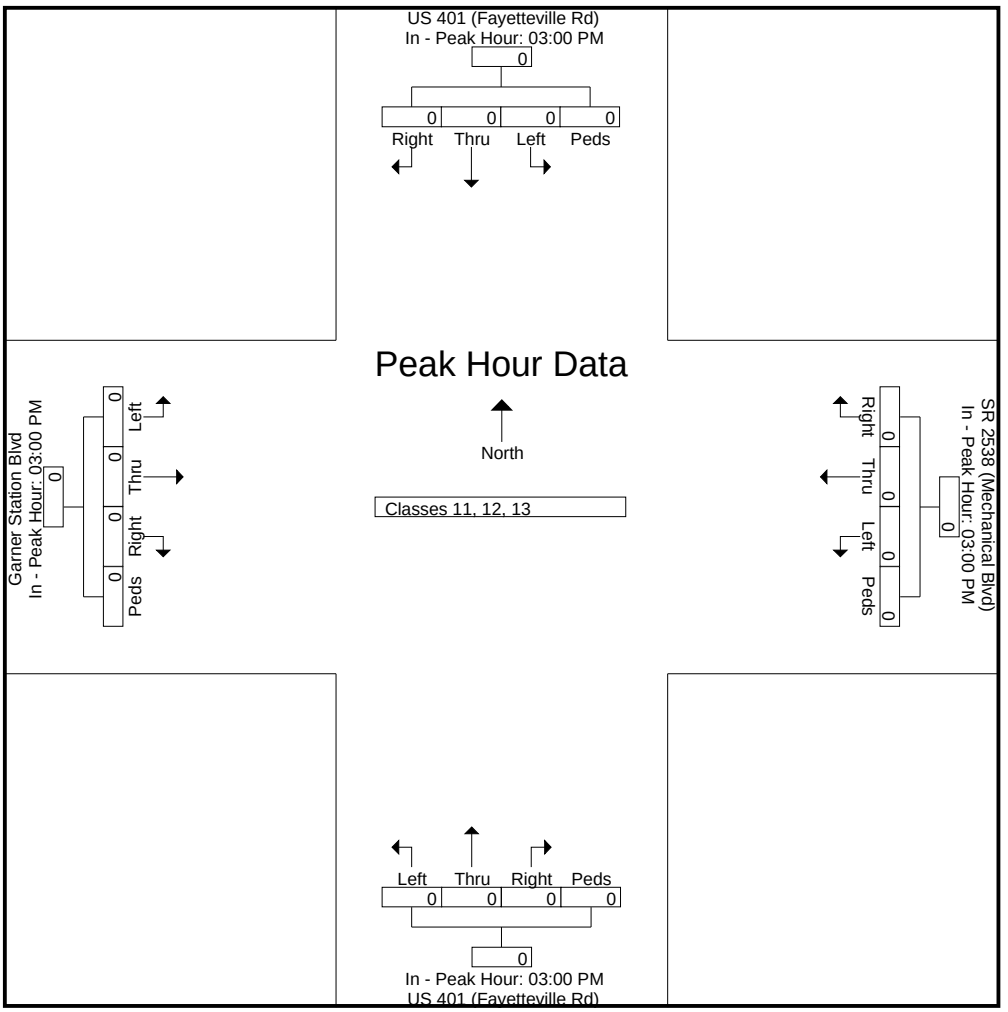


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 9

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					03:00 PM					03:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 1

Groups Printed- Bikes, Peds

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	6
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 2

Groups Printed- Bikes, Peds

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	3	3	0	0	0	7	7	0	0	0	1	1	0	0	0	1	1	12
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	25	25	0	0	0	58.3	58.3	0	0	0	8.3	8.3	0	0	0	8.3	8.3	

Quality Counts, LLC

920 Blairhill Rd Ste 106
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File Name : 15-10183
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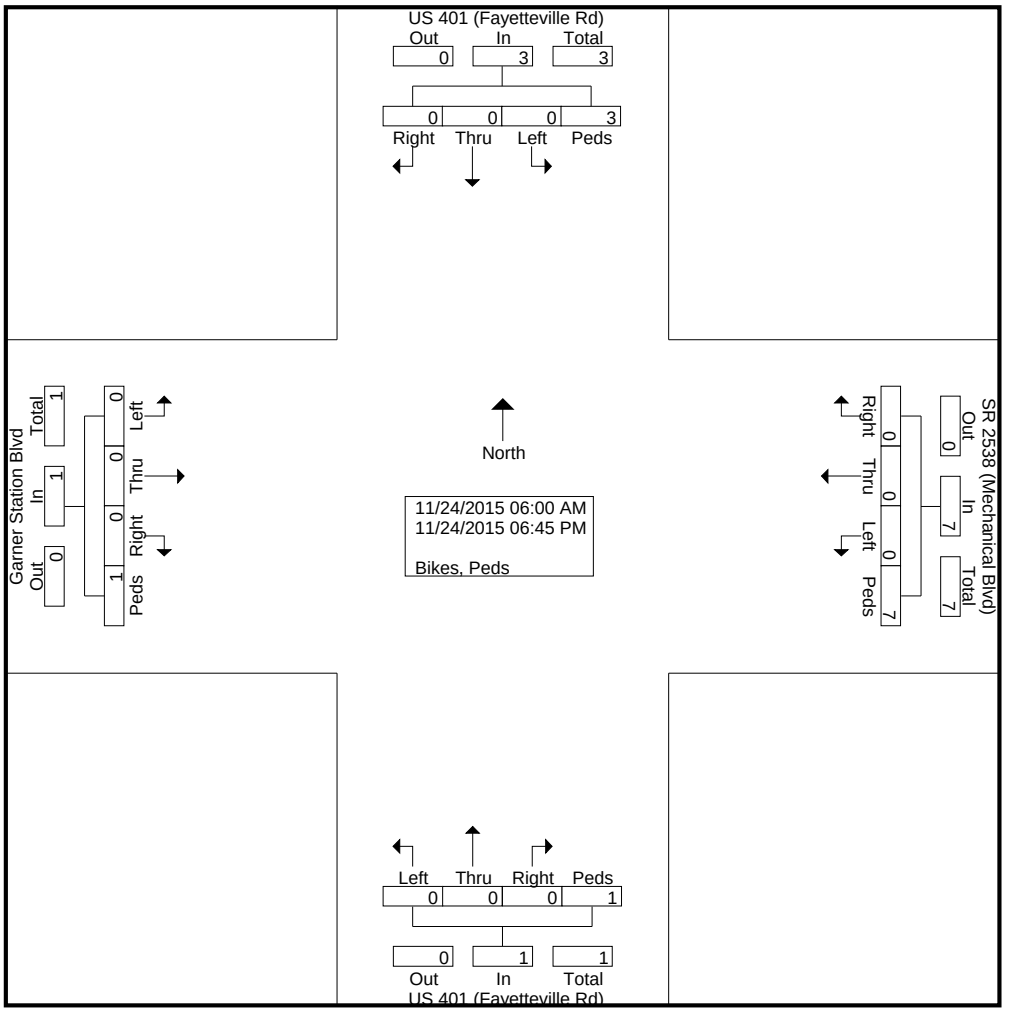
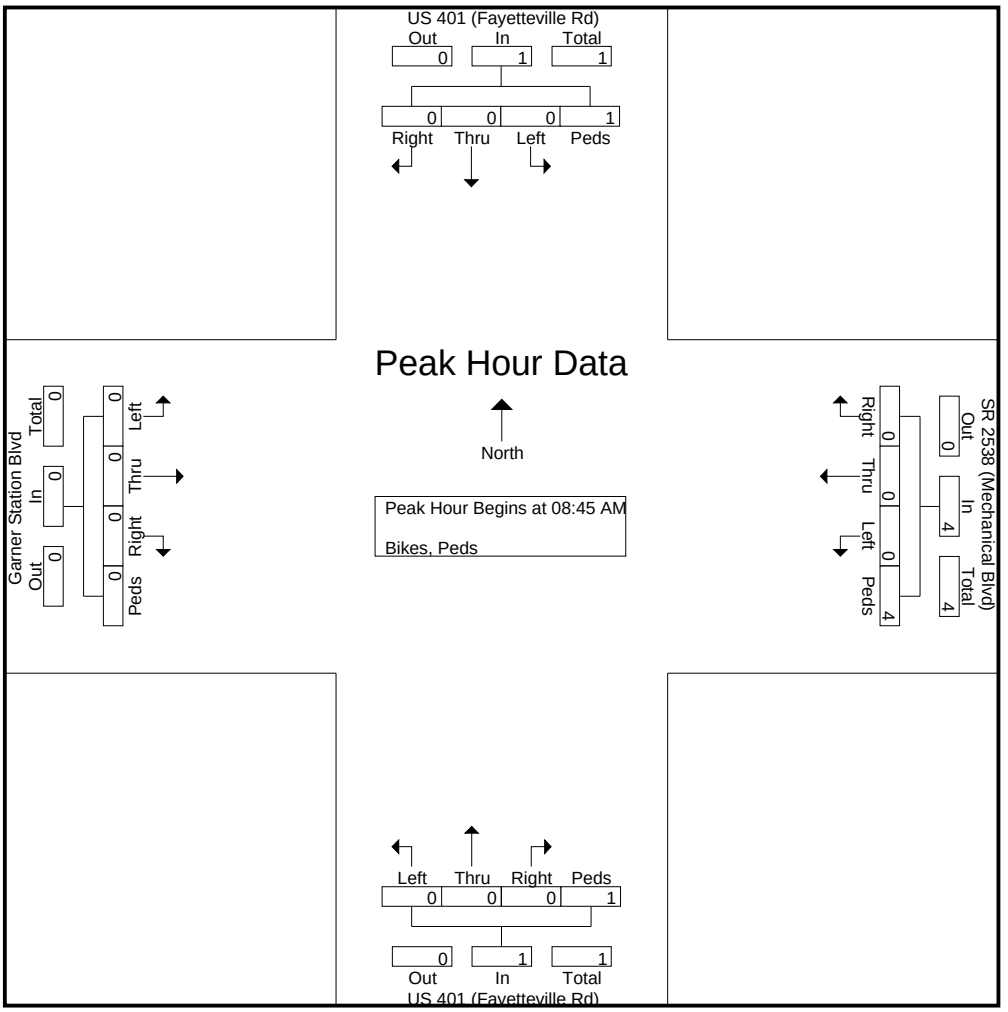


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 4

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	**1**	**1**	0	0	0	1	1	0	0	0	**1**	**1**	0	0	0	0	0	**3**
Total Volume	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	6
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.500	.500	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500

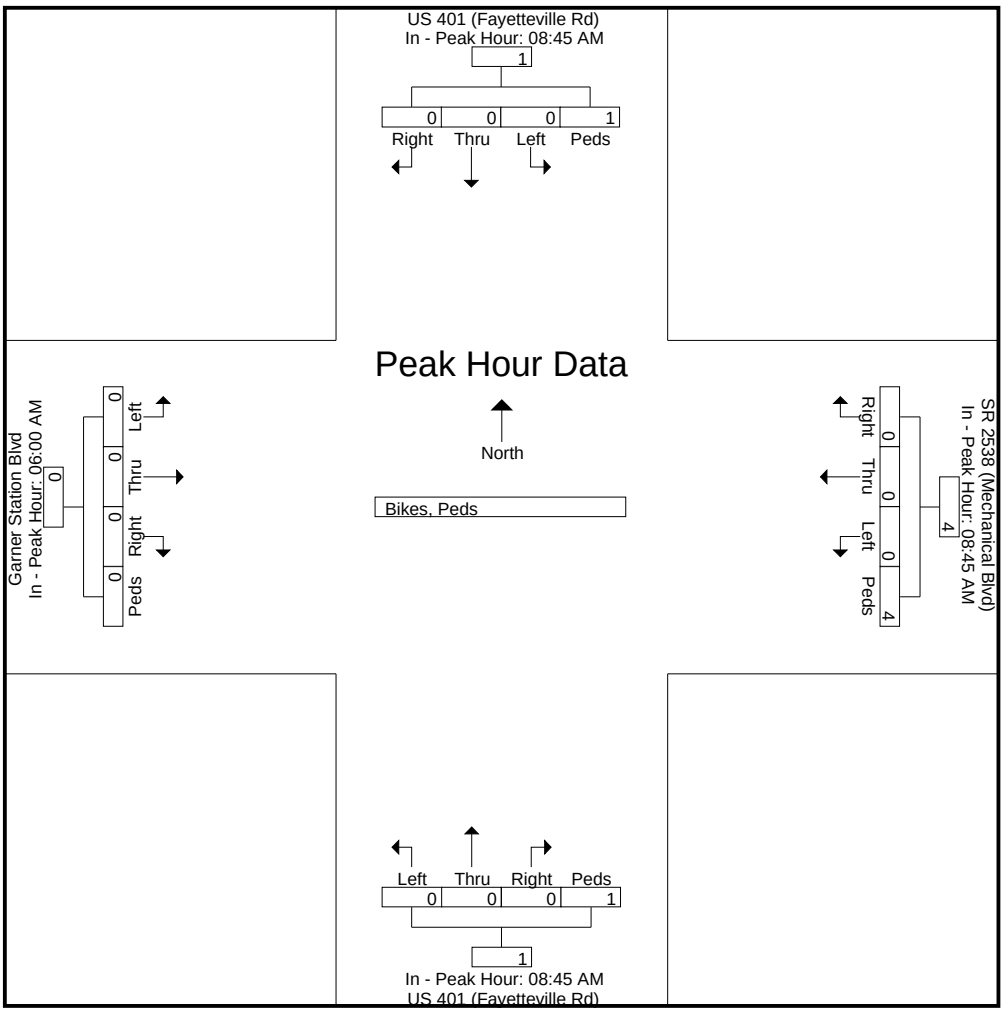


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 5

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:45 AM					08:45 AM					08:45 AM					06:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	**1**	**1**	0	0	0	1	1	0	0	0	**1**	**1**	0	0	0	0	0	
Total Volume	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.500	.500	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	

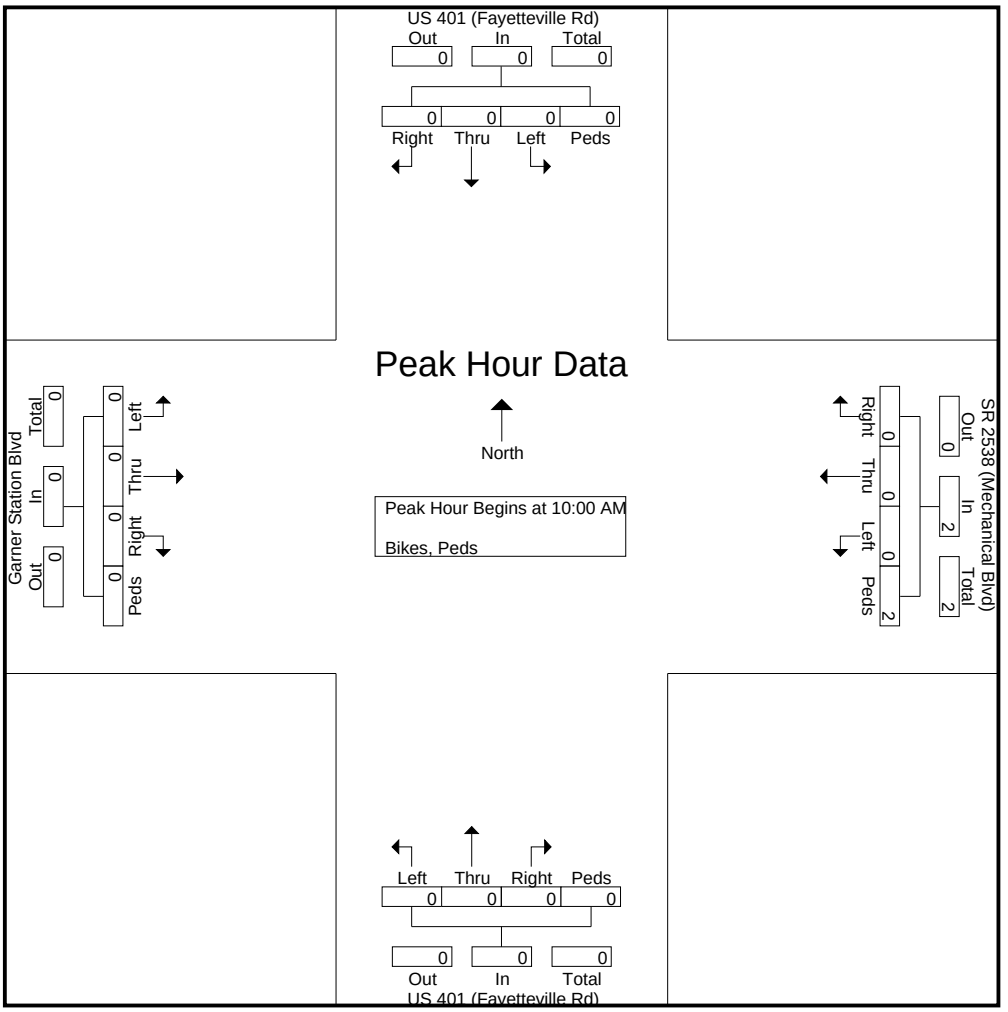


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 6

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

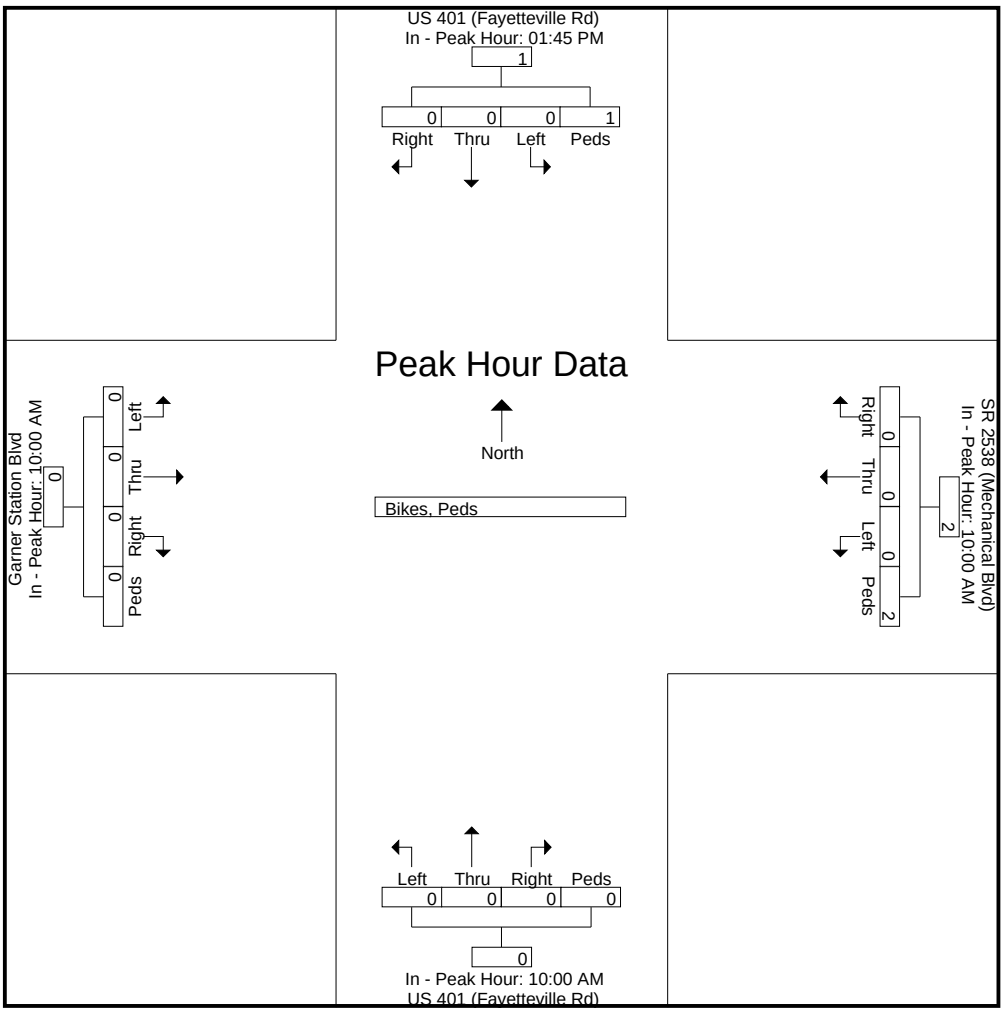


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	01:45 PM					10:00 AM					10:00 AM					10:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

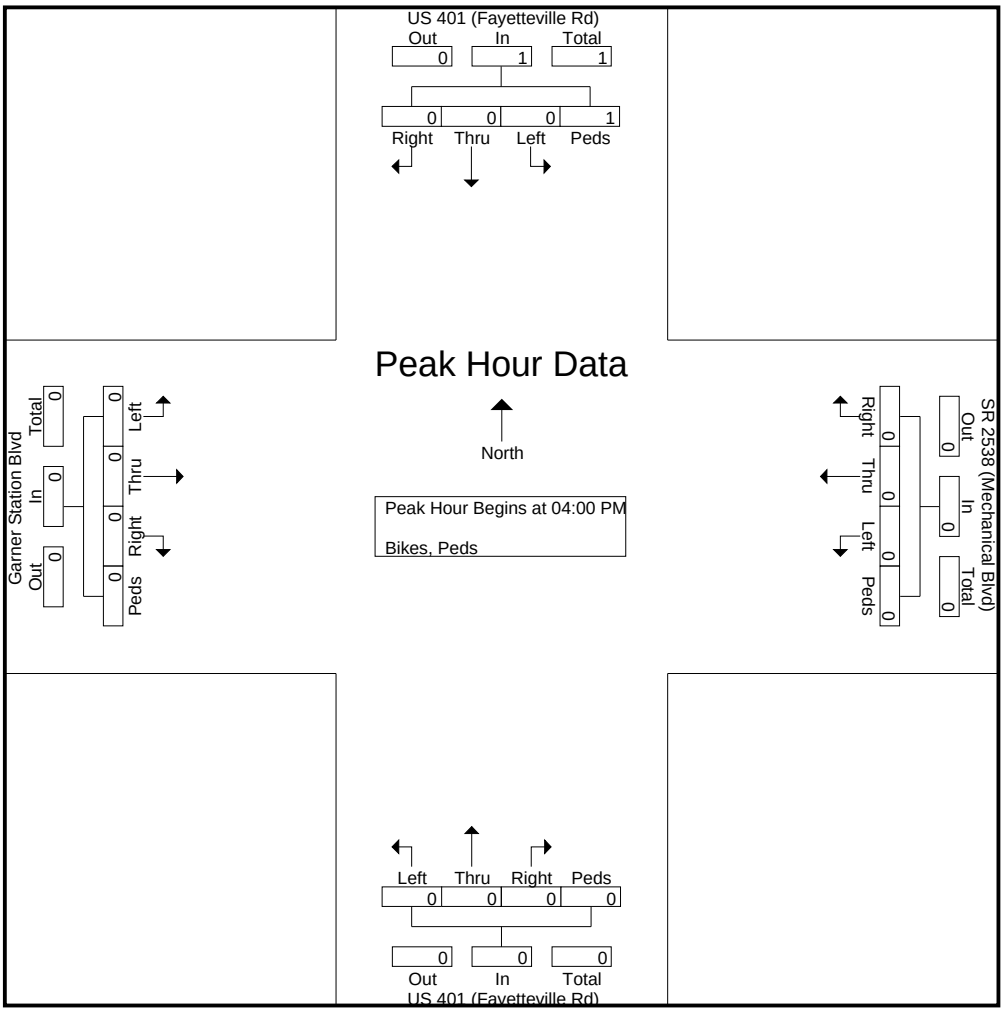


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 8

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

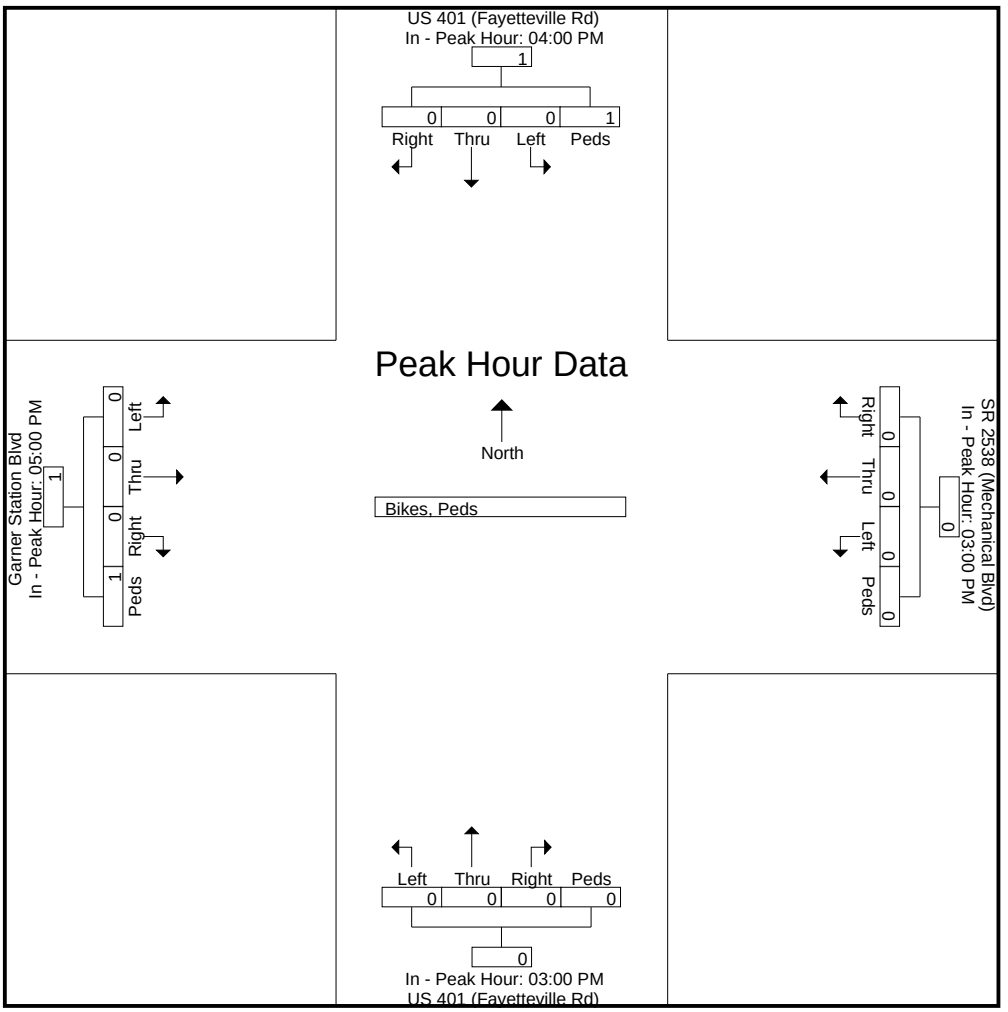


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 9

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					03:00 PM					03:00 PM					05:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	



Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4, 5, 6, 7 - Classes 8, 9, 10 - Classes 11, 12, 13 - Bikes, Peds

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
06:00 AM	1	85	0	0	86	8	6	15	0	29	27	249	0	0	276	2	2	5	0	9	400
06:15 AM	16	117	0	0	133	15	9	21	0	45	32	406	3	0	441	1	3	3	0	7	626
06:30 AM	8	149	2	0	159	18	8	20	0	46	47	463	0	0	510	2	4	3	0	9	724
06:45 AM	10	199	1	0	210	23	19	41	0	83	52	549	5	0	606	5	11	16	0	32	931
Total	35	550	3	0	588	64	42	97	0	203	158	1667	8	0	1833	10	20	27	0	57	2681
07:00 AM	7	220	0	0	227	24	12	38	0	74	59	592	1	1	653	2	10	10	0	22	976
07:15 AM	7	222	2	0	231	25	11	42	0	78	50	590	1	1	642	4	10	11	0	25	976
07:30 AM	9	325	2	1	337	17	8	52	0	77	54	569	2	0	625	8	12	15	0	35	1074
07:45 AM	14	292	1	2	309	14	19	62	0	95	61	566	1	0	628	7	14	7	0	28	1060
Total	37	1059	5	3	1104	80	50	194	0	324	224	2317	5	2	2548	21	46	43	0	110	4086
08:00 AM	15	223	1	0	239	17	23	45	0	85	45	542	8	1	596	11	9	13	0	33	953
08:15 AM	14	211	0	0	225	29	15	40	0	84	62	500	6	0	568	7	14	5	0	26	903
08:30 AM	18	266	2	0	286	9	18	51	0	78	52	464	7	0	523	6	8	15	0	29	916
08:45 AM	17	237	0	0	254	11	18	58	0	87	54	412	6	0	472	9	21	12	0	42	855
Total	64	937	3	0	1004	66	74	194	0	334	213	1918	27	1	2159	33	52	45	0	130	3627
09:00 AM	19	227	5	1	252	24	32	86	2	144	56	291	6	1	354	17	14	16	0	47	797
09:15 AM	13	242	3	0	258	21	32	53	1	107	67	402	5	0	474	15	23	12	0	50	889
09:30 AM	20	212	5	1	238	26	33	49	1	109	70	386	8	1	465	10	21	14	0	45	857
09:45 AM	31	268	4	0	303	23	33	53	0	109	68	340	14	1	423	11	17	15	0	43	878
Total	83	949	17	2	1051	94	130	241	4	469	261	1419	33	3	1716	53	75	57	0	185	3421
10:00 AM	26	227	3	1	257	25	30	63	0	118	64	272	12	0	348	17	20	15	0	52	775
10:15 AM	26	239	3	2	270	15	20	73	2	110	67	309	11	0	387	10	24	26	0	60	827
10:30 AM	36	271	3	1	311	21	30	64	0	115	53	277	9	1	340	22	28	27	0	77	843
10:45 AM	28	227	8	2	265	28	29	44	0	101	64	319	14	0	397	21	19	13	0	53	816
Total	116	964	17	6	1103	89	109	244	2	444	248	1177	46	1	1472	70	91	81	0	242	3261
11:00 AM	31	240	6	1	278	27	36	58	0	121	75	270	16	0	361	24	32	20	0	76	836
11:15 AM	37	262	3	0	302	23	27	69	0	119	63	246	19	0	328	14	34	25	0	73	822
11:30 AM	59	273	6	2	340	15	38	89	0	142	69	298	27	0	394	25	30	26	0	81	957
11:45 AM	50	315	2	0	367	15	47	71	1	134	69	265	18	1	353	23	48	33	0	104	958
Total	177	1090	17	3	1287	80	148	287	1	516	276	1079	80	1	1436	86	144	104	0	334	3573
12:00 PM	57	310	4	1	372	20	40	71	0	131	75	271	19	0	365	23	49	43	0	115	983
12:15 PM	63	285	8	0	356	24	48	85	0	157	75	303	29	0	407	22	53	51	1	127	1047
12:30 PM	49	265	6	0	320	18	32	73	0	123	76	350	16	1	443	30	45	57	0	132	1018
12:45 PM	54	303	2	0	359	23	39	59	0	121	82	328	24	0	434	24	51	70	0	145	1059
Total	223	1163	20	1	1407	85	159	288	0	532	308	1252	88	1	1649	99	198	221	1	519	4107
01:00 PM	49	249	4	1	303	16	42	76	1	135	65	307	15	0	387	18	46	41	0	105	930
01:15 PM	50	296	7	0	353	16	35	73	0	124	74	324	15	0	413	33	52	43	0	128	1018
01:30 PM	33	306	5	2	346	22	41	69	0	132	89	307	18	0	414	27	41	45	0	113	1005
01:45 PM	41	336	8	2	387	18	29	66	0	113	67	291	25	0	383	20	47	37	0	104	987
Total	173	1187	24	5	1389	72	147	284	1	504	295	1229	73	0	1597	98	186	166	0	450	3940
02:00 PM	31	294	3	1	329	19	28	50	0	97	72	322	8	0	402	36	49	48	0	133	961
02:15 PM	51	274	2	0	327	16	33	83	0	132	73	284	15	0	372	41	37	47	0	125	956
02:30 PM	38	311	4	2	355	31	38	70	0	139	58	285	18	0	361	22	36	34	0	92	947
02:45 PM	37	338	5	0	380	15	28	64	0	107	67	302	17	0	386	35	39	50	0	124	997
Total	157	1217	14	3	1391	81	127	267	0	475	270	1193	58	0	1521	134	161	179	0	474	3861

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 2

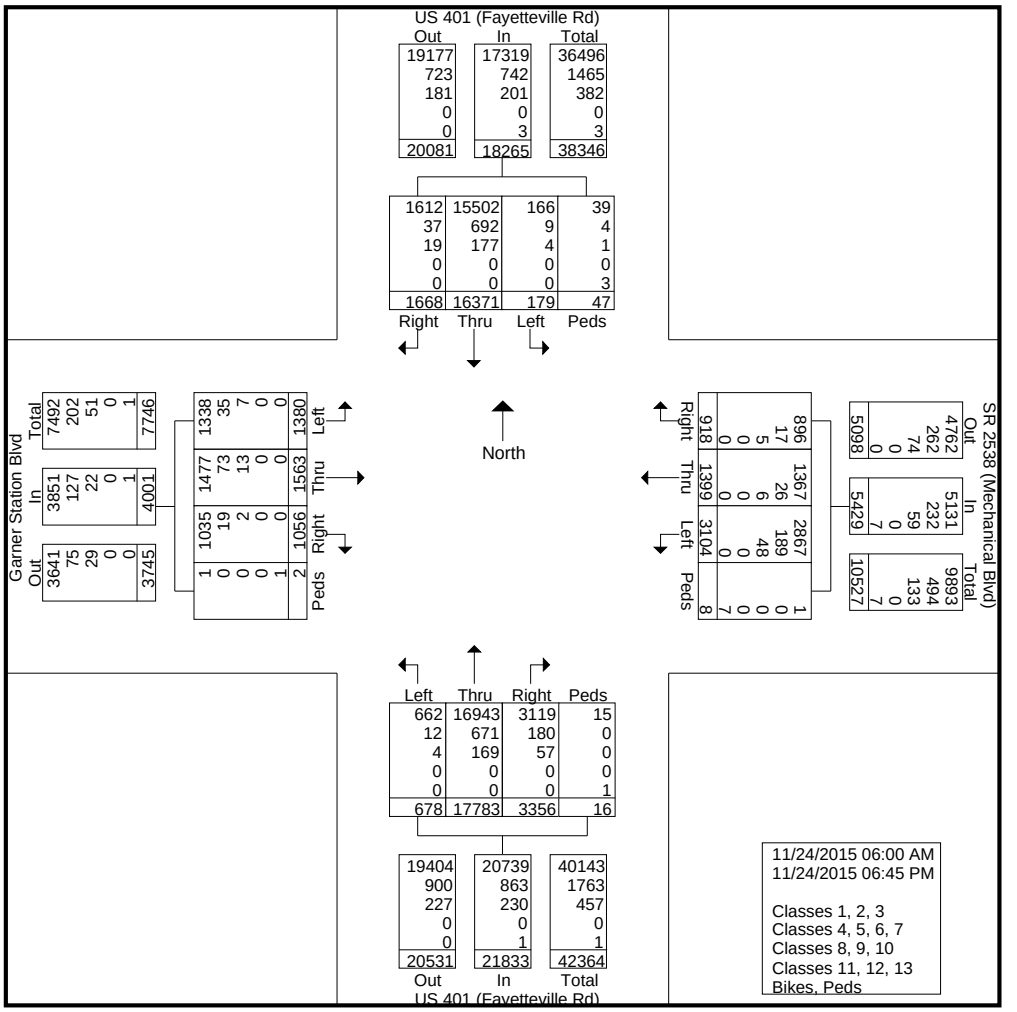
Groups Printed- Classes 1, 2, 3 - Classes 4, 5, 6, 7 - Classes 8, 9, 10 - Classes 11, 12, 13 - Bikes, Peds

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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
03:00 PM	32	348	6	4	390	12	34	58	0	104	69	290	19	1	379	34	42	44	0	120	993
03:15 PM	27	399	2	1	429	9	26	48	0	83	74	267	16	1	358	32	29	26	0	87	957
03:30 PM	29	377	3	1	410	19	42	73	0	134	82	307	17	1	407	33	49	19	0	101	1052
03:45 PM	38	469	5	0	512	8	21	65	0	94	89	299	12	1	401	29	40	17	0	86	1093
Total	126	1593	16	6	1741	48	123	244	0	415	314	1163	64	4	1545	128	160	106	0	394	4095
04:00 PM	39	489	2	0	530	20	29	63	0	112	64	283	10	0	357	22	36	26	0	84	1083
04:15 PM	26	522	8	1	557	12	27	41	0	80	62	322	27	0	411	44	34	23	0	101	1149
04:30 PM	38	458	2	1	499	15	24	66	0	105	91	322	9	0	422	24	36	37	0	97	1123
04:45 PM	53	539	3	2	597	15	22	68	0	105	75	277	15	0	367	32	44	39	0	115	1184
Total	156	2008	15	4	2183	62	102	238	0	402	292	1204	61	0	1557	122	150	125	0	397	4539
05:00 PM	49	558	5	1	613	9	22	76	0	107	84	294	11	1	390	16	29	32	0	77	1187
05:15 PM	39	488	3	3	533	8	18	59	0	85	51	306	18	1	376	28	38	27	0	93	1087
05:30 PM	31	471	2	0	504	17	31	78	0	126	68	314	18	0	400	26	28	30	0	84	1114
05:45 PM	40	484	4	0	528	8	24	74	0	106	56	256	21	1	334	32	46	19	1	98	1066
Total	159	2001	14	4	2178	42	95	287	0	424	259	1170	68	3	1500	102	141	108	1	352	4454
06:00 PM	52	565	4	6	627	22	23	69	0	114	59	246	15	0	320	29	37	28	0	94	1155
06:15 PM	58	464	3	1	526	10	23	50	0	83	56	265	25	0	346	24	33	29	0	86	1041
06:30 PM	27	314	3	1	345	13	24	60	0	97	65	238	13	0	316	22	36	30	0	88	846
06:45 PM	25	310	4	2	341	10	23	60	0	93	58	246	14	0	318	25	33	31	0	89	841
Total	162	1653	14	10	1839	55	93	239	0	387	238	995	67	0	1300	100	139	118	0	357	3883
Grand Total	1668	16371	179	47	18265	918	1399	3104	8	5429	3356	17783	678	16	21833	1056	1563	1380	2	4001	49528
Apprch %	9.1	89.6	1	0.3		16.9	25.8	57.2	0.1		15.4	81.5	3.1	0.1		26.4	39.1	34.5	0		
Total %	3.4	33.1	0.4	0.1	36.9	1.9	2.8	6.3	0	11	6.8	35.9	1.4	0	44.1	2.1	3.2	2.8	0	8.1	
Classes 1, 2, 3	1612	15502	166	39	17319	896	1367	2867	1	5131	3119	16943	662	15	20739	1035	1477	1338	1	3851	47040
% Classes 1, 2, 3	96.6	94.7	92.7	83	94.8	97.6	97.7	92.4	12.5	94.5	92.9	95.3	97.6	93.8	95	98	94.5	97	50	96.3	95
Classes 4, 5, 6, 7	37	692	9	4	742	17	26	189	0	232	180	671	12	0	863	19	73	35	0	127	1964
% Classes 4, 5, 6, 7	2.2	4.2	5	8.5	4.1	1.9	1.9	6.1	0	4.3	5.4	3.8	1.8	0	4	1.8	4.7	2.5	0	3.2	4
Classes 8, 9, 10	19	177	4	1	201	5	6	48	0	59	57	169	4	0	230	2	13	7	0	22	512
% Classes 8, 9, 10	1.1	1.1	2.2	2.1	1.1	0.5	0.4	1.5	0	1.1	1.7	1	0.6	0	1.1	0.2	0.8	0.5	0	0.5	1
Classes 11, 12, 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Classes 11, 12, 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes, Peds	0	0	0	3	3	0	0	0	7	7	0	0	0	1	1	0	0	0	1	1	12
% Bikes, Peds	0	0	0	6.4	0	0	0	0	87.5	0.1	0	0	0	6.2	0	0	0	0	50	0	0

Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 3

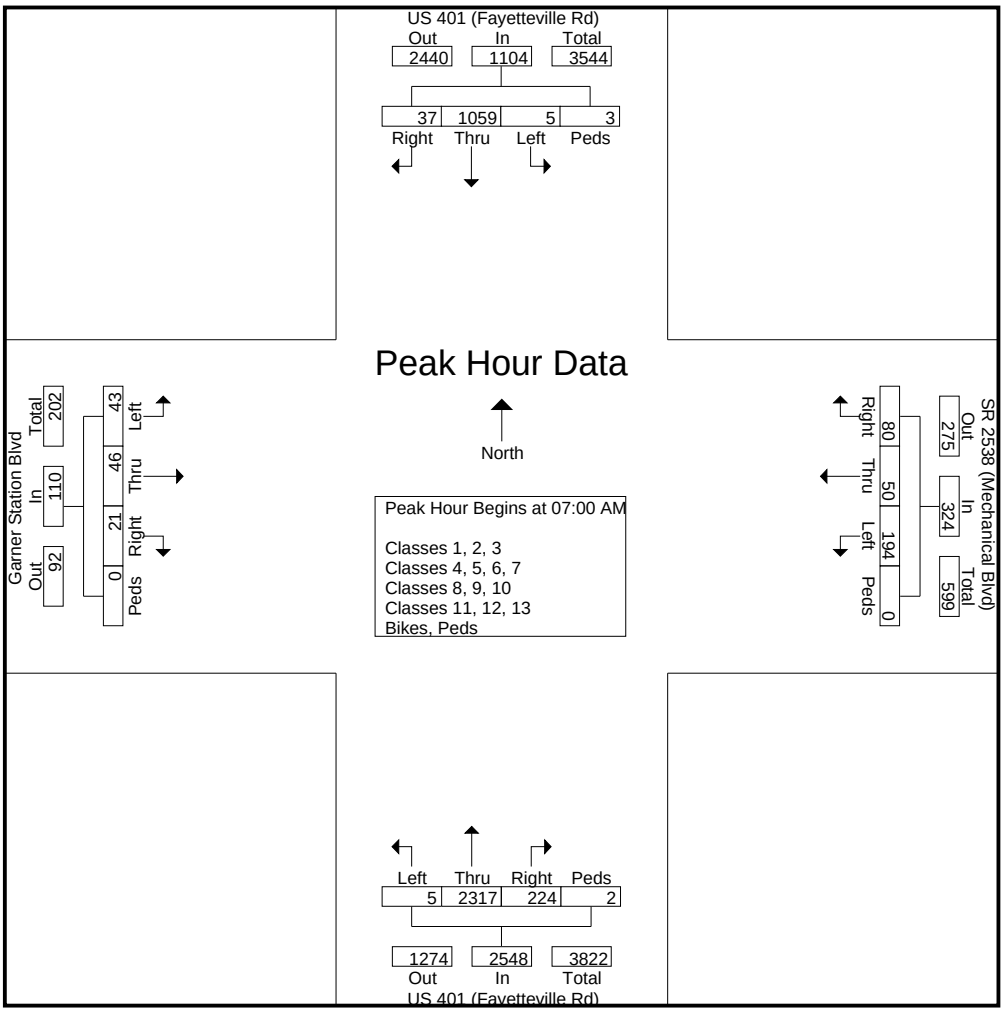


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 4

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	7	220	0	0	227	24	12	38	0	74	59	**592**	1	**1**	**653**	2	10	10	0	22	976
07:15 AM	7	222	**2**	0	231	**25**	11	42	0	78	50	590	1	1	642	4	10	11	0	25	976
07:30 AM	9	**325**	2	1	**337**	17	8	52	0	77	54	569	**2**	0	625	**8**	12	**15**	0	**35**	**1074**
07:45 AM	**14**	292	1	**2**	309	14	**19**	**62**	0	**95**	**61**	566	1	0	628	7	**14**	7	0	28	1060
Total Volume	37	1059	5	3	1104	80	50	194	0	324	224	2317	5	2	2548	21	46	43	0	110	4086
% App. Total	3.4	95.9	0.5	0.3		24.7	15.4	59.9	0		8.8	90.9	0.2	0.1		19.1	41.8	39.1	0		
PHF	.661	.815	.625	.375	.819	.800	.658	.782	.000	.853	.918	.978	.625	.500	.975	.656	.821	.717	.000	.786	.951

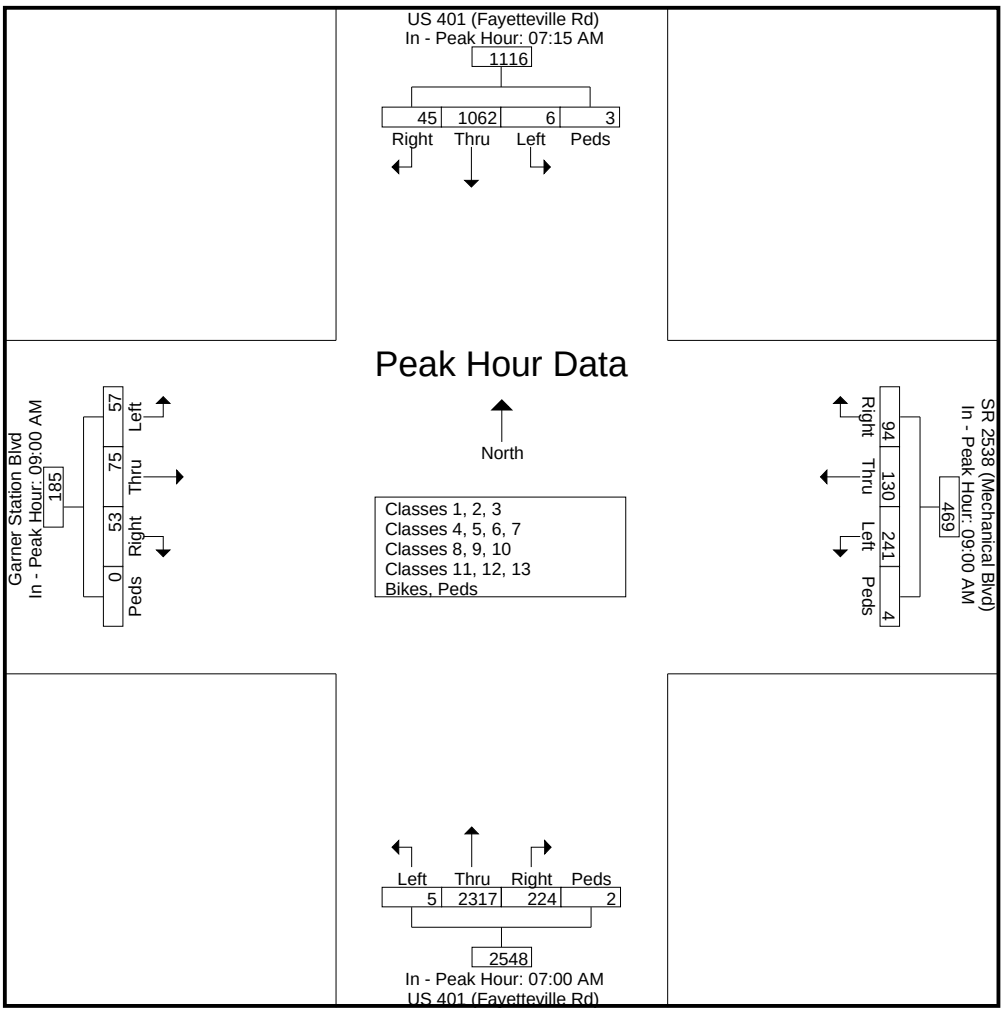


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 5

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					09:00 AM					07:00 AM					09:00 AM					
+0 mins.	7	222	**2**	0	231	24	32	**86**	**2**	**144**	59	**592**	1	**1**	**653**	**17**	14	**16**	0	47	
+15 mins.	9	**325**	2	1	**337**	21	32	53	1	107	50	590	1	1	642	15	**23**	12	0	**50**	
+30 mins.	14	292	1	**2**	309	**26**	**33**	49	1	109	54	569	**2**	0	625	10	21	14	0	45	
+45 mins.	**15**	223	1	0	239	23	33	53	0	109	**61**	566	1	0	628	11	17	15	0	43	
Total Volume	45	1062	6	3	1116	94	130	241	4	469	224	2317	5	2	2548	53	75	57	0	185	
% App. Total	4	95.2	0.5	0.3		20	27.7	51.4	0.9		8.8	90.9	0.2	0.1		28.6	40.5	30.8	0		
PHF	.750	.817	.750	.375	.828	.904	.985	.701	.500	.814	.918	.978	.625	.500	.975	.779	.815	.891	.000	.925	

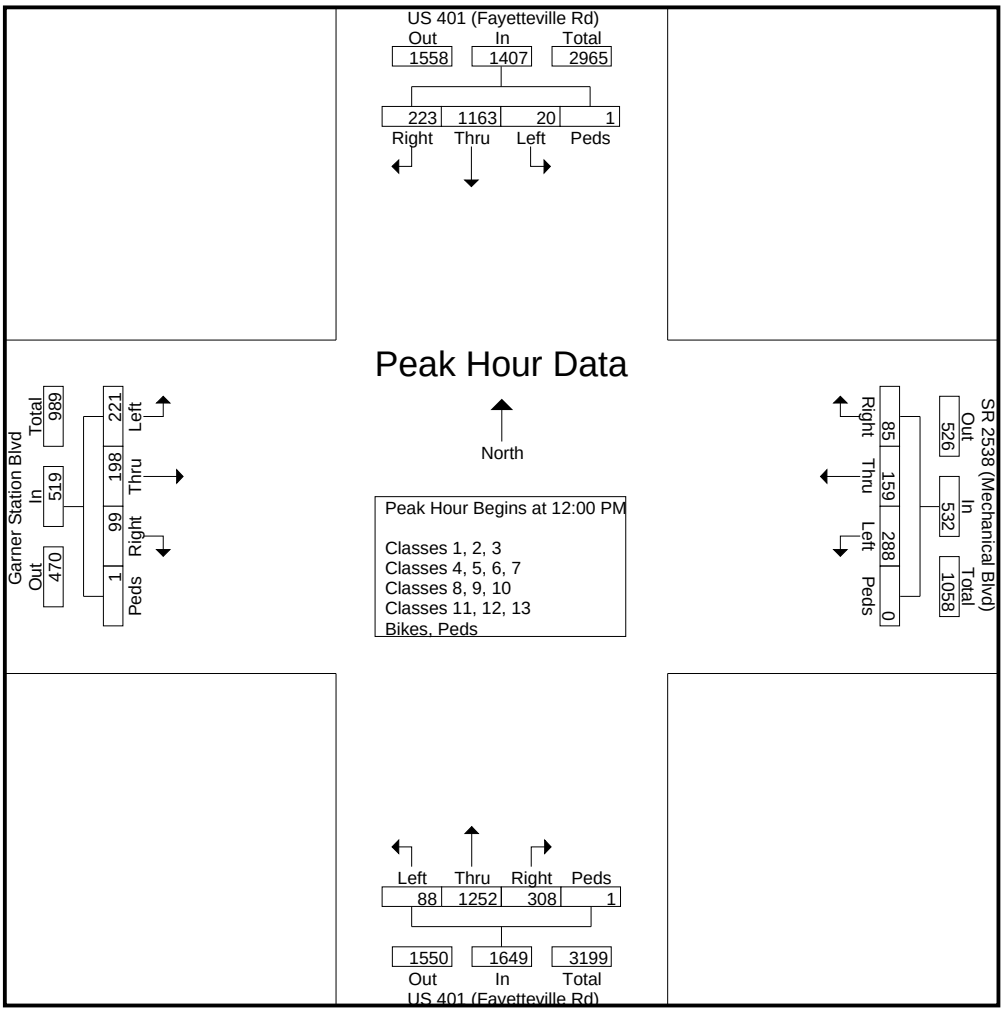


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 6

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	57	**310**	4	**1**	**372**	20	40	71	0	131	75	271	19	0	365	23	49	43	0	115	983
12:15 PM	**63**	285	**8**	0	356	**24**	**48**	**85**	0	**157**	75	303	**29**	0	407	22	**53**	51	**1**	127	1047
12:30 PM	49	265	6	0	320	18	32	73	0	123	76	**350**	16	**1**	**443**	**30**	45	57	0	132	1018
12:45 PM	54	303	2	0	359	23	39	59	0	121	**82**	328	24	0	434	24	51	**70**	0	**145**	**1059**
Total Volume	223	1163	20	1	1407	85	159	288	0	532	308	1252	88	1	1649	99	198	221	1	519	4107
% App. Total	15.8	82.7	1.4	0.1		16	29.9	54.1	0		18.7	75.9	5.3	0.1		19.1	38.2	42.6	0.2		
PHF	.885	.938	.625	.250	.946	.885	.828	.847	.000	.847	.939	.894	.759	.250	.931	.825	.934	.789	.250	.895	.970

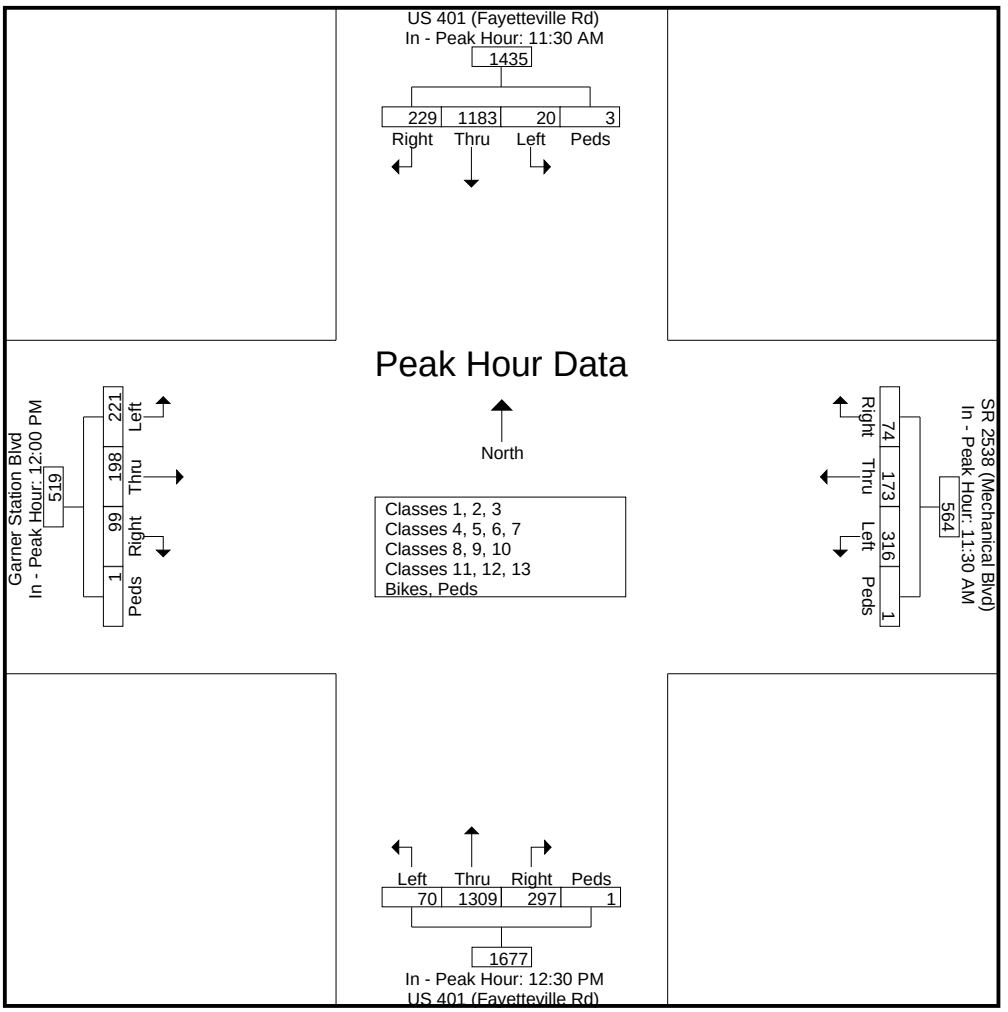


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 7

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 10:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:30 AM					12:30 PM					12:00 PM					
+0 mins.	59	273	6	**2**	340	15	38	**89**	0	142	76	**350**	16	**1**	**443**	23	49	43	0	115	
+15 mins.	50	**315**	2	0	367	15	47	71	**1**	134	**82**	328	**24**	0	434	22	**53**	51	**1**	127	
+30 mins.	57	310	4	1	**372**	20	40	71	0	131	65	307	15	0	387	**30**	45	57	0	132	
+45 mins.	**63**	285	**8**	0	356	**24**	**48**	85	0	**157**	74	324	15	0	413	24	51	**70**	0	**145**	
Total Volume	229	1183	20	3	1435	74	173	316	1	564	297	1309	70	1	1677	99	198	221	1	519	
% App. Total	16	82.4	1.4	0.2		13.1	30.7	56	0.2		17.7	78.1	4.2	0.1		19.1	38.2	42.6	0.2		
PHF	.909	.939	.625	.375	.964	.771	.901	.888	.250	.898	.905	.935	.729	.250	.946	.825	.934	.789	.250	.895	

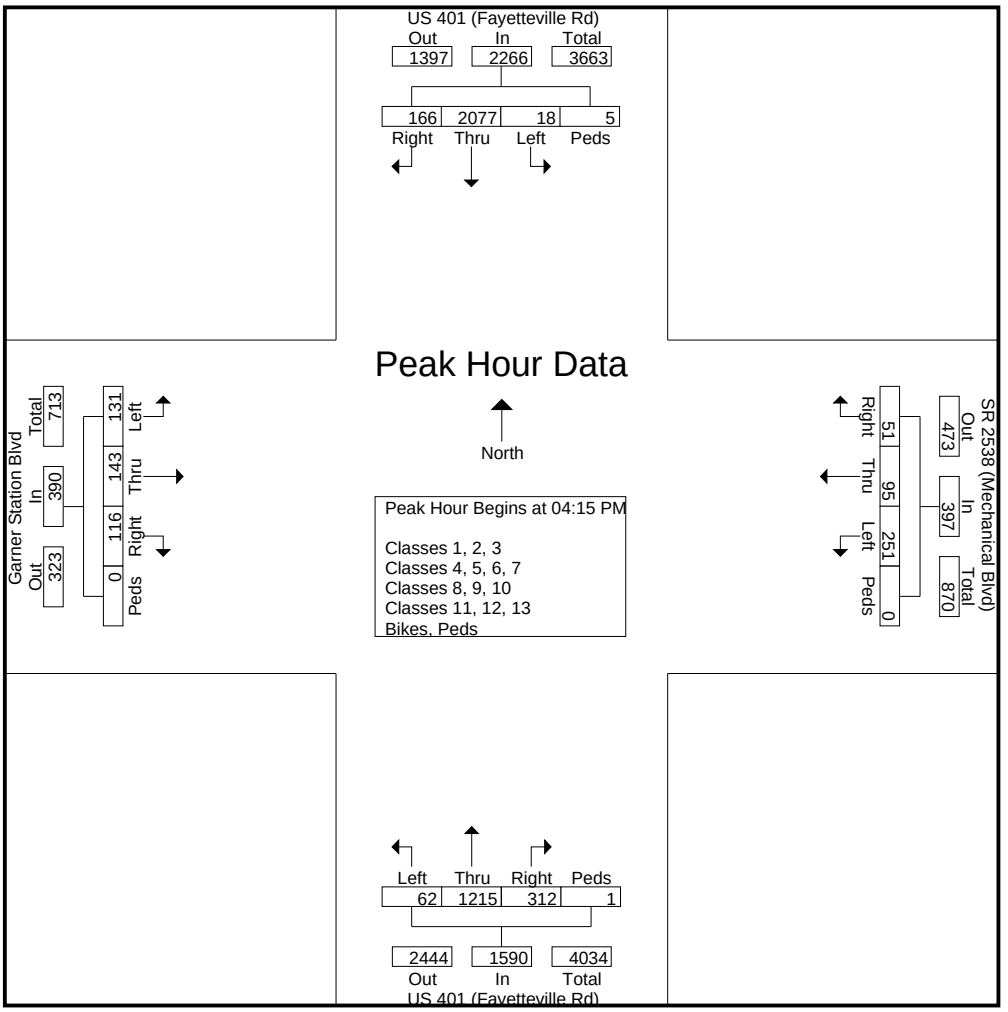


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 8

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	26	522	**8**	1	557	12	**27**	41	0	80	62	**322**	**27**	0	411	**44**	34	23	0	101	1149
04:30 PM	38	458	2	1	499	**15**	24	66	0	105	**91**	322	9	0	**422**	24	36	37	0	97	1123
04:45 PM	**53**	539	3	**2**	597	15	22	68	0	105	75	277	15	0	367	32	**44**	**39**	0	**115**	1184
05:00 PM	49	**558**	5	1	**613**	9	22	**76**	0	**107**	84	294	11	**1**	390	16	29	32	0	77	**1187**
Total Volume	166	2077	18	5	2266	51	95	251	0	397	312	1215	62	1	1590	116	143	131	0	390	4643
% App. Total	7.3	91.7	0.8	0.2		12.8	23.9	63.2	0		19.6	76.4	3.9	0.1		29.7	36.7	33.6	0		
PHF	.783	.931	.563	.625	.924	.850	.880	.826	.000	.928	.857	.943	.574	.250	.942	.659	.813	.840	.000	.848	.978

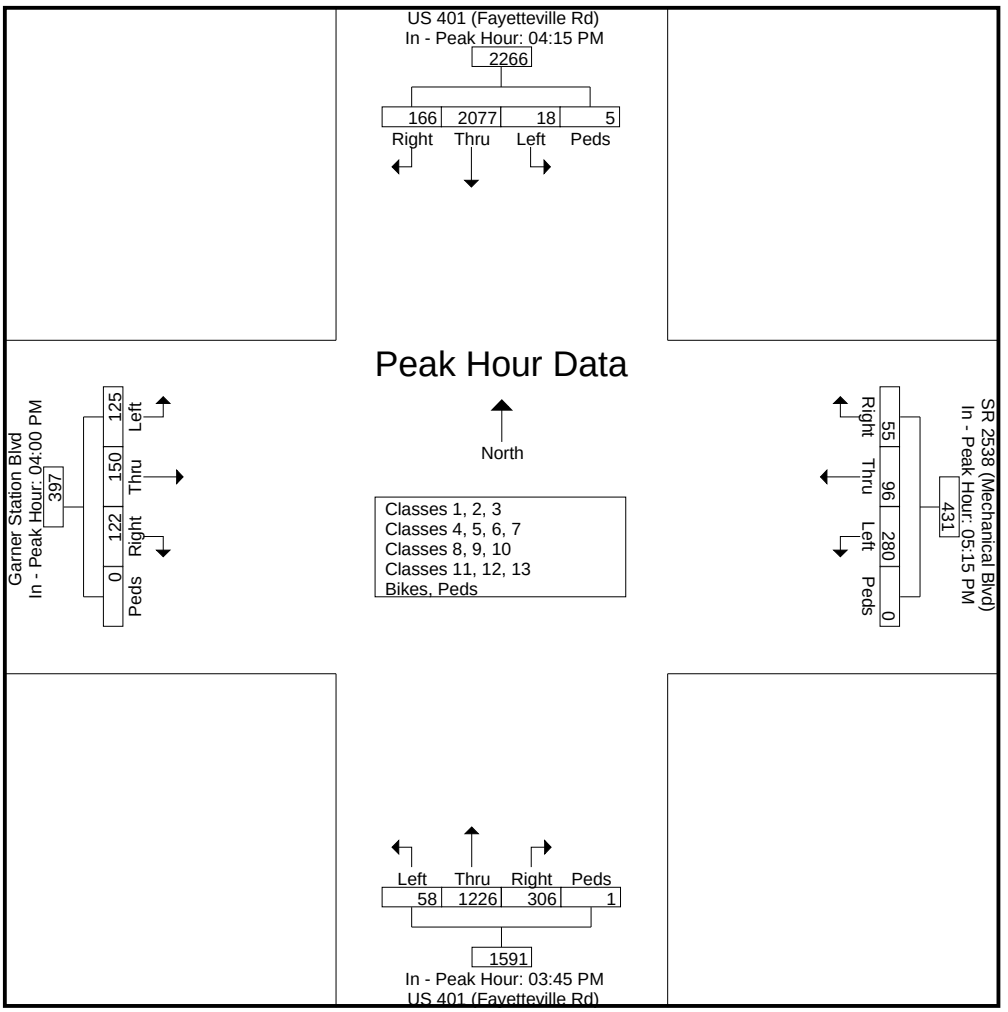


Quality Counts, LLC

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10183
Site Code : 15-10183
Start Date : 11/24/2015
Page No : 9

	US 401 (Fayetteville Rd) Southbound					SR 2538 (Mechanical Blvd) Westbound					US 401 (Fayetteville Rd) Northbound					Garner Station 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 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					05:15 PM					03:45 PM					04:00 PM					
+0 mins.	26	522	**8**	1	557	8	18	59	0	85	89	299	12	**1**	401	22	36	26	0	84	
+15 mins.	38	458	2	1	499	17	**31**	**78**	0	**126**	64	283	10	0	357	**44**	34	23	0	101	
+30 mins.	**53**	539	3	**2**	597	8	24	74	0	106	62	**322**	**27**	0	411	24	36	37	0	97	
+45 mins.	49	**558**	5	1	**613**	**22**	23	69	0	114	**91**	322	9	0	**422**	32	**44**	**39**	0	**115**	
Total Volume	166	2077	18	5	2266	55	96	280	0	431	306	1226	58	1	1591	122	150	125	0	397	
% App. Total	7.3	91.7	0.8	0.2		12.8	22.3	65	0		19.2	77.1	3.6	0.1		30.7	37.8	31.5	0		
PHF	.783	.931	.563	.625	.924	.625	.774	.897	.000	.855	.841	.952	.537	.250	.943	.693	.852	.801	.000	.863	



QUALITY COUNTS LLC
920 Blairhill Rd, Suite 106, Charlotte, NC 28217
704.215.4616

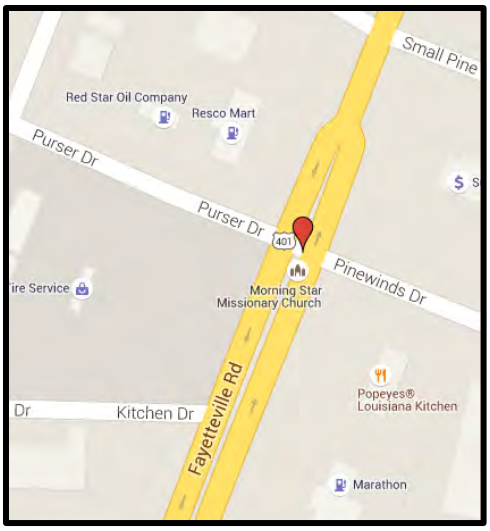
Count Number: 15-10185
County: Wake
City: Garner
Division: 5

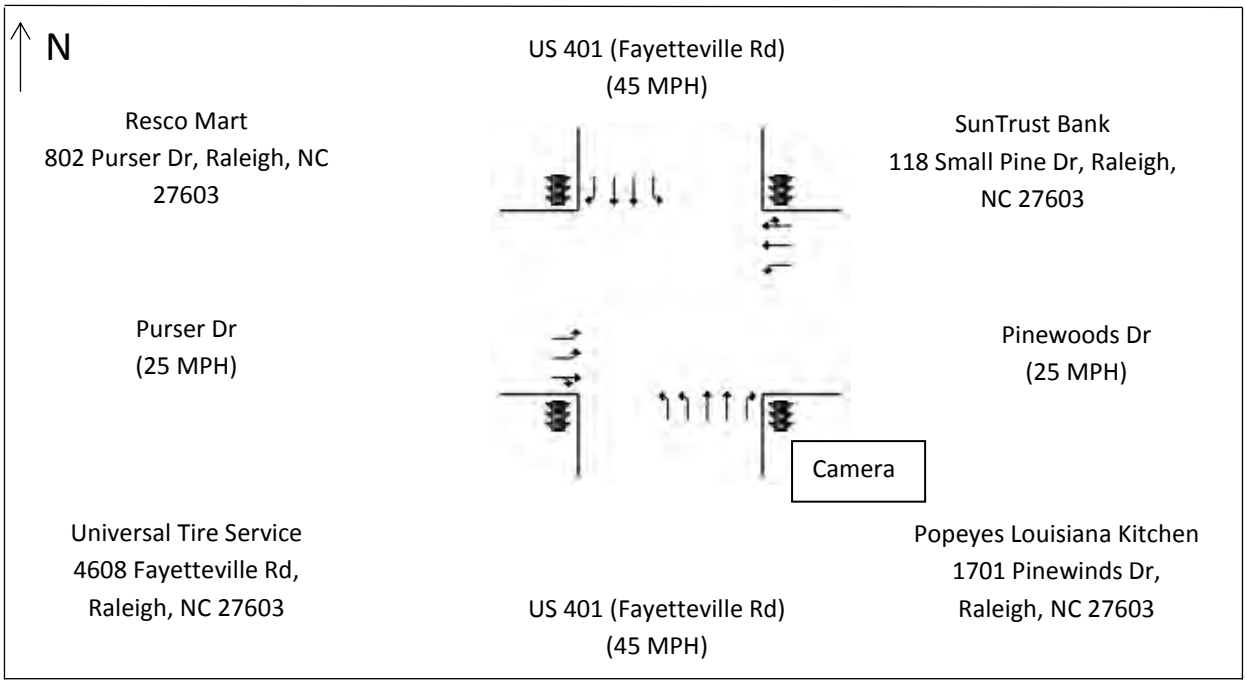
Location: Intersection of US 401 (Fayettevile Rd) and Purser Dr & Pinewoods Dr
General Location Type: Intersection
Count Type: Turning Movement (classification)
Count Start Date: 11/24/2015
Time: 6:00 AM – 7:00 PM
Volume: 43,614

Maximum Temperature: 57° F
Minimum Temperature: 27° F
Precipitation: 0.00 in
Snowfall: 0.0 in
Average Sky Cover: 0.4
Weather Conditions: None

1. **School in Session:** Yes
2. **Pedestrians Counted**: Yes
3. **Disabled Pedestrians Present**: No
   Description and Approaches Used: n/a
4. **Counted By**: Larry Hamami, Annik Cucio, Ryan Martin, Ricardo Miron
5. **Data Processor**: Nigel Case
6. **Signal Inventory**: n/a
7. **Data Collection Method**: Video/Count Board
8. **Equipment Operating Properly**: Yes
9. **Area Lighting Present**:Yes
10. **Nearest Roadway Stop Sign < 300 ft:** Yes
    If yes, list approaches: North, East
11. **Nearest Traffic Signal < 300 ft:** No
    If yes, list approaches: n/a
12. **At-Grade Railroad Crossing Present (<200 ft):** No
    If yes, list approaches & distance: n/a
13. **Other:**

↑ North





15-10185 Wake County

Facing South Upstream

Facing North Toward Location

15-10185 Wake County

Facing East Upstream

Facing West Toward Location

15-10185 Wake County

Facing North Upstream

Facing South Toward Location

15-10185 Wake County

Facing West Upstream

Facing East Toward Location

Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 1, 2, 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
06:00	8	75	0	0	83	5	2	0	0	7	0	284	9	0	293	3	0	4	0	7	390
06:15	14	99	3	0	116	9	2	5	0	16	1	433	11	0	445	2	1	5	0	8	585
06:30	13	140	0	0	153	7	0	6	0	13	2	509	14	0	525	3	1	12	0	16	707
06:45	12	180	1	0	193	10	0	4	0	14	2	576	19	0	597	5	0	10	0	15	819
Total	47	494	4	0	545	31	4	15	0	50	5	1802	53	0	1860	13	2	31	0	46	2501
07:00	11	210	2	1	224	12	1	5	0	18	3	631	16	0	650	7	0	27	0	34	926
07:15	5	206	3	0	214	7	3	6	0	16	3	619	29	0	651	7	2	21	0	30	911
07:30	13	328	4	0	345	7	1	13	0	21	4	583	14	0	601	10	4	21	0	35	1002
07:45	18	249	0	0	267	9	2	12	0	23	4	548	28	0	580	6	3	21	0	30	900
Total	47	993	9	1	1050	35	7	36	0	78	14	2381	87	0	2482	30	9	90	0	129	3739
08:00	10	211	3	1	225	6	3	7	0	16	4	558	25	0	587	9	2	24	0	35	863
08:15	10	176	2	2	190	5	4	5	0	14	4	496	27	0	527	7	1	26	0	34	765
08:30	18	223	2	0	243	13	5	6	0	24	3	436	26	0	465	10	2	34	0	46	778
08:45	14	218	1	0	233	11	4	11	0	26	4	371	22	0	397	14	1	38	0	53	709
Total	52	828	8	3	891	35	16	29	0	80	15	1861	100	0	1976	40	6	122	0	168	3115
09:00	14	227	1	0	242	4	5	5	0	14	6	343	25	0	374	8	0	41	0	49	679
09:15	12	211	1	1	225	2	2	4	0	8	6	427	37	0	470	14	4	38	0	56	759
09:30	7	178	4	0	189	3	2	8	0	13	2	370	33	0	405	19	1	41	0	61	668
09:45	12	198	5	0	215	8	3	6	0	17	2	323	31	0	356	29	1	52	0	82	670
Total	45	814	11	1	871	17	12	23	0	52	16	1463	126	0	1605	70	6	172	0	248	2776
10:00	9	207	6	1	223	10	1	4	0	15	3	267	41	0	311	20	5	48	0	73	622
10:15	9	225	7	1	242	5	7	8	0	20	4	308	28	0	340	14	1	58	0	73	675
10:30	18	219	5	1	243	9	5	5	0	19	8	242	30	0	280	21	3	48	0	72	614
10:45	10	201	7	3	221	13	4	7	0	24	6	296	34	0	336	22	6	47	0	75	656
Total	46	852	25	6	929	37	17	24	0	78	21	1113	133	0	1267	77	15	201	0	293	2567
11:00	8	196	6	1	211	8	6	9	0	23	3	257	35	0	295	23	3	62	0	88	617
11:15	17	214	4	0	235	11	1	8	0	20	6	273	27	0	306	33	3	60	0	96	657
11:30	22	270	11	1	304	10	4	13	0	27	13	283	37	0	333	33	2	67	0	102	766
11:45	15	262	13	2	292	11	5	10	0	26	7	291	38	0	336	29	3	51	0	83	737
Total	62	942	34	4	1042	40	16	40	0	96	29	1104	137	0	1270	118	11	240	0	369	2777
12:00	17	254	12	0	283	15	7	13	0	35	10	265	33	0	308	34	4	69	0	107	733
12:15	17	256	15	4	292	15	3	8	0	26	10	307	36	0	353	25	9	63	0	97	768
12:30	15	255	10	1	281	19	2	13	0	34	10	314	31	0	355	39	3	83	0	125	795
12:45	20	251	10	0	281	11	5	9	0	25	9	300	36	0	345	26	6	82	0	114	765
Total	69	1016	47	5	1137	60	17	43	0	120	39	1186	136	0	1361	124	22	297	0	443	3061
13:00	22	235	8	1	266	16	1	10	0	27	14	279	25	0	318	35	6	69	0	110	721
13:15	14	265	10	1	290	16	4	9	0	29	12	305	37	0	354	44	7	69	0	120	793
13:30	11	292	13	3	319	20	3	13	0	36	9	300	28	0	337	34	6	72	0	112	804
13:45	12	282	3	2	299	8	4	7	0	19	6	289	38	0	333	20	5	53	0	78	729
Total	59	1074	34	7	1174	60	12	39	0	111	41	1173	128	0	1342	133	24	263	0	420	3047
14:00	10	267	2	0	279	13	6	12	0	31	6	285	36	2	329	37	6	61	0	104	743
14:15	20	288	10	0	318	17	5	15	0	37	7	261	33	0	301	44	3	72	0	119	775
14:30	15	275	10	0	300	10	9	12	0	31	6	259	35	0	300	38	3	77	0	118	749
14:45	18	329	8	0	355	13	1	11	0	25	12	251	34	0	297	33	6	67	0	106	783
Total	63	1159	30	0	1252	53	21	50	0	124	31	1056	138	2	1227	152	18	277	0	447	3050
15:00	8	342	8	0	358	7	3	6	0	16	6	277	32	0	315	47	3	63	0	113	802
15:15	20	354	4	0	378	10	5	5	0	20	4	286	25	0	315	47	6	58	0	111	824
15:30	19	387	9	3	418	12	2	8	0	22	6	314	33	0	353	45	5	57	0	107	900
15:45	9	422	8	1	440	10	9	13	0	32	11	294	35	0	340	51	5	73	0	129	941
Total	56	1505	29	4	1594	39	19	32	0	90	27	1171	125	0	1323	190	19	251	0	460	3467

Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
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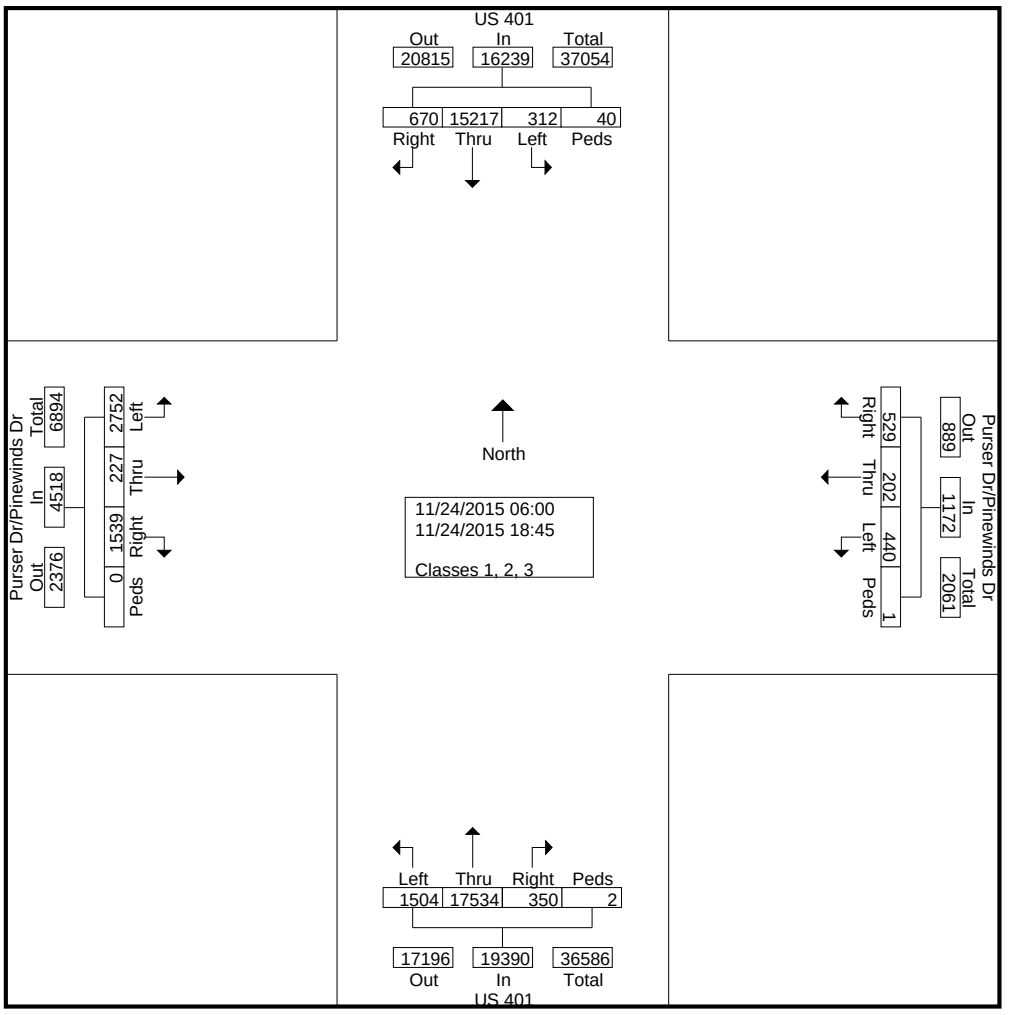
Groups Printed- Classes 1, 2, 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
16:00	7	437	3	0	447	18	6	10	0	34	14	276	34	0	324	54	4	83	0	141	946
16:15	13	489	6	0	508	11	3	12	0	26	13	298	32	0	343	49	4	78	0	131	1008
16:30	12	483	7	2	504	8	2	7	1	18	6	317	34	0	357	47	23	34	0	104	983
16:45	13	521	8	1	543	7	5	8	0	20	9	231	33	0	273	52	5	84	0	141	977
Total	45	1930	24	3	2002	44	16	37	1	98	42	1122	133	0	1297	202	36	279	0	517	3914
17:00	10	484	3	0	497	6	3	12	0	21	14	328	36	0	378	69	8	87	0	164	1060
17:15	4	518	6	1	529	10	13	8	0	31	8	260	18	0	286	64	11	61	0	136	982
17:30	7	525	7	0	539	12	3	10	0	25	15	292	30	0	337	40	3	56	0	99	1000
17:45	9	501	7	2	519	9	3	9	0	21	6	237	31	0	274	37	12	65	0	114	928
Total	30	2028	23	3	2084	37	22	39	0	98	43	1117	115	0	1275	210	34	269	0	513	3970
18:00	14	466	5	1	486	8	7	13	0	28	8	295	24	0	327	48	6	65	0	119	960
18:15	14	467	8	0	489	8	7	4	0	19	6	251	15	0	272	39	6	65	0	110	890
18:30	8	360	9	2	379	9	6	5	0	20	5	229	26	0	260	43	5	55	0	103	762
18:45	13	289	12	0	314	16	3	11	0	30	8	210	28	0	246	50	8	75	0	133	723
Total	49	1582	34	3	1668	41	23	33	0	97	27	985	93	0	1105	180	25	260	0	465	3335
Grand Total	670	15217	312	40	16239	529	202	440	1	1172	350	17534	1504	2	19390	1539	227	2752	0	4518	41319
Apprch %	4.1	93.7	1.9	0.2		45.1	17.2	37.5	0.1		1.8	90.4	7.8	0		34.1	5	60.9	0		
Total %	1.6	36.8	0.8	0.1	39.3	1.3	0.5	1.1	0	2.8	0.8	42.4	3.6	0	46.9	3.7	0.5	6.7	0	10.9	

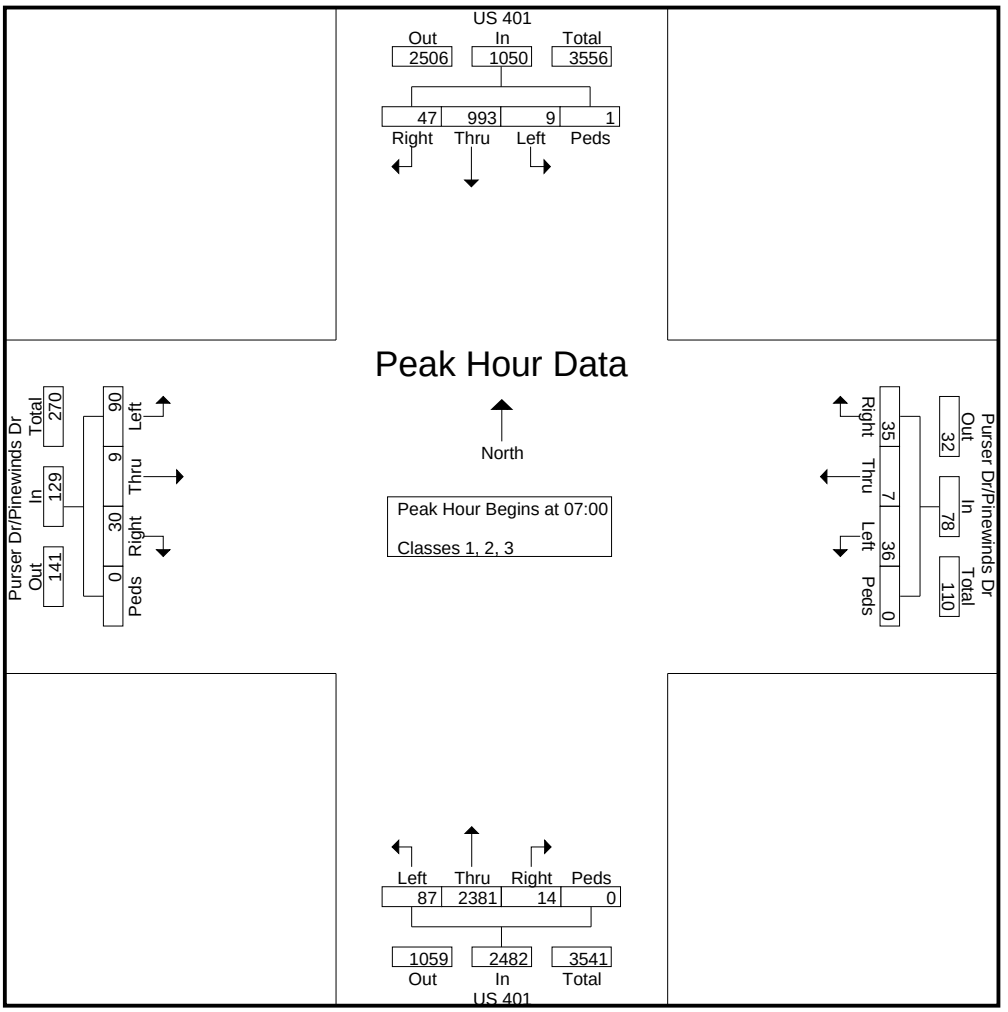


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	11	210	2	**1**	224	**12**	1	5	0	18	3	**631**	16	0	650	7	0	**27**	0	34	926
07:15	5	206	3	0	214	7	**3**	6	0	16	3	619	**29**	0	**651**	7	2	21	0	30	911
07:30	13	**328**	**4**	0	**345**	7	1	**13**	0	21	**4**	583	14	0	601	**10**	**4**	21	0	**35**	**1002**
07:45	**18**	249	0	0	267	9	2	12	0	**23**	4	548	28	0	580	6	3	21	0	30	900
Total Volume	47	993	9	1	1050	35	7	36	0	78	14	2381	87	0	2482	30	9	90	0	129	3739
% App. Total	4.5	94.6	0.9	0.1		44.9	9	46.2	0		0.6	95.9	3.5	0		23.3	7	69.8	0		
PHF	.653	.757	.563	.250	.761	.729	.583	.692	.000	.848	.875	.943	.750	.000	.953	.750	.563	.833	.000	.921	.933

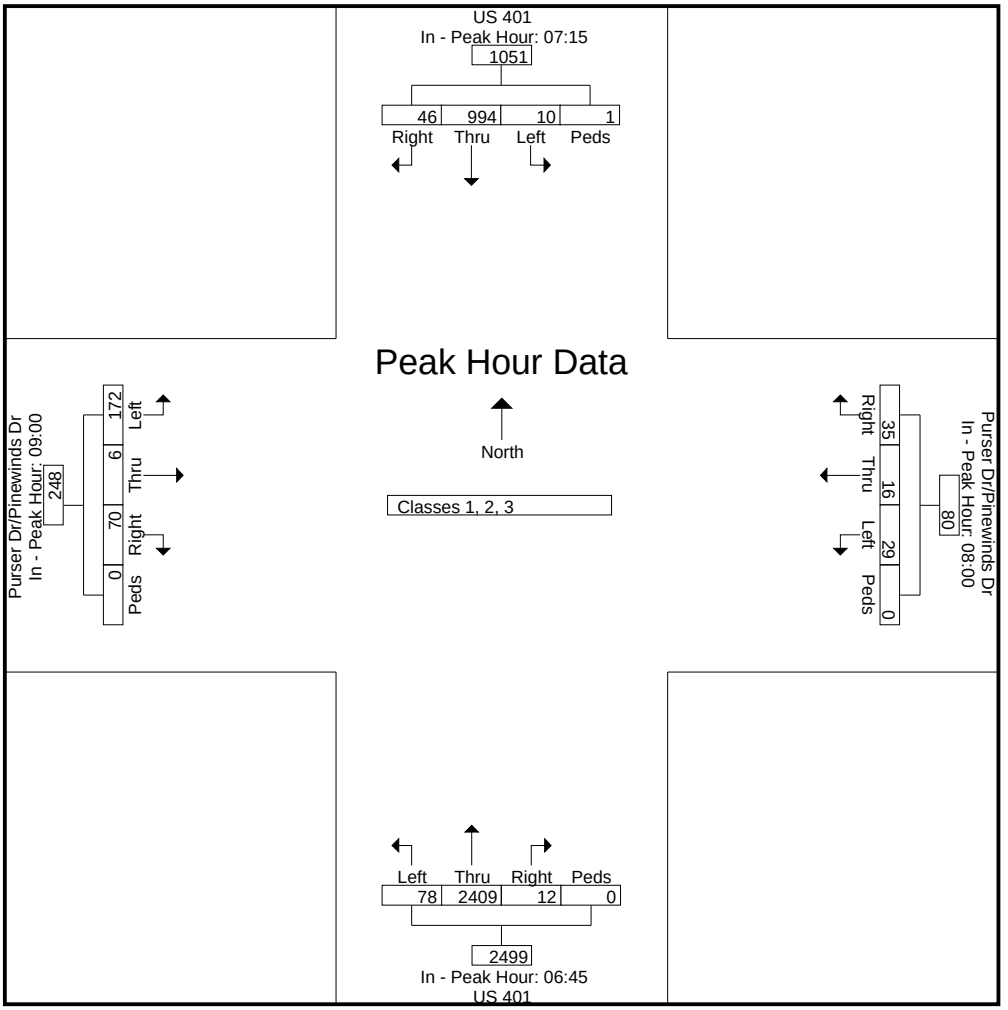


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 4

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					08:00					06:45					09:00					
+0 mins.	5	206	3	0	214	6	3	7	0	16	2	576	19	0	597	8	0	41	0	49	
+15 mins.	13	**328**	**4**	0	**345**	5	4	5	0	14	3	**631**	16	0	650	14	**4**	38	0	56	
+30 mins.	**18**	249	0	0	267	**13**	**5**	6	0	24	3	619	**29**	0	**651**	19	1	41	0	61	
+45 mins.	10	211	3	**1**	225	11	4	**11**	0	**26**	**4**	583	14	0	601	**29**	1	**52**	0	**82**	
Total Volume	46	994	10	1	1051	35	16	29	0	80	12	2409	78	0	2499	70	6	172	0	248	
% App. Total	4.4	94.6	1	0.1		43.8	20	36.2	0		0.5	96.4	3.1	0		28.2	2.4	69.4	0		
PHF	.639	.758	.625	.250	.762	.673	.800	.659	.000	.769	.750	.954	.672	.000	.960	.603	.375	.827	.000	.756	

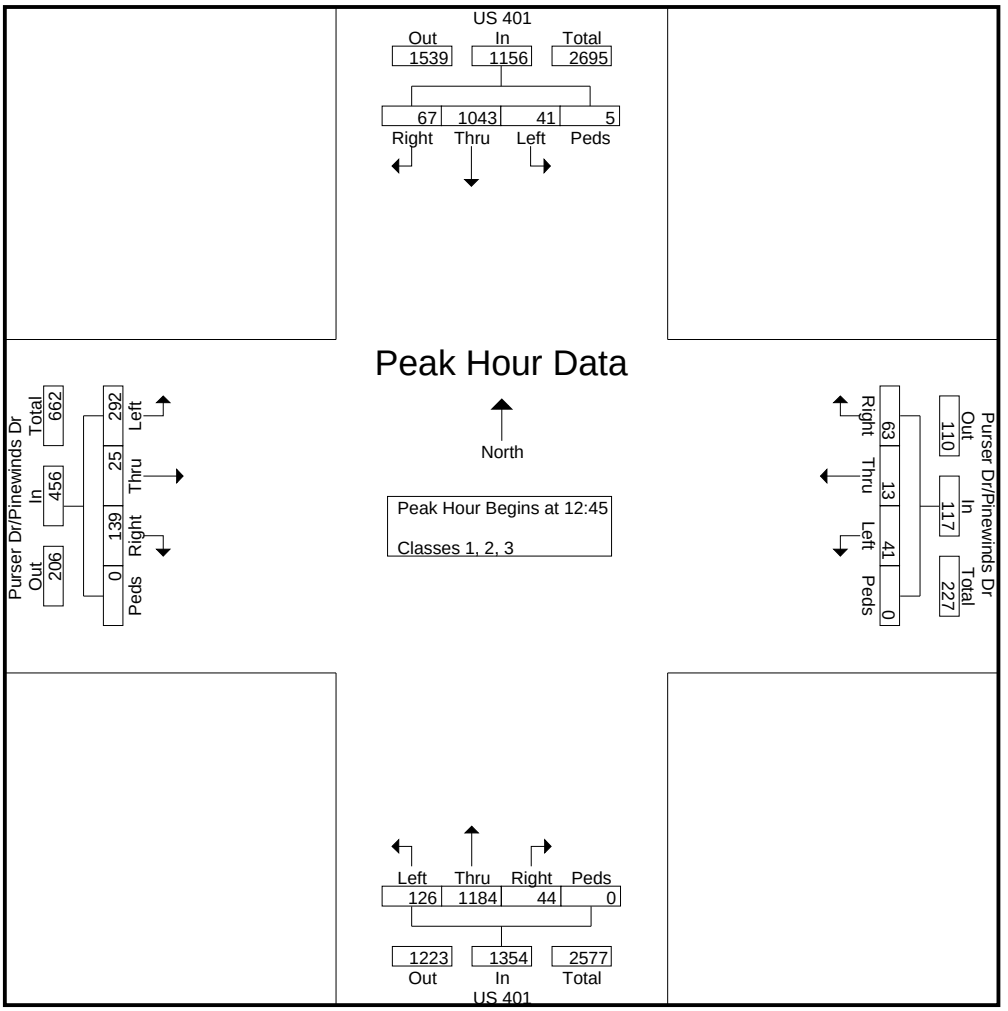


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 5

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45																					
12:45	20	251	10	0	281	11	**5**	9	0	25	9	300	36	0	345	26	6	**82**	0	114	765
13:00	**22**	235	8	1	266	16	1	10	0	27	**14**	279	25	0	318	35	6	69	0	110	721
13:15	14	265	10	1	290	16	4	9	0	29	12	**305**	**37**	0	**354**	**44**	**7**	69	0	**120**	793
13:30	11	**292**	**13**	**3**	**319**	**20**	3	**13**	0	**36**	9	300	28	0	337	34	6	72	0	112	**804**
Total Volume	67	1043	41	5	1156	63	13	41	0	117	44	1184	126	0	1354	139	25	292	0	456	3083
% App. Total	5.8	90.2	3.5	0.4		53.8	11.1	35	0		3.2	87.4	9.3	0		30.5	5.5	64	0		
PHF	.761	.893	.788	.417	.906	.788	.650	.788	.000	.813	.786	.970	.851	.000	.956	.790	.893	.890	.000	.950	.959

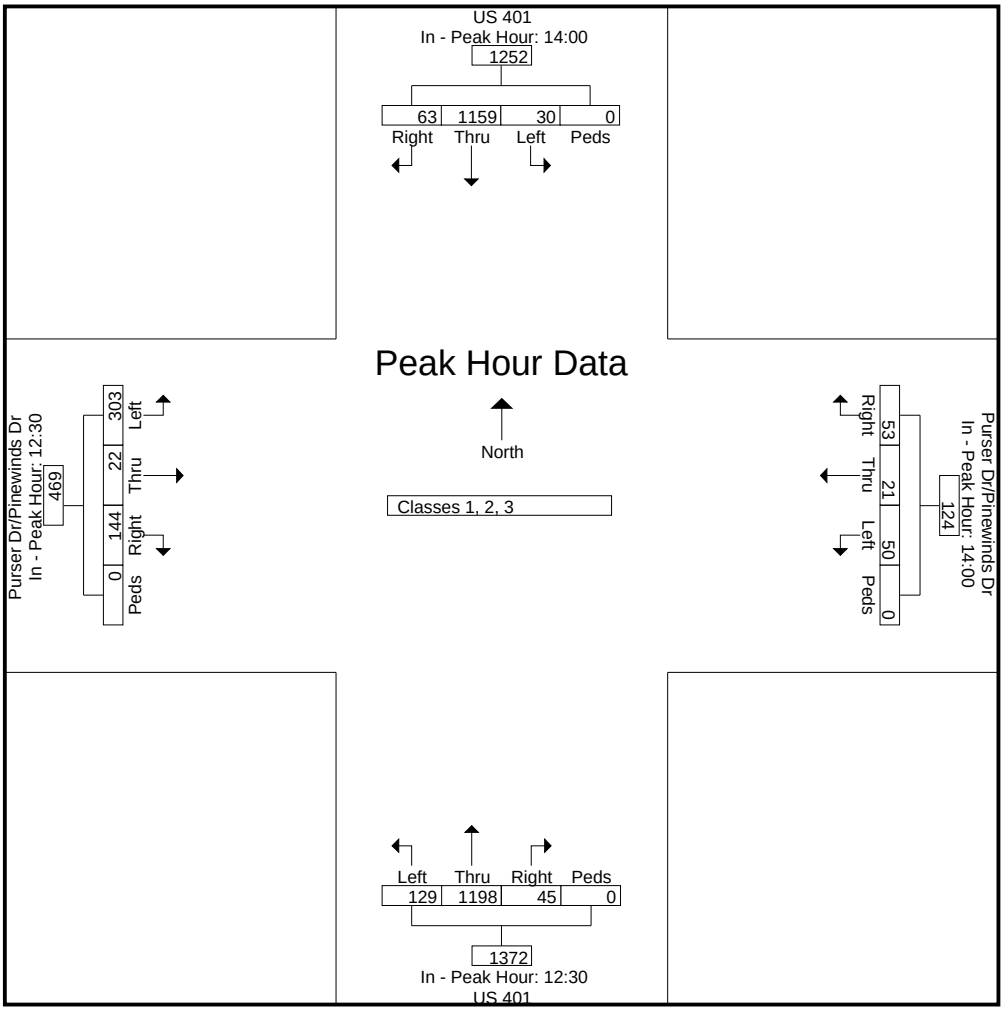


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 6

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					12:30					12:30					
+0 mins.	10	267	2	0	279	13	6	12	0	31	10	**314**	31	0	**355**	39	3	**83**	0	**125**	
+15 mins.	**20**	288	**10**	0	318	**17**	5	**15**	0	**37**	9	300	36	0	345	26	6	82	0	114	
+30 mins.	15	275	10	0	300	10	**9**	12	0	31	**14**	279	25	0	318	35	6	69	0	110	
+45 mins.	18	**329**	8	0	**355**	13	1	11	0	25	12	305	**37**	0	354	**44**	**7**	69	0	120	
Total Volume	63	1159	30	0	1252	53	21	50	0	124	45	1198	129	0	1372	144	22	303	0	469	
% App. Total	5	92.6	2.4	0		42.7	16.9	40.3	0		3.3	87.3	9.4	0		30.7	4.7	64.6	0		
PHF	.788	.881	.750	.000	.882	.779	.583	.833	.000	.838	.804	.954	.872	.000	.966	.818	.786	.913	.000	.938	

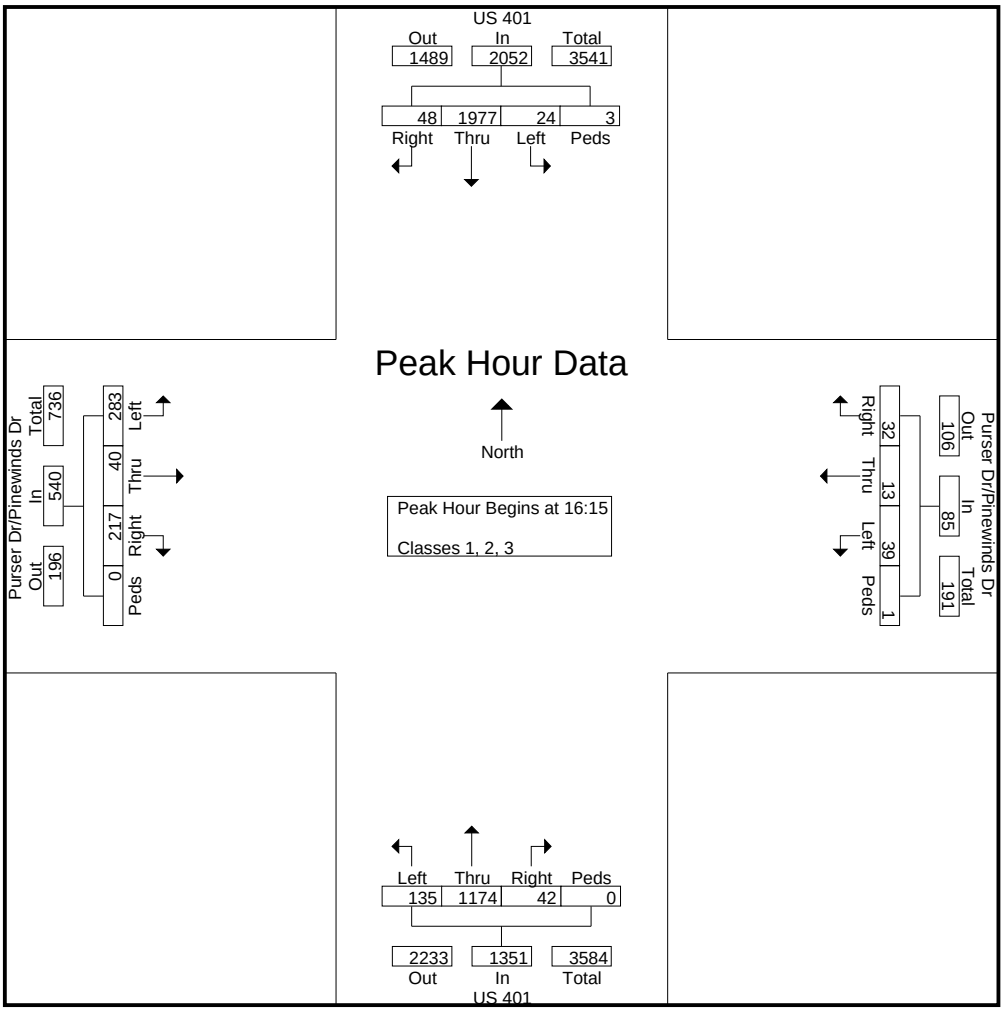


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**13**	489	6	0	508	**11**	3	**12**	0	**26**	13	298	32	0	343	49	4	78	0	131	1008
16:30	12	483	7	**2**	504	8	2	7	**1**	18	6	317	34	0	357	47	**23**	34	0	104	983
16:45	13	**521**	**8**	1	**543**	7	**5**	8	0	20	9	231	33	0	273	52	5	84	0	141	977
17:00	10	484	3	0	497	6	3	12	0	21	**14**	**328**	**36**	0	**378**	**69**	8	**87**	0	**164**	**1060**
Total Volume	48	1977	24	3	2052	32	13	39	1	85	42	1174	135	0	1351	217	40	283	0	540	4028
% App. Total	2.3	96.3	1.2	0.1		37.6	15.3	45.9	1.2		3.1	86.9	10	0		40.2	7.4	52.4	0		
PHF	.923	.949	.750	.375	.945	.727	.650	.813	.250	.817	.750	.895	.938	.000	.894	.786	.435	.813	.000	.823	.950

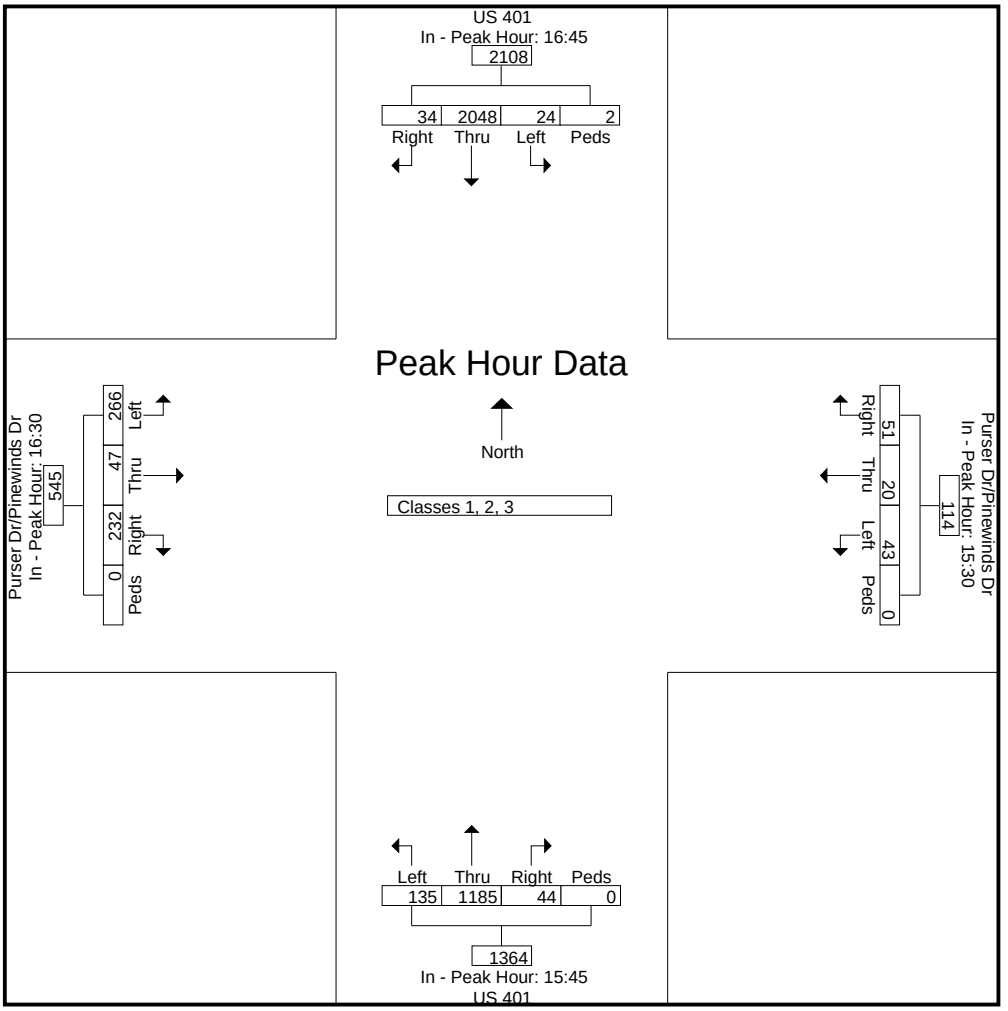


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 8

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					15:30					15:45					16:30					
+0 mins.	**13**	521	**8**	**1**	**543**	12	2	8	0	22	11	294	**35**	0	340	47	**23**	34	0	104	
+15 mins.	10	484	3	0	497	10	**9**	**13**	0	32	**14**	276	34	0	324	52	5	84	0	141	
+30 mins.	4	518	6	1	529	**18**	6	10	0	**34**	13	298	32	0	343	**69**	8	**87**	0	**164**	
+45 mins.	7	**525**	7	0	539	11	3	12	0	26	6	**317**	34	0	**357**	64	11	61	0	136	
Total Volume	34	2048	24	2	2108	51	20	43	0	114	44	1185	135	0	1364	232	47	266	0	545	
% App. Total	1.6	97.2	1.1	0.1		44.7	17.5	37.7	0		3.2	86.9	9.9	0		42.6	8.6	48.8	0		
PHF	.654	.975	.750	.500	.971	.708	.556	.827	.000	.838	.786	.935	.964	.000	.955	.841	.511	.764	.000	.831	



Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 4, 5, 6, 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
06:00	1	1	0	0	2	2	0	0	0	2	1	3	0	0	4	0	0	3	0	3	11
06:15	0	11	0	0	11	0	0	0	0	0	1	13	0	0	14	2	0	0	0	2	27
06:30	1	8	0	0	9	0	0	0	0	0	0	11	1	0	12	0	0	2	0	2	23
06:45	0	10	0	0	10	0	0	0	0	0	1	15	1	0	17	0	0	2	0	2	29
Total	2	30	0	0	32	2	0	0	0	2	3	42	2	0	47	2	0	7	0	9	90
07:00	1	8	0	0	9	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	23
07:15	1	11	0	0	12	0	0	1	0	1	0	12	0	0	12	1	1	0	0	2	27
07:30	1	19	1	0	21	0	0	1	0	1	2	14	1	0	17	1	0	1	0	2	41
07:45	1	14	0	0	15	0	0	0	0	0	1	16	0	0	17	1	0	3	0	4	36
Total	4	52	1	0	57	0	0	3	0	3	3	54	2	0	59	3	1	4	0	8	127
08:00	1	9	0	0	10	1	0	0	0	1	0	24	1	0	25	3	0	1	0	4	40
08:15	2	9	0	0	11	0	0	0	0	0	1	21	1	0	23	0	0	0	0	0	34
08:30	1	31	0	0	32	0	1	0	0	1	1	19	0	0	20	1	0	1	0	2	55
08:45	2	19	0	0	21	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	37
Total	6	68	0	0	74	1	1	1	0	3	2	79	2	0	83	4	0	2	0	6	166
09:00	1	17	1	0	19	0	0	0	0	0	0	11	0	0	11	2	0	2	0	4	34
09:15	1	17	1	0	19	2	0	0	0	2	0	23	0	0	23	3	0	1	0	4	48
09:30	4	15	1	0	20	0	0	1	0	1	0	23	2	0	25	0	0	0	0	0	46
09:45	3	12	0	0	15	1	0	1	0	2	1	16	2	0	19	0	0	1	0	1	37
Total	9	61	3	0	73	3	0	2	0	5	1	73	4	0	78	5	0	4	0	9	165
10:00	1	16	0	0	17	0	0	0	0	0	0	18	2	0	20	2	0	3	0	5	42
10:15	2	15	0	0	17	0	0	0	0	0	0	12	1	0	13	2	0	5	0	7	37
10:30	2	13	0	0	15	0	0	0	0	0	0	15	0	0	15	0	0	3	0	3	33
10:45	1	17	0	0	18	0	0	0	0	0	0	24	1	0	25	1	0	2	0	3	46
Total	6	61	0	0	67	0	0	0	0	0	0	69	4	0	73	5	0	13	0	18	158
11:00	1	10	0	0	11	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	26
11:15	3	14	0	0	17	0	0	0	0	0	0	9	2	0	11	0	0	3	0	3	31
11:30	4	15	0	0	19	0	0	0	0	0	0	11	0	0	11	0	0	4	0	4	34
11:45	3	13	0	0	16	0	0	0	0	0	2	15	0	0	17	1	0	1	0	2	35
Total	11	52	0	0	63	0	0	0	0	0	2	47	3	0	52	2	0	9	0	11	126
12:00	3	14	0	0	17	1	0	0	0	1	0	13	0	0	13	0	0	3	0	3	34
12:15	1	6	0	0	7	1	0	0	0	1	2	12	0	0	14	0	0	1	0	1	23
12:30	2	14	0	0	16	0	0	0	0	0	0	15	0	0	15	3	0	1	0	4	35
12:45	0	17	0	0	17	0	0	1	0	1	0	9	0	0	9	3	0	2	0	5	32
Total	6	51	0	0	57	2	0	1	0	3	2	49	0	0	51	6	0	7	0	13	124
13:00	4	12	1	0	17	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	41
13:15	2	15	1	0	18	1	1	0	0	2	1	19	0	0	20	2	0	1	0	3	43
13:30	3	15	0	0	18	1	0	0	0	1	0	16	2	0	18	1	0	2	0	3	40
13:45	2	16	0	0	18	0	0	0	0	0	0	16	0	0	16	4	0	3	0	7	41
Total	11	58	2	0	71	2	1	0	0	3	1	74	2	0	77	7	0	7	0	14	165
14:00	2	22	0	0	24	0	0	0	0	0	0	16	0	0	16	1	0	4	0	5	45
14:15	1	12	0	0	13	0	0	0	0	0	0	15	4	0	19	2	0	5	0	7	39
14:30	2	19	0	0	21	3	0	0	0	3	1	12	0	0	13	1	0	0	0	1	38
14:45	6	7	0	0	13	1	0	0	0	1	0	26	1	0	27	1	0	3	0	4	45
Total	11	60	0	0	71	4	0	0	0	4	1	69	5	0	75	5	0	12	0	17	167
15:00	2	9	0	0	11	0	0	0	0	0	0	11	1	0	12	1	0	2	0	3	26
15:15	1	13	0	0	14	0	0	1	0	1	1	16	0	0	17	2	0	3	0	5	37
15:30	3	24	0	0	27	0	1	1	0	2	2	21	0	0	23	2	0	3	0	5	57
15:45	1	12	0	0	13	0	0	0	0	0	0	16	2	0	18	0	0	0	0	0	31
Total	7	58	0	0	65	0	1	2	0	3	3	64	3	0	70	5	0	8	0	13	151

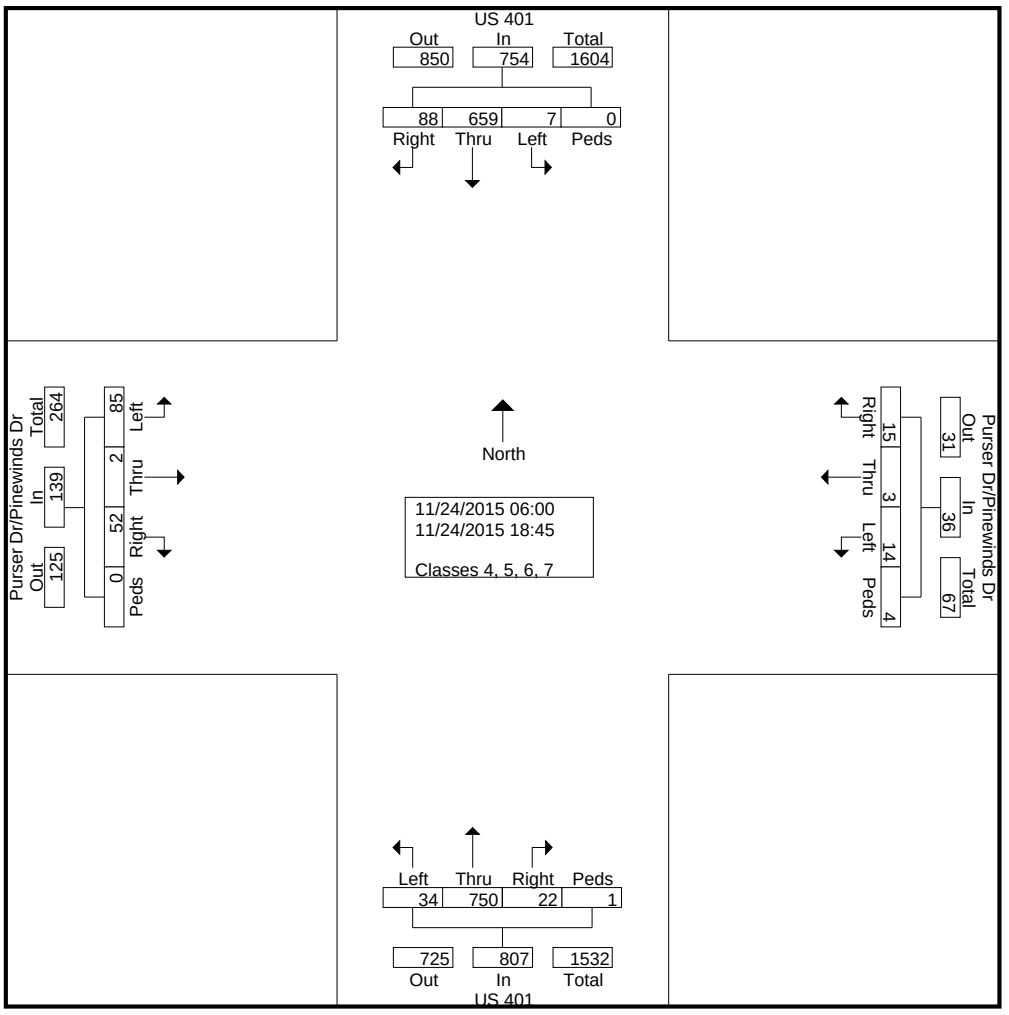
Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 2

Groups Printed- Classes 4, 5, 6, 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
16:00	1	10	0	0	11	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	35
16:15	1	14	0	0	15	0	0	3	0	3	3	20	2	0	25	0	0	5	0	5	48
16:30	3	10	0	0	13	1	0	1	0	2	1	18	2	0	21	1	0	1	0	2	38
16:45	1	6	0	0	7	0	0	0	0	0	0	12	2	0	14	1	0	2	0	3	24
Total	6	40	0	0	46	1	0	4	0	5	4	73	6	0	83	2	0	9	0	11	145
17:00	1	10	0	0	11	0	0	0	4	4	0	15	1	0	16	1	1	1	0	3	34
17:15	1	10	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	17
17:30	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
17:45	2	14	1	0	17	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	22
Total	4	43	1	0	48	0	0	0	4	4	0	31	1	0	32	3	1	2	0	6	90
18:00	2	8	0	0	10	0	0	1	0	1	0	8	0	1	9	0	0	0	0	0	20
18:15	1	9	0	0	10	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	20
18:30	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	13
18:45	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	5	25	0	0	30	0	0	1	0	1	0	26	0	1	27	3	0	1	0	4	62
Grand Total	88	659	7	0	754	15	3	14	4	36	22	750	34	1	807	52	2	85	0	139	1736
Apprch %	11.7	87.4	0.9	0		41.7	8.3	38.9	11.1		2.7	92.9	4.2	0.1		37.4	1.4	61.2	0		
Total %	5.1	38	0.4	0	43.4	0.9	0.2	0.8	0.2	2.1	1.3	43.2	2	0.1	46.5	3	0.1	4.9	0	8	

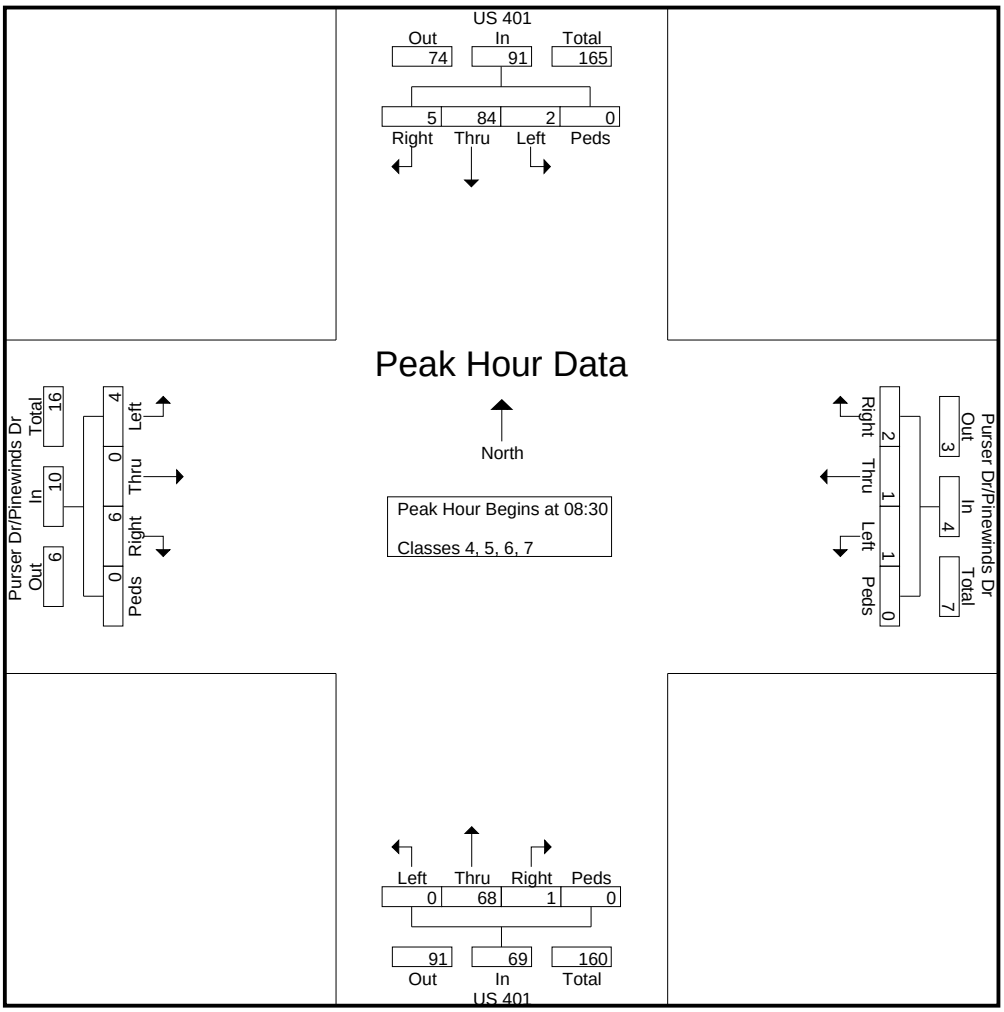


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	1	**31**	0	0	**32**	0	**1**	0	0	1	**1**	19	0	0	20	1	0	1	0	2	**55**
08:45	**2**	19	0	0	21	0	0	**1**	0	1	0	15	0	0	15	0	0	0	0	0	37
09:00	1	17	**1**	0	19	0	0	0	0	0	0	11	0	0	11	2	0	**2**	0	**4**	34
09:15	1	17	1	0	19	**2**	0	0	0	**2**	0	**23**	0	0	**23**	**3**	0	1	0	4	48
Total Volume	5	84	2	0	91	2	1	1	0	4	1	68	0	0	69	6	0	4	0	10	174
% App. Total	5.5	92.3	2.2	0		50	25	25	0		1.4	98.6	0	0		60	0	40	0		
PHF	.625	.677	.500	.000	.711	.250	.250	.250	.000	.500	.250	.739	.000	.000	.750	.500	.000	.500	.000	.625	.791

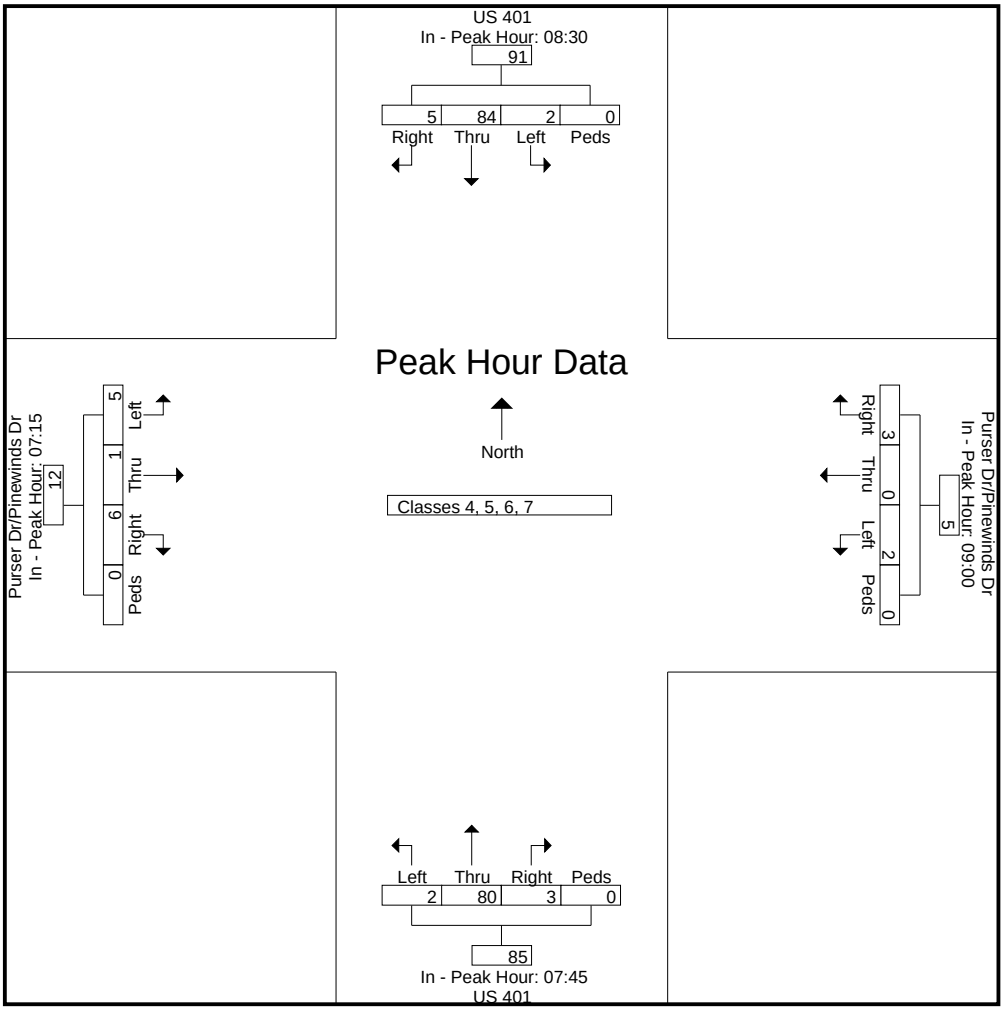


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 4

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30					09:00					07:45					07:15					
+0 mins.	1	**31**	0	0	**32**	0	0	0	0	0	**1**	16	0	0	17	1	**1**	0	0	2	
+15 mins.	**2**	19	0	0	21	**2**	0	0	0	**2**	0	**24**	**1**	0	**25**	1	0	1	0	2	
+30 mins.	1	17	**1**	0	19	0	0	**1**	0	1	1	21	1	0	23	1	0	**3**	0	**4**	
+45 mins.	1	17	1	0	19	1	0	1	0	2	1	19	0	0	20	**3**	0	1	0	4	
Total Volume	5	84	2	0	91	3	0	2	0	5	3	80	2	0	85	6	1	5	0	12	
% App. Total	5.5	92.3	2.2	0		60	0	40	0		3.5	94.1	2.4	0		50	8.3	41.7	0		
PHF	.625	.677	.500	.000	.711	.375	.000	.500	.000	.625	.750	.833	.500	.000	.850	.500	.250	.417	.000	.750	

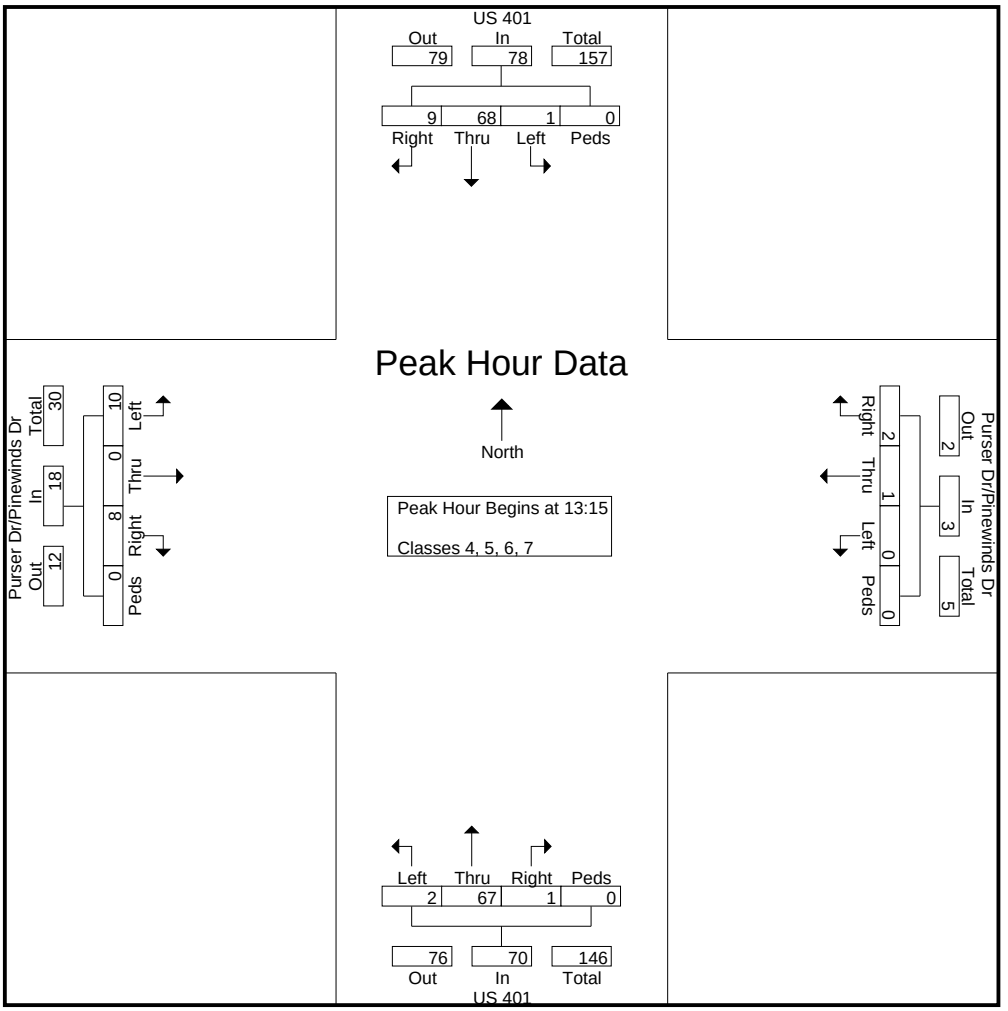


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 5

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:15																					
13:15	2	15	**1**	0	18	**1**	**1**	0	0	**2**	**1**	**19**	0	0	**20**	2	0	1	0	3	43
13:30	**3**	15	0	0	18	1	0	0	0	1	0	16	**2**	0	18	1	0	2	0	3	40
13:45	2	16	0	0	18	0	0	0	0	0	0	16	0	0	16	**4**	0	3	0	**7**	41
14:00	2	**22**	0	0	**24**	0	0	0	0	0	0	16	0	0	16	1	0	**4**	0	5	**45**
Total Volume	9	68	1	0	78	2	1	0	0	3	1	67	2	0	70	8	0	10	0	18	169
% App. Total	11.5	87.2	1.3	0		66.7	33.3	0	0		1.4	95.7	2.9	0		44.4	0	55.6	0		
PHF	.750	.773	.250	.000	.813	.500	.250	.000	.000	.375	.250	.882	.250	.000	.875	.500	.000	.625	.000	.643	.939

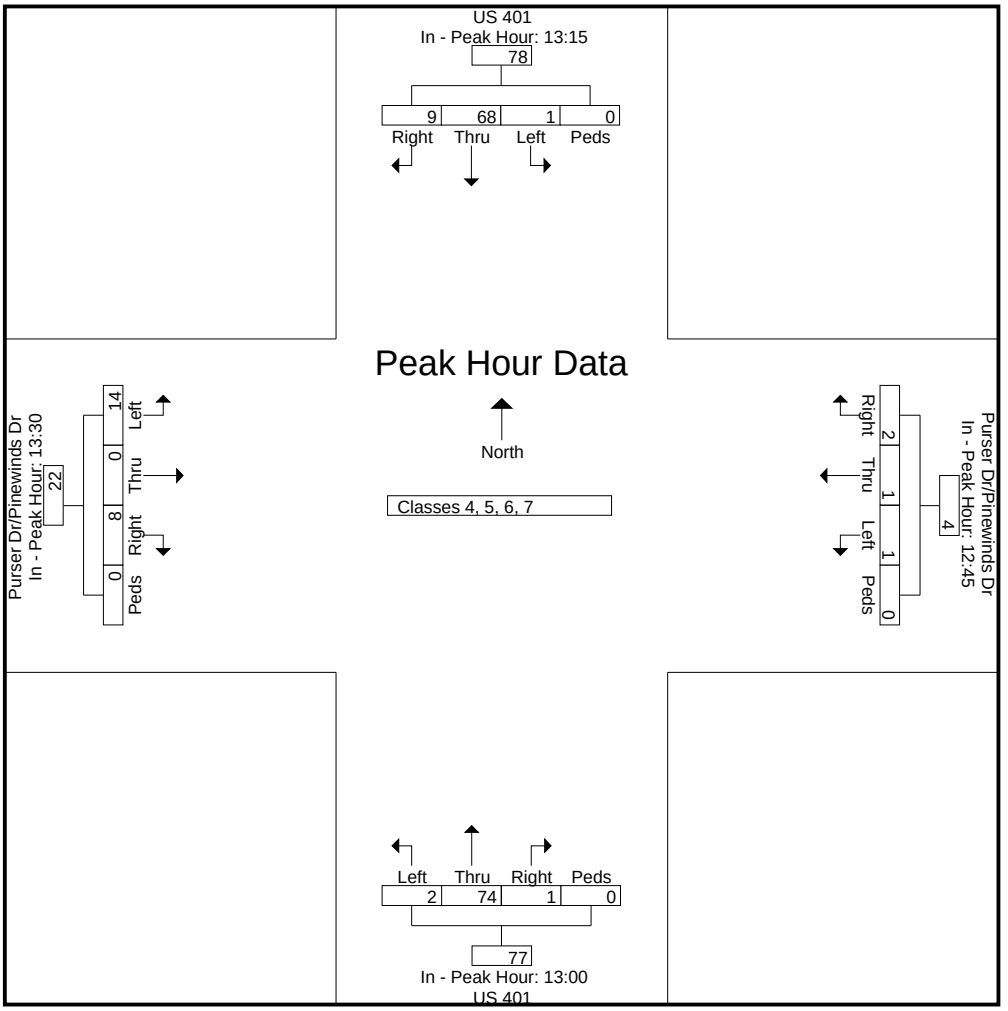


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 6

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	13:15					12:45					13:00					13:30					
+0 mins.	2	15	**1**	0	18	0	0	**1**	0	1	0	**23**	0	0	**23**	1	0	2	0	3	
+15 mins.	**3**	15	0	0	18	0	0	0	0	0	**1**	19	0	0	20	**4**	0	3	0	**7**	
+30 mins.	2	16	0	0	18	**1**	**1**	0	0	**2**	0	16	**2**	0	18	1	0	4	0	5	
+45 mins.	2	**22**	0	0	**24**	1	0	0	0	1	0	16	0	0	16	2	0	**5**	0	7	
Total Volume	9	68	1	0	78	2	1	1	0	4	1	74	2	0	77	8	0	14	0	22	
% App. Total	11.5	87.2	1.3	0		50	25	25	0		1.3	96.1	2.6	0		36.4	0	63.6	0		
PHF	.750	.773	.250	.000	.813	.500	.250	.250	.000	.500	.250	.804	.250	.000	.837	.500	.000	.700	.000	.786	

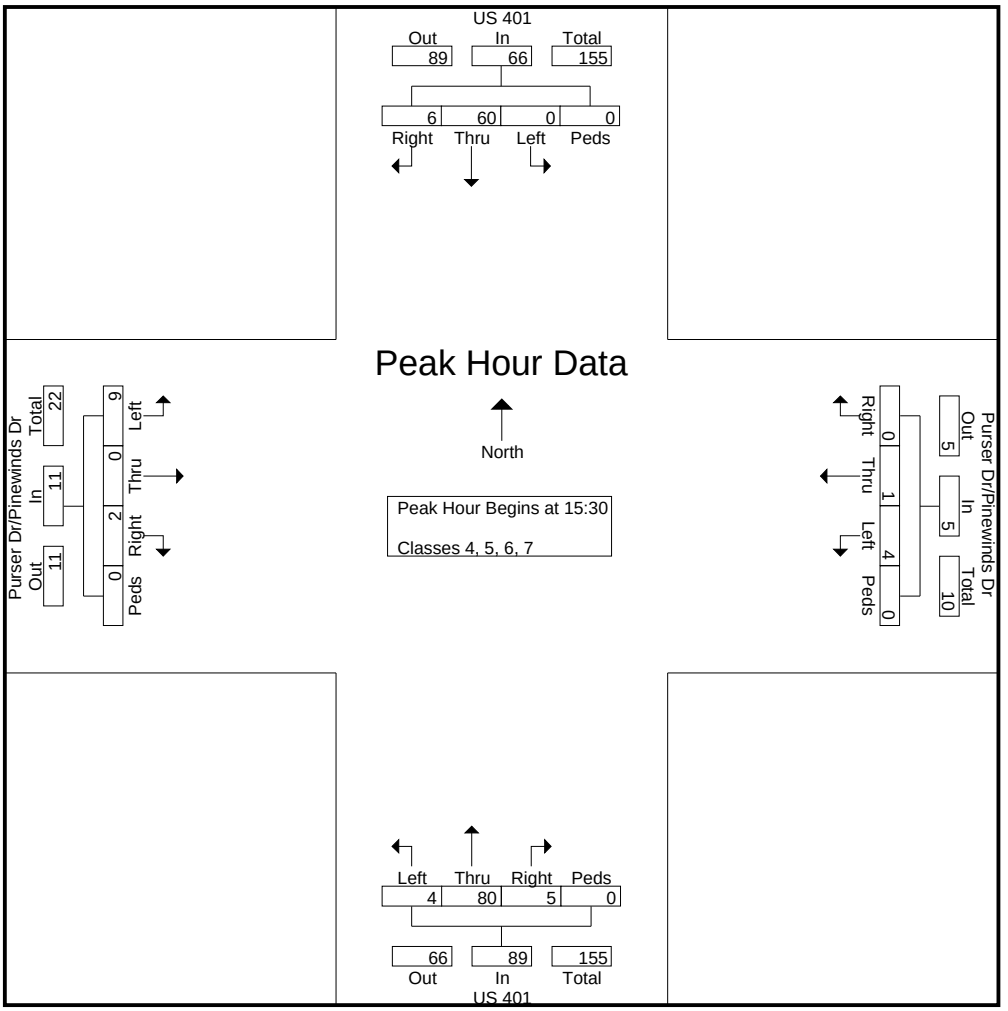


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:30																					
15:30	**3**	**24**	0	0	**27**	0	**1**	1	0	2	2	21	0	0	23	**2**	0	3	0	**5**	**57**
15:45	1	12	0	0	13	0	0	0	0	0	0	16	**2**	0	18	0	0	0	0	0	31
16:00	1	10	0	0	11	0	0	0	0	0	0	**23**	0	0	23	0	0	1	0	1	35
16:15	1	14	0	0	15	0	0	**3**	0	**3**	**3**	20	2	0	**25**	0	0	**5**	0	5	48
Total Volume	6	60	0	0	66	0	1	4	0	5	5	80	4	0	89	2	0	9	0	11	171
% App. Total	9.1	90.9	0	0		0	20	80	0		5.6	89.9	4.5	0		18.2	0	81.8	0		
PHF	.500	.625	.000	.000	.611	.000	.250	.333	.000	.417	.417	.870	.500	.000	.890	.250	.000	.450	.000	.550	.750

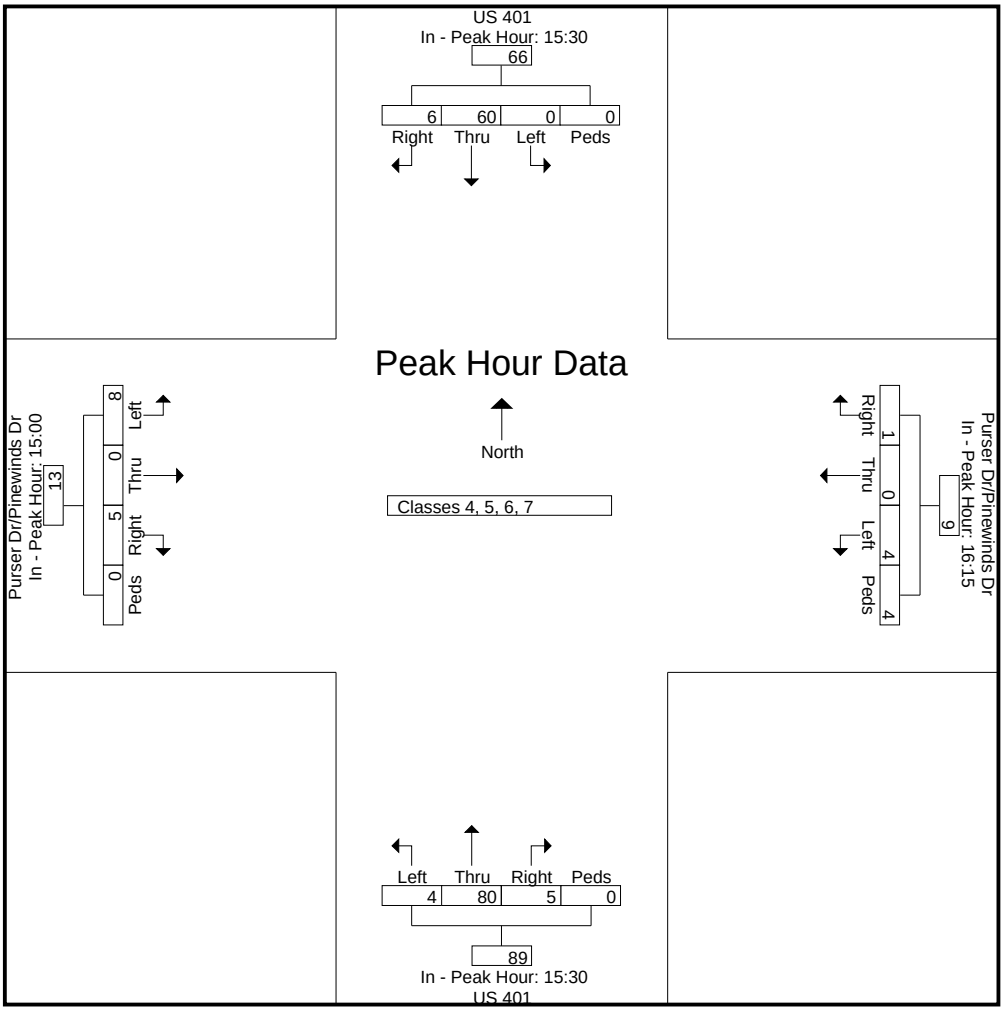


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 8

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:30					16:15					15:30					15:00					
+0 mins.	**3**	**24**	0	0	**27**	0	0	**3**	0	3	2	21	0	0	23	1	0	2	0	3	
+15 mins.	1	12	0	0	13	**1**	0	1	0	2	0	16	**2**	0	18	**2**	0	**3**	0	**5**	
+30 mins.	1	10	0	0	11	0	0	0	0	0	0	**23**	0	0	23	2	0	3	0	5	
+45 mins.	1	14	0	0	15	0	0	0	**4**	**4**	**3**	20	2	0	**25**	0	0	0	0	0	
Total Volume	6	60	0	0	66	1	0	4	4	9	5	80	4	0	89	5	0	8	0	13	
% App. Total	9.1	90.9	0	0		11.1	0	44.4	44.4		5.6	89.9	4.5	0		38.5	0	61.5	0		
PHF	.500	.625	.000	.000	.611	.250	.000	.333	.250	.563	.417	.870	.500	.000	.890	.625	.000	.667	.000	.650	



Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 8, 9, 10

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
06:00	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	8
06:15	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
06:30	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
06:45	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	10
Total	1	18	0	0	19	0	0	0	0	0	0	6	1	0	7	1	0	4	0	5	31
07:00	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	9
07:15	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
07:30	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	7	0	7	19
07:45	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	8
Total	6	19	0	0	25	0	0	0	0	0	0	8	0	0	8	0	0	10	0	10	43
08:00	1	13	0	0	14	0	0	0	0	0	0	6	0	0	6	1	0	3	0	4	24
08:15	1	11	0	0	12	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	18
08:30	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	19
08:45	1	8	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	14
Total	3	45	0	0	48	0	0	0	0	0	0	15	0	0	15	3	0	9	0	12	75
09:00	2	6	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	13
09:15	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	1	0	3	0	4	13
09:30	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
09:45	2	7	0	0	9	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	14
Total	4	24	0	0	28	1	0	0	0	1	0	13	0	0	13	1	0	4	0	5	47
10:00	1	2	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8
10:15	1	3	0	0	4	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	11
10:30	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	14
10:45	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	10
Total	2	14	1	0	17	1	0	0	0	1	0	19	0	0	19	2	0	4	0	6	43
11:00	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9
11:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
11:30	1	3	0	0	4	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	12
11:45	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
Total	3	15	0	0	18	0	0	0	0	0	0	16	2	0	18	1	0	1	0	2	38
12:00	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	11
12:15	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
12:30	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	15
12:45	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	12
Total	3	21	0	0	24	0	0	0	0	0	0	20	0	0	20	2	0	3	0	5	49
13:00	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	2	0	1	0	3	14
13:15	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	9
13:30	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
13:45	1	4	0	0	5	0	0	0	0	0	0	4	1	0	5	0	0	3	0	3	13
Total	4	18	0	0	22	0	0	0	0	0	0	19	1	0	20	3	0	5	0	8	50
14:00	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	10
14:15	0	5	0	0	5	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	11
14:30	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	11
14:45	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	19	0	0	19	1	0	0	0	1	0	18	1	0	19	0	0	3	0	3	42
15:00	2	3	0	0	5	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	8
15:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	6
15:30	2	2	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
15:45	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	5	9	0	0	14	0	0	0	0	0	0	18	1	0	19	0	0	2	0	2	35

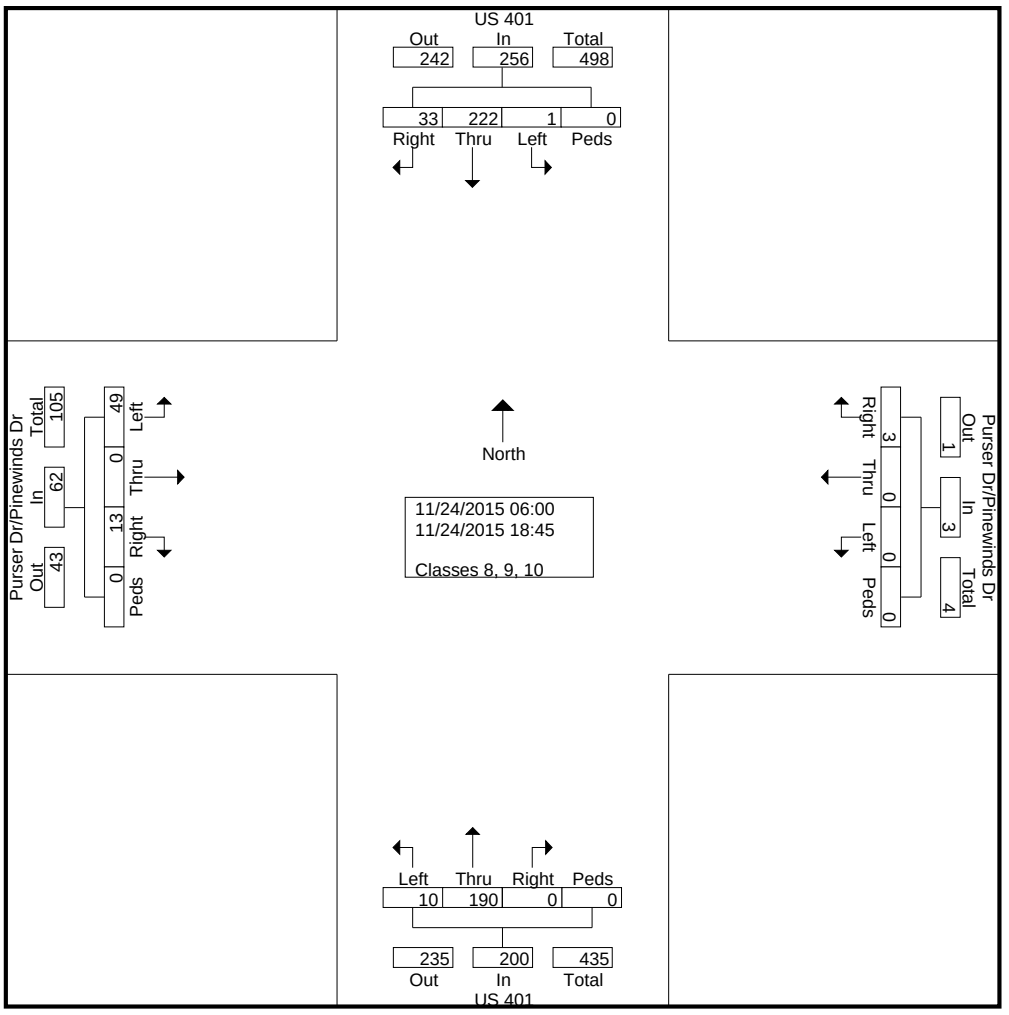
Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 2

Groups Printed- Classes 8, 9, 10

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
16:00	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	10
16:15	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
16:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
16:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	2	9	0	0	11	0	0	0	0	0	0	16	0	0	16	0	0	4	0	4	31
17:00	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	7
17:15	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
17:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	11	3	0	14	0	0	0	0	0	19
18:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
18:15	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
18:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:45	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	18
Grand Total	33	222	1	0	256	3	0	0	0	3	0	190	10	0	200	13	0	49	0	62	521
Apprch %	12.9	86.7	0.4	0		100	0	0	0		0	95	5	0		21	0	79	0		
Total %	6.3	42.6	0.2	0	49.1	0.6	0	0	0	0.6	0	36.5	1.9	0	38.4	2.5	0	9.4	0	11.9	

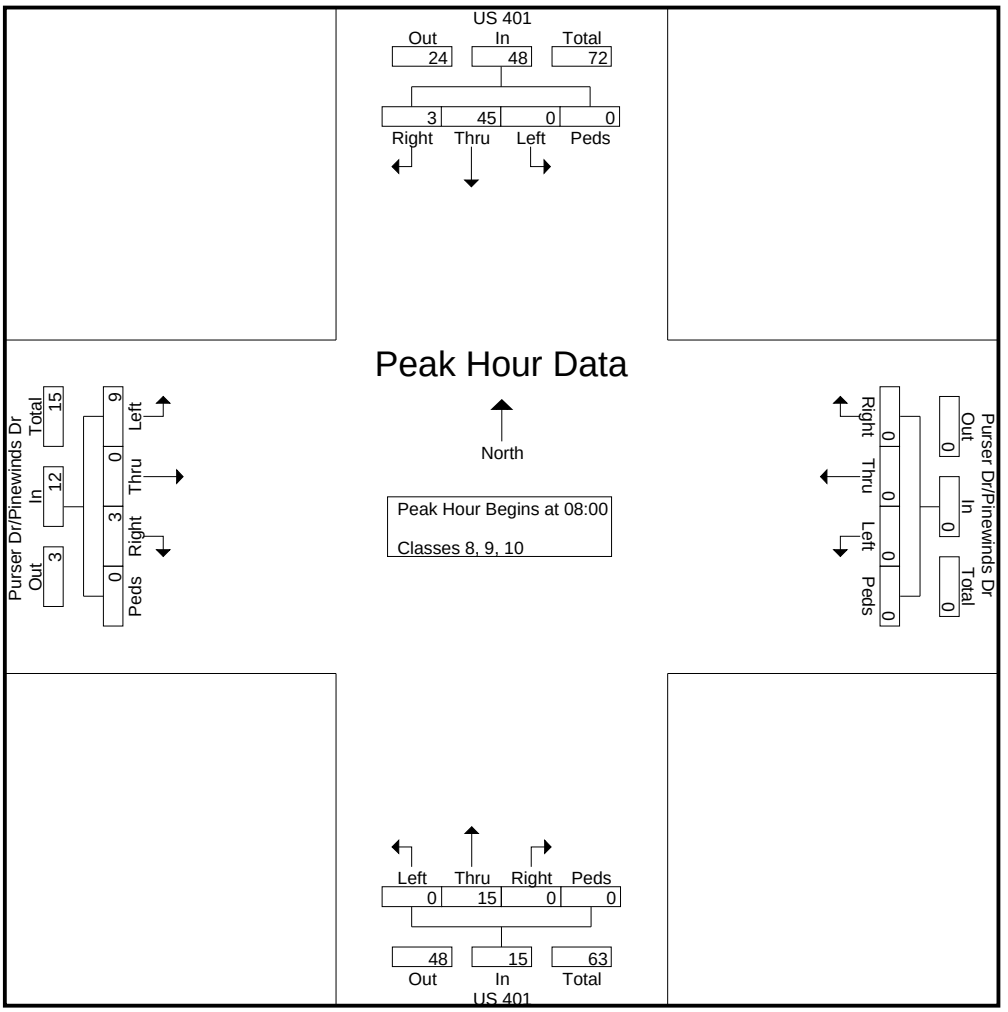


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	**1**	**13**	0	0	**14**	0	0	0	0	0	0	**6**	0	0	**6**	1	0	**3**	0	**4**	**24**
08:15	1	11	0	0	12	0	0	0	0	0	0	2	0	0	2	**2**	0	2	0	4	18
08:30	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	19
08:45	1	8	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	14
Total Volume	3	45	0	0	48	0	0	0	0	0	0	15	0	0	15	3	0	9	0	12	75
% App. Total	6.2	93.8	0	0		0	0	0	0		0	100	0	0		25	0	75	0		
PHF	.750	.865	.000	.000	.857	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.375	.000	.750	.000	.750	.781

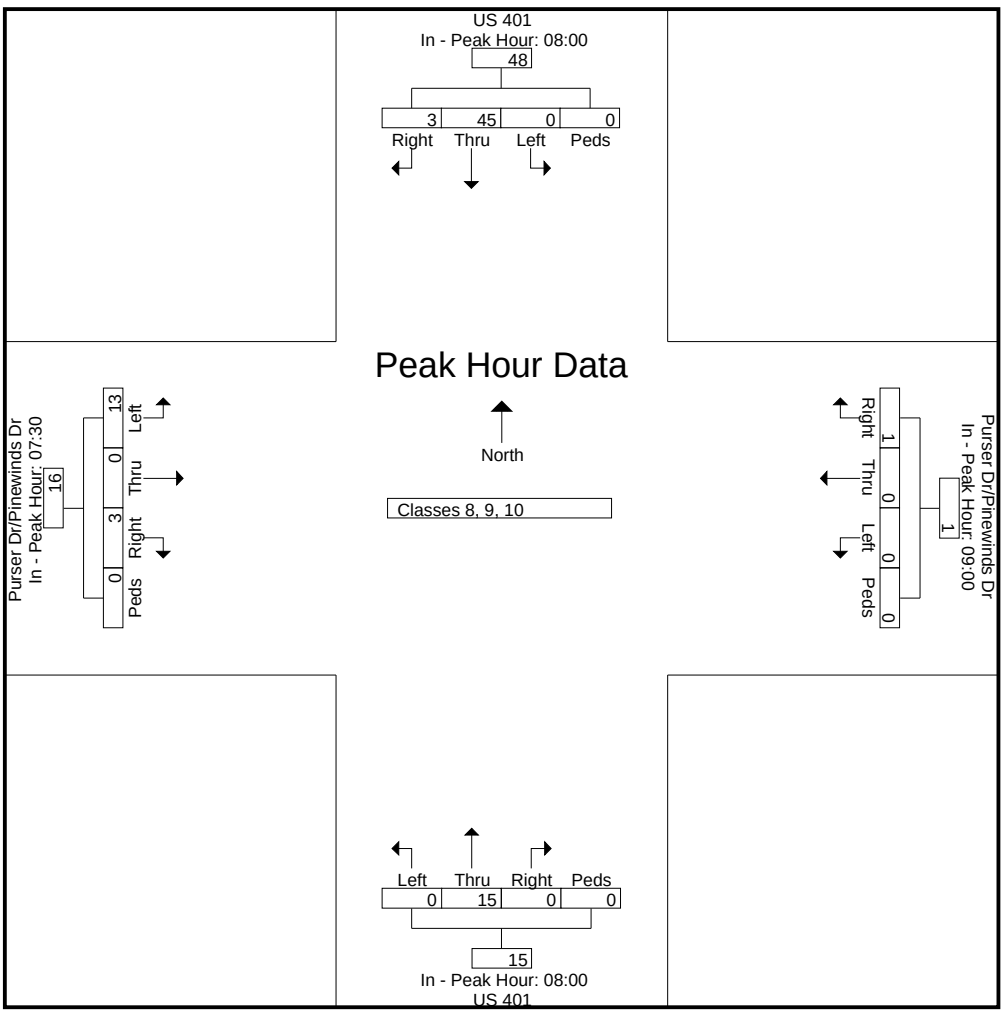


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 4

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00					09:00					08:00					07:30					
+0 mins.	**1**	**13**	0	0	**14**	0	0	0	0	0	0	**6**	0	0	**6**	0	0	**7**	0	**7**	
+15 mins.	1	11	0	0	12	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	
+30 mins.	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	1	0	3	0	4	
+45 mins.	1	8	0	0	9	**1**	0	0	0	**1**	0	3	0	0	3	**2**	0	2	0	4	
Total Volume	3	45	0	0	48	1	0	0	0	1	0	15	0	0	15	3	0	13	0	16	
% App. Total	6.2	93.8	0	0		100	0	0	0		0	100	0	0		18.8	0	81.2	0		
PHF	.750	.865	.000	.000	.857	.250	.000	.000	.000	.250	.000	.625	.000	.000	.625	.375	.000	.464	.000	.571	

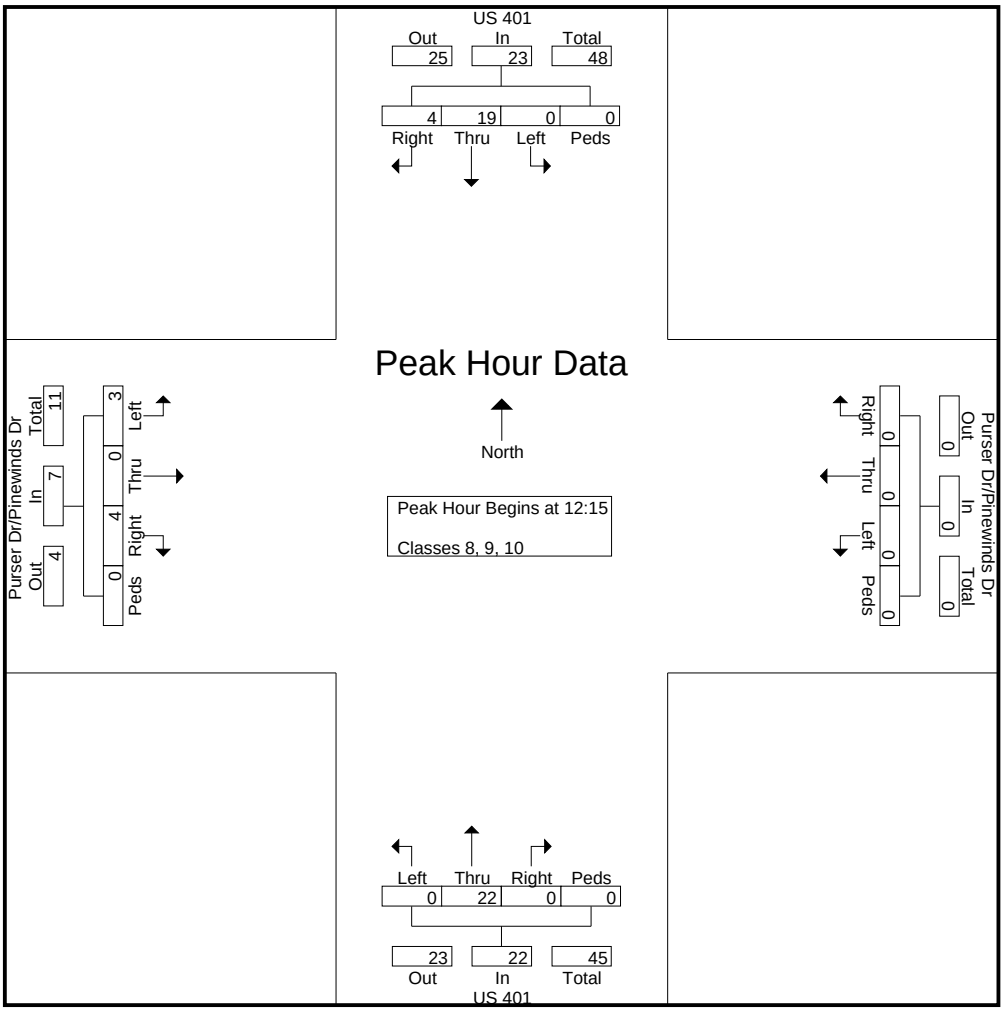


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 5

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15																					
12:15	**1**	3	0	0	4	0	0	0	0	0	0	**6**	0	0	**6**	0	0	**1**	0	1	11
12:30	1	**8**	0	0	**9**	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	**15**
12:45	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	12
13:00	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	**2**	0	1	0	**3**	14
Total Volume	4	19	0	0	23	0	0	0	0	0	0	22	0	0	22	4	0	3	0	7	52
% App. Total	17.4	82.6	0	0		0	0	0	0		0	100	0	0		57.1	0	42.9	0		
PHF	1.00	.594	.000	.000	.639	.000	.000	.000	.000	.000	.000	.917	.000	.000	.917	.500	.000	.750	.000	.583	.867

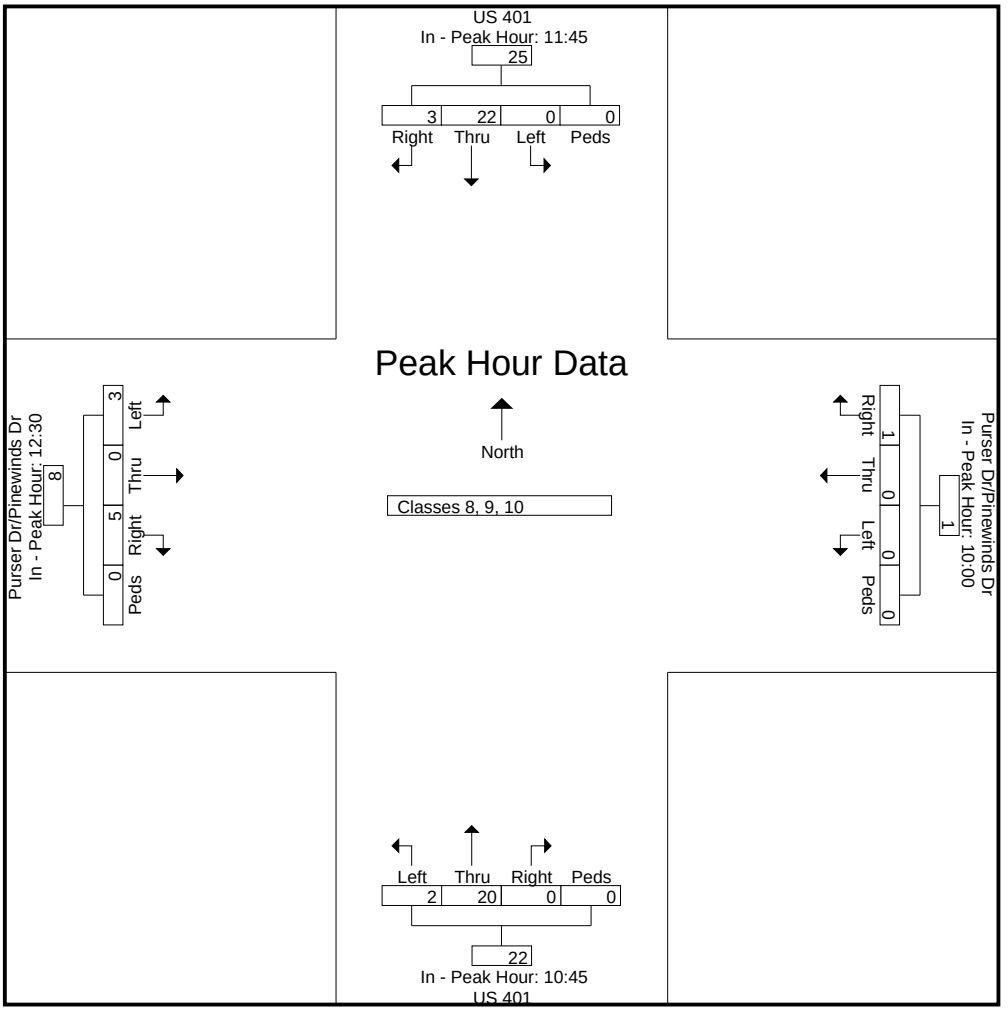


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 6

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45					10:00					10:45					12:30					
+0 mins.	**1**	4	0	0	5	0	0	0	0	0	0	**7**	0	0	7	1	0	0	0	1	
+15 mins.	0	7	0	0	7	**1**	0	0	0	**1**	0	3	**1**	0	4	1	0	**1**	0	2	
+30 mins.	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	**2**	0	1	0	**3**	
+45 mins.	1	**8**	0	0	**9**	0	0	0	0	0	0	7	1	0	**8**	1	0	1	0	2	
Total Volume	3	22	0	0	25	1	0	0	0	1	0	20	2	0	22	5	0	3	0	8	
% App. Total	12	88	0	0		100	0	0	0		0	90.9	9.1	0		62.5	0	37.5	0		
PHF	.750	.688	.000	.000	.694	.250	.000	.000	.000	.250	.000	.714	.500	.000	.688	.625	.000	.750	.000	.667	

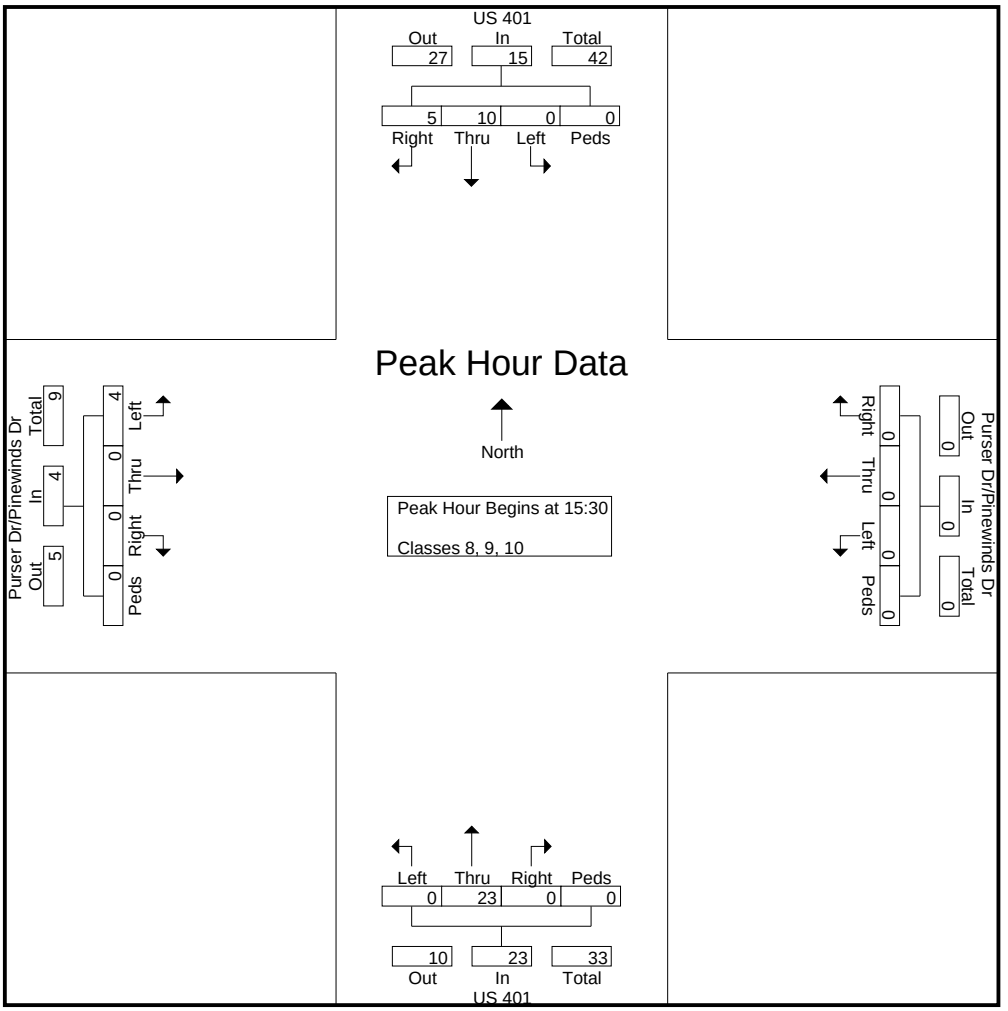


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:30																					
15:30	**2**	2	0	0	**4**	0	0	0	0	0	0	**11**	0	0	**11**	0	0	0	0	0	**15**
15:45	1	**3**	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
16:00	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	**3**	0	**3**	10
16:15	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
Total Volume	5	10	0	0	15	0	0	0	0	0	0	23	0	0	23	0	0	4	0	4	42
% App. Total	33.3	66.7	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
PHF	.625	.833	.000	.000	.938	.000	.000	.000	.000	.000	.000	.523	.000	.000	.523	.000	.000	.333	.000	.333	.700

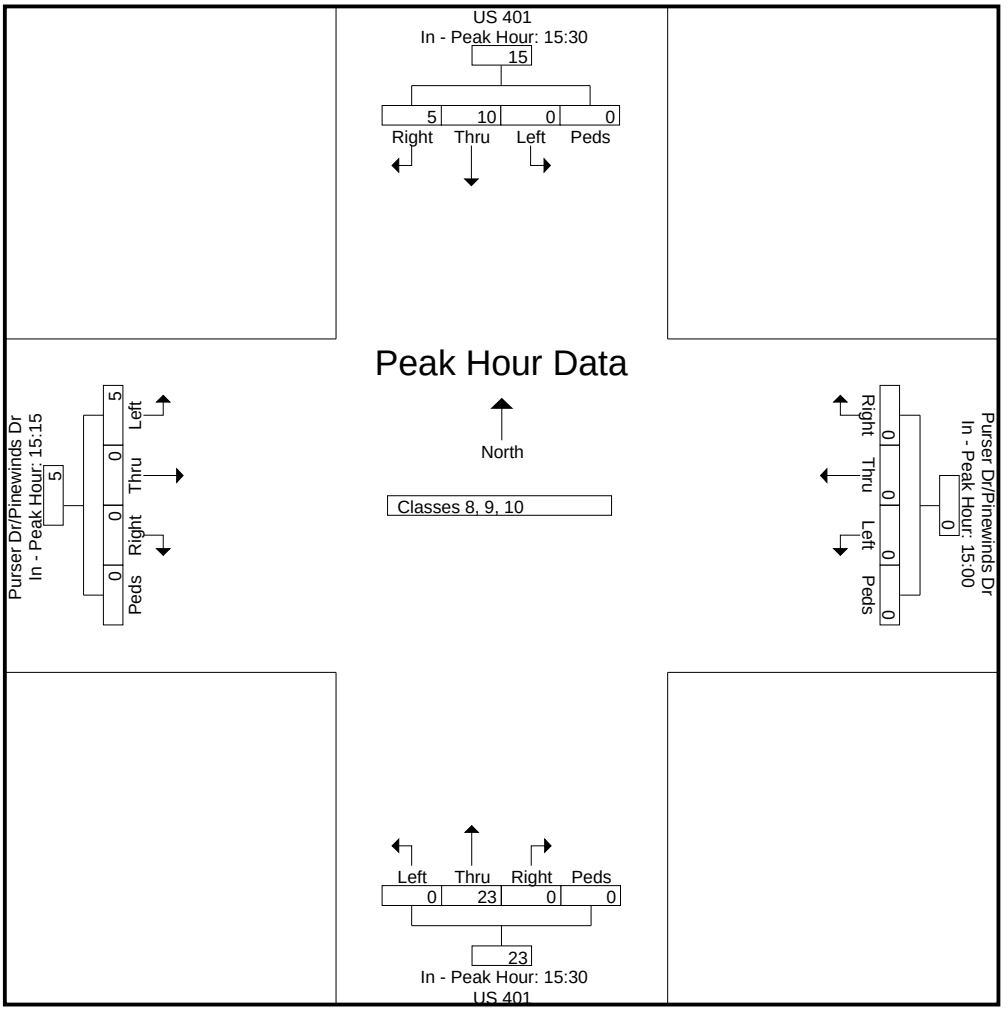


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 8

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:30					15:00					15:30					15:15					
+0 mins.	**2**	2	0	0	**4**	0	0	0	0	0	0	**11**	0	0	**11**	0	0	2	0	2	
+15 mins.	1	**3**	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
+30 mins.	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	
+45 mins.	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	**3**	0	**3**	
Total Volume	5	10	0	0	15	0	0	0	0	0	0	23	0	0	23	0	0	5	0	5	
% App. Total	33.3	66.7	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
PHF	.625	.833	.000	.000	.938	.000	.000	.000	.000	.000	.000	.523	.000	.000	.523	.000	.000	.417	.000	.417	



Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 11, 12, 13

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

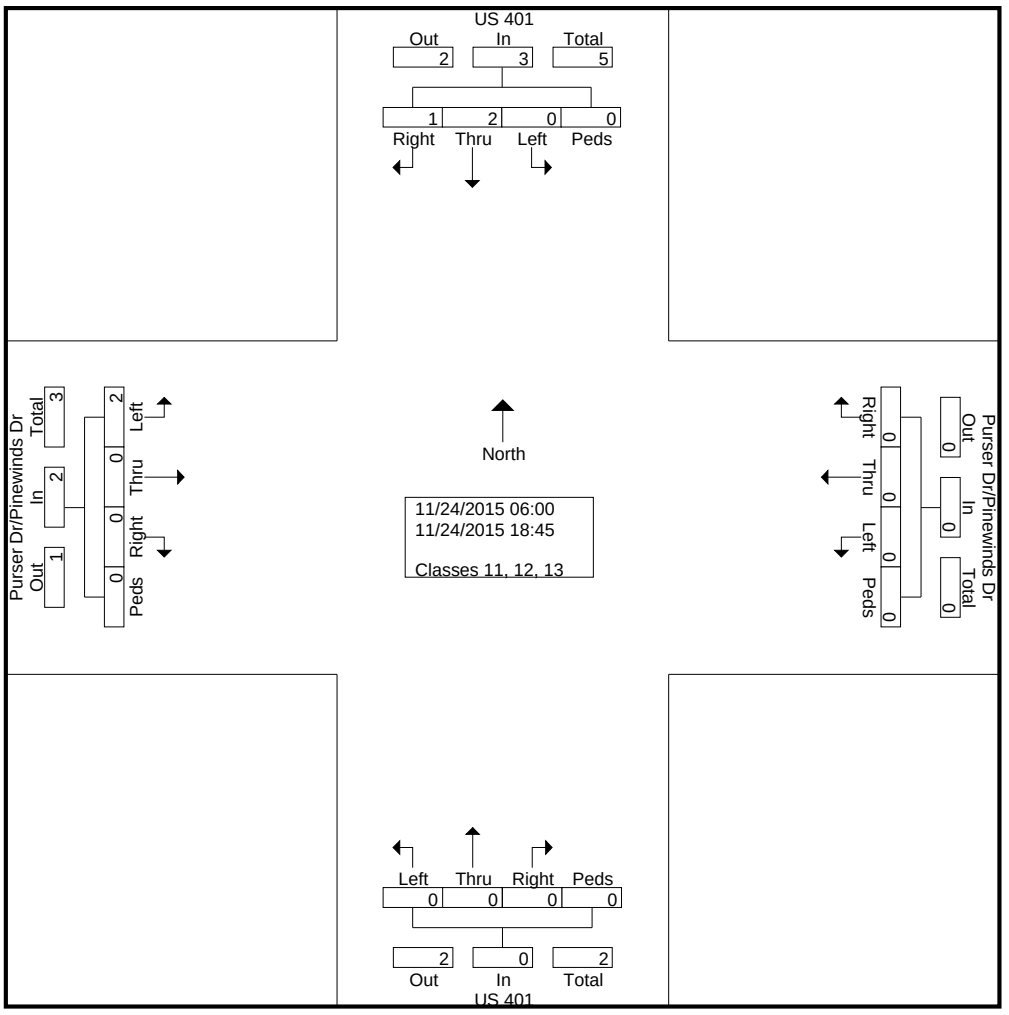
Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 2

Groups Printed- Classes 11, 12, 13

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Apprch %	33.3	66.7	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	20	40	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	40	0	40	

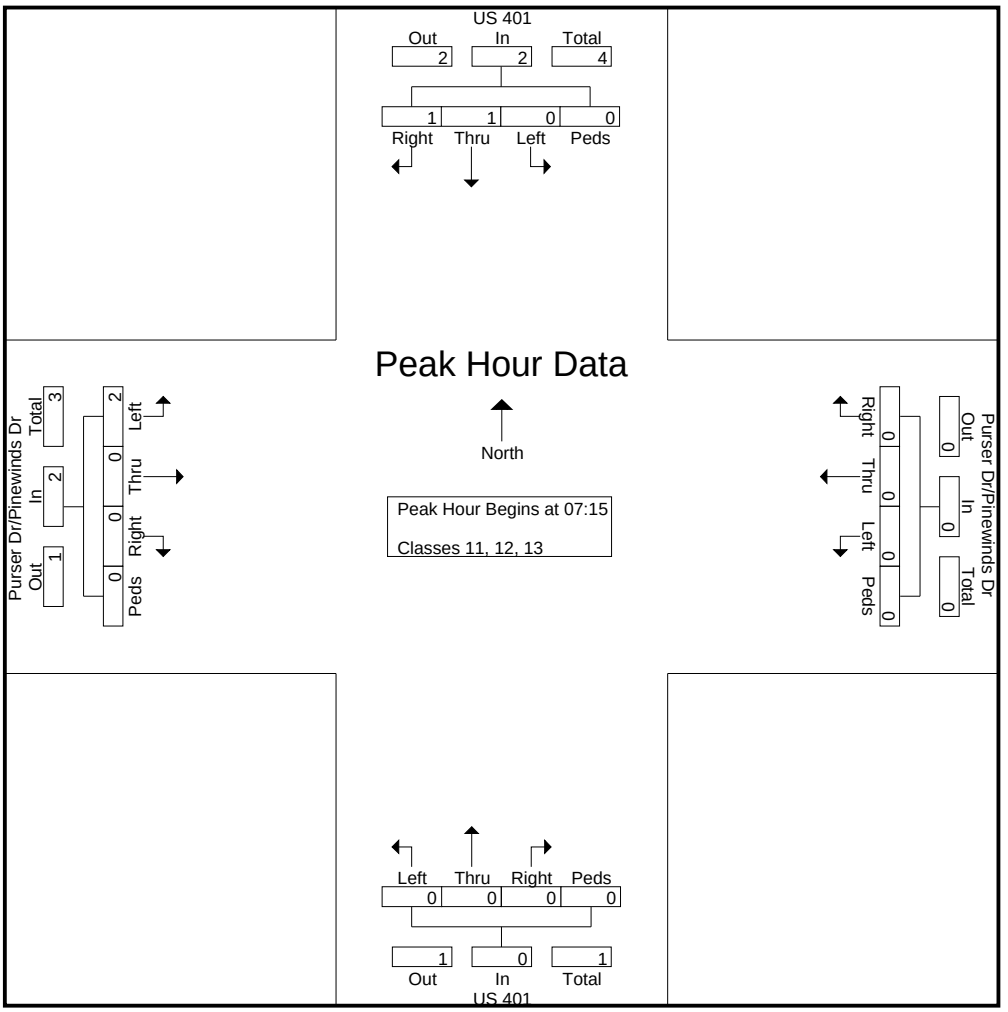


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	**1**	**1**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
% App. Total	50	50	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

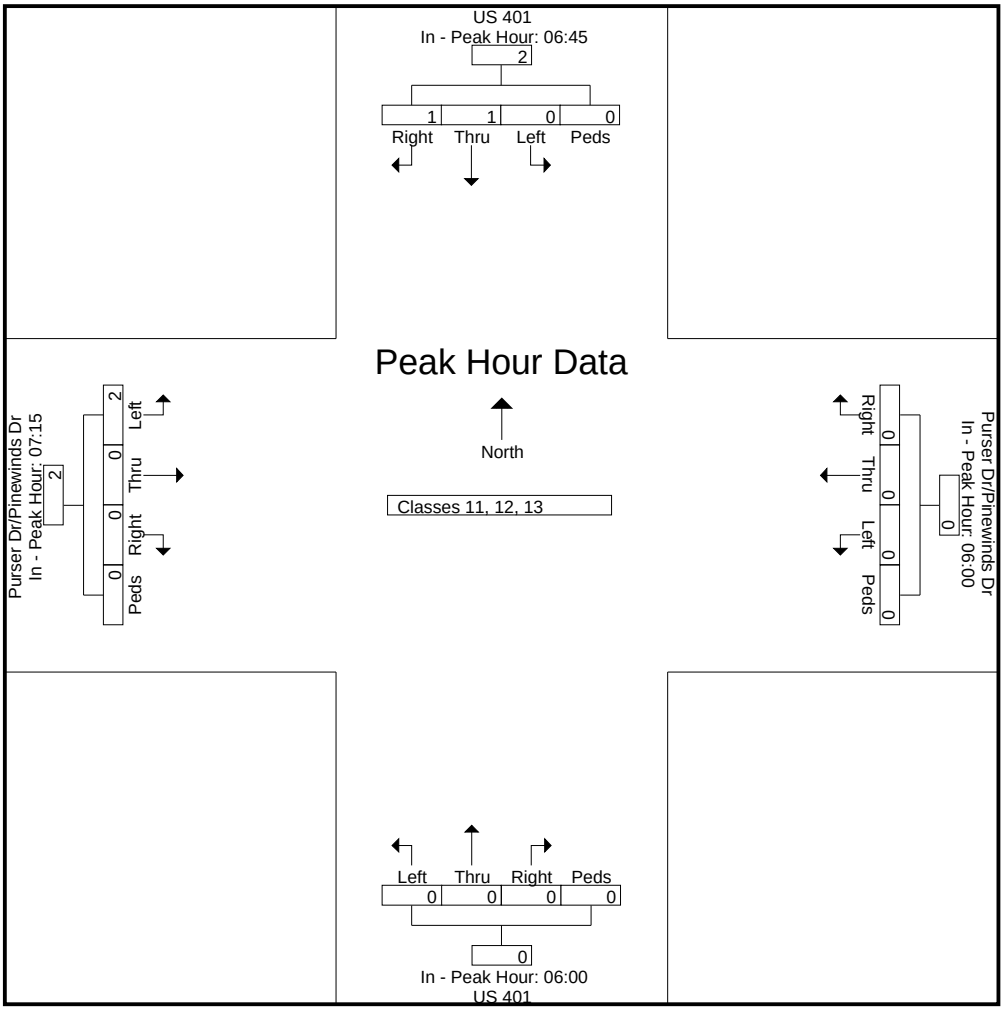


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 4

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:45					06:00					06:00					07:15					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+45 mins.	**1**	**1**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
% App. Total	50	50	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	

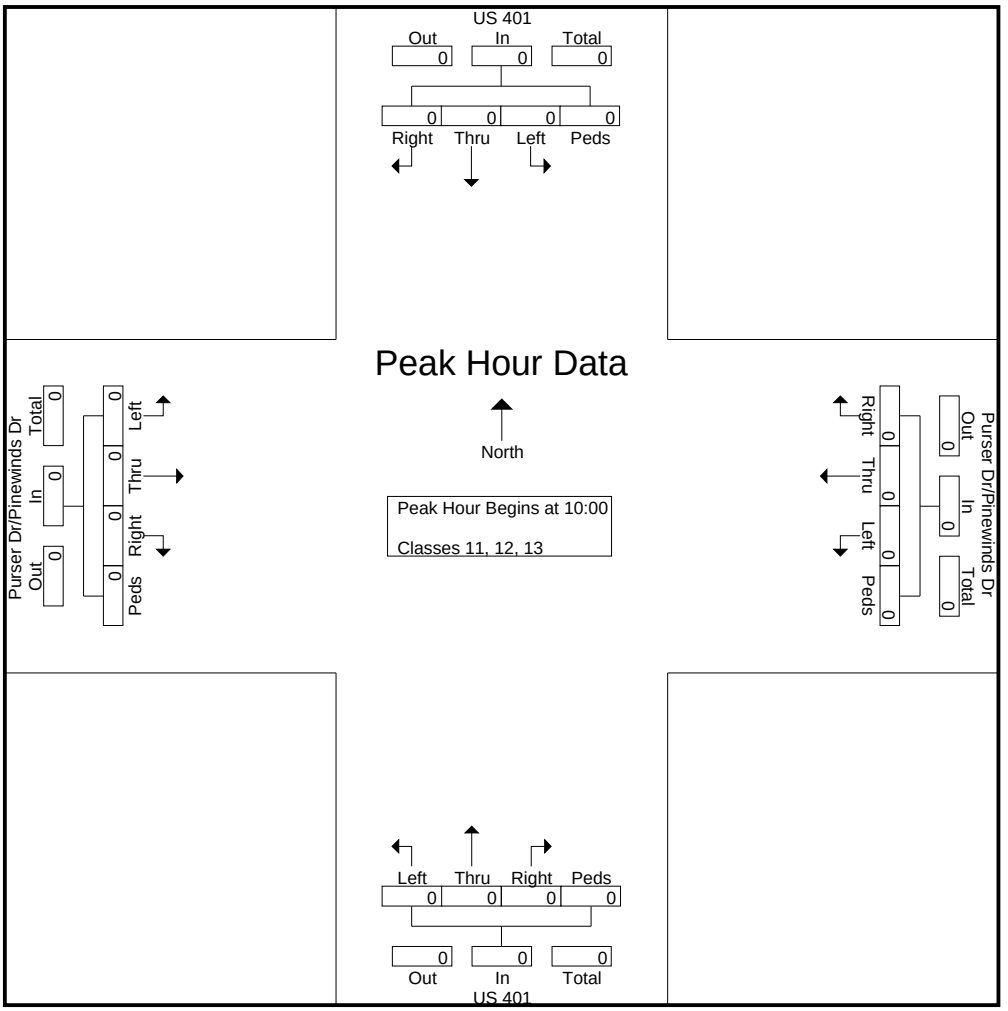


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 5

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00																					
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

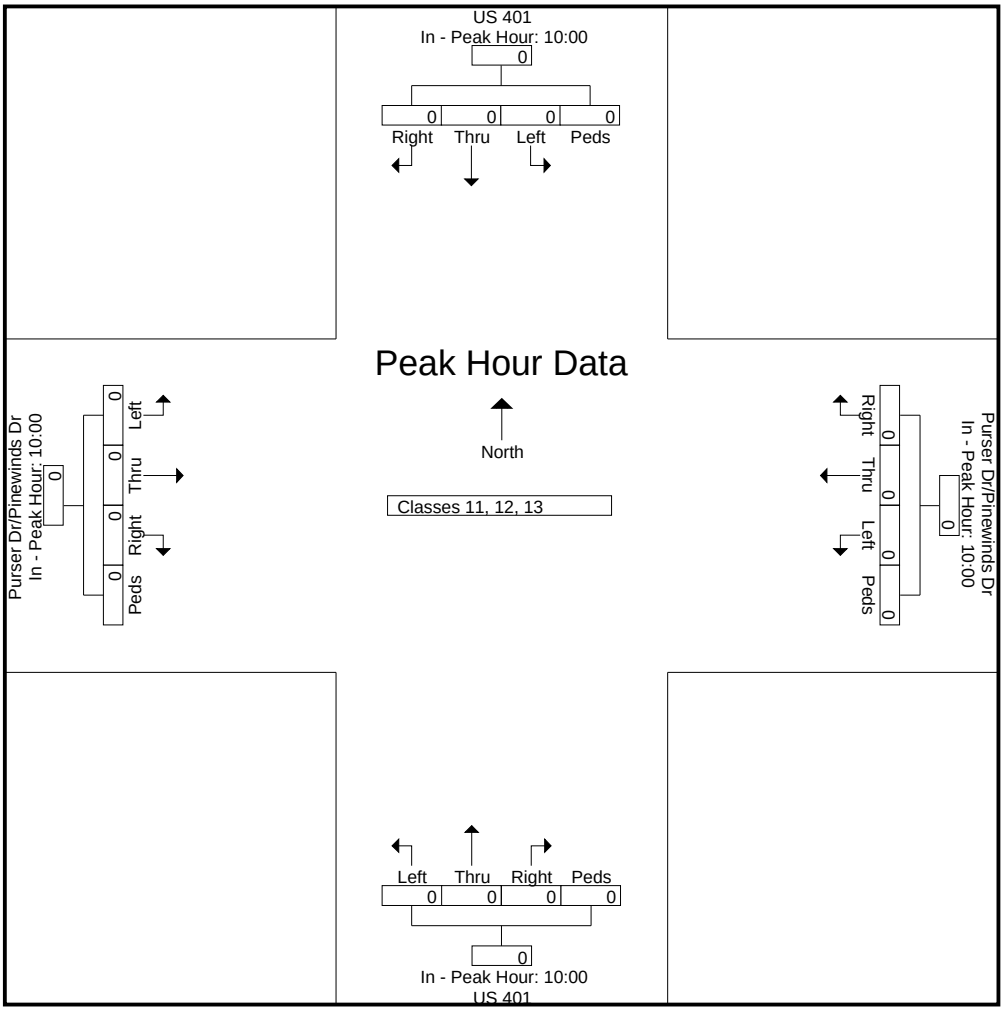


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 6

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00					10:00					10:00					10:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

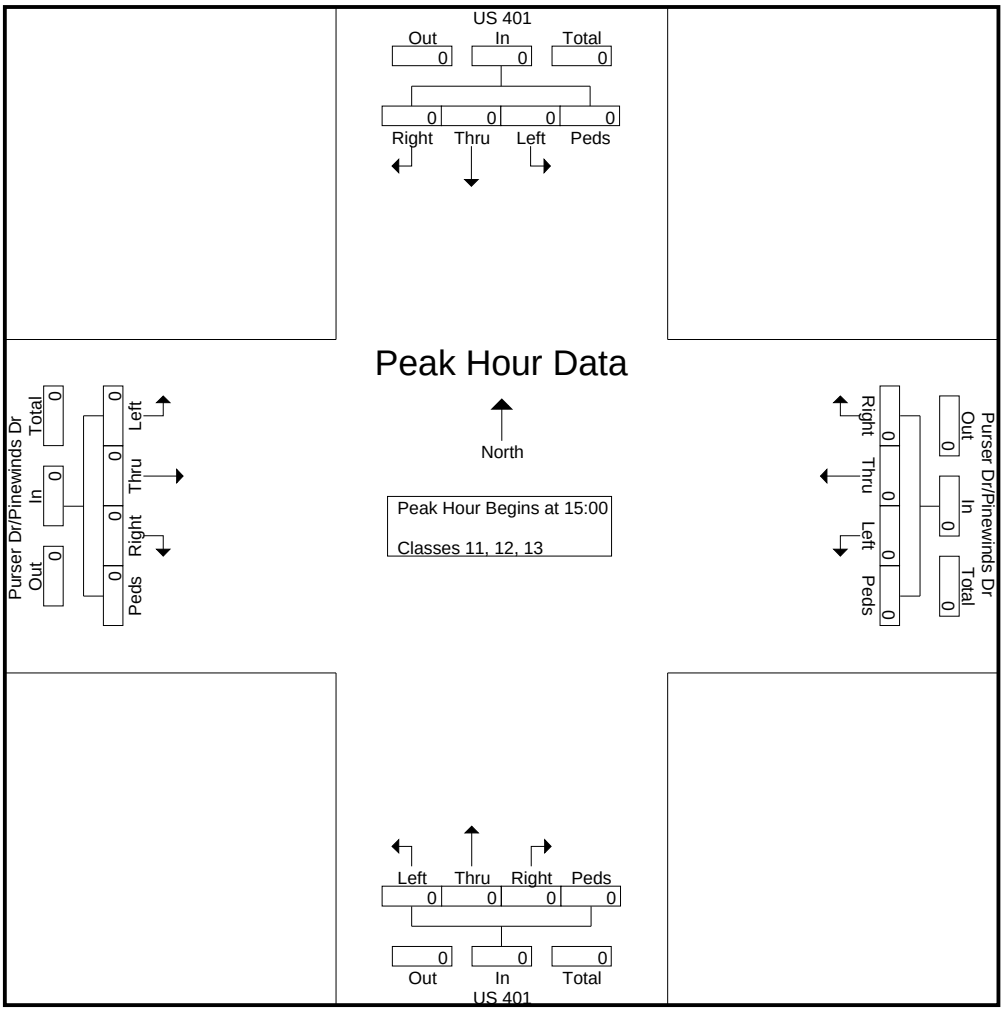


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

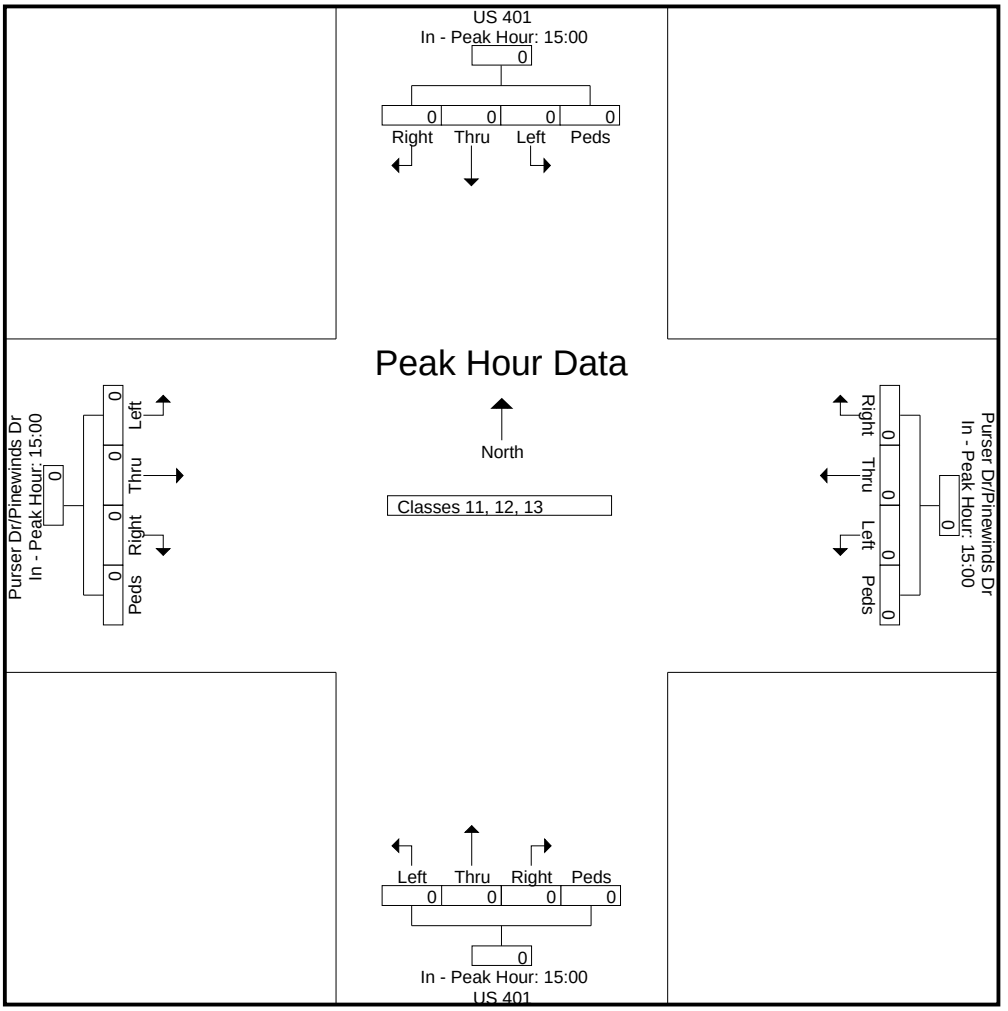


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 8

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					15:00					15:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	



Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 1

Groups Printed- Bikes, Peds

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
15:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
15:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5

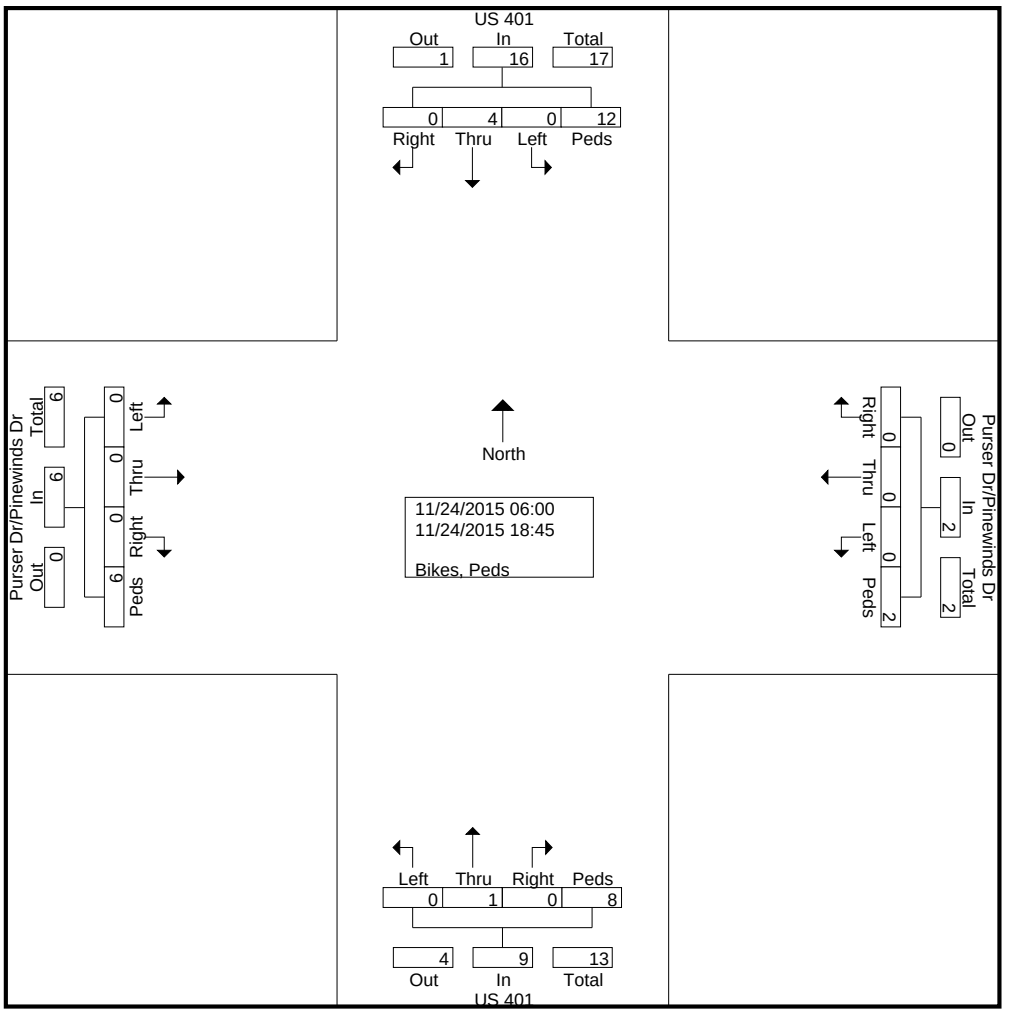
Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 2

Groups Printed- Bikes, Peds

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	4	0	12	16	0	0	0	2	2	0	1	0	8	9	0	0	0	6	6	33
Apprch %	0	25	0	75		0	0	0	100		0	11.1	0	88.9		0	0	0	100		
Total %	0	12.1	0	36.4	48.5	0	0	0	6.1	6.1	0	3	0	24.2	27.3	0	0	0	18.2	18.2	

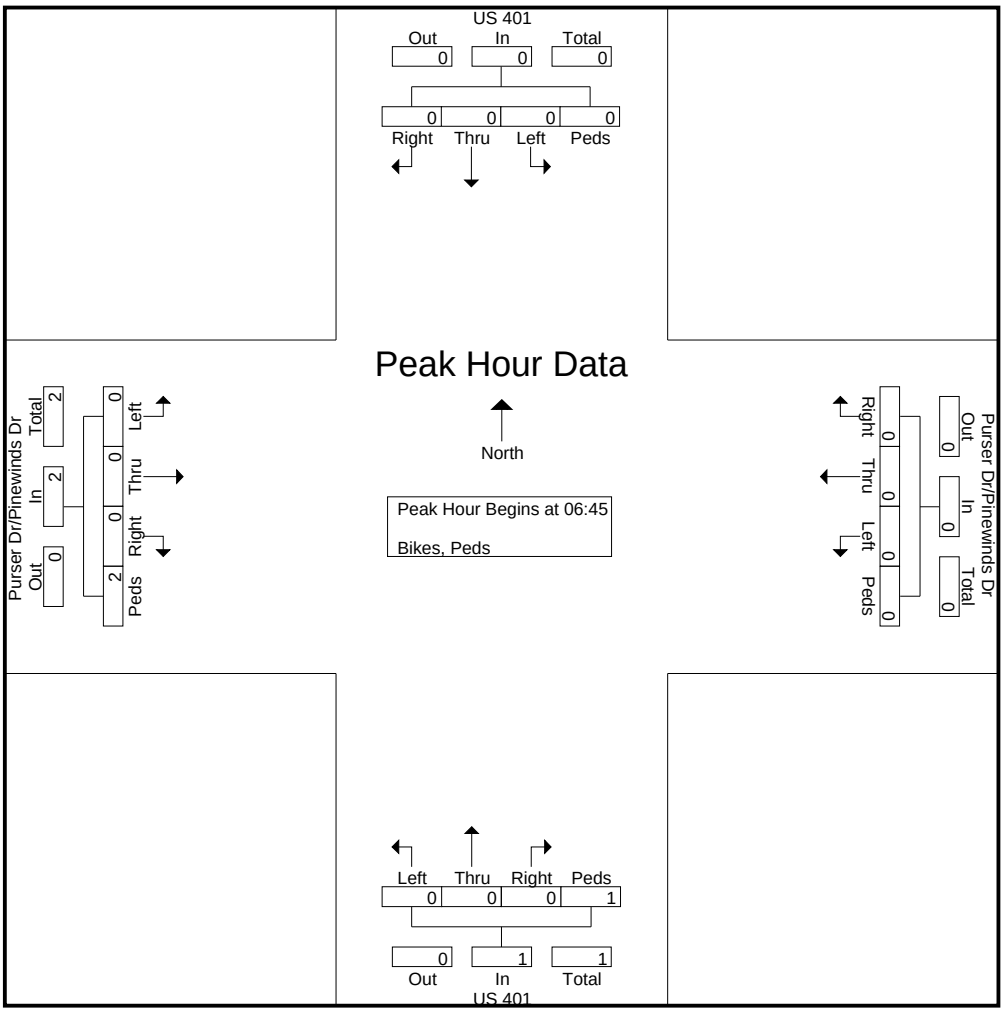


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 3

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	**2**	**2**	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.250

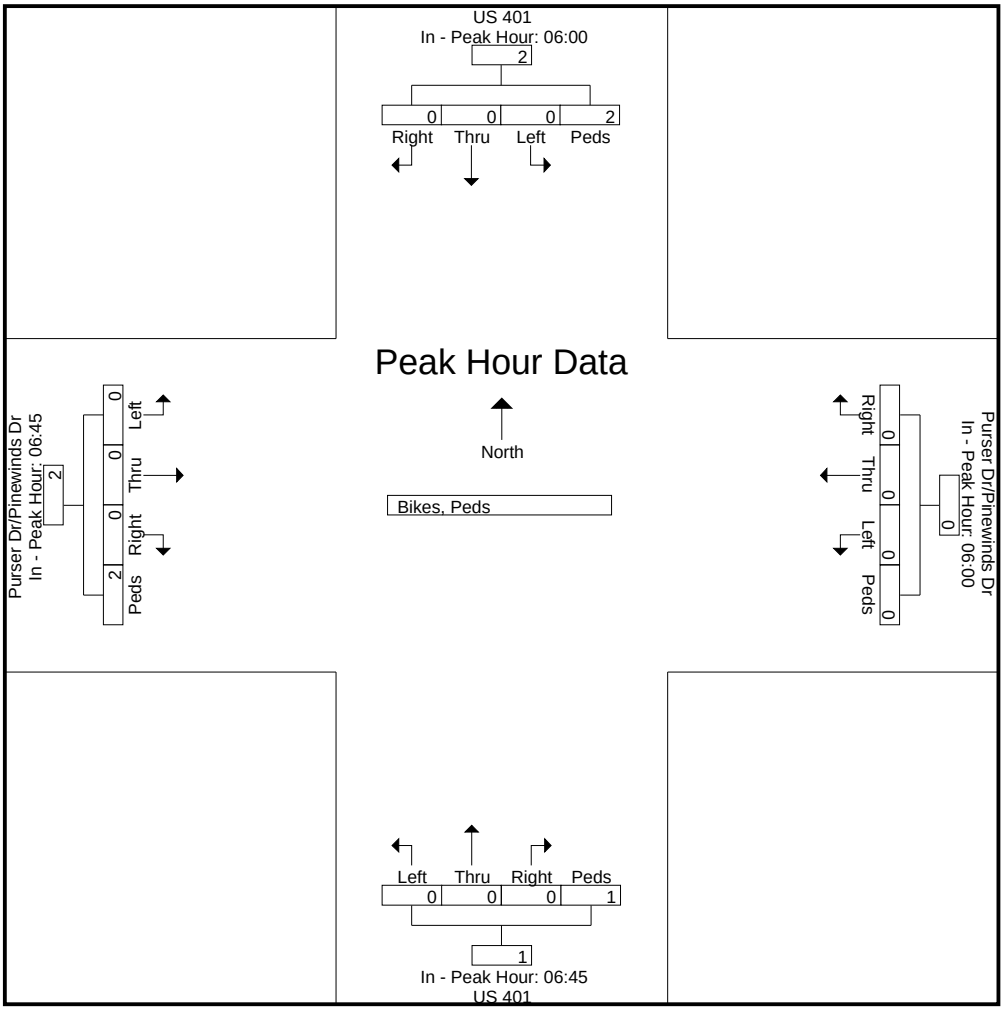


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 4

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:00					06:00					06:45					06:45					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	**2**	**2**	
Total Volume	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	
% App. Total	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	

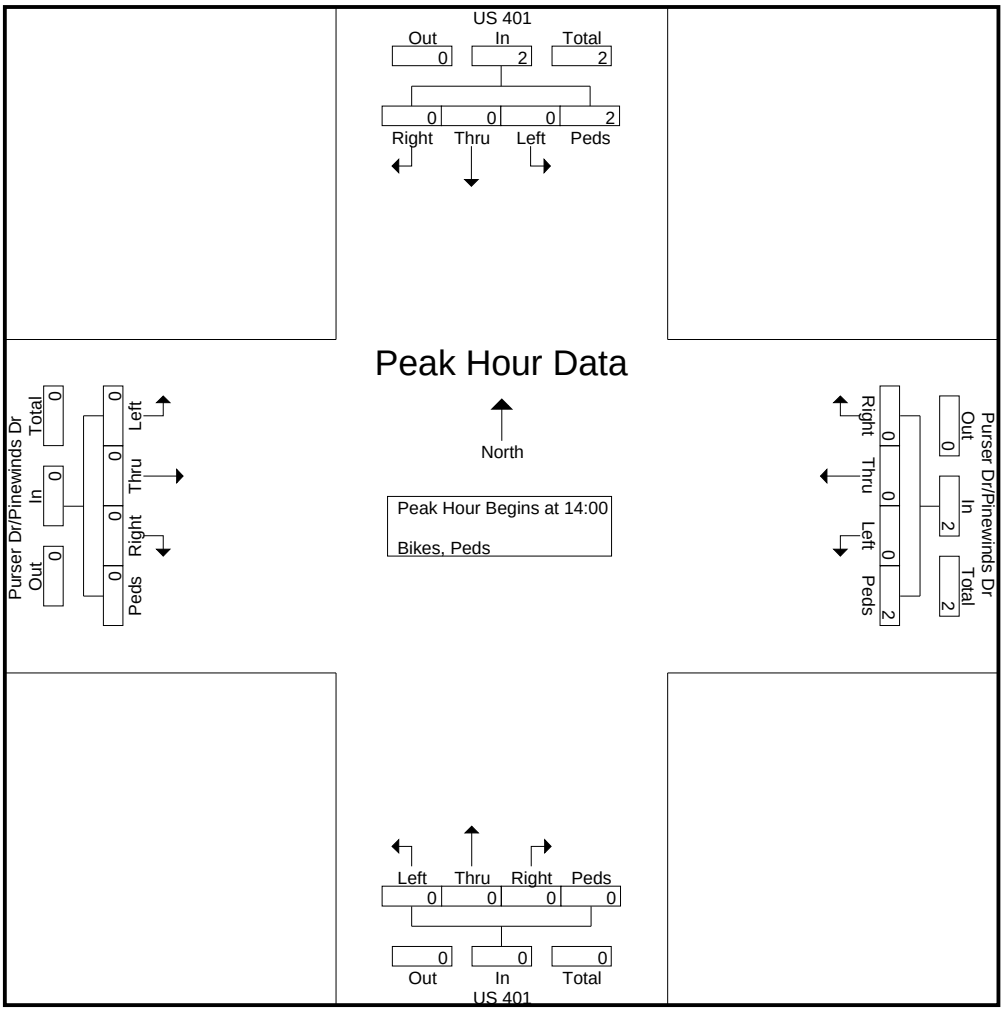


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 5

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

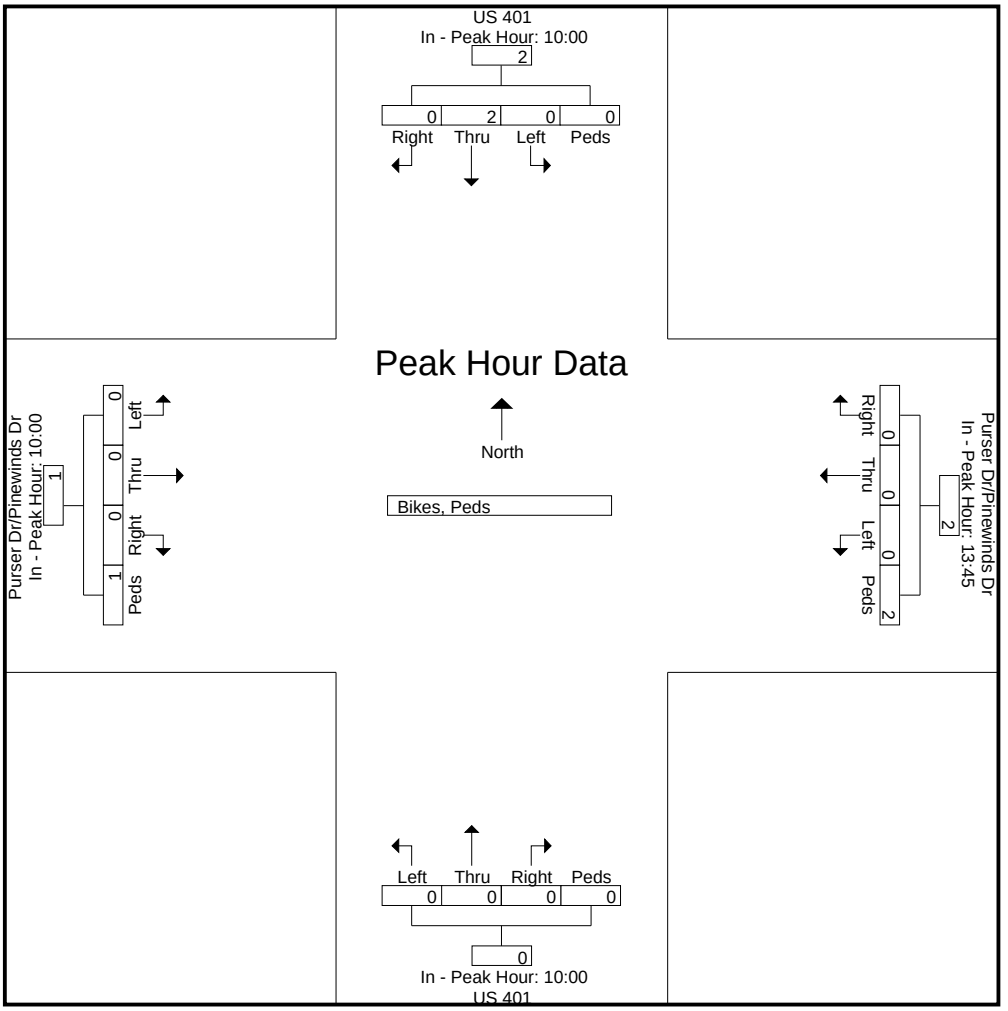


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 6

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00					13:45					10:00					10:00					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	**2**	0	0	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	
% App. Total	0	100	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	

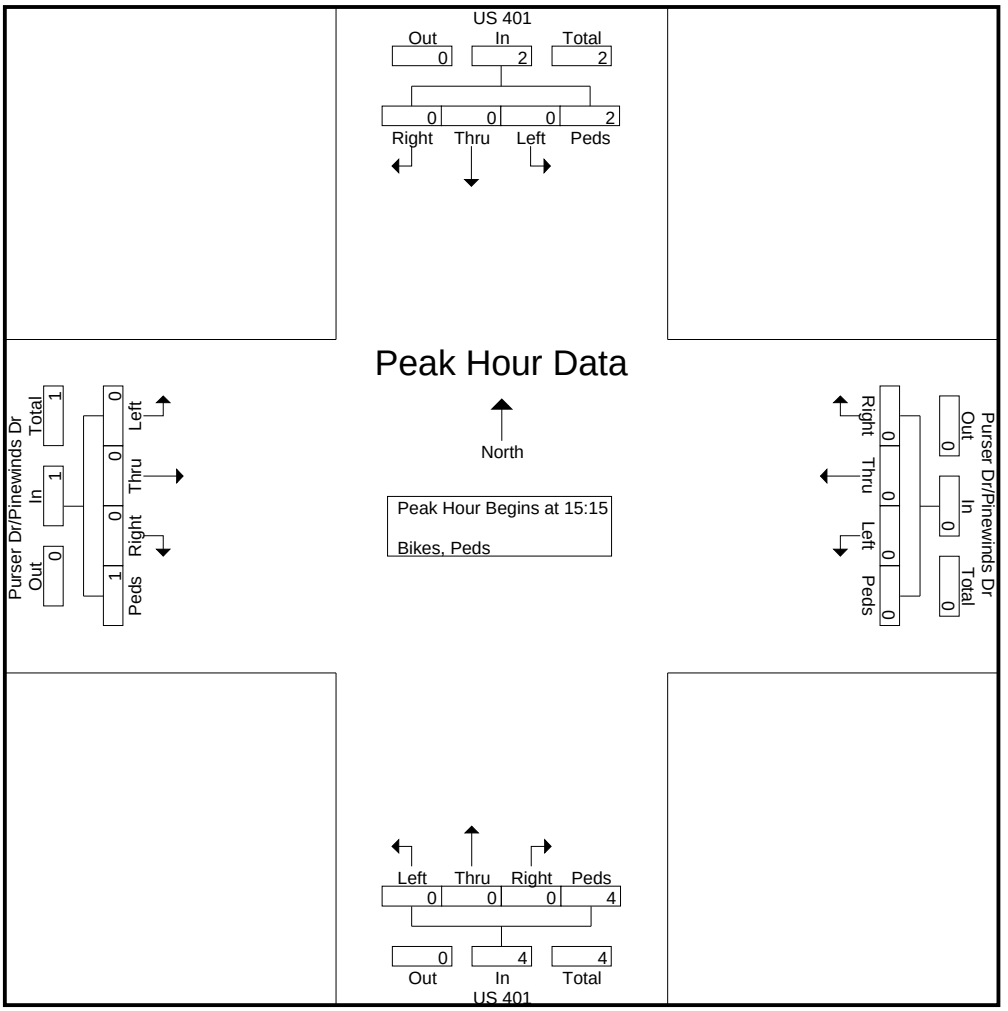


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:15																					
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	**3**
15:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	**1**	**1**	3
Total Volume	0	0	0	2	2	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	7
% App. Total	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.250	.250	.583

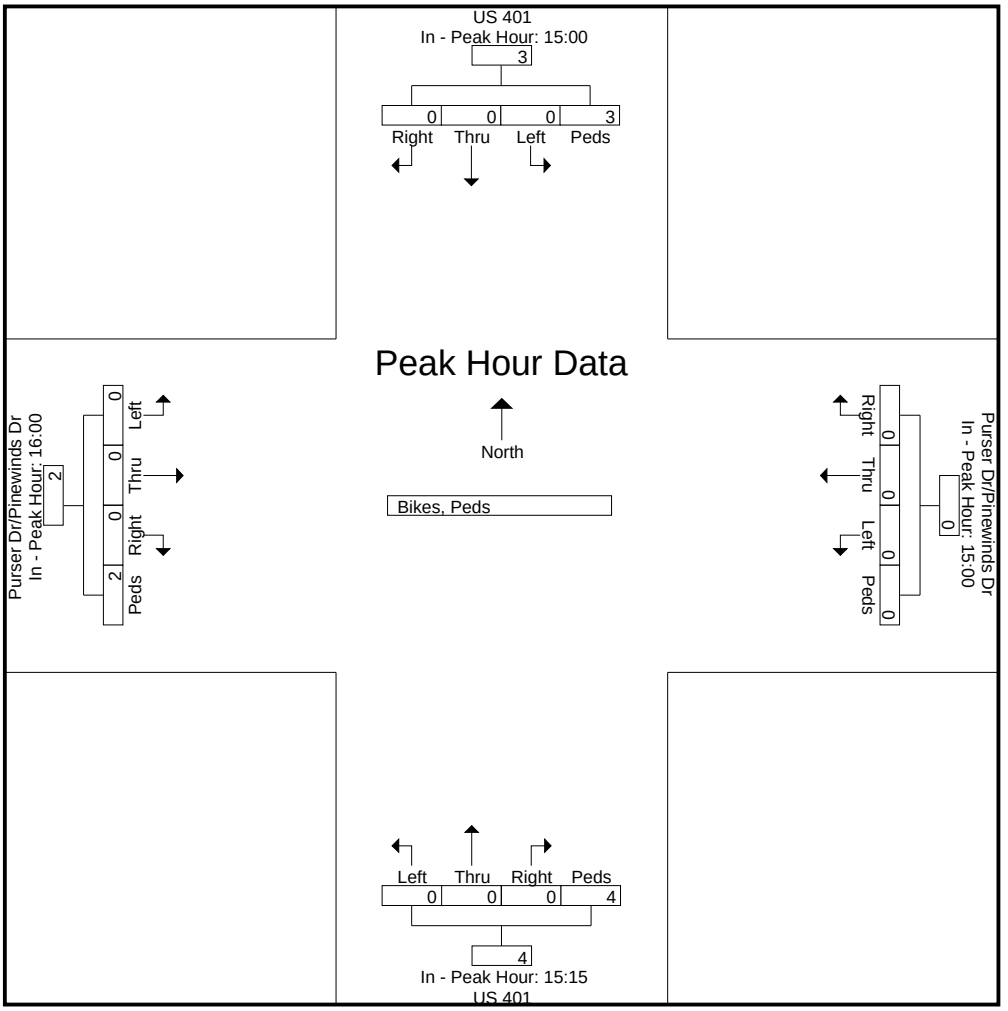


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 8

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:00					15:15					16:00					
+0 mins.	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	
+30 mins.	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	
Total Volume	0	0	0	3	3	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	
% App. Total	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.500	.500	



Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 1

Groups Printed- Classes 1, 2, 3 - Classes 4, 5, 6, 7 - Classes 8, 9, 10 - Classes 11, 12, 13 - Bikes, Peds

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
06:00	9	82	0	0	91	7	2	0	0	9	1	288	9	0	298	3	0	8	0	11	409
06:15	15	114	3	0	132	9	2	5	0	16	2	448	11	0	461	4	1	6	0	11	620
06:30	14	150	0	2	166	7	0	6	0	13	2	522	16	0	540	3	1	14	0	18	737
06:45	12	196	1	0	209	10	0	4	0	14	3	592	20	0	615	6	0	14	0	20	858
Total	50	542	4	2	598	33	4	15	0	52	8	1850	56	0	1914	16	2	42	0	60	2624
07:00	14	222	2	1	239	12	1	6	0	19	3	645	17	0	665	7	0	28	0	35	958
07:15	7	219	3	0	229	7	3	7	0	17	3	634	29	0	666	8	3	22	0	33	945
07:30	15	358	5	0	378	7	1	14	0	22	6	599	15	1	621	11	4	29	2	46	1067
07:45	22	266	0	0	288	9	2	12	0	23	5	565	28	0	598	7	3	26	0	36	945
Total	58	1065	10	1	1134	35	7	39	0	81	17	2443	89	1	2550	33	10	105	2	150	3915
08:00	12	233	3	1	249	7	3	7	0	17	4	588	26	0	618	13	2	29	0	44	928
08:15	13	196	2	2	213	5	4	5	0	14	5	519	28	0	552	9	1	28	0	38	817
08:30	19	267	2	1	289	13	6	6	0	25	4	459	26	0	489	11	2	37	0	50	853
08:45	17	247	1	0	265	11	4	12	0	27	4	389	22	0	415	14	1	40	0	55	762
Total	61	943	8	4	1016	36	17	30	0	83	17	1955	102	0	2074	47	6	134	0	187	3360
09:00	17	250	2	0	269	4	5	5	0	14	6	358	25	0	389	10	0	44	0	54	726
09:15	13	234	2	1	250	4	2	4	0	10	6	453	37	0	496	18	4	42	0	64	820
09:30	11	198	5	0	214	3	2	9	0	14	2	395	35	0	432	19	1	41	0	61	721
09:45	17	217	5	0	239	10	3	7	0	20	3	343	33	0	379	29	1	53	0	83	721
Total	58	899	14	1	972	21	12	25	0	58	17	1549	130	0	1696	76	6	180	0	262	2988
10:00	11	225	7	1	244	10	1	4	0	15	3	288	43	0	334	22	5	52	1	80	673
10:15	12	243	7	1	263	6	7	8	0	21	4	325	29	0	358	17	1	63	0	81	723
10:30	20	239	5	1	265	9	5	5	0	19	8	261	30	0	299	22	3	53	0	78	661
10:45	11	222	7	3	243	13	4	7	0	24	6	327	35	0	368	23	6	50	0	79	714
Total	54	929	26	6	1015	38	17	24	0	79	21	1201	137	0	1359	84	15	218	1	318	2771
11:00	10	210	6	1	227	8	6	9	0	23	3	272	37	0	312	24	3	63	0	90	652
11:15	20	232	4	0	256	11	1	8	0	20	6	285	29	0	320	34	3	63	0	100	696
11:30	27	288	11	1	327	10	4	13	0	27	13	301	38	0	352	33	2	71	1	107	813
11:45	19	279	13	2	313	11	5	10	0	26	9	309	38	0	356	30	3	53	0	86	781
Total	76	1009	34	4	1123	40	16	40	0	96	31	1167	142	0	1340	121	11	250	1	383	2942
12:00	20	275	12	0	307	16	7	13	0	36	10	281	33	0	324	34	4	73	0	111	778
12:15	19	265	15	4	303	16	3	8	0	27	12	325	36	0	373	25	9	65	0	99	802
12:30	18	278	10	1	307	19	2	13	0	34	10	334	31	0	375	43	3	84	0	130	846
12:45	21	271	10	0	302	11	5	10	0	26	9	315	36	0	360	30	6	85	0	121	809
Total	78	1089	47	5	1219	62	17	44	0	123	41	1255	136	0	1432	132	22	307	0	461	3235
13:00	27	252	9	1	289	16	1	10	0	27	14	307	25	0	346	37	6	71	0	114	776
13:15	18	282	11	1	312	17	5	9	0	31	13	327	37	0	377	47	7	71	0	125	845
13:30	14	314	13	4	345	21	3	13	0	37	9	323	30	0	362	35	6	74	0	115	859
13:45	15	302	3	2	322	8	4	7	0	19	6	309	39	0	354	24	5	59	0	88	783
Total	74	1150	36	8	1268	62	13	39	0	114	42	1266	131	0	1439	143	24	275	0	442	3263
14:00	12	294	2	0	308	13	6	12	1	32	6	305	36	2	349	38	6	66	0	110	799
14:15	21	305	10	0	336	18	5	15	0	38	7	281	37	0	325	46	3	77	0	126	825
14:30	17	299	10	0	326	13	9	12	1	35	7	274	36	0	317	39	3	79	0	121	799
14:45	24	340	8	2	374	14	1	11	0	26	12	283	35	0	330	34	6	70	0	110	840
Total	74	1238	30	2	1344	58	21	50	2	131	32	1143	144	2	1321	157	18	292	0	467	3263
15:00	12	354	8	1	375	7	3	6	0	16	6	290	34	0	330	48	3	65	0	116	837
15:15	21	368	4	0	393	10	5	6	0	21	5	305	25	0	335	49	6	63	0	118	867
15:30	24	413	9	4	450	12	3	9	0	24	8	346	33	2	389	47	5	60	0	112	975
15:45	11	437	8	2	458	10	9	13	0	32	11	312	37	0	360	51	5	73	0	129	979
Total	68	1572	29	7	1676	39	20	34	0	93	30	1253	129	2	1414	195	19	261	0	475	3658

Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 2

Groups Printed- Classes 1, 2, 3 - Classes 4, 5, 6, 7 - Classes 8, 9, 10 - Classes 11, 12, 13 - Bikes, Peds

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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
16:00	10	449	3	0	462	18	6	10	0	34	14	302	34	2	352	54	4	87	1	146	994
16:15	14	506	6	0	526	11	3	15	0	29	16	325	34	0	375	49	4	84	0	137	1067
16:30	15	496	7	3	521	9	2	8	1	20	7	339	36	0	382	48	23	35	0	106	1029
16:45	14	528	8	1	551	7	5	8	0	20	9	245	35	1	290	53	5	86	1	145	1006
Total	53	1979	24	4	2060	45	16	41	1	103	46	1211	139	3	1399	204	36	292	2	534	4096
17:00	11	495	3	0	509	6	3	12	4	25	14	346	40	0	400	70	9	88	0	167	1101
17:15	5	530	6	2	543	10	13	8	0	31	8	269	18	2	297	64	11	62	0	137	1008
17:30	7	536	7	0	550	12	3	10	0	25	15	302	30	0	347	40	3	56	0	99	1021
17:45	11	515	8	2	536	9	3	9	0	21	6	242	31	0	279	39	12	65	0	116	952
Total	34	2076	24	4	2138	37	22	39	4	102	43	1159	119	2	1323	213	35	271	0	519	4082
18:00	16	474	5	1	496	8	7	14	0	29	8	306	24	1	339	48	6	65	0	119	983
18:15	15	480	8	0	503	8	7	4	0	19	6	265	15	0	286	41	6	65	0	112	920
18:30	9	365	9	3	386	9	6	5	0	20	5	236	26	0	267	44	5	56	0	105	778
18:45	14	294	12	0	320	16	3	11	0	30	8	216	29	0	253	50	8	75	0	133	736
Total	54	1613	34	4	1705	41	23	34	0	98	27	1023	94	1	1145	183	25	261	0	469	3417
Grand Total	792	16104	320	52	17268	547	205	454	7	1213	372	18475	1548	11	20406	1604	229	2888	6	4727	43614
Apprch %	4.6	93.3	1.9	0.3		45.1	16.9	37.4	0.6		1.8	90.5	7.6	0.1		33.9	4.8	61.1	0.1		
Total %	1.8	36.9	0.7	0.1	39.6	1.3	0.5	1	0	2.8	0.9	42.4	3.5	0	46.8	3.7	0.5	6.6	0	10.8	
Classes 1, 2, 3	670	15217	312	40	16239	529	202	440	1	1172	350	17534	1504	2	19390	1539	227	2752	0	4518	41319
% Classes 1, 2, 3	84.6	94.5	97.5	76.9	94	96.7	98.5	96.9	14.3	96.6	94.1	94.9	97.2	18.2	95	95.9	99.1	95.3	0	95.6	94.7
Classes 4, 5, 6, 7	88	659	7	0	754	15	3	14	4	36	22	750	34	1	807	52	2	85	0	139	1736
% Classes 4, 5, 6, 7	11.1	4.1	2.2	0	4.4	2.7	1.5	3.1	57.1	3	5.9	4.1	2.2	9.1	4	3.2	0.9	2.9	0	2.9	4
Classes 8, 9, 10	33	222	1	0	256	3	0	0	0	3	0	190	10	0	200	13	0	49	0	62	521
% Classes 8, 9, 10	4.2	1.4	0.3	0	1.5	0.5	0	0	0	0.2	0	1	0.6	0	1	0.8	0	1.7	0	1.3	1.2
Classes 11, 12, 13	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
% Classes 11, 12, 13	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0
Bikes, Peds	0	4	0	12	16	0	0	0	2	2	0	1	0	8	9	0	0	0	6	6	33
% Bikes, Peds	0	0	0	23.1	0.1	0	0	0	28.6	0.2	0	0	0	72.7	0	0	0	0	100	0.1	0.1

Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
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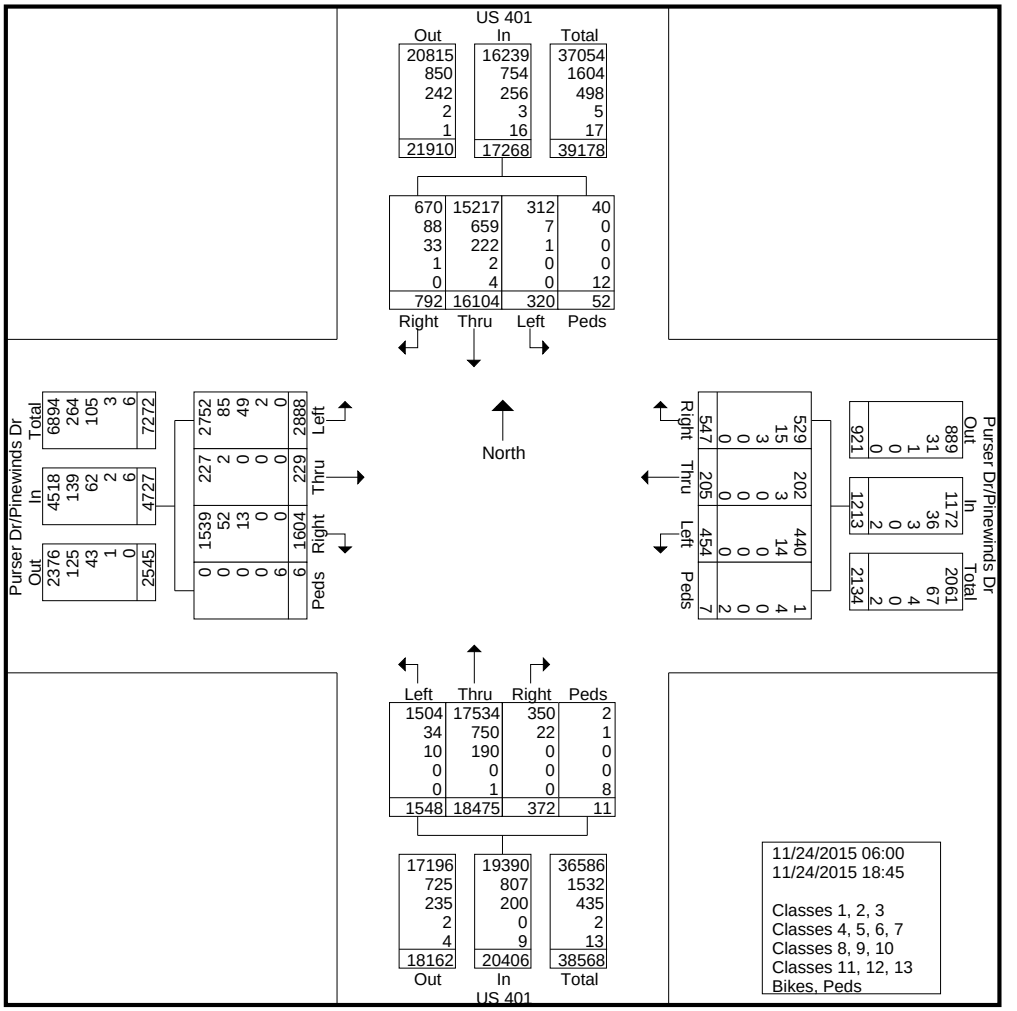
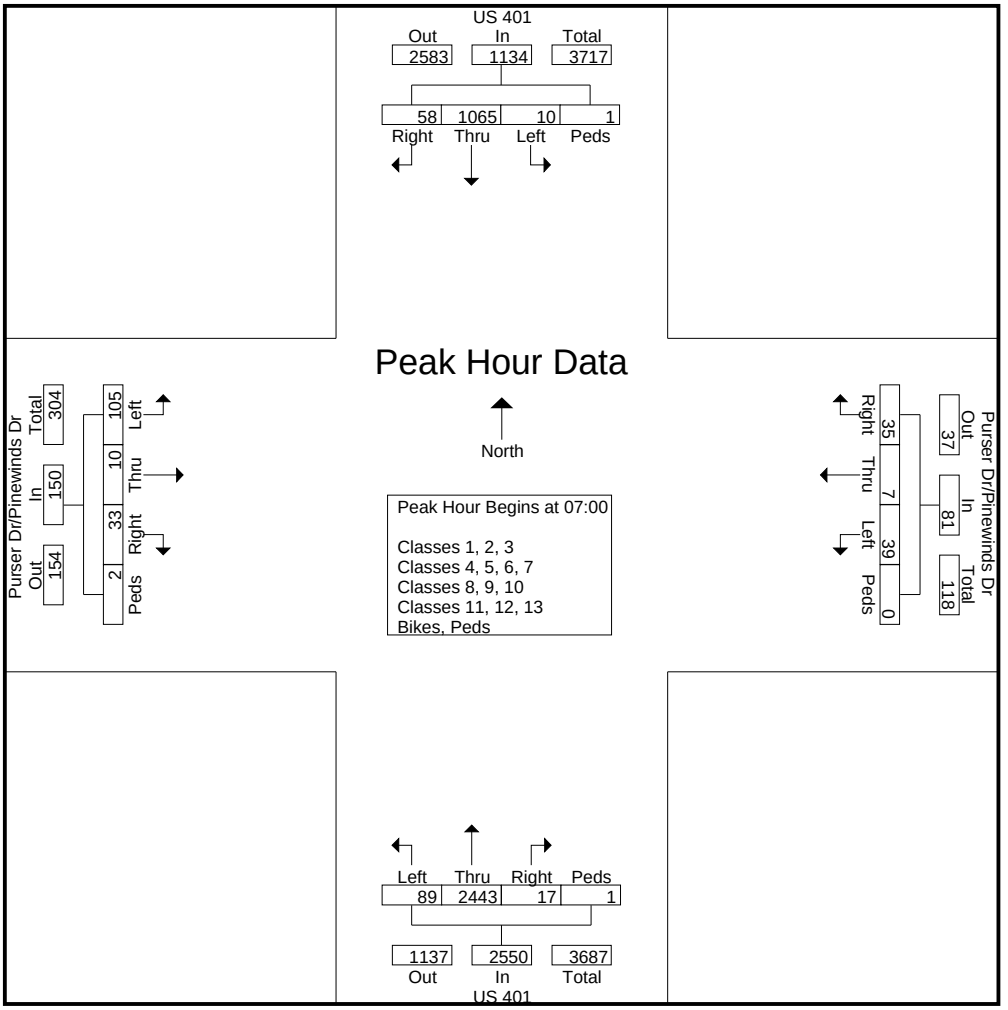


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 4

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	14	222	2	**1**	239	**12**	1	6	0	19	3	**645**	17	0	665	7	0	28	0	35	958
07:15	7	219	3	0	229	7	**3**	7	0	17	3	634	**29**	0	**666**	8	3	22	0	33	945
07:30	15	**358**	**5**	0	**378**	7	1	**14**	0	22	**6**	599	15	**1**	621	**11**	**4**	**29**	**2**	**46**	**1067**
07:45	**22**	266	0	0	288	9	2	12	0	**23**	5	565	28	0	598	7	3	26	0	36	945
Total Volume	58	1065	10	1	1134	35	7	39	0	81	17	2443	89	1	2550	33	10	105	2	150	3915
% App. Total	5.1	93.9	0.9	0.1		43.2	8.6	48.1	0		0.7	95.8	3.5	0		22	6.7	70	1.3		
PHF	.659	.744	.500	.250	.750	.729	.583	.696	.000	.880	.708	.947	.767	.250	.957	.750	.625	.905	.250	.815	.917

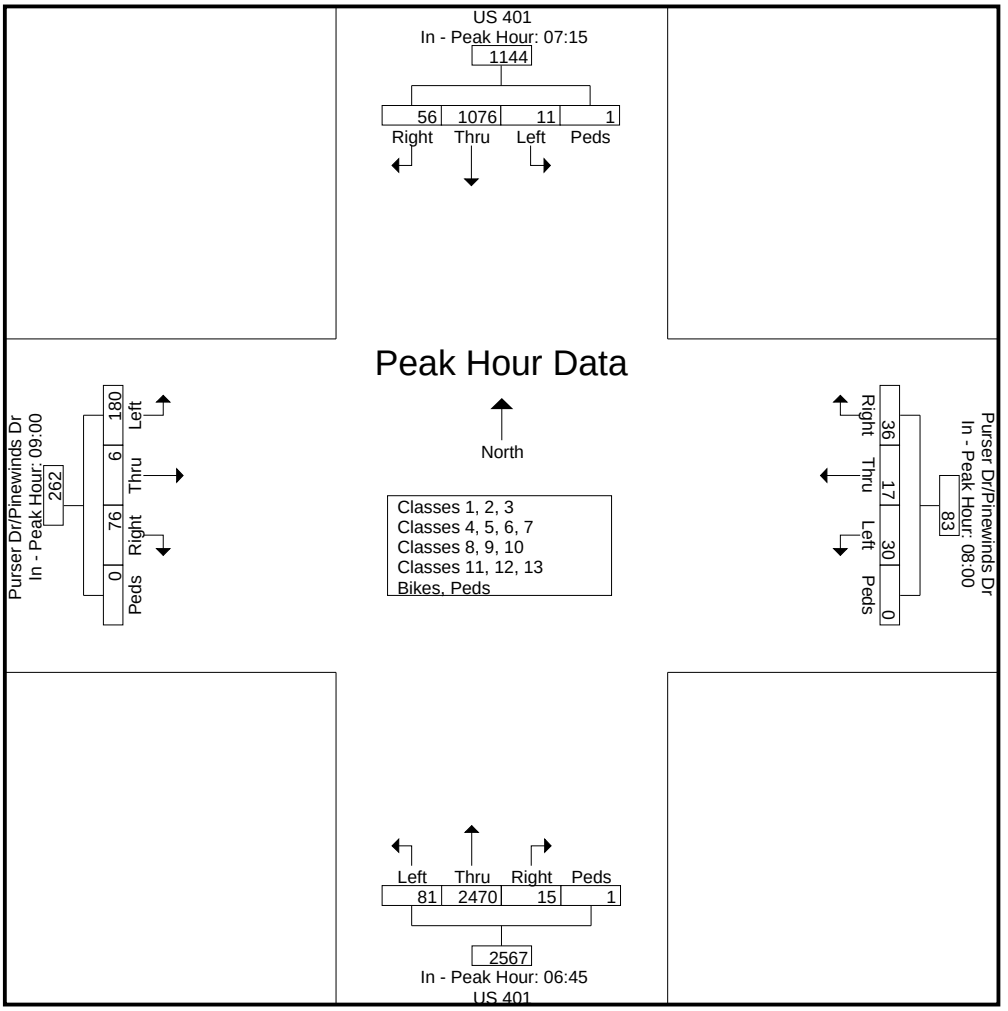


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 5

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 06:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					08:00					06:45					09:00					
+0 mins.	7	219	3	0	229	7	3	7	0	17	3	592	20	0	615	10	0	44	0	54	
+15 mins.	15	**358**	**5**	0	**378**	5	4	5	0	14	3	**645**	17	0	665	18	**4**	42	0	64	
+30 mins.	**22**	266	0	0	288	**13**	**6**	6	0	25	3	634	**29**	0	**666**	19	1	41	0	61	
+45 mins.	12	233	3	**1**	249	11	4	**12**	0	**27**	**6**	599	15	**1**	621	**29**	1	**53**	0	**83**	
Total Volume	56	1076	11	1	1144	36	17	30	0	83	15	2470	81	1	2567	76	6	180	0	262	
% App. Total	4.9	94.1	1	0.1		43.4	20.5	36.1	0		0.6	96.2	3.2	0		29	2.3	68.7	0		
PHF	.636	.751	.550	.250	.757	.692	.708	.625	.000	.769	.625	.957	.698	.250	.964	.655	.375	.849	.000	.789	

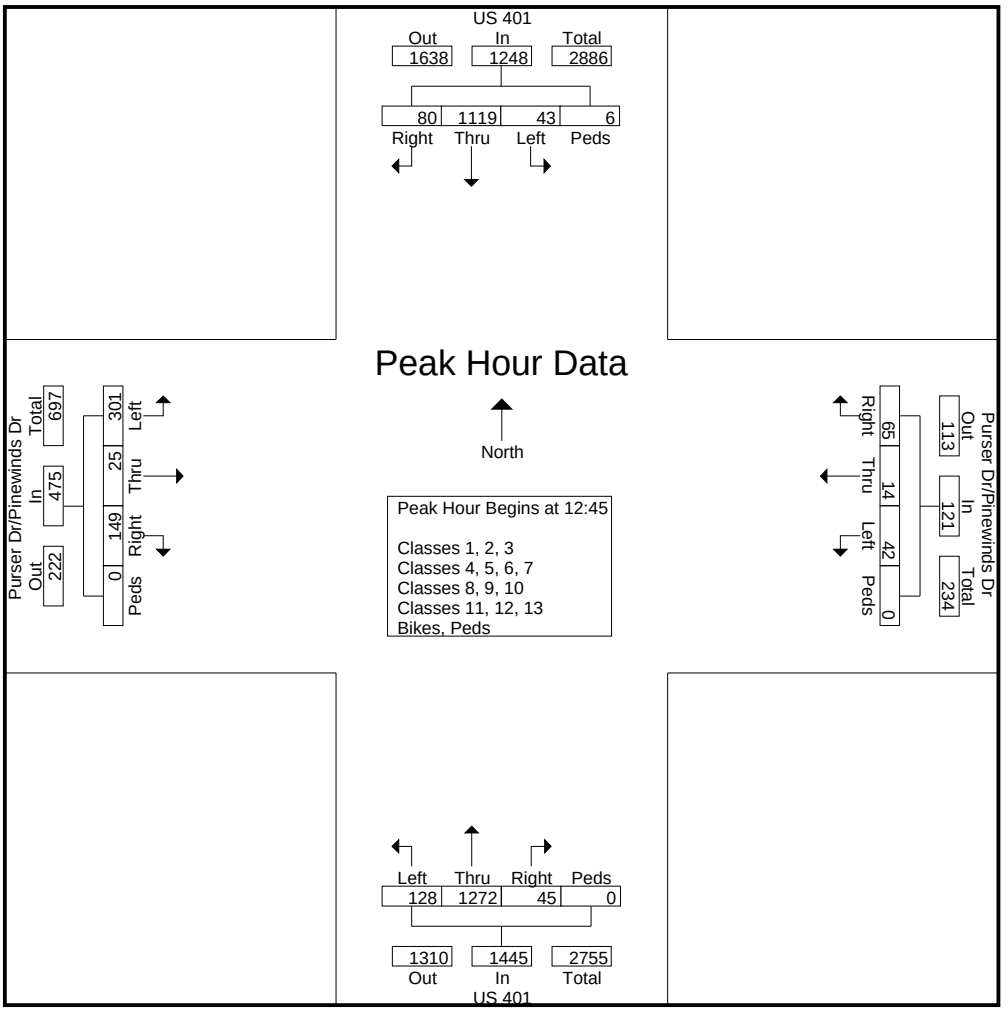


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 6

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45																					
12:45	21	271	10	0	302	11	**5**	10	0	26	9	315	36	0	360	30	6	**85**	0	121	809
13:00	**27**	252	9	1	289	16	1	10	0	27	**14**	307	25	0	346	37	6	71	0	114	776
13:15	18	282	11	1	312	17	5	9	0	31	13	**327**	**37**	0	**377**	**47**	**7**	71	0	**125**	845
13:30	14	**314**	**13**	**4**	**345**	**21**	3	**13**	0	**37**	9	323	30	0	362	35	6	74	0	115	**859**
Total Volume	80	1119	43	6	1248	65	14	42	0	121	45	1272	128	0	1445	149	25	301	0	475	3289
% App. Total	6.4	89.7	3.4	0.5		53.7	11.6	34.7	0		3.1	88	8.9	0		31.4	5.3	63.4	0		
PHF	.741	.891	.827	.375	.904	.774	.700	.808	.000	.818	.804	.972	.865	.000	.958	.793	.893	.885	.000	.950	.957

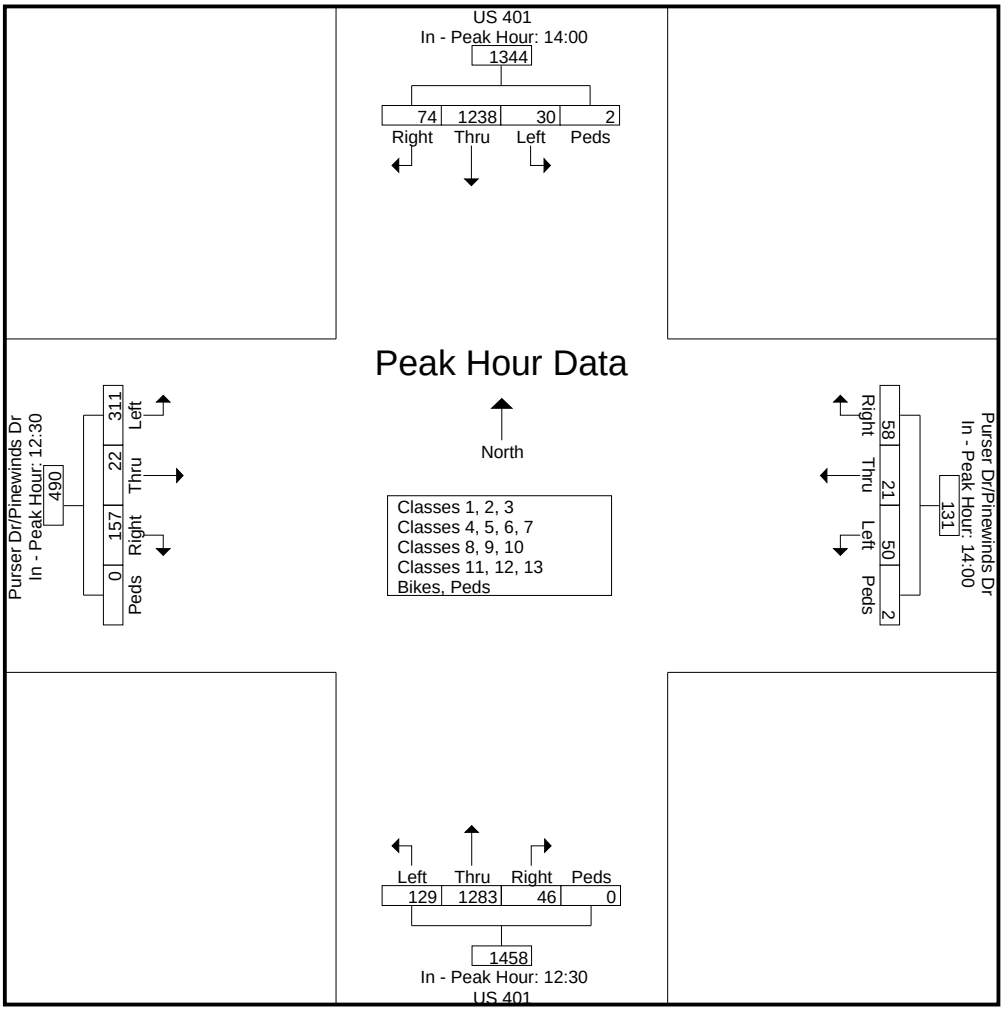


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 7

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 10:00 to 14:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	14:00					14:00					12:30					12:30					
+0 mins.	12	294	2	0	308	13	6	12	**1**	32	10	**334**	31	0	375	43	3	84	0	**130**	
+15 mins.	21	305	**10**	0	336	**18**	5	**15**	0	**38**	9	315	36	0	360	30	6	**85**	0	121	
+30 mins.	17	299	10	0	326	13	**9**	12	1	35	**14**	307	25	0	346	37	6	71	0	114	
+45 mins.	**24**	**340**	8	**2**	**374**	14	1	11	0	26	13	327	**37**	0	**377**	**47**	**7**	71	0	125	
Total Volume	74	1238	30	2	1344	58	21	50	2	131	46	1283	129	0	1458	157	22	311	0	490	
% App. Total	5.5	92.1	2.2	0.1		44.3	16	38.2	1.5		3.2	88	8.8	0		32	4.5	63.5	0		
PHF	.771	.910	.750	.250	.898	.806	.583	.833	.500	.862	.821	.960	.872	.000	.967	.835	.786	.915	.000	.942	

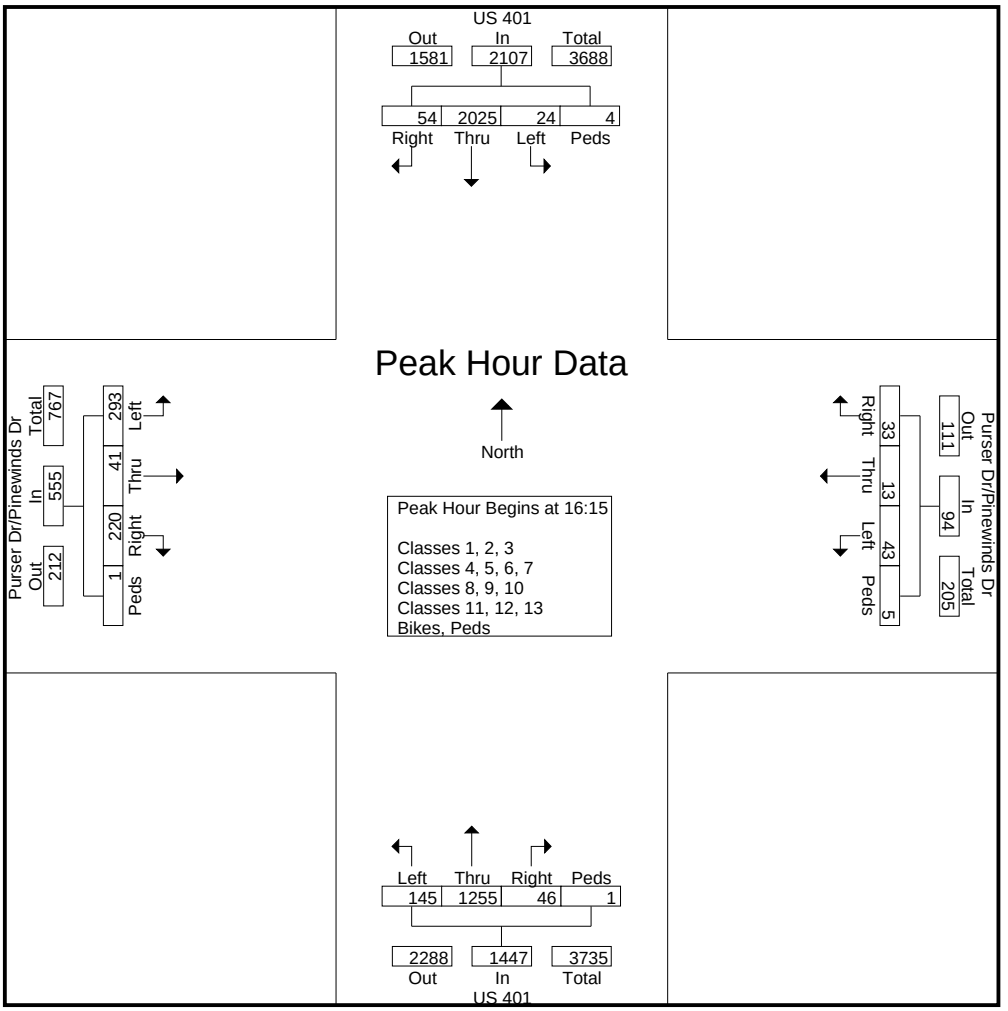


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 8

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	14	506	6	0	526	**11**	3	**15**	0	**29**	**16**	325	34	0	375	49	4	84	0	137	1067
16:30	**15**	496	7	**3**	521	9	2	8	1	20	7	339	36	0	382	48	**23**	35	0	106	1029
16:45	14	**528**	**8**	1	**551**	7	**5**	8	0	20	9	245	35	**1**	290	53	5	86	**1**	145	1006
17:00	11	495	3	0	509	6	3	12	**4**	25	14	**346**	**40**	0	**400**	**70**	9	**88**	0	**167**	**1101**
Total Volume	54	2025	24	4	2107	33	13	43	5	94	46	1255	145	1	1447	220	41	293	1	555	4203
% App. Total	2.6	96.1	1.1	0.2		35.1	13.8	45.7	5.3		3.2	86.7	10	0.1		39.6	7.4	52.8	0.2		
PHF	.900	.959	.750	.333	.956	.750	.650	.717	.313	.810	.719	.907	.906	.250	.904	.786	.446	.832	.250	.831	.954

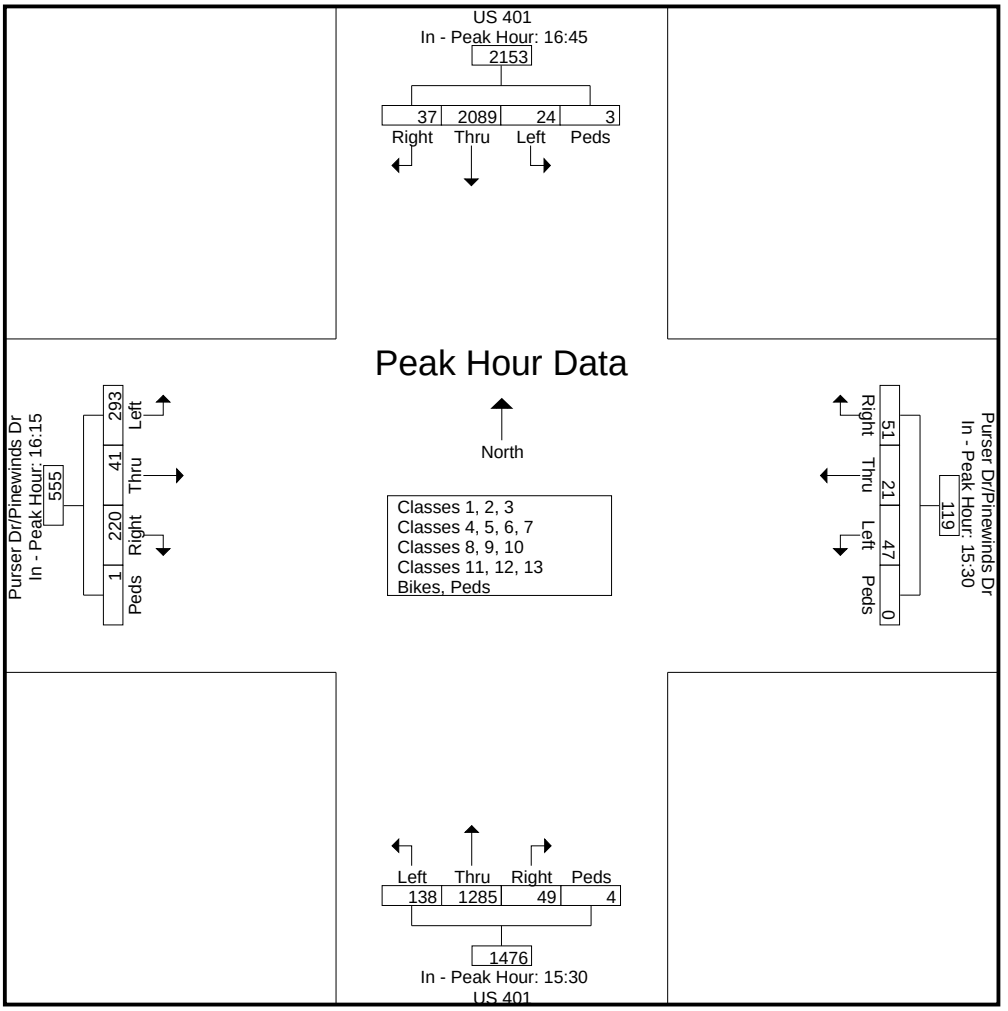


Quality Counts LLC.

920 Blairhill Rd Ste 106
Charlotte, NC 28217

File Name : 15-10185
Site Code : 15-10185
Start Date : 11/24/2015
Page No : 9

	US 401 Southbound					Purser Dr/Pinewinds Dr Westbound					US 401 Northbound					Purser Dr/Pinewinds 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 15:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					15:30					15:30					16:15					
+0 mins.	**14**	528	**8**	1	**551**	12	3	9	0	24	8	**346**	33	**2**	**389**	49	4	84	0	137	
+15 mins.	11	495	3	0	509	10	**9**	13	0	32	11	312	**37**	0	360	48	**23**	35	0	106	
+30 mins.	5	530	6	**2**	543	**18**	6	10	0	**34**	14	302	34	2	352	53	5	86	**1**	145	
+45 mins.	7	**536**	7	0	550	11	3	**15**	0	29	**16**	325	34	0	375	**70**	9	**88**	0	**167**	
Total Volume	37	2089	24	3	2153	51	21	47	0	119	49	1285	138	4	1476	220	41	293	1	555	
% App. Total	1.7	97	1.1	0.1		42.9	17.6	39.5	0		3.3	87.1	9.3	0.3		39.6	7.4	52.8	0.2		
PHF	.661	.974	.750	.375	.977	.708	.583	.783	.000	.875	.766	.928	.932	.500	.949	.786	.446	.832	.250	.831	



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 03 - Jones Franklin @ Western - 4-6 PM
Site Code :
Start Date : 12/7/2017
Page No : 1

Groups Printed- All Vehicles

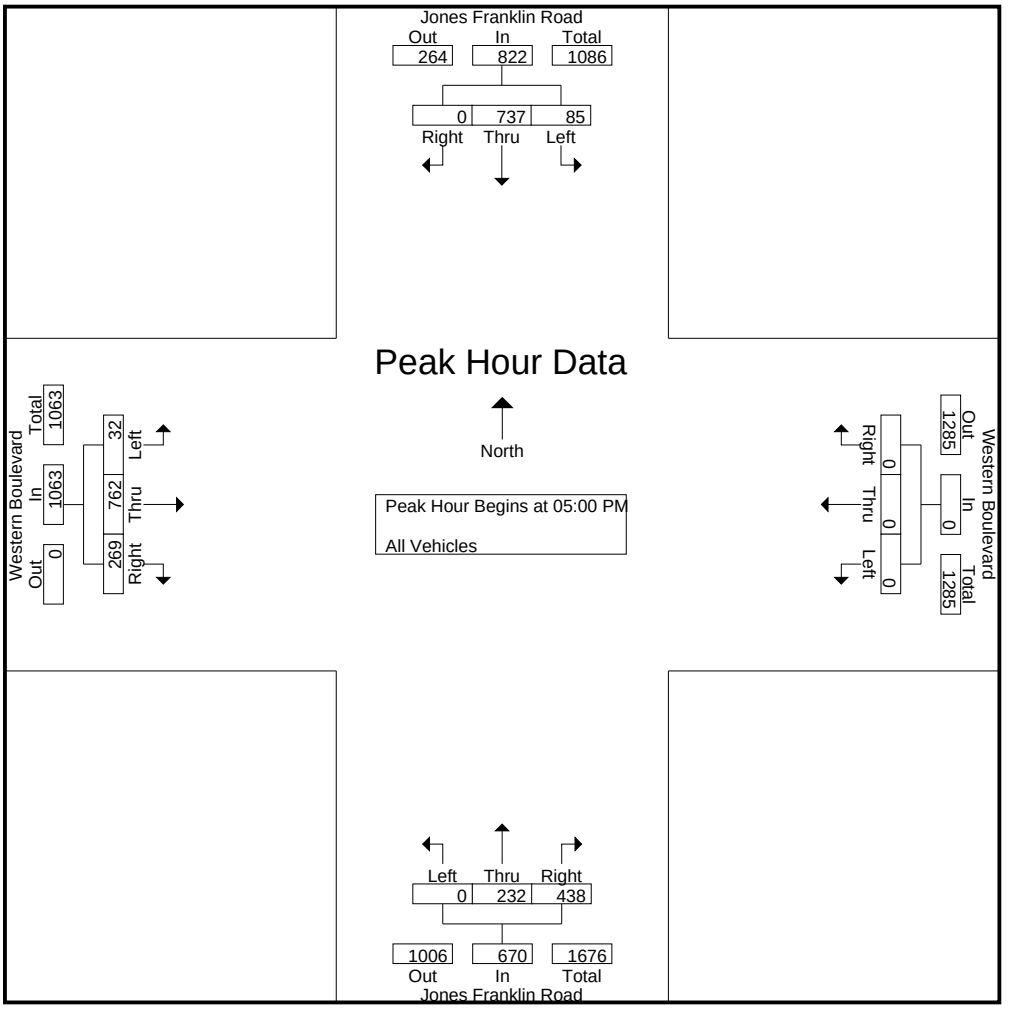
	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	17	109	0	0	0	0	0	0	0	56	61	0	5	144	54	0	0	446	446
04:15 PM	15	141	0	1	0	0	0	4	0	45	84	0	6	149	64	2	7	504	511
04:30 PM	20	116	0	0	0	0	0	0	0	38	89	0	7	172	60	0	0	502	502
04:45 PM	18	131	0	0	0	0	0	1	0	55	109	0	7	163	70	0	1	553	554
Total	70	497	0	1	0	0	0	5	0	194	343	0	25	628	248	2	8	2005	2013
05:00 PM	19	181	0	0	0	0	0	1	0	52	90	0	7	192	48	0	1	589	590
05:15 PM	27	185	0	0	0	0	0	1	0	68	115	0	4	211	67	0	1	677	678
05:30 PM	24	197	0	0	0	0	0	2	0	62	108	0	9	180	61	0	2	641	643
05:45 PM	15	174	0	0	0	0	0	0	0	50	125	0	12	179	93	0	0	648	648
Total	85	737	0	0	0	0	0	4	0	232	438	0	32	762	269	0	4	2555	2559
Grand Total	155	1234	0	1	0	0	0	9	0	426	781	0	57	1390	517	2	12	4560	4572
Apprch %	11.2	88.8	0		0	0	0		0	35.3	64.7		2.9	70.8	26.3				
Total %	3.4	27.1	0		0	0	0		0	9.3	17.1		1.2	30.5	11.3		0.3	99.7	

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 03 - Jones Franklin @ Western - 4-6 PM
Site Code :
Start Date : 12/7/2017
Page No : 2

	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	19	181	0	200	0	0	0	0	0	52	90	142	7	192	48	247	589
05:15 PM	27	185	0	212	0	0	0	0	0	68	115	183	4	211	67	282	677
05:30 PM	24	197	0	221	0	0	0	0	0	62	108	170	9	180	61	250	641
05:45 PM	15	174	0	189	0	0	0	0	0	50	125	175	12	179	93	284	648
Total Volume	85	737	0	822	0	0	0	0	0	232	438	670	32	762	269	1063	2555
% App. Total	10.3	89.7	0		0	0	0		0	34.6	65.4		3	71.7	25.3		
PHF	.787	.935	.000	.930	.000	.000	.000	.000	.000	.853	.876	.915	.667	.903	.723	.936	.944



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 03 - Jones Franklin @ Western - 7-9 AM
Site Code :
Start Date : 12/8/2017
Page No : 1

Groups Printed- All Vehicles

	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	21	0	0	0	0	0	0	0	44	54	0	3	122	55	0	0	304	304
07:15 AM	3	36	0	0	0	0	0	0	0	81	86	0	5	177	33	0	0	421	421
07:30 AM	0	53	0	0	0	0	0	0	0	64	118	0	1	188	33	0	0	457	457
07:45 AM	2	54	0	0	0	0	0	0	0	52	127	0	2	199	31	0	0	467	467
Total	10	164	0	0	0	0	0	0	0	241	385	0	11	686	152	0	0	1649	1649
08:00 AM	6	53	0	0	0	0	0	0	0	49	101	0	8	189	40	0	0	446	446
08:15 AM	6	36	0	0	0	0	0	0	0	72	114	0	9	235	46	0	0	518	518
08:30 AM	2	55	0	0	0	0	0	0	0	53	105	0	6	182	34	0	0	437	437
08:45 AM	7	52	0	0	0	0	0	0	0	43	91	0	8	169	41	0	0	411	411
Total	21	196	0	0	0	0	0	0	0	217	411	0	31	775	161	0	0	1812	1812
Grand Total	31	360	0	0	0	0	0	0	0	458	796	0	42	1461	313	0	0	3461	3461
Apprch %	7.9	92.1	0		0	0	0		0	36.5	63.5		2.3	80.5	17.2				
Total %	0.9	10.4	0		0	0	0		0	13.2	23		1.2	42.2	9		0	100	

VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
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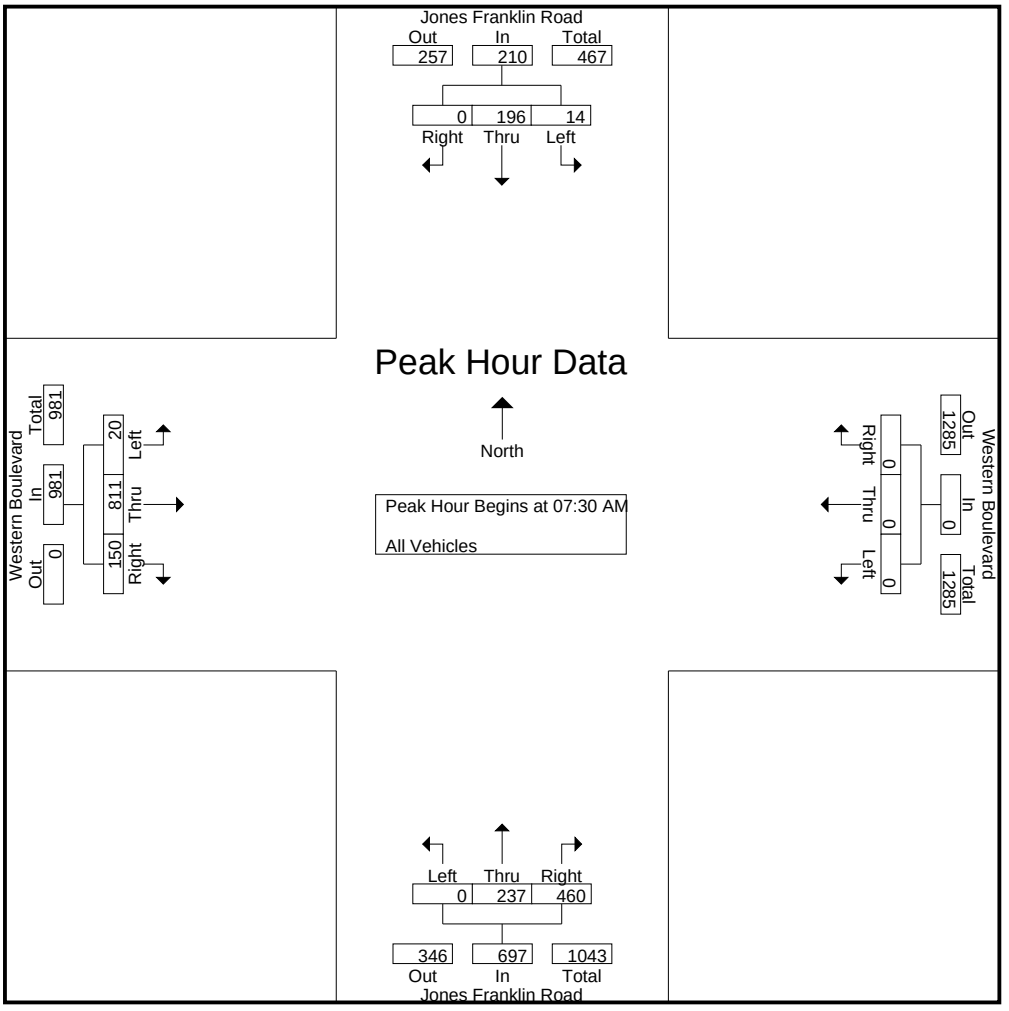
p: 919.829.0328 f: 919.833.0034

File Name : 03 - Jones Franklin @ Western - 7-9 AM
Site Code :
Start Date : 12/8/2017
Page No : 2

	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	53	0	53	0	0	0	0	0	64	118	182	1	188	33	222	457
07:45 AM	2	54	0	56	0	0	0	0	0	52	127	179	2	199	31	232	467
08:00 AM	6	53	0	59	0	0	0	0	0	49	101	150	8	189	40	237	446
08:15 AM	6	36	0	42	0	0	0	0	0	72	114	186	9	235	46	290	518
Total Volume	14	196	0	210	0	0	0	0	0	237	460	697	20	811	150	981	1888
% App. Total	6.7	93.3	0		0	0	0		0	34	66		2	82.7	15.3		
PHF	.583	.907	.000	.890	.000	.000	.000	.000	.000	.823	.906	.937	.556	.863	.815	.846	.911



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
Raleigh, NC 27606
p: 919.829.0328 f: 919.833.0034

File Name : 03 - Jones Franklin @ Western
Site Code :
Start Date : 12/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Single Unit - TTST - Bicycles on Crosswalk - Pedestrians

	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	20	0	0	0	0	0	0	0	42	54	0	3	117	54	0	0	294	294
07:15 AM	3	32	0	0	0	0	0	0	0	80	83	0	5	176	32	0	0	411	411
07:30 AM	0	52	0	0	0	0	0	0	0	63	117	0	1	184	32	0	0	449	449
07:45 AM	1	54	0	0	0	0	0	0	0	51	124	0	2	197	30	0	0	459	459
Total	8	158	0	0	0	0	0	0	0	236	378	0	11	674	148	0	0	1613	1613
08:00 AM	6	49	0	0	0	0	0	0	0	49	98	0	8	185	38	0	0	433	433
08:15 AM	6	35	0	0	0	0	0	0	0	70	109	0	8	229	43	0	0	500	500
08:30 AM	2	52	0	0	0	0	0	0	0	51	105	0	6	177	32	0	0	425	425
08:45 AM	7	51	0	0	0	0	0	0	0	43	88	0	8	167	40	0	0	404	404
Total	21	187	0	0	0	0	0	0	0	213	400	0	30	758	153	0	0	1762	1762
*** BREAK ***																			
04:00 PM	17	109	0	0	0	0	0	0	0	56	61	0	5	144	54	0	0	446	446
04:15 PM	15	141	0	1	0	0	0	4	0	45	84	0	6	149	64	2	7	504	511
04:30 PM	20	116	0	0	0	0	0	0	0	38	89	0	7	172	60	0	0	502	502
04:45 PM	18	131	0	0	0	0	0	1	0	55	109	0	7	163	70	0	1	553	554
Total	70	497	0	1	0	0	0	5	0	194	343	0	25	628	248	2	8	2005	2013
05:00 PM	19	181	0	0	0	0	0	1	0	52	90	0	7	192	48	0	1	589	590
05:15 PM	27	185	0	0	0	0	0	1	0	68	115	0	4	211	67	0	1	677	678
05:30 PM	24	197	0	0	0	0	0	2	0	62	108	0	9	180	61	0	2	641	643
05:45 PM	15	174	0	0	0	0	0	0	0	50	125	0	12	179	93	0	0	648	648
Total	85	737	0	0	0	0	0	4	0	232	438	0	32	762	269	0	4	2555	2559
Grand Total	184	1579	0	1	0	0	0	9	0	875	1559	0	98	2822	818	2	12	7935	7947
Apprch %	10.4	89.6	0		0	0	0		0	35.9	64.1		2.6	75.5	21.9				
Total %	2.3	19.9	0		0	0	0		0	11	19.6		1.2	35.6	10.3		0.2	99.8	
Passenger Vehicles	183	1564	0		0	0	0		0	869	1538		98	2784	812		0	0	7848
% Passenger Vehicles	99.5	99.1	0	0	0	0	0	0	0	99.3	98.7	0	100	98.7	99.3	0	0	0	98.8
Single Unit	1	15	0		0	0	0		0	6	20		0	38	6		0	0	86
% Single Unit	0.5	0.9	0	0	0	0	0	0	0	0.7	1.3	0	0	1.3	0.7	0	0	0	1.1
TTST	0	0	0		0	0	0		0	0	1		0	0	0		0	0	1
% TTST	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	22.2	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	10
% Pedestrians	0	0	0	100	0	0	0	77.8	0	0	0	0	0	0	0	100	0	0	0.1

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Venture I
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File Name : 03 - Jones Franklin @ Western
Site Code :
Start Date : 12/7/2017
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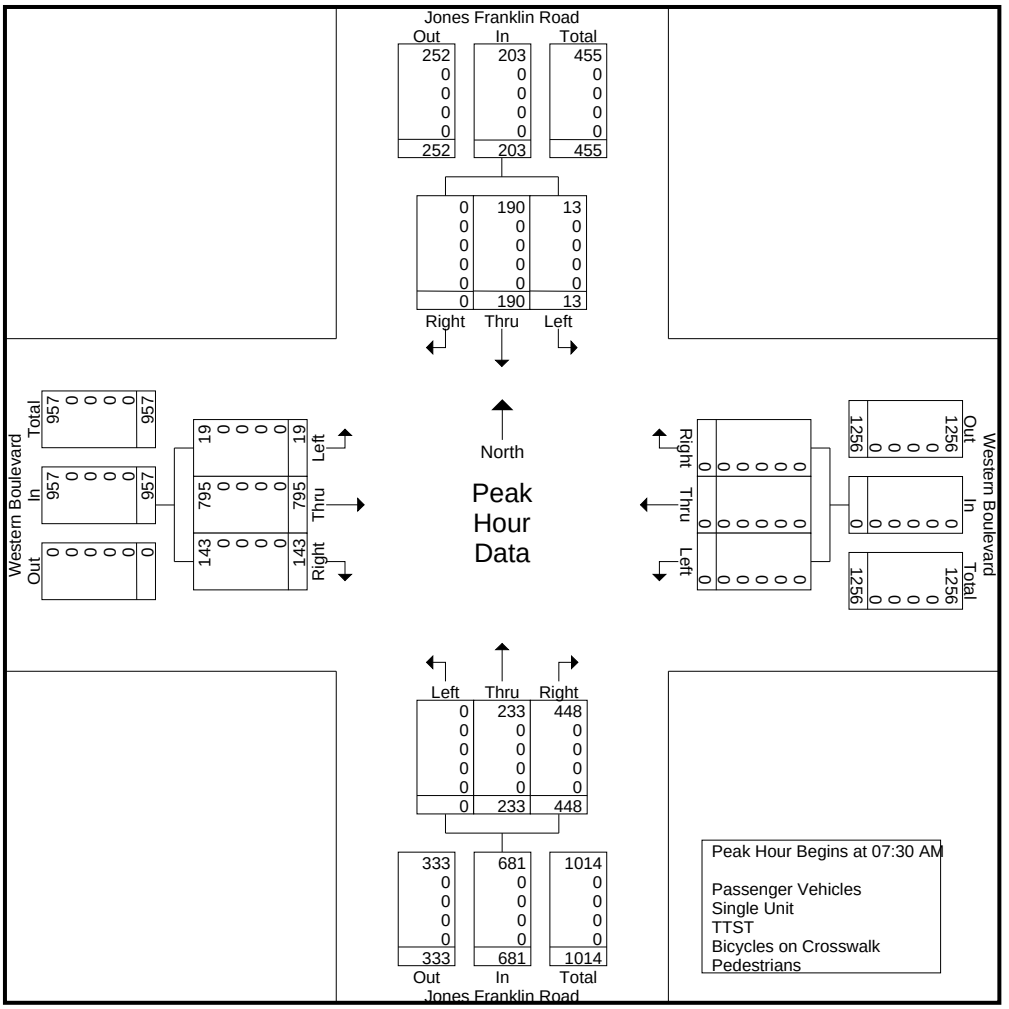
	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	52	0	52	0	0	0	0	0	63	117	180	1	184	32	217	449
07:45 AM	1	54	0	55	0	0	0	0	0	51	124	175	2	197	30	229	459
08:00 AM	6	49	0	55	0	0	0	0	0	49	98	147	8	185	38	231	433
08:15 AM	6	35	0	41	0	0	0	0	0	70	109	179	8	229	43	280	500
Total Volume	13	190	0	203	0	0	0	0	0	233	448	681	19	795	143	957	1841
% App. Total	6.4	93.6	0		0	0	0		0	34.2	65.8		2	83.1	14.9		
PHF	.542	.880	.000	.923	.000	.000	.000	.000	.000	.832	.903	.946	.594	.868	.831	.854	.921
Passenger Vehicles	13	190	0	203	0	0	0	0	0	233	448	681	19	795	143	957	1841
% Passenger Vehicles	100	100	0	100	0	0	0	0	0	100	100	100	100	100	100	100	100
Single Unit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single Unit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
940 Main Campus Drive, Suite 500
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p: 919.829.0328 f: 919.833.0034

File Name : 03 - Jones Franklin @ Western
Site Code :
Start Date : 12/7/2017
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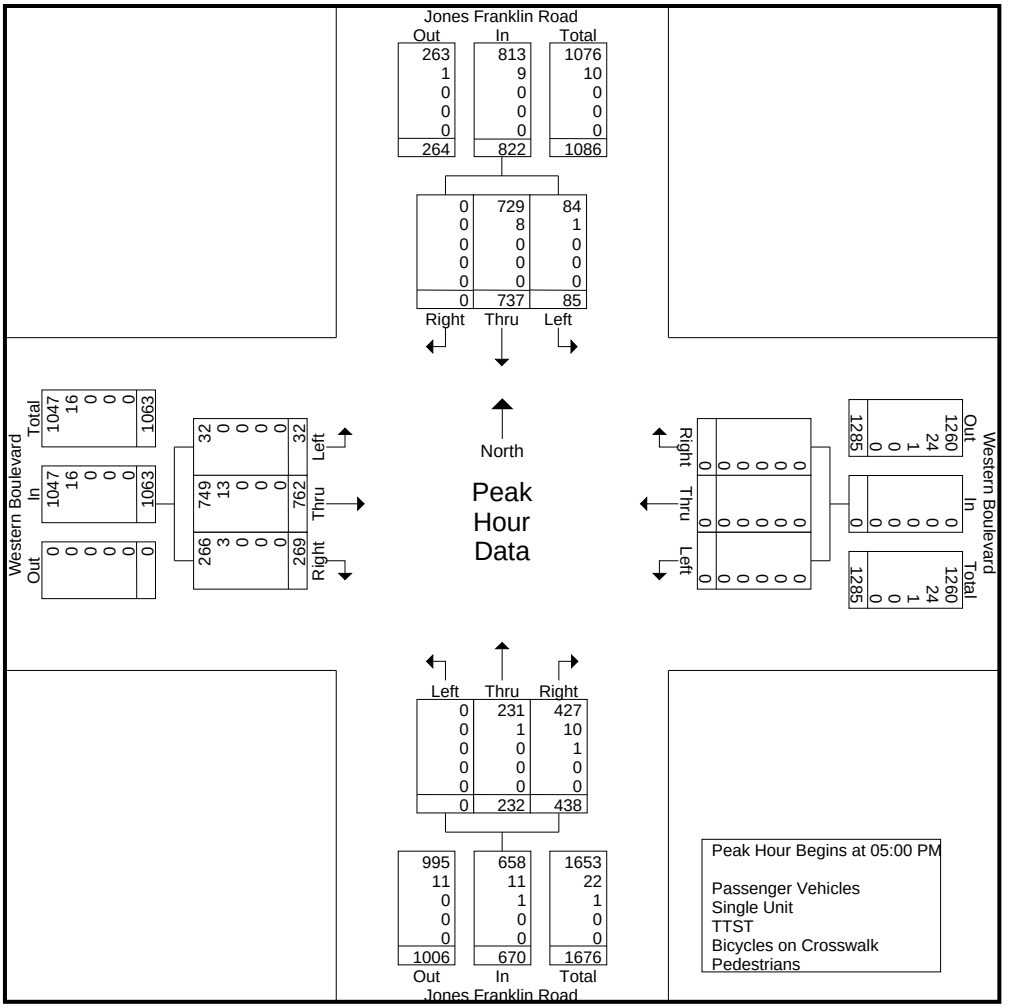
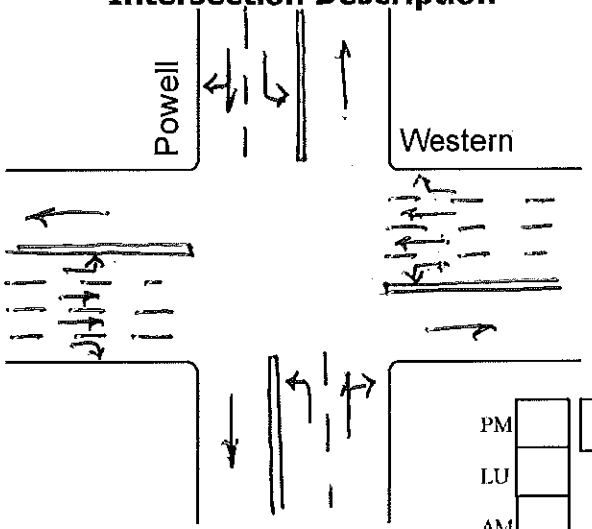
	Jones Franklin Road Southbound				Western Boulevard Westbound				Jones Franklin Road Northbound				Western Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	181	0	200	0	0	0	0	0	52	90	142	7	192	48	247	589
05:15 PM	27	185	0	212	0	0	0	0	0	68	115	183	4	211	67	282	677
05:30 PM	24	197	0	221	0	0	0	0	0	62	108	170	9	180	61	250	641
05:45 PM	15	174	0	189	0	0	0	0	0	50	125	175	12	179	93	284	648
Total Volume	85	737	0	822	0	0	0	0	0	232	438	670	32	762	269	1063	2555
% App. Total	10.3	89.7	0		0	0	0		0	34.6	65.4		3	71.7	25.3		
PHF	.787	.935	.000	.930	.000	.000	.000	.000	.000	.853	.876	.915	.667	.903	.723	.936	.944
Passenger Vehicles	84	729	0	813	0	0	0	0	0	231	427	658	32	749	266	1047	2518
% Passenger Vehicles	98.8	98.9	0	98.9	0	0	0	0	0	99.6	97.5	98.2	100	98.3	98.9	98.5	98.6
Single Unit	1	8	0	9	0	0	0	0	0	1	10	11	0	13	3	16	36
% Single Unit	1.2	1.1	0	1.1	0	0	0	0	0	0.4	2.3	1.6	0	1.7	1.1	1.5	1.4
TTST	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% TTST	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0	0	0	0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Description



Intersection Powell - Western

Date Count Completed 1/14/14 am/lu, 1/13/14 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	5:00	**to**	6:00

Weather Conditions

AM	Rainy
LU	Rainy
PM	Clear

PM	227		
.110 25	.458 104	.432 98	
LU	179		
.179 32	.358 64	.464 83	
AM	83		
.169 14	.133 11	.699 58	

PM	.040 33		
827	.892 738		
.008 7	.059 49		
LU	.052 32		
615	.878 540		
.008 5	.062 38		
AM	.037 39		
1068	.932 995		
.004 4	.028 30		

.136 85	**AM**		
.812 507	624		
.027 17	.024 15		
.113 82	**LU**		
.746 543	728		
.093 68	.048 35		
.034 35	**PM**		
.920 959	1042		
.043 45	.003 3		

.477 61	.328 42	.195 25	
AM	128		
.358 38	.274 29	.368 39	
LU	106		
.447 55	.276 34	.276 34	
PM	123		

PM LU AM

PM
LU
AM

AM LU PM

PM
LU
AM

AM
LU
PM

PM LU AM

AM
LU
PM

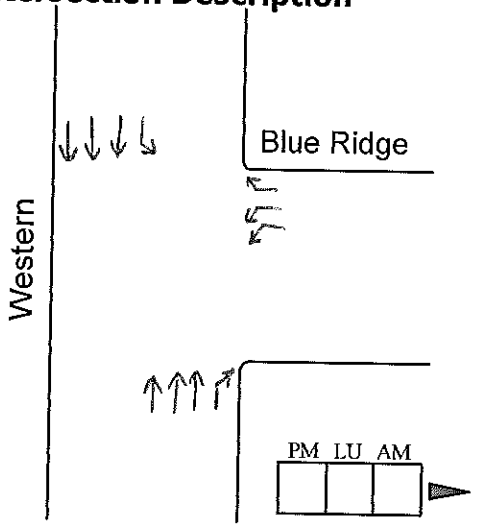
AM LU PM

N

Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Blue Ridge - Western

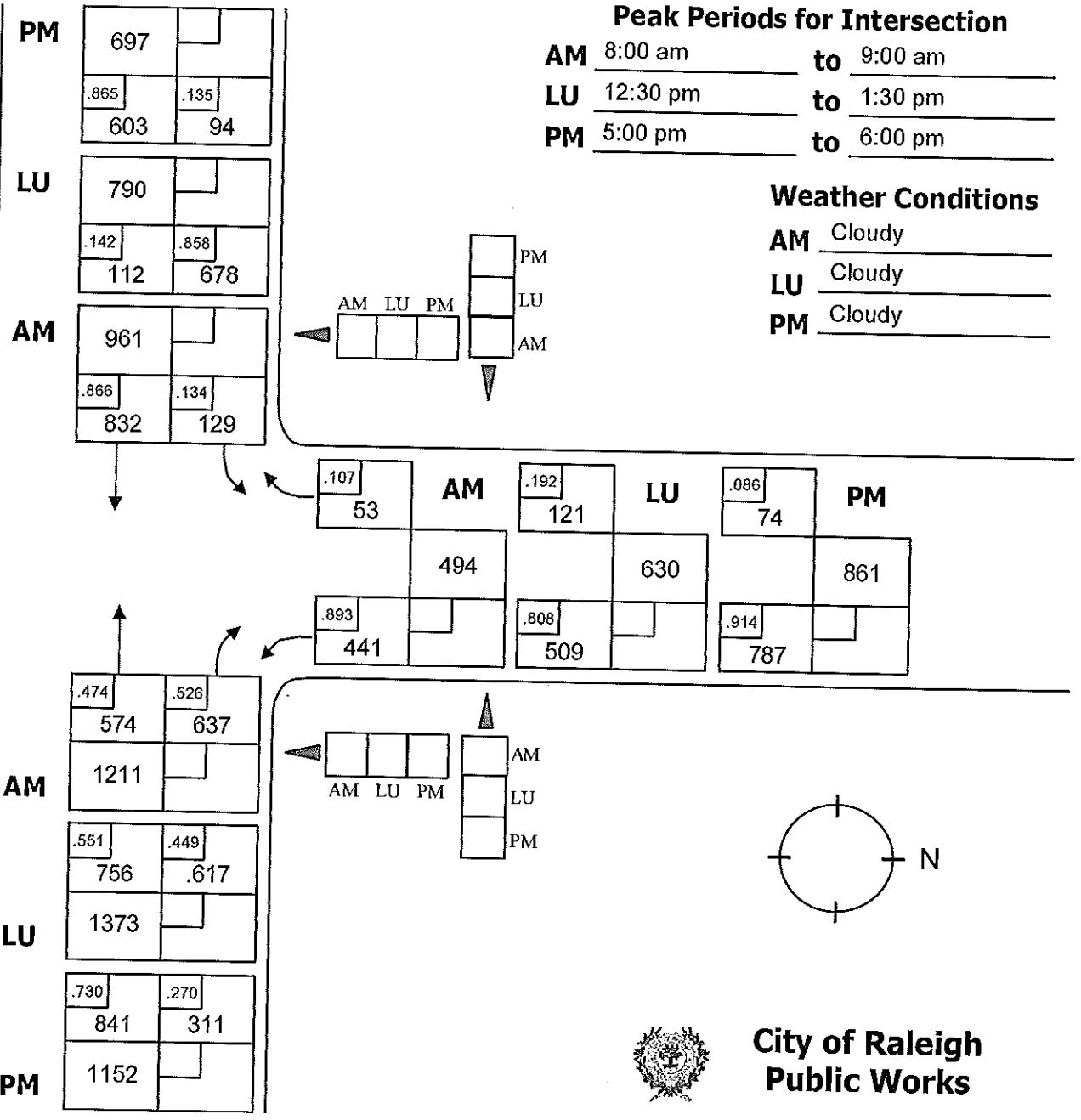
Date Count Completed 10-30-14

Peak Periods for Intersection

AM	8:00 am	**to**	9:00 am
LU	12:30 pm	**to**	1:30 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

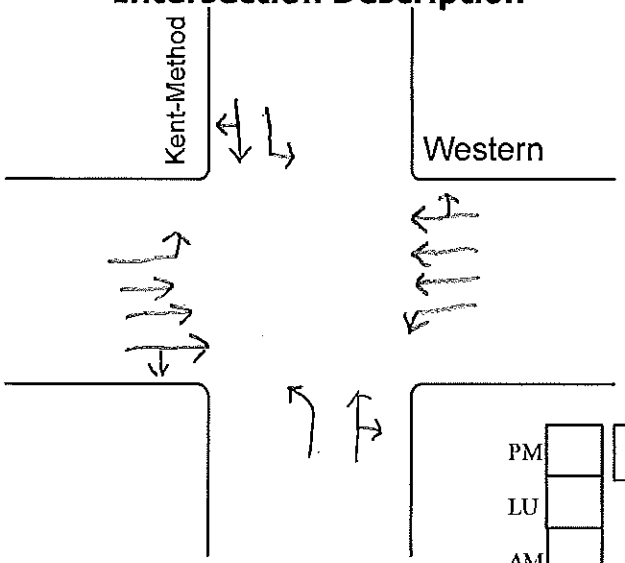
AM	Cloudy
LU	Cloudy
PM	Cloudy



Counter(s) Josh S.

City of Raleigh
Public Works

Intersection Description



Intersection Kent-Method

Date Count Completed 04/09/2014

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:15	**to**	1:15
PM	4:15	**to**	5:15

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	.160 114	713	.460 328
	.148 50	.288 97	.564 190
LU	337		
	.247 54	.347 76	.406 89
AM	219		

PM	.148 390	.803 2116	.049 129
	2635		
LU	.088 146	.891 1472	.021 35
	1653		
AM	.081 202	.900 2232	.190 46
	2480		

PM	.220 59	.888 2418	.090 246
	2723		
LU	.580 104	.837 1491	.105 187
	1782		
AM	.290 48	.924 1543	.047 79
	1670		

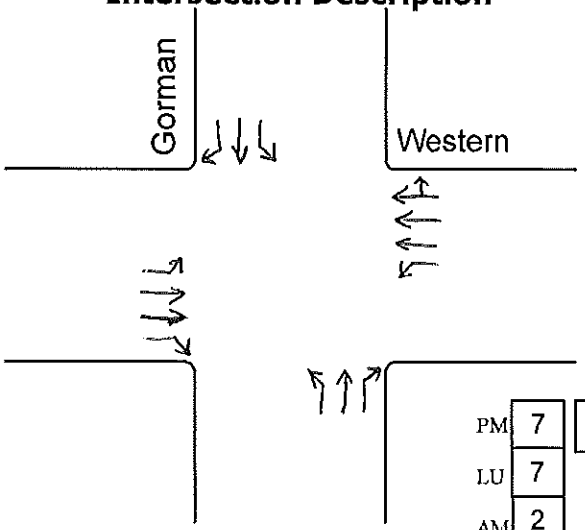
AM	.654 535	.274 224	.072 59
	818		
LU	.652 204	.300 94	.480 15
	313		
PM	.148 390	.803 2116	.490 129
	6772		

N

Counter(s) Larry

City of Raleigh
Public Works

Intersection Description



Intersection Gorman - Western

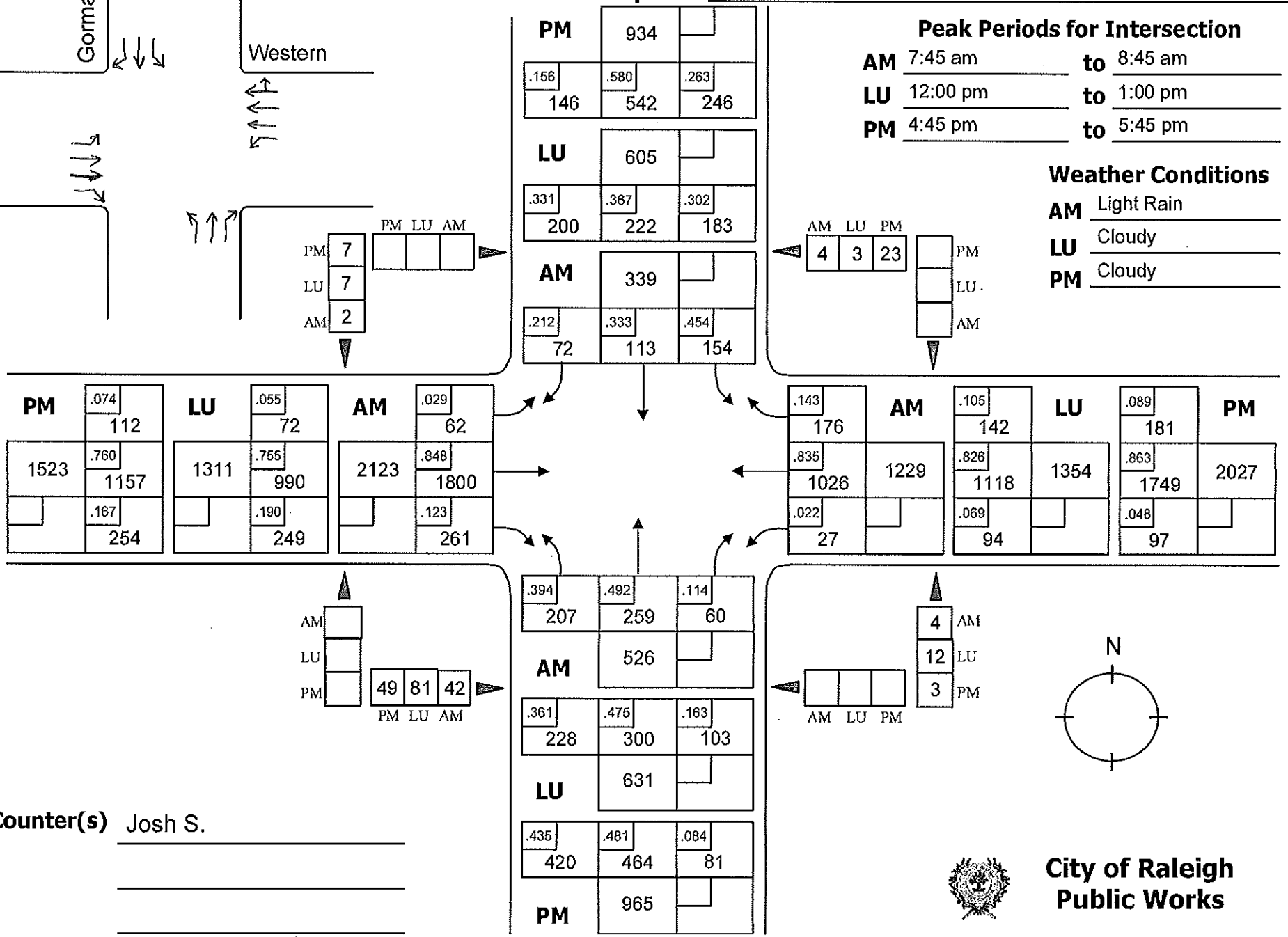
Date Count Completed 4-9-14

Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:00 pm	**to**	1:00 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

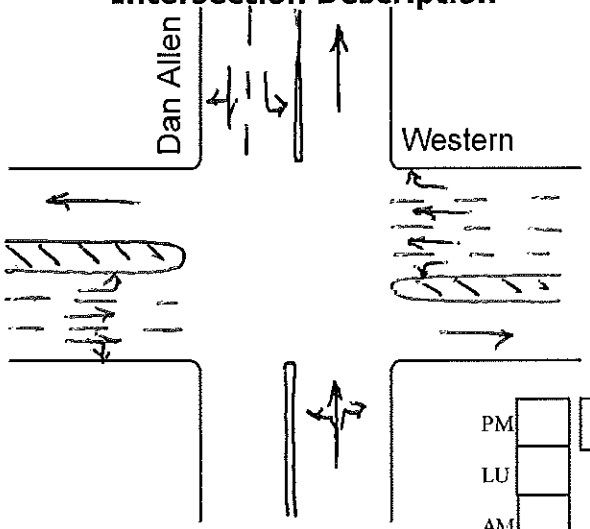
AM	Light Rain
LU	Cloudy
PM	Cloudy



Counter(s) Josh S.

City of Raleigh Public Works

Intersection Description



Intersection Dan Allen - Western

Date Count Completed 4/16/14 am, 4/15/14 lu, 4/14/14 pm

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Rainy
PM	Rainy

PM	201		
.463	.104	.433	
93	21	87	
LU	389		
.237	.280	.483	
92	109	188	
AM	149		
.242	.134	.624	
36	20	93	

PM	.020	27	
1348	.967	1338	
	.014	19	
LU	.078	99	
1264	.893	1129	
	.028	36	
AM	.077	99	
1287	.920	1184	
	.003	4	

AM	.162	179	
1104	.804	888	
	.005	5	
LU	.157	217	
1383	.766	1060	
	.026	36	
PM	.084	122	
1453	.890	1293	
	.012	18	
	.014	20	

AM	.093	5	
	.593	32	
	.315	17	
	54		
LU	.076	8	
	.705	74	
	.219	23	
	105		
PM	.150	15	
	.480	48	
	.370	37	
	100		

PM	41	
LU	10	
AM	7	

AM	21	
LU	16	
PM	31	

N

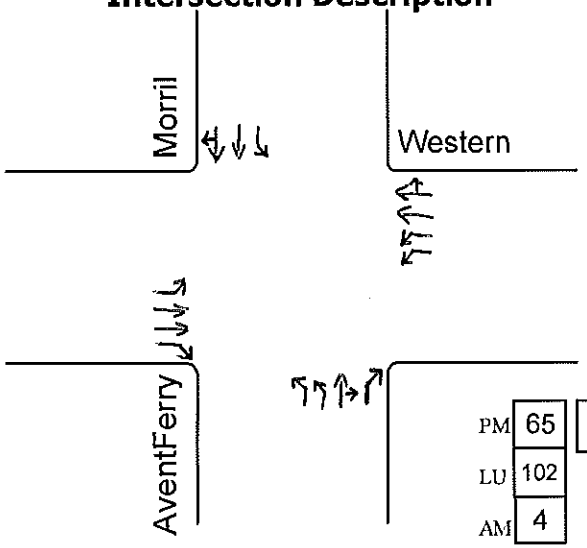
Counter(s) Randy C

City of Raleigh Public Works

Intersection Description

Intersection Avent Ferry - Morril - Western

Date Count Completed 9-10-14



Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	11:45 am	**to**	12:45 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Cloudy
LU	Cloudy
PM	Clear

	PM	LU	AM
PM	65		
LU	102		
AM	4		

	AM	LU	PM
PM	13	16	16
LU			
AM			

	AM	LU	PM
AM			
LU			
PM	25	42	7

	AM	LU	PM
AM	94		
LU	76		
PM	59		

PM	.064	104	**LU**	.141	205	**AM**	.073	94	
1628	.718	1169	1458	.567	827	1280	.736	942	
	.218	355		.292	426		.191	244	

PM	.576		**LU**	.299		**AM**	138		
.300	.354	.345	.385	.542	.074	.319	.565	.116	
173	204	199	115	162	22	44	78	16	

.088	111	**AM**	.024	30	**LU**	.027	40	**PM**	
.755	948	1255	.620	791	1276	.765	1122	1466	
.156	196		.357	455		.207	304		

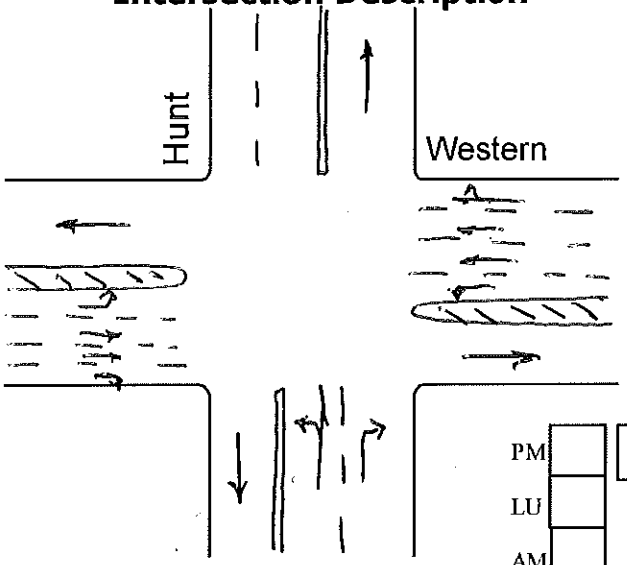
.391	411	.193	203	.416	438				
AM		1052							
.403	429	.203	216	.394	420				
LU		1065							
.475	446	.210	197	.315	296				
PM		939							

N

Counter(s) Josh S.

City of Raleigh
Public Works

Intersection Description



Intersection Hunt - Western

Date Count Completed 2/27/14 am/lu, 2/26/14 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

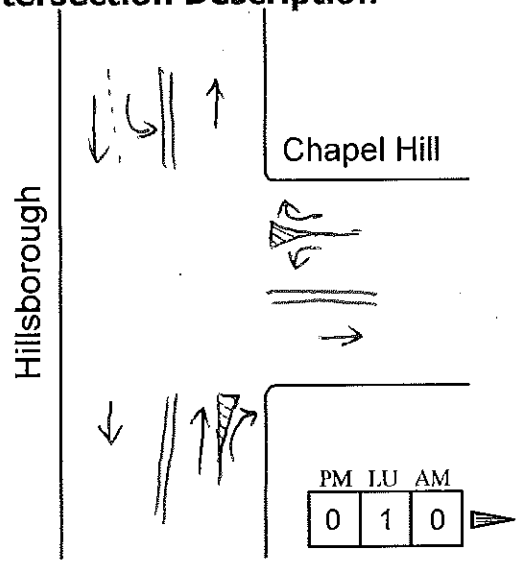
			PM	172				
			.401	.058	.541			
			69	10	93			
			LU	70				
			.586	.129	.286			
			41	9	20			
			AM	81				
			.333	.062	.605			
			27	5	49			
PM	.009	12	**LU**	.040	34	**AM**	.054	50
1409	.965	1360	857	.888	761	933	.812	87
.002	.024		.002	.070		.001	.075	
3		34	2		60	1		70
						.053	**AM**	89
						.894		1500
						.049	.003	
						83		5
						.017	**LU**	13
						.934		735
						.044	.005	
						35		4
						.011	**PM**	12
						.962		1010
						.022	.005	
						23		5
			.609	.145	.246			
			42	10	17			
			AM	69				
			.611	.088	.301			
			69	10	34			
			LU	113				
			.453	.025	.521			
			87	5	100			
			PM	192				

N

Counter(s) Randy C

City of Raleigh Public Works

Intersection Description



Intersection Chapel Hill - Hillsborough

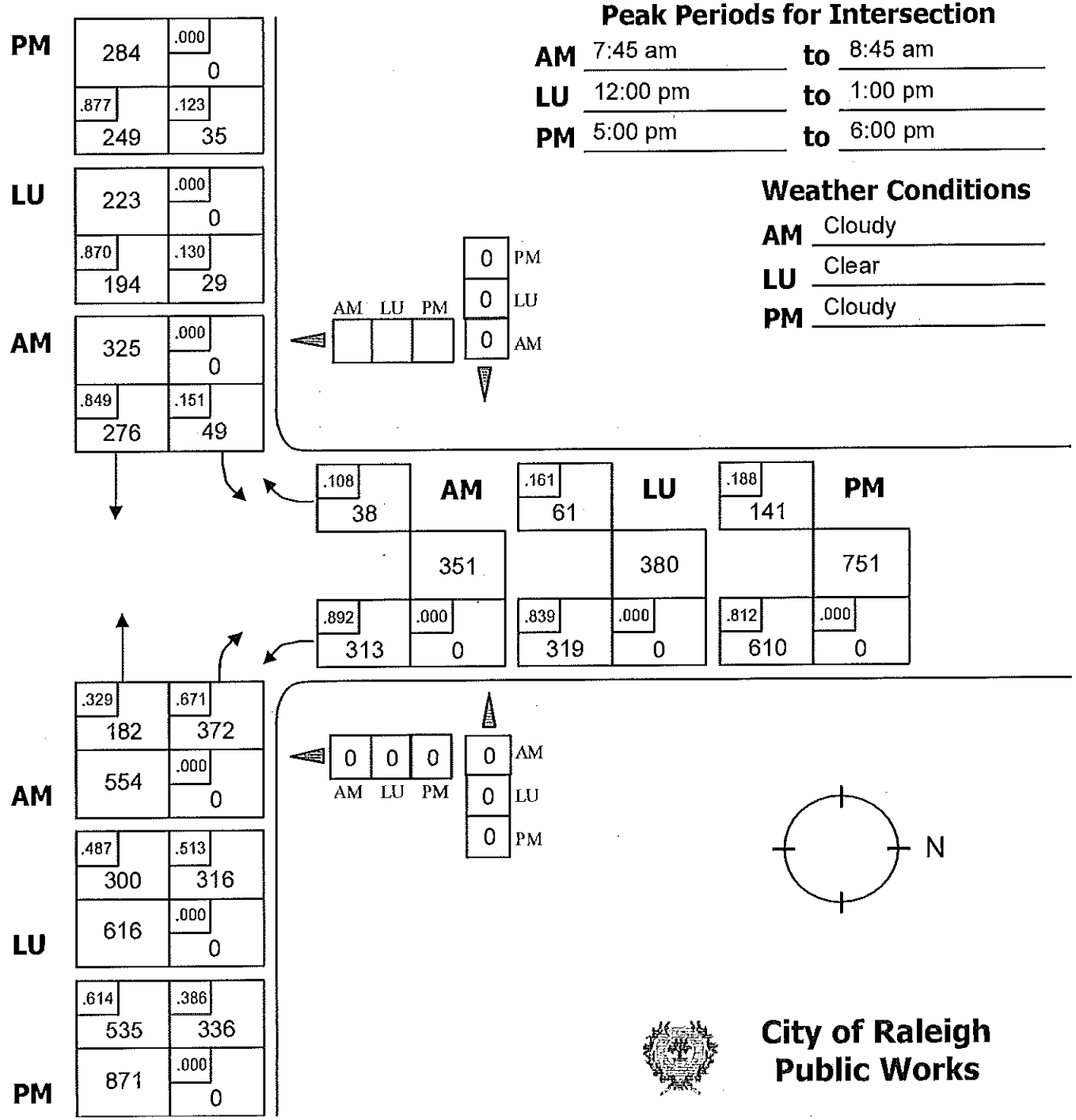
Date Count Completed 11/5/2013

Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:00 pm	**to**	1:00 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Cloudy
LU	Clear
PM	Cloudy



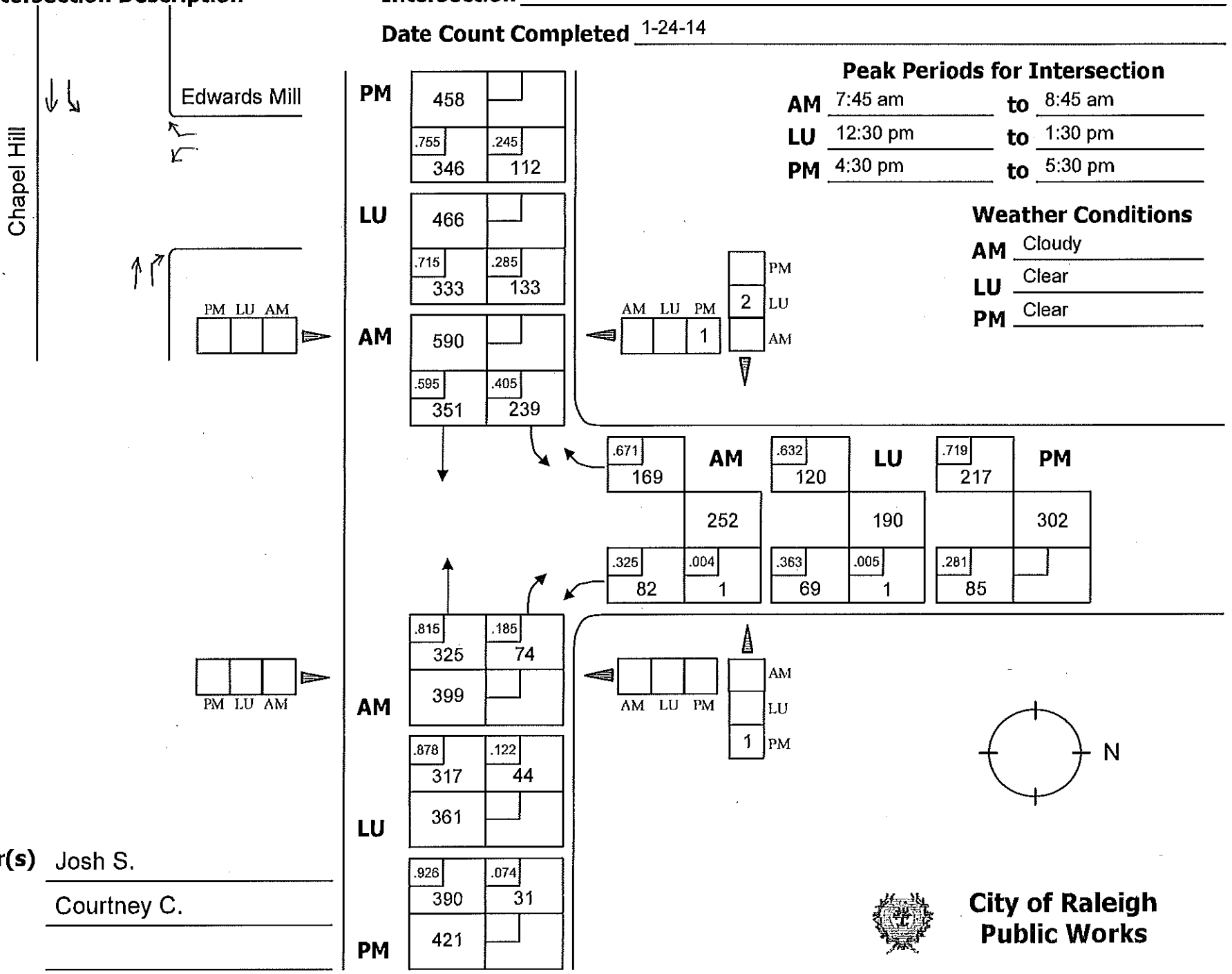
Counter(s) Courtney C.

City of Raleigh Public Works

Intersection Description

Intersection Chapel Hill - Edwards Mill

Date Count Completed 1-24-14



Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:30 pm	**to**	1:30 pm
PM	4:30 pm	**to**	5:30 pm

Weather Conditions

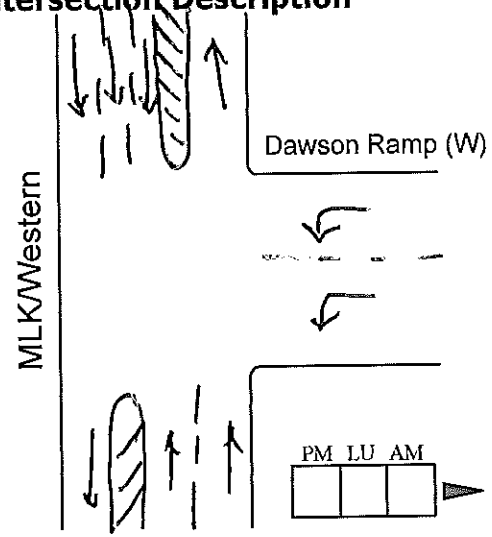
AM	Cloudy
LU	Clear
PM	Clear

Counter(s) Josh S.

Courtney C.

City of Raleigh
Public Works

Intersection Description



Intersection Dawson Ramp (W) - MLK - Western

Date Count Completed 11/6/14 am/lu, 11/5/14 pm

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Cloudy
LU	Cloudy
PM	Cloudy

PM	1061	1.00 1061
LU	559	1.00 559
AM	691	1.00 691

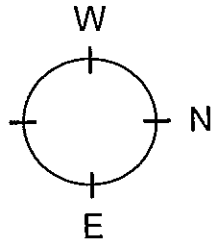
AM LU PM / PM LU AM

	AM	**LU**	**PM**
	87	96	111
1.00	87	96	111

PM LU AM

AM	1.00 1666 / 1666
LU	1.00 594 / 594
PM	1.00 748 / 748

AM LU PM / AM LU PM



Counter(s) Randy C

City of Raleigh
Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Cloudy
Other:

File Name : Dawson-McD Ramp (W)-Western-MLK 11-6-14 am
Site Code : 00000000
Start Date : 11/6/2014
Page No : 1

Groups Printed- Unshifted

	Dawson McDowell Ramp (W) From North					MLK From East					Dawson McDowell Ramp (W) From South					Western From West					
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	33	0	33	0	353	0	0	353	0	0	0	0	0	0	188	0	0	188	574
07:15 AM	0	0	38	0	38	0	370	0	0	370	0	0	0	0	0	0	208	0	0	208	616
07:30 AM	0	0	20	0	20	0	438	0	0	438	0	0	0	0	0	0	159	0	0	159	617
07:45 AM	0	0	14	0	14	0	443	0	0	443	0	0	0	0	0	0	178	0	0	178	635
Total	0	0	105	0	105	0	1604	0	0	1604	0	0	0	0	0	0	733	0	0	733	2442
08:00 AM	0	0	15	0	15	0	415	0	0	415	0	0	0	0	0	0	146	0	0	146	576
08:15 AM	0	0	20	0	20	0	340	0	0	340	0	0	0	0	0	0	162	0	0	162	522
08:30 AM	0	0	14	0	14	0	303	0	0	303	0	0	0	0	0	0	190	0	0	190	507
08:45 AM	0	0	16	0	16	0	310	0	0	310	0	0	0	0	0	0	175	0	0	175	501
Total	0	0	65	0	65	0	1368	0	0	1368	0	0	0	0	0	0	673	0	0	673	2106
Grand Total	0	0	170	0	170	0	2972	0	0	2972	0	0	0	0	0	0	1406	0	0	1406	4548
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	3.7	0	3.7	0	65.3	0	0	65.3	0	0	0	0	0	0	30.9	0	0	30.9	

	Dawson McDowell Ramp (W) From North					MLK From East					Dawson McDowell Ramp (W) From South					Western From West					
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	**38**	0	**38**	0	370	0	0	370	0	0	0	0	0	0	**208**	0	0	**208**	616
07:30 AM	0	0	20	0	20	0	438	0	0	438	0	0	0	0	0	0	159	0	0	159	617
07:45 AM	0	0	14	0	14	0	**443**	0	0	**443**	0	0	0	0	0	0	178	0	0	178	**635**
08:00 AM	0	0	15	0	15	0	415	0	0	415	0	0	0	0	0	0	146	0	0	146	576
Total Volume	0	0	87	0	87	0	1666	0	0	1666	0	0	0	0	0	0	691	0	0	691	2444
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.572	.000	.572	.000	.940	.000	.000	.940	.000	.000	.000	.000	.000	.000	.831	.000	.000	.831	.962

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Cloudy
Other:

File Name : Dawson-McD Ramp (W)-Western-MLK 11-6-14 lu
Site Code : 00000000
Start Date : 11/6/2014
Page No : 1

Groups Printed- Unshifted

	Dawson McDowell Ramp (W) From North					MLK From East					Dawson McDowell Ramp (W) From South					Western From West					
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
11:30 AM	0	0	12	0	12	0	130	0	0	130	0	0	0	0	0	0	131	0	0	131	273
11:45 AM	0	0	12	0	12	0	126	0	0	126	0	0	0	0	0	0	147	0	0	147	285
Total	0	0	24	0	24	0	256	0	0	256	0	0	0	0	0	0	278	0	0	278	558
12:00 PM	0	0	24	0	24	0	113	0	0	113	0	0	0	0	0	0	139	0	0	139	276
12:15 PM	0	0	20	0	20	0	148	0	0	148	0	0	0	0	0	0	135	0	0	135	303
12:30 PM	0	0	26	0	26	0	152	0	0	152	0	0	0	0	0	0	141	0	0	141	319
12:45 PM	0	0	28	0	28	0	153	0	0	153	0	0	0	0	0	0	151	0	0	151	332
Total	0	0	98	0	98	0	566	0	0	566	0	0	0	0	0	0	566	0	0	566	1230
01:00 PM	0	0	22	0	22	0	141	0	0	141	0	0	0	0	0	0	132	0	0	132	295
01:15 PM	0	0	19	0	19	0	136	0	0	136	0	0	0	0	0	0	141	0	0	141	296
Grand Total	0	0	163	0	163	0	1099	0	0	1099	0	0	0	0	0	0	1117	0	0	1117	2379
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	6.9	0	6.9	0	46.2	0	0	46.2	0	0	0	0	0	0	47	0	0	47	

	Dawson McDowell Ramp (W) From North					MLK From East					Dawson McDowell Ramp (W) From South					Western From West					
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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	20	0	20	0	148	0	0	148	0	0	0	0	0	0	135	0	0	135	303
12:30 PM	0	0	26	0	26	0	152	0	0	152	0	0	0	0	0	0	141	0	0	141	319
12:45 PM	0	0	**28**	0	**28**	0	**153**	0	0	**153**	0	0	0	0	0	0	**151**	0	0	**151**	**332**
01:00 PM	0	0	22	0	22	0	141	0	0	141	0	0	0	0	0	0	132	0	0	132	295
Total Volume	0	0	96	0	96	0	594	0	0	594	0	0	0	0	0	0	559	0	0	559	1249
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.857	.000	.857	.000	.971	.000	.000	.971	.000	.000	.000	.000	.000	.000	.925	.000	.000	.925	.941

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Cloudy
Other:

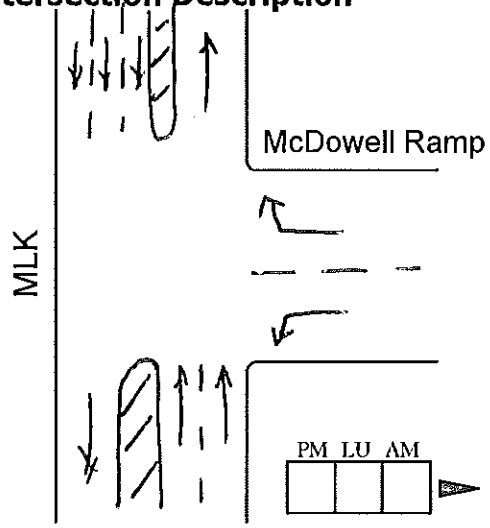
File Name : Dawson-McD Ramp (W)-Western-MLK 11-5-14 pm
Site Code : 00000000
Start Date : 11/5/2014
Page No : 1

Groups Printed- Unshifted

	Dawson McDowell Ramp (W) From North					MLK From East					Dawson McDowell Ramp (W) From South					Western From West					
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	20	0	20	0	131	0	0	131	0	0	0	0	0	0	159	0	0	159	310
04:15 PM	0	0	19	0	19	0	142	0	0	142	0	0	0	0	0	0	210	0	0	210	371
04:30 PM	0	0	31	0	31	0	145	0	0	145	0	0	0	0	0	0	231	0	0	231	407
04:45 PM	0	0	23	0	23	0	191	0	0	191	0	0	0	0	0	0	235	0	0	235	449
Total	0	0	93	0	93	0	609	0	0	609	0	0	0	0	0	0	835	0	0	835	1537
05:00 PM	0	0	28	0	28	0	159	0	0	159	0	0	0	0	0	0	249	0	0	249	436
05:15 PM	0	0	30	0	30	0	195	0	0	195	0	0	0	0	0	0	348	0	0	348	573
05:30 PM	0	0	30	0	30	0	203	0	0	203	0	0	0	0	0	0	229	0	0	229	462
05:45 PM	0	0	25	0	25	0	181	0	0	181	0	0	0	0	0	0	215	0	0	215	421
Total	0	0	113	0	113	0	738	0	0	738	0	0	0	0	0	0	1041	0	0	1041	1892
Grand Total	0	0	206	0	206	0	1347	0	0	1347	0	0	0	0	0	0	1876	0	0	1876	3429
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	6	0	6	0	39.3	0	0	39.3	0	0	0	0	0	0	54.7	0	0	54.7	

	Dawson McDowell Ramp (W) From North					MLK From East					Dawson McDowell Ramp (W) From South					Western From West					
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	23	0	23	0	191	0	0	191	0	0	0	0	0	0	235	0	0	235	449
05:00 PM	0	0	28	0	28	0	159	0	0	159	0	0	0	0	0	0	249	0	0	249	436
05:15 PM	0	0	**30**	0	**30**	0	195	0	0	195	0	0	0	0	0	0	**348**	0	0	**348**	**573**
05:30 PM	0	0	30	0	30	0	**203**	0	0	**203**	0	0	0	0	0	0	229	0	0	229	462
Total Volume	0	0	111	0	111	0	748	0	0	748	0	0	0	0	0	0	1061	0	0	1061	1920
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.925	.000	.925	.000	.921	.000	.000	.921	.000	.000	.000	.000	.000	.000	.762	.000	.000	.762	.838

Intersection Description



Intersection McDowell Ramp - MLK

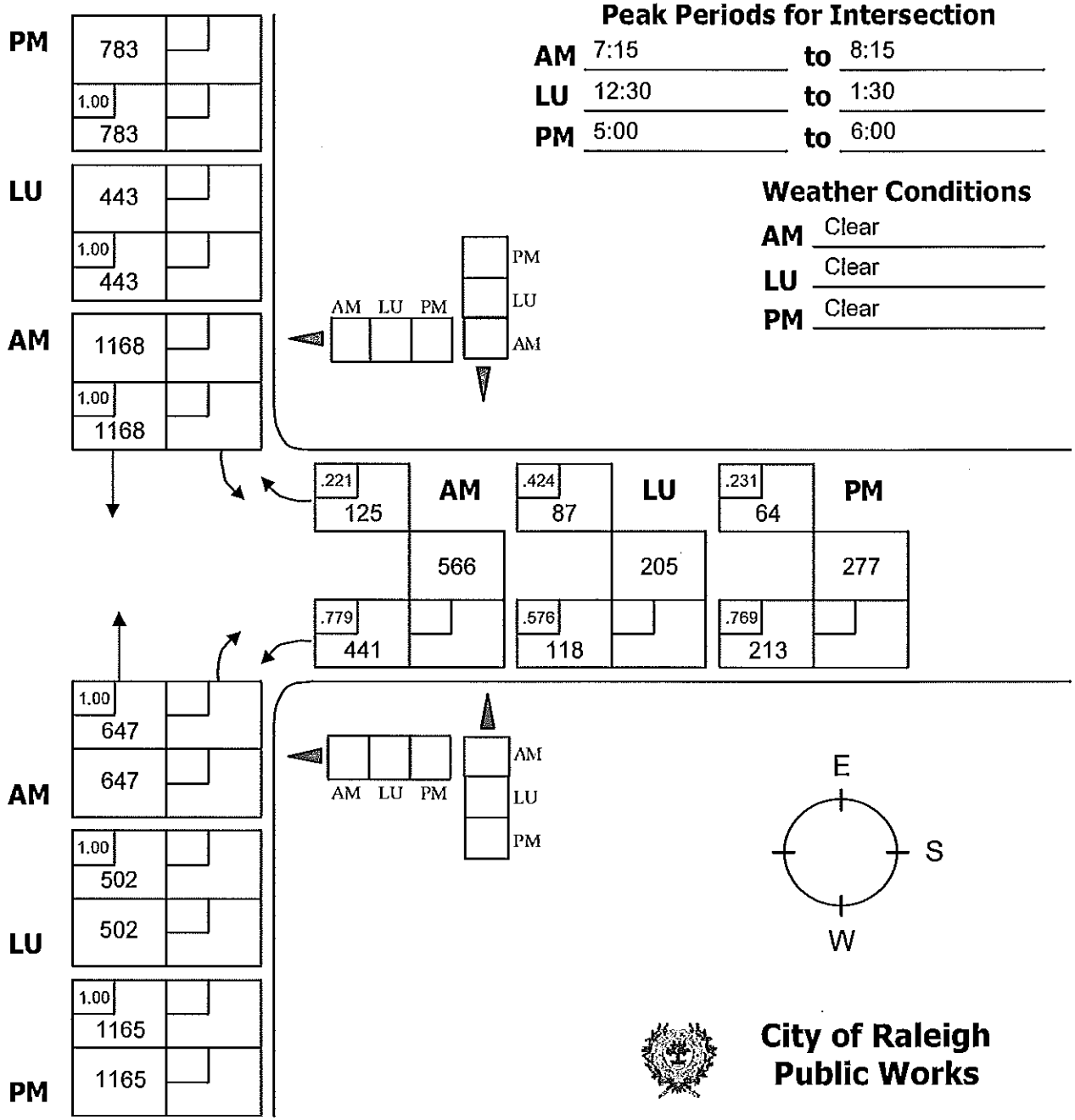
Date Count Completed 11/12/14 am, 11/13/14 lu, 11/10/14 pm

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh
Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : McDowell Ramp-MLK 11-12-14 am
Site Code : 00000000
Start Date : 11/12/2014
Page No : 1

Groups Printed- Unshifted

	From North					MLK From East					McDowell Ramp From South					MLK From West					
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	266	0	0	266	19	0	92	0	111	0	146	0	0	146	523
07:15 AM	0	0	0	0	0	0	274	0	0	274	26	0	100	0	126	0	159	0	0	159	559
07:30 AM	0	0	0	0	0	0	306	0	0	306	18	0	140	0	158	0	145	0	0	145	609
07:45 AM	0	0	0	0	0	0	321	0	0	321	35	0	114	0	149	0	183	0	0	183	653
Total	0	0	0	0	0	0	1167	0	0	1167	98	0	446	0	544	0	633	0	0	633	2344
08:00 AM	0	0	0	0	0	0	267	0	0	267	46	0	87	0	133	0	160	0	0	160	560
08:15 AM	0	0	0	0	0	0	252	0	0	252	57	0	108	0	165	0	140	0	0	140	557
08:30 AM	0	0	0	0	0	0	208	0	0	208	56	0	103	0	159	0	163	0	0	163	530
08:45 AM	0	0	0	0	0	0	215	0	0	215	48	0	99	0	147	0	152	0	0	152	514
Total	0	0	0	0	0	0	942	0	0	942	207	0	397	0	604	0	615	0	0	615	2161
Grand Total	0	0	0	0	0	0	2109	0	0	2109	305	0	843	0	1148	0	1248	0	0	1248	4505
Apprch %	0	0	0	0		0	100	0	0		26.6	0	73.4	0		0	100	0	0		
Total %	0	0	0	0	0	0	46.8	0	0	46.8	6.8	0	18.7	0	25.5	0	27.7	0	0	27.7	

	From North					MLK From East					McDowell Ramp From South					MLK From West					
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	274	0	0	274	26	0	100	0	126	0	159	0	0	159	559
07:30 AM	0	0	0	0	0	0	306	0	0	306	18	0	**140**	0	**158**	0	145	0	0	145	609
07:45 AM	0	0	0	0	0	0	**321**	0	0	**321**	35	0	114	0	149	0	**183**	0	0	**183**	**653**
08:00 AM	0	0	0	0	0	0	267	0	0	267	**46**	0	87	0	133	0	160	0	0	160	560
Total Volume	0	0	0	0	0	0	1168	0	0	1168	125	0	441	0	566	0	647	0	0	647	2381
% App. Total	0	0	0	0		0	100	0	0		22.1	0	77.9	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.910	.000	.000	.910	.679	.000	.788	.000	.896	.000	.884	.000	.000	.884	.912

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : McDowell Ramp-MLK 11-13-14 lu
Site Code : 00000000
Start Date : 11/13/2014
Page No : 1

Groups Printed- Unshifted

	From North					MLK From East					McDowell Ramp From South					MLK From West					
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
11:30 AM	0	0	0	0	0	0	106	0	0	106	22	0	34	0	56	0	118	0	0	118	280
11:45 AM	0	0	0	0	0	0	94	0	0	94	18	0	39	0	57	0	108	0	0	108	259
Total	0	0	0	0	0	0	200	0	0	200	40	0	73	0	113	0	226	0	0	226	539
12:00 PM	0	0	0	0	0	0	109	0	0	109	16	0	29	0	45	0	116	0	0	116	270
12:15 PM	0	0	0	0	0	0	105	0	0	105	16	0	28	0	44	0	124	0	0	124	273
12:30 PM	0	0	0	0	0	0	115	0	0	115	20	0	32	0	52	0	129	0	0	129	296
12:45 PM	0	0	0	0	0	0	110	0	0	110	25	0	31	0	56	0	126	0	0	126	292
Total	0	0	0	0	0	0	439	0	0	439	77	0	120	0	197	0	495	0	0	495	1131
01:00 PM	0	0	0	0	0	0	103	0	0	103	22	0	27	0	49	0	120	0	0	120	272
01:15 PM	0	0	0	0	0	0	115	0	0	115	20	0	28	0	48	0	127	0	0	127	290
Grand Total	0	0	0	0	0	0	857	0	0	857	159	0	248	0	407	0	968	0	0	968	2232
Apprch %	0	0	0	0		0	100	0	0		39.1	0	60.9	0		0	100	0	0		
Total %	0	0	0	0	0	0	38.4	0	0	38.4	7.1	0	11.1	0	18.2	0	43.4	0	0	43.4	

	From North					MLK From East					McDowell Ramp From South					MLK From West					
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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	0	**115**	0	0	**115**	20	0	**32**	0	52	0	**129**	0	0	**129**	**296**
12:45 PM	0	0	0	0	0	0	110	0	0	110	**25**	0	31	0	**56**	0	126	0	0	126	292
01:00 PM	0	0	0	0	0	0	103	0	0	103	22	0	27	0	49	0	120	0	0	120	272
01:15 PM	0	0	0	0	0	0	115	0	0	115	20	0	28	0	48	0	127	0	0	127	290
Total Volume	0	0	0	0	0	0	443	0	0	443	87	0	118	0	205	0	502	0	0	502	1150
% App. Total	0	0	0	0		0	100	0	0		42.4	0	57.6	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.963	.000	.000	.963	.870	.000	.922	.000	.915	.000	.973	.000	.000	.973	.971

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

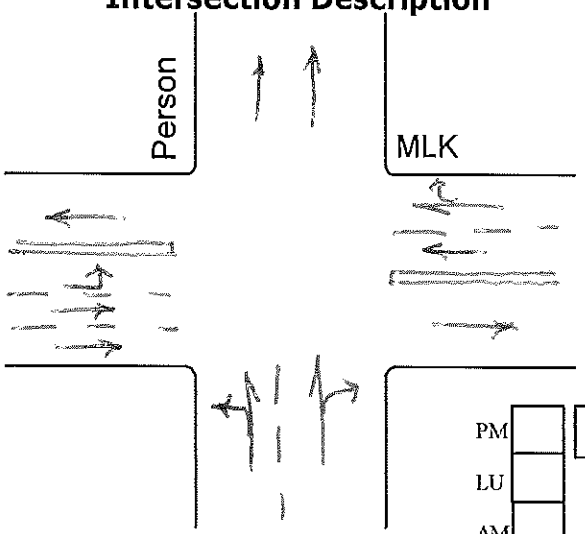
File Name : McDowell Ramp-MLK 11-10-14 pm
Site Code : 00000000
Start Date : 11/10/2014
Page No : 1

Groups Printed- Unshifted

	From North					MLK From East					McDowell Ramp From South					MLK From West					
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	161	0	0	161	15	0	45	0	60	0	251	0	0	251	472
04:15 PM	0	0	0	0	0	0	168	0	0	168	18	0	51	0	69	0	247	0	0	247	484
04:30 PM	0	0	0	0	0	0	172	0	0	172	20	0	48	0	68	0	278	0	0	278	518
04:45 PM	0	0	0	0	0	0	172	0	0	172	15	0	50	0	65	0	223	0	0	223	460
Total	0	0	0	0	0	0	673	0	0	673	68	0	194	0	262	0	999	0	0	999	1934
05:00 PM	0	0	0	0	0	0	188	0	0	188	17	0	41	0	58	0	269	0	0	269	515
05:15 PM	0	0	0	0	0	0	192	0	0	192	12	0	64	0	76	0	316	0	0	316	584
05:30 PM	0	0	0	0	0	0	205	0	0	205	20	0	58	0	78	0	305	0	0	305	588
05:45 PM	0	0	0	0	0	0	198	0	0	198	15	0	50	0	65	0	275	0	0	275	538
Total	0	0	0	0	0	0	783	0	0	783	64	0	213	0	277	0	1165	0	0	1165	2225
Grand Total	0	0	0	0	0	0	1456	0	0	1456	132	0	407	0	539	0	2164	0	0	2164	4159
Apprch %	0	0	0	0		0	100	0	0		24.5	0	75.5	0		0	100	0	0		
Total %	0	0	0	0	0	0	35	0	0	35	3.2	0	9.8	0	13	0	52	0	0	52	

	From North					MLK From East					McDowell Ramp From South					MLK From West					
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	0	0	0	0	0	0	188	0	0	188	17	0	41	0	58	0	269	0	0	269	515
05:15 PM	0	0	0	0	0	0	192	0	0	192	12	0	**64**	0	76	0	**316**	0	0	**316**	584
05:30 PM	0	0	0	0	0	0	**205**	0	0	**205**	**20**	0	58	0	**78**	0	305	0	0	305	**588**
05:45 PM	0	0	0	0	0	0	198	0	0	198	15	0	50	0	65	0	275	0	0	275	538
Total Volume	0	0	0	0	0	0	783	0	0	783	64	0	213	0	277	0	1165	0	0	1165	2225
% App. Total	0	0	0	0		0	100	0	0		23.1	0	76.9	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.955	.000	.000	.955	.800	.000	.832	.000	.888	.000	.922	.000	.000	.922	.946

Intersection Description



Intersection MLK - Person

Date Count Completed 6/9/15 am/lu, 6/8/15 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	10	6	1
LU			
AM			

	AM	LU	PM
PM	5	5	12
LU			8
AM			3
			2

PM	.118	113	**LU**	.200	117	**AM**	.160	94	.189	188	**AM**	.157	89	**LU**	.131	97	**PM**
957	.882	844	589	.800	472	587	.840	493	.811	807	995	.843	482	571	.869	648	745

	PM	LU	AM
AM			
LU			
PM			

	AM	LU	PM
AM	5		
LU	7		
PM	5		

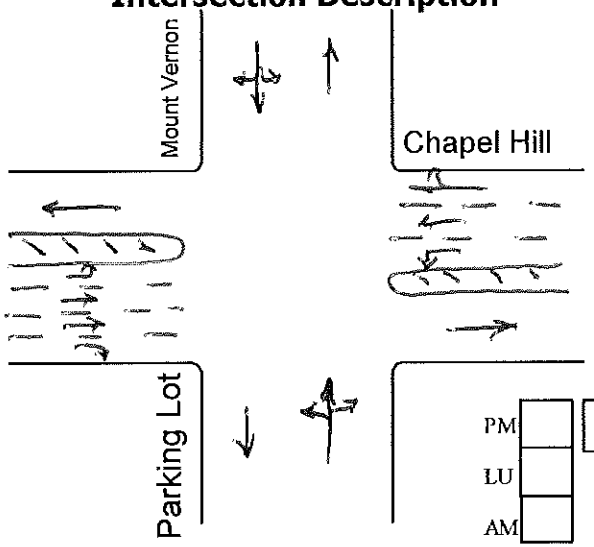
.164	256	.811	1270	.025	39	**PM**			
			1565			**AM**			
.198	85	.671	287	.131	56	**LU**			
			428						
.171	83	.654	317	.175	85	**PM**			
			485						

N

Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Chapel Hill - Mount Vernon

Date Count Completed 10/15/15 am/lu, 10/14/15 pm

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	11:45	**to**	12:45
PM	4:30	**to**	5:30

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	.011	8	**LU**	.017	6	**AM**	.044	22			
750	.973	730	357	.947	338	499	.930	464			
.016	12		.022	8	.014	5	.014	7	.012	6	

						PM	33				
						.394	13		.606	20	
						LU	32				
						.438	14		.562	18	
						AM	33				
						.333	11		.667	22	

						.065	42	**AM**	.027	8	**LU**	.010	4	**PM**
						924	596	645	.963	283	294	.987	380	385
						.011	7				.010	3	.003	1

						.250	2		.750	6	
								AM	8		
						.250	1		.750	3	
								LU	4		
.444	8	.056	1	.500	9						
								PM	18		

PM LU AM

AM LU PM

AM LU PM

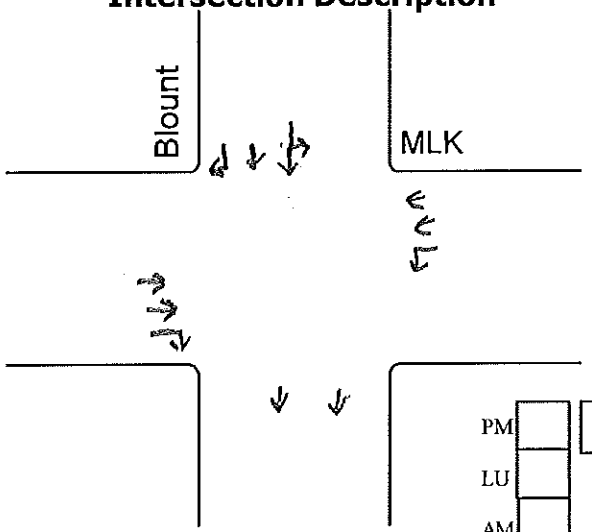
PM LU AM

N

Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Blount / MLK

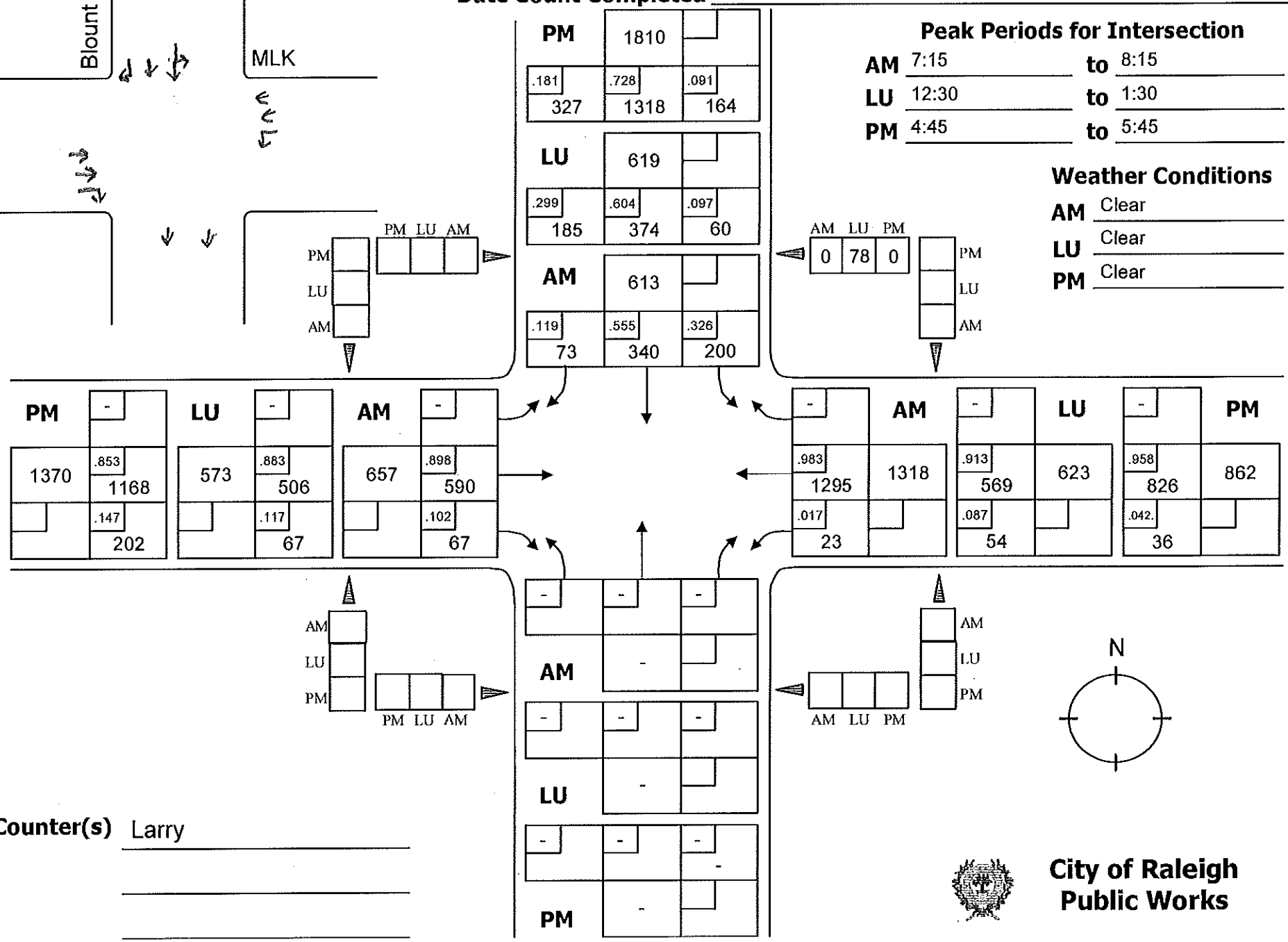
Date Count Completed 04-11-2016

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Larry

City of Raleigh Public Works

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017

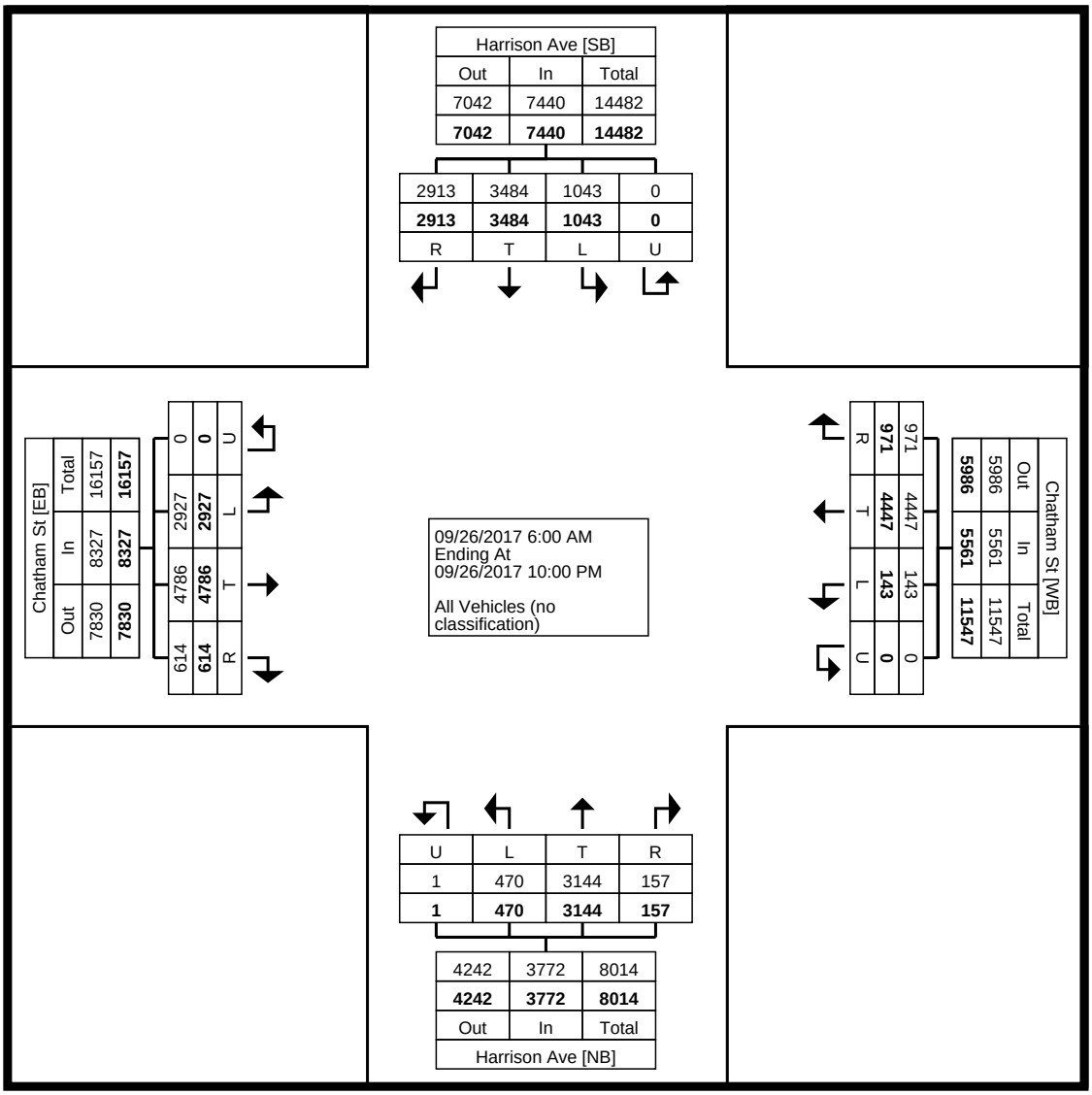
Turning Movement Data

Start Time	Harrison Ave Southbound					Chatham St Westbound					Harrison Ave Northbound					Chatham St Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	4	9	15	0	28	0	13	6	0	19	1	18	0	0	19	22	17	1	0	40	106
6:15 AM	1	17	6	0	24	0	22	7	0	29	2	17	1	0	20	31	27	2	0	60	133
6:30 AM	2	24	21	0	47	1	30	3	0	34	2	50	2	0	54	44	49	2	0	95	230
6:45 AM	2	17	16	0	35	0	33	8	0	41	4	26	5	0	35	42	63	6	0	111	222
Hourly Total	9	67	58	0	134	1	98	24	0	123	9	111	8	0	128	139	156	11	0	306	691
7:00 AM	7	71	29	0	107	2	41	8	0	51	6	55	0	0	61	74	83	9	0	166	385
7:15 AM	6	37	18	0	61	2	39	21	0	62	2	95	1	0	98	88	90	7	0	185	406
7:30 AM	7	61	35	0	103	2	43	28	0	73	2	133	0	0	135	104	132	7	0	243	554
7:45 AM	10	78	45	0	133	2	59	13	0	74	3	87	2	0	92	97	158	9	0	264	563
Hourly Total	30	247	127	0	404	8	182	70	0	260	13	370	3	0	386	363	463	32	0	858	1908
8:00 AM	18	68	35	0	121	1	58	18	0	77	6	92	2	0	100	87	135	8	0	230	528
8:15 AM	10	51	30	0	91	2	56	18	0	76	5	80	2	0	87	73	136	9	0	218	472
8:30 AM	11	58	23	0	92	2	57	12	0	71	17	75	1	0	93	81	128	10	0	219	475
8:45 AM	20	44	28	0	92	0	54	19	0	73	9	49	5	0	63	51	141	17	0	209	437
Hourly Total	59	221	116	0	396	5	225	67	0	297	37	296	10	0	343	292	540	44	0	876	1912
9:00 AM	16	55	36	0	107	1	59	21	0	81	11	68	1	0	80	59	104	18	0	181	449
9:15 AM	18	53	34	0	105	2	67	19	0	88	13	64	2	0	79	58	68	14	0	140	412
9:30 AM	2	41	39	0	82	0	51	20	0	71	10	48	3	0	61	56	63	11	0	130	344
9:45 AM	16	42	24	0	82	0	55	11	0	66	10	38	6	0	54	32	68	5	0	105	307
Hourly Total	52	191	133	0	376	3	232	71	0	306	44	218	12	0	274	205	303	48	0	556	1512
10:00 AM	16	47	28	0	91	1	39	12	0	52	7	35	4	0	46	41	66	8	0	115	304
10:15 AM	13	28	19	0	60	4	60	12	0	76	6	40	3	1	50	31	54	4	0	89	275
10:30 AM	12	35	35	0	82	4	50	11	0	65	9	30	1	0	40	41	69	11	0	121	308
10:45 AM	15	40	33	0	88	2	46	12	0	60	7	33	2	0	42	40	80	8	0	128	318
Hourly Total	56	150	115	0	321	11	195	47	0	253	29	138	10	1	178	153	269	31	0	453	1205
11:00 AM	8	43	43	0	94	6	43	15	0	64	2	38	7	0	47	45	76	10	0	131	336
11:15 AM	20	44	35	0	99	1	51	10	0	62	6	43	3	0	52	35	65	9	0	109	322
11:30 AM	21	50	43	0	114	2	61	16	0	79	8	39	1	0	48	47	68	7	0	122	363
11:45 AM	16	37	48	0	101	5	65	17	0	87	10	43	5	0	58	39	73	13	0	125	371
Hourly Total	65	174	169	0	408	14	220	58	0	292	26	163	16	0	205	166	282	39	0	487	1392
12:00 PM	29	50	52	0	131	3	72	18	0	93	11	53	4	0	68	39	81	15	0	135	427
12:15 PM	21	53	41	0	115	2	77	24	0	103	10	43	1	0	54	41	56	11	0	108	380
12:30 PM	24	52	40	0	116	6	71	16	0	93	9	54	5	0	68	38	63	13	0	114	391
12:45 PM	26	42	40	0	108	0	63	21	0	84	13	48	0	0	61	45	94	10	0	149	402
Hourly Total	100	197	173	0	470	11	283	79	0	373	43	198	10	0	251	163	294	49	0	506	1600
1:00 PM	24	50	43	0	117	1	81	17	0	99	4	55	7	0	66	40	96	5	0	141	423
1:15 PM	17	52	38	0	107	4	89	22	0	115	9	57	6	0	72	40	71	12	0	123	417
1:30 PM	15	55	56	0	126	5	64	22	0	91	6	48	3	0	57	48	52	7	0	107	381
1:45 PM	22	51	57	0	130	3	77	21	0	101	13	45	2	0	60	45	65	7	0	117	408
Hourly Total	78	208	194	0	480	13	311	82	0	406	32	205	18	0	255	173	284	31	0	488	1629
2:00 PM	25	58	44	0	127	1	61	10	0	72	3	50	3	0	56	33	61	11	0	105	360
2:15 PM	20	66	53	0	139	7	63	18	0	88	7	42	0	0	49	46	68	6	0	120	396
2:30 PM	17	50	53	0	120	0	69	17	0	86	6	54	0	0	60	45	84	16	0	145	411
2:45 PM	15	79	48	0	142	4	64	18	0	86	5	55	1	0	61	57	74	6	0	137	426
Hourly Total	77	253	198	0	528	12	257	63	0	332	21	201	4	0	226	181	287	39	0	507	1593
3:00 PM	16	50	71	0	137	1	86	15	0	102	12	69	2	0	83	41	82	15	0	138	460
3:15 PM	23	80	77	0	180	2	86	24	0	112	7	58	2	0	67	52	80	5	0	137	496
3:30 PM	18	67	71	0	156	8	83	30	0	121	14	43	3	0	60	47	79	9	0	135	472
3:45 PM	16	83	70	0	169	1	94	15	0	110	10	45	5	0	60	58	95	9	0	162	501
Hourly Total	73	280	289	0	642	12	349	84	0	445	43	215	12	0	270	198	336	38	0	572	1929
4:00 PM	13	74	70	0	157	3	102	12	0	117	7	59	1	0	67	42	67	11	0	120	461
4:15 PM	23	73	66	0	162	7	111	19	0	137	6	38	3	0	47	51	87	8	0	146	492
4:30 PM	27	95	72	0	194	1	108	23	0	132	8	61	2	0	71	45	75	18	0	138	535
4:45 PM	30	104	96	0	230	4	117	17	0	138	6	55	5	0	66	72	98	17	0	187	621
Hourly Total	93	346	304	0	743	15	438	71	0	524	27	213	11	0	251	210	327	54	0	591	2109
5:00 PM	31	115	96	0	242	1	133	10	0	144	7	62	4	0	73	50	82	14	0	146	605
5:15 PM	23	106	116	0	245	5	137	14	0	156	3	65	2	0	70	52	100	18	0	170	641
5:30 PM	24	95	95	0	214	6	118	19	0	143	10	60	5	0	75	60	94	14	0	168	600
5:45 PM	31	132	114	0	277	2	124	16	0	142	3	61	6	0	70	51	104	20	0	175	664
Hourly Total	109	448	421	0	978	14	512	59	0	585	23	248	17	0	288	213	380	66	0	659	2510
6:00 PM	37	88	66	0	191	2	123	15	0	140	10	59	3	0	72	44	110	32	0	186	589
6:15 PM	40	92	84	0	216	5	91	16	0	112	7	43	2	0	52	67	123	17	0	207	587

6:30 PM	26	80	60	0	166	3	112	18	0	133	6	43	4	0	53	36	81	4	0	121	473
6:45 PM	27	78	63	0	168	3	100	10	0	113	8	43	0	0	51	36	94	7	0	137	469
Hourly Total	130	338	273	0	741	13	426	59	0	498	31	188	9	0	228	183	408	60	0	651	2118
7:00 PM	12	60	37	0	109	2	38	15	0	55	15	39	6	0	60	25	54	14	0	93	317
7:15 PM	8	45	46	0	99	0	70	20	0	90	12	51	2	0	65	42	68	6	0	116	370
7:30 PM	22	45	39	0	106	1	97	10	0	108	6	37	0	0	43	20	51	10	0	81	338
7:45 PM	15	54	36	0	105	2	75	11	0	88	16	34	1	0	51	31	42	11	0	84	328
Hourly Total	57	204	158	0	419	5	280	56	0	341	49	161	9	0	219	118	215	41	0	374	1353
8:00 PM	15	38	37	0	90	3	80	19	0	102	14	47	0	0	61	24	52	5	0	81	334
8:15 PM	7	24	30	0	61	0	75	14	0	89	4	30	1	0	35	21	40	5	0	66	251
8:30 PM	8	29	24	0	61	1	68	15	0	84	2	31	0	0	33	29	33	7	0	69	247
8:45 PM	5	17	21	0	43	0	51	12	0	63	7	29	2	0	38	20	35	3	0	58	202
Hourly Total	35	108	112	0	255	4	274	60	0	338	27	137	3	0	167	94	160	20	0	274	1034
9:00 PM	5	20	25	0	50	2	56	7	0	65	5	23	0	0	28	25	33	3	0	61	204
9:15 PM	8	12	22	0	42	0	41	4	0	45	4	19	0	0	23	20	14	1	0	35	145
9:30 PM	2	10	12	0	24	0	38	6	0	44	3	19	3	0	25	10	19	2	0	31	124
9:45 PM	5	10	14	0	29	0	30	4	0	34	4	21	2	0	27	21	16	5	0	42	132
Hourly Total	20	52	73	0	145	2	165	21	0	188	16	82	5	0	103	76	82	11	0	169	605
Grand Total	1043	3484	2913	0	7440	143	4447	971	0	5561	470	3144	157	1	3772	2927	4786	614	0	8327	25100
Approach %	14.0	46.8	39.2	0.0	-	2.6	80.0	17.5	0.0	-	12.5	83.4	4.2	0.0	-	35.2	57.5	7.4	0.0	-	-
Total %	4.2	13.9	11.6	0.0	29.6	0.6	17.7	3.9	0.0	22.2	1.9	12.5	0.6	0.0	15.0	11.7	19.1	2.4	0.0	33.2	-
All Vehicles (no classification)	1043	3484	2913	0	7440	143	4447	971	0	5561	470	3144	157	1	3772	2927	4786	614	0	8327	25100
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Harrison Ave Southbound					Chatham St Westbound					Harrison Ave Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	7	61	35	0	103	2	43	28	0	73	2	133	0	0	135	104	132	7	0	243	554
7:45 AM	10	78	45	0	133	2	59	13	0	74	3	87	2	0	92	97	158	9	0	264	563
8:00 AM	18	68	35	0	121	1	58	18	0	77	6	92	2	0	100	87	135	8	0	230	528
8:15 AM	10	51	30	0	91	2	56	18	0	76	5	80	2	0	87	73	136	9	0	218	472
Total	45	258	145	0	448	7	216	77	0	300	16	392	6	0	414	361	561	33	0	955	2117
Approach %	10.0	57.6	32.4	0.0	-	2.3	72.0	25.7	0.0	-	3.9	94.7	1.4	0.0	-	37.8	58.7	3.5	0.0	-	-
Total %	2.1	12.2	6.8	0.0	21.2	0.3	10.2	3.6	0.0	14.2	0.8	18.5	0.3	0.0	19.6	17.1	26.5	1.6	0.0	45.1	-
PHF	0.625	0.827	0.806	0.000	0.842	0.875	0.915	0.688	0.000	0.974	0.667	0.737	0.750	0.000	0.767	0.868	0.888	0.917	0.000	0.904	0.940
All Vehicles (no classification)	45	258	145	0	448	7	216	77	0	300	16	392	6	0	414	361	561	33	0	955	2117
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
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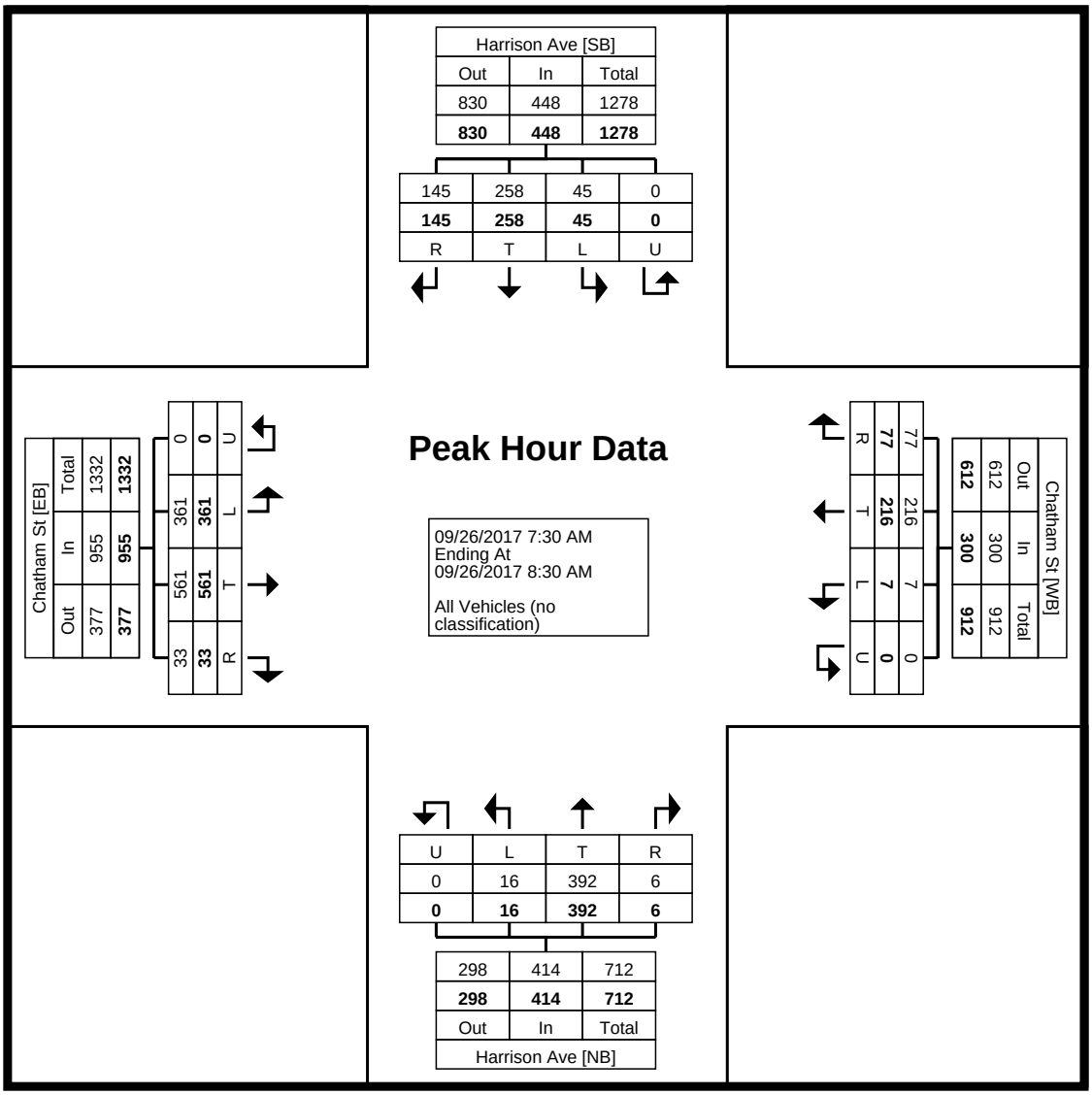
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Harrison Ave Southbound					Chatham St Westbound					Harrison Ave Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	31	115	96	0	242	1	133	10	0	144	7	62	4	0	73	50	82	14	0	146	605
5:15 PM	23	106	116	0	245	5	137	14	0	156	3	65	2	0	70	52	100	18	0	170	641
5:30 PM	24	95	95	0	214	6	118	19	0	143	10	60	5	0	75	60	94	14	0	168	600
5:45 PM	31	132	114	0	277	2	124	16	0	142	3	61	6	0	70	51	104	20	0	175	664
Total	109	448	421	0	978	14	512	59	0	585	23	248	17	0	288	213	380	66	0	659	2510
Approach %	11.1	45.8	43.0	0.0	-	2.4	87.5	10.1	0.0	-	8.0	86.1	5.9	0.0	-	32.3	57.7	10.0	0.0	-	-
Total %	4.3	17.8	16.8	0.0	39.0	0.6	20.4	2.4	0.0	23.3	0.9	9.9	0.7	0.0	11.5	8.5	15.1	2.6	0.0	26.3	-
PHF	0.879	0.848	0.907	0.000	0.883	0.583	0.934	0.776	0.000	0.938	0.575	0.954	0.708	0.000	0.960	0.888	0.913	0.825	0.000	0.941	0.945
All Vehicles (no classification)	109	448	421	0	978	14	512	59	0	585	23	248	17	0	288	213	380	66	0	659	2510
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
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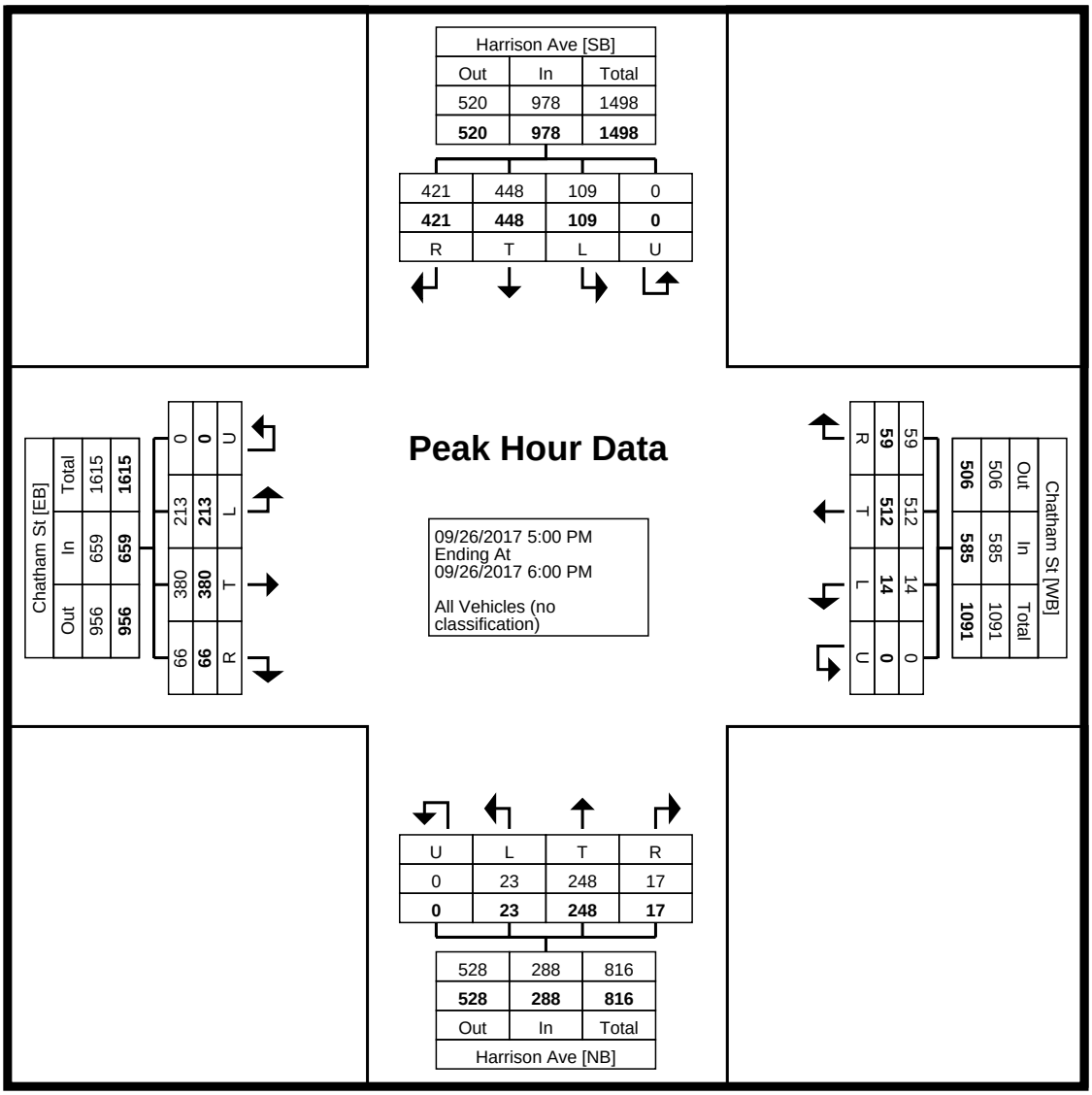
Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Academy St at Chatham St
Site Code:
Start Date: 05/01/2014

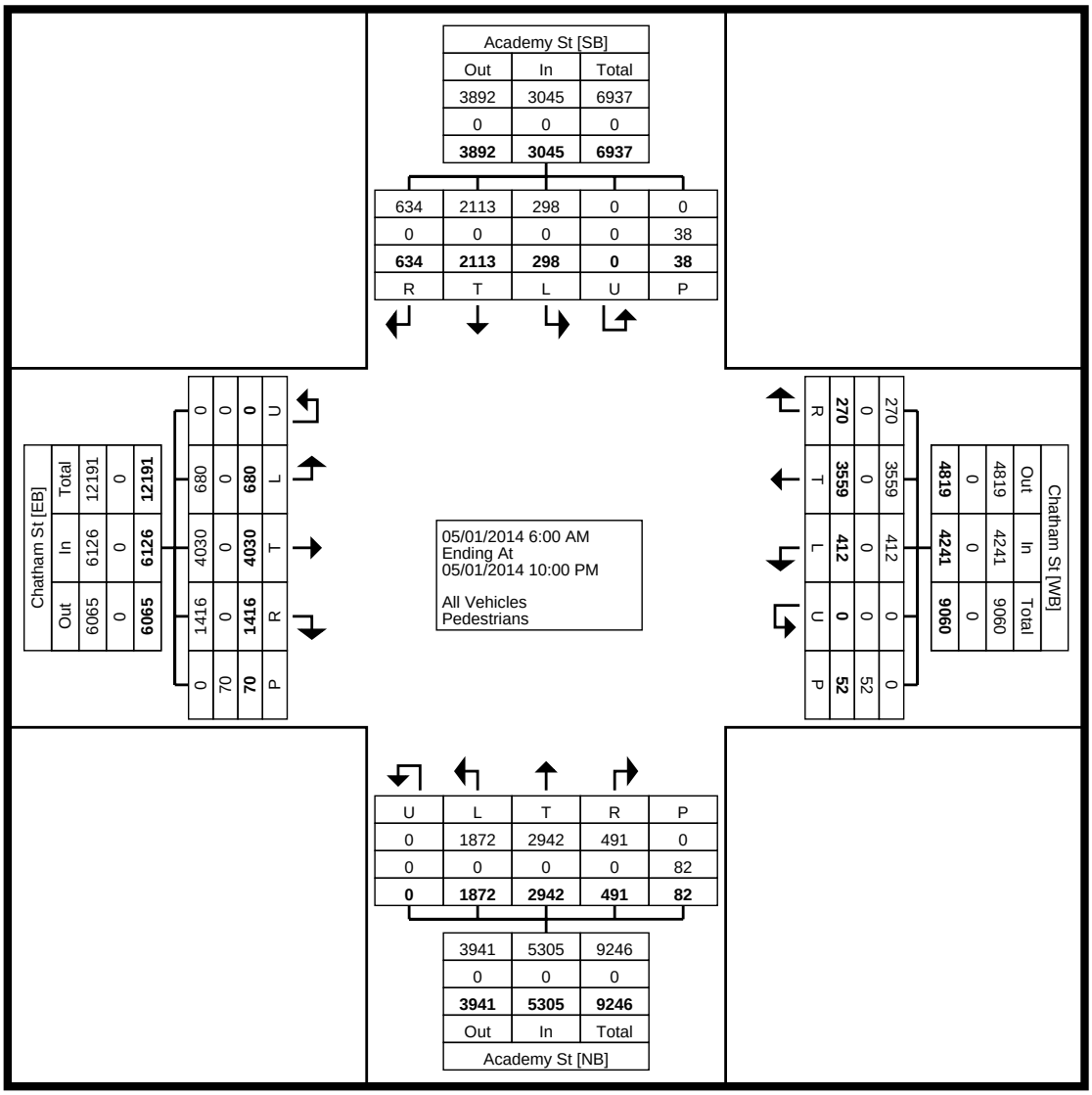
Turning Movement Data

Start Time	Academy St Southbound						Chatham St Westbound						Academy St Northbound						Chatham St Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	1	6	1	0	0	8	0	7	0	0	0	7	6	10	1	0	0	17	1	17	2	0	0	20	52
6:15 AM	1	9	0	0	0	10	0	14	2	0	0	16	13	23	0	0	0	36	2	17	2	0	0	21	83
6:30 AM	1	5	2	0	0	8	0	20	1	0	0	21	11	21	0	0	0	32	7	38	4	0	0	49	110
6:45 AM	4	28	1	0	0	33	1	32	2	0	0	35	11	27	4	0	0	42	13	55	15	0	0	83	193
Hourly Total	7	48	4	0	0	59	1	73	5	0	0	79	41	81	5	0	0	127	23	127	23	0	0	173	438
7:00 AM	2	17	1	0	0	20	0	19	0	0	0	19	15	51	0	0	0	66	8	61	6	0	0	75	180
7:15 AM	5	9	2	0	0	16	1	25	1	0	0	27	26	73	6	0	3	105	17	80	8	0	0	105	253
7:30 AM	4	25	5	0	3	34	0	37	6	0	1	43	27	69	10	0	4	106	25	107	15	0	0	147	330
7:45 AM	4	29	10	0	0	43	6	50	4	0	0	60	33	90	2	0	2	125	28	126	11	0	0	165	393
Hourly Total	15	80	18	0	3	113	7	131	11	0	1	149	101	283	18	0	9	402	78	374	40	0	0	492	1156
8:00 AM	2	21	4	0	2	27	5	44	2	0	0	51	22	74	4	0	0	100	10	112	9	0	0	131	309
8:15 AM	2	14	5	0	0	21	2	56	7	0	0	65	34	77	7	0	0	118	16	93	11	0	2	120	324
8:30 AM	4	33	9	0	1	46	6	52	3	0	0	61	30	63	4	0	0	97	10	81	25	0	1	116	320
8:45 AM	3	27	6	0	0	36	9	56	1	0	0	66	38	66	7	0	0	111	18	92	23	0	1	133	346
Hourly Total	11	95	24	0	3	130	22	208	13	0	0	243	124	280	22	0	0	426	54	378	68	0	4	500	1299
9:00 AM	10	35	5	0	1	50	7	59	2	0	4	68	31	55	7	0	6	93	13	78	30	0	1	121	332
9:15 AM	2	31	6	0	3	39	5	68	6	0	1	79	42	53	7	0	1	102	5	59	50	0	1	114	334
9:30 AM	0	27	5	0	1	32	8	44	6	0	0	58	28	41	3	0	3	72	9	58	17	0	0	84	246
9:45 AM	4	21	5	0	0	30	6	47	5	0	1	58	26	31	9	0	1	66	9	63	17	0	0	89	243
Hourly Total	16	114	21	0	5	151	26	218	19	0	6	263	127	180	26	0	11	333	36	258	114	0	2	408	1155
10:00 AM	10	18	5	0	0	33	9	45	1	0	1	55	20	26	14	0	3	60	14	70	15	0	0	99	247
10:15 AM	6	17	6	0	1	29	6	32	4	0	6	42	20	33	9	0	3	62	10	52	17	0	0	79	212
10:30 AM	3	30	10	0	0	43	5	54	7	0	0	66	24	44	12	0	0	80	12	53	26	0	0	91	280
10:45 AM	4	38	6	0	0	48	8	45	4	0	2	57	29	42	8	0	1	79	16	44	29	0	0	89	273
Hourly Total	23	103	27	0	1	153	28	176	16	0	9	220	93	145	43	0	7	281	52	219	87	0	0	358	1012
11:00 AM	5	24	3	0	0	32	7	38	6	0	0	51	19	45	5	0	0	69	8	53	25	0	1	86	238
11:15 AM	3	48	14	0	0	65	7	45	4	0	0	56	35	51	11	0	1	97	17	45	24	0	0	86	304
11:30 AM	4	55	12	0	2	71	7	47	2	0	0	56	29	41	10	0	0	80	14	68	23	0	2	105	312
11:45 AM	5	47	13	0	2	65	11	62	5	0	0	78	36	42	9	0	0	87	11	68	23	0	4	102	332
Hourly Total	17	174	42	0	4	233	32	192	17	0	0	241	119	179	35	0	1	333	50	234	95	0	7	379	1186
12:00 PM	4	38	11	0	0	53	6	50	3	0	0	59	35	47	11	0	4	93	10	61	25	0	2	96	301
12:15 PM	3	34	10	0	1	47	9	58	3	0	0	70	38	49	9	0	3	96	12	78	29	0	1	119	332
12:30 PM	7	49	5	0	0	61	6	54	4	0	2	64	31	64	6	0	4	101	9	66	39	0	1	114	340
12:45 PM	5	42	13	0	0	60	11	72	6	0	4	89	32	60	10	0	4	102	19	61	34	0	2	114	365
Hourly Total	19	163	39	0	1	221	32	234	16	0	6	282	136	220	36	0	15	392	50	266	127	0	6	443	1338
1:00 PM	8	44	13	0	0	65	13	63	5	0	0	81	32	48	21	0	0	101	13	64	27	0	7	104	351
1:15 PM	7	35	18	0	2	60	8	80	4	0	0	92	41	46	12	0	4	99	17	61	32	0	2	110	361
1:30 PM	6	37	8	0	0	51	7	56	6	0	2	69	35	57	14	0	1	106	11	71	37	0	10	119	345
1:45 PM	9	41	10	0	0	60	13	73	10	0	3	96	33	55	9	0	3	97	20	77	42	0	1	139	392
Hourly Total	30	157	49	0	2	236	41	272	25	0	5	338	141	206	56	0	8	403	61	273	138	0	20	472	1449
2:00 PM	6	32	14	0	0	52	11	59	6	0	0	76	39	51	7	0	0	97	9	61	28	0	0	98	323
2:15 PM	8	41	11	0	0	60	7	73	8	0	0	88	43	44	11	0	0	98	8	66	17	0	1	91	337
2:30 PM	10	42	15	0	0	67	13	63	4	0	0	80	37	53	7	0	0	97	5	73	33	0	0	111	355
2:45 PM	6	41	9	0	0	56	16	57	7	0	0	80	34	45	13	0	0	92	14	59	23	0	1	96	324
Hourly Total	30	156	49	0	0	235	47	252	25	0	0	324	153	193	38	0	0	384	36	259	101	0	2	396	1339
3:00 PM	5	47	14	0	0	66	6	56	2	0	0	64	37	63	12	0	0	112	9	60	30	0	0	99	341
3:15 PM	9	33	10	0	0	52	8	67	3	0	0	78	32	60	8	0	0	100	8	70	29	0	1	107	337
3:30 PM	4	35	7	0	0	46	9	72	3	0	0	84	36	50	9	0	0	95	9	75	32	0	1	116	341
3:45 PM	7	32	14	0	2	53	11	72	7	0	2	90	37	48	16	0	3	101	12	79	20	0	0	111	355
Hourly Total	25	147	45	0	2	217	34	267	15	0	2	316	142	221	45	0	3	408	38	284	111	0	2	433	1374
4:00 PM	8	50	16	0	0	74	12	84	4	0	0	100	36	54	16	0	0	106	15	69	28	0	0	112	392
4:15 PM	7	40	18	0	0	65	10	63	8	0	3	81	38	52	12	0	5	102	13	72	31	0	0	116	364
4:30 PM	9	85	16	0	0	110	11	91	5	0	0	107	46	39	11	0	1	96	11	72	21	0	0	104	417
4:45 PM	4	52	28	0	0	84	6	87	4	0	0	97	46	42	17	0	0	105	16	77	37	0	0	130	416
Hourly Total	28	227	78	0	0	333	39	325	21	0	3	385	166	187	56	0	6	409	55	290	117	0	0	462	1589
5:00 PM	8	68	33	0	2	109	9	117	3	0	1	129	35	55	10	0	0	100	8	72	30	0	0	110	448
5:15 PM	9	59	26	0	2	94	4	92	7	0	0	103	41	61	15	0	0	117	10	102	29	0	3	141	455
5:30 PM	4	54	29	0	7	87	6	85	1	0	7	92	45	50	9	0	0	104	8	96	32	0	0	136	419
5:45 PM	9	56	14	0	1	79	12	104	7	0	2	123	43	57	9	0	0	109	14	65	41	0	1	120	431
Hourly Total	30	237	102	0	12	369	31	398	18	0	10	447	164	223	43	0	0	430	40	335	132	0	4	507	1753
6:00 PM	3	51	12	0	0	66	12	106	8	0	0	126	33	48	12	0	0	93	13	85	30	0	3	128	413
6:15 PM	4	40	12	0	0	56	2	73	7	0	1	82	36	44	1	0	6	81	22	89	32	0	1	143	362

6:30 PM	7	35	12	0	0	54	5	79	5	0	0	89	32	49	4	0	4	85	19	77	23	0	3	119	347
6:45 PM	5	40	16	0	0	61	5	58	3	0	0	66	30	51	4	0	1	85	5	55	27	0	1	87	299
Hourly Total	19	166	52	0	0	237	24	316	23	0	1	363	131	192	21	0	11	344	59	306	112	0	8	477	1421
7:00 PM	7	38	14	0	0	59	7	73	7	0	0	87	24	36	7	0	1	67	8	61	22	0	1	91	304
7:15 PM	2	21	6	0	0	29	3	48	8	0	0	59	29	36	5	0	2	70	3	39	35	0	0	77	235
7:30 PM	3	20	4	0	0	27	5	57	3	0	0	65	23	32	6	0	0	61	5	55	23	0	0	83	236
7:45 PM	2	22	10	0	0	34	2	43	5	0	0	50	18	35	5	0	3	58	4	35	16	0	1	55	197
Hourly Total	14	101	34	0	0	149	17	221	23	0	0	261	94	139	23	0	6	256	20	190	96	0	2	306	972
8:00 PM	5	18	18	0	0	41	4	48	4	0	0	56	14	28	1	0	0	43	2	43	7	0	0	52	192
8:15 PM	3	43	7	0	0	53	4	38	7	0	3	49	22	26	4	0	0	52	5	36	9	0	1	50	204
8:30 PM	1	16	6	0	5	23	8	43	3	0	6	54	24	35	4	0	2	63	4	33	12	0	2	49	189
8:45 PM	3	10	2	0	0	15	2	30	2	0	0	34	19	23	2	0	2	44	1	27	8	0	10	36	129
Hourly Total	12	87	33	0	5	132	18	159	16	0	9	193	79	112	11	0	4	202	12	139	36	0	13	187	714
9:00 PM	2	24	7	0	0	33	4	34	2	0	0	40	18	26	4	0	0	48	3	32	5	0	0	40	161
9:15 PM	0	16	4	0	0	20	4	30	2	0	0	36	16	28	3	0	0	47	3	28	3	0	0	34	137
9:30 PM	0	7	2	0	0	9	0	33	1	0	0	34	11	29	3	0	1	43	2	21	6	0	0	29	115
9:45 PM	0	11	4	0	0	15	5	20	2	0	0	27	16	18	3	0	0	37	8	17	5	0	0	30	109
Hourly Total	2	58	17	0	0	77	13	117	7	0	0	137	61	101	13	0	1	175	16	98	19	0	0	133	522
Grand Total	298	2113	634	0	38	3045	412	3559	270	0	52	4241	1872	2942	491	0	82	5305	680	4030	1416	0	70	6126	18717
Approach %	9.8	69.4	20.8	0.0	-	-	9.7	83.9	6.4	0.0	-	-	35.3	55.5	9.3	0.0	-	-	11.1	65.8	23.1	0.0	-	-	-
Total %	1.6	11.3	3.4	0.0	-	16.3	2.2	19.0	1.4	0.0	-	22.7	10.0	15.7	2.6	0.0	-	28.3	3.6	21.5	7.6	0.0	-	32.7	-
All Vehicles	298	2113	634	0	-	3045	412	3559	270	0	-	4241	1872	2942	491	0	-	5305	680	4030	1416	0	-	6126	18717
% All Vehicles	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	38	-	-	-	-	-	52	-	-	-	-	-	82	-	-	-	-	-	70	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Academy St at Chatham St
Site Code:
Start Date: 05/01/2014



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Academy St at Chatham St
Site Code:
Start Date: 05/01/2014

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Academy St Southbound						Chatham St Westbound						Academy St Northbound						Chatham St Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	4	25	5	0	3	34	0	37	6	0	1	43	27	69	10	0	4	106	25	107	15	0	0	147	330
7:45 AM	4	29	10	0	0	43	6	50	4	0	0	60	33	90	2	0	2	125	28	126	11	0	0	165	393
8:00 AM	2	21	4	0	2	27	5	44	2	0	0	51	22	74	4	0	0	100	10	112	9	0	0	131	309
8:15 AM	2	14	5	0	0	21	2	56	7	0	0	65	34	77	7	0	0	118	16	93	11	0	2	120	324
Total	12	89	24	0	5	125	13	187	19	0	1	219	116	310	23	0	6	449	79	438	46	0	2	563	1356
Approach %	9.6	71.2	19.2	0.0	-	-	5.9	85.4	8.7	0.0	-	-	25.8	69.0	5.1	0.0	-	-	14.0	77.8	8.2	0.0	-	-	-
Total %	0.9	6.6	1.8	0.0	-	9.2	1.0	13.8	1.4	0.0	-	16.2	8.6	22.9	1.7	0.0	-	33.1	5.8	32.3	3.4	0.0	-	41.5	-
PHF	0.750	0.767	0.600	0.000	-	0.727	0.542	0.835	0.679	0.000	-	0.842	0.853	0.861	0.575	0.000	-	0.898	0.705	0.869	0.767	0.000	-	0.853	0.863
All Vehicles	12	89	24	0	-	125	13	187	19	0	-	219	116	310	23	0	-	449	79	438	46	0	-	563	1356
% All Vehicles	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Town of Cary
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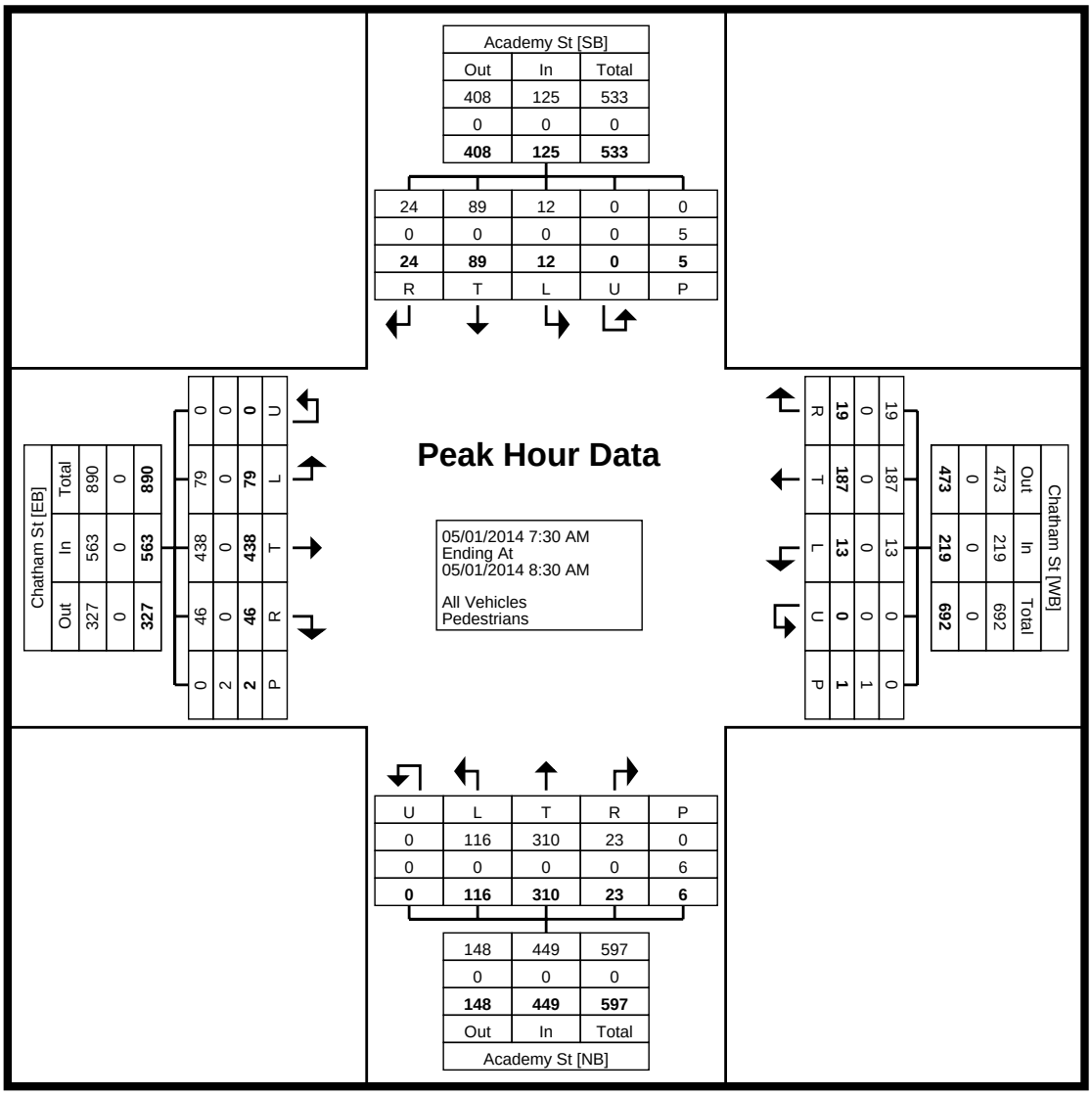
Count Name: Academy St at Chatham St
Site Code:
Start Date: 05/01/2014



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Academy St at Chatham St
Site Code:
Start Date: 05/01/2014

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Academy St Southbound						Chatham St Westbound						Academy St Northbound						Chatham St Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	8	68	33	0	2	109	9	117	3	0	1	129	35	55	10	0	0	100	8	72	30	0	0	110	448
5:15 PM	9	59	26	0	2	94	4	92	7	0	0	103	41	61	15	0	0	117	10	102	29	0	3	141	455
5:30 PM	4	54	29	0	7	87	6	85	1	0	7	92	45	50	9	0	0	104	8	96	32	0	0	136	419
5:45 PM	9	56	14	0	1	79	12	104	7	0	2	123	43	57	9	0	0	109	14	65	41	0	1	120	431
Total	30	237	102	0	12	369	31	398	18	0	10	447	164	223	43	0	0	430	40	335	132	0	4	507	1753
Approach %	8.1	64.2	27.6	0.0	-	-	6.9	89.0	4.0	0.0	-	-	38.1	51.9	10.0	0.0	-	-	7.9	66.1	26.0	0.0	-	-	-
Total %	1.7	13.5	5.8	0.0	-	21.0	1.8	22.7	1.0	0.0	-	25.5	9.4	12.7	2.5	0.0	-	24.5	2.3	19.1	7.5	0.0	-	28.9	-
PHF	0.833	0.871	0.773	0.000	-	0.846	0.646	0.850	0.643	0.000	-	0.866	0.911	0.914	0.717	0.000	-	0.919	0.714	0.821	0.805	0.000	-	0.899	0.963
All Vehicles	30	237	102	0	-	369	31	398	18	0	-	447	164	223	43	0	-	430	40	335	132	0	-	507	1753
% All Vehicles	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	12	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Town of Cary
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Count Name: Academy St at Chatham St
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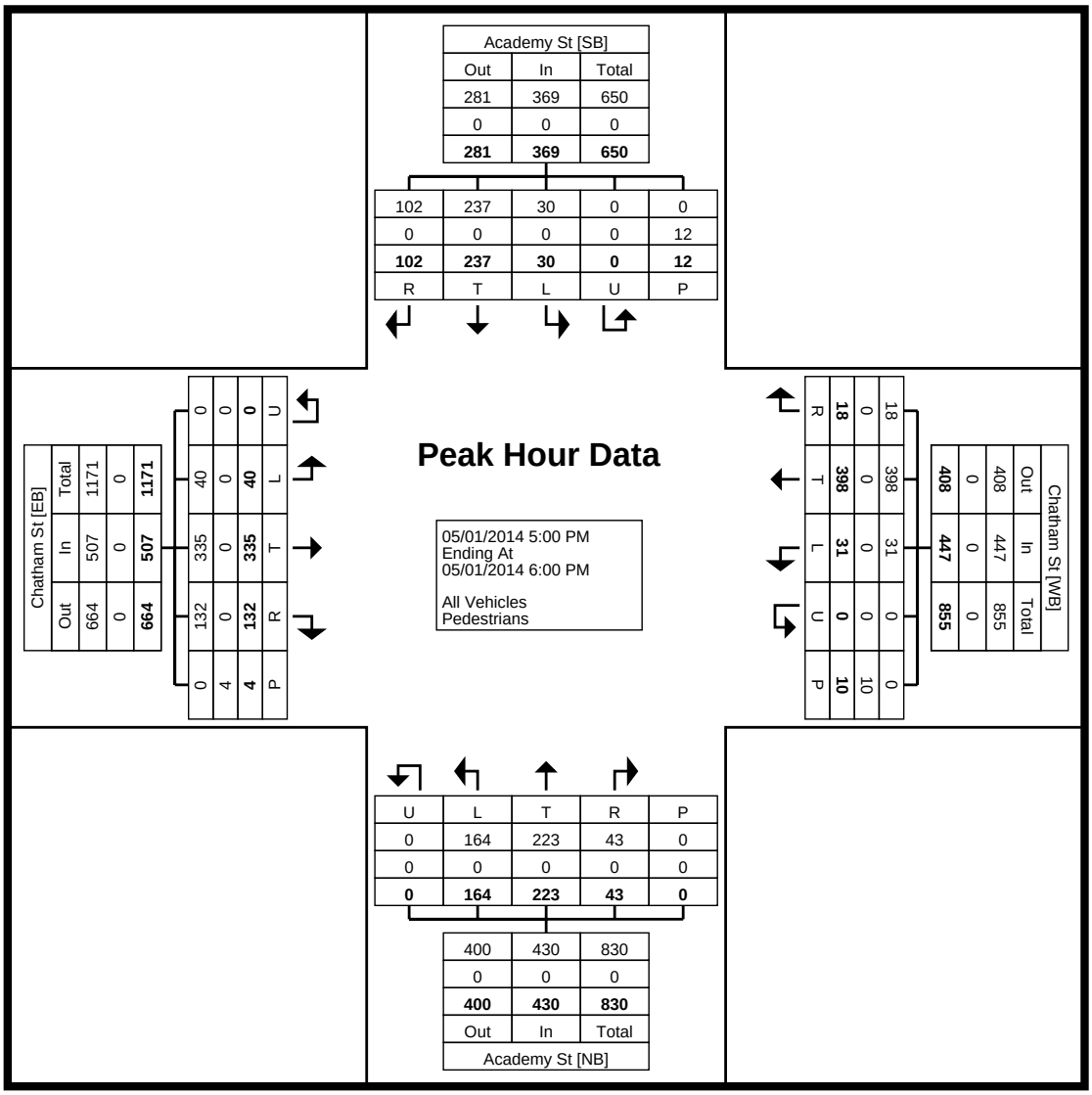

Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Academy St at Dry Ave
Site Code:
Start Date: 09/26/2017

Turning Movement Data

Start Time	Academy St Southbound				Kildaire Farm Rd Westbound				Dry Ave Eastbound				
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
6:00 AM	7	0	0	7	19	16	0	35	0	15	0	15	57
6:15 AM	11	2	0	13	14	18	0	32	1	22	0	23	68
6:30 AM	14	0	0	14	44	21	0	65	1	32	0	33	112
6:45 AM	20	0	0	20	35	40	0	75	1	43	0	44	139
Hourly Total	52	2	0	54	112	95	0	207	3	112	0	115	376
7:00 AM	38	1	0	39	70	49	0	119	1	97	0	98	256
7:15 AM	15	2	0	17	114	71	0	185	3	50	0	53	255
7:30 AM	11	2	0	13	113	78	0	191	4	70	0	74	278
7:45 AM	24	5	0	29	95	71	0	166	7	82	0	89	284
Hourly Total	88	10	0	98	392	269	0	661	15	299	0	314	1073
8:00 AM	33	11	0	44	90	67	0	157	21	99	0	120	321
8:15 AM	26	9	0	35	90	76	0	166	10	91	0	101	302
8:30 AM	19	2	0	21	87	59	0	146	4	77	0	81	248
8:45 AM	35	1	0	36	72	78	0	150	0	48	0	48	234
Hourly Total	113	23	0	136	339	280	0	619	35	315	0	350	1105
9:00 AM	40	3	0	43	58	73	0	131	5	43	0	48	222
9:15 AM	28	8	0	36	61	60	0	121	0	51	0	51	208
9:30 AM	30	5	0	35	39	42	0	81	1	45	0	46	162
9:45 AM	35	1	0	36	45	49	0	94	5	53	0	58	188
Hourly Total	133	17	0	150	203	224	0	427	11	192	0	203	780
10:00 AM	47	3	0	50	40	39	0	79	3	46	0	49	178
10:15 AM	42	2	0	44	48	54	1	103	1	27	0	28	175
10:30 AM	39	2	0	41	44	56	0	100	3	47	0	50	191
10:45 AM	38	2	0	40	35	80	0	115	5	42	0	47	202
Hourly Total	166	9	0	175	167	229	1	397	12	162	0	174	746
11:00 AM	39	4	0	43	39	68	0	107	5	40	0	45	195
11:15 AM	41	6	0	47	53	66	0	119	1	56	0	57	223
11:30 AM	62	6	0	68	51	63	0	114	2	49	0	51	233
11:45 AM	57	8	0	65	52	66	0	118	4	55	0	59	242
Hourly Total	199	24	0	223	195	263	0	458	12	200	0	212	893
12:00 PM	64	9	0	73	57	68	0	125	2	45	0	47	245
12:15 PM	51	4	0	55	45	79	0	124	4	55	0	59	238
12:30 PM	44	6	0	50	40	58	0	98	2	64	0	66	214
12:45 PM	45	10	0	55	56	82	0	138	5	64	0	69	262
Hourly Total	204	29	0	233	198	287	0	485	13	228	0	241	959
1:00 PM	62	6	0	68	57	64	0	121	6	37	0	43	232
1:15 PM	61	7	0	68	60	59	0	119	3	59	0	62	249
1:30 PM	51	8	0	59	47	59	0	106	3	54	0	57	222
1:45 PM	40	14	0	54	59	55	0	114	5	54	0	59	227
Hourly Total	214	35	0	249	223	237	0	460	17	204	0	221	930
2:00 PM	52	11	0	63	51	64	0	115	3	65	0	68	246
2:15 PM	52	5	0	57	55	72	0	127	4	69	0	73	257
2:30 PM	56	16	0	72	82	74	0	156	4	58	0	62	290
2:45 PM	55	6	0	61	79	56	0	135	2	67	0	69	265
Hourly Total	215	38	0	253	267	266	0	533	13	259	0	272	1058
3:00 PM	67	11	0	78	67	81	0	148	15	78	0	93	319
3:15 PM	45	11	0	56	71	70	0	141	8	102	0	110	307
3:30 PM	48	5	0	53	66	76	0	142	3	78	0	81	276
3:45 PM	67	11	0	78	65	59	0	124	2	79	0	81	283
Hourly Total	227	38	0	265	269	286	0	555	28	337	0	365	1185
4:00 PM	60	5	0	65	64	56	0	120	1	89	0	90	275
4:15 PM	52	12	0	64	62	72	0	134	2	83	0	85	283
4:30 PM	59	9	0	68	77	67	0	144	10	95	0	105	317
4:45 PM	57	10	0	67	75	52	0	127	3	109	0	112	306
Hourly Total	228	36	0	264	278	247	0	525	16	376	0	392	1181
5:00 PM	72	14	0	86	81	68	0	149	5	130	0	135	370
5:15 PM	76	10	0	86	91	79	0	170	3	97	0	100	356
5:30 PM	61	10	0	71	73	68	0	141	7	137	0	144	356
5:45 PM	59	13	0	72	99	67	0	166	6	126	0	132	370
Hourly Total	268	47	0	315	344	282	0	626	21	490	0	511	1452
6:00 PM	54	14	0	68	89	60	0	149	15	129	0	144	361
6:15 PM	49	11	0	60	71	88	0	159	7	118	0	125	344

6:30 PM	50	7	0	57	66	56	0	122	10	66	0	76	255
6:45 PM	40	7	0	47	57	56	0	113	7	75	0	82	242
Hourly Total	193	39	0	232	283	260	0	543	39	388	0	427	1202
7:00 PM	42	11	0	53	66	43	0	109	6	75	0	81	243
7:15 PM	44	6	0	50	59	41	0	100	3	43	0	46	196
7:30 PM	39	10	0	49	55	57	0	112	0	57	0	57	218
7:45 PM	43	8	0	51	46	45	0	91	8	52	0	60	202
Hourly Total	168	35	0	203	226	186	0	412	17	227	0	244	859
8:00 PM	38	3	0	41	57	55	0	112	6	48	0	54	207
8:15 PM	34	4	0	38	38	30	0	68	2	28	0	30	136
8:30 PM	31	8	0	39	35	37	0	72	1	23	0	24	135
8:45 PM	25	2	0	27	40	31	0	71	1	28	0	29	127
Hourly Total	128	17	0	145	170	153	0	323	10	127	0	137	605
9:00 PM	21	0	0	21	28	39	0	67	3	37	0	40	128
9:15 PM	17	0	0	17	23	18	0	41	1	16	0	17	75
9:30 PM	27	4	0	31	23	21	0	44	5	16	0	21	96
9:45 PM	16	2	0	18	22	19	0	41	0	10	0	10	69
Hourly Total	81	6	0	87	96	97	0	193	9	79	0	88	368
Grand Total	2677	405	0	3082	3762	3661	1	7424	271	3995	0	4266	14772
Approach %	86.9	13.1	0.0	-	50.7	49.3	0.0	-	6.4	93.6	0.0	-	-
Total %	18.1	2.7	0.0	20.9	25.5	24.8	0.0	50.3	1.8	27.0	0.0	28.9	-
All Vehicles (no classification)	2677	405	0	3082	3762	3661	1	7424	271	3995	0	4266	14772
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
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Count Name: Academy St at Dry Ave
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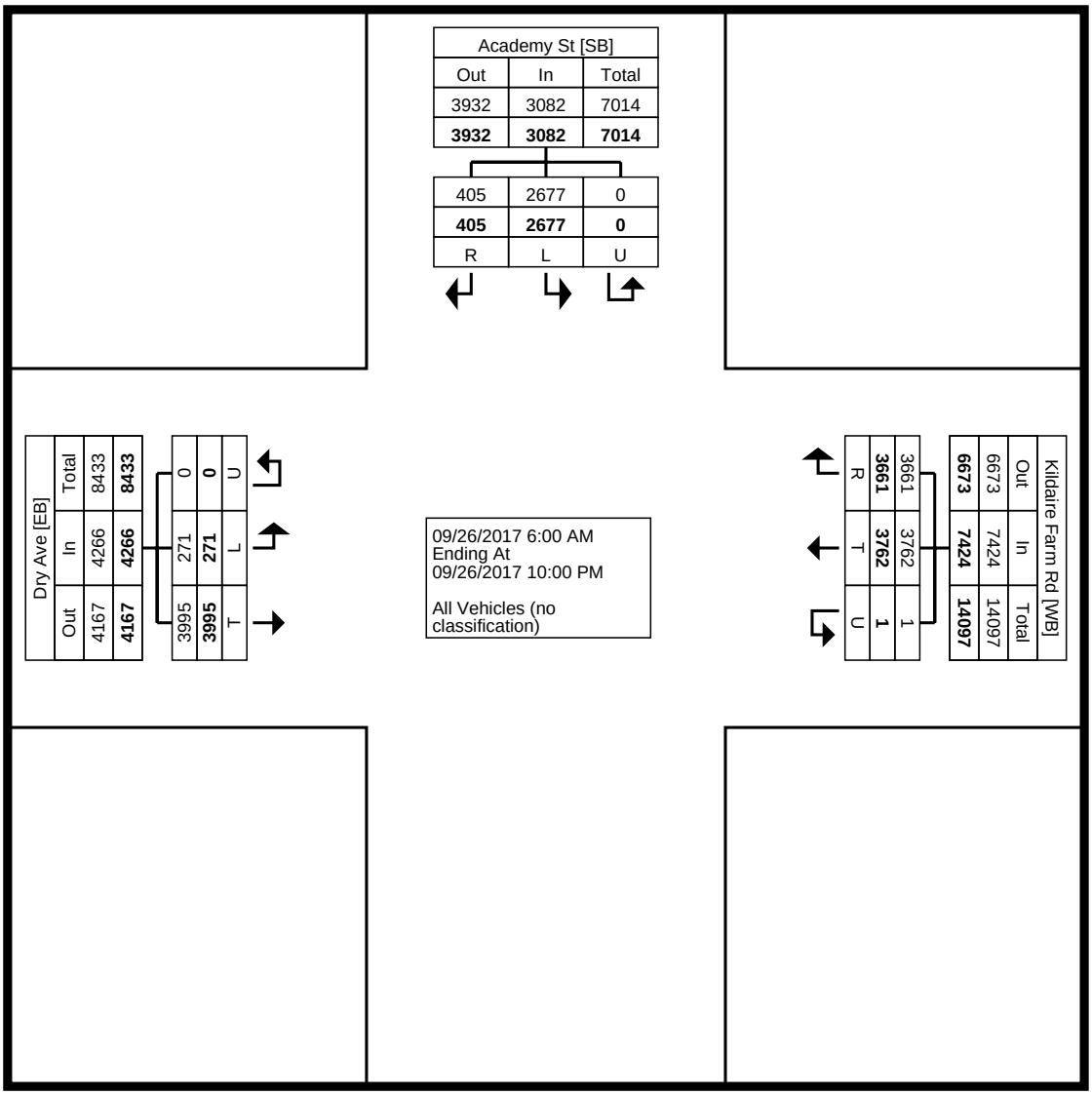
Start Date: 09/26/2017



Turning Movement Data Plot

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919.469.4030

Count Name: Academy St at Dry Ave
Site Code:
Start Date: 09/26/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Academy St Southbound				Kildaire Farm Rd Westbound				Dry Ave Eastbound				
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
7:30 AM	11	2	0	13	113	78	0	191	4	70	0	74	278
7:45 AM	24	5	0	29	95	71	0	166	7	82	0	89	284
8:00 AM	33	11	0	44	90	67	0	157	21	99	0	120	321
8:15 AM	26	9	0	35	90	76	0	166	10	91	0	101	302
Total	94	27	0	121	388	292	0	680	42	342	0	384	1185
Approach %	77.7	22.3	0.0	-	57.1	42.9	0.0	-	10.9	89.1	0.0	-	-
Total %	7.9	2.3	0.0	10.2	32.7	24.6	0.0	57.4	3.5	28.9	0.0	32.4	-
PHF	0.712	0.614	0.000	0.688	0.858	0.936	0.000	0.890	0.500	0.864	0.000	0.800	0.923
All Vehicles (no classification)	94	27	0	121	388	292	0	680	42	342	0	384	1185
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

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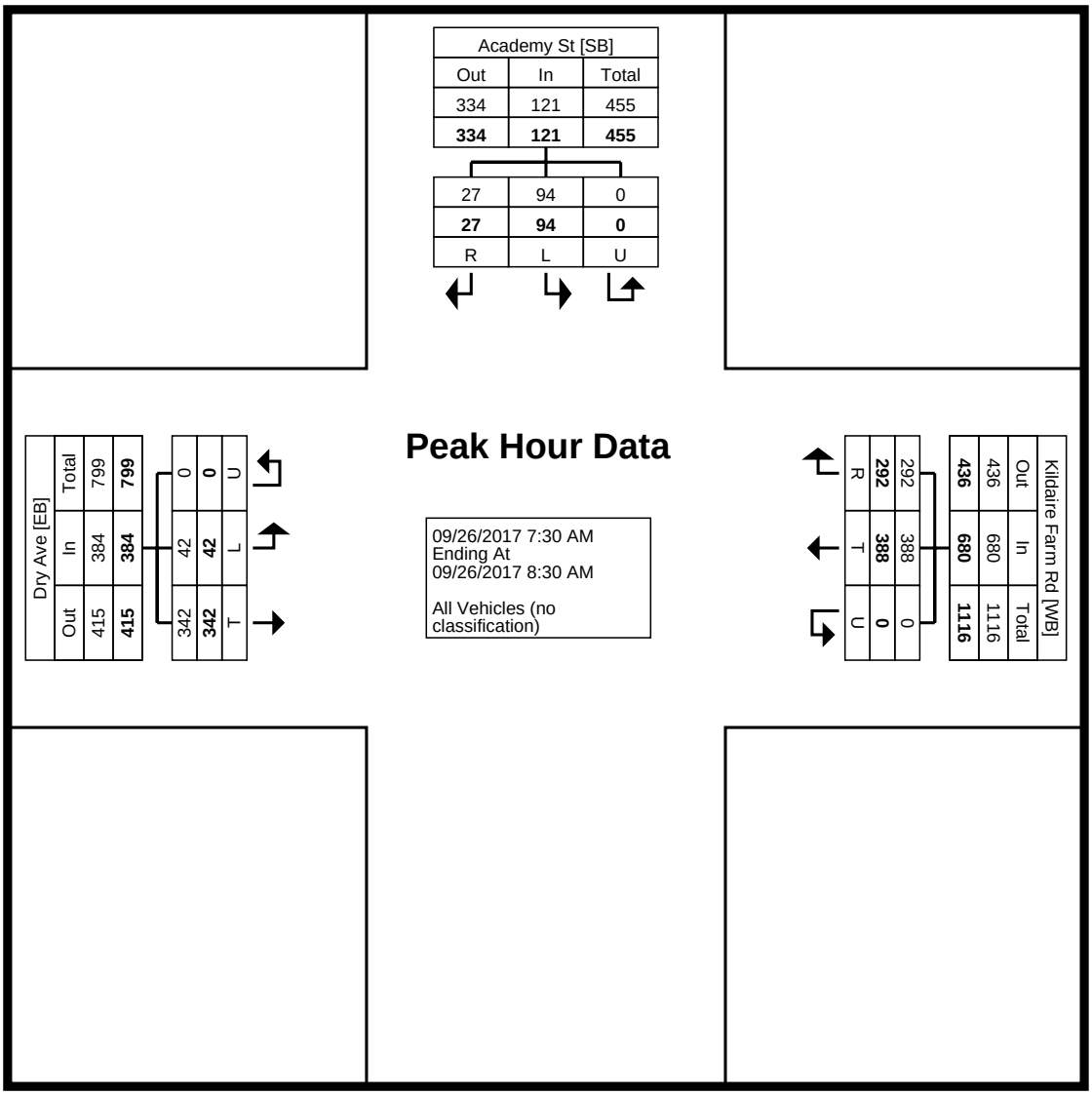

Turning Movement Peak Hour Data Plot (7:30 AM)

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Count Name: Academy St at Dry Ave
Site Code:
Start Date: 09/26/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Academy St Southbound				Kildaire Farm Rd Westbound				Dry Ave Eastbound				
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
5:00 PM	72	14	0	86	81	68	0	149	5	130	0	135	370
5:15 PM	76	10	0	86	91	79	0	170	3	97	0	100	356
5:30 PM	61	10	0	71	73	68	0	141	7	137	0	144	356
5:45 PM	59	13	0	72	99	67	0	166	6	126	0	132	370
Total	268	47	0	315	344	282	0	626	21	490	0	511	1452
Approach %	85.1	14.9	0.0	-	55.0	45.0	0.0	-	4.1	95.9	0.0	-	-
Total %	18.5	3.2	0.0	21.7	23.7	19.4	0.0	43.1	1.4	33.7	0.0	35.2	-
PHF	0.882	0.839	0.000	0.916	0.869	0.892	0.000	0.921	0.750	0.894	0.000	0.887	0.981
All Vehicles (no classification)	268	47	0	315	344	282	0	626	21	490	0	511	1452
% All Vehicles (no classification)	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

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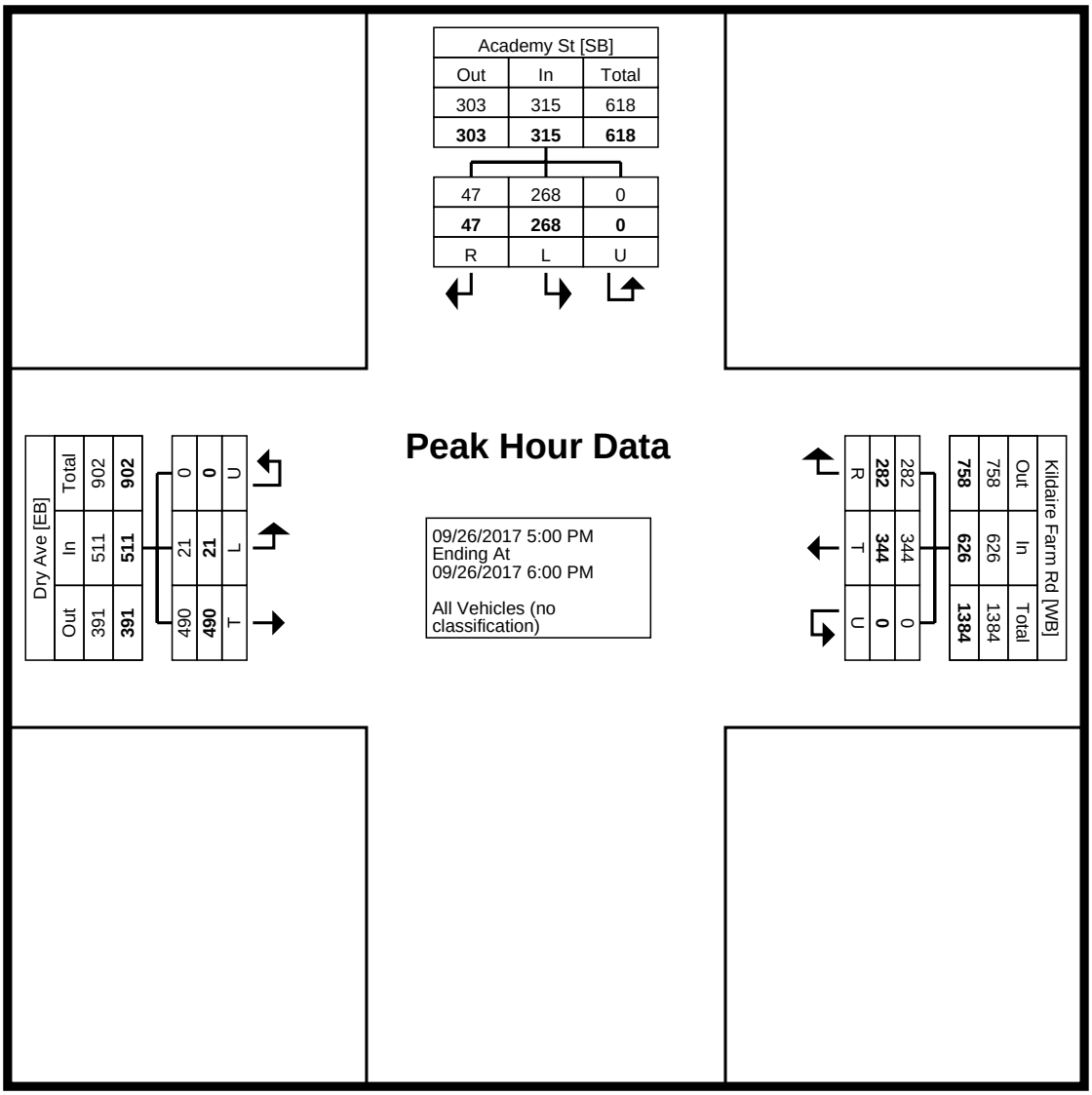

Turning Movement Peak Hour Data Plot (5:00 PM)

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Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Academy St
Site Code:
Start Date: 09/12/2012

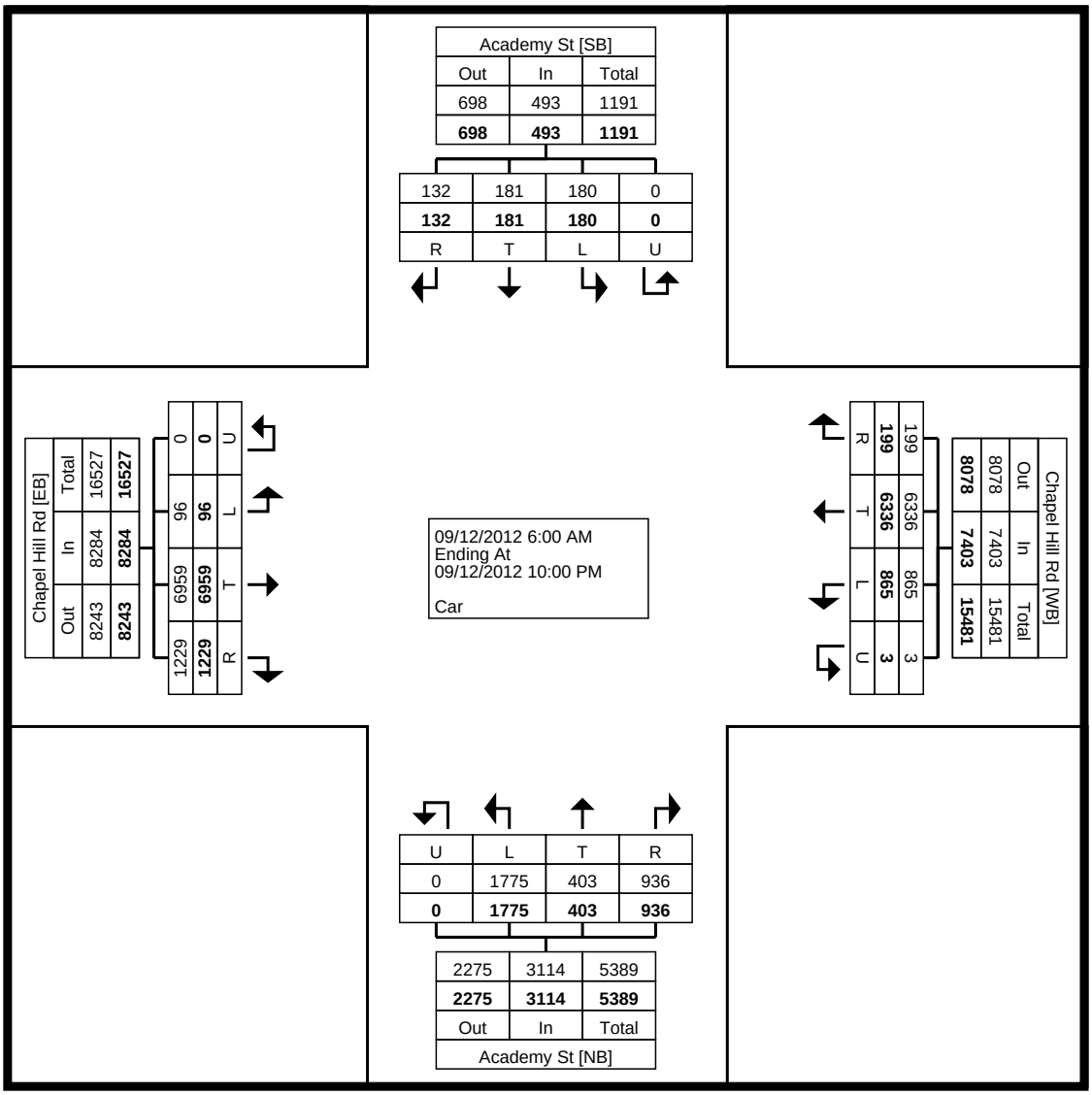
Turning Movement Data

Start Time	Academy St Southbound					Chapel Hill Rd Westbound					Academy St Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:00 AM	1	0	0	0	1	0	27	0	0	27	6	1	2	0	9	1	39	2	0	42	79
6:15 AM	0	2	0	0	2	4	50	0	0	54	8	1	5	0	14	0	55	7	0	62	132
6:30 AM	2	1	1	0	4	1	61	1	0	63	10	2	4	0	16	0	73	4	0	77	160
6:45 AM	1	3	0	0	4	7	94	1	0	102	17	3	16	0	36	1	119	18	0	138	280
Hourly Total	4	6	1	0	11	12	232	2	0	246	41	7	27	0	75	2	286	31	0	319	651
7:00 AM	3	0	0	0	3	7	80	2	0	89	35	3	12	0	50	1	148	25	0	174	316
7:15 AM	4	1	1	0	6	7	94	3	0	104	40	17	29	0	86	0	140	9	0	149	345
7:30 AM	0	1	0	0	1	8	103	5	0	116	37	16	22	0	75	1	206	18	0	225	417
7:45 AM	1	2	1	0	4	11	128	3	0	142	37	21	18	0	76	1	188	21	0	210	432
Hourly Total	8	4	2	0	14	33	405	13	0	451	149	57	81	0	287	3	682	73	0	758	1510
8:00 AM	2	4	2	0	8	12	101	3	0	116	31	17	16	0	64	1	151	16	0	168	356
8:15 AM	2	0	0	0	2	10	105	2	0	117	25	9	16	0	50	2	162	17	0	181	350
8:30 AM	3	1	1	0	5	9	87	9	0	105	48	17	11	0	76	3	139	16	0	158	344
8:45 AM	15	4	10	0	29	14	113	11	0	138	27	20	14	0	61	8	142	26	0	176	404
Hourly Total	22	9	13	0	44	45	406	25	0	476	131	63	57	0	251	14	594	75	0	683	1454
9:00 AM	9	4	6	0	19	29	86	3	0	118	26	6	13	0	45	3	155	29	0	187	369
9:15 AM	4	4	0	0	8	14	79	1	0	94	25	9	12	0	46	4	123	27	0	154	302
9:30 AM	1	1	0	0	2	7	72	2	0	81	25	2	16	0	43	3	107	23	0	133	259
9:45 AM	2	1	1	0	4	15	72	1	0	88	11	9	17	0	37	3	90	17	0	110	239
Hourly Total	16	10	7	0	33	65	309	7	0	381	87	26	58	0	171	13	475	96	0	584	1169
10:00 AM	0	1	2	0	3	8	68	1	1	78	19	3	13	0	35	1	78	17	0	96	212
10:15 AM	6	2	0	0	8	9	75	2	0	86	19	5	13	0	37	1	76	11	0	88	219
10:30 AM	1	7	2	0	10	9	63	2	0	74	21	3	9	0	33	2	87	18	0	107	224
10:45 AM	1	3	1	0	5	13	75	1	0	89	27	5	14	0	46	2	67	17	0	86	226
Hourly Total	8	13	5	0	26	39	281	6	1	327	86	16	49	0	151	6	308	63	0	377	881
11:00 AM	0	1	2	0	3	7	67	2	0	76	24	6	12	0	42	0	69	21	0	90	211
11:15 AM	1	2	0	0	3	11	86	5	0	102	42	2	17	0	61	1	78	27	0	106	272
11:30 AM	0	5	3	0	8	15	85	1	0	101	23	5	12	0	40	1	101	20	0	122	271
11:45 AM	0	0	3	0	3	19	100	2	0	121	30	3	17	0	50	1	99	27	0	127	301
Hourly Total	1	8	8	0	17	52	338	10	0	400	119	16	58	0	193	3	347	95	0	445	1055
12:00 PM	3	1	4	0	8	20	109	6	1	136	34	10	18	0	62	2	91	23	0	116	322
12:15 PM	0	1	2	0	3	16	89	1	0	106	38	6	19	0	63	3	92	22	0	117	289
12:30 PM	1	0	1	0	2	13	86	2	0	101	26	6	18	0	50	2	97	29	0	128	281
12:45 PM	2	0	5	0	7	15	100	3	0	118	40	8	18	0	66	2	117	27	0	146	337
Hourly Total	6	2	12	0	20	64	384	12	1	461	138	30	73	0	241	9	397	101	0	507	1229
1:00 PM	1	6	2	0	9	20	107	3	0	130	55	8	15	0	78	1	120	30	0	151	368
1:15 PM	0	6	5	0	11	13	111	4	0	128	39	4	21	0	64	0	89	24	0	113	316
1:30 PM	6	2	1	0	9	15	92	1	0	108	32	10	12	0	54	1	110	24	0	135	306
1:45 PM	0	2	3	0	5	17	108	2	0	127	26	6	18	0	50	3	107	20	0	130	312
Hourly Total	7	16	11	0	34	65	418	10	0	493	152	28	66	0	246	5	426	98	0	529	1302
2:00 PM	1	4	1	0	6	16	79	1	0	96	23	4	19	0	46	1	127	23	0	151	299
2:15 PM	4	1	5	0	10	14	110	1	0	125	40	2	10	0	52	3	116	8	0	127	314
2:30 PM	2	1	2	0	5	17	102	5	0	124	33	9	15	0	57	2	105	15	0	122	308
2:45 PM	3	3	2	0	8	11	122	6	0	139	32	3	15	0	50	0	103	21	0	124	321
Hourly Total	10	9	10	0	29	58	413	13	0	484	128	18	59	0	205	6	451	67	0	524	1242
3:00 PM	1	3	1	0	5	14	107	3	0	124	36	11	33	0	80	1	123	24	0	148	357
3:15 PM	1	4	2	0	7	20	107	7	0	134	40	9	18	0	67	6	128	20	0	154	362
3:30 PM	5	5	4	0	14	8	122	14	0	144	26	11	20	0	57	4	115	20	0	139	354
3:45 PM	17	10	8	0	35	12	128	9	0	149	22	6	12	0	40	1	122	21	0	144	368
Hourly Total	24	22	15	0	61	54	464	33	0	551	124	37	83	0	244	12	488	85	0	585	1441
4:00 PM	6	11	5	0	22	8	133	4	0	145	36	3	19	0	58	1	135	20	0	156	381
4:15 PM	5	5	4	0	14	25	121	1	0	147	23	9	13	0	45	3	138	32	0	173	379
4:30 PM	1	3	4	0	8	34	143	3	0	180	34	9	21	0	64	4	136	24	0	164	416
4:45 PM	5	4	1	0	10	32	137	4	0	173	38	7	14	0	59	0	130	26	0	156	398
Hourly Total	17	23	14	0	54	99	534	12	0	645	131	28	67	0	226	8	539	102	0	649	1574
5:00 PM	4	4	3	0	11	21	165	6	0	192	43	7	21	0	71	0	137	31	0	168	442
5:15 PM	8	8	2	0	18	37	202	6	0	245	34	8	20	0	62	0	151	39	0	190	515
5:30 PM	3	4	1	0	8	26	180	2	0	208	31	9	12	0	52	1	140	38	0	179	447
5:45 PM	6	9	2	0	17	29	166	2	0	197	22	11	21	0	54	1	156	31	0	188	456
Hourly Total	21	25	8	0	54	113	713	16	0	842	130	35	74	0	239	2	584	139	0	725	1860
6:00 PM	5	7	2	0	14	24	136	3	0	163	29	8	18	0	55	2	135	31	0	168	400
6:15 PM	3	7	1	0	11	21	132	3	0	156	20	5	14	0	39	3	181	22	0	206	412

6:30 PM	3	2	0	0	5	13	126	5	0	144	35	4	15	0	54	0	112	16	0	128	331
6:45 PM	2	7	1	0	10	12	105	2	0	119	30	2	10	0	42	2	110	22	0	134	305
Hourly Total	13	23	4	0	40	70	499	13	0	582	114	19	57	0	190	7	538	91	0	636	1448
7:00 PM	1	2	2	0	5	11	112	2	0	125	25	3	11	0	39	0	120	19	0	139	308
7:15 PM	4	4	2	0	10	12	128	3	0	143	23	3	17	0	43	0	97	16	0	113	309
7:30 PM	4	0	0	0	4	15	91	3	1	110	20	1	7	0	28	0	87	12	0	99	241
7:45 PM	2	1	1	0	4	6	93	2	0	101	32	1	13	0	46	0	76	10	0	86	237
Hourly Total	11	7	5	0	23	44	424	10	1	479	100	8	48	0	156	0	380	57	0	437	1095
8:00 PM	0	1	0	0	1	8	79	4	0	91	22	2	15	0	39	0	79	14	0	93	224
8:15 PM	2	2	1	0	5	8	69	1	0	78	22	2	6	0	30	2	70	8	0	80	193
8:30 PM	2	0	3	0	5	6	66	2	0	74	17	2	13	0	32	0	74	12	0	86	197
8:45 PM	2	0	1	0	3	5	56	1	0	62	16	3	6	0	25	1	61	9	0	71	161
Hourly Total	6	3	5	0	14	27	270	8	0	305	77	9	40	0	126	3	284	43	0	330	775
9:00 PM	0	1	0	0	1	5	57	2	0	64	11	1	3	0	15	0	62	3	0	65	145
9:15 PM	1	0	1	0	2	5	66	1	0	72	19	4	13	0	36	1	42	1	0	44	154
9:30 PM	4	0	9	0	13	9	70	2	0	81	26	0	20	0	46	2	38	7	0	47	187
9:45 PM	1	0	2	0	3	6	53	4	0	63	12	1	3	0	16	0	38	2	0	40	122
Hourly Total	6	1	12	0	19	25	246	9	0	280	68	6	39	0	113	3	180	13	0	196	608
Grand Total	180	181	132	0	493	865	6336	199	3	7403	1775	403	936	0	3114	96	6959	1229	0	8284	19294
Approach %	36.5	36.7	26.8	0.0	-	11.7	85.6	2.7	0.0	-	57.0	12.9	30.1	0.0	-	1.2	84.0	14.8	0.0	-	-
Total %	0.9	0.9	0.7	0.0	2.6	4.5	32.8	1.0	0.0	38.4	9.2	2.1	4.9	0.0	16.1	0.5	36.1	6.4	0.0	42.9	-
Car	180	181	132	0	493	865	6336	199	3	7403	1775	403	936	0	3114	96	6959	1229	0	8284	19294
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Academy St
Site Code:
Start Date: 09/12/2012



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Academy St
Site Code:
Start Date: 09/12/2012

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Academy St Southbound					Chapel Hill Rd Westbound					Academy St Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	0	1	0	0	1	8	103	5	0	116	37	16	22	0	75	1	206	18	0	225	417
7:45 AM	1	2	1	0	4	11	128	3	0	142	37	21	18	0	76	1	188	21	0	210	432
8:00 AM	2	4	2	0	8	12	101	3	0	116	31	17	16	0	64	1	151	16	0	168	356
8:15 AM	2	0	0	0	2	10	105	2	0	117	25	9	16	0	50	2	162	17	0	181	350
Total	5	7	3	0	15	41	437	13	0	491	130	63	72	0	265	5	707	72	0	784	1555
Approach %	33.3	46.7	20.0	0.0	-	8.4	89.0	2.6	0.0	-	49.1	23.8	27.2	0.0	-	0.6	90.2	9.2	0.0	-	-
Total %	0.3	0.5	0.2	0.0	1.0	2.6	28.1	0.8	0.0	31.6	8.4	4.1	4.6	0.0	17.0	0.3	45.5	4.6	0.0	50.4	-
PHF	0.625	0.438	0.375	0.000	0.469	0.854	0.854	0.650	0.000	0.864	0.878	0.750	0.818	0.000	0.872	0.625	0.858	0.857	0.000	0.871	0.900
Car	5	7	3	0	15	41	437	13	0	491	130	63	72	0	265	5	707	72	0	784	1555
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
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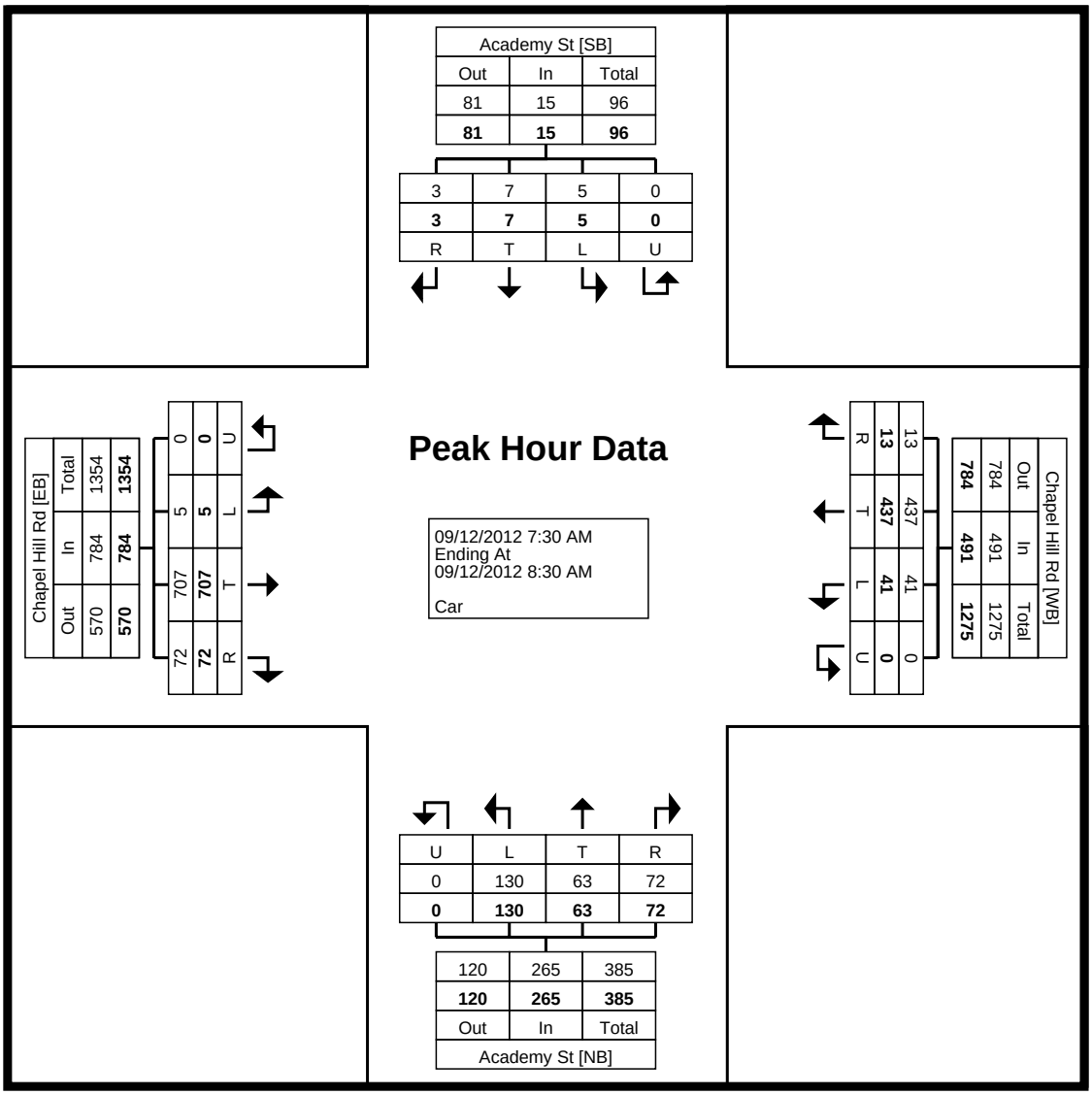
919.469.4030

Count Name: Chapel Hill Rd at Academy St
Site Code:
Start Date: 09/12/2012



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Academy St
Site Code:
Start Date: 09/12/2012

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Academy St Southbound					Chapel Hill Rd Westbound					Academy St Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	4	4	3	0	11	21	165	6	0	192	43	7	21	0	71	0	137	31	0	168	442
5:15 PM	8	8	2	0	18	37	202	6	0	245	34	8	20	0	62	0	151	39	0	190	515
5:30 PM	3	4	1	0	8	26	180	2	0	208	31	9	12	0	52	1	140	38	0	179	447
5:45 PM	6	9	2	0	17	29	166	2	0	197	22	11	21	0	54	1	156	31	0	188	456
Total	21	25	8	0	54	113	713	16	0	842	130	35	74	0	239	2	584	139	0	725	1860
Approach %	38.9	46.3	14.8	0.0	-	13.4	84.7	1.9	0.0	-	54.4	14.6	31.0	0.0	-	0.3	80.6	19.2	0.0	-	-
Total %	1.1	1.3	0.4	0.0	2.9	6.1	38.3	0.9	0.0	45.3	7.0	1.9	4.0	0.0	12.8	0.1	31.4	7.5	0.0	39.0	-
PHF	0.656	0.694	0.667	0.000	0.750	0.764	0.882	0.667	0.000	0.859	0.756	0.795	0.881	0.000	0.842	0.500	0.936	0.891	0.000	0.954	0.903
Car	21	25	8	0	54	113	713	16	0	842	130	35	74	0	239	2	584	139	0	725	1860
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
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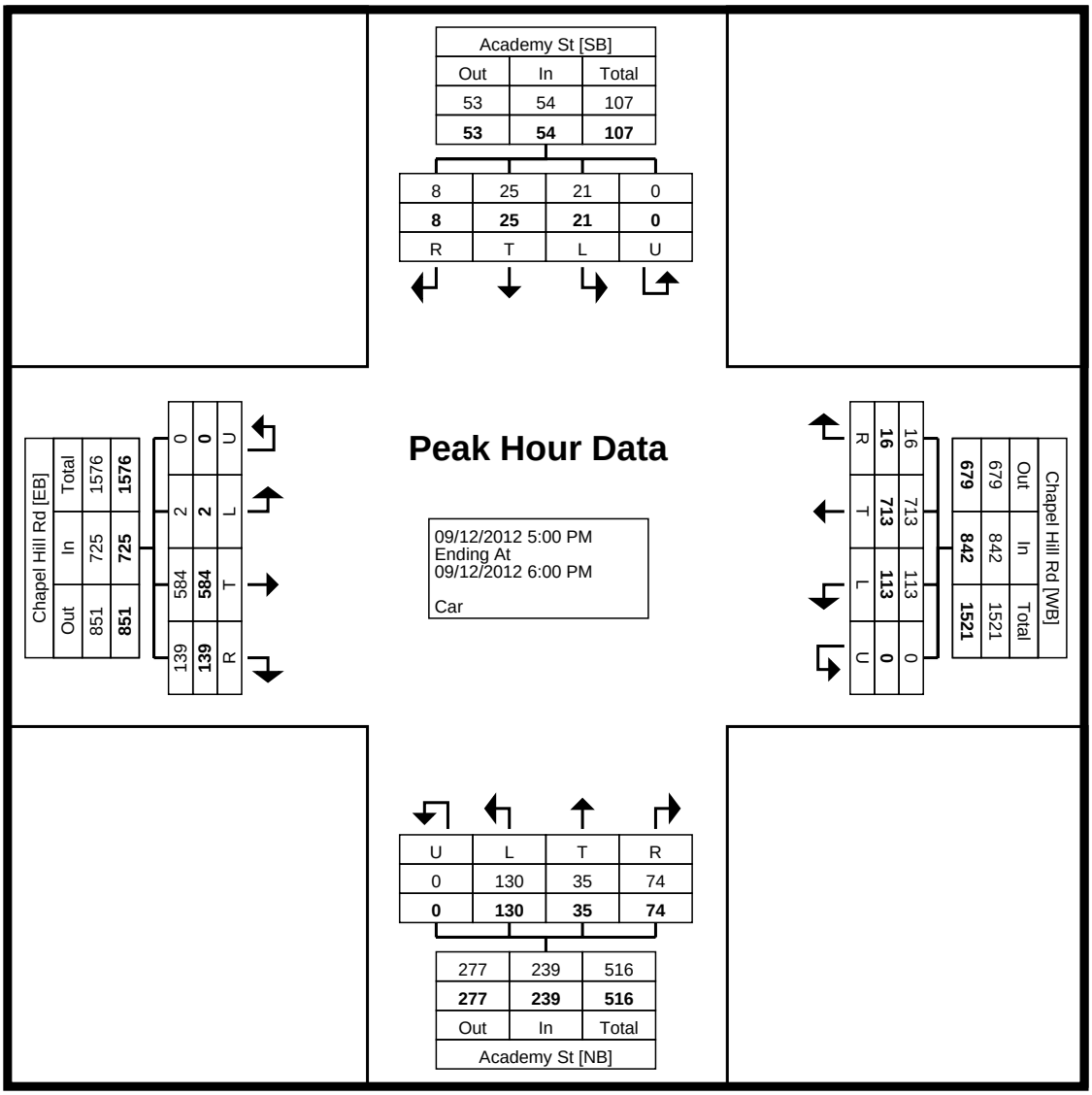
919.469.4030

Count Name: Chapel Hill Rd at Academy St
Site Code:
Start Date: 09/12/2012



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Corporate Center Dr
Site Code:
Start Date: 04/23/2015

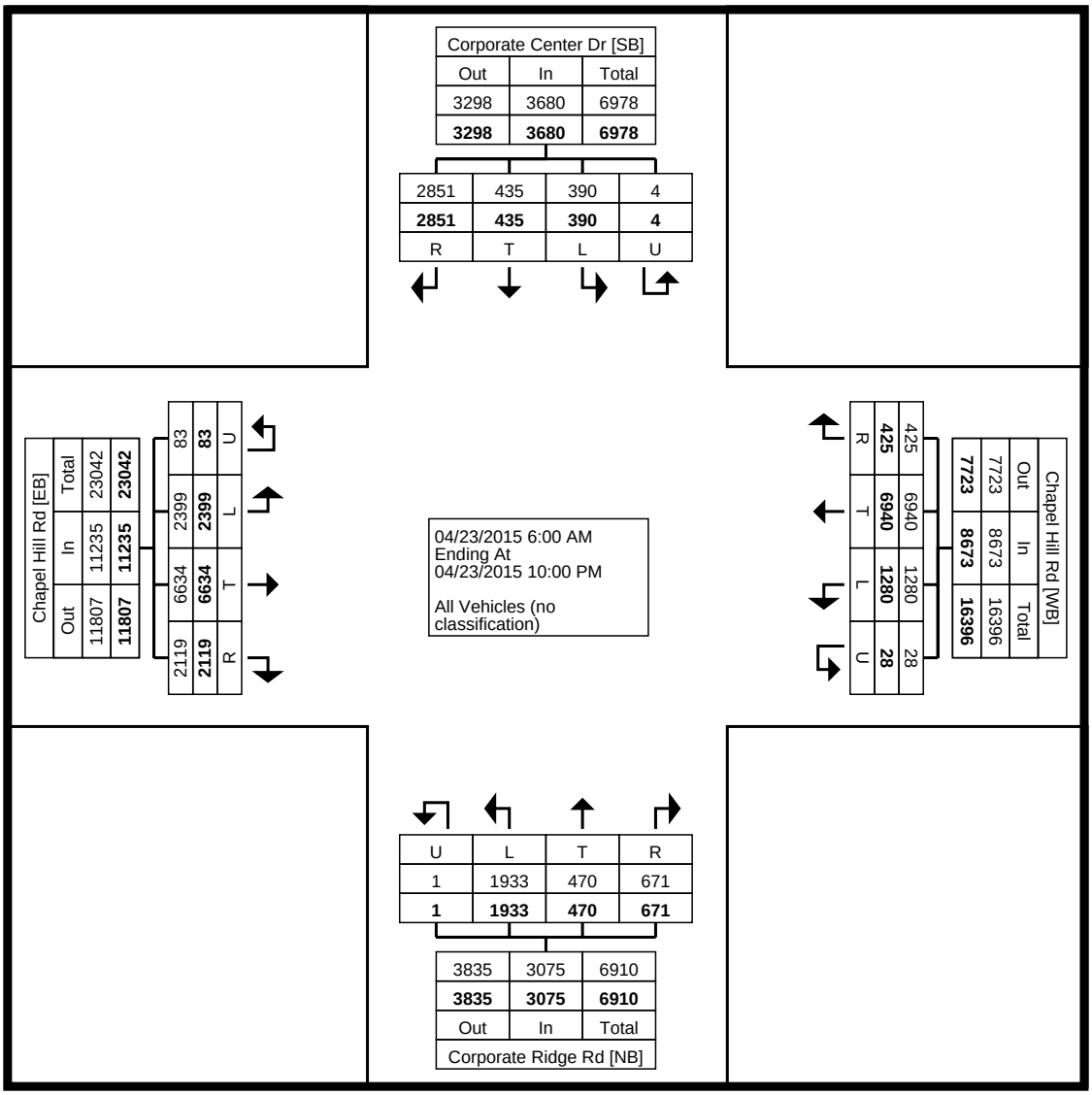
Turning Movement Data

Start Time	Corporate Center Dr Southbound					Chapel Hill Rd Westbound					Corporate Ridge Rd Northbound					Chapel Hill Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	1	2	5	0	8	5	17	1	0	23	5	3	2	0	10	12	45	23	0	80	121
6:15 AM	1	3	4	0	8	10	30	3	0	43	9	4	5	0	18	17	68	34	0	119	188
6:30 AM	3	7	18	0	28	14	51	3	0	68	32	7	12	0	51	34	106	32	2	174	321
6:45 AM	5	5	22	0	32	13	67	7	0	87	25	4	10	0	39	51	142	51	2	246	404
Hourly Total	10	17	49	0	76	42	165	14	0	221	71	18	29	0	118	114	361	140	4	619	1034
7:00 AM	1	5	20	0	26	23	91	5	0	119	46	8	6	0	60	85	109	47	0	241	446
7:15 AM	1	5	35	0	41	20	117	11	0	148	41	11	10	0	62	131	143	48	1	323	574
7:30 AM	3	8	45	0	56	17	121	26	0	164	31	7	14	0	52	105	175	52	1	333	605
7:45 AM	2	6	65	0	73	33	145	18	0	196	31	17	16	0	64	137	210	65	1	413	746
Hourly Total	7	24	165	0	196	93	474	60	0	627	149	43	46	0	238	458	637	212	3	1310	2371
8:00 AM	7	7	33	0	47	30	114	14	0	158	59	15	18	0	92	109	189	65	0	363	660
8:15 AM	10	5	46	0	61	18	114	18	0	150	45	11	17	0	73	106	209	47	2	364	648
8:30 AM	4	4	53	0	61	12	126	24	0	162	39	9	16	0	64	81	147	41	3	272	559
8:45 AM	8	7	38	0	53	21	97	17	0	135	30	19	13	0	62	75	117	48	2	242	492
Hourly Total	29	23	170	0	222	81	451	73	0	605	173	54	64	0	291	371	662	201	7	1241	2359
9:00 AM	7	3	22	0	32	32	103	14	0	149	29	9	15	0	53	56	121	29	0	206	440
9:15 AM	5	5	24	0	34	19	100	6	0	125	26	2	13	0	41	46	107	24	2	179	379
9:30 AM	6	3	28	0	37	18	75	7	0	100	18	3	11	0	32	30	95	34	1	160	329
9:45 AM	6	8	22	0	36	20	92	1	0	113	38	6	11	0	55	25	84	36	2	147	351
Hourly Total	24	19	96	0	139	89	370	28	0	487	111	20	50	0	181	157	407	123	5	692	1499
10:00 AM	3	3	16	1	23	21	82	6	0	109	37	3	10	0	50	28	83	33	1	145	327
10:15 AM	0	4	30	0	34	17	86	4	0	107	26	1	9	0	36	22	90	28	2	142	319
10:30 AM	6	2	19	0	27	22	97	4	1	124	32	3	13	0	48	16	85	26	1	128	327
10:45 AM	4	9	16	0	29	22	79	4	1	106	20	3	5	0	28	19	78	34	2	133	296
Hourly Total	13	18	81	1	113	82	344	18	2	446	115	10	37	0	162	85	336	121	6	548	1269
11:00 AM	2	8	26	0	36	20	85	2	1	108	38	6	8	0	52	8	91	26	2	127	323
11:15 AM	4	9	33	0	46	17	94	3	0	114	32	5	11	0	48	16	95	26	2	139	347
11:30 AM	6	9	51	0	66	28	117	6	2	153	24	10	7	0	41	21	87	19	2	129	389
11:45 AM	10	4	66	0	80	26	129	4	1	160	33	7	10	0	50	17	102	30	1	150	440
Hourly Total	22	30	176	0	228	91	425	15	4	535	127	28	36	0	191	62	375	101	7	545	1499
12:00 PM	10	16	59	1	86	38	135	4	4	181	29	5	9	0	43	23	78	39	3	143	453
12:15 PM	5	17	48	0	70	45	87	10	1	143	35	16	19	0	70	31	94	46	2	173	456
12:30 PM	6	18	48	0	72	24	92	6	0	122	45	21	19	0	85	35	80	44	1	160	439
12:45 PM	3	11	37	0	51	39	104	9	1	153	45	12	16	0	73	46	106	44	0	196	473
Hourly Total	24	62	192	1	279	146	418	29	6	599	154	54	63	0	271	135	358	173	6	672	1821
1:00 PM	11	10	44	0	65	28	100	5	0	133	36	13	11	0	60	56	107	40	3	206	464
1:15 PM	6	6	39	0	51	28	116	5	2	151	28	14	22	0	64	34	98	36	1	169	435
1:30 PM	5	5	22	0	32	21	105	5	0	131	34	7	13	0	54	48	85	30	0	163	380
1:45 PM	3	6	31	0	40	18	95	6	1	120	34	9	15	0	58	30	102	35	2	169	387
Hourly Total	25	27	136	0	188	95	416	21	3	535	132	43	61	0	236	168	392	141	6	707	1666
2:00 PM	2	10	31	0	43	27	99	8	0	134	34	6	6	0	46	22	92	29	2	145	368
2:15 PM	3	6	34	0	43	16	92	9	1	118	37	5	11	0	53	21	119	48	0	188	402
2:30 PM	8	8	47	0	63	22	115	6	1	144	29	11	16	0	56	28	91	44	3	166	429
2:45 PM	3	7	38	0	48	11	103	4	0	118	29	7	9	0	45	23	96	28	2	149	360
Hourly Total	16	31	150	0	197	76	409	27	2	514	129	29	42	0	200	94	398	149	7	648	1559
3:00 PM	7	9	77	1	94	19	178	5	0	202	26	10	15	0	51	27	92	30	3	152	499
3:15 PM	16	10	60	0	86	25	155	6	0	186	37	7	11	0	55	25	98	24	0	147	474
3:30 PM	4	9	86	0	99	31	153	5	0	189	34	10	9	0	53	14	93	32	0	139	480
3:45 PM	5	4	69	0	78	18	142	5	0	165	35	6	11	0	52	29	104	29	1	163	458
Hourly Total	32	32	292	1	357	93	628	21	0	742	132	33	46	0	211	95	387	115	4	601	1911
4:00 PM	13	13	95	0	121	23	169	4	2	198	38	11	6	0	55	25	88	41	2	156	530
4:15 PM	9	4	94	0	107	21	154	6	0	181	41	5	9	0	55	28	121	24	1	174	517
4:30 PM	17	28	132	0	177	14	166	3	0	183	39	5	12	0	56	27	109	33	2	171	587
4:45 PM	8	10	95	0	113	26	198	8	0	232	34	4	14	0	52	36	150	38	1	225	622
Hourly Total	47	55	416	0	518	84	687	21	2	794	152	25	41	0	218	116	468	136	6	726	2256
5:00 PM	25	10	150	0	185	26	242	9	1	278	42	5	12	0	59	45	116	41	1	203	725
5:15 PM	19	4	111	0	134	22	234	5	0	261	39	13	9	1	62	35	159	44	0	238	695
5:30 PM	14	15	100	0	129	20	179	9	0	208	39	6	15	0	60	37	144	44	2	227	624
5:45 PM	10	5	70	0	85	19	173	10	1	203	32	10	13	0	55	41	144	32	3	220	563
Hourly Total	68	34	431	0	533	87	828	33	2	950	152	34	49	1	236	158	563	161	6	888	2607
6:00 PM	11	0	81	0	92	19	157	4	1	181	27	6	14	0	47	31	151	31	0	213	533
6:15 PM	9	8	53	0	70	15	108	4	0	127	33	8	5	0	46	32	120	28	3	183	426

6:30 PM	8	7	54	0	69	11	139	2	0	152	27	8	9	0	44	40	107	28	3	178	443
6:45 PM	5	3	52	0	60	14	94	6	0	114	22	7	14	0	43	49	127	25	1	202	419
Hourly Total	33	18	240	0	291	59	498	16	1	574	109	29	42	0	180	152	505	112	7	776	1821
7:00 PM	6	10	38	0	54	16	88	6	0	110	24	5	4	0	33	21	105	26	0	152	349
7:15 PM	6	4	41	0	51	7	94	5	0	106	24	4	7	0	35	23	89	21	0	133	325
7:30 PM	3	6	21	0	30	21	84	6	0	111	16	5	3	0	24	23	84	15	0	122	287
7:45 PM	2	0	25	1	28	11	67	7	1	86	20	2	4	0	26	23	66	18	0	107	247
Hourly Total	17	20	125	1	163	55	333	24	1	413	84	16	18	0	118	90	344	80	0	514	1208
8:00 PM	7	4	23	0	34	18	85	2	1	106	17	7	3	0	27	21	48	19	4	92	259
8:15 PM	2	4	26	0	32	12	72	4	0	88	16	1	14	0	31	21	65	19	0	105	256
8:30 PM	2	4	25	0	31	13	57	3	0	73	23	5	7	0	35	18	51	20	2	91	230
8:45 PM	4	2	14	0	20	20	50	2	0	72	15	5	6	0	26	17	42	27	0	86	204
Hourly Total	15	14	88	0	117	63	264	11	1	339	71	18	30	0	119	77	206	85	6	374	949
9:00 PM	2	3	17	0	22	11	57	3	1	72	25	4	8	0	37	14	53	27	1	95	226
9:15 PM	4	6	12	0	22	10	69	5	1	85	20	3	3	0	26	17	64	19	1	101	234
9:30 PM	2	1	7	0	10	12	55	4	0	71	17	7	2	0	26	22	55	13	1	91	198
9:45 PM	0	1	8	0	9	11	49	2	2	64	10	2	4	0	16	14	63	10	0	87	176
Hourly Total	8	11	44	0	63	44	230	14	4	292	72	16	17	0	105	67	235	69	3	374	834
Grand Total	390	435	2851	4	3680	1280	6940	425	28	8673	1933	470	671	1	3075	2399	6634	2119	83	11235	26663
Approach %	10.6	11.8	77.5	0.1	-	14.8	80.0	4.9	0.3	-	62.9	15.3	21.8	0.0	-	21.4	59.0	18.9	0.7	-	-
Total %	1.5	1.6	10.7	0.0	13.8	4.8	26.0	1.6	0.1	32.5	7.2	1.8	2.5	0.0	11.5	9.0	24.9	7.9	0.3	42.1	-
All Vehicles (no classification)	390	435	2851	4	3680	1280	6940	425	28	8673	1933	470	671	1	3075	2399	6634	2119	83	11235	26663
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Corporate Center Dr
Site Code:
Start Date: 04/23/2015



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Corporate Center Dr
Site Code:
Start Date: 04/23/2015

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Corporate Center Dr Southbound					Chapel Hill Rd Westbound					Corporate Ridge Rd Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	3	8	45	0	56	17	121	26	0	164	31	7	14	0	52	105	175	52	1	333	605
7:45 AM	2	6	65	0	73	33	145	18	0	196	31	17	16	0	64	137	210	65	1	413	746
8:00 AM	7	7	33	0	47	30	114	14	0	158	59	15	18	0	92	109	189	65	0	363	660
8:15 AM	10	5	46	0	61	18	114	18	0	150	45	11	17	0	73	106	209	47	2	364	648
Total	22	26	189	0	237	98	494	76	0	668	166	50	65	0	281	457	783	229	4	1473	2659
Approach %	9.3	11.0	79.7	0.0	-	14.7	74.0	11.4	0.0	-	59.1	17.8	23.1	0.0	-	31.0	53.2	15.5	0.3	-	-
Total %	0.8	1.0	7.1	0.0	8.9	3.7	18.6	2.9	0.0	25.1	6.2	1.9	2.4	0.0	10.6	17.2	29.4	8.6	0.2	55.4	-
PHF	0.550	0.813	0.727	0.000	0.812	0.742	0.852	0.731	0.000	0.852	0.703	0.735	0.903	0.000	0.764	0.834	0.932	0.881	0.500	0.892	0.891
All Vehicles (no classification)	22	26	189	0	237	98	494	76	0	668	166	50	65	0	281	457	783	229	4	1473	2659
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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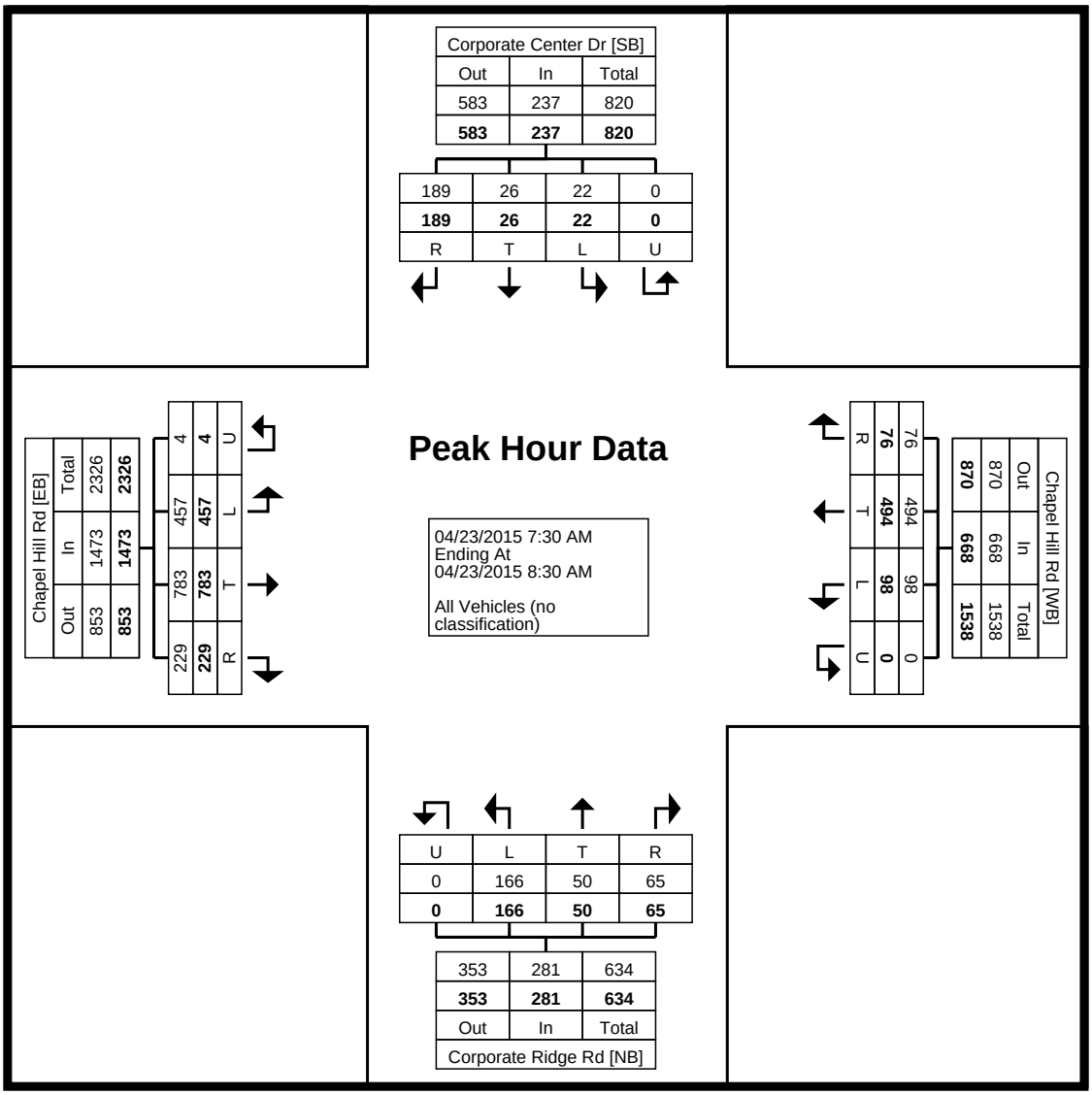
Count Name: Chapel Hill Rd at Corporate Center Dr
Site Code:
Start Date: 04/23/2015



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Corporate Center Dr
Site Code:
Start Date: 04/23/2015

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Corporate Center Dr Southbound					Chapel Hill Rd Westbound					Corporate Ridge Rd Northbound					Chapel Hill Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
4:45 PM	8	10	95	0	113	26	198	8	0	232	34	4	14	0	52	36	150	38	1	225	622
5:00 PM	25	10	150	0	185	26	242	9	1	278	42	5	12	0	59	45	116	41	1	203	725
5:15 PM	19	4	111	0	134	22	234	5	0	261	39	13	9	1	62	35	159	44	0	238	695
5:30 PM	14	15	100	0	129	20	179	9	0	208	39	6	15	0	60	37	144	44	2	227	624
Total	66	39	456	0	561	94	853	31	1	979	154	28	50	1	233	153	569	167	4	893	2666
Approach %	11.8	7.0	81.3	0.0	-	9.6	87.1	3.2	0.1	-	66.1	12.0	21.5	0.4	-	17.1	63.7	18.7	0.4	-	-
Total %	2.5	1.5	17.1	0.0	21.0	3.5	32.0	1.2	0.0	36.7	5.8	1.1	1.9	0.0	8.7	5.7	21.3	6.3	0.2	33.5	-
PHF	0.660	0.650	0.760	0.000	0.758	0.904	0.881	0.861	0.250	0.880	0.917	0.538	0.833	0.250	0.940	0.850	0.895	0.949	0.500	0.938	0.919
All Vehicles (no classification)	66	39	456	0	561	94	853	31	1	979	154	28	50	1	233	153	569	167	4	893	2666
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Town of Cary
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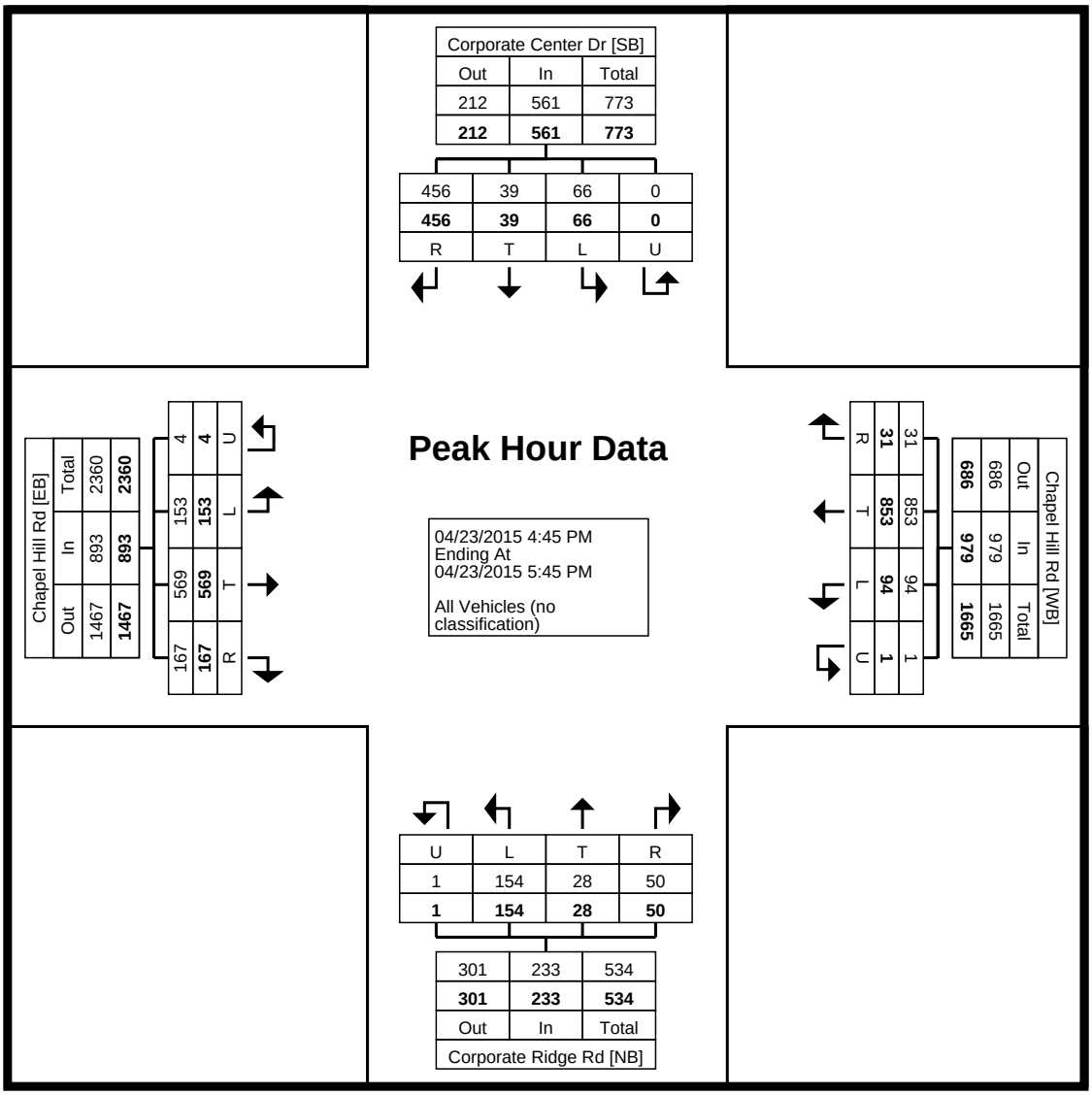
Count Name: Chapel Hill Rd at Corporate Center Dr
Site Code:
Start Date: 04/23/2015



Turning Movement Peak Hour Data Plot (4:45 PM)

Town of Cary
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316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at I-40 EB Ramp
Site Code:
Start Date: 05/12/2016

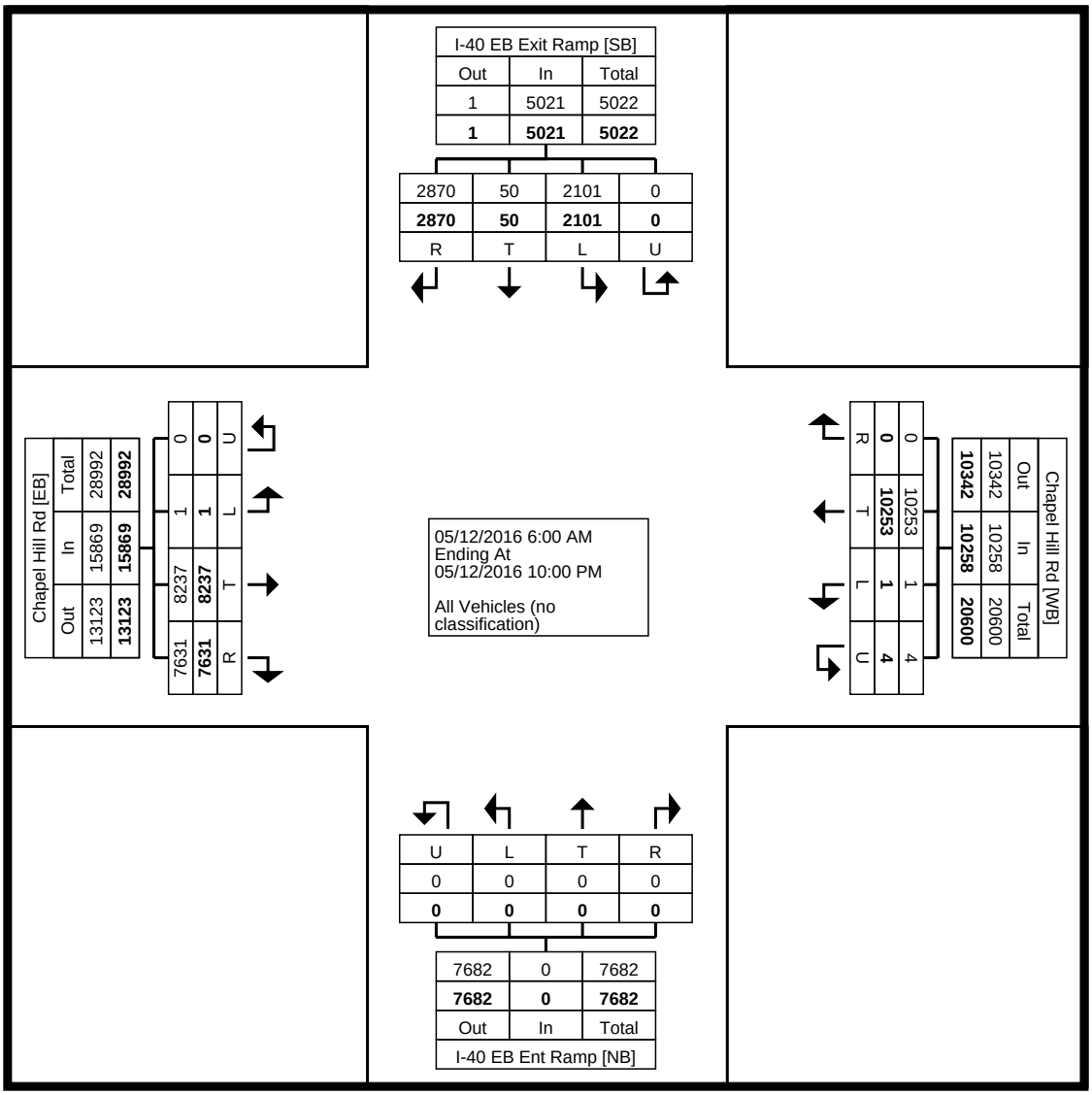
Turning Movement Data

Start Time	I-40 EB Exit Ramp Southbound					Chapel Hill Rd Westbound					I-40 EB Ent Ramp Northbound					Chapel Hill Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	12	0	14	0	26	0	87	0	0	87	0	0	0	0	0	0	44	40	0	84	197
6:15 AM	14	0	19	0	33	0	96	0	0	96	0	0	0	0	0	0	61	60	0	121	250
6:30 AM	21	0	28	0	49	0	119	0	0	119	0	0	0	0	0	0	100	93	0	193	361
6:45 AM	30	0	45	0	75	0	178	0	0	178	0	0	0	0	0	0	119	105	0	224	477
Hourly Total	77	0	106	0	183	0	480	0	0	480	0	0	0	0	0	0	324	298	0	622	1285
7:00 AM	24	0	45	0	69	0	180	0	0	180	0	0	0	0	0	0	153	127	0	280	529
7:15 AM	38	0	50	0	88	0	182	0	0	182	0	0	0	0	0	0	186	140	0	326	596
7:30 AM	45	0	48	0	93	0	219	0	0	219	0	0	0	0	0	0	257	177	0	434	746
7:45 AM	39	0	61	0	100	0	211	0	0	211	0	0	0	0	0	0	237	173	0	410	721
Hourly Total	146	0	204	0	350	0	792	0	0	792	0	0	0	0	0	0	833	617	0	1450	2592
8:00 AM	47	0	43	0	90	0	242	0	0	242	0	0	0	0	0	0	224	139	0	363	695
8:15 AM	34	0	44	0	78	0	243	0	0	243	0	0	0	0	0	0	197	120	0	317	638
8:30 AM	29	0	32	0	61	0	235	0	0	235	0	0	0	0	0	1	204	141	0	346	642
8:45 AM	39	0	54	0	93	0	265	0	0	265	0	0	0	0	0	0	186	131	0	317	675
Hourly Total	149	0	173	0	322	0	985	0	0	985	0	0	0	0	0	1	811	531	0	1343	2650
9:00 AM	36	0	37	0	73	0	216	0	0	216	0	0	0	0	0	0	152	115	0	267	556
9:15 AM	28	0	42	0	70	1	154	0	0	155	0	0	0	0	0	0	142	113	0	255	480
9:30 AM	23	0	32	0	55	0	146	0	0	146	0	0	0	0	0	0	133	87	0	220	421
9:45 AM	23	0	42	0	65	0	140	0	0	140	0	0	0	0	0	0	107	96	0	203	408
Hourly Total	110	0	153	0	263	1	656	0	0	657	0	0	0	0	0	0	534	411	0	945	1865
10:00 AM	22	0	33	0	55	0	106	0	1	107	0	0	0	0	0	0	122	70	0	192	354
10:15 AM	24	0	24	0	48	0	111	0	0	111	0	0	0	0	0	0	102	70	0	172	331
10:30 AM	28	0	31	0	59	0	125	0	0	125	0	0	0	0	0	0	97	68	0	165	349
10:45 AM	25	2	29	0	56	0	130	0	0	130	0	0	0	0	0	0	95	86	0	181	367
Hourly Total	99	2	117	0	218	0	472	0	1	473	0	0	0	0	0	0	416	294	0	710	1401
11:00 AM	23	0	31	0	54	0	126	0	0	126	0	0	0	0	0	0	106	81	0	187	367
11:15 AM	24	0	37	0	61	0	144	0	0	144	0	0	0	0	0	0	113	85	0	198	403
11:30 AM	31	0	43	0	74	0	143	0	0	143	0	0	0	0	0	0	120	86	0	206	423
11:45 AM	33	0	43	0	76	0	148	0	0	148	0	0	0	0	0	0	133	96	0	229	453
Hourly Total	111	0	154	0	265	0	561	0	0	561	0	0	0	0	0	0	472	348	0	820	1646
12:00 PM	36	0	40	0	76	0	179	0	0	179	0	0	0	0	0	0	135	126	0	261	516
12:15 PM	24	0	37	0	61	0	142	0	0	142	0	0	0	0	0	0	142	98	0	240	443
12:30 PM	25	0	48	0	73	0	137	0	0	137	0	0	0	0	0	0	141	113	0	254	464
12:45 PM	34	0	44	0	78	0	170	0	0	170	0	0	0	0	0	0	164	106	0	270	518
Hourly Total	119	0	169	0	288	0	628	0	0	628	0	0	0	0	0	0	582	443	0	1025	1941
1:00 PM	30	0	38	0	68	0	175	0	0	175	0	0	0	0	0	0	138	79	0	217	460
1:15 PM	31	0	42	0	73	0	147	0	0	147	0	0	0	0	0	0	122	126	0	248	468
1:30 PM	32	0	47	0	79	0	177	0	0	177	0	0	0	0	0	0	135	105	0	240	496
1:45 PM	37	0	44	0	81	0	140	0	0	140	0	0	0	0	0	0	113	93	0	206	427
Hourly Total	130	0	171	0	301	0	639	0	0	639	0	0	0	0	0	0	508	403	0	911	1851
2:00 PM	30	0	56	0	86	0	126	0	0	126	0	0	0	0	0	0	134	115	0	249	461
2:15 PM	21	0	33	0	54	0	152	0	0	152	0	0	0	0	0	0	122	109	0	231	437
2:30 PM	24	0	43	0	67	0	184	0	0	184	0	0	0	0	0	0	108	109	0	217	468
2:45 PM	29	0	45	0	74	0	156	0	0	156	0	0	0	0	0	0	117	123	0	240	470
Hourly Total	104	0	177	0	281	0	618	0	0	618	0	0	0	0	0	0	481	456	0	937	1836
3:00 PM	34	1	65	0	100	0	162	0	0	162	0	0	0	0	0	0	112	162	0	274	536
3:15 PM	30	1	63	0	94	0	180	0	0	180	0	0	0	0	0	0	122	200	0	322	596
3:30 PM	37	1	45	0	83	0	166	0	0	166	0	0	0	0	0	0	145	164	0	309	558
3:45 PM	25	1	68	0	94	0	185	0	1	186	0	0	0	0	0	0	159	168	0	327	607
Hourly Total	126	4	241	0	371	0	693	0	1	694	0	0	0	0	0	0	538	694	0	1232	2297
4:00 PM	45	0	65	0	110	0	205	0	0	205	0	0	0	0	0	0	121	203	0	324	639
4:15 PM	44	4	66	0	114	0	220	0	0	220	0	0	0	0	0	0	131	190	0	321	655
4:30 PM	44	3	87	0	134	0	258	0	0	258	0	0	0	0	0	0	158	215	0	373	765
4:45 PM	43	8	73	0	124	0	246	0	0	246	0	0	0	0	0	0	147	203	0	350	720
Hourly Total	176	15	291	0	482	0	929	0	0	929	0	0	0	0	0	0	557	811	0	1368	2779
5:00 PM	75	5	84	0	164	0	283	0	0	283	0	0	0	0	0	0	167	226	0	393	840
5:15 PM	78	11	82	0	171	0	273	0	0	273	0	0	0	0	0	0	193	241	0	434	878
5:30 PM	71	7	86	0	164	0	263	0	0	263	0	0	0	0	0	0	175	211	0	386	813
5:45 PM	86	2	80	0	168	0	224	0	0	224	0	0	0	0	0	0	170	207	0	377	769
Hourly Total	310	25	332	0	667	0	1043	0	0	1043	0	0	0	0	0	0	705	885	0	1590	3300
6:00 PM	60	0	59	0	119	0	193	0	0	193	0	0	0	0	0	0	139	162	0	301	613
6:15 PM	46	2	68	0	116	0	180	0	0	180	0	0	0	0	0	0	144	182	0	326	622

6:30 PM	43	1	48	0	92	0	178	0	0	178	0	0	0	0	0	0	141	145	0	286	556
6:45 PM	31	0	39	0	70	0	149	0	0	149	0	0	0	0	0	0	136	146	0	282	501
Hourly Total	180	3	214	0	397	0	700	0	0	700	0	0	0	0	0	0	560	635	0	1195	2292
7:00 PM	36	0	40	0	76	0	89	0	0	89	0	0	0	0	0	0	91	115	0	206	371
7:15 PM	24	0	43	0	67	0	107	0	0	107	0	0	0	0	0	0	93	104	0	197	371
7:30 PM	24	0	39	0	63	0	110	0	0	110	0	0	0	0	0	0	100	89	0	189	362
7:45 PM	22	0	40	0	62	0	113	0	1	114	0	0	0	0	0	0	87	71	0	158	334
Hourly Total	106	0	162	0	268	0	419	0	1	420	0	0	0	0	0	0	371	379	0	750	1438
8:00 PM	31	0	34	0	65	0	107	0	0	107	0	0	0	0	0	0	105	92	0	197	369
8:15 PM	27	1	25	0	53	0	95	0	0	95	0	0	0	0	0	0	117	71	0	188	336
8:30 PM	13	0	26	0	39	0	85	0	0	85	0	0	0	0	0	0	57	54	0	111	235
8:45 PM	25	0	24	0	49	0	82	0	0	82	0	0	0	0	0	0	59	40	0	99	230
Hourly Total	96	1	109	0	206	0	369	0	0	369	0	0	0	0	0	0	338	257	0	595	1170
9:00 PM	11	0	27	0	38	0	68	0	0	68	0	0	0	0	0	0	59	51	0	110	216
9:15 PM	16	0	34	0	50	0	69	0	0	69	0	0	0	0	0	0	52	46	0	98	217
9:30 PM	14	0	17	0	31	0	66	0	0	66	0	0	0	0	0	0	50	39	0	89	186
9:45 PM	21	0	19	0	40	0	66	0	1	67	0	0	0	0	0	0	46	33	0	79	186
Hourly Total	62	0	97	0	159	0	269	0	1	270	0	0	0	0	0	0	207	169	0	376	805
Grand Total	2101	50	2870	0	5021	1	10253	0	4	10258	0	0	0	0	0	1	8237	7631	0	15869	31148
Approach %	41.8	1.0	57.2	0.0	-	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	51.9	48.1	0.0	-	-
Total %	6.7	0.2	9.2	0.0	16.1	0.0	32.9	0.0	0.0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	26.4	24.5	0.0	50.9	-
All Vehicles (no classification)	2101	50	2870	0	5021	1	10253	0	4	10258	0	0	0	0	0	1	8237	7631	0	15869	31148
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	-	-	-	-	-	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at I-40 EB Ramp
Site Code:
Start Date: 05/12/2016



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at I-40 EB Ramp
Site Code:
Start Date: 05/12/2016

Turning Movement Peak Hour Data (7:30 AM)

Start Time	I-40 EB Exit Ramp Southbound					Chapel Hill Rd Westbound					I-40 EB Ent Ramp Northbound					Chapel Hill Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:30 AM	45	0	48	0	93	0	219	0	0	219	0	0	0	0	0	0	257	177	0	434	746
7:45 AM	39	0	61	0	100	0	211	0	0	211	0	0	0	0	0	0	237	173	0	410	721
8:00 AM	47	0	43	0	90	0	242	0	0	242	0	0	0	0	0	0	224	139	0	363	695
8:15 AM	34	0	44	0	78	0	243	0	0	243	0	0	0	0	0	0	197	120	0	317	638
Total	165	0	196	0	361	0	915	0	0	915	0	0	0	0	0	0	915	609	0	1524	2800
Approach %	45.7	0.0	54.3	0.0	-	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	60.0	40.0	0.0	-	-
Total %	5.9	0.0	7.0	0.0	12.9	0.0	32.7	0.0	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	32.7	21.8	0.0	54.4	-
PHF	0.878	0.000	0.803	0.000	0.903	0.000	0.941	0.000	0.000	0.941	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.860	0.000	0.878	0.938
All Vehicles (no classification)	165	0	196	0	361	0	915	0	0	915	0	0	0	0	0	0	915	609	0	1524	2800
% All Vehicles (no classification)	100.0	-	100.0	-	100.0	-	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	100.0	100.0

Town of Cary
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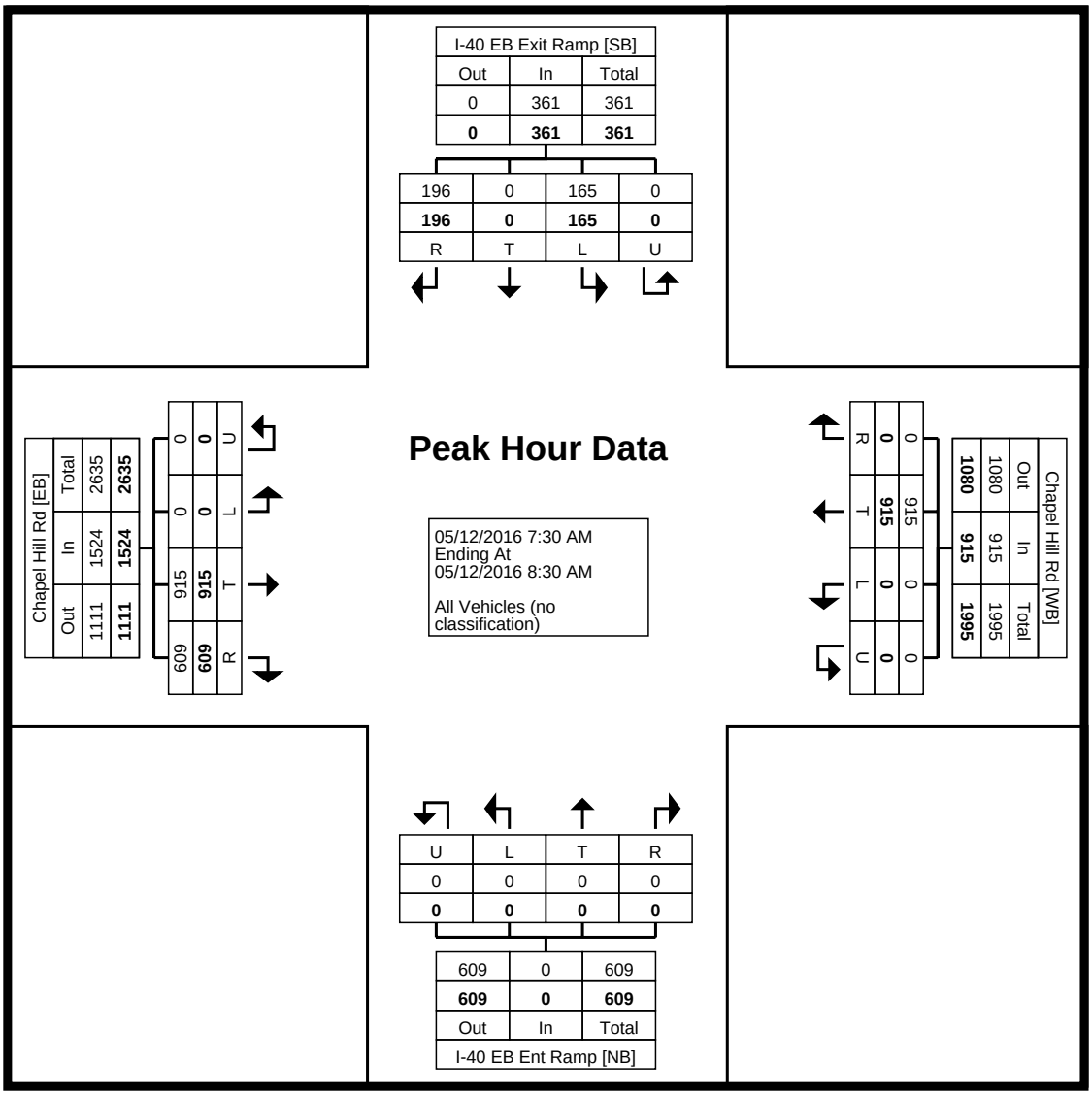
Count Name: Chapel Hill Rd at I-40 EB Ramp
Site Code:
Start Date: 05/12/2016



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at I-40 EB Ramp
Site Code:
Start Date: 05/12/2016

Turning Movement Peak Hour Data (5:00 PM)

Start Time	I-40 EB Exit Ramp Southbound					Chapel Hill Rd Westbound					I-40 EB Ent Ramp Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	75	5	84	0	164	0	283	0	0	283	0	0	0	0	0	0	167	226	0	393	840
5:15 PM	78	11	82	0	171	0	273	0	0	273	0	0	0	0	0	0	193	241	0	434	878
5:30 PM	71	7	86	0	164	0	263	0	0	263	0	0	0	0	0	0	175	211	0	386	813
5:45 PM	86	2	80	0	168	0	224	0	0	224	0	0	0	0	0	0	170	207	0	377	769
Total	310	25	332	0	667	0	1043	0	0	1043	0	0	0	0	0	0	705	885	0	1590	3300
Approach %	46.5	3.7	49.8	0.0	-	0.0	100.0	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	44.3	55.7	0.0	-	-
Total %	9.4	0.8	10.1	0.0	20.2	0.0	31.6	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	21.4	26.8	0.0	48.2	-
PHF	0.901	0.568	0.965	0.000	0.975	0.000	0.921	0.000	0.000	0.921	0.000	0.000	0.000	0.000	0.000	0.000	0.913	0.918	0.000	0.916	0.940
All Vehicles (no classification)	310	25	332	0	667	0	1043	0	0	1043	0	0	0	0	0	0	705	885	0	1590	3300
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	-	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	100.0	100.0

Town of Cary
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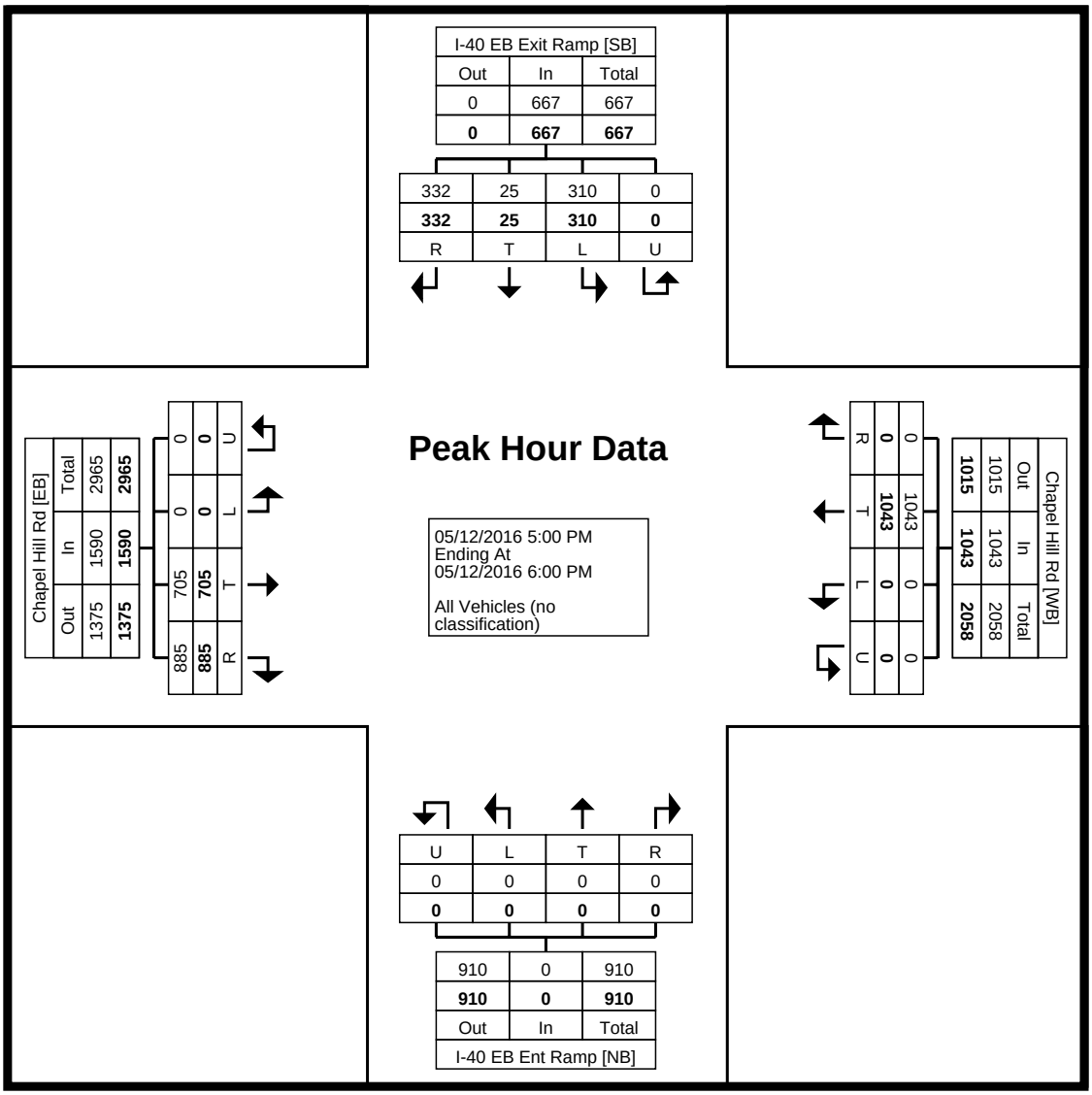
Count Name: Chapel Hill Rd at I-40 EB Ramp
Site Code:
Start Date: 05/12/2016
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at I-40 WB Ramps
Site Code:
Start Date: 03/28/2017

Turning Movement Data

Start Time	I-40 Westbound On-Ramp Southbound					NC 54 (Chapel Hill Road) Westbound					I-40 Westbound Ramps Northbound					NC 54 (Chapel Hill Road) Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	27	16	0	43	73	0	40	0	113	0	30	20	0	50	206
6:15 AM	0	0	0	0	0	0	37	32	0	69	73	0	87	0	160	0	36	44	0	80	309
6:30 AM	0	0	0	0	0	0	63	35	0	98	118	0	97	0	215	0	57	56	0	113	426
6:45 AM	0	0	0	0	0	0	81	47	0	128	139	0	164	0	303	0	79	66	0	145	576
Hourly Total	0	0	0	0	0	0	208	130	0	338	403	0	388	0	791	0	202	186	0	388	1517
7:00 AM	0	0	0	0	0	0	94	48	0	142	122	0	150	0	272	0	114	57	0	171	585
7:15 AM	0	0	0	0	0	0	134	55	0	189	133	0	152	0	285	0	141	52	0	193	667
7:30 AM	0	0	0	0	0	0	171	95	0	266	106	0	157	0	263	0	184	74	0	258	787
7:45 AM	0	0	0	0	0	0	153	100	3	253	140	0	174	0	314	0	183	101	0	284	851
Hourly Total	0	0	0	0	0	0	552	298	3	850	501	0	633	0	1134	0	622	284	0	906	2890
8:00 AM	0	0	0	0	0	0	159	149	0	308	94	3	136	0	233	0	225	76	0	301	842
8:15 AM	0	0	0	0	0	0	143	125	0	268	133	2	193	0	328	0	182	102	0	284	880
8:30 AM	0	0	0	0	0	0	161	131	0	292	128	0	125	0	253	0	186	98	0	284	829
8:45 AM	0	0	0	0	0	0	184	76	0	260	125	1	120	0	246	0	161	58	0	219	725
Hourly Total	0	0	0	0	0	0	647	481	0	1128	480	6	574	0	1060	0	754	334	0	1088	3276
9:00 AM	0	0	0	0	0	0	142	58	0	200	142	0	125	0	267	0	166	32	0	198	665
9:15 AM	0	0	0	0	0	0	103	49	0	152	112	0	124	0	236	0	131	54	0	185	573
9:30 AM	0	0	0	0	0	0	99	40	0	139	99	0	79	0	178	0	104	49	0	153	470
9:45 AM	0	0	0	0	0	0	81	36	0	117	84	0	63	0	147	1	71	52	0	124	388
Hourly Total	0	0	0	0	0	0	425	183	0	608	437	0	391	0	828	1	472	187	0	660	2096
10:00 AM	0	0	0	0	0	0	83	35	0	118	72	0	63	0	135	0	84	53	0	137	390
10:15 AM	0	0	0	0	0	0	92	36	0	128	54	0	48	1	102	0	75	51	0	126	356
10:30 AM	0	0	0	0	0	0	116	37	0	153	61	0	52	0	113	0	77	32	0	109	375
10:45 AM	0	0	0	0	0	0	118	27	0	145	63	0	39	0	102	1	84	44	0	129	376
Hourly Total	0	0	0	0	0	0	409	135	0	544	250	0	202	1	452	1	320	180	0	501	1497
11:00 AM	0	0	0	0	0	0	120	31	0	151	68	0	53	0	121	1	76	41	0	118	390
11:15 AM	0	0	0	0	0	0	111	41	0	152	79	0	56	0	135	0	77	54	0	131	418
11:30 AM	0	0	0	0	0	0	150	43	0	193	72	0	48	0	120	0	63	45	0	108	421
11:45 AM	0	0	0	0	0	0	178	36	0	214	77	1	43	0	121	0	90	47	0	137	472
Hourly Total	0	0	0	0	0	0	559	151	0	710	296	1	200	0	497	1	306	187	0	494	1701
12:00 PM	0	0	0	0	0	0	156	26	0	182	70	0	63	0	133	0	93	33	0	126	441
12:15 PM	0	0	0	0	0	0	182	41	0	223	70	0	73	0	143	0	102	52	0	154	520
12:30 PM	0	0	0	0	0	0	143	29	0	172	73	1	79	0	153	0	104	45	0	149	474
12:45 PM	0	0	0	0	0	0	122	28	0	150	73	0	80	0	153	0	119	60	0	179	482
Hourly Total	0	0	0	0	0	0	603	124	0	727	286	1	295	0	582	0	418	190	0	608	1917
1:00 PM	0	0	0	0	0	0	131	46	0	177	77	0	72	0	149	0	99	42	0	141	467
1:15 PM	0	0	0	0	0	0	124	30	0	154	97	0	61	0	158	0	104	43	0	147	459
1:30 PM	0	0	0	0	0	0	111	45	0	156	85	0	61	0	146	0	101	42	0	143	445
1:45 PM	0	0	0	0	0	0	125	28	0	153	93	0	63	0	156	1	75	49	0	125	434
Hourly Total	0	0	0	0	0	0	491	149	0	640	352	0	257	0	609	1	379	176	0	556	1805
2:00 PM	0	0	0	0	0	0	112	45	0	157	58	0	58	0	116	0	100	47	0	147	420
2:15 PM	0	0	0	0	0	0	101	26	0	127	90	0	65	0	155	2	91	47	0	140	422
2:30 PM	0	0	0	0	0	0	129	39	0	168	98	0	77	0	175	0	83	48	0	131	474
2:45 PM	0	0	0	0	0	0	142	31	0	173	114	1	65	0	180	1	102	51	0	154	507
Hourly Total	0	0	0	0	0	0	484	141	0	625	360	1	265	0	626	3	376	193	0	572	1823
3:00 PM	0	0	0	0	0	0	272	54	0	326	83	0	71	0	154	0	117	67	0	184	664
3:15 PM	0	0	0	0	0	0	171	37	0	208	81	0	55	0	136	0	82	54	0	136	480
3:30 PM	0	0	0	0	0	0	220	45	0	265	88	0	76	0	164	0	120	70	0	190	619
3:45 PM	0	0	0	0	0	0	188	39	0	227	97	0	68	0	165	0	92	69	0	161	553
Hourly Total	0	0	0	0	0	0	851	175	0	1026	349	0	270	0	619	0	411	260	0	671	2316
4:00 PM	0	0	0	0	0	0	272	52	0	324	91	1	84	0	176	0	122	70	0	192	692
4:15 PM	0	0	0	0	0	0	213	53	0	266	116	0	71	0	187	0	117	55	0	172	625
4:30 PM	0	0	0	0	0	0	285	75	0	360	96	0	62	0	158	0	141	66	0	207	725
4:45 PM	0	0	0	0	0	0	264	62	0	326	111	0	80	0	191	0	157	62	0	219	736
Hourly Total	0	0	0	0	0	0	1034	242	0	1276	414	1	297	0	712	0	537	253	0	790	2778
5:00 PM	0	0	0	0	0	0	329	84	0	413	110	0	64	0	174	0	137	81	0	218	805
5:15 PM	0	0	0	0	0	0	324	55	0	379	116	0	75	0	191	0	208	64	0	272	842
5:30 PM	0	0	0	0	0	0	263	56	0	319	126	0	86	0	212	0	178	72	0	250	781
5:45 PM	0	0	0	0	0	0	201	36	0	237	111	0	84	0	195	0	183	91	0	274	706
Hourly Total	0	0	0	0	0	0	1117	231	0	1348	463	0	309	0	772	0	706	308	0	1014	3134
6:00 PM	0	0	0	0	0	0	212	37	0	249	102	0	100	0	202	0	156	76	0	232	683
6:15 PM	0	0	0	0	0	0	170	47	0	217	106	1	82	0	189	0	138	65	0	203	609

6:30 PM	0	0	0	0	0	0	171	34	0	205	112	2	93	0	207	0	142	55	0	197	609
6:45 PM	0	0	0	0	0	0	112	24	0	136	89	0	71	0	160	0	102	46	0	148	444
Hourly Total	0	0	0	0	0	0	665	142	0	807	409	3	346	0	758	0	538	242	0	780	2345
7:00 PM	0	0	0	0	0	0	102	27	0	129	82	0	37	0	119	0	82	42	0	124	372
7:15 PM	0	0	0	0	0	0	87	31	0	118	67	0	30	0	97	1	75	63	0	139	354
7:30 PM	0	0	0	0	0	0	109	16	0	125	37	0	34	0	71	0	59	35	0	94	290
7:45 PM	0	0	0	0	0	0	65	14	0	79	43	0	34	0	77	0	47	32	0	79	235
Hourly Total	0	0	0	0	0	0	363	88	0	451	229	0	135	0	364	1	263	172	0	436	1251
8:00 PM	0	0	0	0	0	0	111	16	0	127	57	0	31	0	88	0	65	42	0	107	322
8:15 PM	0	0	0	0	0	0	93	4	0	97	55	0	31	0	86	0	67	42	0	109	292
8:30 PM	0	0	0	0	0	0	82	12	0	94	54	0	29	0	83	1	66	42	0	109	286
8:45 PM	0	0	0	0	0	0	76	12	0	88	49	0	26	0	75	1	48	29	0	78	241
Hourly Total	0	0	0	0	0	0	362	44	0	406	215	0	117	0	332	2	246	155	0	403	1141
9:00 PM	0	0	0	0	0	0	56	12	0	68	54	0	33	0	87	0	46	28	0	74	229
9:15 PM	0	0	0	0	0	0	69	12	0	81	40	0	18	0	58	0	49	25	0	74	213
9:30 PM	0	0	0	0	0	0	158	36	0	194	44	0	30	0	74	0	43	21	0	64	332
9:45 PM	0	0	0	0	0	0	197	53	0	250	43	0	21	0	64	0	43	22	0	65	379
Hourly Total	0	0	0	0	0	0	480	113	0	593	181	0	102	0	283	0	181	96	0	277	1153
Grand Total	0	0	0	0	0	0	9250	2827	3	12077	5625	13	4781	1	10419	10	6731	3403	0	10144	32640
Approach %	NaN	NaN	NaN	-	-	0.0	76.6	23.4	-	-	54.0	0.1	45.9	-	-	0.1	66.4	33.5	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	28.3	8.7	-	37.0	17.2	0.0	14.6	-	31.9	0.0	20.6	10.4	-	31.1	-
Motorcycles	0	0	0	0	0	0	7	1	0	8	11	0	3	0	14	0	6	1	0	7	29
% Motorcycles	-	-	-	-	-	-	0.1	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.1	0.0	0.1	0.0	-	0.1	0.1
Cars	0	0	0	0	0	0	7830	2290	0	10120	4587	12	3878	0	8477	10	5567	2883	0	8460	27057
% Cars	-	-	-	-	-	-	84.6	81.0	0.0	83.8	81.5	92.3	81.1	0.0	81.4	100.0	82.7	84.7	-	83.4	82.9
Light Goods Vehicles	0	0	0	0	0	0	1177	427	0	1604	855	0	765	0	1620	0	959	442	0	1401	4625
% Light Goods Vehicles	-	-	-	-	-	-	12.7	15.1	0.0	13.3	15.2	0.0	16.0	0.0	15.5	0.0	14.2	13.0	-	13.8	14.2
Buses	0	0	0	0	0	0	22	4	0	26	39	0	9	0	48	0	18	1	0	19	93
% Buses	-	-	-	-	-	-	0.2	0.1	0.0	0.2	0.7	0.0	0.2	0.0	0.5	0.0	0.3	0.0	-	0.2	0.3
Single-Unit Trucks	0	0	0	0	0	0	175	74	0	249	96	1	87	0	184	0	144	64	0	208	641
% Single-Unit Trucks	-	-	-	-	-	-	1.9	2.6	0.0	2.1	1.7	7.7	1.8	0.0	1.8	0.0	2.1	1.9	-	2.1	2.0
Articulated Trucks	0	0	0	0	0	0	36	31	0	67	37	0	39	0	76	0	35	12	0	47	190
% Articulated Trucks	-	-	-	-	-	-	0.4	1.1	0.0	0.6	0.7	0.0	0.8	0.0	0.7	0.0	0.5	0.4	-	0.5	0.6
Bicycles on Road	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0
% Pedestrians	-	-	-	-	-	-	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	-	0.0	0.0

Town of Cary
316 N. Academy St.
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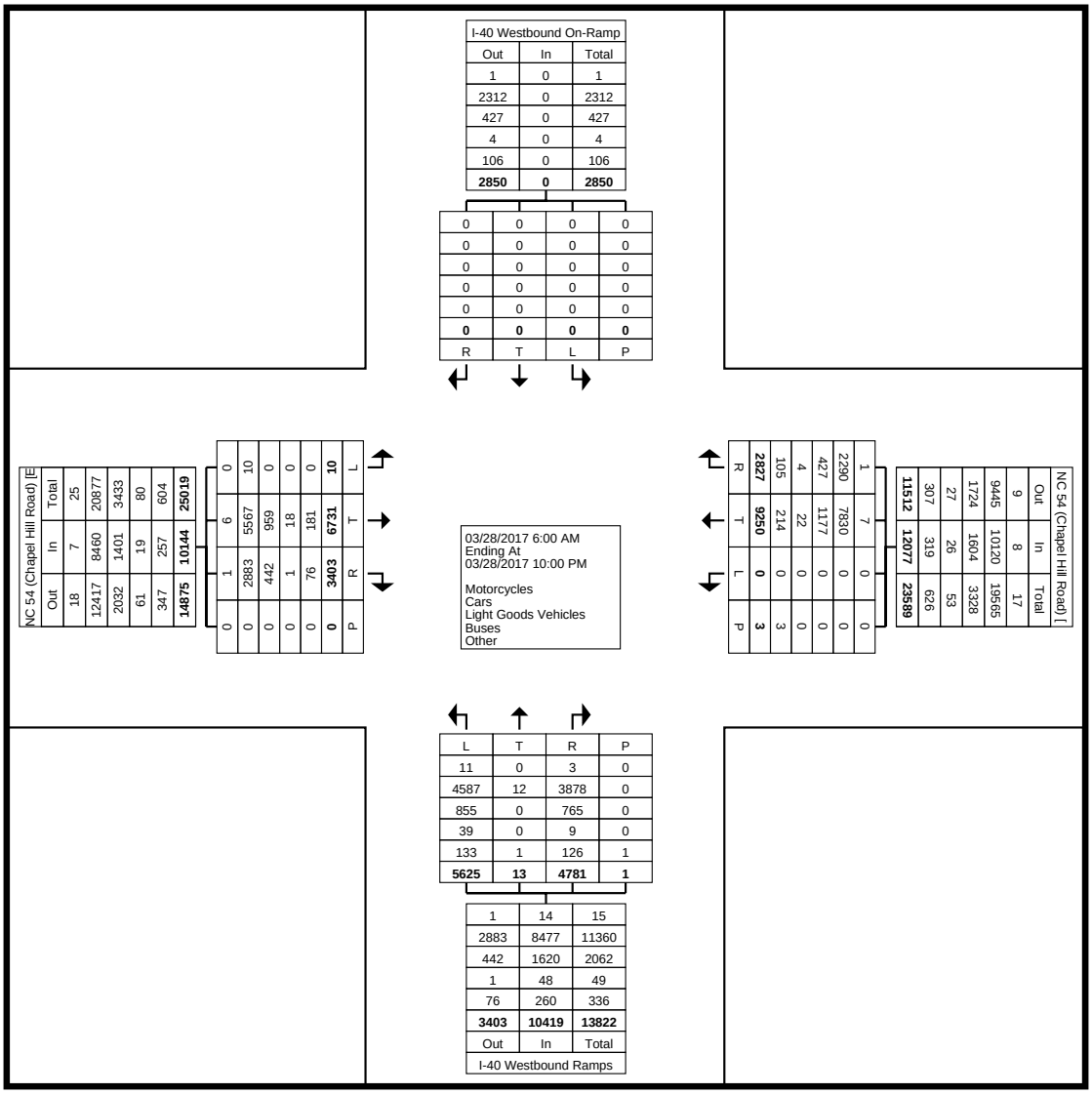
919.469.4030

Count Name: Chapel Hill Rd at I-40 WB Ramps
Site Code:
Start Date: 03/28/2017



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
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Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at I-40 WB Ramps
Site Code:
Start Date: 03/28/2017

Turning Movement Peak Hour Data (7:45 AM)

Start Time	I-40 Westbound On-Ramp Southbound					NC 54 (Chapel Hill Road) Westbound					I-40 Westbound Ramps Northbound					NC 54 (Chapel Hill Road) Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	0	0	0	0	153	100	3	253	140	0	174	0	314	0	183	101	0	284	851
8:00 AM	0	0	0	0	0	0	159	149	0	308	94	3	136	0	233	0	225	76	0	301	842
8:15 AM	0	0	0	0	0	0	143	125	0	268	133	2	193	0	328	0	182	102	0	284	880
8:30 AM	0	0	0	0	0	0	161	131	0	292	128	0	125	0	253	0	186	98	0	284	829
Total	0	0	0	0	0	0	616	505	3	1121	495	5	628	0	1128	0	776	377	0	1153	3402
Approach %	NaN	NaN	NaN	-	-	0.0	55.0	45.0	-	-	43.9	0.4	55.7	-	-	0.0	67.3	32.7	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	18.1	14.8	-	33.0	14.6	0.1	18.5	-	33.2	0.0	22.8	11.1	-	33.9	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.957	0.847	-	0.910	0.884	0.417	0.813	-	0.860	0.000	0.862	0.924	-	0.958	0.966
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Motorcycles	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0
Cars	0	0	0	0	0	0	502	440	0	942	414	5	534	0	953	0	666	317	0	983	2878
% Cars	-	-	-	-	-	-	81.5	87.1	0.0	84.0	83.6	100.0	85.0	-	84.5	-	85.8	84.1	-	85.3	84.6
Light Goods Vehicles	0	0	0	0	0	0	93	53	0	146	72	0	83	0	155	0	92	50	0	142	443
% Light Goods Vehicles	-	-	-	-	-	-	15.1	10.5	0.0	13.0	14.5	0.0	13.2	-	13.7	-	11.9	13.3	-	12.3	13.0
Buses	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	3	0	0	3	9
% Buses	-	-	-	-	-	-	0.6	0.0	0.0	0.4	0.2	0.0	0.2	-	0.2	-	0.4	0.0	-	0.3	0.3
Single-Unit Trucks	0	0	0	0	0	0	17	9	0	26	3	0	7	0	10	0	12	8	0	20	56
% Single-Unit Trucks	-	-	-	-	-	-	2.8	1.8	0.0	2.3	0.6	0.0	1.1	-	0.9	-	1.5	2.1	-	1.7	1.6
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	5	0	3	0	8	0	2	2	0	4	15
% Articulated Trucks	-	-	-	-	-	-	0.0	0.6	0.0	0.3	1.0	0.0	0.5	-	0.7	-	0.3	0.5	-	0.3	0.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	-	-	-	-	-	-	0.0	0.0	100.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

Town of Cary
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Count Name: Chapel Hill Rd at I-40 WB Ramps
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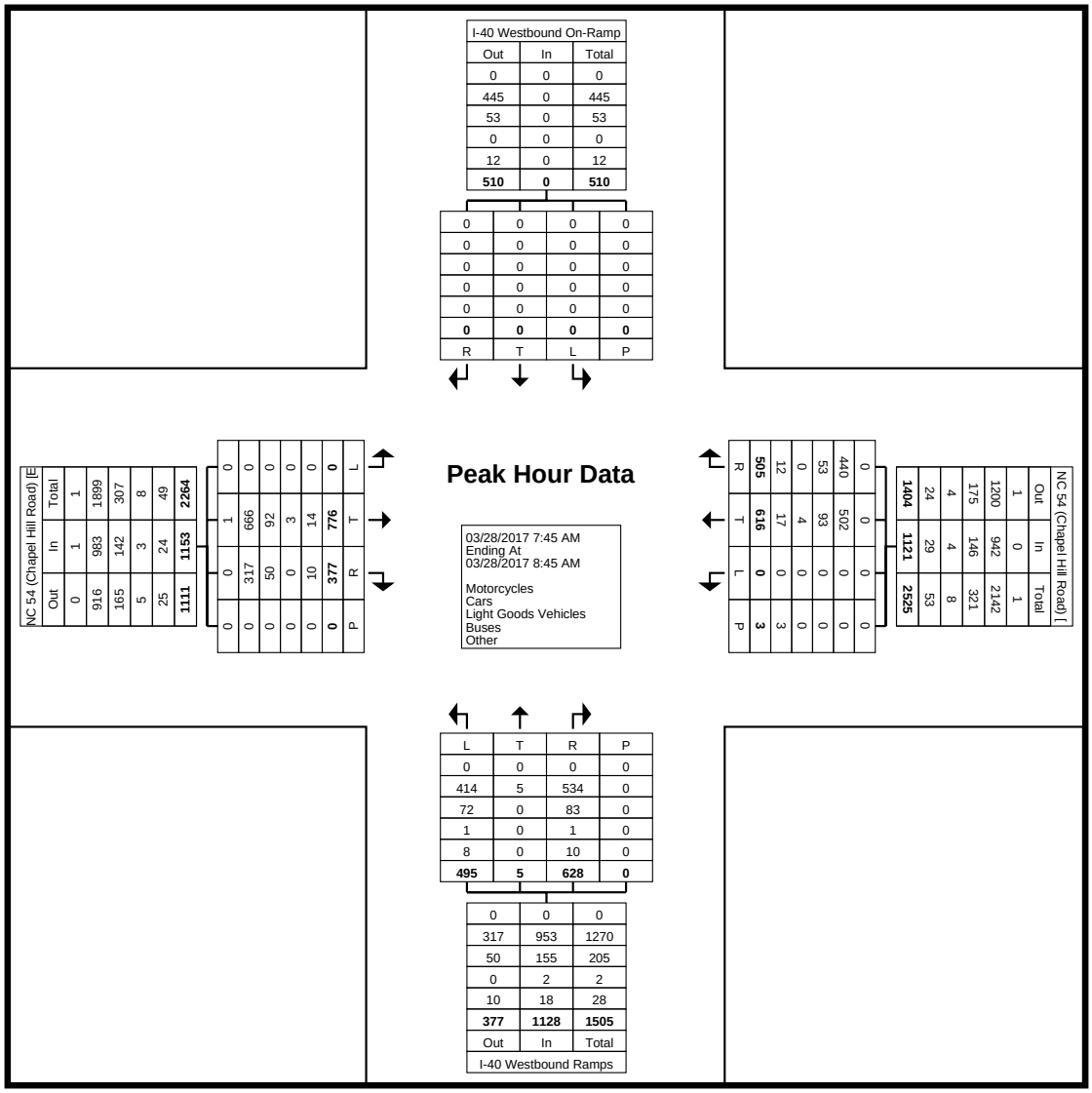
Start Date: 03/28/2017



Turning Movement Peak Hour Data Plot (7:45 AM)

Town of Cary
316 N. Academy St.
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919.469.4030

Count Name: Chapel Hill Rd at I-40 WB Ramps
Site Code:
Start Date: 03/28/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	I-40 Westbound On-Ramp Southbound					NC 54 (Chapel Hill Road) Westbound					I-40 Westbound Ramps Northbound					NC 54 (Chapel Hill Road) Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	0	0	0	0	0	264	62	0	326	111	0	80	0	191	0	157	62	0	219	736
5:00 PM	0	0	0	0	0	0	329	84	0	413	110	0	64	0	174	0	137	81	0	218	805
5:15 PM	0	0	0	0	0	0	324	55	0	379	116	0	75	0	191	0	208	64	0	272	842
5:30 PM	0	0	0	0	0	0	263	56	0	319	126	0	86	0	212	0	178	72	0	250	781
Total	0	0	0	0	0	0	1180	257	0	1437	463	0	305	0	768	0	680	279	0	959	3164
Approach %	NaN	NaN	NaN	-	-	0.0	82.1	17.9	-	-	60.3	0.0	39.7	-	-	0.0	70.9	29.1	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	37.3	8.1	-	45.4	14.6	0.0	9.6	-	24.3	0.0	21.5	8.8	-	30.3	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.897	0.765	-	0.870	0.919	0.000	0.887	-	0.906	0.000	0.817	0.861	-	0.881	0.939
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Motorcycles	-	-	-	-	-	-	0.1	0.0	-	0.1	0.0	-	0.3	-	0.1	-	0.0	0.0	-	0.0	0.1
Cars	0	0	0	0	0	0	1054	226	0	1280	392	0	269	0	661	0	609	259	0	868	2809
% Cars	-	-	-	-	-	-	89.3	87.9	-	89.1	84.7	-	88.2	-	86.1	-	89.6	92.8	-	90.5	88.8
Light Goods Vehicles	0	0	0	0	0	0	118	28	0	146	67	0	29	0	96	0	61	18	0	79	321
% Light Goods Vehicles	-	-	-	-	-	-	10.0	10.9	-	10.2	14.5	-	9.5	-	12.5	-	9.0	6.5	-	8.2	10.1
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	1	0	2	4
% Buses	-	-	-	-	-	-	0.1	0.0	-	0.1	0.2	-	0.0	-	0.1	-	0.1	0.4	-	0.2	0.1
Single-Unit Trucks	0	0	0	0	0	0	6	2	0	8	2	0	3	0	5	0	9	1	0	10	23
% Single-Unit Trucks	-	-	-	-	-	-	0.5	0.8	-	0.6	0.4	-	1.0	-	0.7	-	1.3	0.4	-	1.0	0.7
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	0	0	0	0	0	5
% Articulated Trucks	-	-	-	-	-	-	0.0	0.4	-	0.1	0.2	-	1.0	-	0.5	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	-	-	-	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

Town of Cary
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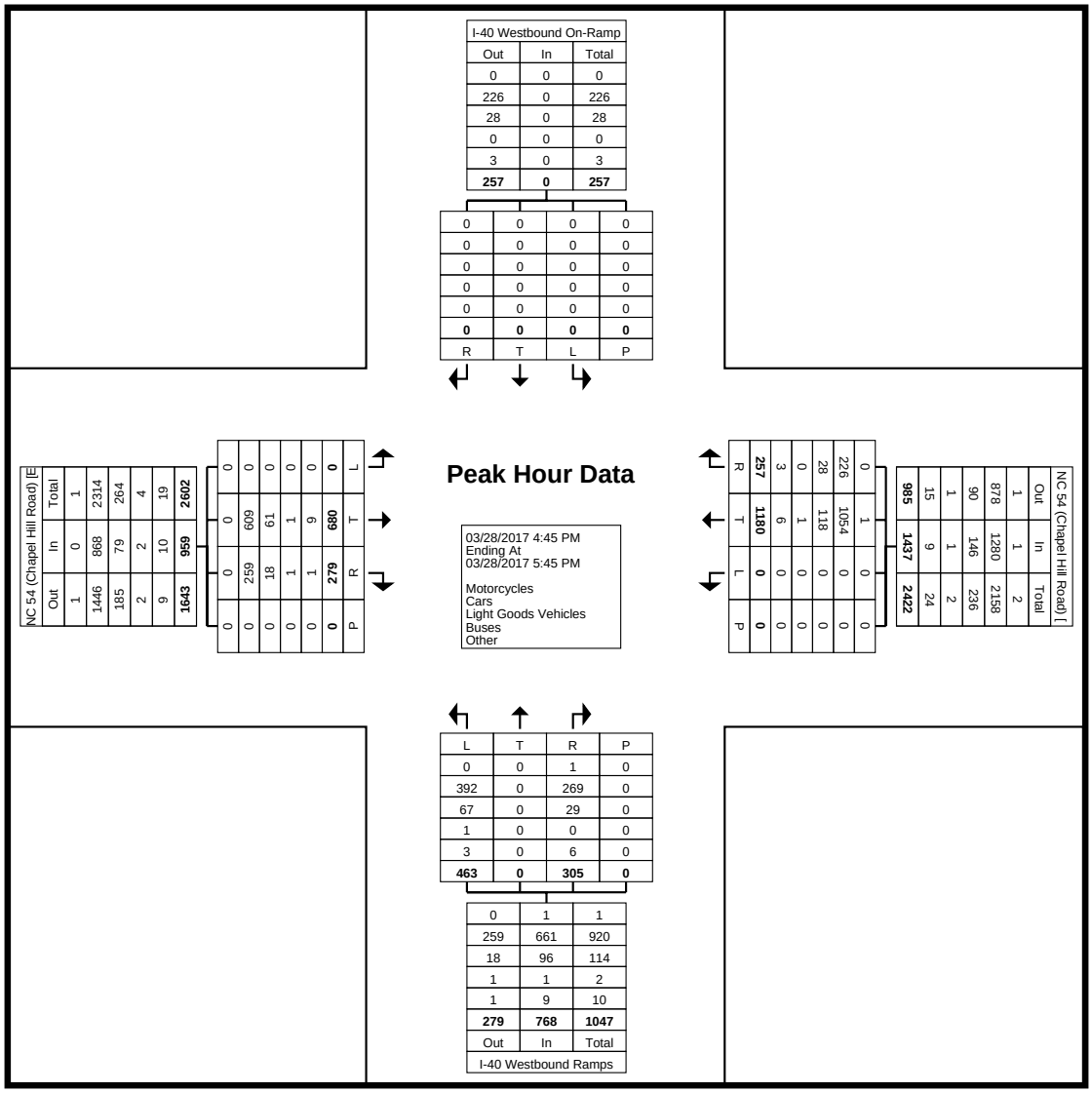

Turning Movement Peak Hour Data Plot (4:45 PM)

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919.469.4030

Count Name: Chapel Hill Rd at NE Maynard Rd
Site Code:
Start Date: 03/28/2017

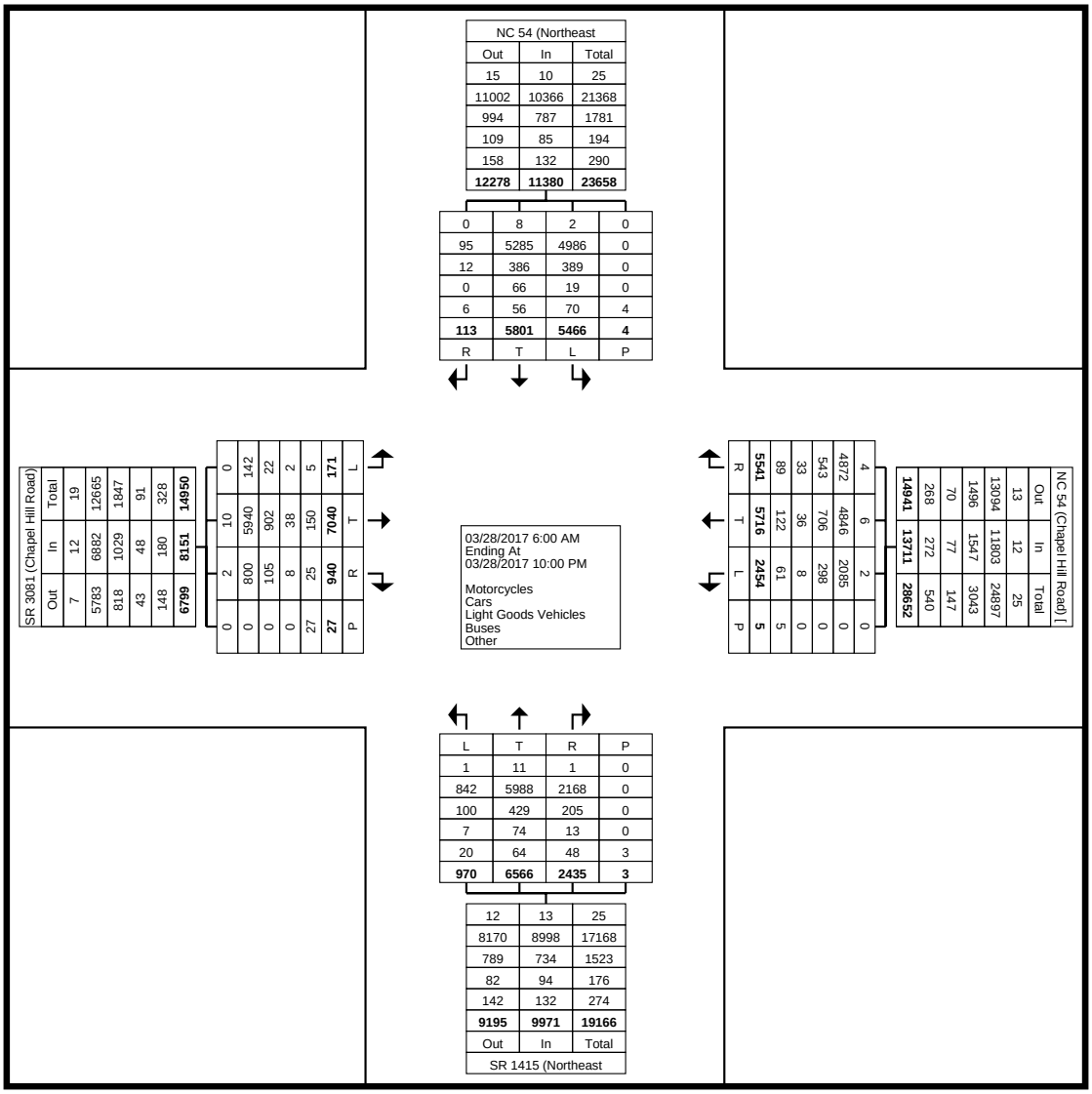
Turning Movement Data

Start Time	NC 54 (Northeast Maynard Road) Southbound					NC 54 (Chapel Hill Road) Westbound					SR 1415 (Northeast Maynard Road) Northbound					SR 3081 (Chapel Hill Road) Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	22	26	0	0	48	8	31	29	0	68	6	23	10	0	39	1	39	2	0	42	197
6:15 AM	54	26	1	0	81	16	39	35	0	90	6	31	24	0	61	0	52	2	0	54	286
6:30 AM	65	53	0	0	118	13	52	57	0	122	10	51	22	0	83	2	98	12	0	112	435
6:45 AM	98	103	0	0	201	24	72	59	0	155	12	73	31	0	116	4	105	13	0	122	594
Hourly Total	239	208	1	0	448	61	194	180	0	435	34	178	87	0	299	7	294	29	0	330	1512
7:00 AM	98	174	0	0	272	39	84	82	0	205	16	111	34	0	161	2	144	25	0	171	809
7:15 AM	114	83	1	0	198	27	71	133	0	231	21	149	29	0	199	3	193	19	0	215	843
7:30 AM	172	92	1	0	265	29	94	134	0	257	15	216	42	0	273	5	214	13	0	232	1027
7:45 AM	169	120	1	0	290	25	114	164	0	303	23	201	48	0	272	2	225	15	0	242	1107
Hourly Total	553	469	3	0	1025	120	363	513	0	996	75	677	153	0	905	12	776	72	0	860	3786
8:00 AM	185	103	5	1	293	23	124	120	0	267	18	164	58	0	240	4	182	11	0	197	997
8:15 AM	146	86	5	0	237	20	97	137	1	254	15	186	68	0	269	3	159	6	0	168	928
8:30 AM	131	85	0	0	216	25	113	120	0	258	14	174	63	0	251	4	197	13	0	214	939
8:45 AM	105	113	3	0	221	36	105	148	0	289	22	187	50	0	259	4	151	17	0	172	941
Hourly Total	567	387	13	1	967	104	439	525	1	1068	69	711	239	0	1019	15	689	47	0	751	3805
9:00 AM	113	80	2	0	195	48	65	120	0	233	16	155	48	0	219	1	151	20	0	172	819
9:15 AM	93	73	0	0	166	36	93	61	0	190	21	103	52	0	176	3	100	15	0	118	650
9:30 AM	74	73	0	0	147	37	80	55	0	172	14	88	46	0	148	3	91	13	2	107	574
9:45 AM	58	54	1	3	113	29	62	52	0	143	13	68	30	0	111	1	86	17	4	104	471
Hourly Total	338	280	3	3	621	150	300	288	0	738	64	414	176	0	654	8	428	65	6	501	2514
10:00 AM	42	52	0	0	94	28	57	55	0	140	10	56	22	0	88	0	90	11	0	101	423
10:15 AM	54	50	1	0	105	29	75	32	0	136	9	53	35	0	97	0	73	11	1	84	422
10:30 AM	61	60	0	0	121	35	57	43	0	135	16	77	32	0	125	2	79	6	0	87	468
10:45 AM	47	56	0	0	103	35	54	64	0	153	9	70	30	0	109	6	91	12	0	109	474
Hourly Total	204	218	1	0	423	127	243	194	0	564	44	256	119	0	419	8	333	40	1	381	1787
11:00 AM	61	54	3	0	118	39	69	54	1	162	10	52	26	0	88	1	71	13	0	85	453
11:15 AM	56	76	2	0	134	36	70	57	0	163	11	77	26	0	114	2	85	12	0	99	510
11:30 AM	63	61	5	0	129	52	85	70	0	207	18	68	24	0	110	5	80	16	0	101	547
11:45 AM	59	70	0	0	129	46	101	97	1	244	9	67	37	2	113	6	83	12	2	101	587
Hourly Total	239	261	10	0	510	173	325	278	2	776	48	264	113	2	425	14	319	53	2	386	2097
12:00 PM	67	79	2	0	148	56	86	72	0	214	21	66	40	0	127	7	94	12	0	113	602
12:15 PM	50	77	1	0	128	37	91	98	0	226	21	79	43	0	143	5	85	18	0	108	605
12:30 PM	78	80	2	0	160	45	88	73	0	206	15	92	48	0	155	2	85	16	0	103	624
12:45 PM	75	68	4	0	147	38	75	44	0	157	11	95	48	0	154	2	106	17	1	125	583
Hourly Total	270	304	9	0	583	176	340	287	0	803	68	332	179	0	579	16	370	63	1	449	2414
1:00 PM	75	61	0	0	136	42	75	65	0	182	19	97	57	0	173	2	92	14	1	108	599
1:15 PM	78	70	1	0	149	45	78	72	0	195	15	79	38	0	132	4	91	17	1	112	588
1:30 PM	65	87	4	0	156	45	93	56	0	194	11	94	43	0	148	3	98	13	0	114	612
1:45 PM	63	81	3	0	147	54	83	64	0	201	24	75	29	0	128	5	84	19	0	108	584
Hourly Total	281	299	8	0	588	186	329	257	0	772	69	345	167	0	581	14	365	63	2	442	2383
2:00 PM	82	82	1	0	165	40	72	74	0	186	9	75	39	0	123	4	110	13	0	127	601
2:15 PM	68	91	3	0	162	49	77	52	0	178	19	108	37	0	164	3	110	18	1	131	635
2:30 PM	65	77	0	0	142	58	77	101	0	236	21	146	53	0	220	2	110	9	2	121	719
2:45 PM	79	92	1	0	172	43	94	114	1	251	15	111	47	0	173	3	110	14	1	127	723
Hourly Total	294	342	5	0	641	190	320	341	1	851	64	440	176	0	680	12	440	54	4	506	2678
3:00 PM	77	114	4	0	195	46	119	102	0	267	21	114	45	0	180	3	133	12	1	148	790
3:15 PM	111	137	2	0	250	53	97	113	0	263	14	116	32	0	162	2	94	19	0	115	790
3:30 PM	101	132	2	0	235	43	109	108	0	260	15	125	44	0	184	2	130	24	1	156	835
3:45 PM	101	108	2	0	211	56	108	93	0	257	19	103	25	0	147	5	118	20	0	143	758
Hourly Total	390	491	10	0	891	198	433	416	0	1047	69	458	146	0	673	12	475	75	2	562	3173
4:00 PM	95	138	2	0	235	51	142	117	1	310	11	130	43	0	184	1	122	25	0	148	877
4:15 PM	87	142	2	0	231	68	120	101	0	289	20	100	40	0	160	3	147	17	0	167	847
4:30 PM	112	148	2	0	262	53	125	117	0	295	15	137	51	0	203	3	129	21	0	153	913
4:45 PM	115	157	5	0	277	71	183	149	0	403	23	155	43	1	221	3	135	23	0	161	1062
Hourly Total	409	585	11	0	1005	243	570	484	1	1297	69	522	177	1	768	10	533	86	0	629	3699
5:00 PM	133	176	2	0	311	61	200	123	0	384	31	132	51	0	214	3	145	20	1	168	1077
5:15 PM	160	221	7	0	388	78	200	194	0	472	18	131	52	0	201	2	159	21	1	182	1243
5:30 PM	152	179	1	0	332	83	190	166	0	439	29	155	58	0	242	5	150	18	1	173	1186
5:45 PM	145	139	0	0	284	72	146	145	0	363	19	143	51	0	213	2	164	34	1	200	1060
Hourly Total	590	715	10	0	1315	294	736	628	0	1658	97	561	212	0	870	12	618	93	4	723	4566
6:00 PM	134	145	2	0	281	57	121	123	0	301	18	124	42	0	184	3	150	22	0	175	941
6:15 PM	124	124	1	0	249	37	104	120	0	261	21	129	61	0	211	0	144	17	0	161	882

6:30 PM	104	137	5	0	246	33	115	122	0	270	16	137	44	0	197	3	109	25	0	137	850
6:45 PM	104	102	6	0	212	39	102	91	0	232	18	123	25	0	166	2	113	14	0	129	739
Hourly Total	466	508	14	0	988	166	442	456	0	1064	73	513	172	0	758	8	516	78	0	602	3412
7:00 PM	74	98	1	0	173	26	70	83	0	179	15	85	31	0	131	3	88	15	1	106	589
7:15 PM	78	72	2	0	152	34	78	85	0	197	18	93	29	0	140	3	99	11	0	113	602
7:30 PM	64	75	0	0	139	38	56	54	0	148	13	97	33	0	143	2	67	14	0	83	513
7:45 PM	47	64	2	0	113	21	44	33	0	98	10	88	31	0	129	3	78	7	1	88	428
Hourly Total	263	309	5	0	577	119	248	255	0	622	56	363	124	0	543	11	332	47	2	390	2132
8:00 PM	66	61	5	0	132	20	48	66	0	134	9	79	27	0	115	2	73	12	0	87	468
8:15 PM	48	77	2	0	127	19	63	76	0	158	11	91	37	0	139	0	81	6	2	87	511
8:30 PM	67	60	0	0	127	24	49	51	0	124	11	60	24	0	95	2	93	12	0	107	453
8:45 PM	45	54	2	0	101	15	42	42	0	99	7	85	32	0	124	0	48	10	0	58	382
Hourly Total	226	252	9	0	487	78	202	235	0	515	38	315	120	0	473	4	295	40	2	339	1814
9:00 PM	50	59	0	0	109	13	47	41	0	101	6	68	18	0	92	3	74	16	0	93	395
9:15 PM	35	34	0	0	69	17	42	47	0	106	8	85	25	0	118	2	68	8	0	78	371
9:30 PM	33	41	1	0	75	19	59	62	0	140	8	36	19	0	63	3	59	10	1	72	350
9:45 PM	19	39	0	0	58	20	84	54	0	158	11	28	13	0	52	0	56	1	0	57	325
Hourly Total	137	173	1	0	311	69	232	204	0	505	33	217	75	0	325	8	257	35	1	300	1441
Grand Total	5466	5801	113	4	11380	2454	5716	5541	5	13711	970	6566	2435	3	9971	171	7040	940	27	8151	43213
Approach %	48.0	51.0	1.0	-	-	17.9	41.7	40.4	-	-	9.7	65.9	24.4	-	-	2.1	86.4	11.5	-	-	-
Total %	12.6	13.4	0.3	-	26.3	5.7	13.2	12.8	-	31.7	2.2	15.2	5.6	-	23.1	0.4	16.3	2.2	-	18.9	-
Motorcycles	2	8	0	0	10	2	6	4	0	12	1	11	1	0	13	0	10	2	0	12	47
% Motorcycles	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.0	0.1	0.2	0.0	0.1	0.1
Cars	4986	5285	95	0	10366	2085	4846	4872	0	11803	842	5988	2168	0	8998	142	5940	800	0	6882	38049
% Cars	91.2	91.1	84.1	0.0	91.1	85.0	84.8	87.9	0.0	86.1	86.8	91.2	89.0	0.0	90.2	83.0	84.4	85.1	0.0	84.4	88.0
Light Goods Vehicles	389	386	12	0	787	298	706	543	0	1547	100	429	205	0	734	22	902	105	0	1029	4097
% Light Goods Vehicles	7.1	6.7	10.6	0.0	6.9	12.1	12.4	9.8	0.0	11.3	10.3	6.5	8.4	0.0	7.4	12.9	12.8	11.2	0.0	12.6	9.5
Buses	19	66	0	0	85	8	36	33	0	77	7	74	13	0	94	2	38	8	0	48	304
% Buses	0.3	1.1	0.0	0.0	0.7	0.3	0.6	0.6	0.0	0.6	0.7	1.1	0.5	0.0	0.9	1.2	0.5	0.9	0.0	0.6	0.7
Single-Unit Trucks	50	39	4	0	93	45	99	68	0	212	18	47	34	0	99	2	127	19	0	148	552
% Single-Unit Trucks	0.9	0.7	3.5	0.0	0.8	1.8	1.7	1.2	0.0	1.5	1.9	0.7	1.4	0.0	1.0	1.2	1.8	2.0	0.0	1.8	1.3
Articulated Trucks	20	17	2	0	39	16	20	17	0	53	2	17	14	0	33	3	19	6	0	28	153
% Articulated Trucks	0.4	0.3	1.8	0.0	0.3	0.7	0.3	0.3	0.0	0.4	0.2	0.3	0.6	0.0	0.3	1.8	0.3	0.6	0.0	0.3	0.4
Bicycles on Road	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	4	0	0	4	11
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
% Bicycles on Crosswalk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0
Pedestrians	0	0	0	4	0	0	0	0	4	0	0	0	0	3	0	0	0	0	25	0	0
% Pedestrians	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	92.6	0.0	0.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at NE Maynard Rd
Site Code:
Start Date: 03/28/2017



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at NE Maynard Rd
Site Code:
Start Date: 03/28/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	NC 54 (Northeast Maynard Road) Southbound					NC 54 (Chapel Hill Road) Westbound					SR 1415 (Northeast Maynard Road) Northbound					SR 3081 (Chapel Hill Road) Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	172	92	1	0	265	29	94	134	0	257	15	216	42	0	273	5	214	13	0	232	1027
7:45 AM	169	120	1	0	290	25	114	164	0	303	23	201	48	0	272	2	225	15	0	242	1107
8:00 AM	185	103	5	1	293	23	124	120	0	267	18	164	58	0	240	4	182	11	0	197	997
8:15 AM	146	86	5	0	237	20	97	137	1	254	15	186	68	0	269	3	159	6	0	168	928
Total	672	401	12	1	1085	97	429	555	1	1081	71	767	216	0	1054	14	780	45	0	839	4059
Approach %	61.9	37.0	1.1	-	-	9.0	39.7	51.3	-	-	6.7	72.8	20.5	-	-	1.7	93.0	5.4	-	-	-
Total %	16.6	9.9	0.3	-	26.7	2.4	10.6	13.7	-	26.6	1.7	18.9	5.3	-	26.0	0.3	19.2	1.1	-	20.7	-
PHF	0.908	0.835	0.600	-	0.926	0.836	0.865	0.846	-	0.892	0.772	0.888	0.794	-	0.965	0.700	0.867	0.750	-	0.867	0.917
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0
Cars	635	361	9	0	1005	74	360	504	0	938	62	686	175	0	923	13	685	39	0	737	3603
% Cars	94.5	90.0	75.0	0.0	92.6	76.3	83.9	90.8	0.0	86.8	87.3	89.4	81.0	-	87.6	92.9	87.8	86.7	-	87.8	88.8
Light Goods Vehicles	29	24	3	0	56	18	56	38	0	112	7	62	34	0	103	1	82	4	0	87	358
% Light Goods Vehicles	4.3	6.0	25.0	0.0	5.2	18.6	13.1	6.8	0.0	10.4	9.9	8.1	15.7	-	9.8	7.1	10.5	8.9	-	10.4	8.8
Buses	0	11	0	0	11	1	1	3	0	5	1	11	2	0	14	0	1	0	0	1	31
% Buses	0.0	2.7	0.0	0.0	1.0	1.0	0.2	0.5	0.0	0.5	1.4	1.4	0.9	-	1.3	0.0	0.1	0.0	-	0.1	0.8
Single-Unit Trucks	4	2	0	0	6	1	11	7	0	19	1	3	3	0	7	0	11	2	0	13	45
% Single-Unit Trucks	0.6	0.5	0.0	0.0	0.6	1.0	2.6	1.3	0.0	1.8	1.4	0.4	1.4	-	0.7	0.0	1.4	4.4	-	1.5	1.1
Articulated Trucks	4	3	0	0	7	3	1	3	0	7	0	3	2	0	5	0	1	0	0	1	20
% Articulated Trucks	0.6	0.7	0.0	0.0	0.6	3.1	0.2	0.5	0.0	0.6	0.0	0.4	0.9	-	0.5	0.0	0.1	0.0	-	0.1	0.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

Town of Cary
316 N. Academy St.
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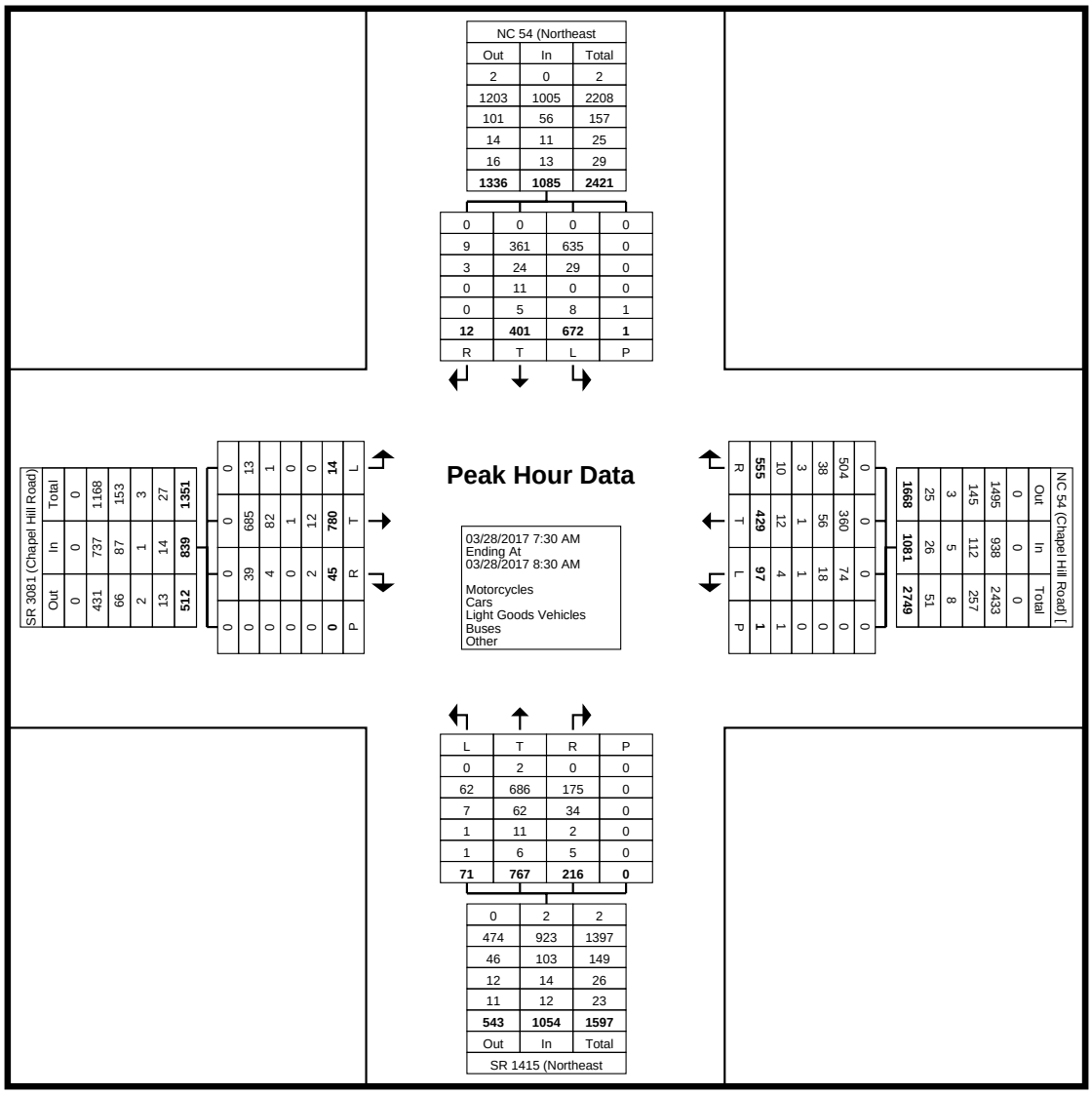
Count Name: Chapel Hill Rd at NE Maynard Rd
Site Code:
Start Date: 03/28/2017



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at NE Maynard Rd
Site Code:
Start Date: 03/28/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	NC 54 (Northeast Maynard Road) Southbound					NC 54 (Chapel Hill Road) Westbound					SR 1415 (Northeast Maynard Road) Northbound					SR 3081 (Chapel Hill Road) Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	115	157	5	0	277	71	183	149	0	403	23	155	43	1	221	3	135	23	0	161	1062
5:00 PM	133	176	2	0	311	61	200	123	0	384	31	132	51	0	214	3	145	20	1	168	1077
5:15 PM	160	221	7	0	388	78	200	194	0	472	18	131	52	0	201	2	159	21	1	182	1243
5:30 PM	152	179	1	0	332	83	190	166	0	439	29	155	58	0	242	5	150	18	1	173	1186
Total	560	733	15	0	1308	293	773	632	0	1698	101	573	204	1	878	13	589	82	3	684	4568
Approach %	42.8	56.0	1.1	-	-	17.3	45.5	37.2	-	-	11.5	65.3	23.2	-	-	1.9	86.1	12.0	-	-	-
Total %	12.3	16.0	0.3	-	28.6	6.4	16.9	13.8	-	37.2	2.2	12.5	4.5	-	19.2	0.3	12.9	1.8	-	15.0	-
PHF	0.875	0.829	0.536	-	0.843	0.883	0.966	0.814	-	0.899	0.815	0.924	0.879	-	0.907	0.650	0.926	0.891	-	0.940	0.919
Motorcycles	1	1	0	0	2	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	8
% Motorcycles	0.2	0.1	0.0	-	0.2	0.0	0.1	0.2	-	0.1	0.0	0.5	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.1	0.2
Cars	535	687	15	0	1237	262	701	574	0	1537	92	544	191	0	827	12	519	68	0	599	4200
% Cars	95.5	93.7	100.0	-	94.6	89.4	90.7	90.8	-	90.5	91.1	94.9	93.6	0.0	94.2	92.3	88.1	82.9	0.0	87.6	91.9
Light Goods Vehicles	20	38	0	0	58	27	64	51	0	142	8	22	13	0	43	1	61	10	0	72	315
% Light Goods Vehicles	3.6	5.2	0.0	-	4.4	9.2	8.3	8.1	-	8.4	7.9	3.8	6.4	0.0	4.9	7.7	10.4	12.2	0.0	10.5	6.9
Buses	1	5	0	0	6	0	1	1	0	2	0	3	0	0	3	0	2	2	0	4	15
% Buses	0.2	0.7	0.0	-	0.5	0.0	0.1	0.2	-	0.1	0.0	0.5	0.0	0.0	0.3	0.0	0.3	2.4	0.0	0.6	0.3
Single-Unit Trucks	3	2	0	0	5	4	4	4	0	12	1	1	0	0	2	0	6	1	0	7	26
% Single-Unit Trucks	0.5	0.3	0.0	-	0.4	1.4	0.5	0.6	-	0.7	1.0	0.2	0.0	0.0	0.2	0.0	1.0	1.2	0.0	1.0	0.6
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Bicycles on Road	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.1	0.2	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0
% Pedestrians	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

Town of Cary
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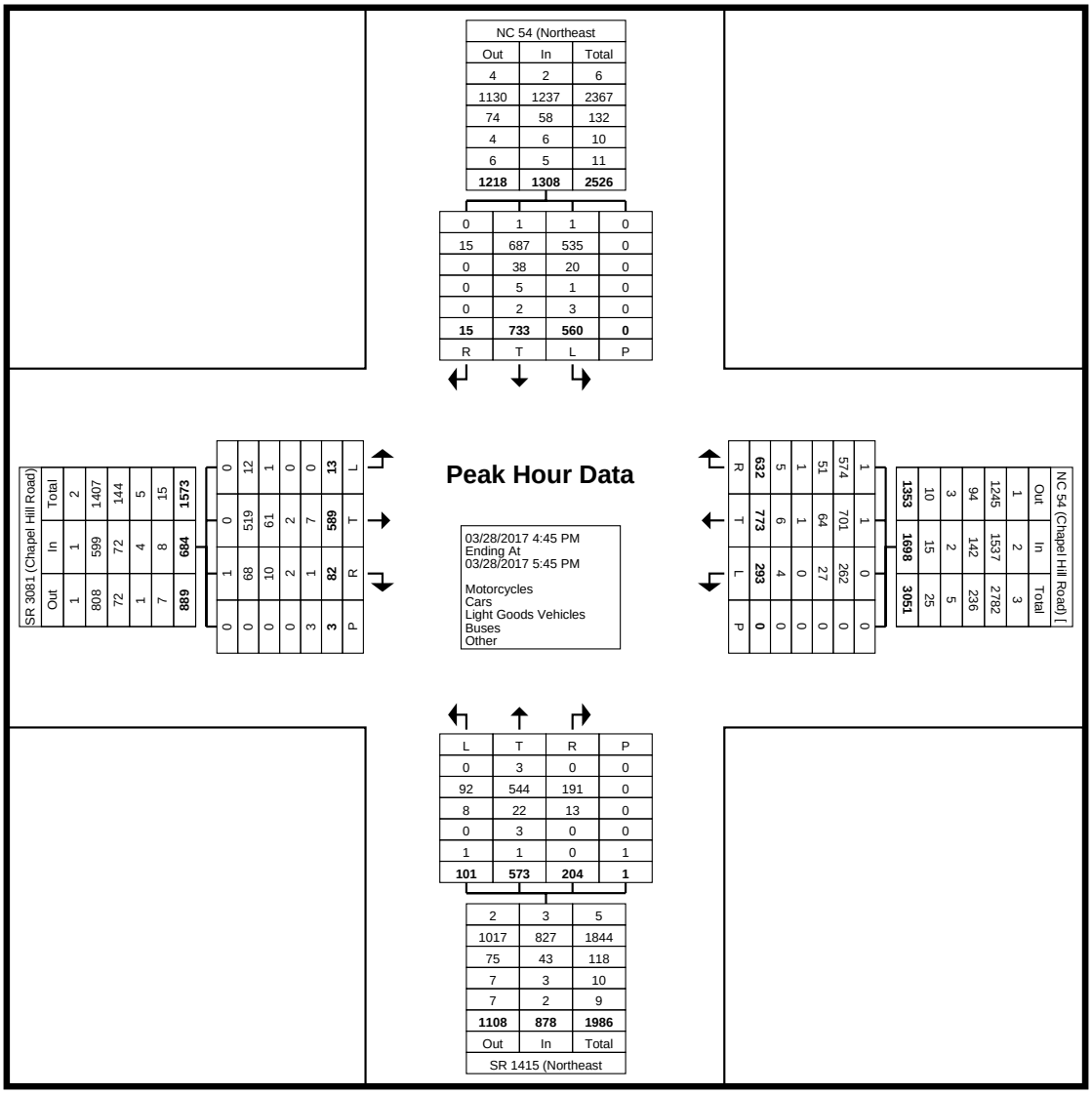
Count Name: Chapel Hill Rd at NE Maynard Rd
Site Code:
Start Date: 03/28/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Nowell Rd
Site Code:
Start Date: 05/12/2016

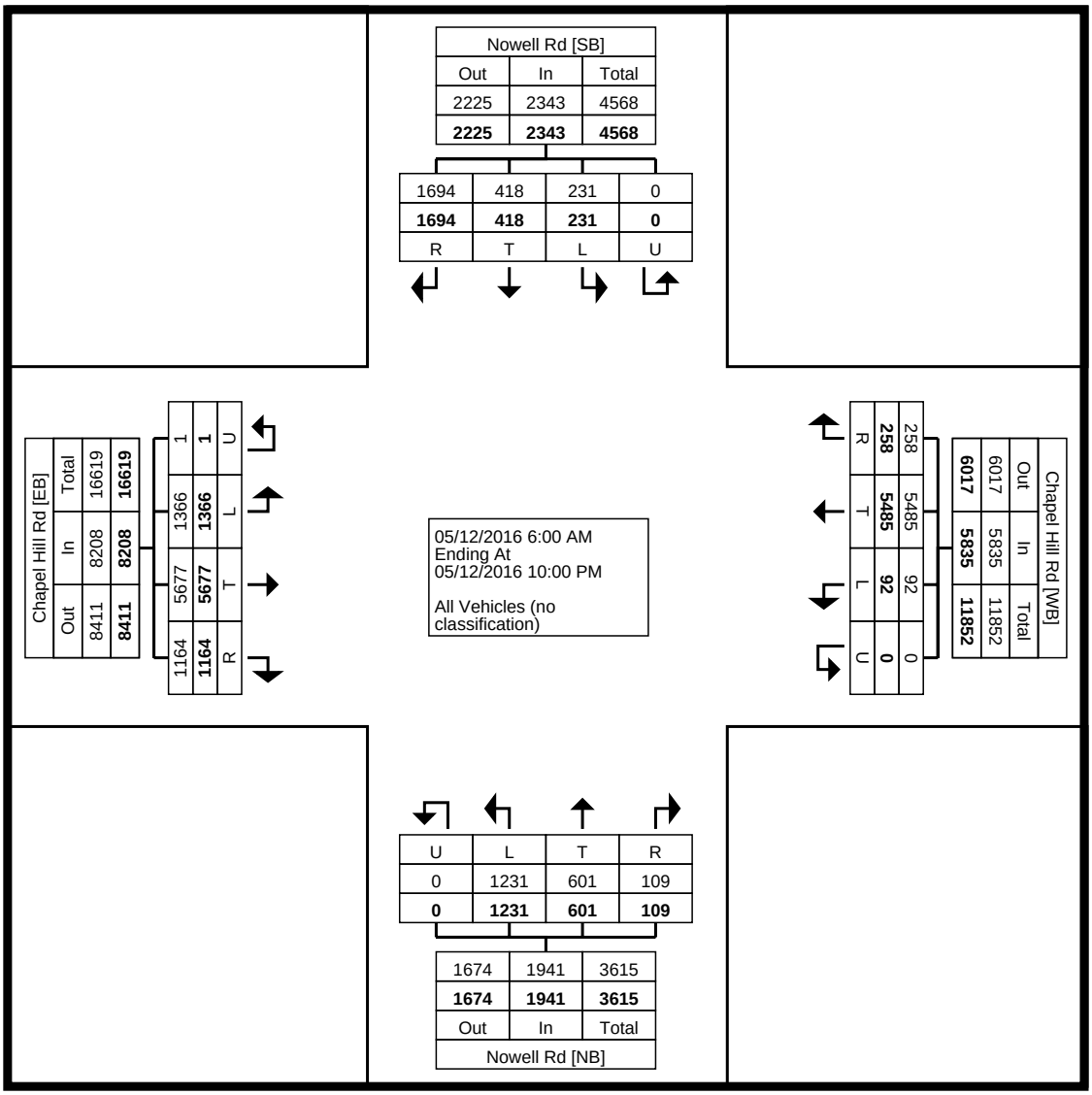
Turning Movement Data

Start Time	Nowell Rd Southbound					Chapel Hill Rd Westbound					Nowell Rd Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:00 AM	0	2	8	0	10	0	20	0	0	20	10	1	0	0	11	8	32	8	0	48	89
6:15 AM	2	3	2	0	7	1	32	2	0	35	9	4	0	0	13	19	56	12	0	87	142
6:30 AM	0	5	16	0	21	0	55	1	0	56	20	5	2	0	27	25	78	17	0	120	224
6:45 AM	3	4	21	0	28	1	81	5	0	87	25	7	1	0	33	44	98	14	0	156	304
Hourly Total	5	14	47	0	66	2	188	8	0	198	64	17	3	0	84	96	264	51	0	411	759
7:00 AM	4	5	30	0	39	0	80	3	0	83	23	9	1	0	33	36	94	11	0	141	296
7:15 AM	2	3	30	0	35	1	114	5	0	120	25	25	0	0	50	46	108	15	0	169	374
7:30 AM	6	9	30	0	45	1	92	13	0	106	42	16	2	0	60	49	169	13	0	231	442
7:45 AM	7	9	22	0	38	0	147	13	0	160	40	27	1	0	68	70	147	16	0	233	499
Hourly Total	19	26	112	0	157	2	433	34	0	469	130	77	4	0	211	201	518	55	0	774	1611
8:00 AM	9	8	42	0	59	0	121	9	0	130	33	16	0	0	49	55	166	15	0	236	474
8:15 AM	8	7	38	0	53	0	139	5	0	144	31	23	4	0	58	31	142	8	0	181	436
8:30 AM	5	9	30	0	44	1	163	5	0	169	38	19	0	0	57	29	130	9	0	168	438
8:45 AM	6	11	32	0	49	3	138	5	0	146	36	13	3	0	52	30	113	17	0	160	407
Hourly Total	28	35	142	0	205	4	561	24	0	589	138	71	7	0	216	145	551	49	0	745	1755
9:00 AM	5	4	27	0	36	1	110	9	0	120	14	7	5	0	26	32	98	8	0	138	320
9:15 AM	4	5	21	0	30	1	69	4	0	74	20	11	2	0	33	23	90	12	0	125	262
9:30 AM	4	5	24	0	33	3	74	2	0	79	17	4	2	0	23	16	66	9	0	91	226
9:45 AM	3	1	24	0	28	3	69	5	0	77	15	6	0	0	21	16	90	22	0	128	254
Hourly Total	16	15	96	0	127	8	322	20	0	350	66	28	9	0	103	87	344	51	0	482	1062
10:00 AM	2	9	27	0	38	1	61	1	0	63	16	5	2	0	23	19	67	16	0	102	226
10:15 AM	2	6	17	0	25	0	61	4	0	65	16	10	1	0	27	13	81	17	0	111	228
10:30 AM	5	5	18	0	28	2	75	3	0	80	21	1	0	0	22	16	61	17	0	94	224
10:45 AM	4	9	34	0	47	0	73	2	0	75	11	1	0	0	12	15	71	19	0	105	239
Hourly Total	13	29	96	0	138	3	270	10	0	283	64	17	3	0	84	63	280	69	0	412	917
11:00 AM	2	4	22	0	28	1	72	1	0	74	20	5	3	0	28	18	84	13	0	115	245
11:15 AM	2	10	17	0	29	0	90	2	0	92	23	5	0	0	28	18	68	15	0	101	250
11:30 AM	3	10	22	0	35	0	75	4	0	79	15	4	0	0	19	12	81	26	0	119	252
11:45 AM	6	6	37	0	49	0	91	2	0	93	17	5	0	0	22	17	90	20	0	127	291
Hourly Total	13	30	98	0	141	1	328	9	0	338	75	19	3	0	97	65	323	74	0	462	1038
12:00 PM	1	18	40	0	59	2	96	5	0	103	20	11	4	0	35	16	96	20	0	132	329
12:15 PM	4	7	43	0	54	3	92	4	0	99	21	12	1	0	34	23	79	18	0	120	307
12:30 PM	5	8	26	0	39	0	89	4	0	93	18	12	1	0	31	27	95	15	0	137	300
12:45 PM	4	4	21	0	29	1	85	4	0	90	16	10	2	0	28	26	121	18	1	166	313
Hourly Total	14	37	130	0	181	6	362	17	0	385	75	45	8	0	128	92	391	71	1	555	1249
1:00 PM	1	7	18	0	26	1	86	5	0	92	21	12	3	0	36	22	94	20	0	136	290
1:15 PM	2	10	31	0	43	2	87	6	0	95	15	11	1	0	27	31	85	20	0	136	301
1:30 PM	7	7	19	0	33	1	89	1	0	91	29	8	3	0	40	27	82	14	0	123	287
1:45 PM	1	11	20	0	32	3	80	4	0	87	18	5	1	0	24	23	70	20	0	113	256
Hourly Total	11	35	88	0	134	7	342	16	0	365	83	36	8	0	127	103	331	74	0	508	1134
2:00 PM	4	6	21	0	31	1	88	3	0	92	16	7	3	0	26	16	102	13	0	131	280
2:15 PM	2	10	22	0	34	0	87	6	0	93	24	14	3	0	41	14	84	9	0	107	275
2:30 PM	1	7	25	0	33	3	91	5	0	99	29	14	3	0	46	19	85	19	0	123	301
2:45 PM	4	3	30	0	37	2	85	3	0	90	14	6	1	0	21	21	94	14	0	129	277
Hourly Total	11	26	98	0	135	6	351	17	0	374	83	41	10	0	134	70	365	55	0	490	1133
3:00 PM	3	5	29	0	37	2	127	2	0	131	13	8	0	0	21	20	74	24	0	118	307
3:15 PM	5	2	24	0	31	1	113	2	0	116	21	7	2	0	30	21	81	14	0	116	293
3:30 PM	3	6	38	0	47	2	92	5	0	99	19	4	1	0	24	15	79	20	0	114	284
3:45 PM	2	9	47	0	58	2	101	5	0	108	30	6	2	0	38	22	86	23	0	131	335
Hourly Total	13	22	138	0	173	7	433	14	0	454	83	25	5	0	113	78	320	81	0	479	1219
4:00 PM	4	15	49	0	68	0	112	7	0	119	15	6	1	0	22	17	94	35	0	146	355
4:15 PM	7	12	34	0	53	6	103	5	0	114	24	12	4	0	40	13	93	27	0	133	340
4:30 PM	5	9	57	0	71	6	127	5	0	138	21	10	4	0	35	19	147	25	0	191	435
4:45 PM	10	8	42	0	60	1	128	0	0	129	25	9	3	0	37	18	119	29	0	166	392
Hourly Total	26	44	182	0	252	13	470	17	0	500	85	37	12	0	134	67	453	116	0	636	1522
5:00 PM	11	8	94	0	113	3	192	5	0	200	28	9	4	0	41	17	173	31	0	221	575
5:15 PM	9	3	64	0	76	1	126	5	0	132	25	14	6	0	45	16	165	25	0	206	459
5:30 PM	6	10	61	0	77	6	116	6	0	128	21	10	2	0	33	20	161	22	0	203	441
5:45 PM	7	6	48	0	61	3	120	4	0	127	19	12	5	0	36	20	163	25	0	208	432
Hourly Total	33	27	267	0	327	13	554	20	0	587	93	45	17	0	155	73	662	103	0	838	1907
6:00 PM	7	8	19	0	34	2	110	4	0	116	15	6	1	0	22	16	136	28	0	180	352
6:15 PM	3	1	30	0	34	4	108	8	0	120	11	12	5	0	28	26	121	17	0	164	346

6:30 PM	5	9	30	0	44	1	64	8	0	73	15	14	1	0	30	25	99	27	0	151	298
6:45 PM	5	6	17	0	28	2	65	3	0	70	17	9	3	0	29	20	71	25	0	116	243
Hourly Total	20	24	96	0	140	9	347	23	0	379	58	41	10	0	109	87	427	97	0	611	1239
7:00 PM	0	10	16	0	26	1	45	0	0	46	10	13	4	0	27	9	64	21	0	94	193
7:15 PM	1	5	9	0	15	0	58	4	0	62	9	13	0	0	22	14	44	18	0	76	175
7:30 PM	2	7	12	0	21	3	50	4	0	57	10	11	0	0	21	11	46	19	0	76	175
7:45 PM	2	3	19	0	24	0	54	3	0	57	18	12	3	0	33	9	36	16	0	61	175
Hourly Total	5	25	56	0	86	4	207	11	0	222	47	49	7	0	103	43	190	74	0	307	718
8:00 PM	0	3	8	0	11	2	50	4	0	56	15	6	1	0	22	17	38	28	0	83	172
8:15 PM	1	3	9	0	13	1	63	2	0	66	16	13	0	0	29	11	54	24	0	89	197
8:30 PM	0	11	8	0	19	0	49	1	0	50	8	9	0	0	17	11	41	22	0	74	160
8:45 PM	1	1	4	0	6	0	40	1	0	41	9	5	0	0	14	18	26	20	0	64	125
Hourly Total	2	18	29	0	49	3	202	8	0	213	48	33	1	0	82	57	159	94	0	310	654
9:00 PM	1	2	5	0	8	1	34	1	0	36	13	5	1	0	19	17	28	15	0	60	123
9:15 PM	0	3	7	0	10	2	30	7	0	39	10	9	1	0	20	4	28	13	0	45	114
9:30 PM	0	4	5	0	9	0	27	1	0	28	7	3	0	0	10	7	22	9	0	38	85
9:45 PM	1	2	2	0	5	1	24	1	0	26	9	3	0	0	12	11	21	13	0	45	88
Hourly Total	2	11	19	0	32	4	115	10	0	129	39	20	2	0	61	39	99	50	0	188	410
Grand Total	231	418	1694	0	2343	92	5485	258	0	5835	1231	601	109	0	1941	1366	5677	1164	1	8208	18327
Approach %	9.9	17.8	72.3	0.0	-	1.6	94.0	4.4	0.0	-	63.4	31.0	5.6	0.0	-	16.6	69.2	14.2	0.0	-	-
Total %	1.3	2.3	9.2	0.0	12.8	0.5	29.9	1.4	0.0	31.8	6.7	3.3	0.6	0.0	10.6	7.5	31.0	6.4	0.0	44.8	-
All Vehicles (no classification)	231	418	1694	0	2343	92	5485	258	0	5835	1231	601	109	0	1941	1366	5677	1164	1	8208	18327
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Nowell Rd
Site Code:
Start Date: 05/12/2016



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

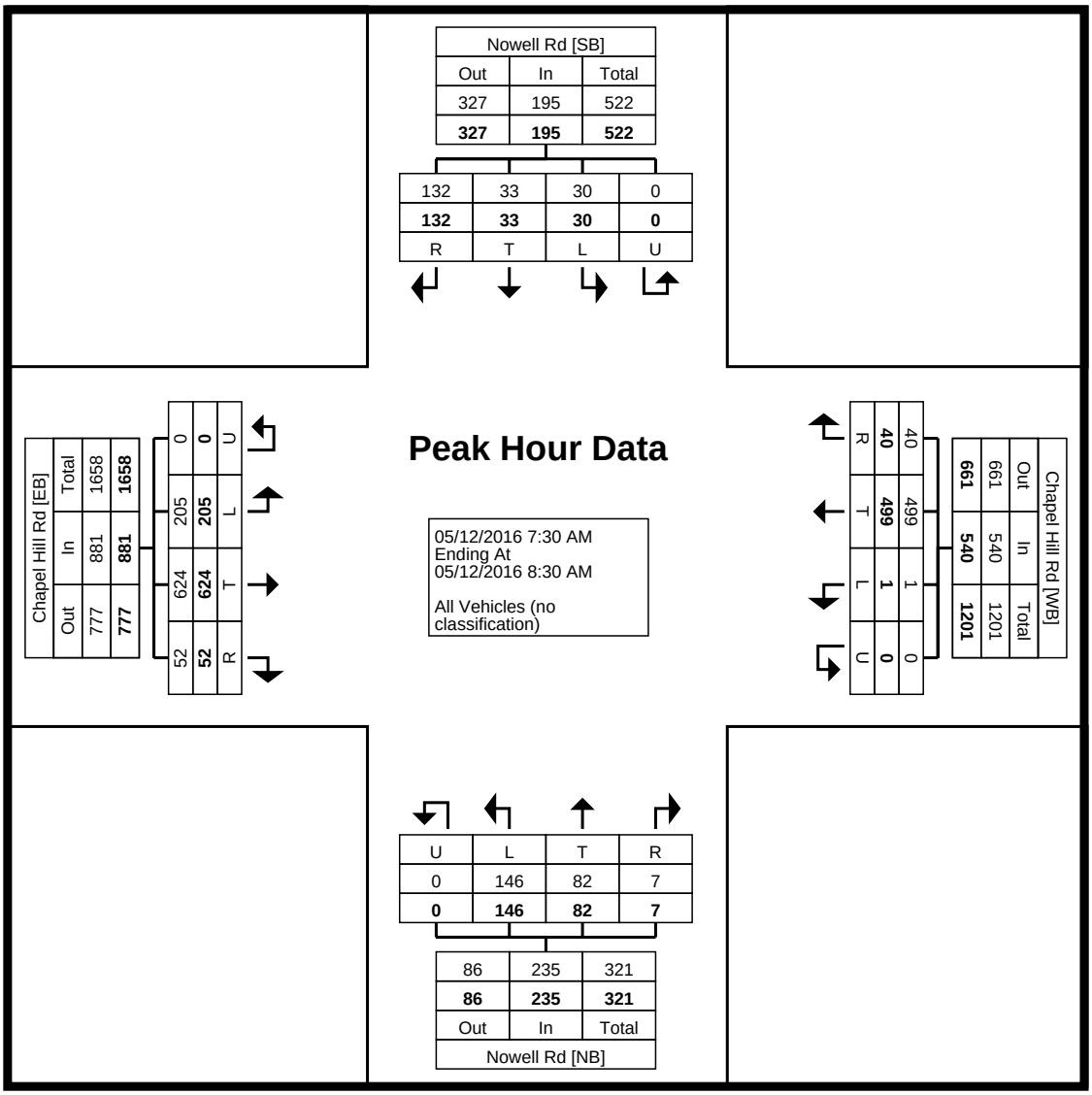
Count Name: Chapel Hill Rd at Nowell Rd
Site Code:
Start Date: 05/12/2016

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Nowell Rd Southbound					Chapel Hill Rd Westbound					Nowell Rd Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	6	9	30	0	45	1	92	13	0	106	42	16	2	0	60	49	169	13	0	231	442
7:45 AM	7	9	22	0	38	0	147	13	0	160	40	27	1	0	68	70	147	16	0	233	499
8:00 AM	9	8	42	0	59	0	121	9	0	130	33	16	0	0	49	55	166	15	0	236	474
8:15 AM	8	7	38	0	53	0	139	5	0	144	31	23	4	0	58	31	142	8	0	181	436
Total	30	33	132	0	195	1	499	40	0	540	146	82	7	0	235	205	624	52	0	881	1851
Approach %	15.4	16.9	67.7	0.0	-	0.2	92.4	7.4	0.0	-	62.1	34.9	3.0	0.0	-	23.3	70.8	5.9	0.0	-	-
Total %	1.6	1.8	7.1	0.0	10.5	0.1	27.0	2.2	0.0	29.2	7.9	4.4	0.4	0.0	12.7	11.1	33.7	2.8	0.0	47.6	-
PHF	0.833	0.917	0.786	0.000	0.826	0.250	0.849	0.769	0.000	0.844	0.869	0.759	0.438	0.000	0.864	0.732	0.923	0.813	0.000	0.933	0.927
All Vehicles (no classification)	30	33	132	0	195	1	499	40	0	540	146	82	7	0	235	205	624	52	0	881	1851
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Nowell Rd
Site Code:
Start Date: 05/12/2016



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

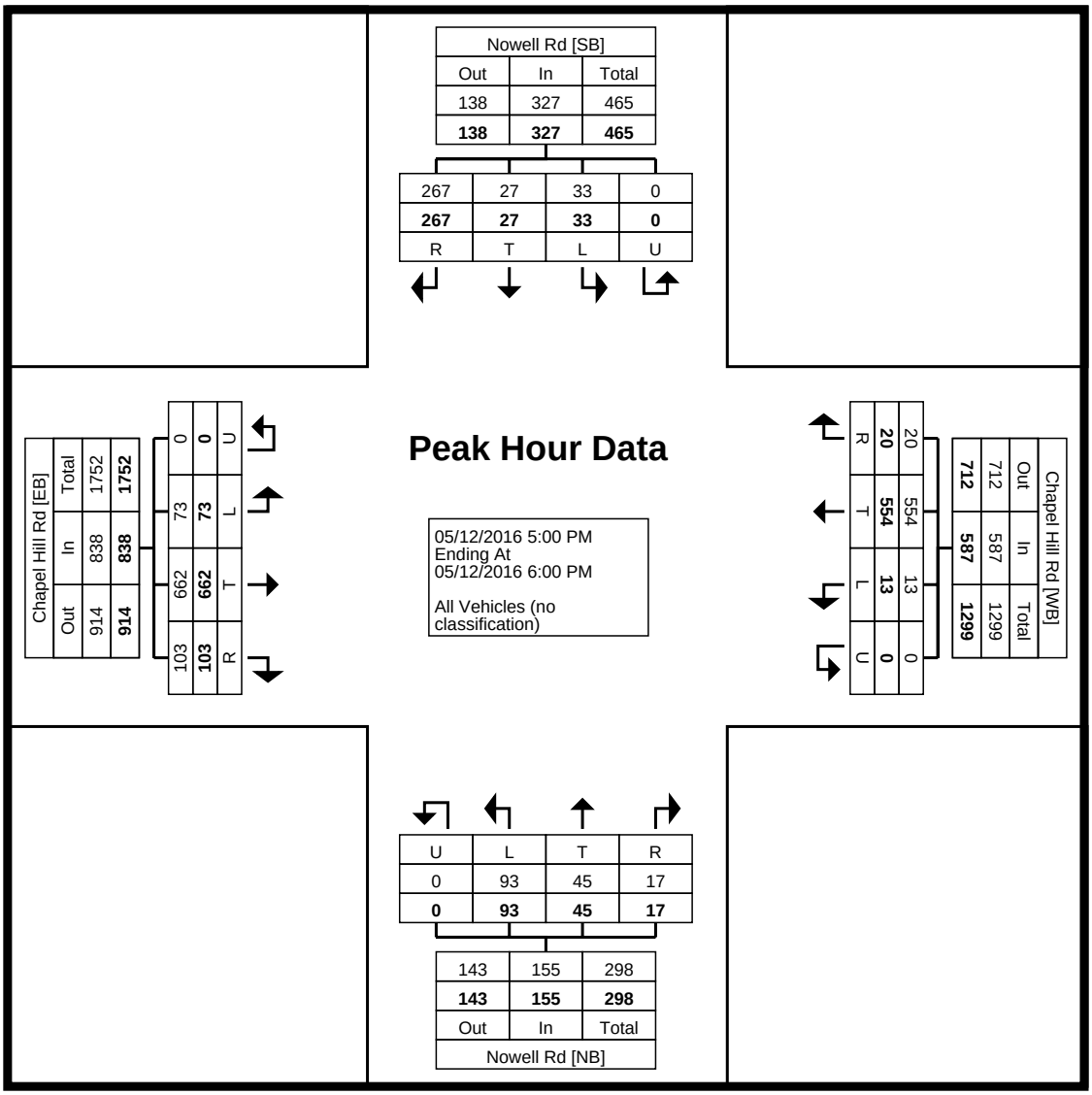
Count Name: Chapel Hill Rd at Nowell Rd
Site Code:
Start Date: 05/12/2016

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Nowell Rd Southbound					Chapel Hill Rd Westbound					Nowell Rd Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	11	8	94	0	113	3	192	5	0	200	28	9	4	0	41	17	173	31	0	221	575
5:15 PM	9	3	64	0	76	1	126	5	0	132	25	14	6	0	45	16	165	25	0	206	459
5:30 PM	6	10	61	0	77	6	116	6	0	128	21	10	2	0	33	20	161	22	0	203	441
5:45 PM	7	6	48	0	61	3	120	4	0	127	19	12	5	0	36	20	163	25	0	208	432
Total	33	27	267	0	327	13	554	20	0	587	93	45	17	0	155	73	662	103	0	838	1907
Approach %	10.1	8.3	81.7	0.0	-	2.2	94.4	3.4	0.0	-	60.0	29.0	11.0	0.0	-	8.7	79.0	12.3	0.0	-	-
Total %	1.7	1.4	14.0	0.0	17.1	0.7	29.1	1.0	0.0	30.8	4.9	2.4	0.9	0.0	8.1	3.8	34.7	5.4	0.0	43.9	-
PHF	0.750	0.675	0.710	0.000	0.723	0.542	0.721	0.833	0.000	0.734	0.830	0.804	0.708	0.000	0.861	0.913	0.957	0.831	0.000	0.948	0.829
All Vehicles (no classification)	33	27	267	0	327	13	554	20	0	587	93	45	17	0	155	73	662	103	0	838	1907
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Nowell Rd
Site Code:
Start Date: 05/12/2016



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Trinity Rd
Site Code:
Start Date: 04/23/2015

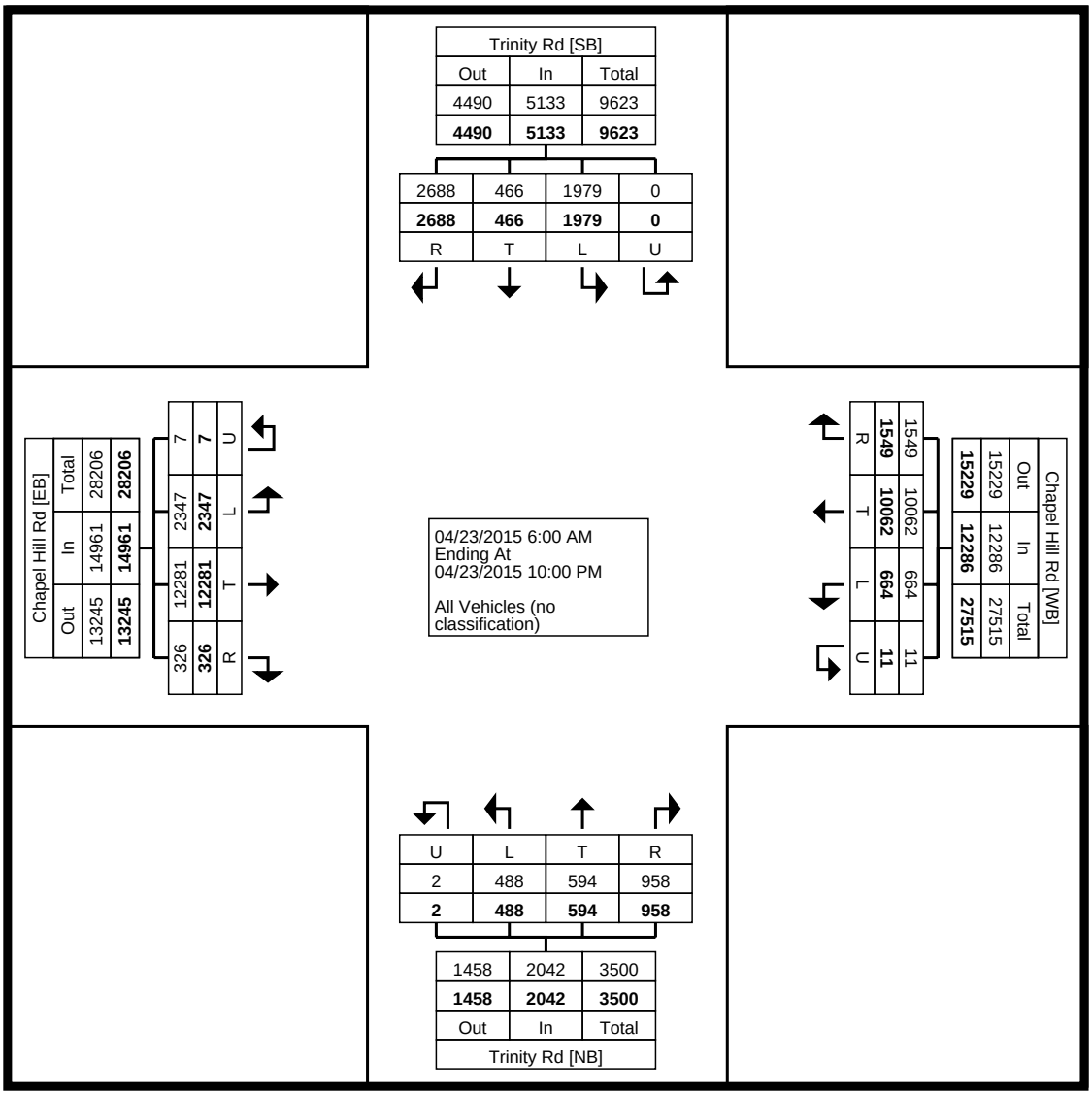
Turning Movement Data

Start Time	Trinity Rd Southbound					Chapel Hill Rd Westbound					Trinity Rd Northbound					Chapel Hill Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	6	2	6	0	14	6	56	4	0	66	1	2	3	0	6	10	67	1	0	78	164
6:15 AM	17	1	10	0	28	2	86	5	0	93	3	1	1	0	5	13	102	3	0	118	244
6:30 AM	13	4	15	0	32	19	95	14	1	129	2	3	8	0	13	27	176	2	1	206	380
6:45 AM	21	8	22	0	51	20	158	19	0	197	5	3	7	0	15	26	168	6	0	200	463
Hourly Total	57	15	53	0	125	47	395	42	1	485	11	9	19	0	39	76	513	12	1	602	1251
7:00 AM	37	14	21	0	72	24	150	21	0	195	6	16	10	0	32	40	232	4	0	276	575
7:15 AM	20	6	35	0	61	19	185	32	0	236	3	16	14	0	33	63	267	3	0	333	663
7:30 AM	40	9	44	0	93	12	163	45	0	220	17	14	26	0	57	93	365	10	0	468	838
7:45 AM	41	5	40	0	86	17	193	61	0	271	12	22	16	1	51	100	383	12	1	496	904
Hourly Total	138	34	140	0	312	72	691	159	0	922	38	68	66	1	173	296	1247	29	1	1573	2980
8:00 AM	41	5	56	0	102	12	158	60	0	230	7	25	7	0	39	64	334	10	0	408	779
8:15 AM	32	7	35	0	74	17	198	73	0	288	12	21	12	0	45	65	298	9	0	372	779
8:30 AM	30	7	41	0	78	7	166	51	0	224	11	27	12	0	50	59	287	5	0	351	703
8:45 AM	33	7	53	0	93	10	170	67	0	247	9	22	9	0	40	66	248	9	0	323	703
Hourly Total	136	26	185	0	347	46	692	251	0	989	39	95	40	0	174	254	1167	33	0	1454	2964
9:00 AM	23	2	31	0	56	17	122	70	1	210	7	11	8	0	26	50	195	6	1	252	544
9:15 AM	18	6	30	0	54	9	128	53	0	190	2	11	4	0	17	40	186	1	0	227	488
9:30 AM	20	4	26	0	50	8	101	39	0	148	7	6	10	0	23	28	197	10	0	235	456
9:45 AM	21	9	31	0	61	14	115	28	0	157	2	12	11	0	25	31	168	7	0	206	449
Hourly Total	82	21	118	0	221	48	466	190	1	705	18	40	33	0	91	149	746	24	1	920	1937
10:00 AM	21	9	26	0	56	11	114	22	0	147	4	4	11	0	19	23	153	2	0	178	400
10:15 AM	23	4	25	0	52	13	123	17	1	154	1	7	17	0	25	16	143	3	0	162	393
10:30 AM	15	7	28	0	50	10	117	12	0	139	4	2	17	0	23	27	145	4	0	176	388
10:45 AM	17	7	35	0	59	10	112	15	0	137	7	9	18	0	34	20	140	12	0	172	402
Hourly Total	76	27	114	0	217	44	466	66	1	577	16	22	63	0	101	86	581	21	0	688	1583
11:00 AM	16	4	29	0	49	7	127	17	0	151	3	6	25	0	34	18	147	5	0	170	404
11:15 AM	21	11	43	0	75	13	116	9	0	138	6	5	11	0	22	16	177	1	0	194	429
11:30 AM	23	9	34	0	66	18	143	21	1	183	12	9	14	0	35	32	139	5	0	176	460
11:45 AM	35	11	43	0	89	9	168	13	0	190	10	7	24	0	41	19	172	12	0	203	523
Hourly Total	95	35	149	0	279	47	554	60	1	662	31	27	74	0	132	85	635	23	0	743	1816
12:00 PM	38	14	38	0	90	3	151	20	0	174	5	9	19	0	33	28	158	7	0	193	490
12:15 PM	29	12	52	0	93	9	180	24	0	213	6	8	27	0	41	37	175	8	0	220	567
12:30 PM	25	9	51	0	85	13	154	19	0	186	5	15	17	0	37	36	204	6	0	246	554
12:45 PM	30	3	35	0	68	12	136	30	0	178	3	11	24	0	38	39	179	11	0	229	513
Hourly Total	122	38	176	0	336	37	621	93	0	751	19	43	87	0	149	140	716	32	0	888	2124
1:00 PM	33	4	41	0	78	13	156	18	0	187	11	18	12	0	41	37	197	4	0	238	544
1:15 PM	25	3	36	0	64	12	152	22	1	187	8	8	21	0	37	46	173	3	1	223	511
1:30 PM	26	8	32	0	66	13	134	25	0	172	6	6	17	0	29	34	172	4	0	210	477
1:45 PM	24	5	23	0	52	14	145	29	1	189	9	8	12	0	29	34	170	4	0	208	478
Hourly Total	108	20	132	0	260	52	587	94	2	735	34	40	62	0	136	151	712	15	1	879	2010
2:00 PM	22	10	29	0	61	11	162	18	0	191	9	4	25	0	38	28	178	9	1	216	506
2:15 PM	24	4	35	0	63	6	159	23	0	188	14	15	19	0	48	32	207	2	1	242	541
2:30 PM	42	4	46	0	92	10	160	27	0	197	12	11	22	0	45	40	194	3	0	237	571
2:45 PM	36	14	32	0	82	12	171	22	1	206	5	10	18	0	33	35	174	7	0	216	537
Hourly Total	124	32	142	0	298	39	652	90	1	782	40	40	84	0	164	135	753	21	2	911	2155
3:00 PM	41	6	72	0	119	6	202	17	0	225	10	7	27	0	44	35	206	10	0	251	639
3:15 PM	26	3	68	0	97	8	200	17	0	225	11	9	10	0	30	41	216	3	0	260	612
3:30 PM	57	11	62	0	130	10	218	18	1	247	13	13	13	0	39	42	200	3	0	245	661
3:45 PM	46	9	77	0	132	15	224	9	0	248	11	7	20	0	38	43	210	4	0	257	675
Hourly Total	170	29	279	0	478	39	844	61	1	945	45	36	70	0	151	161	832	20	0	1013	2587
4:00 PM	60	11	53	0	124	13	210	27	0	250	13	13	37	0	63	38	222	2	0	262	699
4:15 PM	62	16	67	0	145	12	199	22	1	234	7	3	16	0	26	31	219	4	0	254	659
4:30 PM	88	16	76	0	180	11	215	24	0	250	16	11	18	0	45	33	240	11	0	284	759
4:45 PM	80	12	99	0	191	14	241	29	0	284	12	5	26	0	43	42	257	7	0	306	824
Hourly Total	290	55	295	0	640	50	865	102	1	1018	48	32	97	0	177	144	938	24	0	1106	2941
5:00 PM	79	16	89	0	184	13	298	30	0	341	15	16	23	1	55	53	302	6	0	361	941
5:15 PM	92	22	127	0	241	11	294	20	0	325	20	15	30	0	65	52	316	3	0	371	1002
5:30 PM	82	14	92	0	188	19	253	25	0	297	28	6	16	0	50	64	267	5	0	336	871
5:45 PM	39	13	75	0	127	7	274	29	0	310	16	6	20	0	42	46	274	7	0	327	806
Hourly Total	292	65	383	0	740	50	1119	104	0	1273	79	43	89	1	212	215	1159	21	0	1395	3620
6:00 PM	47	3	69	0	119	8	229	21	0	258	6	14	18	0	38	61	233	8	0	302	717
6:15 PM	46	16	55	0	117	12	198	24	0	234	14	10	23	0	47	42	239	5	0	286	684

6:30 PM	38	8	48	0	94	14	204	22	0	240	7	9	13	0	29	46	202	7	0	255	618
6:45 PM	18	6	39	0	63	4	181	19	0	204	3	6	13	0	22	45	200	2	0	247	536
Hourly Total	149	33	211	0	393	38	812	86	0	936	30	39	67	0	136	194	874	22	0	1090	2555
7:00 PM	27	4	43	0	74	8	137	14	0	159	6	10	12	0	28	37	151	6	0	194	455
7:15 PM	20	3	36	0	59	10	139	11	0	160	4	10	13	0	27	25	134	5	0	164	410
7:30 PM	15	5	27	0	47	10	118	13	0	141	3	4	12	0	19	36	135	1	0	172	379
7:45 PM	15	6	36	0	57	4	121	11	0	136	5	3	19	0	27	31	110	5	0	146	366
Hourly Total	77	18	142	0	237	32	515	49	0	596	18	27	56	0	101	129	530	17	0	676	1610
8:00 PM	13	2	24	0	39	8	124	18	1	151	2	3	19	0	24	22	118	1	0	141	355
8:15 PM	9	2	18	0	29	2	117	13	0	132	5	5	6	0	16	20	116	3	0	139	316
8:30 PM	13	2	37	0	52	2	94	20	0	116	7	1	6	0	14	17	138	2	0	157	339
8:45 PM	1	3	29	0	33	4	95	13	0	112	0	6	5	0	11	10	89	2	0	101	257
Hourly Total	36	9	108	0	153	16	430	64	1	511	14	15	36	0	65	69	461	8	0	538	1267
9:00 PM	11	2	17	0	30	4	89	12	0	105	0	4	5	0	9	14	117	1	1	133	277
9:15 PM	7	2	14	0	23	2	103	12	1	118	2	5	3	0	10	13	110	2	0	125	276
9:30 PM	4	2	15	0	21	0	91	7	0	98	4	4	3	0	11	19	102	0	0	121	251
9:45 PM	5	3	15	0	23	1	70	7	0	78	2	5	4	0	11	17	88	1	0	106	218
Hourly Total	27	9	61	0	97	7	353	38	1	399	8	18	15	0	41	63	417	4	1	485	1022
Grand Total	1979	466	2688	0	5133	664	10062	1549	11	12286	488	594	958	2	2042	2347	12281	326	7	14961	34422
Approach %	38.6	9.1	52.4	0.0	-	5.4	81.9	12.6	0.1	-	23.9	29.1	46.9	0.1	-	15.7	82.1	2.2	0.0	-	-
Total %	5.7	1.4	7.8	0.0	14.9	1.9	29.2	4.5	0.0	35.7	1.4	1.7	2.8	0.0	5.9	6.8	35.7	0.9	0.0	43.5	-
All Vehicles (no classification)	1979	466	2688	0	5133	664	10062	1549	11	12286	488	594	958	2	2042	2347	12281	326	7	14961	34422
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Trinity Rd
Site Code:
Start Date: 04/23/2015



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Trinity Rd
Site Code:
Start Date: 04/23/2015

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Trinity Rd Southbound					Chapel Hill Rd Westbound					Trinity Rd Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	40	9	44	0	93	12	163	45	0	220	17	14	26	0	57	93	365	10	0	468	838
7:45 AM	41	5	40	0	86	17	193	61	0	271	12	22	16	1	51	100	383	12	1	496	904
8:00 AM	41	5	56	0	102	12	158	60	0	230	7	25	7	0	39	64	334	10	0	408	779
8:15 AM	32	7	35	0	74	17	198	73	0	288	12	21	12	0	45	65	298	9	0	372	779
Total	154	26	175	0	355	58	712	239	0	1009	48	82	61	1	192	322	1380	41	1	1744	3300
Approach %	43.4	7.3	49.3	0.0	-	5.7	70.6	23.7	0.0	-	25.0	42.7	31.8	0.5	-	18.5	79.1	2.4	0.1	-	-
Total %	4.7	0.8	5.3	0.0	10.8	1.8	21.6	7.2	0.0	30.6	1.5	2.5	1.8	0.0	5.8	9.8	41.8	1.2	0.0	52.8	-
PHF	0.939	0.722	0.781	0.000	0.870	0.853	0.899	0.818	0.000	0.876	0.706	0.820	0.587	0.250	0.842	0.805	0.901	0.854	0.250	0.879	0.913
All Vehicles (no classification)	154	26	175	0	355	58	712	239	0	1009	48	82	61	1	192	322	1380	41	1	1744	3300
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Town of Cary
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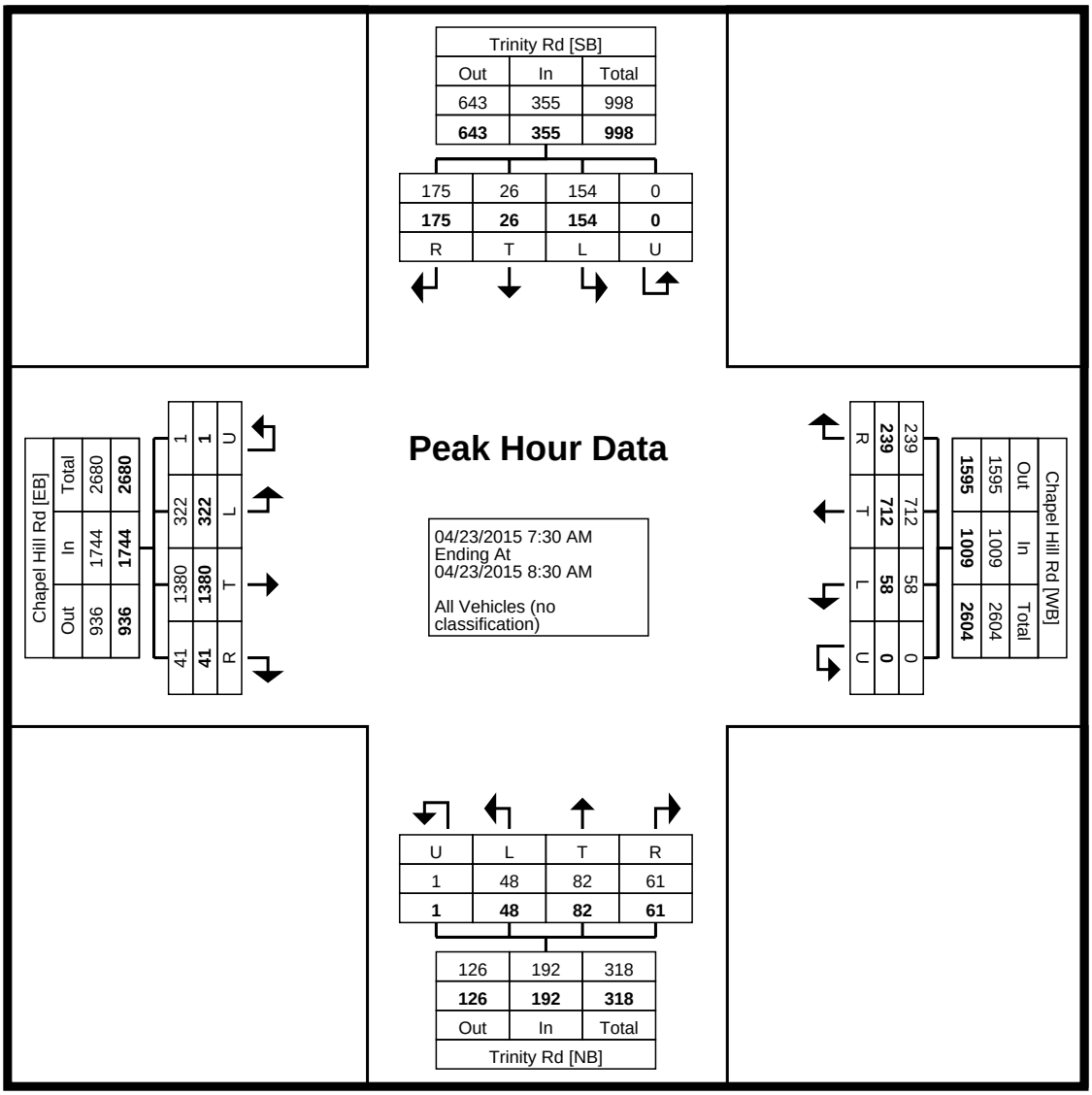
Count Name: Chapel Hill Rd at Trinity Rd
Site Code:
Start Date: 04/23/2015



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chapel Hill Rd at Trinity Rd
Site Code:
Start Date: 04/23/2015

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Trinity Rd Southbound					Chapel Hill Rd Westbound					Trinity Rd Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	80	12	99	0	191	14	241	29	0	284	12	5	26	0	43	42	257	7	0	306	824
5:00 PM	79	16	89	0	184	13	298	30	0	341	15	16	23	1	55	53	302	6	0	361	941
5:15 PM	92	22	127	0	241	11	294	20	0	325	20	15	30	0	65	52	316	3	0	371	1002
5:30 PM	82	14	92	0	188	19	253	25	0	297	28	6	16	0	50	64	267	5	0	336	871
Total	333	64	407	0	804	57	1086	104	0	1247	75	42	95	1	213	211	1142	21	0	1374	3638
Approach %	41.4	8.0	50.6	0.0	-	4.6	87.1	8.3	0.0	-	35.2	19.7	44.6	0.5	-	15.4	83.1	1.5	0.0	-	-
Total %	9.2	1.8	11.2	0.0	22.1	1.6	29.9	2.9	0.0	34.3	2.1	1.2	2.6	0.0	5.9	5.8	31.4	0.6	0.0	37.8	-
PHF	0.905	0.727	0.801	0.000	0.834	0.750	0.911	0.867	0.000	0.914	0.670	0.656	0.792	0.250	0.819	0.824	0.903	0.750	0.000	0.926	0.908
All Vehicles (no classification)	333	64	407	0	804	57	1086	104	0	1247	75	42	95	1	213	211	1142	21	0	1374	3638
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

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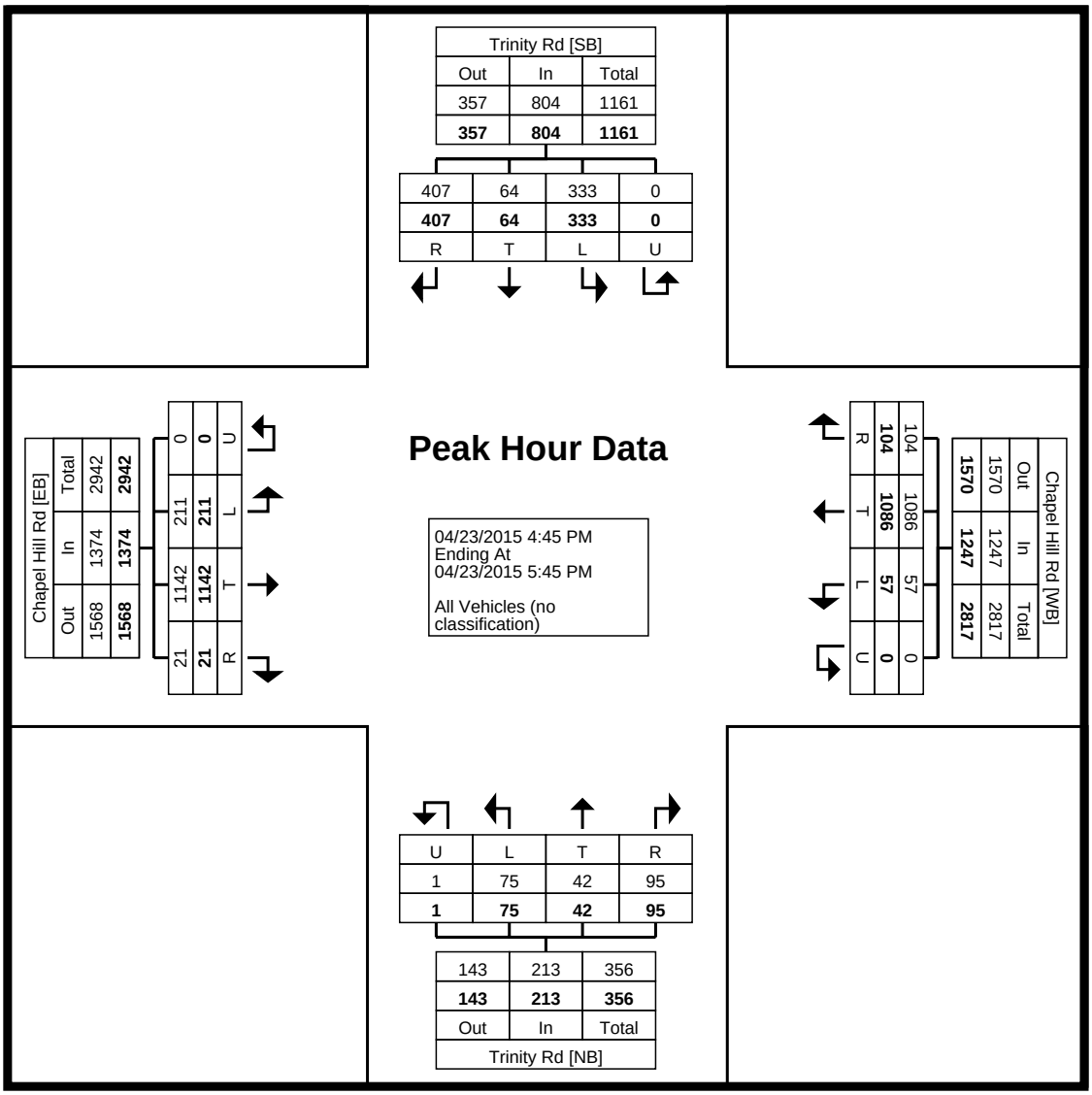
919.469.4030

Count Name: Chapel Hill Rd at Trinity Rd
Site Code:
Start Date: 04/23/2015



Turning Movement Peak Hour Data Plot (4:45 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 10/03/2013

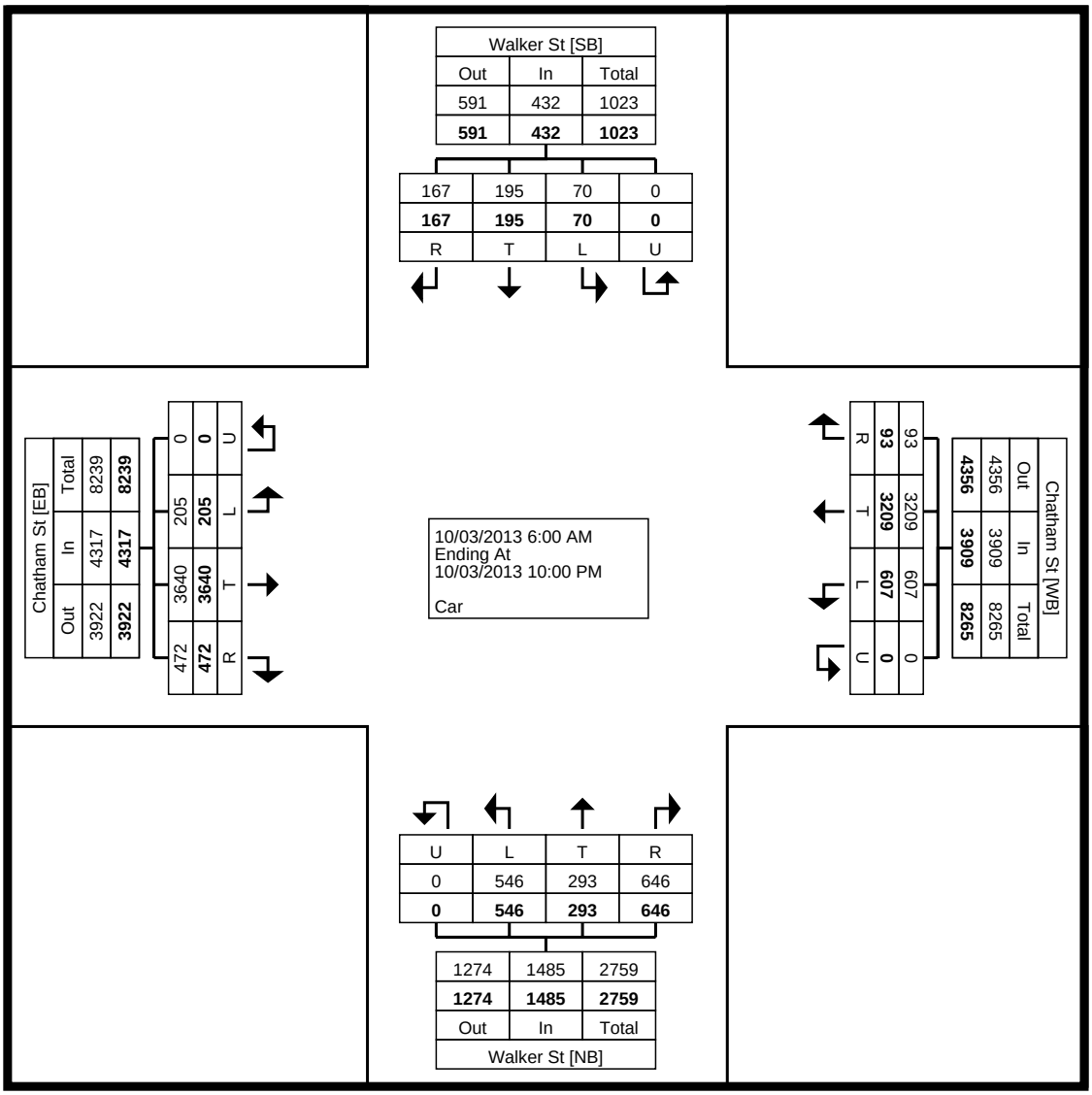
Turning Movement Data

Start Time	Walker St Southbound					Chatham St Westbound					Walker St Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	12	0	0	12	0	2	2	0	4	0	18	1	0	19	35
6:15 AM	0	0	0	0	0	0	10	0	0	10	2	2	2	0	6	0	17	2	0	19	35
6:30 AM	0	0	0	0	0	5	25	0	0	30	0	1	11	0	12	0	40	4	0	44	86
6:45 AM	0	1	1	0	2	2	30	0	0	32	3	2	15	0	20	0	67	5	0	72	126
Hourly Total	0	1	1	0	2	7	77	0	0	84	5	7	30	0	42	0	142	12	0	154	282
7:00 AM	0	1	0	0	1	2	22	0	0	24	9	6	7	0	22	2	56	6	0	64	111
7:15 AM	0	3	0	0	3	1	41	2	0	44	5	9	16	0	30	1	58	10	0	69	146
7:30 AM	0	0	0	0	0	4	45	2	0	51	4	6	16	0	26	0	95	8	0	103	180
7:45 AM	0	0	1	0	1	3	53	2	0	58	5	6	22	0	33	1	107	5	0	113	205
Hourly Total	0	4	1	0	5	10	161	6	0	177	23	27	61	0	111	4	316	29	0	349	642
8:00 AM	0	2	2	0	4	7	25	0	0	32	2	6	15	0	23	0	97	5	0	102	161
8:15 AM	0	0	0	0	0	11	37	2	0	50	9	5	13	0	27	1	80	3	0	84	161
8:30 AM	0	1	1	0	2	12	39	0	0	51	4	5	20	0	29	3	80	5	0	88	170
8:45 AM	2	0	0	0	2	11	46	0	0	57	11	6	19	0	36	3	79	8	0	90	185
Hourly Total	2	3	3	0	8	41	147	2	0	190	26	22	67	0	115	7	336	21	0	364	677
9:00 AM	0	2	1	0	3	11	54	1	0	66	15	2	17	0	34	0	59	6	0	65	168
9:15 AM	2	0	3	0	5	8	41	0	0	49	21	6	14	0	41	4	58	3	0	65	160
9:30 AM	2	3	4	0	9	3	36	0	0	39	14	3	14	0	31	3	51	9	0	63	142
9:45 AM	1	3	3	0	7	1	38	4	0	43	10	4	11	0	25	5	53	6	0	64	139
Hourly Total	5	8	11	0	24	23	169	5	0	197	60	15	56	0	131	12	221	24	0	257	609
10:00 AM	2	1	1	0	4	6	36	0	0	42	6	5	8	0	19	7	57	14	0	78	143
10:15 AM	0	2	2	0	4	4	28	0	0	32	5	3	9	0	17	4	45	7	0	56	109
10:30 AM	1	4	4	0	9	6	44	1	0	51	9	4	7	0	20	5	47	6	0	58	138
10:45 AM	0	4	0	0	4	9	41	0	0	50	10	5	8	0	23	0	46	5	0	51	128
Hourly Total	3	11	7	0	21	25	149	1	0	175	30	17	32	0	79	16	195	32	0	243	518
11:00 AM	0	3	6	0	9	5	49	2	0	56	7	2	12	0	21	1	51	10	0	62	148
11:15 AM	1	2	3	0	6	12	46	3	0	61	12	2	14	0	28	5	57	8	0	70	165
11:30 AM	2	5	2	0	9	7	48	2	0	57	7	3	12	0	22	3	59	7	0	69	157
11:45 AM	2	6	6	0	14	13	61	0	0	74	19	3	17	0	39	5	74	4	0	83	210
Hourly Total	5	16	17	0	38	37	204	7	0	248	45	10	55	0	110	14	241	29	0	284	680
12:00 PM	2	1	6	0	9	13	56	1	0	70	12	9	7	0	28	6	43	15	0	64	171
12:15 PM	2	5	8	0	15	10	58	3	0	71	14	5	14	0	33	6	69	11	0	86	205
12:30 PM	3	2	2	0	7	12	65	1	0	78	10	6	8	0	24	5	79	4	0	88	197
12:45 PM	1	8	2	0	11	12	62	2	0	76	12	4	12	0	28	4	64	8	0	76	191
Hourly Total	8	16	18	0	42	47	241	7	0	295	48	24	41	0	113	21	255	38	0	314	764
1:00 PM	1	2	4	0	7	13	63	0	0	76	7	8	15	0	30	4	58	9	0	71	184
1:15 PM	2	0	1	0	3	12	61	0	0	73	24	6	13	0	43	7	63	10	0	80	199
1:30 PM	0	1	1	0	2	7	66	4	0	77	14	3	7	0	24	1	60	6	0	67	170
1:45 PM	1	4	1	0	6	6	58	2	0	66	9	4	9	0	22	4	61	4	0	69	163
Hourly Total	4	7	7	0	18	38	248	6	0	292	54	21	44	0	119	16	242	29	0	287	716
2:00 PM	0	5	3	0	8	12	74	2	0	88	4	6	14	0	24	1	57	7	0	65	185
2:15 PM	2	3	1	0	6	8	74	1	0	83	5	4	11	0	20	3	62	10	0	75	184
2:30 PM	3	5	1	0	9	11	45	0	0	56	11	5	11	0	27	0	49	7	0	56	148
2:45 PM	3	3	3	0	9	6	59	2	0	67	10	5	10	0	25	2	54	10	0	66	167
Hourly Total	8	16	8	0	32	37	252	5	0	294	30	20	46	0	96	6	222	34	0	262	684
3:00 PM	0	4	2	0	6	11	61	3	0	75	8	4	6	0	18	4	65	12	0	81	180
3:15 PM	0	4	4	0	8	12	66	1	0	79	11	6	11	0	28	3	75	7	0	85	200
3:30 PM	3	5	2	0	10	11	41	0	0	52	9	11	9	0	29	5	71	13	0	89	180
3:45 PM	0	2	5	0	7	18	62	0	0	80	16	6	12	0	34	2	64	6	0	72	193
Hourly Total	3	15	13	0	31	52	230	4	0	286	44	27	38	0	109	14	275	38	0	327	753
4:00 PM	3	8	3	0	14	19	62	1	0	82	8	11	13	0	32	3	66	5	0	74	202
4:15 PM	2	6	4	0	12	13	67	2	0	82	10	5	11	0	26	4	53	14	0	71	191
4:30 PM	1	4	7	0	12	10	71	5	0	86	15	6	10	0	31	5	65	7	0	77	206
4:45 PM	1	5	5	0	11	14	84	2	0	100	9	6	9	0	24	2	68	11	0	81	216
Hourly Total	7	23	19	0	49	56	284	10	0	350	42	28	43	0	113	14	252	37	0	303	815
5:00 PM	0	7	6	0	13	26	93	2	0	121	6	8	11	0	25	8	74	14	0	96	255
5:15 PM	3	3	6	0	12	21	97	6	0	124	9	7	11	0	27	8	78	9	0	95	258
5:30 PM	1	10	6	0	17	22	78	1	0	101	7	3	9	0	19	5	74	9	0	88	225
5:45 PM	0	6	3	0	9	26	92	1	0	119	10	6	11	0	27	2	72	12	0	86	241
Hourly Total	4	26	21	0	51	95	360	10	0	465	32	24	42	0	98	23	298	44	0	365	979
6:00 PM	0	6	1	0	7	58	88	4	0	150	12	4	21	0	37	12	82	10	0	104	298
6:15 PM	2	10	5	0	17	12	70	7	0	89	6	7	7	0	20	2	84	15	0	101	227

6:30 PM	1	2	4	0	7	13	65	3	0	81	11	5	8	0	24	3	51	5	0	59	171
6:45 PM	2	3	3	0	8	9	72	3	0	84	8	4	9	0	21	6	56	10	0	72	185
Hourly Total	5	21	13	0	39	92	295	17	0	404	37	20	45	0	102	23	273	40	0	336	881
7:00 PM	0	8	3	0	11	5	63	0	0	68	3	8	8	0	19	2	41	9	0	52	150
7:15 PM	1	4	4	0	9	5	48	0	0	53	8	4	3	0	15	3	38	6	0	47	124
7:30 PM	2	1	2	0	5	5	28	1	0	34	6	4	3	0	13	12	49	12	0	73	125
7:45 PM	1	3	5	0	9	5	39	4	0	48	7	1	2	0	10	3	36	6	0	45	112
Hourly Total	4	16	14	0	34	20	178	5	0	203	24	17	16	0	57	20	164	33	0	217	511
8:00 PM	2	2	2	0	6	2	29	1	0	32	12	1	3	0	16	0	40	8	0	48	102
8:15 PM	0	0	3	0	3	4	35	1	0	40	4	5	5	0	14	5	34	4	0	43	100
8:30 PM	2	2	4	0	8	2	25	1	0	28	4	3	3	0	10	4	29	5	0	38	84
8:45 PM	2	0	4	0	6	2	23	4	0	29	10	2	5	0	17	3	23	5	0	31	83
Hourly Total	6	4	13	0	23	10	112	7	0	129	30	11	16	0	57	12	126	22	0	160	369
9:00 PM	3	1	0	0	4	4	25	1	0	30	1	1	6	0	8	0	26	1	0	27	69
9:15 PM	1	4	1	0	6	6	31	0	0	37	9	1	2	0	12	1	21	3	0	25	80
9:30 PM	1	2	0	0	3	5	23	0	0	28	6	0	4	0	10	0	15	6	0	21	62
9:45 PM	1	1	0	0	2	2	23	0	0	25	0	1	2	0	3	2	20	0	0	22	52
Hourly Total	6	8	1	0	15	17	102	1	0	120	16	3	14	0	33	3	82	10	0	95	263
Grand Total	70	195	167	0	432	607	3209	93	0	3909	546	293	646	0	1485	205	3640	472	0	4317	10143
Approach %	16.2	45.1	38.7	0.0	-	15.5	82.1	2.4	0.0	-	36.8	19.7	43.5	0.0	-	4.7	84.3	10.9	0.0	-	-
Total %	0.7	1.9	1.6	0.0	4.3	6.0	31.6	0.9	0.0	38.5	5.4	2.9	6.4	0.0	14.6	2.0	35.9	4.7	0.0	42.6	-
Car	70	195	167	0	432	607	3209	93	0	3909	546	293	646	0	1485	205	3640	472	0	4317	10143
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 10/03/2013



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 10/03/2013

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Walker St Southbound					Chatham St Westbound					Walker St Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	0	0	0	0	0	4	45	2	0	51	4	6	16	0	26	0	95	8	0	103	180
7:45 AM	0	0	1	0	1	3	53	2	0	58	5	6	22	0	33	1	107	5	0	113	205
8:00 AM	0	2	2	0	4	7	25	0	0	32	2	6	15	0	23	0	97	5	0	102	161
8:15 AM	0	0	0	0	0	11	37	2	0	50	9	5	13	0	27	1	80	3	0	84	161
Total	0	2	3	0	5	25	160	6	0	191	20	23	66	0	109	2	379	21	0	402	707
Approach %	0.0	40.0	60.0	0.0	-	13.1	83.8	3.1	0.0	-	18.3	21.1	60.6	0.0	-	0.5	94.3	5.2	0.0	-	-
Total %	0.0	0.3	0.4	0.0	0.7	3.5	22.6	0.8	0.0	27.0	2.8	3.3	9.3	0.0	15.4	0.3	53.6	3.0	0.0	56.9	-
PHF	0.000	0.250	0.375	0.000	0.313	0.568	0.755	0.750	0.000	0.823	0.556	0.958	0.750	0.000	0.826	0.500	0.886	0.656	0.000	0.889	0.862
Car	0	2	3	0	5	25	160	6	0	191	20	23	66	0	109	2	379	21	0	402	707
% Car	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
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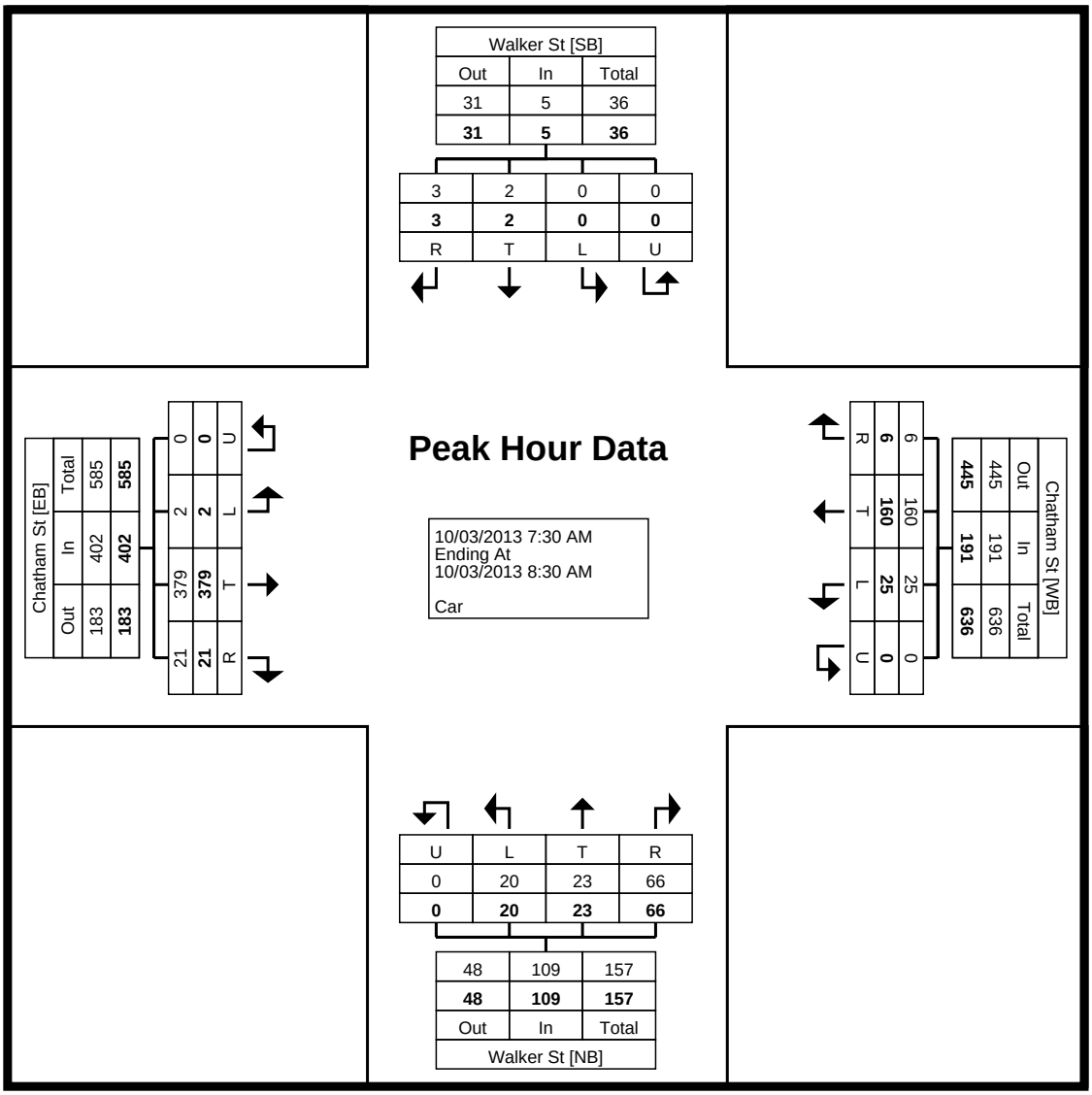
Count Name: Chatham St at Walker St
Site Code:
Start Date: 10/03/2013



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 10/03/2013

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Walker St Southbound					Chatham St Westbound					Walker St Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:15 PM	3	3	6	0	12	21	97	6	0	124	9	7	11	0	27	8	78	9	0	95	258
5:30 PM	1	10	6	0	17	22	78	1	0	101	7	3	9	0	19	5	74	9	0	88	225
5:45 PM	0	6	3	0	9	26	92	1	0	119	10	6	11	0	27	2	72	12	0	86	241
6:00 PM	0	6	1	0	7	58	88	4	0	150	12	4	21	0	37	12	82	10	0	104	298
Total	4	25	16	0	45	127	355	12	0	494	38	20	52	0	110	27	306	40	0	373	1022
Approach %	8.9	55.6	35.6	0.0	-	25.7	71.9	2.4	0.0	-	34.5	18.2	47.3	0.0	-	7.2	82.0	10.7	0.0	-	-
Total %	0.4	2.4	1.6	0.0	4.4	12.4	34.7	1.2	0.0	48.3	3.7	2.0	5.1	0.0	10.8	2.6	29.9	3.9	0.0	36.5	-
PHF	0.333	0.625	0.667	0.000	0.662	0.547	0.915	0.500	0.000	0.823	0.792	0.714	0.619	0.000	0.743	0.563	0.933	0.833	0.000	0.897	0.857
Car	4	25	16	0	45	127	355	12	0	494	38	20	52	0	110	27	306	40	0	373	1022
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
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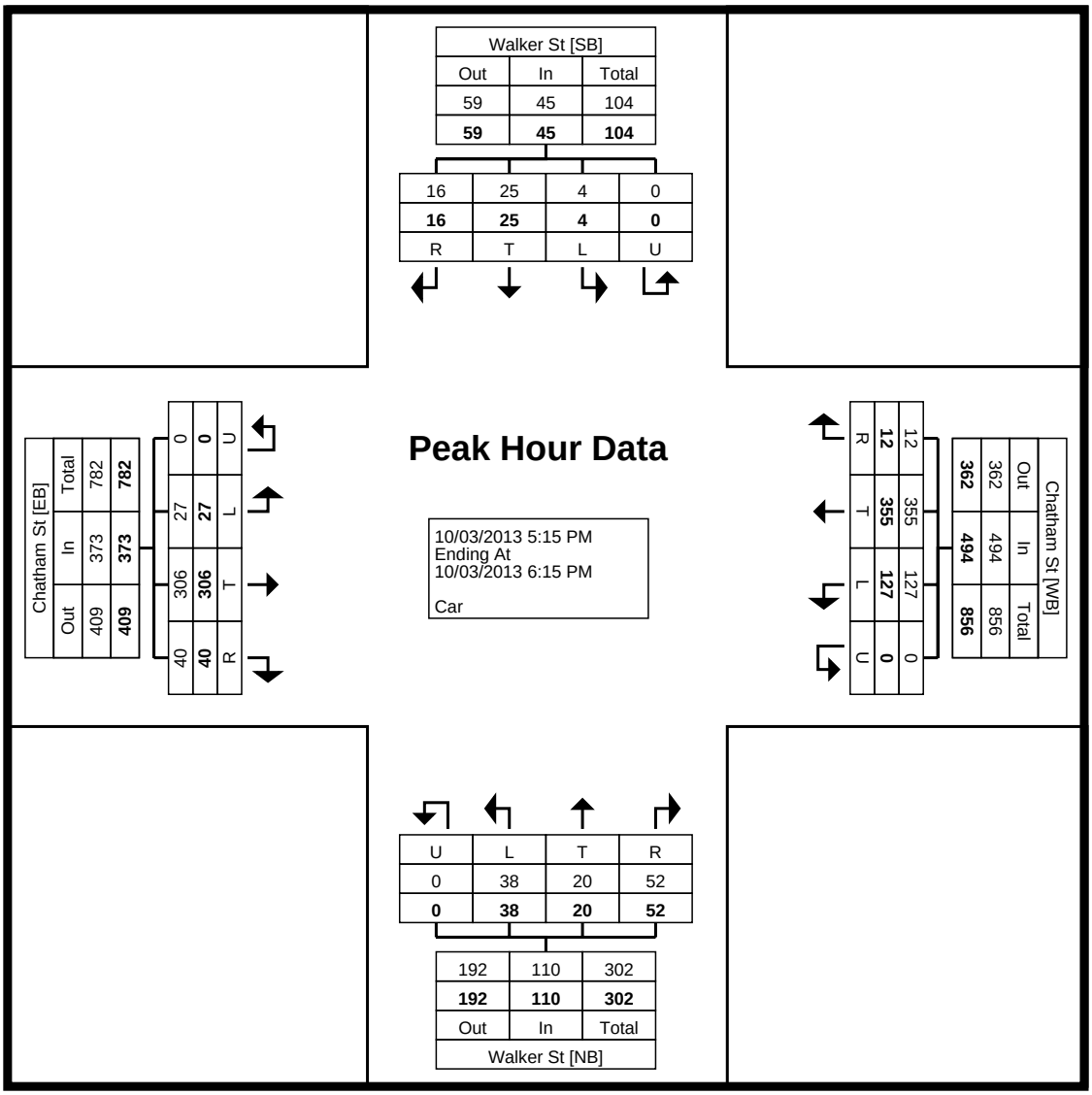
Count Name: Chatham St at Walker St
Site Code:
Start Date: 10/03/2013



Turning Movement Peak Hour Data Plot (5:15 PM)

Town of Cary
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Town of Cary
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P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 05/02/2017

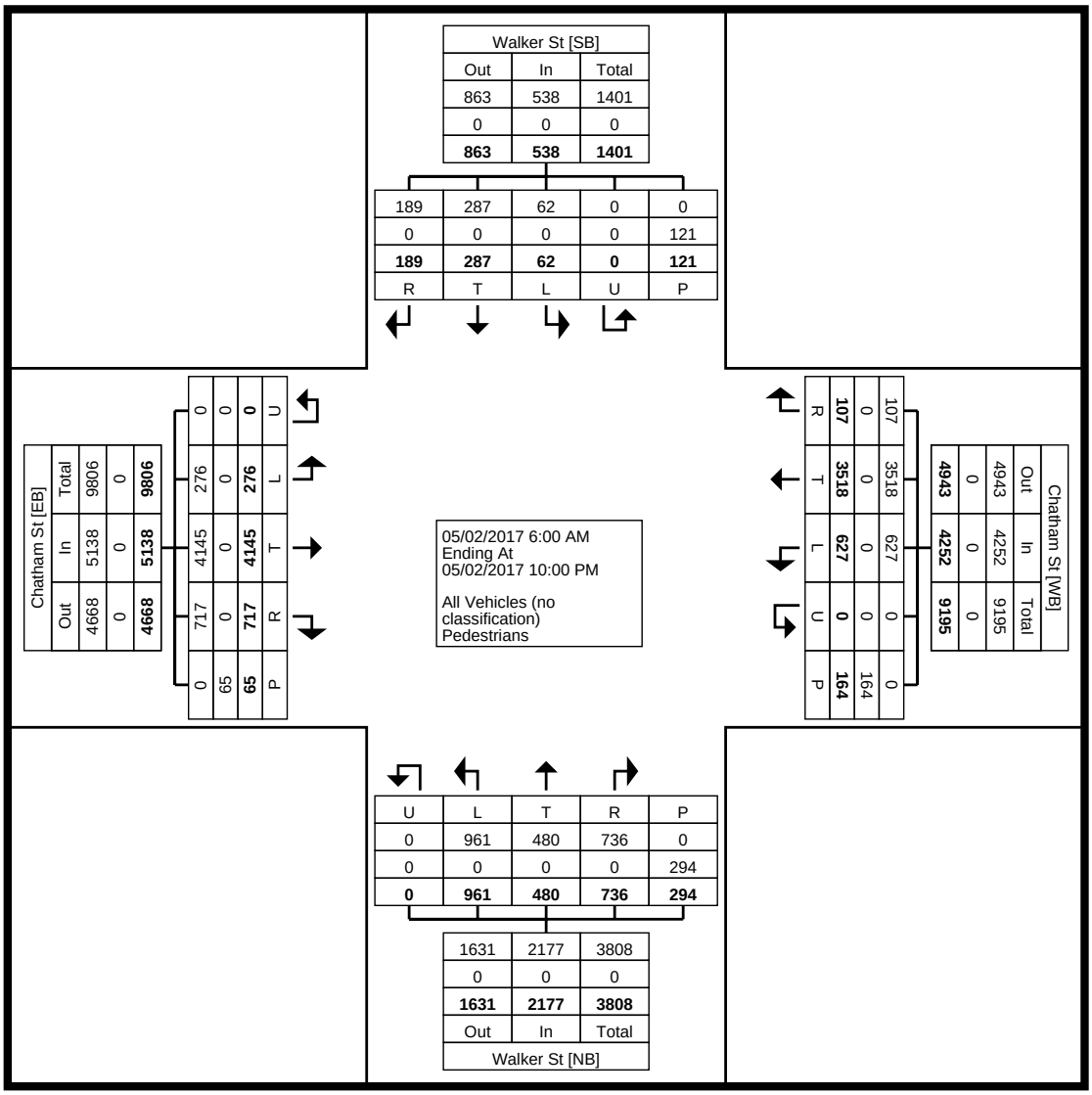
Turning Movement Data

Start Time	Walker St Southbound						Chatham St Westbound						Walker St Northbound						Chatham St Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	0	1	0	0	1	1	8	0	0	0	9	3	1	6	0	2	10	0	26	3	0	0	29	49
6:15 AM	0	0	0	0	0	0	2	14	0	0	0	16	3	1	4	0	0	8	1	23	2	0	0	26	50
6:30 AM	1	0	0	0	0	1	2	28	1	0	0	31	7	3	6	0	2	16	0	37	4	0	0	41	89
6:45 AM	0	10	0	0	0	10	3	32	0	0	0	35	11	5	15	0	0	31	0	45	9	0	0	54	130
Hourly Total	1	10	1	0	0	12	8	82	1	0	0	91	24	10	31	0	4	65	1	131	18	0	0	150	318
7:00 AM	0	6	0	0	1	6	4	19	0	0	0	23	8	10	13	0	2	31	0	59	18	0	0	77	137
7:15 AM	0	3	0	0	1	3	3	50	3	0	1	56	20	14	9	0	1	43	1	73	8	0	0	82	184
7:30 AM	0	1	0	0	0	1	6	46	0	0	0	52	10	17	13	0	0	40	2	111	5	0	0	118	211
7:45 AM	0	1	0	0	1	1	13	51	0	0	0	64	10	14	14	0	0	38	1	115	9	0	0	125	228
Hourly Total	0	11	0	0	3	11	26	166	3	0	1	195	48	55	49	0	3	152	4	358	40	0	0	402	760
8:00 AM	0	1	0	0	0	1	11	43	1	0	0	55	13	11	19	0	0	43	0	110	9	0	0	119	218
8:15 AM	0	6	2	0	0	8	10	48	1	0	0	59	23	8	15	0	0	46	1	104	8	0	0	113	226
8:30 AM	0	5	3	0	2	8	7	44	2	0	0	53	11	11	18	0	0	40	1	93	10	0	0	104	205
8:45 AM	0	4	2	0	0	6	16	53	1	0	0	70	15	13	11	0	2	39	4	82	7	0	2	93	208
Hourly Total	0	16	7	0	2	23	44	188	5	0	0	237	62	43	63	0	2	168	6	389	34	0	2	429	857
9:00 AM	0	2	1	0	0	3	10	67	0	0	0	77	13	3	11	0	0	27	1	96	11	0	0	108	215
9:15 AM	1	4	2	0	0	7	12	69	1	0	0	82	33	7	23	0	2	63	2	69	8	0	0	79	231
9:30 AM	1	0	5	0	1	6	7	67	1	0	0	75	19	2	5	0	0	26	1	58	9	0	0	68	175
9:45 AM	1	5	3	0	1	9	10	49	0	0	0	59	9	2	15	0	0	26	2	64	15	0	2	81	175
Hourly Total	3	11	11	0	2	25	39	252	2	0	0	293	74	14	54	0	2	142	6	287	43	0	2	336	796
10:00 AM	0	4	3	0	0	7	8	41	0	0	0	49	6	6	10	0	1	22	3	59	9	0	1	71	149
10:15 AM	1	0	2	0	0	3	4	36	1	0	0	41	6	2	17	0	3	25	4	55	10	0	0	69	138
10:30 AM	0	3	1	0	0	4	4	49	1	0	0	54	6	6	11	0	0	23	3	58	6	0	0	67	148
10:45 AM	1	2	4	0	0	7	4	53	4	0	0	61	7	2	11	0	1	20	6	58	4	0	0	68	156
Hourly Total	2	9	10	0	0	21	20	179	6	0	0	205	25	16	49	0	5	90	16	230	29	0	1	275	591
11:00 AM	3	2	0	0	0	5	8	37	1	0	1	46	8	4	18	0	0	30	5	50	15	0	0	70	151
11:15 AM	0	2	4	0	2	6	8	38	4	0	0	50	10	5	9	0	1	24	4	61	8	0	2	73	153
11:30 AM	3	3	1	0	2	7	14	54	3	0	0	71	6	5	11	0	3	22	3	65	5	0	0	73	173
11:45 AM	1	2	5	0	2	8	15	65	0	0	0	80	12	5	14	0	0	31	5	57	6	0	0	68	187
Hourly Total	7	9	10	0	6	26	45	194	8	0	1	247	36	19	52	0	4	107	17	233	34	0	2	284	664
12:00 PM	1	1	1	0	1	3	15	48	3	0	3	66	13	9	12	0	4	34	7	57	16	0	0	80	183
12:15 PM	1	3	4	0	9	8	10	56	1	0	2	67	23	0	10	0	3	33	2	51	12	0	0	65	173
12:30 PM	0	4	6	0	0	10	10	49	0	0	0	59	11	11	16	0	2	38	7	58	9	0	0	74	181
12:45 PM	0	4	7	0	3	11	10	51	0	0	1	61	13	6	18	0	2	37	4	57	12	0	3	73	182
Hourly Total	2	12	18	0	13	32	45	204	4	0	6	253	60	26	56	0	11	142	20	223	49	0	3	292	719
1:00 PM	1	4	7	0	0	12	23	59	0	0	1	82	17	8	17	0	4	42	3	72	14	0	0	89	225
1:15 PM	1	0	7	0	0	8	11	55	1	0	0	67	29	6	21	0	2	56	3	61	15	0	0	79	210
1:30 PM	1	1	2	0	0	4	6	53	1	0	0	60	26	11	15	0	0	52	2	58	16	0	0	76	192
1:45 PM	0	4	2	0	3	6	12	57	0	0	0	69	23	5	20	0	5	48	1	62	14	0	3	77	200
Hourly Total	3	9	18	0	3	30	52	224	2	0	1	278	95	30	73	0	11	198	9	253	59	0	3	321	827
2:00 PM	0	6	0	0	0	6	15	75	1	0	0	91	16	5	10	0	1	31	1	69	14	0	0	84	212
2:15 PM	1	5	3	0	0	9	10	73	2	0	0	85	21	11	11	0	1	43	2	59	12	0	0	73	210
2:30 PM	1	7	1	0	2	9	14	69	1	0	0	84	23	8	12	0	0	43	1	83	11	0	0	95	231
2:45 PM	2	5	2	0	4	9	13	77	2	0	2	92	34	4	11	0	5	49	3	68	8	0	0	79	229
Hourly Total	4	23	6	0	6	33	52	294	6	0	2	352	94	28	44	0	7	166	7	279	45	0	0	331	882
3:00 PM	1	3	3	0	3	7	17	70	2	0	0	89	18	14	13	0	0	45	4	75	13	0	0	92	233
3:15 PM	3	7	2	0	0	12	6	62	2	0	0	70	20	5	11	0	0	36	3	78	16	0	0	97	215
3:30 PM	1	4	3	0	0	8	11	84	2	0	0	97	25	9	17	0	0	51	4	62	7	0	1	73	229
3:45 PM	2	6	2	0	0	10	13	78	0	0	0	91	14	5	11	0	0	30	7	72	18	0	0	97	228
Hourly Total	7	20	10	0	3	37	47	294	6	0	0	347	77	33	52	0	0	162	18	287	54	0	1	359	905
4:00 PM	1	5	2	0	0	8	14	73	1	0	0	88	20	12	9	0	3	41	6	86	13	0	0	105	242
4:15 PM	2	1	5	0	0	8	15	89	2	0	0	106	16	9	14	0	6	39	7	93	14	0	0	114	267
4:30 PM	1	5	2	0	2	8	13	81	3	0	3	97	19	10	14	0	1	43	6	78	23	0	0	107	255
4:45 PM	1	7	1	0	0	9	11	100	2	0	4	113	16	4	12	0	3	32	7	96	21	0	0	124	278
Hourly Total	5	18	10	0	2	33	53	343	8	0	7	404	71	35	49	0	13	155	26	353	71	0	0	450	1042
5:00 PM	0	9	1	0	1	10	20	83	7	0	2	110	9	10	10	0	3	29	9	89	14	0	0	112	261
5:15 PM	2	5	3	0	2	10	18	91	2	0	0	111	16	5	12	0	0	33	3	95	23	0	1	121	275
5:30 PM	3	15	3	0	5	21	19	84	1	0	5	104	22	16	14	0	8	52	6	79	18	0	1	103	280
5:45 PM	0	4	5	0	2	9	15	79	8	0	0	102	20	7	11	0	6	38	14	94	18	0	0	126	275
Hourly Total	5	33	12	0	10	50	72	337	18	0	7	427	67	38	47	0	17	152	32	357	73	0	2	462	1091
6:00 PM	0	11	3	0	0	14	8	88	9	0	6	105	19	16	15	0	11	50	18	96	11	0	0	125	294
6:15 PM	3	6	4	0	7	13	9	75	5	0	4	89	15	16	4	0	10	35	28	93	8	0	8	129	266

6:30 PM	2	10	3	0	4	15	15	80	5	0	7	100	28	14	12	0	21	54	9	61	19	0	8	89	258
6:45 PM	2	10	1	0	0	13	13	61	2	0	27	76	26	9	13	0	53	48	4	72	15	0	9	91	228
Hourly Total	7	37	11	0	11	55	45	304	21	0	44	370	88	55	44	0	95	187	59	322	53	0	25	434	1046
7:00 PM	1	12	3	0	7	16	11	49	3	0	58	63	15	9	3	0	56	27	4	53	12	0	9	69	175
7:15 PM	0	4	7	0	7	11	9	55	3	0	8	67	8	9	7	0	5	24	7	50	11	0	1	68	170
7:30 PM	2	6	6	0	6	14	4	53	1	0	0	58	7	6	8	0	3	21	4	40	11	0	1	55	148
7:45 PM	1	12	6	0	8	19	8	63	1	0	6	72	16	11	5	0	13	32	6	55	17	0	3	78	201
Hourly Total	4	34	22	0	28	60	32	220	8	0	72	260	46	35	23	0	77	104	21	198	51	0	14	270	694
8:00 PM	0	4	12	0	5	16	6	36	1	0	10	43	16	12	9	0	11	37	8	45	8	0	3	61	157
8:15 PM	5	5	5	0	13	15	6	36	2	0	0	44	45	7	12	0	3	64	7	43	10	0	5	60	183
8:30 PM	1	6	9	0	10	16	12	36	2	0	3	50	14	8	8	0	6	30	5	40	15	0	0	60	156
8:45 PM	1	5	6	0	2	12	7	40	1	0	0	48	5	6	6	0	5	17	7	26	7	0	0	40	117
Hourly Total	7	20	32	0	30	59	31	148	6	0	13	185	80	33	35	0	25	148	27	154	40	0	8	221	613
9:00 PM	1	8	5	0	0	14	6	32	1	0	5	39	5	4	1	0	6	10	3	24	9	0	0	36	99
9:15 PM	2	3	2	0	2	7	6	20	2	0	2	28	7	4	6	0	6	17	0	25	5	0	2	30	82
9:30 PM	1	3	0	0	0	4	2	18	0	0	3	20	2	2	3	0	4	7	2	25	5	0	0	32	63
9:45 PM	1	1	4	0	0	6	2	19	0	0	0	21	0	0	5	0	2	5	2	17	5	0	0	24	56
Hourly Total	5	15	11	0	2	31	16	89	3	0	10	108	14	10	15	0	18	39	7	91	24	0	2	122	300
Grand Total	62	287	189	0	121	538	627	3518	107	0	164	4252	961	480	736	0	294	2177	276	4145	717	0	65	5138	12105
Approach %	11.5	53.3	35.1	0.0	-	-	14.7	82.7	2.5	0.0	-	-	44.1	22.0	33.8	0.0	-	-	5.4	80.7	14.0	0.0	-	-	-
Total %	0.5	2.4	1.6	0.0	-	4.4	5.2	29.1	0.9	0.0	-	35.1	7.9	4.0	6.1	0.0	-	18.0	2.3	34.2	5.9	0.0	-	42.4	-
All Vehicles (no classification)	62	287	189	0	-	538	627	3518	107	0	-	4252	961	480	736	0	-	2177	276	4145	717	0	-	5138	12105
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	121	-	-	-	-	-	164	-	-	-	-	-	294	-	-	-	-	-	65	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 05/02/2017



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
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Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 05/02/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Walker St Southbound						Chatham St Westbound						Walker St Northbound						Chatham St Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	1	0	0	0	1	6	46	0	0	0	52	10	17	13	0	0	40	2	111	5	0	0	118	211
7:45 AM	0	1	0	0	1	1	13	51	0	0	0	64	10	14	14	0	0	38	1	115	9	0	0	125	228
8:00 AM	0	1	0	0	0	1	11	43	1	0	0	55	13	11	19	0	0	43	0	110	9	0	0	119	218
8:15 AM	0	6	2	0	0	8	10	48	1	0	0	59	23	8	15	0	0	46	1	104	8	0	0	113	226
Total	0	9	2	0	1	11	40	188	2	0	0	230	56	50	61	0	0	167	4	440	31	0	0	475	883
Approach %	0.0	81.8	18.2	0.0	-	-	17.4	81.7	0.9	0.0	-	-	33.5	29.9	36.5	0.0	-	-	0.8	92.6	6.5	0.0	-	-	-
Total %	0.0	1.0	0.2	0.0	-	1.2	4.5	21.3	0.2	0.0	-	26.0	6.3	5.7	6.9	0.0	-	18.9	0.5	49.8	3.5	0.0	-	53.8	-
PHF	0.000	0.375	0.250	0.000	-	0.344	0.769	0.922	0.500	0.000	-	0.898	0.609	0.735	0.803	0.000	-	0.908	0.500	0.957	0.861	0.000	-	0.950	0.968
All Vehicles (no classification)	0	9	2	0	-	11	40	188	2	0	-	230	56	50	61	0	-	167	4	440	31	0	-	475	883
% All Vehicles (no classification)	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Chatham St at Walker St
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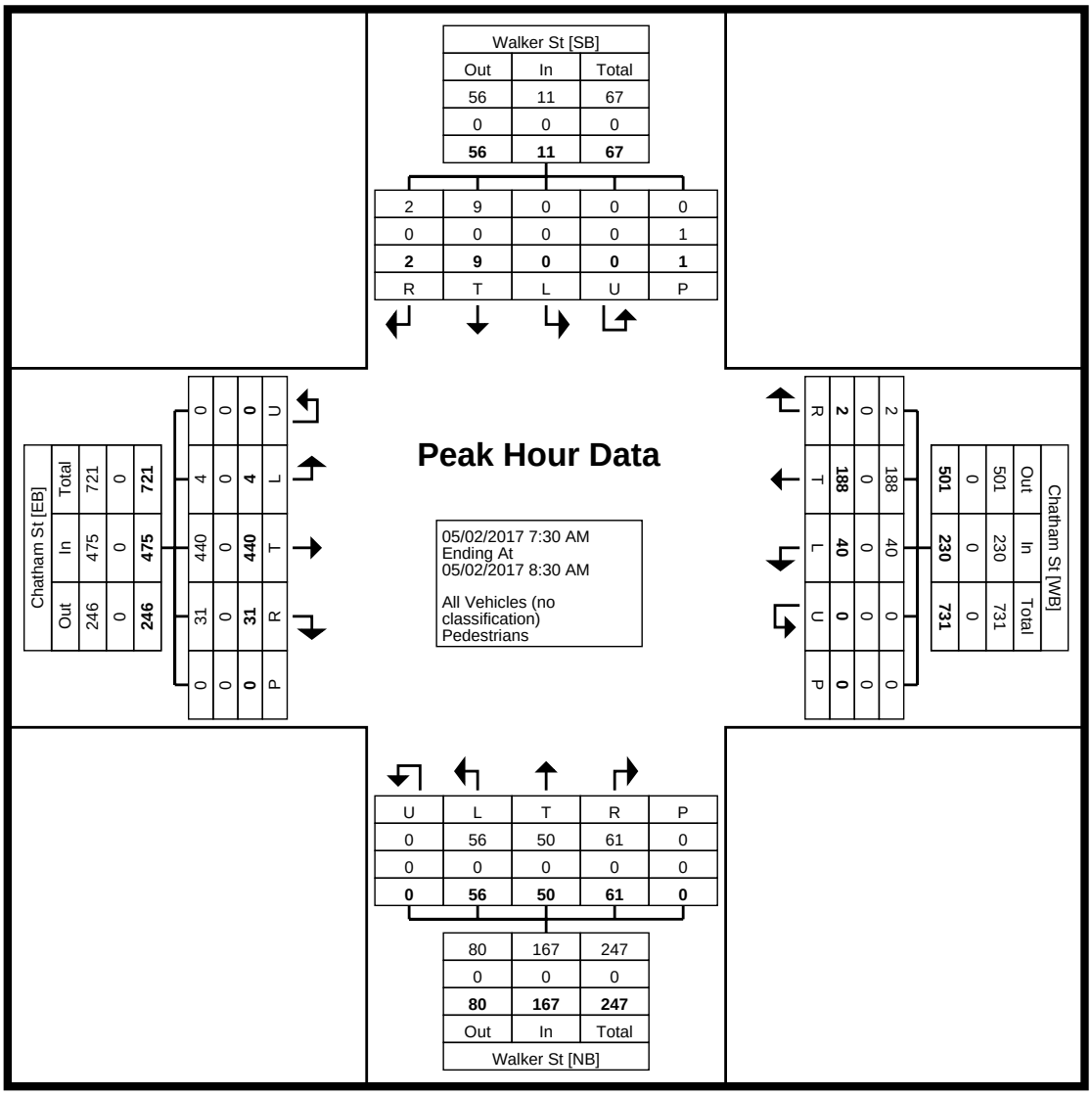

Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
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Cary, North Carolina, United States 27513
919.469.4030

Count Name: Chatham St at Walker St
Site Code:
Start Date: 05/02/2017

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Walker St Southbound						Chatham St Westbound						Walker St Northbound						Chatham St Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:15 PM	2	5	3	0	2	10	18	91	2	0	0	111	16	5	12	0	0	33	3	95	23	0	1	121	275
5:30 PM	3	15	3	0	5	21	19	84	1	0	5	104	22	16	14	0	8	52	6	79	18	0	1	103	280
5:45 PM	0	4	5	0	2	9	15	79	8	0	0	102	20	7	11	0	6	38	14	94	18	0	0	126	275
6:00 PM	0	11	3	0	0	14	8	88	9	0	6	105	19	16	15	0	11	50	18	96	11	0	0	125	294
Total	5	35	14	0	9	54	60	342	20	0	11	422	77	44	52	0	25	173	41	364	70	0	2	475	1124
Approach %	9.3	64.8	25.9	0.0	-	-	14.2	81.0	4.7	0.0	-	-	44.5	25.4	30.1	0.0	-	-	8.6	76.6	14.7	0.0	-	-	-
Total %	0.4	3.1	1.2	0.0	-	4.8	5.3	30.4	1.8	0.0	-	37.5	6.9	3.9	4.6	0.0	-	15.4	3.6	32.4	6.2	0.0	-	42.3	-
PHF	0.417	0.583	0.700	0.000	-	0.643	0.789	0.940	0.556	0.000	-	0.950	0.875	0.688	0.867	0.000	-	0.832	0.569	0.948	0.761	0.000	-	0.942	0.956
All Vehicles (no classification)	5	35	14	0	-	54	60	342	20	0	-	422	77	44	52	0	-	173	41	364	70	0	-	475	1124
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	11	-	-	-	-	-	25	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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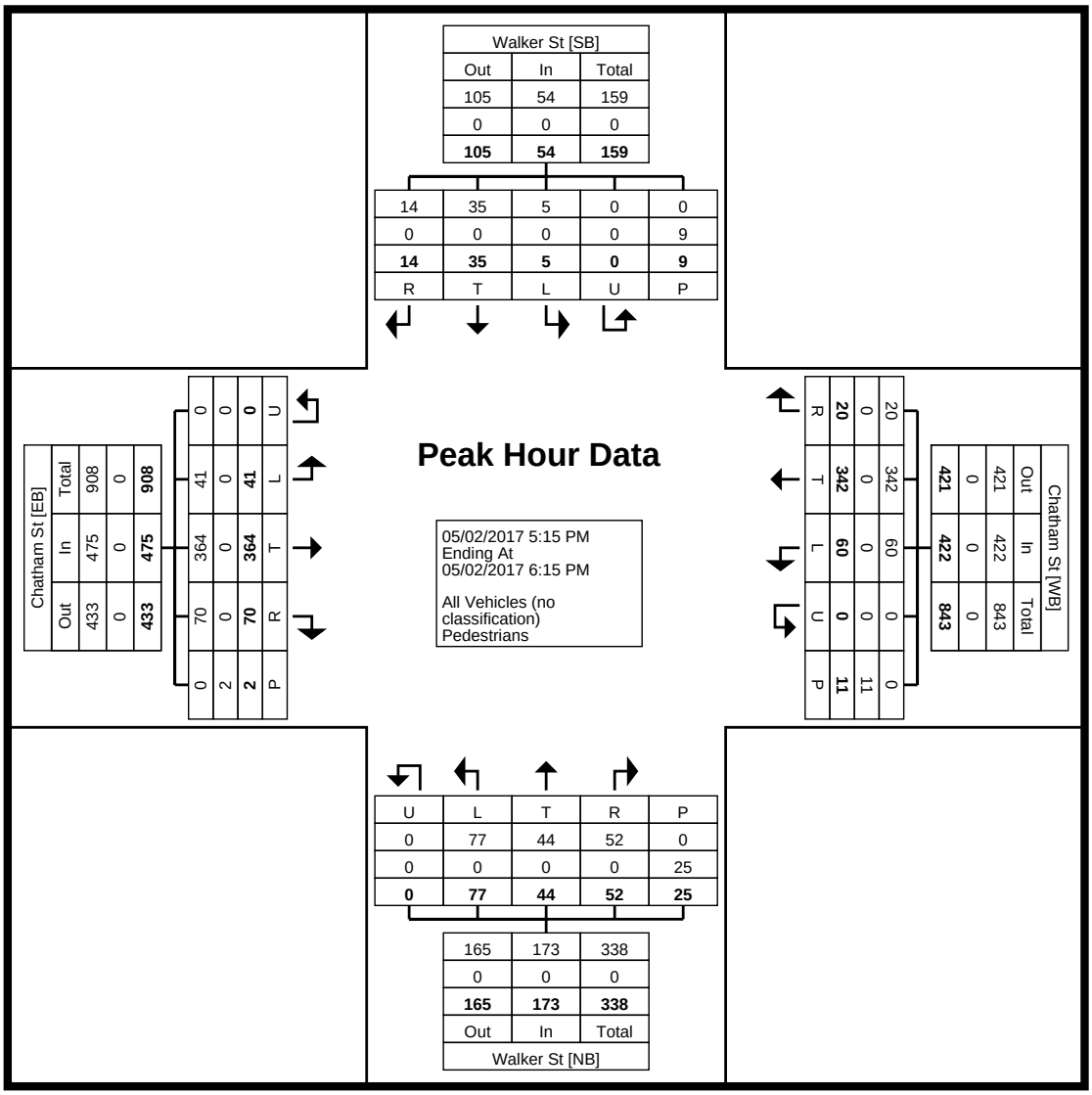

Turning Movement Peak Hour Data Plot (5:15 PM)

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Town of Cary
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P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chapel Hill Rd
Site Code:
Start Date: 05/02/2017

Turning Movement Data

Start Time	Harrison Ave Southbound					Chapel Hill Rd Westbound					Harrison Ave Northbound					Chapel Hill Rd Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	3	17	2	0	22	7	45	3	0	55	3	16	11	0	30	1	28	4	0	33	140
6:15 AM	3	34	1	0	38	8	57	3	0	68	9	27	27	0	63	4	35	0	0	39	208
6:30 AM	6	24	1	0	31	5	56	9	0	70	18	48	22	0	88	4	65	9	0	78	267
6:45 AM	17	41	6	0	64	10	71	10	0	91	14	47	27	0	88	3	144	7	0	154	397
Hourly Total	29	116	10	0	155	30	229	25	0	284	44	138	87	0	269	12	272	20	0	304	1012
7:00 AM	16	56	3	0	75	11	63	13	0	87	19	68	28	0	115	2	134	7	0	143	420
7:15 AM	25	68	4	0	97	17	78	27	0	122	29	138	28	0	195	5	156	3	0	164	578
7:30 AM	12	90	6	0	108	17	115	25	0	157	21	169	68	0	258	7	160	4	0	171	694
7:45 AM	21	93	1	0	115	20	125	13	0	158	23	134	66	0	223	2	151	2	0	155	651
Hourly Total	74	307	14	0	395	65	381	78	0	524	92	509	190	0	791	16	601	16	0	633	2343
8:00 AM	23	76	2	0	101	19	106	17	0	142	20	71	57	0	148	3	144	6	0	153	544
8:15 AM	18	64	4	0	86	17	93	22	0	132	17	97	54	0	168	3	150	10	0	163	549
8:30 AM	15	67	3	0	85	22	116	18	0	156	24	108	47	0	179	6	108	7	0	121	541
8:45 AM	17	75	11	0	103	28	109	14	0	151	24	123	43	0	190	6	135	4	0	145	589
Hourly Total	73	282	20	0	375	86	424	71	0	581	85	399	201	0	685	18	537	27	0	582	2223
9:00 AM	25	74	3	0	102	21	106	2	0	129	12	69	31	0	112	6	129	11	0	146	489
9:15 AM	21	56	3	0	80	18	85	18	0	121	19	65	23	0	107	7	106	7	0	120	428
9:30 AM	19	58	5	0	82	17	89	21	0	127	20	67	33	0	120	7	98	5	0	110	439
9:45 AM	12	51	2	0	65	32	89	14	0	135	17	56	23	0	96	4	87	12	0	103	399
Hourly Total	77	239	13	0	329	88	369	55	0	512	68	257	110	0	435	24	420	35	0	479	1755
10:00 AM	20	62	2	0	84	16	63	19	0	98	7	47	15	0	69	2	81	11	0	94	345
10:15 AM	11	54	2	0	67	11	80	21	0	112	14	44	21	0	79	4	92	14	0	110	368
10:30 AM	19	43	2	0	64	20	77	14	0	111	19	49	19	0	87	4	84	14	0	102	364
10:45 AM	17	46	5	0	68	17	71	14	0	102	14	61	26	0	101	1	96	19	0	116	387
Hourly Total	67	205	11	0	283	64	291	68	0	423	54	201	81	0	336	11	353	58	0	422	1464
11:00 AM	12	42	5	0	59	30	68	24	0	122	21	47	19	0	87	3	94	11	0	108	376
11:15 AM	17	56	1	0	74	30	95	16	0	141	11	63	9	0	83	1	77	14	0	92	390
11:30 AM	17	78	2	0	97	20	70	25	0	115	13	40	21	0	74	5	101	8	0	114	400
11:45 AM	29	71	10	0	110	28	97	25	0	150	8	66	15	0	89	2	87	16	0	105	454
Hourly Total	75	247	18	0	340	108	330	90	0	528	53	216	64	0	333	11	359	49	0	419	1620
12:00 PM	14	79	3	0	96	28	96	26	0	150	22	85	20	0	127	6	92	15	0	113	486
12:15 PM	19	86	1	0	106	38	83	22	0	143	23	65	26	0	114	3	103	16	0	122	485
12:30 PM	30	79	7	0	116	24	99	27	0	150	27	70	32	0	129	5	106	17	0	128	523
12:45 PM	26	80	2	0	108	30	84	18	0	132	26	66	27	0	119	1	103	13	0	117	476
Hourly Total	89	324	13	0	426	120	362	93	0	575	98	286	105	0	489	15	404	61	0	480	1970
1:00 PM	19	86	4	0	109	23	89	20	0	132	40	92	18	0	150	3	120	18	0	141	532
1:15 PM	20	71	6	0	97	18	92	20	0	130	18	68	24	0	110	7	98	10	0	115	452
1:30 PM	14	77	3	0	94	34	79	24	0	137	33	86	30	0	149	6	104	11	0	121	501
1:45 PM	26	70	2	0	98	34	86	8	0	128	21	59	17	0	97	4	116	15	0	135	458
Hourly Total	79	304	15	0	398	109	346	72	0	527	112	305	89	0	506	20	438	54	0	512	1943
2:00 PM	21	66	7	0	94	33	85	24	0	142	31	68	21	0	120	5	104	10	0	119	475
2:15 PM	24	75	5	0	104	29	101	15	0	145	23	62	29	0	114	3	111	6	0	120	483
2:30 PM	24	81	7	0	112	25	104	26	0	155	27	90	16	0	133	6	108	13	0	127	527
2:45 PM	25	100	8	0	133	26	90	26	0	142	31	90	27	0	148	7	108	20	0	135	558
Hourly Total	94	322	27	0	443	113	380	91	0	584	112	310	93	0	515	21	431	49	0	501	2043
3:00 PM	20	93	5	0	118	25	92	29	0	146	28	82	18	0	128	5	123	11	0	139	531
3:15 PM	28	105	10	0	143	28	110	25	0	163	18	96	27	0	141	2	105	8	0	115	562
3:30 PM	22	114	21	0	157	45	126	25	0	196	23	89	15	0	127	6	122	15	0	143	623
3:45 PM	28	105	13	0	146	51	131	25	0	207	30	73	24	0	127	6	95	16	0	117	597
Hourly Total	98	417	49	0	564	149	459	104	0	712	99	340	84	0	523	19	445	50	0	514	2313
4:00 PM	26	127	7	0	160	35	101	27	0	163	24	63	16	0	103	5	127	7	0	139	565
4:15 PM	22	111	8	0	141	39	120	22	0	181	25	89	22	0	136	4	141	18	0	163	621
4:30 PM	25	156	6	0	187	56	122	34	0	212	26	77	26	0	129	7	119	7	0	133	661
4:45 PM	30	121	9	0	160	53	156	26	0	235	26	81	21	0	128	1	142	10	0	153	676
Hourly Total	103	515	30	0	648	183	499	109	0	791	101	310	85	0	496	17	529	42	0	588	2523
5:00 PM	38	159	9	0	206	69	134	36	0	239	31	90	26	0	147	0	107	11	0	118	710
5:15 PM	31	187	3	0	221	60	163	26	0	249	28	79	35	0	142	0	135	6	0	141	753
5:30 PM	39	143	9	0	191	66	130	17	0	213	26	94	28	0	148	5	122	6	0	133	685
5:45 PM	34	140	7	0	181	50	141	15	0	206	28	79	28	0	135	2	139	10	0	151	673
Hourly Total	142	629	28	0	799	245	568	94	0	907	113	342	117	0	572	7	503	33	0	543	2821
6:00 PM	32	136	8	0	176	57	138	26	0	221	21	91	24	1	137	2	135	6	0	143	677
6:15 PM	26	115	7	0	148	39	111	11	0	161	34	76	21	0	131	4	140	4	0	148	588

6:30 PM	29	110	13	0	152	31	108	17	0	156	20	66	16	0	102	9	136	7	0	152	562
6:45 PM	25	112	9	0	146	21	101	20	0	142	28	70	23	0	121	7	139	14	0	160	569
Hourly Total	112	473	37	0	622	148	458	74	0	680	103	303	84	1	491	22	550	31	0	603	2396
7:00 PM	29	80	8	0	117	31	79	20	0	130	26	52	18	0	96	6	122	9	0	137	480
7:15 PM	29	76	6	0	111	12	96	29	0	137	25	64	19	0	108	5	108	15	0	128	484
7:30 PM	20	72	7	0	99	15	63	21	0	99	24	57	16	0	97	4	106	10	0	120	415
7:45 PM	20	45	9	0	74	28	59	14	0	101	17	59	18	0	94	5	69	17	0	91	360
Hourly Total	98	273	30	0	401	86	297	84	0	467	92	232	71	0	395	20	405	51	0	476	1739
8:00 PM	11	43	5	0	59	19	93	26	0	138	26	56	19	0	101	3	92	5	0	100	398
8:15 PM	8	55	3	0	66	19	62	29	0	110	27	51	18	0	96	3	67	6	0	76	348
8:30 PM	14	50	6	0	70	22	61	23	0	106	16	64	10	0	90	2	69	11	0	82	348
8:45 PM	7	38	2	0	47	13	60	13	0	86	16	50	19	0	85	2	53	12	0	67	285
Hourly Total	40	186	16	0	242	73	276	91	0	440	85	221	66	0	372	10	281	34	0	325	1379
9:00 PM	13	37	5	0	55	7	69	22	0	98	20	36	6	0	62	6	57	6	0	69	284
9:15 PM	9	41	1	0	51	17	51	19	0	87	14	39	11	0	64	1	58	9	0	68	270
9:30 PM	8	31	3	0	42	23	34	13	0	70	6	26	11	0	43	1	44	4	0	49	204
9:45 PM	8	25	0	0	33	10	45	14	0	69	7	25	8	0	40	6	44	6	0	56	198
Hourly Total	38	134	9	0	181	57	199	68	0	324	47	126	36	0	209	14	203	25	0	242	956
Grand Total	1288	4973	340	0	6601	1724	5868	1267	0	8859	1358	4495	1563	1	7417	257	6731	635	0	7623	30500
Approach %	19.5	75.3	5.2	0.0	-	19.5	66.2	14.3	0.0	-	18.3	60.6	21.1	0.0	-	3.4	88.3	8.3	0.0	-	-
Total %	4.2	16.3	1.1	0.0	21.6	5.7	19.2	4.2	0.0	29.0	4.5	14.7	5.1	0.0	24.3	0.8	22.1	2.1	0.0	25.0	-
All Vehicles (no classification)	1288	4973	340	0	6601	1724	5868	1267	0	8859	1358	4495	1563	1	7417	257	6731	635	0	7623	30500
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

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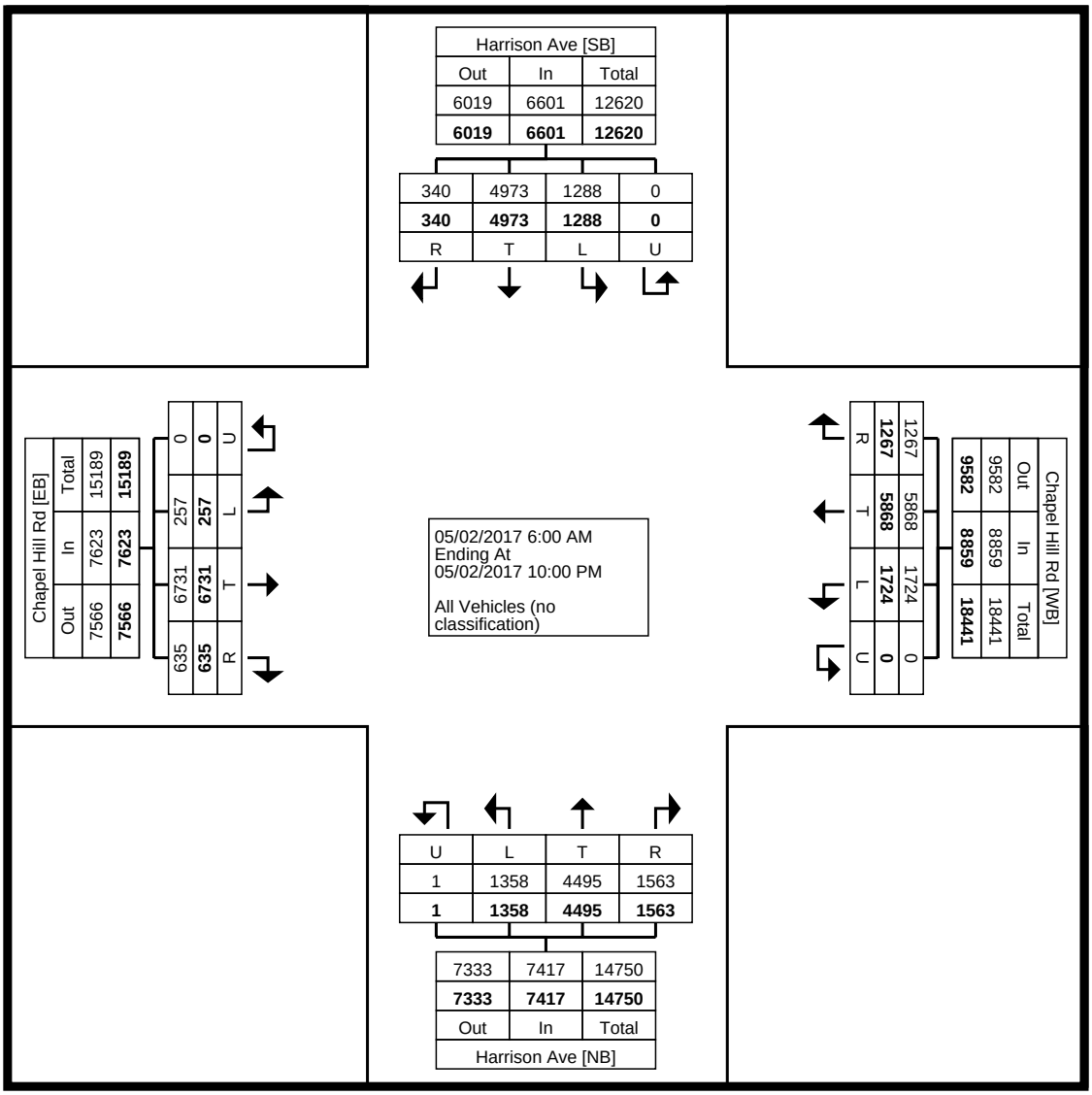

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Count Name: Harrison Ave at Chapel Hill Rd
Site Code:
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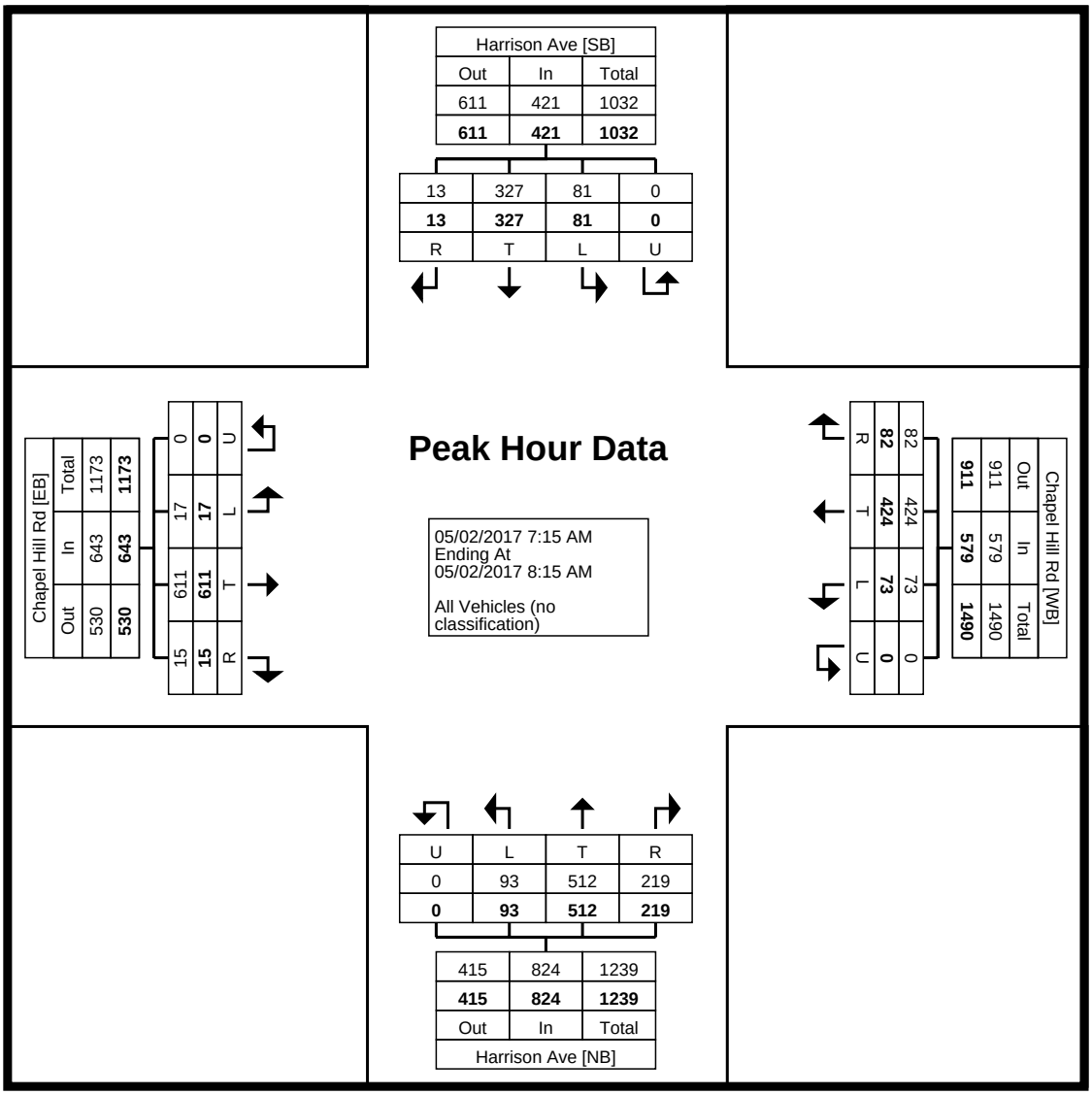
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Harrison Ave Southbound					Chapel Hill Rd Westbound					Harrison Ave Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	25	68	4	0	97	17	78	27	0	122	29	138	28	0	195	5	156	3	0	164	578
7:30 AM	12	90	6	0	108	17	115	25	0	157	21	169	68	0	258	7	160	4	0	171	694
7:45 AM	21	93	1	0	115	20	125	13	0	158	23	134	66	0	223	2	151	2	0	155	651
8:00 AM	23	76	2	0	101	19	106	17	0	142	20	71	57	0	148	3	144	6	0	153	544
Total	81	327	13	0	421	73	424	82	0	579	93	512	219	0	824	17	611	15	0	643	2467
Approach %	19.2	77.7	3.1	0.0	-	12.6	73.2	14.2	0.0	-	11.3	62.1	26.6	0.0	-	2.6	95.0	2.3	0.0	-	-
Total %	3.3	13.3	0.5	0.0	17.1	3.0	17.2	3.3	0.0	23.5	3.8	20.8	8.9	0.0	33.4	0.7	24.8	0.6	0.0	26.1	-
PHF	0.810	0.879	0.542	0.000	0.915	0.913	0.848	0.759	0.000	0.916	0.802	0.757	0.805	0.000	0.798	0.607	0.955	0.625	0.000	0.940	0.889
All Vehicles (no classification)	81	327	13	0	421	73	424	82	0	579	93	512	219	0	824	17	611	15	0	643	2467
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chapel Hill Rd
Site Code:
Start Date: 05/02/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chapel Hill Rd
Site Code:
Start Date: 05/02/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Harrison Ave Southbound					Chapel Hill Rd Westbound					Harrison Ave Northbound					Chapel Hill Rd Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	30	121	9	0	160	53	156	26	0	235	26	81	21	0	128	1	142	10	0	153	676
5:00 PM	38	159	9	0	206	69	134	36	0	239	31	90	26	0	147	0	107	11	0	118	710
5:15 PM	31	187	3	0	221	60	163	26	0	249	28	79	35	0	142	0	135	6	0	141	753
5:30 PM	39	143	9	0	191	66	130	17	0	213	26	94	28	0	148	5	122	6	0	133	685
Total	138	610	30	0	778	248	583	105	0	936	111	344	110	0	565	6	506	33	0	545	2824
Approach %	17.7	78.4	3.9	0.0	-	26.5	62.3	11.2	0.0	-	19.6	60.9	19.5	0.0	-	1.1	92.8	6.1	0.0	-	-
Total %	4.9	21.6	1.1	0.0	27.5	8.8	20.6	3.7	0.0	33.1	3.9	12.2	3.9	0.0	20.0	0.2	17.9	1.2	0.0	19.3	-
PHF	0.885	0.816	0.833	0.000	0.880	0.899	0.894	0.729	0.000	0.940	0.895	0.915	0.786	0.000	0.954	0.300	0.891	0.750	0.000	0.891	0.938
All Vehicles (no classification)	138	610	30	0	778	248	583	105	0	936	111	344	110	0	565	6	506	33	0	545	2824
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

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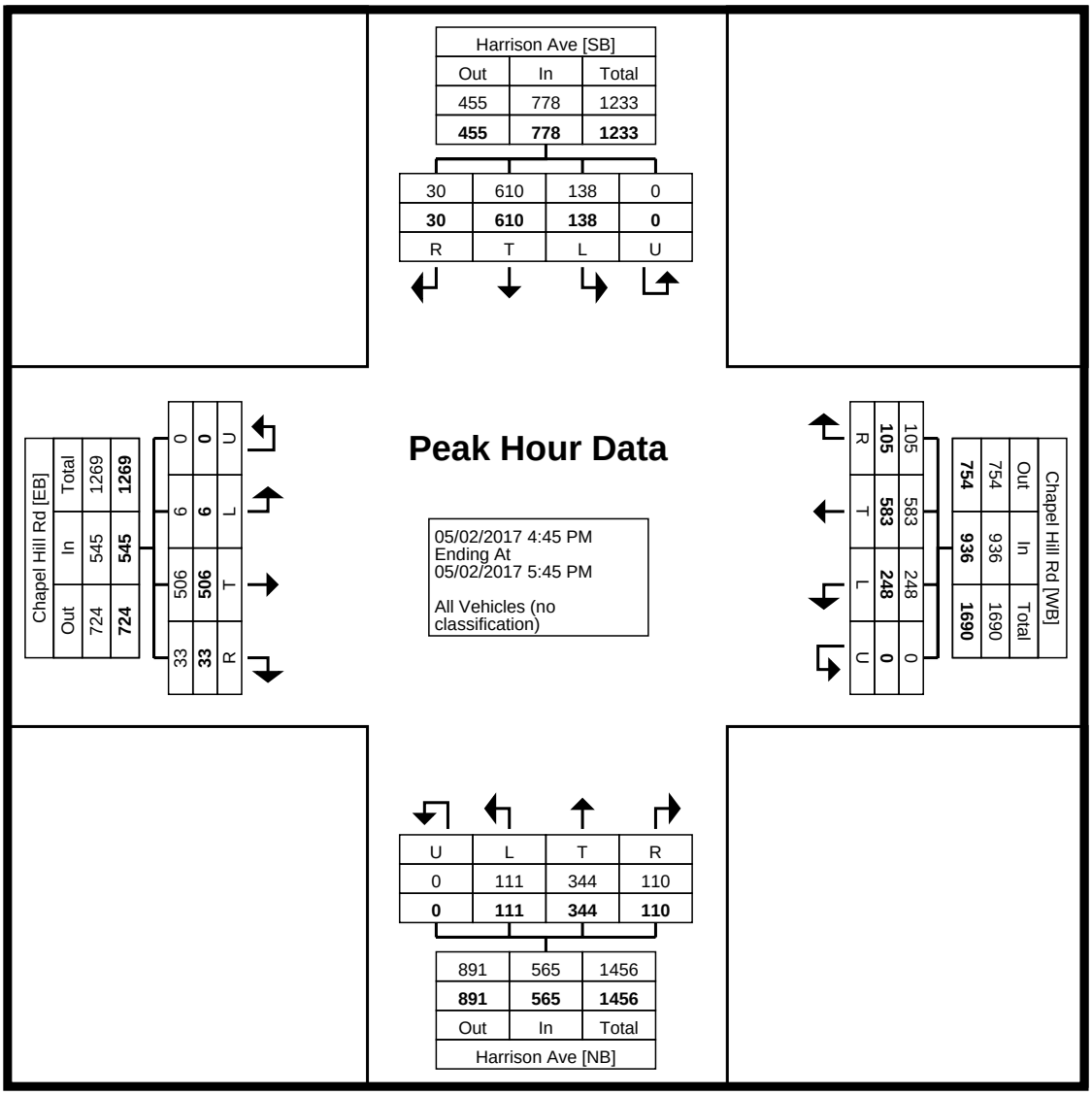
Count Name: Harrison Ave at Chapel Hill Rd
Site Code:
Start Date: 05/02/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017

Turning Movement Data

Start Time	Harrison Ave Southbound					Chatham St Westbound					Harrison Ave Northbound					Chatham St Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	4	9	15	0	28	0	13	6	0	19	1	18	0	0	19	22	17	1	0	40	106
6:15 AM	1	17	6	0	24	0	22	7	0	29	2	17	1	0	20	31	27	2	0	60	133
6:30 AM	2	24	21	0	47	1	30	3	0	34	2	50	2	0	54	44	49	2	0	95	230
6:45 AM	2	17	16	0	35	0	33	8	0	41	4	26	5	0	35	42	63	6	0	111	222
Hourly Total	9	67	58	0	134	1	98	24	0	123	9	111	8	0	128	139	156	11	0	306	691
7:00 AM	7	71	29	0	107	2	41	8	0	51	6	55	0	0	61	74	83	9	0	166	385
7:15 AM	6	37	18	0	61	2	39	21	0	62	2	95	1	0	98	88	90	7	0	185	406
7:30 AM	7	61	35	0	103	2	43	28	0	73	2	133	0	0	135	104	132	7	0	243	554
7:45 AM	10	78	45	0	133	2	59	13	0	74	3	87	2	0	92	97	158	9	0	264	563
Hourly Total	30	247	127	0	404	8	182	70	0	260	13	370	3	0	386	363	463	32	0	858	1908
8:00 AM	18	68	35	0	121	1	58	18	0	77	6	92	2	0	100	87	135	8	0	230	528
8:15 AM	10	51	30	0	91	2	56	18	0	76	5	80	2	0	87	73	136	9	0	218	472
8:30 AM	11	58	23	0	92	2	57	12	0	71	17	75	1	0	93	81	128	10	0	219	475
8:45 AM	20	44	28	0	92	0	54	19	0	73	9	49	5	0	63	51	141	17	0	209	437
Hourly Total	59	221	116	0	396	5	225	67	0	297	37	296	10	0	343	292	540	44	0	876	1912
9:00 AM	16	55	36	0	107	1	59	21	0	81	11	68	1	0	80	59	104	18	0	181	449
9:15 AM	18	53	34	0	105	2	67	19	0	88	13	64	2	0	79	58	68	14	0	140	412
9:30 AM	2	41	39	0	82	0	51	20	0	71	10	48	3	0	61	56	63	11	0	130	344
9:45 AM	16	42	24	0	82	0	55	11	0	66	10	38	6	0	54	32	68	5	0	105	307
Hourly Total	52	191	133	0	376	3	232	71	0	306	44	218	12	0	274	205	303	48	0	556	1512
10:00 AM	16	47	28	0	91	1	39	12	0	52	7	35	4	0	46	41	66	8	0	115	304
10:15 AM	13	28	19	0	60	4	60	12	0	76	6	40	3	1	50	31	54	4	0	89	275
10:30 AM	12	35	35	0	82	4	50	11	0	65	9	30	1	0	40	41	69	11	0	121	308
10:45 AM	15	40	33	0	88	2	46	12	0	60	7	33	2	0	42	40	80	8	0	128	318
Hourly Total	56	150	115	0	321	11	195	47	0	253	29	138	10	1	178	153	269	31	0	453	1205
11:00 AM	8	43	43	0	94	6	43	15	0	64	2	38	7	0	47	45	76	10	0	131	336
11:15 AM	20	44	35	0	99	1	51	10	0	62	6	43	3	0	52	35	65	9	0	109	322
11:30 AM	21	50	43	0	114	2	61	16	0	79	8	39	1	0	48	47	68	7	0	122	363
11:45 AM	16	37	48	0	101	5	65	17	0	87	10	43	5	0	58	39	73	13	0	125	371
Hourly Total	65	174	169	0	408	14	220	58	0	292	26	163	16	0	205	166	282	39	0	487	1392
12:00 PM	29	50	52	0	131	3	72	18	0	93	11	53	4	0	68	39	81	15	0	135	427
12:15 PM	21	53	41	0	115	2	77	24	0	103	10	43	1	0	54	41	56	11	0	108	380
12:30 PM	24	52	40	0	116	6	71	16	0	93	9	54	5	0	68	38	63	13	0	114	391
12:45 PM	26	42	40	0	108	0	63	21	0	84	13	48	0	0	61	45	94	10	0	149	402
Hourly Total	100	197	173	0	470	11	283	79	0	373	43	198	10	0	251	163	294	49	0	506	1600
1:00 PM	24	50	43	0	117	1	81	17	0	99	4	55	7	0	66	40	96	5	0	141	423
1:15 PM	17	52	38	0	107	4	89	22	0	115	9	57	6	0	72	40	71	12	0	123	417
1:30 PM	15	55	56	0	126	5	64	22	0	91	6	48	3	0	57	48	52	7	0	107	381
1:45 PM	22	51	57	0	130	3	77	21	0	101	13	45	2	0	60	45	65	7	0	117	408
Hourly Total	78	208	194	0	480	13	311	82	0	406	32	205	18	0	255	173	284	31	0	488	1629
2:00 PM	25	58	44	0	127	1	61	10	0	72	3	50	3	0	56	33	61	11	0	105	360
2:15 PM	20	66	53	0	139	7	63	18	0	88	7	42	0	0	49	46	68	6	0	120	396
2:30 PM	17	50	53	0	120	0	69	17	0	86	6	54	0	0	60	45	84	16	0	145	411
2:45 PM	15	79	48	0	142	4	64	18	0	86	5	55	1	0	61	57	74	6	0	137	426
Hourly Total	77	253	198	0	528	12	257	63	0	332	21	201	4	0	226	181	287	39	0	507	1593
3:00 PM	16	50	71	0	137	1	86	15	0	102	12	69	2	0	83	41	82	15	0	138	460
3:15 PM	23	80	77	0	180	2	86	24	0	112	7	58	2	0	67	52	80	5	0	137	496
3:30 PM	18	67	71	0	156	8	83	30	0	121	14	43	3	0	60	47	79	9	0	135	472
3:45 PM	16	83	70	0	169	1	94	15	0	110	10	45	5	0	60	58	95	9	0	162	501
Hourly Total	73	280	289	0	642	12	349	84	0	445	43	215	12	0	270	198	336	38	0	572	1929
4:00 PM	13	74	70	0	157	3	102	12	0	117	7	59	1	0	67	42	67	11	0	120	461
4:15 PM	23	73	66	0	162	7	111	19	0	137	6	38	3	0	47	51	87	8	0	146	492
4:30 PM	27	95	72	0	194	1	108	23	0	132	8	61	2	0	71	45	75	18	0	138	535
4:45 PM	30	104	96	0	230	4	117	17	0	138	6	55	5	0	66	72	98	17	0	187	621
Hourly Total	93	346	304	0	743	15	438	71	0	524	27	213	11	0	251	210	327	54	0	591	2109
5:00 PM	31	115	96	0	242	1	133	10	0	144	7	62	4	0	73	50	82	14	0	146	605
5:15 PM	23	106	116	0	245	5	137	14	0	156	3	65	2	0	70	52	100	18	0	170	641
5:30 PM	24	95	95	0	214	6	118	19	0	143	10	60	5	0	75	60	94	14	0	168	600
5:45 PM	31	132	114	0	277	2	124	16	0	142	3	61	6	0	70	51	104	20	0	175	664
Hourly Total	109	448	421	0	978	14	512	59	0	585	23	248	17	0	288	213	380	66	0	659	2510
6:00 PM	37	88	66	0	191	2	123	15	0	140	10	59	3	0	72	44	110	32	0	186	589
6:15 PM	40	92	84	0	216	5	91	16	0	112	7	43	2	0	52	67	123	17	0	207	587

6:30 PM	26	80	60	0	166	3	112	18	0	133	6	43	4	0	53	36	81	4	0	121	473
6:45 PM	27	78	63	0	168	3	100	10	0	113	8	43	0	0	51	36	94	7	0	137	469
Hourly Total	130	338	273	0	741	13	426	59	0	498	31	188	9	0	228	183	408	60	0	651	2118
7:00 PM	12	60	37	0	109	2	38	15	0	55	15	39	6	0	60	25	54	14	0	93	317
7:15 PM	8	45	46	0	99	0	70	20	0	90	12	51	2	0	65	42	68	6	0	116	370
7:30 PM	22	45	39	0	106	1	97	10	0	108	6	37	0	0	43	20	51	10	0	81	338
7:45 PM	15	54	36	0	105	2	75	11	0	88	16	34	1	0	51	31	42	11	0	84	328
Hourly Total	57	204	158	0	419	5	280	56	0	341	49	161	9	0	219	118	215	41	0	374	1353
8:00 PM	15	38	37	0	90	3	80	19	0	102	14	47	0	0	61	24	52	5	0	81	334
8:15 PM	7	24	30	0	61	0	75	14	0	89	4	30	1	0	35	21	40	5	0	66	251
8:30 PM	8	29	24	0	61	1	68	15	0	84	2	31	0	0	33	29	33	7	0	69	247
8:45 PM	5	17	21	0	43	0	51	12	0	63	7	29	2	0	38	20	35	3	0	58	202
Hourly Total	35	108	112	0	255	4	274	60	0	338	27	137	3	0	167	94	160	20	0	274	1034
9:00 PM	5	20	25	0	50	2	56	7	0	65	5	23	0	0	28	25	33	3	0	61	204
9:15 PM	8	12	22	0	42	0	41	4	0	45	4	19	0	0	23	20	14	1	0	35	145
9:30 PM	2	10	12	0	24	0	38	6	0	44	3	19	3	0	25	10	19	2	0	31	124
9:45 PM	5	10	14	0	29	0	30	4	0	34	4	21	2	0	27	21	16	5	0	42	132
Hourly Total	20	52	73	0	145	2	165	21	0	188	16	82	5	0	103	76	82	11	0	169	605
Grand Total	1043	3484	2913	0	7440	143	4447	971	0	5561	470	3144	157	1	3772	2927	4786	614	0	8327	25100
Approach %	14.0	46.8	39.2	0.0	-	2.6	80.0	17.5	0.0	-	12.5	83.4	4.2	0.0	-	35.2	57.5	7.4	0.0	-	-
Total %	4.2	13.9	11.6	0.0	29.6	0.6	17.7	3.9	0.0	22.2	1.9	12.5	0.6	0.0	15.0	11.7	19.1	2.4	0.0	33.2	-
All Vehicles (no classification)	1043	3484	2913	0	7440	143	4447	971	0	5561	470	3144	157	1	3772	2927	4786	614	0	8327	25100
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0

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Count Name: Harrison Ave at Chatham St
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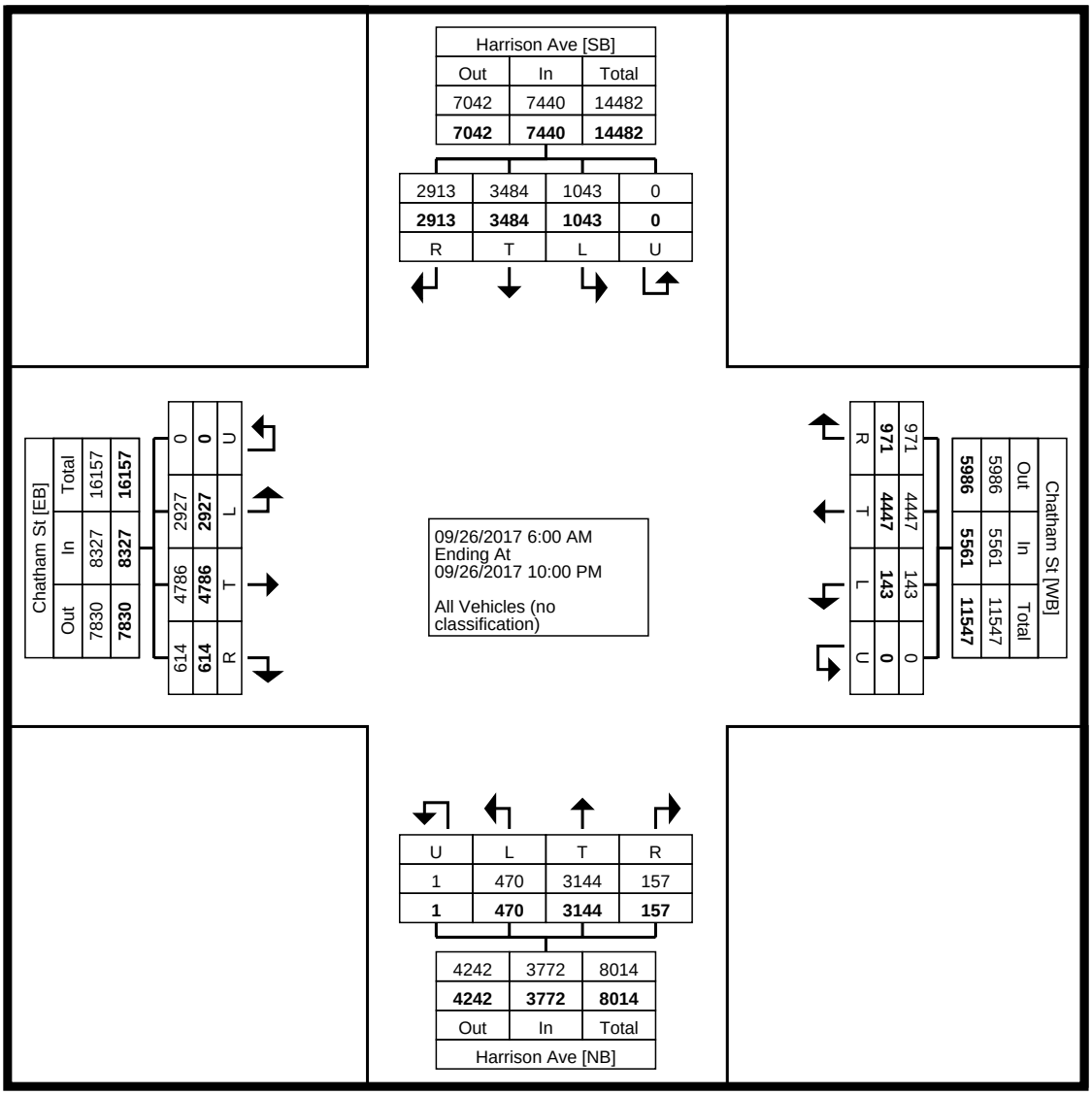
Start Date: 09/26/2017



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Harrison Ave Southbound					Chatham St Westbound					Harrison Ave Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	7	61	35	0	103	2	43	28	0	73	2	133	0	0	135	104	132	7	0	243	554
7:45 AM	10	78	45	0	133	2	59	13	0	74	3	87	2	0	92	97	158	9	0	264	563
8:00 AM	18	68	35	0	121	1	58	18	0	77	6	92	2	0	100	87	135	8	0	230	528
8:15 AM	10	51	30	0	91	2	56	18	0	76	5	80	2	0	87	73	136	9	0	218	472
Total	45	258	145	0	448	7	216	77	0	300	16	392	6	0	414	361	561	33	0	955	2117
Approach %	10.0	57.6	32.4	0.0	-	2.3	72.0	25.7	0.0	-	3.9	94.7	1.4	0.0	-	37.8	58.7	3.5	0.0	-	-
Total %	2.1	12.2	6.8	0.0	21.2	0.3	10.2	3.6	0.0	14.2	0.8	18.5	0.3	0.0	19.6	17.1	26.5	1.6	0.0	45.1	-
PHF	0.625	0.827	0.806	0.000	0.842	0.875	0.915	0.688	0.000	0.974	0.667	0.737	0.750	0.000	0.767	0.868	0.888	0.917	0.000	0.904	0.940
All Vehicles (no classification)	45	258	145	0	448	7	216	77	0	300	16	392	6	0	414	361	561	33	0	955	2117
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

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Count Name: Harrison Ave at Chatham St
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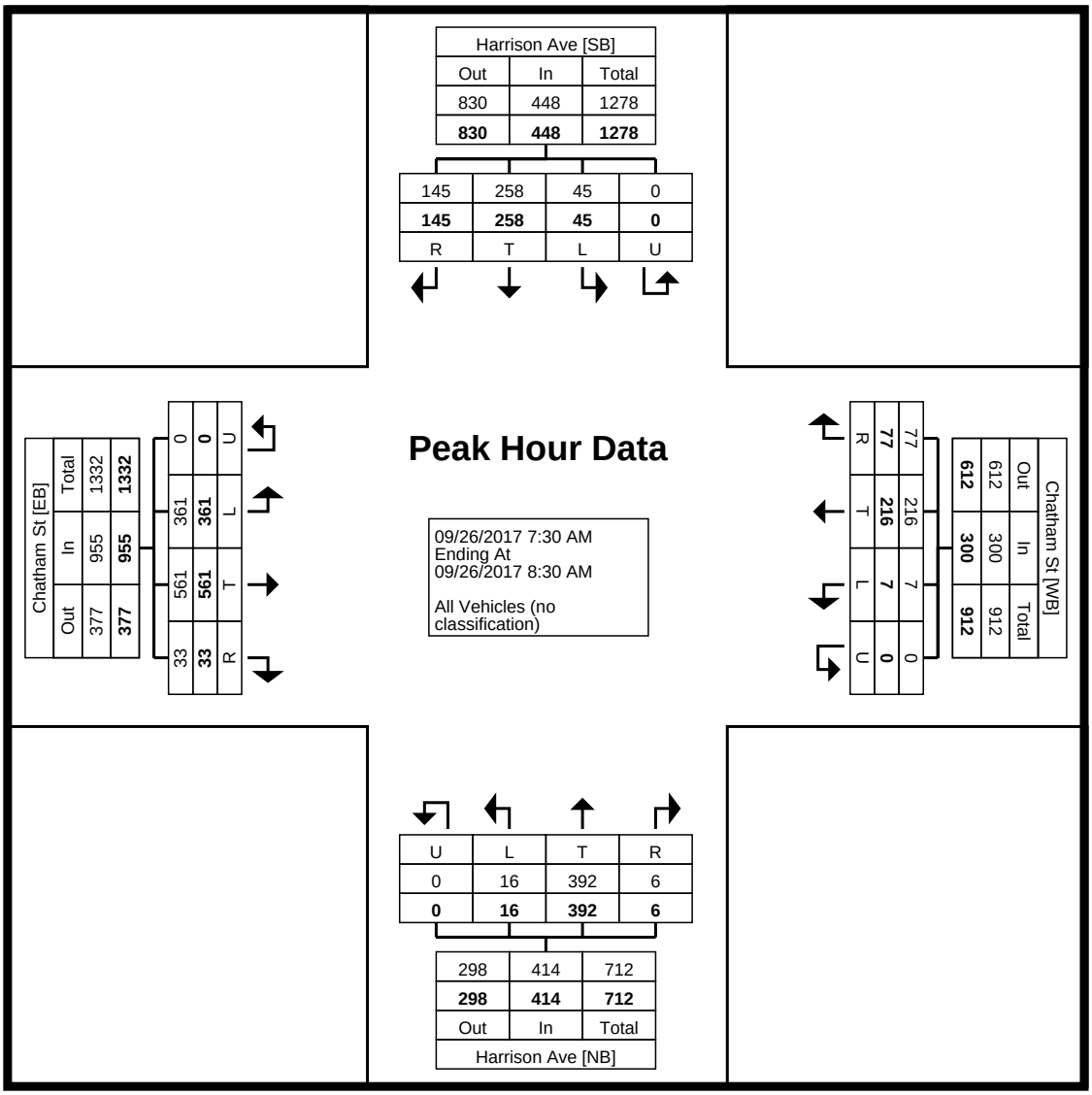

Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
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919.469.4030

Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Harrison Ave Southbound					Chatham St Westbound					Harrison Ave Northbound					Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	31	115	96	0	242	1	133	10	0	144	7	62	4	0	73	50	82	14	0	146	605
5:15 PM	23	106	116	0	245	5	137	14	0	156	3	65	2	0	70	52	100	18	0	170	641
5:30 PM	24	95	95	0	214	6	118	19	0	143	10	60	5	0	75	60	94	14	0	168	600
5:45 PM	31	132	114	0	277	2	124	16	0	142	3	61	6	0	70	51	104	20	0	175	664
Total	109	448	421	0	978	14	512	59	0	585	23	248	17	0	288	213	380	66	0	659	2510
Approach %	11.1	45.8	43.0	0.0	-	2.4	87.5	10.1	0.0	-	8.0	86.1	5.9	0.0	-	32.3	57.7	10.0	0.0	-	-
Total %	4.3	17.8	16.8	0.0	39.0	0.6	20.4	2.4	0.0	23.3	0.9	9.9	0.7	0.0	11.5	8.5	15.1	2.6	0.0	26.3	-
PHF	0.879	0.848	0.907	0.000	0.883	0.583	0.934	0.776	0.000	0.938	0.575	0.954	0.708	0.000	0.960	0.888	0.913	0.825	0.000	0.941	0.945
All Vehicles (no classification)	109	448	421	0	978	14	512	59	0	585	23	248	17	0	288	213	380	66	0	659	2510
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
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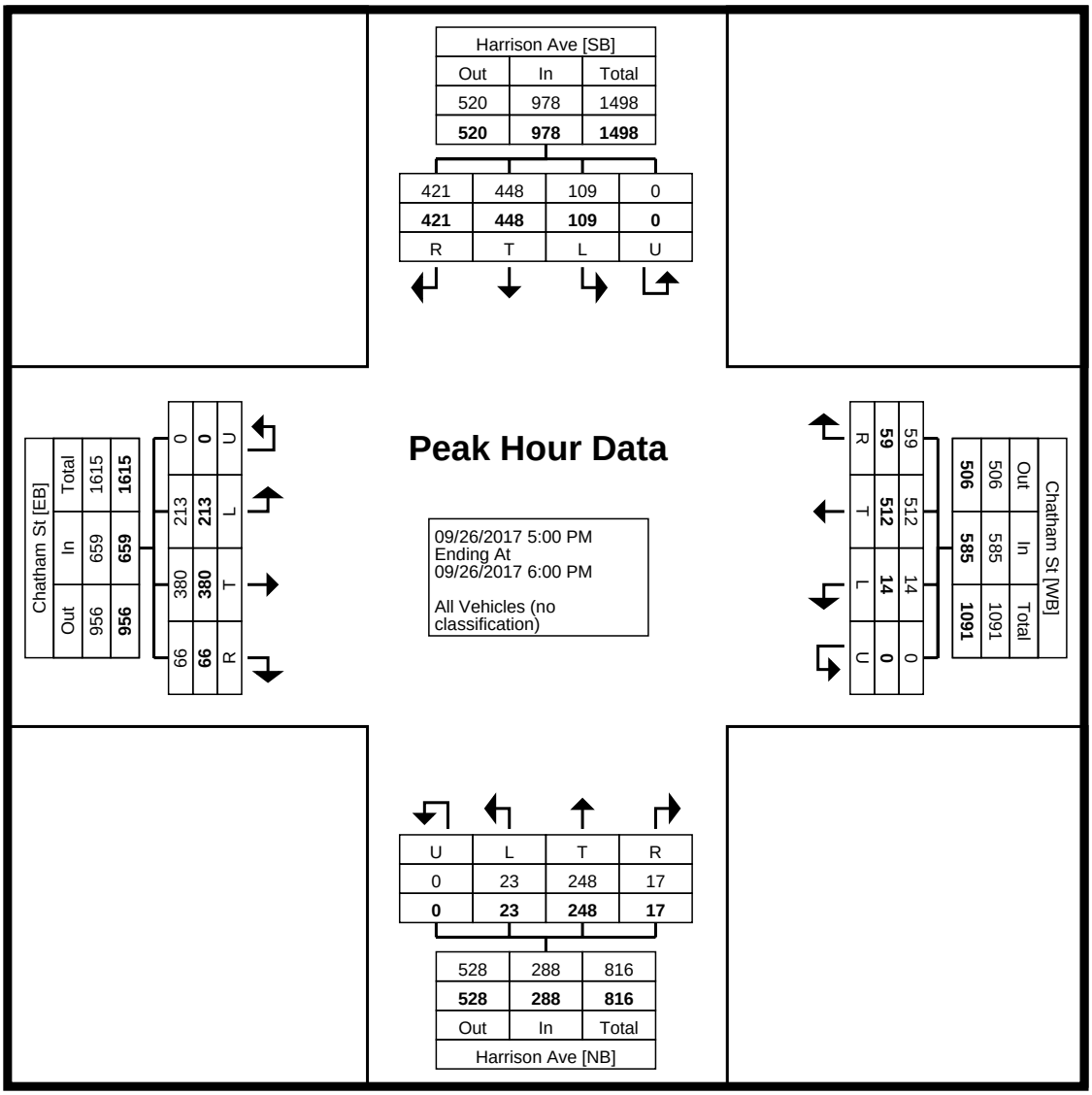
Count Name: Harrison Ave at Chatham St
Site Code:
Start Date: 09/26/2017
Page No: 7



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Dry Ave
Site Code:
Start Date: 05/04/2017

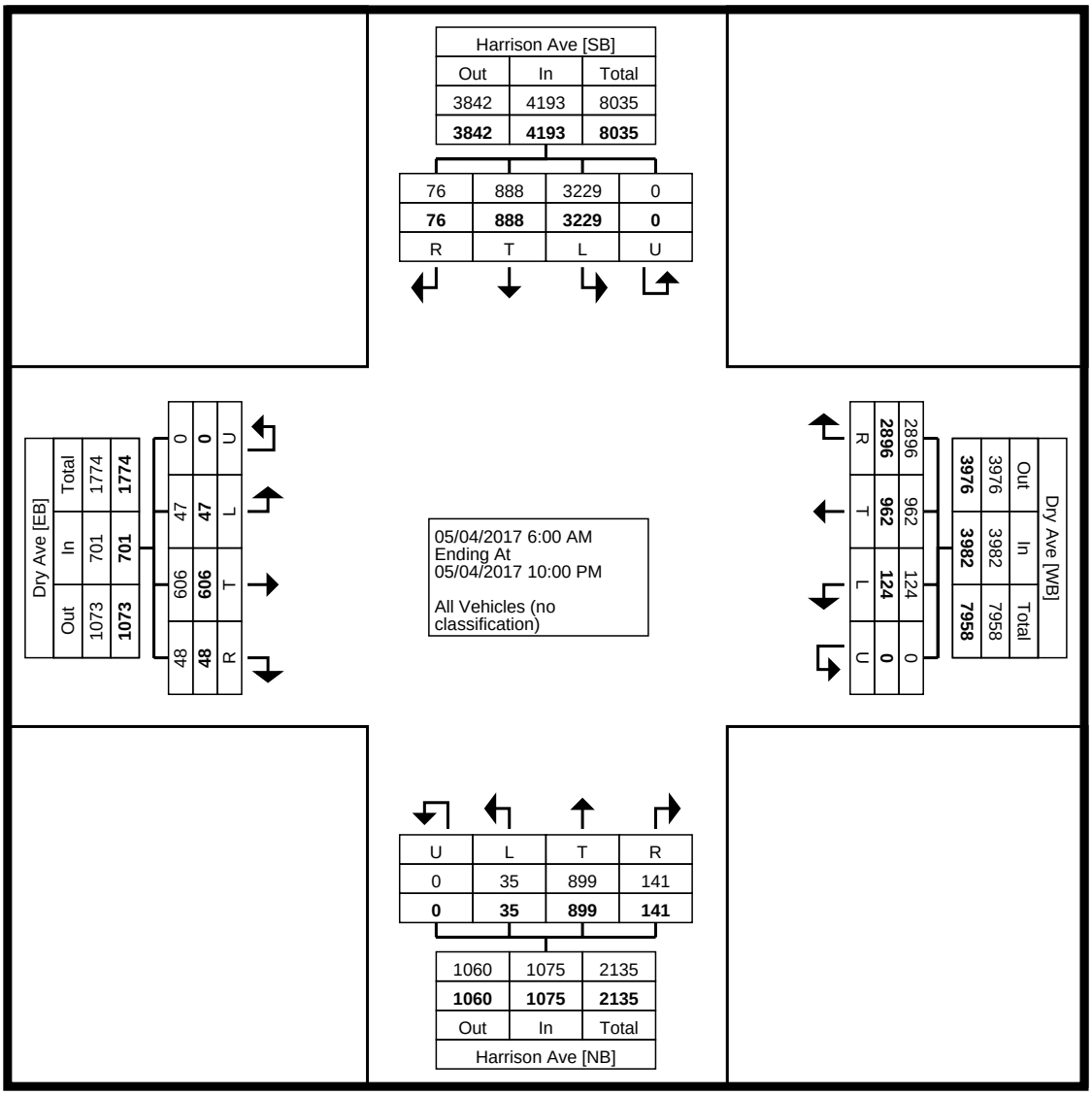
Turning Movement Data

Start Time	Harrison Ave Southbound					Dry Ave Westbound					Harrison Ave Northbound					Dry Ave Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
6:00 AM	4	0	0	0	4	0	7	10	0	17	0	5	0	0	5	0	4	0	0	4	30
6:15 AM	21	1	0	0	22	1	8	17	0	26	1	4	0	0	5	1	7	0	0	8	61
6:30 AM	22	6	0	0	28	0	1	35	0	36	0	16	1	0	17	0	5	0	0	5	86
6:45 AM	43	2	1	0	46	1	8	24	0	33	0	14	1	0	15	0	17	0	0	17	111
Hourly Total	90	9	1	0	100	2	24	86	0	112	1	39	2	0	42	1	33	0	0	34	288
7:00 AM	97	7	0	0	104	0	11	58	0	69	0	11	0	0	11	0	20	0	0	20	204
7:15 AM	41	3	0	0	44	2	19	101	0	122	0	19	3	0	22	1	16	0	0	17	205
7:30 AM	51	21	0	0	72	2	6	105	0	113	0	30	2	0	32	1	8	4	0	13	230
7:45 AM	59	18	1	0	78	1	7	64	0	72	0	19	5	0	24	2	12	3	0	17	191
Hourly Total	248	49	1	0	298	5	43	328	0	376	0	79	10	0	89	4	56	7	0	67	830
8:00 AM	38	25	0	0	63	2	10	42	0	54	3	37	3	0	43	2	15	6	0	23	183
8:15 AM	48	17	2	0	67	3	10	53	0	66	2	40	0	0	42	1	4	3	0	8	183
8:30 AM	51	4	2	0	57	1	10	55	0	66	1	21	2	0	24	1	17	0	0	18	165
8:45 AM	55	15	2	0	72	1	10	65	0	76	0	22	2	0	24	2	10	2	0	14	186
Hourly Total	192	61	6	0	259	7	40	215	0	262	6	120	7	0	133	6	46	11	0	63	717
9:00 AM	45	19	0	0	64	2	10	59	0	71	0	11	1	0	12	0	11	0	0	11	158
9:15 AM	39	24	0	0	63	6	9	32	0	47	0	18	4	0	22	2	13	0	0	15	147
9:30 AM	42	27	2	0	71	2	10	45	0	57	0	32	4	0	36	0	8	0	0	8	172
9:45 AM	26	13	2	0	41	0	14	40	0	54	0	19	2	0	21	1	5	0	0	6	122
Hourly Total	152	83	4	0	239	10	43	176	0	229	0	80	11	0	91	3	37	0	0	40	599
10:00 AM	32	13	1	0	46	1	7	44	0	52	0	11	2	0	13	1	8	0	0	9	120
10:15 AM	36	6	0	0	42	2	9	40	0	51	0	11	3	0	14	0	7	0	0	7	114
10:30 AM	31	8	0	0	39	0	5	34	0	39	0	10	1	0	11	0	4	0	0	4	93
10:45 AM	40	6	1	0	47	4	14	48	0	66	0	7	1	0	8	0	6	0	0	6	127
Hourly Total	139	33	2	0	174	7	35	166	0	208	0	39	7	0	46	1	25	0	0	26	454
11:00 AM	35	6	2	0	43	5	10	31	0	46	0	7	1	0	8	1	4	2	0	7	104
11:15 AM	30	10	1	0	41	2	9	44	0	55	0	13	3	0	16	0	12	0	0	12	124
11:30 AM	44	18	1	0	63	0	17	37	0	54	0	12	3	0	15	1	9	0	0	10	142
11:45 AM	52	9	1	0	62	3	12	41	0	56	1	12	0	0	13	0	9	1	0	10	141
Hourly Total	161	43	5	0	209	10	48	153	0	211	1	44	7	0	52	2	34	3	0	39	511
12:00 PM	51	18	2	0	71	1	9	42	0	52	0	8	6	0	14	2	8	0	0	10	147
12:15 PM	53	17	2	0	72	3	14	33	0	50	0	16	3	0	19	1	7	0	0	8	149
12:30 PM	48	22	2	0	72	4	10	45	0	59	0	30	9	0	39	0	8	0	0	8	178
12:45 PM	55	13	3	0	71	3	20	36	0	59	1	17	3	0	21	0	8	0	0	8	159
Hourly Total	207	70	9	0	286	11	53	156	0	220	1	71	21	0	93	3	31	0	0	34	633
1:00 PM	51	15	2	0	68	3	17	44	0	64	0	14	3	0	17	2	7	0	0	9	158
1:15 PM	52	11	2	0	65	3	19	39	0	61	0	9	2	0	11	0	7	0	0	7	144
1:30 PM	57	10	0	0	67	2	33	41	0	76	0	13	4	0	17	1	5	0	0	6	166
1:45 PM	51	10	1	0	62	0	9	36	0	45	1	10	1	0	12	1	15	0	0	16	135
Hourly Total	211	46	5	0	262	8	78	160	0	246	1	46	10	0	57	4	34	0	0	38	603
2:00 PM	42	12	0	0	54	2	10	43	0	55	0	16	7	0	23	2	15	0	0	17	149
2:15 PM	50	16	0	0	66	0	23	62	0	85	0	8	2	0	10	1	10	0	0	11	172
2:30 PM	48	19	0	0	67	5	24	57	0	86	0	16	2	0	18	2	5	3	0	10	181
2:45 PM	58	24	0	0	82	7	19	44	0	70	0	16	3	0	19	0	15	1	0	16	187
Hourly Total	198	71	0	0	269	14	76	206	0	296	0	56	14	0	70	5	45	4	0	54	689
3:00 PM	60	26	5	0	91	7	21	52	0	80	3	19	6	0	28	3	18	3	0	24	223
3:15 PM	62	20	1	0	83	1	22	44	0	67	1	27	4	0	32	0	10	1	0	11	193
3:30 PM	63	12	3	0	78	1	28	71	0	100	2	7	2	0	11	0	7	1	0	8	197
3:45 PM	70	14	0	0	84	4	16	54	0	74	3	12	0	0	15	0	9	0	0	9	182
Hourly Total	255	72	9	0	336	13	87	221	0	321	9	65	12	0	86	3	44	5	0	52	795
4:00 PM	72	19	2	0	93	2	16	61	0	79	1	15	4	0	20	0	11	2	0	13	205
4:15 PM	84	25	2	0	111	2	23	53	0	78	1	14	1	0	16	0	10	0	0	10	215
4:30 PM	78	15	3	0	96	3	20	49	0	72	0	12	3	0	15	1	20	0	0	21	204
4:45 PM	71	18	0	0	89	2	24	41	0	67	0	10	3	0	13	1	12	2	0	15	184
Hourly Total	305	77	7	0	389	9	83	204	0	296	2	51	11	0	64	2	53	4	0	59	808
5:00 PM	89	20	3	0	112	0	18	52	0	70	0	15	3	0	18	0	12	1	0	13	213
5:15 PM	94	23	1	0	118	0	29	62	0	91	0	15	2	0	17	1	12	0	0	13	239
5:30 PM	104	29	4	0	137	2	35	50	0	87	0	12	0	0	12	1	19	1	0	21	257
5:45 PM	99	24	3	0	126	3	35	56	0	94	2	14	2	0	18	3	15	2	0	20	258
Hourly Total	386	96	11	0	493	5	117	220	0	342	2	56	7	0	65	5	58	4	0	67	967
6:00 PM	75	14	2	0	91	5	28	58	0	91	1	14	2	0	17	2	9	0	0	11	210
6:15 PM	80	11	3	0	94	3	14	38	0	55	0	15	1	0	16	2	8	1	0	11	176

6:30 PM	56	16	1	0	73	0	20	42	0	62	0	18	5	0	23	1	20	0	0	21	179
6:45 PM	51	23	1	0	75	3	16	32	0	51	3	11	3	0	17	0	8	5	0	13	156
Hourly Total	262	64	7	0	333	11	78	170	0	259	4	58	11	0	73	5	45	6	0	56	721
7:00 PM	66	16	1	0	83	2	16	50	0	68	0	17	1	0	18	0	4	1	0	5	174
7:15 PM	47	14	1	0	62	1	27	41	0	69	0	7	1	0	8	1	7	0	0	8	147
7:30 PM	57	13	0	0	70	0	16	53	0	69	1	10	2	0	13	0	10	0	0	10	162
7:45 PM	43	12	1	0	56	2	11	43	0	56	0	5	0	0	5	0	9	1	0	10	127
Hourly Total	213	55	3	0	271	5	70	187	0	262	1	39	4	0	44	1	30	2	0	33	610
8:00 PM	33	13	2	0	48	0	11	31	0	42	0	7	2	0	9	2	10	0	0	12	111
8:15 PM	47	10	0	0	57	0	16	45	0	61	0	5	0	0	5	0	5	1	0	6	129
8:30 PM	38	4	0	0	42	2	10	40	0	52	4	17	3	0	24	0	1	0	0	1	119
8:45 PM	25	8	1	0	34	3	14	31	0	48	1	4	0	0	5	0	4	1	0	5	92
Hourly Total	143	35	3	0	181	5	51	147	0	203	5	33	5	0	43	2	20	2	0	24	451
9:00 PM	17	6	2	0	25	1	13	33	0	47	1	4	0	0	5	0	2	0	0	2	79
9:15 PM	18	9	1	0	28	1	9	25	0	35	0	4	1	0	5	0	2	0	0	2	70
9:30 PM	14	4	0	0	18	0	8	21	0	29	0	10	0	0	10	0	4	0	0	4	61
9:45 PM	18	5	0	0	23	0	6	22	0	28	1	5	1	0	7	0	7	0	0	7	65
Hourly Total	67	24	3	0	94	2	36	101	0	139	2	23	2	0	27	0	15	0	0	15	275
Grand Total	3229	888	76	0	4193	124	962	2896	0	3982	35	899	141	0	1075	47	606	48	0	701	9951
Approach %	77.0	21.2	1.8	0.0	-	3.1	24.2	72.7	0.0	-	3.3	83.6	13.1	0.0	-	6.7	86.4	6.8	0.0	-	-
Total %	32.4	8.9	0.8	0.0	42.1	1.2	9.7	29.1	0.0	40.0	0.4	9.0	1.4	0.0	10.8	0.5	6.1	0.5	0.0	7.0	-
All Vehicles (no classification)	3229	888	76	0	4193	124	962	2896	0	3982	35	899	141	0	1075	47	606	48	0	701	9951
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Dry Ave
Site Code:
Start Date: 05/04/2017



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Dry Ave
Site Code:
Start Date: 05/04/2017

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Harrison Ave Southbound					Dry Ave Westbound					Harrison Ave Northbound					Dry Ave Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	97	7	0	0	104	0	11	58	0	69	0	11	0	0	11	0	20	0	0	20	204
7:15 AM	41	3	0	0	44	2	19	101	0	122	0	19	3	0	22	1	16	0	0	17	205
7:30 AM	51	21	0	0	72	2	6	105	0	113	0	30	2	0	32	1	8	4	0	13	230
7:45 AM	59	18	1	0	78	1	7	64	0	72	0	19	5	0	24	2	12	3	0	17	191
Total	248	49	1	0	298	5	43	328	0	376	0	79	10	0	89	4	56	7	0	67	830
Approach %	83.2	16.4	0.3	0.0	-	1.3	11.4	87.2	0.0	-	0.0	88.8	11.2	0.0	-	6.0	83.6	10.4	0.0	-	-
Total %	29.9	5.9	0.1	0.0	35.9	0.6	5.2	39.5	0.0	45.3	0.0	9.5	1.2	0.0	10.7	0.5	6.7	0.8	0.0	8.1	-
PHF	0.639	0.583	0.250	0.000	0.716	0.625	0.566	0.781	0.000	0.770	0.000	0.658	0.500	0.000	0.695	0.500	0.700	0.438	0.000	0.838	0.902
All Vehicles (no classification)	248	49	1	0	298	5	43	328	0	376	0	79	10	0	89	4	56	7	0	67	830
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
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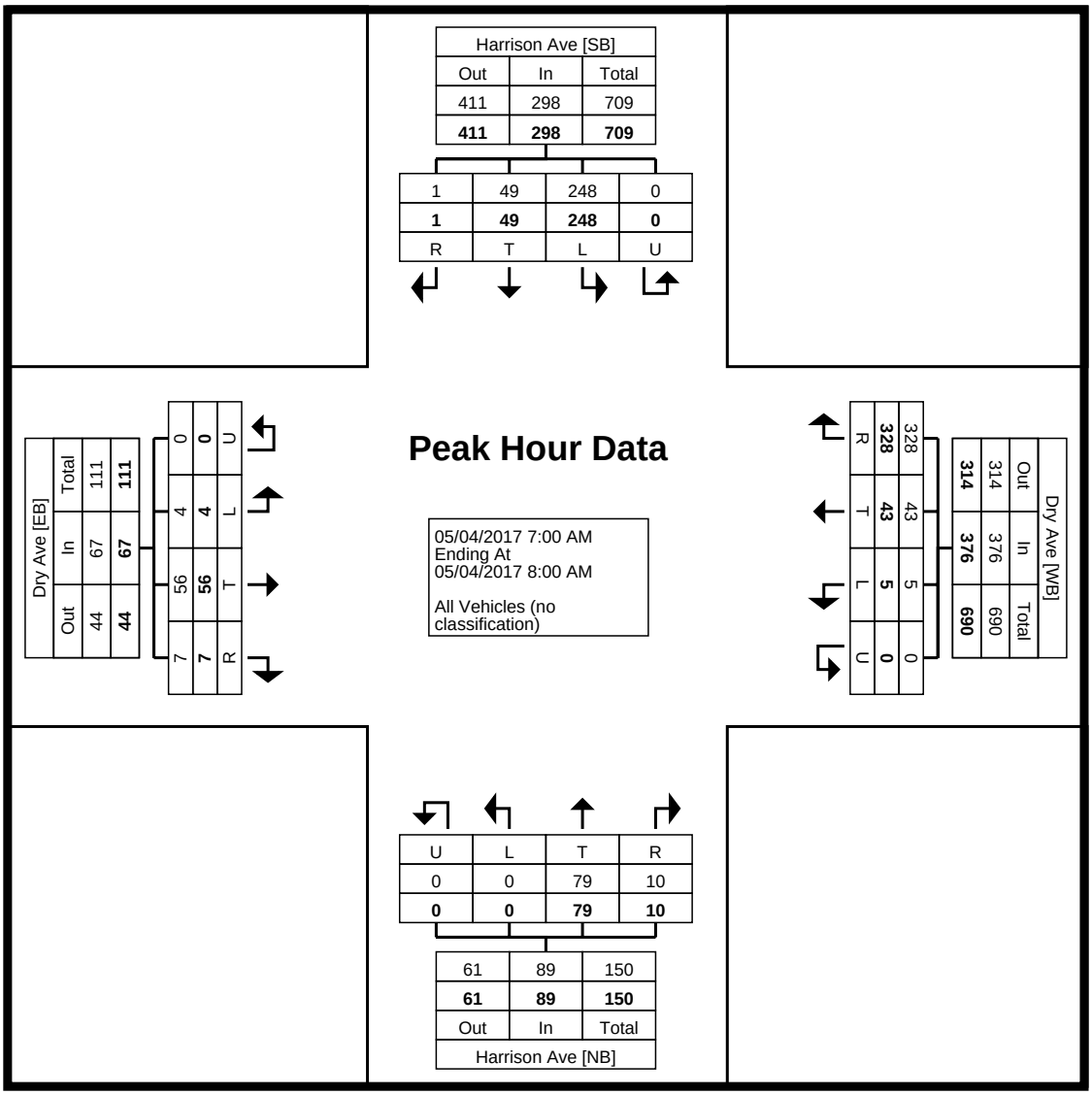
919.469.4030

Count Name: Harrison Ave at Dry Ave
Site Code:
Start Date: 05/04/2017



Turning Movement Peak Hour Data Plot (7:00 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Harrison Ave at Dry Ave
Site Code:
Start Date: 05/04/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Harrison Ave Southbound					Dry Ave Westbound					Harrison Ave Northbound					Dry Ave Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	89	20	3	0	112	0	18	52	0	70	0	15	3	0	18	0	12	1	0	13	213
5:15 PM	94	23	1	0	118	0	29	62	0	91	0	15	2	0	17	1	12	0	0	13	239
5:30 PM	104	29	4	0	137	2	35	50	0	87	0	12	0	0	12	1	19	1	0	21	257
5:45 PM	99	24	3	0	126	3	35	56	0	94	2	14	2	0	18	3	15	2	0	20	258
Total	386	96	11	0	493	5	117	220	0	342	2	56	7	0	65	5	58	4	0	67	967
Approach %	78.3	19.5	2.2	0.0	-	1.5	34.2	64.3	0.0	-	3.1	86.2	10.8	0.0	-	7.5	86.6	6.0	0.0	-	-
Total %	39.9	9.9	1.1	0.0	51.0	0.5	12.1	22.8	0.0	35.4	0.2	5.8	0.7	0.0	6.7	0.5	6.0	0.4	0.0	6.9	-
PHF	0.928	0.828	0.688	0.000	0.900	0.417	0.836	0.887	0.000	0.910	0.250	0.933	0.583	0.000	0.903	0.417	0.763	0.500	0.000	0.798	0.937
All Vehicles (no classification)	386	96	11	0	493	5	117	220	0	342	2	56	7	0	65	5	58	4	0	67	967
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
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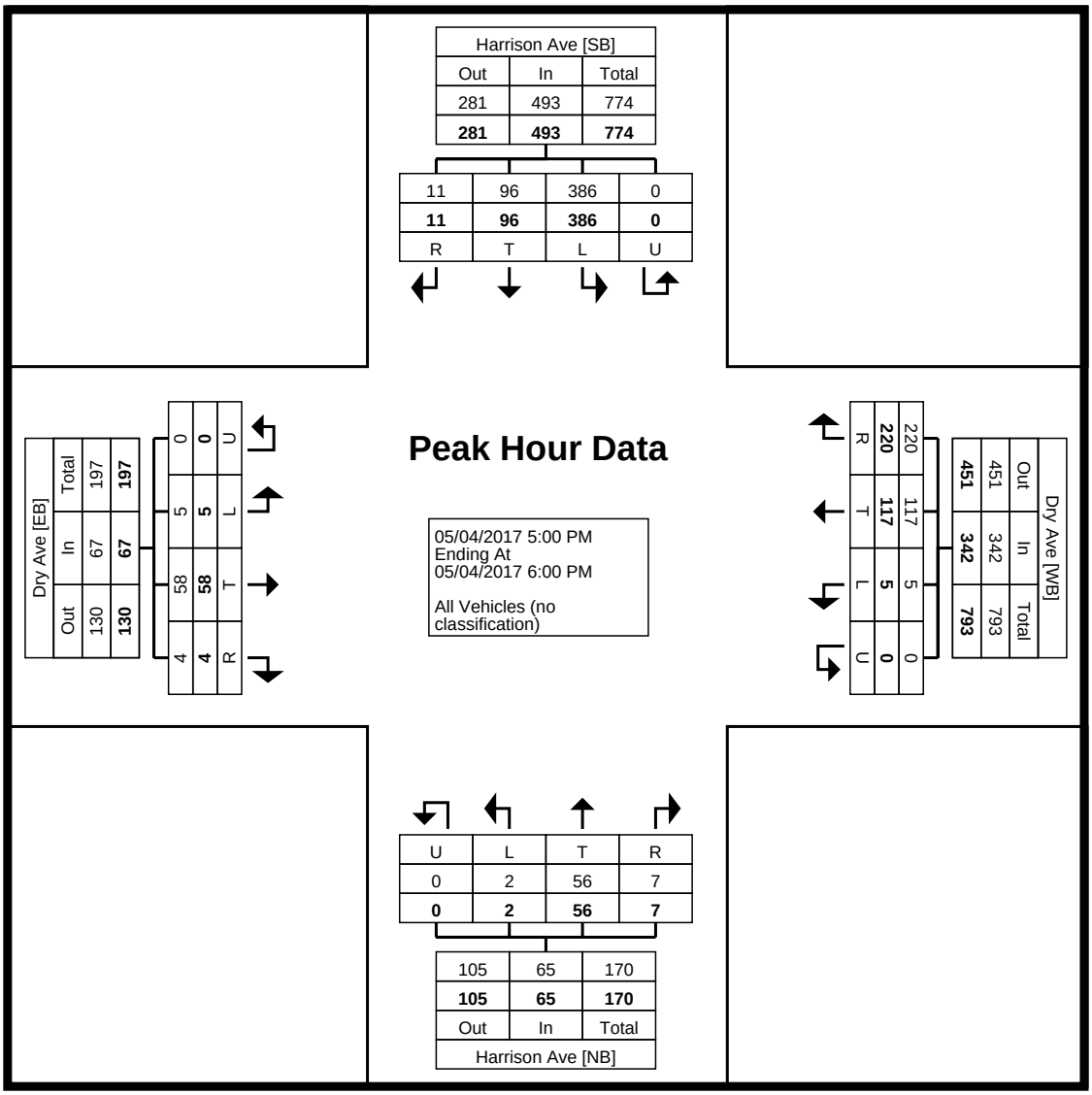
Count Name: Harrison Ave at Dry Ave
Site Code:
Start Date: 05/04/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Kildaire Farm Rd at Walnut St
Site Code:
Start Date: 10/03/2013

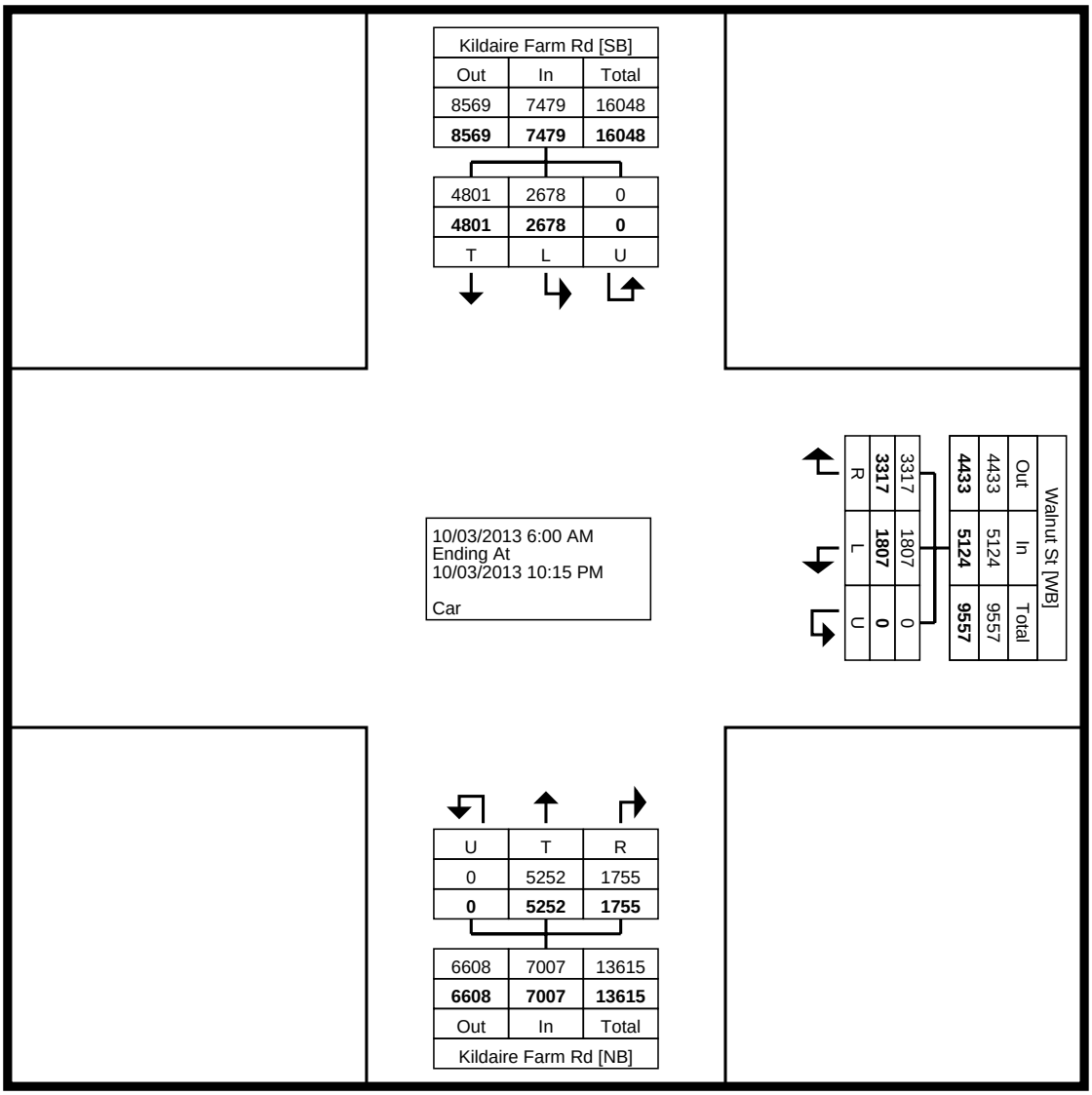
Turning Movement Data

Start Time	Kildaire Farm Rd Southbound				Walnut St Westbound				Kildaire Farm Rd Northbound				
	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
6:00 AM	6	15	0	21	2	6	0	8	24	3	0	27	56
6:15 AM	14	11	0	25	9	15	0	24	33	5	0	38	87
6:30 AM	23	16	0	39	5	21	0	26	39	13	0	52	117
6:45 AM	62	24	0	86	13	25	0	38	56	23	0	79	203
Hourly Total	105	66	0	171	29	67	0	96	152	44	0	196	463
7:00 AM	78	30	0	108	7	42	0	49	70	30	0	100	257
7:15 AM	39	38	0	77	15	65	0	80	141	25	0	166	323
7:30 AM	38	62	0	100	18	36	0	54	152	31	0	183	337
7:45 AM	36	65	0	101	26	34	0	60	144	36	0	180	341
Hourly Total	191	195	0	386	66	177	0	243	507	122	0	629	1258
8:00 AM	41	87	0	128	21	49	0	70	142	36	0	178	376
8:15 AM	44	73	0	117	25	32	0	57	128	34	0	162	336
8:30 AM	28	58	0	86	33	31	0	64	104	32	0	136	286
8:45 AM	31	70	0	101	25	37	0	62	129	28	0	157	320
Hourly Total	144	288	0	432	104	149	0	253	503	130	0	633	1318
9:00 AM	30	79	0	109	27	44	0	71	95	31	0	126	306
9:15 AM	36	56	0	92	33	46	0	79	103	29	0	132	303
9:30 AM	31	70	0	101	21	35	0	56	64	18	0	82	239
9:45 AM	24	63	0	87	7	48	0	55	59	28	0	87	229
Hourly Total	121	268	0	389	88	173	0	261	321	106	0	427	1077
10:00 AM	25	50	0	75	24	38	0	62	74	18	0	92	229
10:15 AM	30	63	0	93	26	41	0	67	74	31	0	105	265
10:30 AM	38	71	0	109	23	39	0	62	68	25	0	93	264
10:45 AM	26	59	0	85	22	38	0	60	71	31	0	102	247
Hourly Total	119	243	0	362	95	156	0	251	287	105	0	392	1005
11:00 AM	28	75	0	103	31	40	0	71	76	30	0	106	280
11:15 AM	29	68	0	97	23	44	0	67	72	29	0	101	265
11:30 AM	38	74	0	112	33	47	0	80	74	34	0	108	300
11:45 AM	60	83	0	143	31	68	0	99	85	27	0	112	354
Hourly Total	155	300	0	455	118	199	0	317	307	120	0	427	1199
12:00 PM	38	88	0	126	30	50	0	80	101	32	0	133	339
12:15 PM	43	85	0	128	37	56	0	93	84	36	0	120	341
12:30 PM	56	96	0	152	38	58	0	96	92	31	0	123	371
12:45 PM	49	91	0	140	38	56	0	94	90	28	0	118	352
Hourly Total	186	360	0	546	143	220	0	363	367	127	0	494	1403
1:00 PM	45	83	0	128	30	64	0	94	87	34	0	121	343
1:15 PM	39	86	0	125	33	57	0	90	96	31	0	127	342
1:30 PM	45	83	0	128	32	53	0	85	84	39	0	123	336
1:45 PM	37	72	0	109	32	57	0	89	85	27	0	112	310
Hourly Total	166	324	0	490	127	231	0	358	352	131	0	483	1331
2:00 PM	37	74	0	111	35	54	0	89	78	37	0	115	315
2:15 PM	43	79	0	122	29	76	0	105	82	28	0	110	337
2:30 PM	42	91	0	133	26	85	0	111	99	36	0	135	379
2:45 PM	43	111	0	154	29	65	0	94	88	27	0	115	363
Hourly Total	165	355	0	520	119	280	0	399	347	128	0	475	1394
3:00 PM	65	109	0	174	36	60	0	96	98	30	0	128	398
3:15 PM	46	114	0	160	33	70	0	103	91	36	0	127	390
3:30 PM	50	99	0	149	37	73	0	110	101	34	0	135	394
3:45 PM	57	106	0	163	38	64	0	102	85	37	0	122	387
Hourly Total	218	428	0	646	144	267	0	411	375	137	0	512	1569
4:00 PM	55	105	0	160	39	59	0	98	92	29	0	121	379
4:15 PM	55	96	0	151	35	63	0	98	90	34	0	124	373
4:30 PM	79	109	0	188	24	67	0	91	92	31	0	123	402
4:45 PM	49	114	0	163	45	75	0	120	96	31	0	127	410
Hourly Total	238	424	0	662	143	264	0	407	370	125	0	495	1564
5:00 PM	64	125	0	189	56	73	0	129	123	37	0	160	478
5:15 PM	67	99	0	166	45	78	0	123	98	46	0	144	433
5:30 PM	51	134	0	185	55	97	0	152	92	34	0	126	463
5:45 PM	66	111	0	177	65	105	0	170	108	30	0	138	485
Hourly Total	248	469	0	717	221	353	0	574	421	147	0	568	1859
6:00 PM	47	75	0	122	74	97	0	171	92	41	0	133	426
6:15 PM	88	151	0	239	55	71	0	126	85	28	0	113	478

6:30 PM	57	115	0	172	28	77	0	105	77	23	0	100	377
6:45 PM	71	93	0	164	32	72	0	104	105	34	0	139	407
Hourly Total	263	434	0	697	189	317	0	506	359	126	0	485	1688
7:00 PM	59	108	0	167	23	46	0	69	72	26	0	98	334
7:15 PM	35	79	0	114	29	54	0	83	79	25	0	104	301
7:30 PM	40	79	0	119	22	48	0	70	70	26	0	96	285
7:45 PM	40	57	0	97	16	46	0	62	58	22	0	80	239
Hourly Total	174	323	0	497	90	194	0	284	279	99	0	378	1159
8:00 PM	43	56	0	99	22	47	0	69	45	16	0	61	229
8:15 PM	15	46	0	61	15	45	0	60	44	20	0	64	185
8:30 PM	22	44	0	66	21	31	0	52	49	19	0	68	186
8:45 PM	19	31	0	50	24	47	0	71	44	15	0	59	180
Hourly Total	99	177	0	276	82	170	0	252	182	70	0	252	780
9:00 PM	25	42	0	67	10	33	0	43	23	14	0	37	147
9:15 PM	21	35	0	56	16	21	0	37	39	10	0	49	142
9:30 PM	25	41	0	66	15	16	0	31	35	10	0	45	142
9:45 PM	15	27	0	42	8	29	0	37	25	4	0	29	108
Hourly Total	86	145	0	231	49	99	0	148	122	38	0	160	539
10:00 PM	0	2	0	2	0	1	0	1	1	0	0	1	4
Grand Total	2678	4801	0	7479	1807	3317	0	5124	5252	1755	0	7007	19610
Approach %	35.8	64.2	0.0	-	35.3	64.7	0.0	-	75.0	25.0	0.0	-	-
Total %	13.7	24.5	0.0	38.1	9.2	16.9	0.0	26.1	26.8	8.9	0.0	35.7	-
Car	2678	4801	0	7479	1807	3317	0	5124	5252	1755	0	7007	19610
% Car	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Kildaire Farm Rd at Walnut St
Site Code:
Start Date: 10/03/2013



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

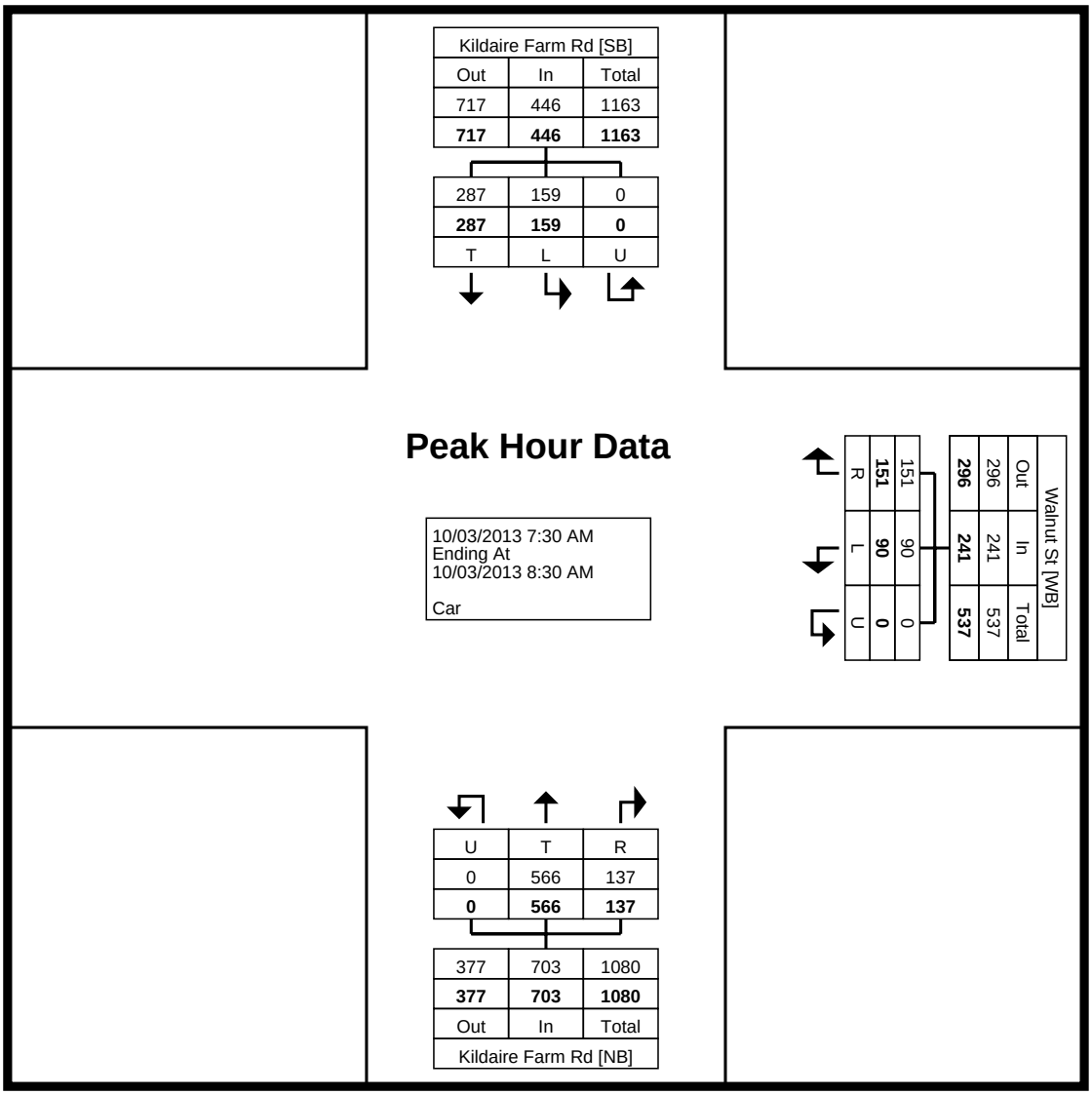
Count Name: Kildaire Farm Rd at Walnut St
Site Code:
Start Date: 10/03/2013

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Kildaire Farm Rd Southbound				Walnut St Westbound				Kildaire Farm Rd Northbound				
	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	38	62	0	100	18	36	0	54	152	31	0	183	337
7:45 AM	36	65	0	101	26	34	0	60	144	36	0	180	341
8:00 AM	41	87	0	128	21	49	0	70	142	36	0	178	376
8:15 AM	44	73	0	117	25	32	0	57	128	34	0	162	336
Total	159	287	0	446	90	151	0	241	566	137	0	703	1390
Approach %	35.7	64.3	0.0	-	37.3	62.7	0.0	-	80.5	19.5	0.0	-	-
Total %	11.4	20.6	0.0	32.1	6.5	10.9	0.0	17.3	40.7	9.9	0.0	50.6	-
PHF	0.903	0.825	0.000	0.871	0.865	0.770	0.000	0.861	0.931	0.951	0.000	0.960	0.924
Car	159	287	0	446	90	151	0	241	566	137	0	703	1390
% Car	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Kildaire Farm Rd at Walnut St
Site Code:
Start Date: 10/03/2013



Turning Movement Peak Hour Data Plot (7:30 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: Kildaire Farm Rd at Walnut St
Site Code:
Start Date: 10/03/2013

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Kildaire Farm Rd Southbound				Walnut St Westbound				Kildaire Farm Rd Northbound				
	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	64	125	0	189	56	73	0	129	123	37	0	160	478
5:15 PM	67	99	0	166	45	78	0	123	98	46	0	144	433
5:30 PM	51	134	0	185	55	97	0	152	92	34	0	126	463
5:45 PM	66	111	0	177	65	105	0	170	108	30	0	138	485
Total	248	469	0	717	221	353	0	574	421	147	0	568	1859
Approach %	34.6	65.4	0.0	-	38.5	61.5	0.0	-	74.1	25.9	0.0	-	-
Total %	13.3	25.2	0.0	38.6	11.9	19.0	0.0	30.9	22.6	7.9	0.0	30.6	-
PHF	0.925	0.875	0.000	0.948	0.850	0.840	0.000	0.844	0.856	0.799	0.000	0.888	0.958
Car	248	469	0	717	221	353	0	574	421	147	0	568	1859
% Car	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
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P.O. Box 8005
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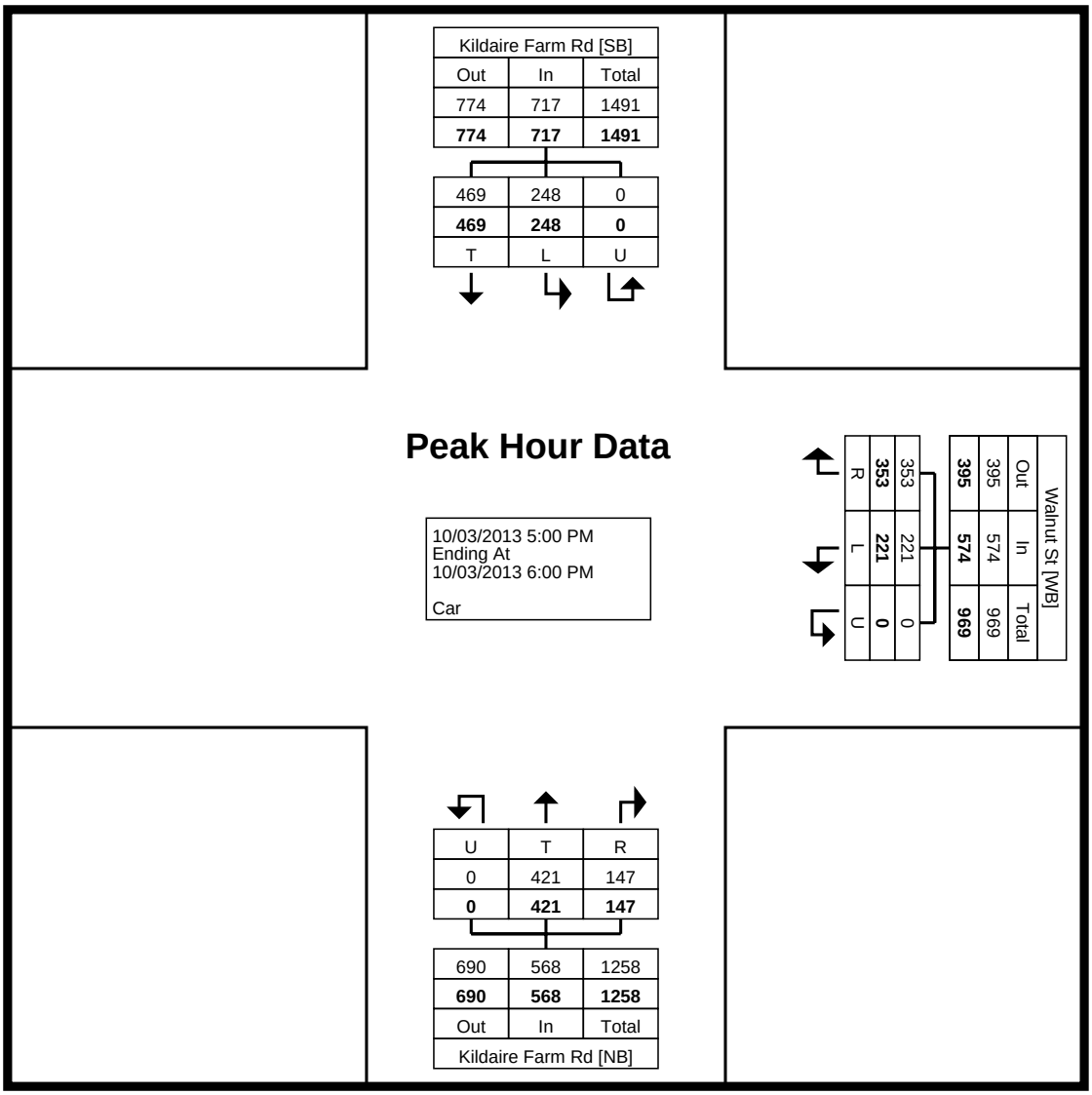
919.469.4030

Count Name: Kildaire Farm Rd at Walnut St
Site Code:
Start Date: 10/03/2013



Turning Movement Peak Hour Data Plot (5:00 PM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: NE Maynard Rd at E Chatham St
Site Code:
Start Date: 05/01/2014

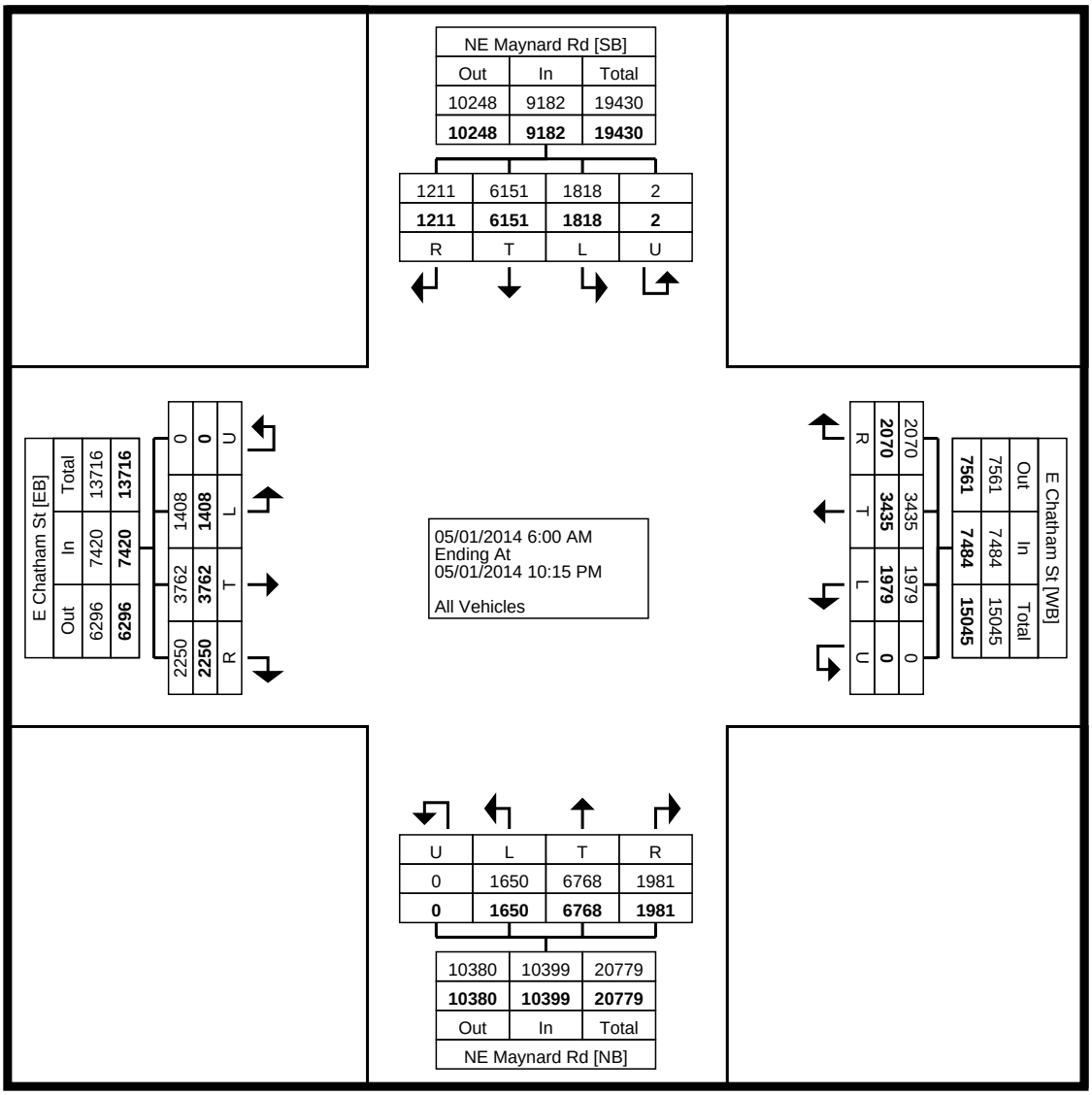
Turning Movement Data

Start Time	NE Maynard Rd Southbound					E Chatham St Westbound					NE Maynard Rd Northbound					E Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
6:00 AM	5	11	0	0	16	4	16	14	0	34	7	30	7	0	44	5	17	3	0	25	119
6:15 AM	11	14	4	0	29	7	19	12	0	38	14	37	9	0	60	3	20	5	0	28	155
6:30 AM	11	18	7	0	36	9	26	18	0	53	21	62	19	0	102	10	34	12	0	56	247
6:45 AM	19	87	7	0	113	18	30	23	0	71	24	78	21	0	123	10	52	25	0	87	394
Hourly Total	46	130	18	0	194	38	91	67	0	196	66	207	56	0	329	28	123	45	0	196	915
7:00 AM	22	179	5	0	206	24	25	30	0	79	17	95	30	0	142	19	54	31	0	104	531
7:15 AM	45	104	14	0	163	22	40	37	0	99	34	170	39	0	243	16	80	31	0	127	632
7:30 AM	44	55	17	0	116	28	36	41	0	105	27	159	48	0	234	27	100	19	0	146	601
7:45 AM	39	93	13	0	145	21	53	47	0	121	36	166	42	0	244	29	127	15	0	171	681
Hourly Total	150	431	49	0	630	95	154	155	0	404	114	590	159	0	863	91	361	96	0	548	2445
8:00 AM	47	75	15	0	137	21	65	36	0	122	23	158	48	0	229	21	105	11	0	137	625
8:15 AM	40	61	16	0	117	12	52	54	0	118	23	161	39	0	223	29	113	15	0	157	615
8:30 AM	33	67	18	0	118	22	70	54	0	146	23	170	32	0	225	19	99	23	0	141	630
8:45 AM	33	85	16	0	134	26	66	57	0	149	28	123	30	0	181	26	90	30	0	146	610
Hourly Total	153	288	65	0	506	81	253	201	0	535	97	612	149	0	858	95	407	79	0	581	2480
9:00 AM	45	79	31	0	155	26	40	33	0	99	28	135	52	0	215	27	70	23	0	120	589
9:15 AM	31	79	16	0	126	20	45	29	0	94	20	90	29	0	139	31	52	31	0	114	473
9:30 AM	21	73	23	0	117	31	56	29	0	116	20	82	26	0	128	26	53	26	0	105	466
9:45 AM	23	74	14	0	111	24	56	26	0	106	13	60	31	0	104	24	62	30	0	116	437
Hourly Total	120	305	84	0	509	101	197	117	0	415	81	367	138	0	586	108	237	110	0	455	1965
10:00 AM	19	53	14	0	86	24	35	25	0	84	19	59	30	0	108	23	54	21	0	98	376
10:15 AM	21	59	11	0	91	24	39	18	0	81	19	60	22	0	101	17	37	30	0	84	357
10:30 AM	21	64	18	0	103	18	44	22	0	84	11	68	44	0	123	12	52	21	0	85	395
10:45 AM	21	70	16	0	107	26	46	26	0	98	25	68	26	0	119	18	37	24	0	79	403
Hourly Total	82	246	59	0	387	92	164	91	0	347	74	255	122	0	451	70	180	96	0	346	1531
11:00 AM	21	65	17	0	103	33	41	22	0	96	16	61	28	0	105	19	38	28	0	85	389
11:15 AM	19	69	12	0	100	21	55	25	0	101	28	53	21	0	102	18	42	25	0	85	388
11:30 AM	29	75	31	0	135	24	45	27	0	96	16	76	44	0	136	20	57	46	0	123	490
11:45 AM	24	96	25	0	145	35	71	31	0	137	34	69	28	0	131	18	63	35	0	116	529
Hourly Total	93	305	85	0	483	113	212	105	0	430	94	259	121	0	474	75	200	134	0	409	1796
12:00 PM	24	92	26	0	142	32	47	32	0	111	23	71	38	0	132	20	59	36	0	115	500
12:15 PM	28	86	30	0	144	34	59	29	0	122	24	96	35	0	155	29	60	33	0	122	543
12:30 PM	25	104	26	0	155	36	51	33	0	120	24	113	44	0	181	28	70	40	0	138	594
12:45 PM	22	123	26	0	171	42	59	24	0	125	38	116	36	0	190	24	59	45	0	128	614
Hourly Total	99	405	108	0	612	144	216	118	0	478	109	396	153	0	658	101	248	154	0	503	2251
1:00 PM	33	79	26	0	138	48	64	33	0	145	25	106	35	0	166	39	58	48	0	145	594
1:15 PM	33	92	22	0	147	45	71	33	0	149	25	92	38	0	155	28	61	39	0	128	579
1:30 PM	22	95	19	0	136	31	51	26	0	108	28	104	21	0	153	26	56	46	0	128	525
1:45 PM	27	91	25	0	143	29	52	32	0	113	36	89	28	0	153	21	60	40	0	121	530
Hourly Total	115	357	92	0	564	153	238	124	0	515	114	391	122	0	627	114	235	173	0	522	2228
2:00 PM	28	98	27	0	153	35	61	32	0	128	27	96	28	0	151	26	68	39	0	133	565
2:15 PM	12	95	14	0	121	39	64	21	0	124	35	153	26	0	214	24	53	51	0	128	587
2:30 PM	28	85	23	0	136	35	46	25	0	106	32	140	27	0	199	32	64	41	0	137	578
2:45 PM	33	99	20	0	152	30	65	28	0	123	36	113	31	0	180	22	82	57	0	161	616
Hourly Total	101	377	84	0	562	139	236	106	0	481	130	502	112	0	744	104	267	188	0	559	2346
3:00 PM	27	103	21	0	151	41	57	24	0	122	24	118	39	0	181	31	67	46	0	144	598
3:15 PM	29	137	24	0	190	34	68	47	0	149	30	128	40	0	198	32	62	45	0	139	676
3:30 PM	20	122	23	0	165	36	85	32	0	153	44	118	33	0	195	21	56	44	0	121	634
3:45 PM	33	133	26	1	193	54	82	39	0	175	34	119	24	0	177	25	54	48	0	127	672
Hourly Total	109	495	94	1	699	165	292	142	0	599	132	483	136	0	751	109	239	183	0	531	2580
4:00 PM	36	159	20	0	215	38	74	31	0	143	34	141	34	0	209	24	66	56	0	146	713
4:15 PM	34	143	31	0	208	44	79	35	0	158	35	120	38	0	193	21	73	61	0	155	714
4:30 PM	39	143	22	0	204	38	97	45	0	180	40	124	38	0	202	30	73	45	0	148	734
4:45 PM	41	145	27	0	213	51	87	48	0	186	50	147	43	0	240	33	77	51	0	161	800
Hourly Total	150	590	100	0	840	171	337	159	0	667	159	532	153	0	844	108	289	213	0	610	2961
5:00 PM	49	178	29	0	256	50	76	36	0	162	34	132	50	0	216	33	76	58	0	167	801
5:15 PM	42	205	31	0	278	47	87	55	0	189	29	148	37	0	214	21	96	57	0	174	855
5:30 PM	42	180	34	0	256	50	80	47	0	177	37	162	39	0	238	36	86	57	0	179	850
5:45 PM	45	174	31	0	250	64	86	47	0	197	29	142	28	0	199	24	72	42	0	138	784
Hourly Total	178	737	125	0	1040	211	329	185	0	725	129	584	154	0	867	114	330	214	0	658	3290
6:00 PM	38	168	40	0	246	45	91	57	0	193	38	104	41	0	183	29	83	48	0	160	782
6:15 PM	53	170	30	0	253	45	73	43	0	161	33	128	31	0	192	25	60	53	0	138	744

6:30 PM	34	150	28	0	212	43	69	44	0	156	22	119	33	0	174	28	49	55	0	132	674
6:45 PM	26	136	4	0	166	38	51	35	0	124	30	119	22	0	171	24	47	38	0	109	570
Hourly Total	151	624	102	0	877	171	284	179	0	634	123	470	127	0	720	106	239	194	0	539	2770
7:00 PM	21	108	23	1	153	36	67	37	0	140	20	109	30	0	159	21	54	51	0	126	578
7:15 PM	24	106	17	0	147	33	45	37	0	115	34	123	25	0	182	16	43	43	0	102	546
7:30 PM	27	90	12	0	129	29	35	36	0	100	21	109	21	0	151	25	47	54	0	126	506
7:45 PM	30	88	14	0	132	25	36	21	0	82	20	118	20	0	158	13	33	37	0	83	455
Hourly Total	102	392	66	1	561	123	183	131	0	437	95	459	96	0	650	75	177	185	0	437	2085
8:00 PM	24	79	12	0	115	35	43	29	0	107	15	98	28	0	141	11	35	36	0	82	445
8:15 PM	26	77	11	0	114	29	35	32	0	96	22	96	23	0	141	27	25	28	0	80	431
8:30 PM	19	52	12	0	83	22	32	30	0	84	25	92	27	0	144	14	24	32	0	70	381
8:45 PM	19	77	13	0	109	24	29	17	0	70	16	69	19	0	104	14	30	15	0	59	342
Hourly Total	88	285	48	0	421	110	139	108	0	357	78	355	97	0	530	66	114	111	0	291	1599
9:00 PM	14	49	10	0	73	25	32	28	0	85	18	76	24	0	118	15	36	20	0	71	347
9:15 PM	22	54	7	0	83	14	29	21	0	64	11	96	33	0	140	4	34	20	0	58	345
9:30 PM	19	41	8	0	68	18	24	15	0	57	13	80	15	0	108	16	19	19	0	54	287
9:45 PM	26	39	7	0	72	15	24	17	0	56	13	52	14	0	79	9	27	14	0	50	257
Hourly Total	81	183	32	0	296	72	109	81	0	262	55	304	86	0	445	44	116	73	0	233	1236
10:00 PM	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	0	0	2	0	2	7
Grand Total	1818	6151	1211	2	9182	1979	3435	2070	0	7484	1650	6768	1981	0	10399	1408	3762	2250	0	7420	34485
Approach %	19.8	67.0	13.2	0.0	-	26.4	45.9	27.7	0.0	-	15.9	65.1	19.0	0.0	-	19.0	50.7	30.3	0.0	-	-
Total %	5.3	17.8	3.5	0.0	26.6	5.7	10.0	6.0	0.0	21.7	4.8	19.6	5.7	0.0	30.2	4.1	10.9	6.5	0.0	21.5	-
All Vehicles	1818	6151	1211	2	9182	1979	3435	2070	0	7484	1650	6768	1981	0	10399	1408	3762	2250	0	7420	34485
% All Vehicles	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: NE Maynard Rd at E Chatham St
Site Code:
Start Date: 05/01/2014



Turning Movement Data Plot

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

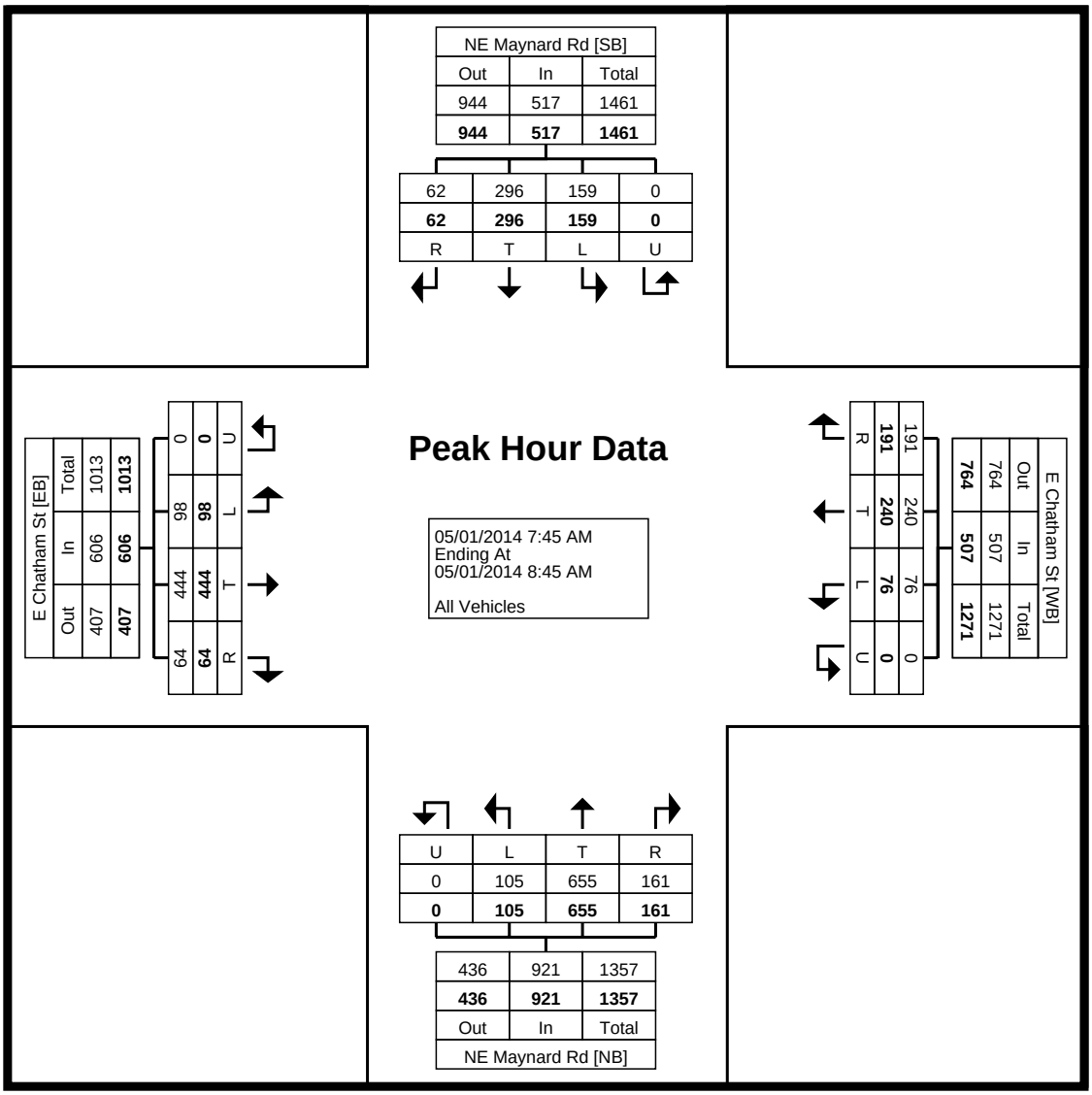
Count Name: NE Maynard Rd at E Chatham St
Site Code:
Start Date: 05/01/2014

Turning Movement Peak Hour Data (7:45 AM)

Start Time	NE Maynard Rd Southbound					E Chatham St Westbound					NE Maynard Rd Northbound					E Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:45 AM	39	93	13	0	145	21	53	47	0	121	36	166	42	0	244	29	127	15	0	171	681
8:00 AM	47	75	15	0	137	21	65	36	0	122	23	158	48	0	229	21	105	11	0	137	625
8:15 AM	40	61	16	0	117	12	52	54	0	118	23	161	39	0	223	29	113	15	0	157	615
8:30 AM	33	67	18	0	118	22	70	54	0	146	23	170	32	0	225	19	99	23	0	141	630
Total	159	296	62	0	517	76	240	191	0	507	105	655	161	0	921	98	444	64	0	606	2551
Approach %	30.8	57.3	12.0	0.0	-	15.0	47.3	37.7	0.0	-	11.4	71.1	17.5	0.0	-	16.2	73.3	10.6	0.0	-	-
Total %	6.2	11.6	2.4	0.0	20.3	3.0	9.4	7.5	0.0	19.9	4.1	25.7	6.3	0.0	36.1	3.8	17.4	2.5	0.0	23.8	-
PHF	0.846	0.796	0.861	0.000	0.891	0.864	0.857	0.884	0.000	0.868	0.729	0.963	0.839	0.000	0.944	0.845	0.874	0.696	0.000	0.886	0.936
All Vehicles	159	296	62	0	517	76	240	191	0	507	105	655	161	0	921	98	444	64	0	606	2551
% All Vehicles	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: NE Maynard Rd at E Chatham St
Site Code:
Start Date: 05/01/2014



Turning Movement Peak Hour Data Plot (7:45 AM)

Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

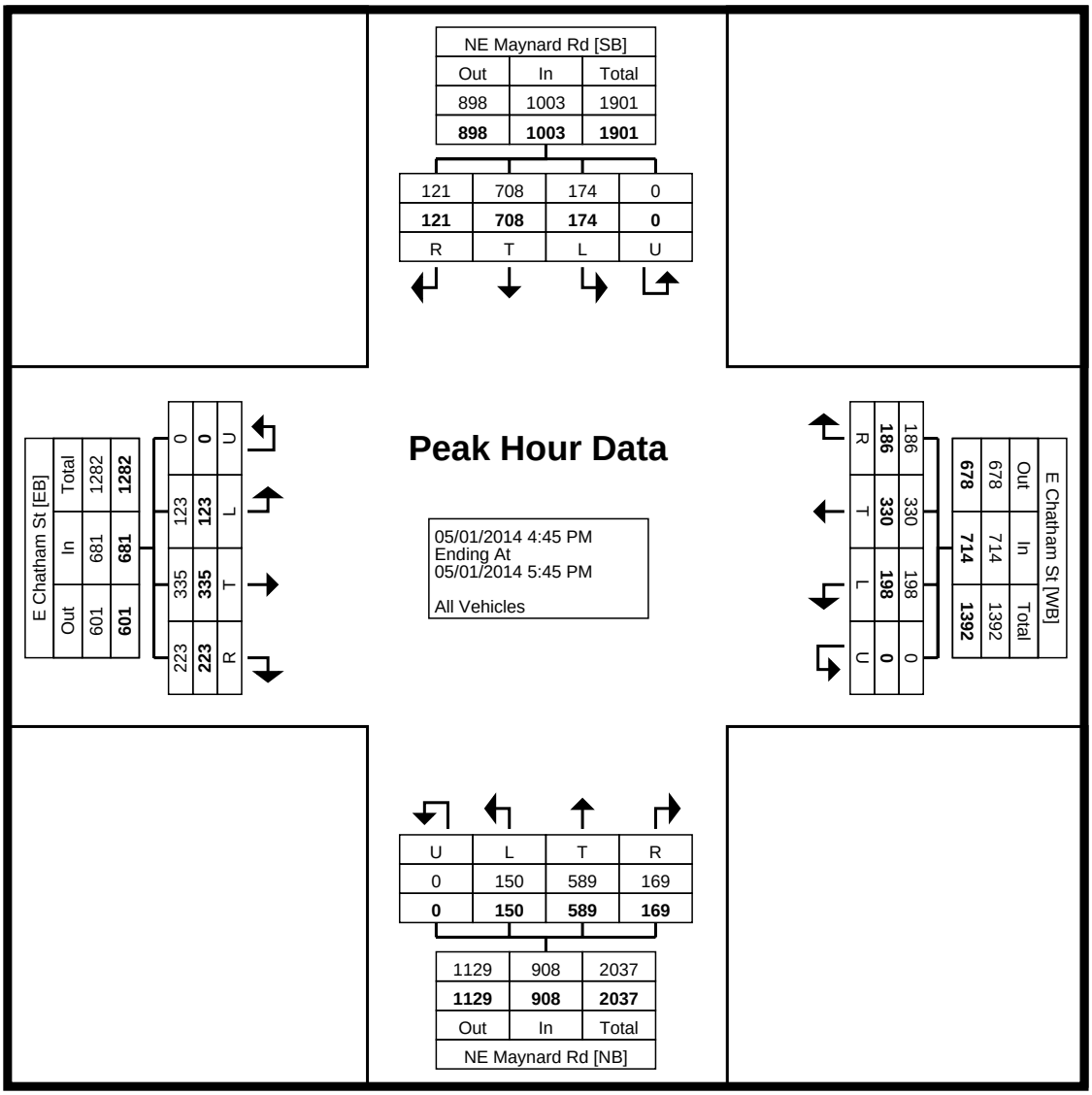
Count Name: NE Maynard Rd at E Chatham St
Site Code:
Start Date: 05/01/2014

Turning Movement Peak Hour Data (4:45 PM)

Start Time	NE Maynard Rd Southbound					E Chatham St Westbound					NE Maynard Rd Northbound					E Chatham St Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:45 PM	41	145	27	0	213	51	87	48	0	186	50	147	43	0	240	33	77	51	0	161	800
5:00 PM	49	178	29	0	256	50	76	36	0	162	34	132	50	0	216	33	76	58	0	167	801
5:15 PM	42	205	31	0	278	47	87	55	0	189	29	148	37	0	214	21	96	57	0	174	855
5:30 PM	42	180	34	0	256	50	80	47	0	177	37	162	39	0	238	36	86	57	0	179	850
Total	174	708	121	0	1003	198	330	186	0	714	150	589	169	0	908	123	335	223	0	681	3306
Approach %	17.3	70.6	12.1	0.0	-	27.7	46.2	26.1	0.0	-	16.5	64.9	18.6	0.0	-	18.1	49.2	32.7	0.0	-	-
Total %	5.3	21.4	3.7	0.0	30.3	6.0	10.0	5.6	0.0	21.6	4.5	17.8	5.1	0.0	27.5	3.7	10.1	6.7	0.0	20.6	-
PHF	0.888	0.863	0.890	0.000	0.902	0.971	0.948	0.845	0.000	0.944	0.750	0.909	0.845	0.000	0.946	0.854	0.872	0.961	0.000	0.951	0.967
All Vehicles	174	708	121	0	1003	198	330	186	0	714	150	589	169	0	908	123	335	223	0	681	3306
% All Vehicles	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0

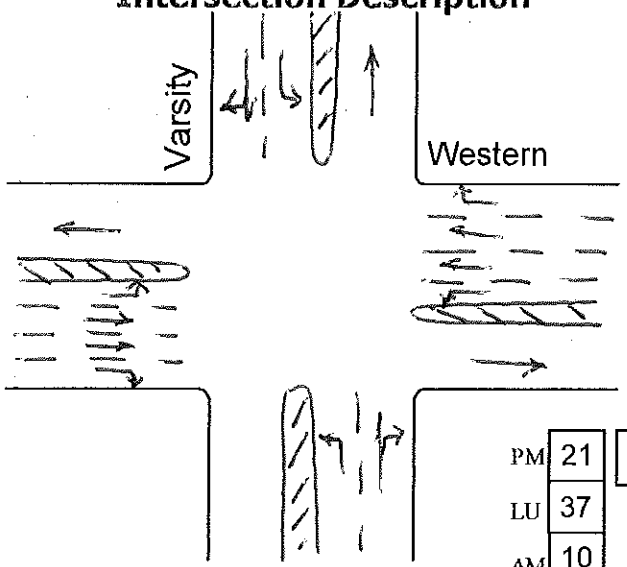
Town of Cary
316 N. Academy St.
P.O. Box 8005
Cary, North Carolina, United States 27513
919.469.4030

Count Name: NE Maynard Rd at E Chatham St
Site Code:
Start Date: 05/01/2014



Turning Movement Peak Hour Data Plot (4:45 PM)

Intersection Description



Intersection Varsity - Western

Date Count Completed 10/1/13 am/lu, 9/30/13 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	4:30	**to**	5:30

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	21	2	24	20
LU	37			
AM	10			

	PM	LU	AM
PM	492		
	.331 163	.392 193	.277 136
LU	194		
	.345 67	.428 83	.227 44
AM	74		
	.176 13	.635 47	.189 14

	AM	LU	PM
	3	14	13
PM			
LU			
AM			

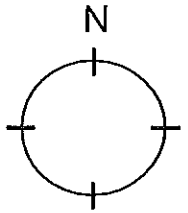
PM	.036 51		
1409	.873 1229		
	.091 129		
LU	.047 63		
1338	.840 1124		
	.113 151		
AM	.068 134		
1970	.759 1495		
	.173 341		

	.089 120	**AM**	
1344	.871 1171		
	.040 53		
	.049 56	**LU**	
1133	.903 1023		
	.048 54		
	.013 21	**PM**	
1652	.968 1599		
	.019 32		

	AM	LU	PM
AM			
LU			
PM			

	.184 51	.664 184	.152 42
AM	277		
	.159 159	.266 84	.231 73
LU	316		
	.694 320	.169 78	.137 63
PM	461		

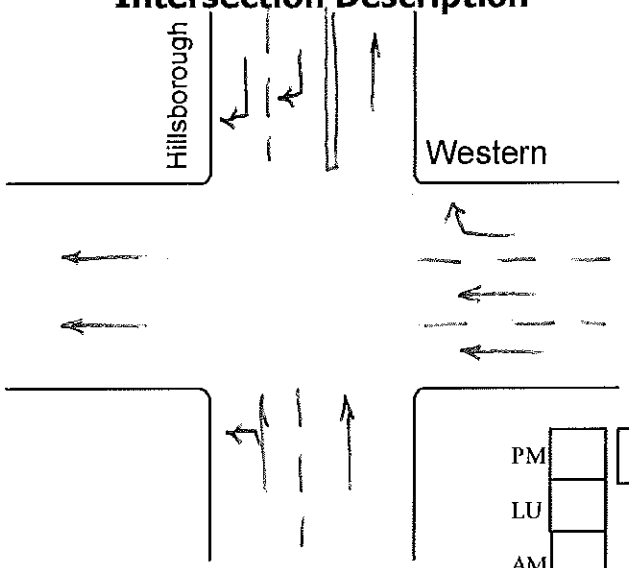
	AM	LU	PM
	26	25	
AM			
LU			
PM			



Counter(s) Randy C

City of Raleigh Public Works

Intersection Description



Intersection Hillsborough - Western

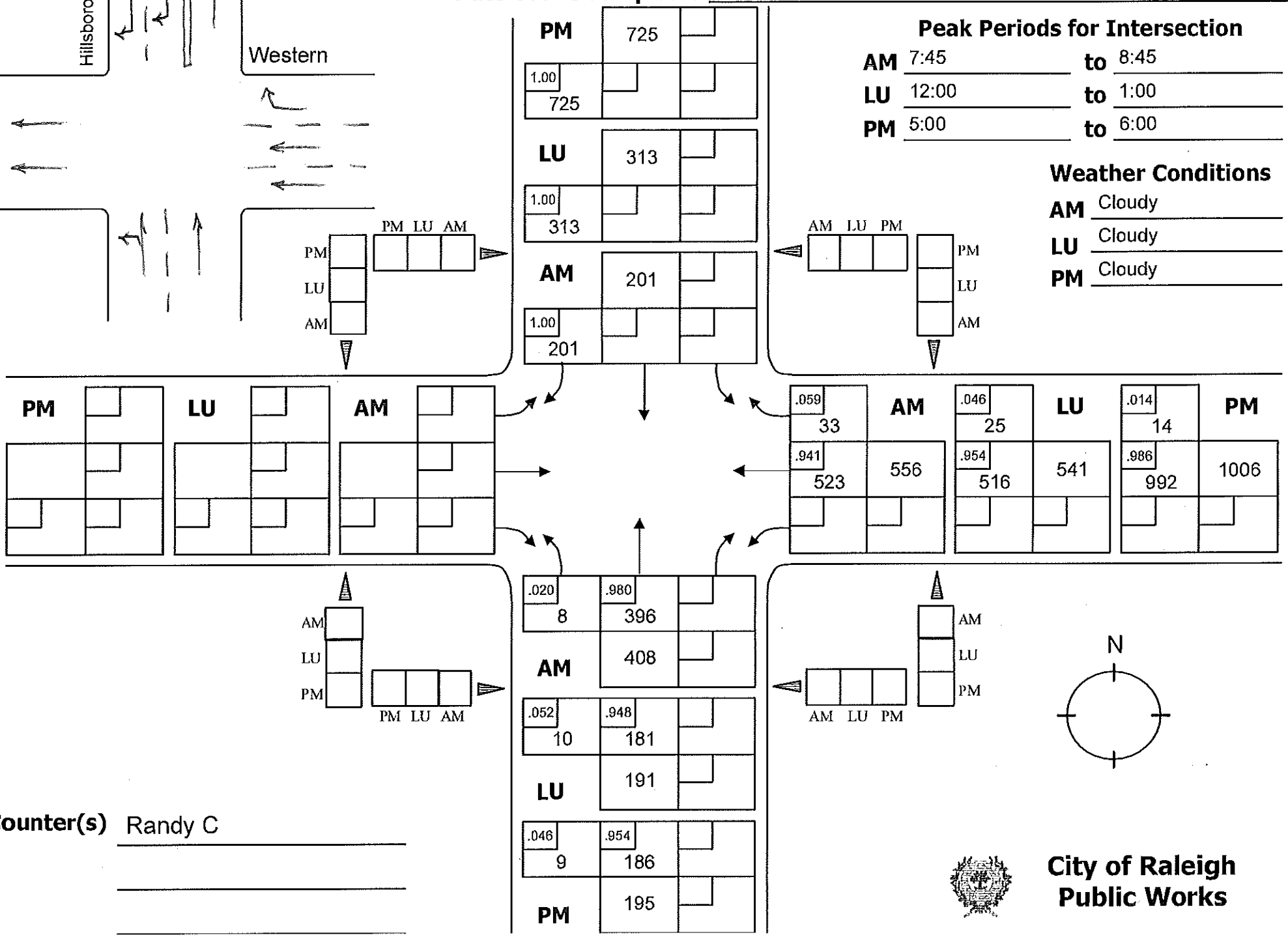
Date Count Completed 10/8/13 am/lu, 10/9/13 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	5:00	**to**	6:00

Weather Conditions

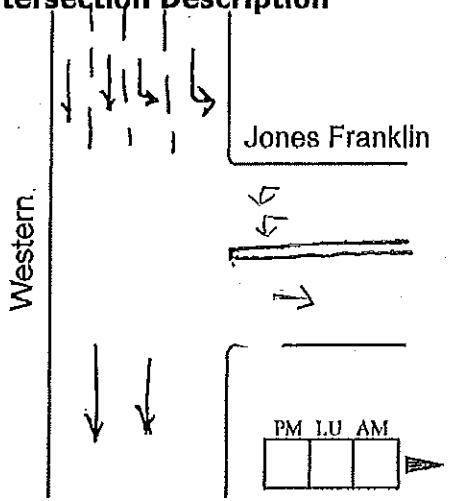
AM	Cloudy
LU	Cloudy
PM	Cloudy



Counter(s) Randy C

City of Raleigh
Public Works

Intersection Description



Intersection Jones Franklin (North) - Western

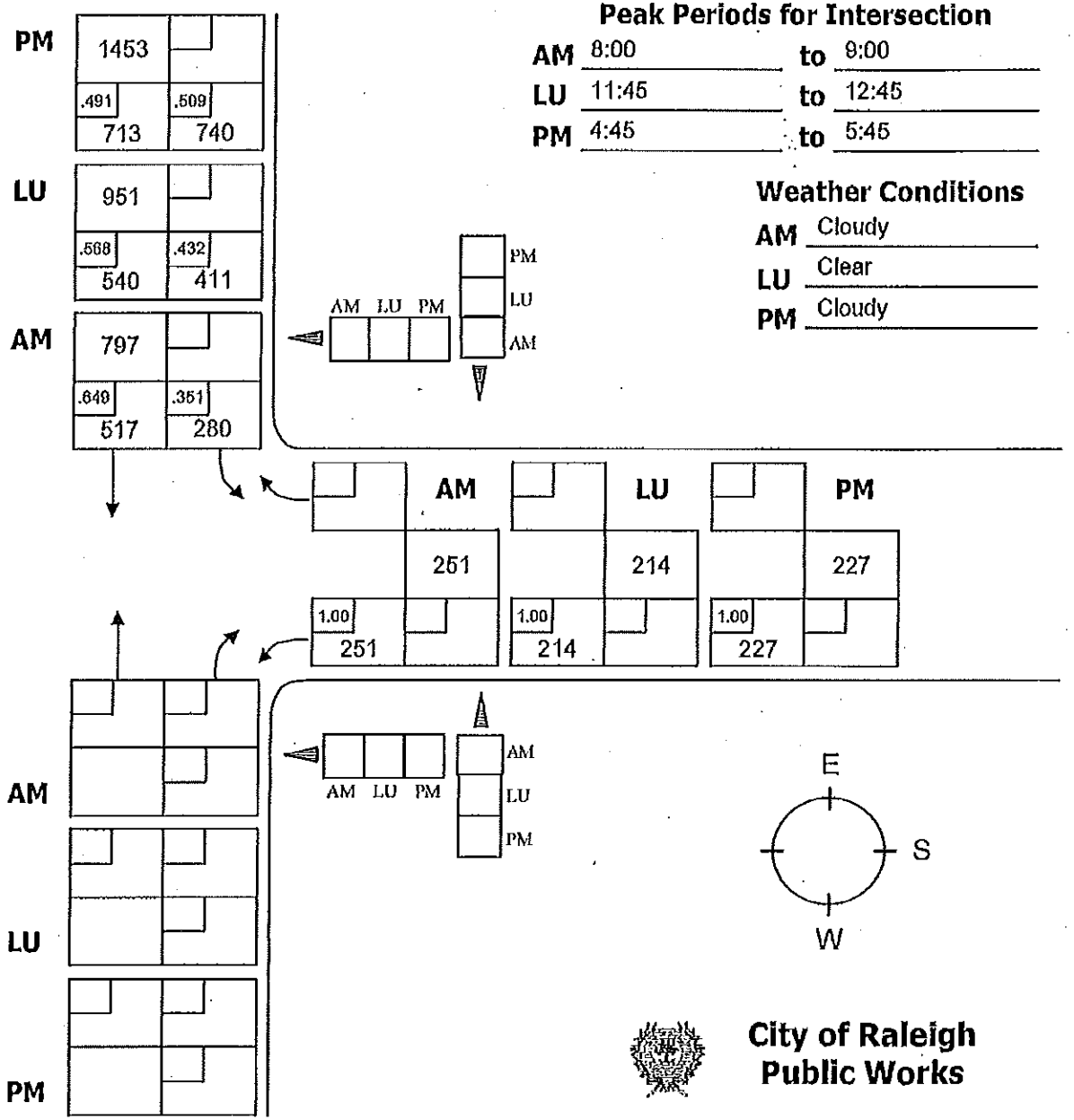
Date Count Completed 10-15-13

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	11:45	**to**	12:45
PM	4:45	**to**	5:45

Weather Conditions

AM	Cloudy
LU	Clear
PM	Cloudy



Counter(s) Randy C

City of Raleigh
Public Works

Count Number:	15-05059	Count Type:	TM - Turning Movement
County:	Wake	Duration:	13 hours
City:	Raleigh	Count Volume:	23,169 vehicles
Division:	05	Signal Inventory #:	Not posted

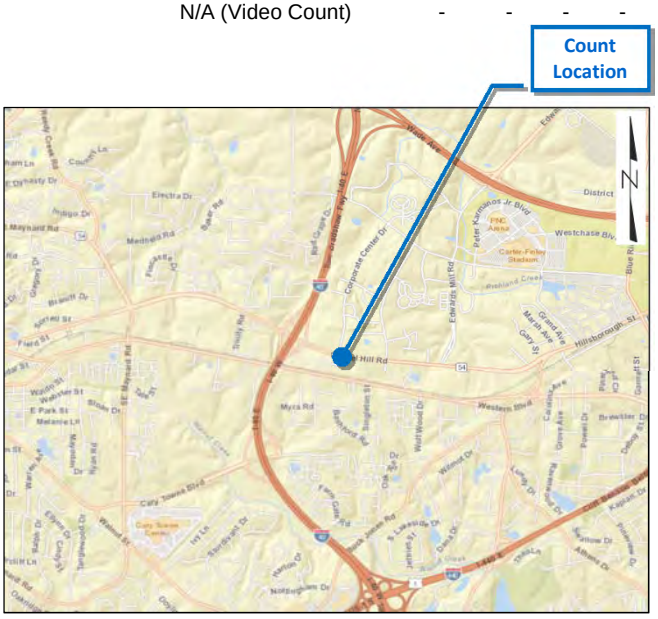
Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Count Date:	Count Time:			NOAA Weather Conditions:	Sky Cover:	Rain (in):	Hi:	Low:
Tuesday, September 08, 2015	11:00 AM	to	7:00 PM	Sunny	0.7	0.0	89	70
Wednesday, September 09, 2015	6:00 AM	to	11:00 AM	Rain	0.5	0.2	91	71

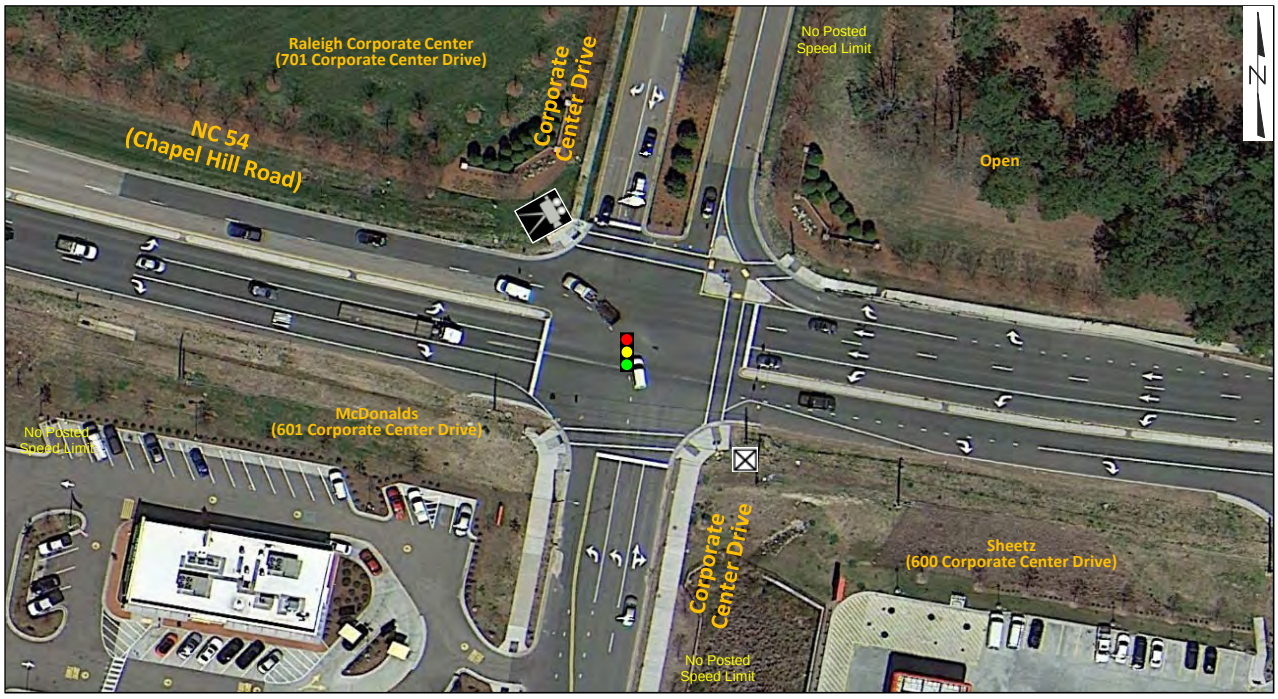
Comments:

1. Counted By: Robert Epley
2. Break Times: N/A
3. Data Processor: Steve Epley
4. Project Manager: Steve Epley
5. Traffic Control: Two-Way Stop Control
6. School in Session: No
   Wake County Schools
7. Disabled Pedestrians: None Observed
8. Construction Present: None Observed
9. Traffic Flow Disruptions: None Observed
10. Area Lighting Present: No
11. Unique Conditions: None Observed
12. Method Used: Video Camera
13. Tabulation Used: Miovision
14. Manufacturer/Type Used: Miovision Scout
15. Equipment was working properly

Observed Weather Conditions:	Sky Cover:	Rain (in):	Hi:	Low:
N/A (Video Count)	-	-	-	-



Vicinity Map (NC OneMap)



Intersection Site Map (Google Earth Pro)

4000 WestChase Boulevard, Suite 530 / Raleigh, NC 27607 / p: 919.829.0328 f: 919.829.0329 / w: www.vhb.com

Count Number: 15-05059
County: Wake
City: Raleigh
Division: 05

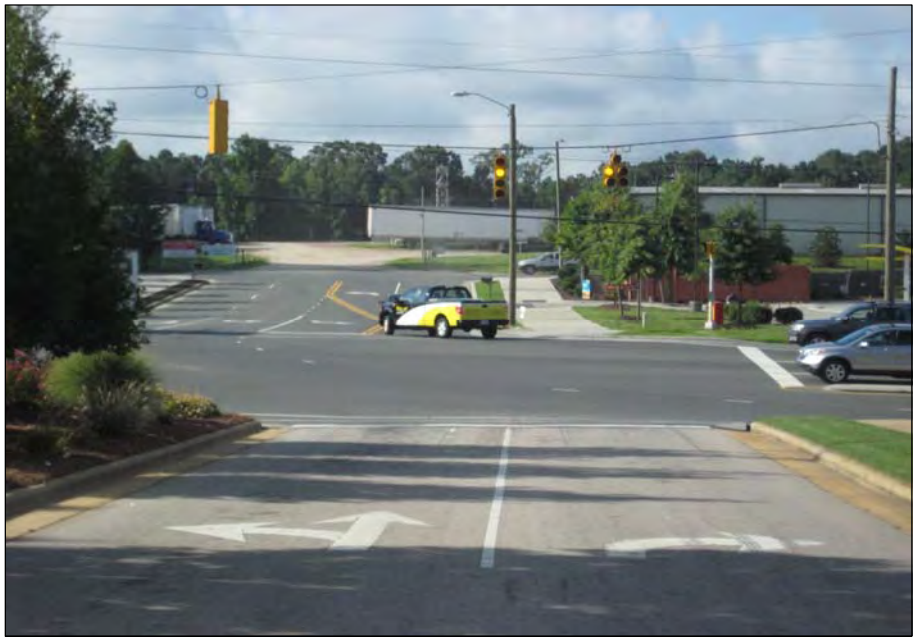
Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Southbound Approach: Corporate Center Drive

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet



Looking south toward intersection

Looking north away from intersection

4000 WestChase Boulevard, Suite 530 / Raleigh, NC 27607 / p: 919.829.0328 f: 919.829.0329 / w: www.vhb.com

Count Number: 15-05059
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Northbound Approach: Corporate Center Drive

Stop sign within 300 feet: Yes

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking north toward intersection

Looking south away from intersection

Count Number: 15-05059
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Westbound Approach: NC 54 (Chapel Hill Road)

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking west toward intersection

Looking east away from intersection

Count Number: 15-05059
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Eastbound Approach: NC 54 (Chapel Hill Road)

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking east toward intersection

Looking west away from intersection

Count Number: 15-05059
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Signal Box

Roadway signs

Count Number: 15-05059
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) at Corporate Center Drive

Miovision Camera

VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05059
Site Code :
Start Date : 9/8/2015
Page No : 1

Groups Printed- Passenger Vehicles - Single Unit - TTST - Twin TTST - Bicycles on Crosswalk - Pedestrians

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	4	9	0	11	28	2	0	13	5	6	0	14	46	21	0	0	159	159
06:15 AM	3	0	11	0	12	35	2	0	16	7	2	0	17	72	22	1	1	199	200
06:30 AM	2	3	19	0	12	53	3	0	24	3	12	0	31	91	40	1	1	293	294
06:45 AM	3	3	19	0	19	67	5	0	28	7	5	0	63	106	42	0	0	367	367
Total	8	10	58	0	54	183	12	0	81	22	25	0	125	315	125	2	2	1018	1020
07:00 AM	3	4	28	0	28	87	7	0	28	7	10	0	91	107	46	0	0	446	446
07:15 AM	2	8	38	0	21	97	11	0	38	14	9	0	98	157	41	0	0	534	534
07:30 AM	8	3	55	0	22	127	18	1	29	8	14	0	123	163	45	0	1	615	616
07:45 AM	5	9	57	0	32	170	18	1	38	12	38	0	134	233	53	0	1	799	800
Total	18	24	178	0	103	481	54	2	133	41	71	0	446	660	185	0	2	2394	2396
08:00 AM	7	11	41	0	30	149	23	0	48	17	16	0	119	184	50	0	0	695	695
08:15 AM	4	5	49	0	34	163	16	0	46	6	21	0	105	180	42	0	0	671	671
08:30 AM	12	10	30	0	18	145	19	0	40	12	13	0	86	133	32	0	0	550	550
08:45 AM	7	4	36	0	23	118	18	0	34	10	14	0	91	147	32	0	0	534	534
Total	30	30	156	0	105	575	76	0	168	45	64	0	401	644	156	0	0	2450	2450
09:00 AM	8	4	22	0	21	110	19	0	26	4	11	0	71	123	33	0	0	452	452
09:15 AM	5	3	27	0	21	102	4	0	21	4	15	0	44	125	32	0	0	403	403
09:30 AM	5	10	24	2	34	106	5	0	32	7	16	0	38	99	24	0	2	400	402
09:45 AM	4	5	24	0	23	86	4	0	41	4	8	0	25	93	31	0	0	348	348
Total	22	22	97	2	99	404	32	0	120	19	50	0	178	440	120	0	2	1603	1605
10:00 AM	5	7	15	0	9	80	6	0	29	4	8	0	21	82	26	0	0	292	292
10:15 AM	4	6	20	0	14	86	3	0	26	3	16	0	20	84	39	0	0	321	321
10:30 AM	6	5	26	0	19	84	5	0	34	4	10	0	24	98	22	0	0	337	337
10:45 AM	5	6	21	0	21	88	6	0	24	5	3	0	24	79	16	0	0	298	298
Total	20	24	82	0	63	338	20	0	113	16	37	0	89	343	103	0	0	1248	1248
11:00 AM	4	5	19	0	15	103	5	2	23	4	10	0	19	82	33	0	2	322	324
11:15 AM	5	4	26	0	15	135	9	0	28	3	7	0	18	77	21	1	1	348	349
11:30 AM	4	9	63	0	29	123	9	0	26	3	11	0	16	92	30	0	0	415	415
11:45 AM	5	16	55	0	18	112	11	0	20	7	3	0	30	89	22	0	0	388	388
Total	18	34	163	0	77	473	34	2	97	17	31	0	83	340	106	1	3	1473	1476
12:00 PM	10	19	78	0	27	103	13	1	39	17	17	0	34	81	40	1	2	478	480
12:15 PM	10	12	60	1	26	125	8	2	21	14	9	1	37	88	29	0	4	439	443
12:30 PM	9	22	55	0	24	85	10	0	35	21	9	0	57	79	39	0	0	445	445
12:45 PM	4	14	36	1	29	105	4	3	37	21	13	0	51	111	31	0	4	456	460
Total	33	67	229	2	106	418	35	6	132	73	48	1	179	359	139	1	10	1818	1828
01:00 PM	9	13	36	0	33	117	7	0	33	11	18	0	52	113	43	0	0	485	485
01:15 PM	5	7	37	0	27	92	7	0	37	11	14	1	43	91	30	1	2	401	403
01:30 PM	6	3	28	1	23	93	6	0	30	7	10	0	43	88	35	0	1	372	373
01:45 PM	8	6	31	0	12	90	7	0	29	9	9	0	32	74	26	0	0	333	333
Total	28	29	132	1	95	392	27	0	129	38	51	1	170	366	134	1	3	1591	1594
02:00 PM	5	5	27	1	23	80	8	0	26	3	9	0	29	70	25	0	1	310	311
02:15 PM	7	6	24	0	10	103	5	0	33	4	8	0	27	97	29	0	0	353	353
02:30 PM	7	3	34	0	12	113	3	0	29	5	7	0	34	106	31	0	0	384	384
02:45 PM	8	3	35	0	20	104	8	0	36	3	8	0	24	116	19	0	0	384	384
Total	27	17	120	1	65	400	24	0	124	15	32	0	114	389	104	0	1	1431	1432
03:00 PM	5	6	82	0	23	155	8	0	17	5	7	1	27	79	29	0	1	443	444
03:15 PM	9	4	47	0	20	109	7	0	27	3	13	0	30	97	31	0	0	397	397
03:30 PM	11	8	86	0	25	157	11	0	27	5	14	0	28	89	26	0	0	487	487
03:45 PM	10	10	51	0	14	110	6	0	37	5	11	0	32	104	29	0	0	419	419
Total	35	28	266	0	82	531	32	0	108	18	45	1	117	369	115	0	1	1746	1747

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4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05059
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Start Date : 9/8/2015
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Groups Printed- Passenger Vehicles - Single Unit - TTST - Twin TTST - Bicycles on Crosswalk - Pedestrians

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	14	109	0	16	160	5	0	31	10	11	0	34	128	27	0	0	561	561
04:15 PM	10	8	73	0	13	140	2	0	29	6	8	0	33	134	29	0	0	485	485
04:30 PM	21	7	148	0	18	163	5	0	25	3	18	0	31	150	33	0	0	622	622
04:45 PM	25	9	120	0	25	200	15	0	36	5	7	1	24	143	33	0	1	642	643
Total	72	38	450	0	72	663	27	0	121	24	44	1	122	555	122	0	1	2310	2311
05:00 PM	25	12	149	0	18	215	8	0	38	3	7	0	33	145	33	0	0	686	686
05:15 PM	22	6	101	0	17	240	8	0	40	4	10	0	47	177	34	0	0	706	706
05:30 PM	12	12	84	0	29	210	6	0	35	4	5	0	39	155	28	0	0	619	619
05:45 PM	14	9	92	0	16	167	7	0	32	5	8	0	37	134	28	0	0	549	549
Total	73	39	426	0	80	832	29	0	145	16	30	0	156	611	123	0	0	2560	2560
06:00 PM	11	3	72	0	19	157	5	0	16	7	10	1	33	105	21	0	1	459	460
06:15 PM	12	6	57	0	13	100	3	0	23	3	6	0	21	98	22	0	0	364	364
06:30 PM	6	7	55	0	18	87	8	0	26	6	6	0	28	99	17	0	0	363	363
06:45 PM	4	3	33	0	18	89	2	0	27	5	9	0	33	90	28	0	0	341	341
Total	33	19	217	0	68	433	18	0	92	21	31	1	115	392	88	0	1	1527	1528
Grand Total	417	381	2574	6	1069	6123	420	10	1563	365	559	5	2295	5783	1620	5	26	23169	23195
Apprch %	12.4	11.3	76.3		14	80.4	5.5		62.8	14.7	22.5		23.7	59.6	16.7				
Total %	1.8	1.6	11.1		4.6	26.4	1.8		6.7	1.6	2.4		9.9	25	7		0.1	99.9	
Passenger Vehicles	412	374	2547		1025	5860	408		1471	363	526		2267	5531	1542		0	0	22326
% Passenger Vehicles	98.8	98.2	99	0	95.9	95.7	97.1	0	94.1	99.5	94.1	0	98.8	95.6	95.2	0	0	0	96.3
Single Unit	4	6	25		41	199	12		77	1	28		27	189	65		0	0	674
% Single Unit	1	1.6	1	0	3.8	3.3	2.9	0	4.9	0.3	5	0	1.2	3.3	4	0	0	0	2.9
TTST	1	1	1		2	64	0		14	1	5		1	57	12		0	0	159
% TTST	0.2	0.3	0	0	0.2	1	0	0	0.9	0.3	0.9	0	0	1	0.7	0	0	0	0.7
Twin TTST	0	0	1		1	0	0		1	0	0		0	6	1		0	0	10
% Twin TTST	0	0	0	0	0.1	0	0	0	0.1	0	0	0	0	0.1	0.1	0	0	0	0
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	3
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	40	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	23
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	80	0	0	0	60	0	0	0.1

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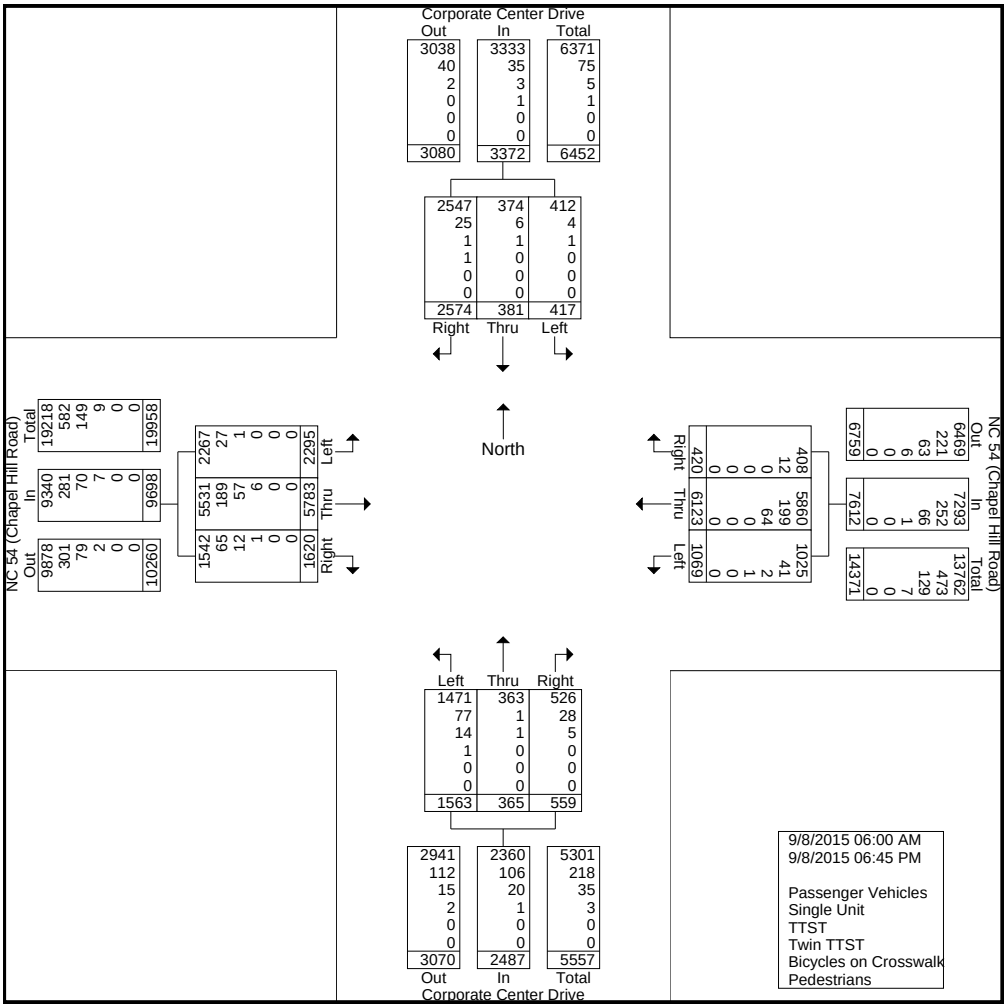

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4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

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Site Code :
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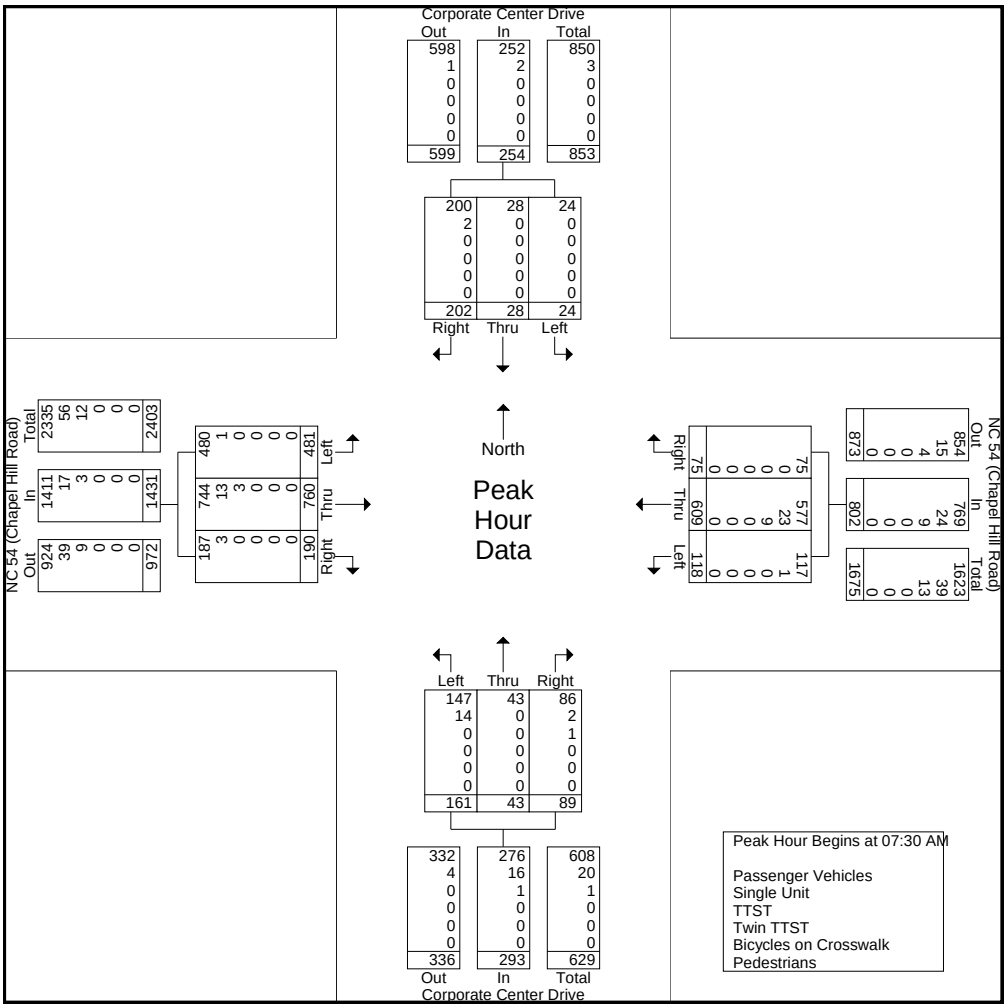
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	3	55	66	22	127	18	167	29	8	14	51	123	163	45	331	615
07:45 AM	5	9	57	71	32	170	18	220	38	12	38	88	134	233	53	420	799
08:00 AM	7	11	41	59	30	149	23	202	48	17	16	81	119	184	50	353	695
08:15 AM	4	5	49	58	34	163	16	213	46	6	21	73	105	180	42	327	671
Total Volume	24	28	202	254	118	609	75	802	161	43	89	293	481	760	190	1431	2780
% App. Total	9.4	11	79.5		14.7	75.9	9.4		54.9	14.7	30.4		33.6	53.1	13.3		
PHF	.750	.636	.886	.894	.868	.896	.815	.911	.839	.632	.586	.832	.897	.815	.896	.852	.870
Passenger Vehicles	24	28	200	252	117	577	75	769	147	43	86	276	480	744	187	1411	2708
% Passenger Vehicles	100	100	99.0	99.2	99.2	94.7	100	95.9	91.3	100	96.6	94.2	99.8	97.9	98.4	98.6	97.4
Single Unit	0	0	2	2	1	23	0	24	14	0	2	16	1	13	3	17	59
% Single Unit	0	0	1.0	0.8	0.8	3.8	0	3.0	8.7	0	2.2	5.5	0.2	1.7	1.6	1.2	2.1
TTST	0	0	0	0	0	9	0	9	0	0	1	1	0	3	0	3	13
% TTST	0	0	0	0	0	1.5	0	1.1	0	0	1.1	0.3	0	0.4	0	0.2	0.5
Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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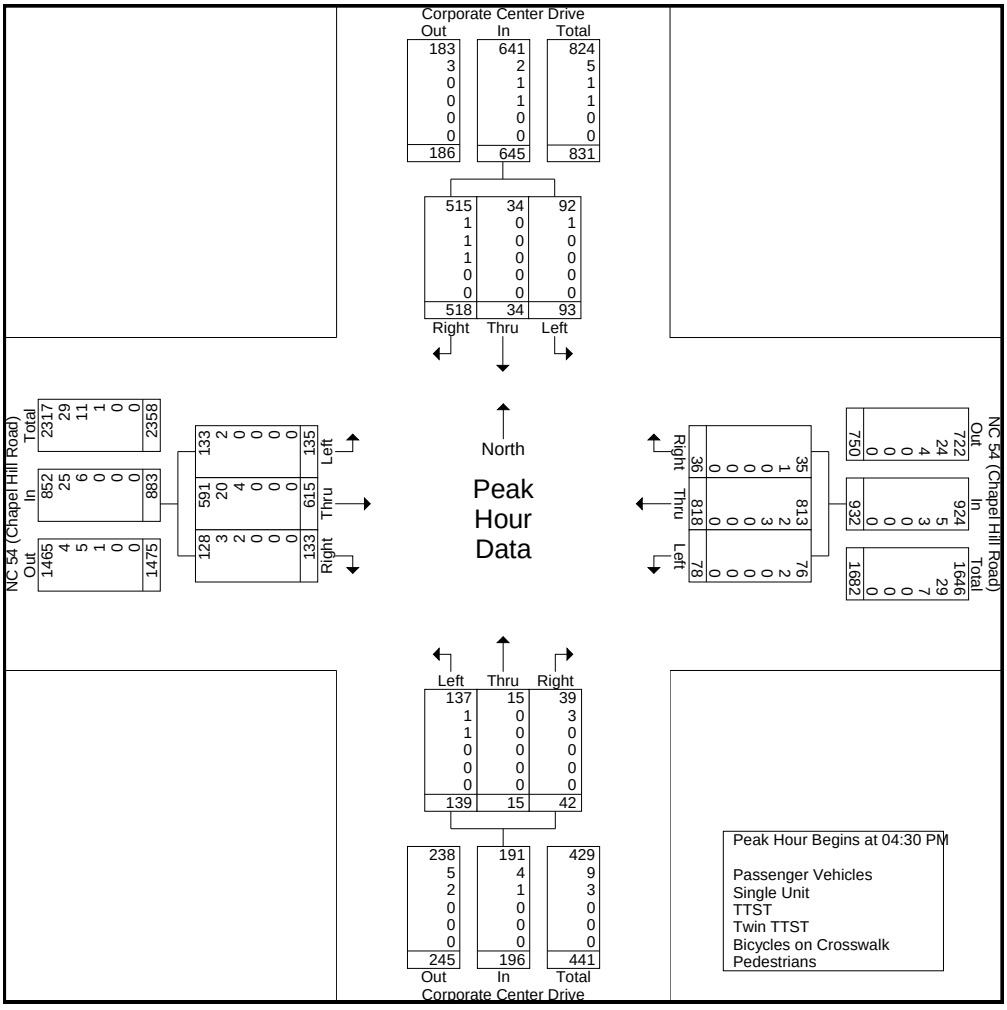
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	7	148	176	18	163	5	186	25	3	18	46	31	150	33	214	622
04:45 PM	25	9	120	154	25	200	15	240	36	5	7	48	24	143	33	200	642
05:00 PM	25	12	149	186	18	215	8	241	38	3	7	48	33	145	33	211	686
05:15 PM	22	6	101	129	17	240	8	265	40	4	10	54	47	177	34	258	706
Total Volume	93	34	518	645	78	818	36	932	139	15	42	196	135	615	133	883	2656
% App. Total	14.4	5.3	80.3		8.4	87.8	3.9		70.9	7.7	21.4		15.3	69.6	15.1		
PHF	.930	.708	.869	.867	.780	.852	.600	.879	.869	.750	.583	.907	.718	.869	.978	.856	.941
Passenger Vehicles	92	34	515	641	76	813	35	924	137	15	39	191	133	591	128	852	2608
% Passenger Vehicles	98.9	100	99.4	99.4	97.4	99.4	97.2	99.1	98.6	100	92.9	97.4	98.5	96.1	96.2	96.5	98.2
Single Unit	1	0	1	2	2	2	1	5	1	0	3	4	2	20	3	25	36
% Single Unit	1.1	0	0.2	0.3	2.6	0.2	2.8	0.5	0.7	0	7.1	2.0	1.5	3.3	2.3	2.8	1.4
TTST	0	0	1	1	0	3	0	3	1	0	0	1	0	4	2	6	11
% TTST	0	0	0.2	0.2	0	0.4	0	0.3	0.7	0	0	0.5	0	0.7	1.5	0.7	0.4
Twin TTST	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Twin TTST	0	0	0.2	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

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Groups Printed- Passenger Vehicles

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	4	9	0	11	26	2	0	12	5	5	0	12	45	20	0	0	151	151
06:15 AM	3	0	10	0	12	32	2	0	16	7	2	0	17	69	22	0	0	192	192
06:30 AM	1	3	18	0	11	49	3	0	23	3	9	0	31	90	38	0	0	279	279
06:45 AM	3	3	19	0	17	57	5	0	25	7	5	0	62	102	40	0	0	345	345
Total	7	10	56	0	51	164	12	0	76	22	21	0	122	306	120	0	0	967	967
07:00 AM	3	4	27	0	27	85	7	0	23	7	10	0	89	105	45	0	0	432	432
07:15 AM	2	8	37	0	17	87	11	0	35	14	8	0	98	154	38	0	0	509	509
07:30 AM	8	3	55	0	21	121	18	0	23	8	14	0	123	159	45	0	0	598	598
07:45 AM	5	9	57	0	32	161	18	0	31	12	38	0	134	230	51	0	0	778	778
Total	18	24	176	0	97	454	54	0	112	41	70	0	444	648	179	0	0	2317	2317
08:00 AM	7	11	41	0	30	139	23	0	47	17	15	0	119	180	50	0	0	679	679
08:15 AM	4	5	47	0	34	156	16	0	46	6	19	0	104	175	41	0	0	653	653
08:30 AM	11	9	30	0	18	139	19	0	38	12	13	0	84	128	31	0	0	532	532
08:45 AM	7	4	35	0	23	113	17	0	32	10	13	0	91	141	31	0	0	517	517
Total	29	29	153	0	105	547	75	0	163	45	60	0	398	624	153	0	0	2381	2381
09:00 AM	8	4	21	0	19	104	18	0	23	4	11	0	70	119	31	0	0	432	432
09:15 AM	5	3	25	0	20	96	4	0	20	4	15	0	44	121	30	0	0	387	387
09:30 AM	5	8	23	0	33	99	5	0	31	7	12	0	37	97	23	0	0	380	380
09:45 AM	4	5	23	0	23	84	3	0	36	4	8	0	24	86	31	0	0	331	331
Total	22	20	92	0	95	383	30	0	110	19	46	0	175	423	115	0	0	1530	1530
10:00 AM	5	6	15	0	9	76	5	0	28	4	8	0	21	77	24	0	0	278	278
10:15 AM	4	6	17	0	14	75	2	0	24	3	16	0	18	81	36	0	0	296	296
10:30 AM	6	5	26	0	17	75	5	0	30	4	9	0	24	85	19	0	0	305	305
10:45 AM	5	5	21	0	19	77	5	0	23	5	3	0	21	73	16	0	0	273	273
Total	20	22	79	0	59	303	17	0	105	16	36	0	84	316	95	0	0	1152	1152
11:00 AM	4	5	19	0	14	97	3	0	20	4	8	0	19	75	27	0	0	295	295
11:15 AM	5	3	25	0	15	128	8	0	26	3	6	0	18	70	20	0	0	327	327
11:30 AM	4	9	63	0	26	113	9	0	25	2	10	0	15	86	29	0	0	391	391
11:45 AM	5	16	55	0	18	104	11	0	19	7	3	0	30	87	21	0	0	376	376
Total	18	33	162	0	73	442	31	0	90	16	27	0	82	318	97	0	0	1389	1389
12:00 PM	10	18	78	0	26	99	11	0	35	17	16	0	34	74	38	0	0	456	456
12:15 PM	10	12	58	0	23	118	8	0	20	14	8	0	37	82	26	0	0	416	416
12:30 PM	9	22	54	0	23	82	10	0	33	21	7	0	57	75	39	0	0	432	432
12:45 PM	4	14	35	0	28	101	4	0	35	21	13	0	51	106	29	0	0	441	441
Total	33	66	225	0	100	400	33	0	123	73	44	0	179	337	132	0	0	1745	1745
01:00 PM	9	13	36	0	30	110	7	0	28	11	17	0	52	109	42	0	0	464	464
01:15 PM	5	7	37	0	27	81	7	0	36	11	14	0	42	85	29	0	0	381	381
01:30 PM	6	3	26	0	23	88	6	0	28	7	10	0	42	83	31	0	0	353	353
01:45 PM	8	6	31	0	11	82	7	0	25	8	8	0	32	70	23	0	0	311	311
Total	28	29	130	0	91	361	27	0	117	37	49	0	168	347	125	0	0	1509	1509
02:00 PM	5	5	27	0	22	80	8	0	26	3	9	0	29	63	25	0	0	302	302
02:15 PM	7	6	24	0	10	96	5	0	31	4	7	0	27	93	27	0	0	337	337
02:30 PM	6	3	34	0	12	110	3	0	28	5	7	0	34	99	31	0	0	372	372
02:45 PM	8	3	35	0	20	102	8	0	36	3	8	0	24	106	16	0	0	369	369
Total	26	17	120	0	64	388	24	0	121	15	31	0	114	361	99	0	0	1380	1380
03:00 PM	5	6	82	0	22	152	8	0	16	5	7	0	27	75	24	0	0	429	429
03:15 PM	9	4	47	0	20	107	7	0	25	3	12	0	29	88	28	0	0	379	379
03:30 PM	11	8	86	0	22	147	11	0	27	5	13	0	26	86	25	0	0	467	467
03:45 PM	9	10	51	0	12	103	6	0	36	5	8	0	31	101	28	0	0	400	400
Total	34	28	266	0	76	509	32	0	104	18	40	0	113	350	105	0	0	1675	1675

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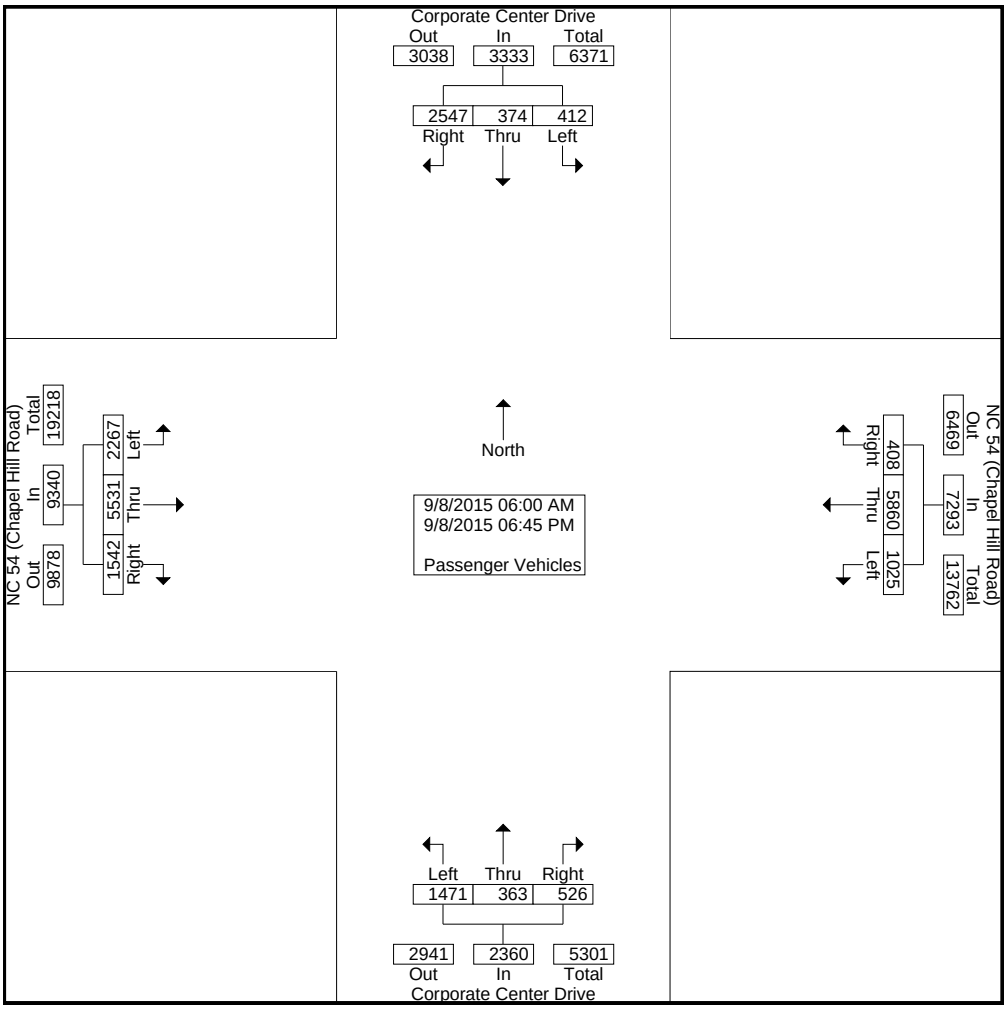
Groups Printed- Passenger Vehicles

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	14	109	0	16	158	5	0	31	10	11	0	34	121	26	0	0	551	551
04:15 PM	10	8	73	0	13	139	2	0	28	6	8	0	32	126	26	0	0	471	471
04:30 PM	20	7	148	0	18	161	5	0	24	3	17	0	31	144	32	0	0	610	610
04:45 PM	25	9	119	0	24	199	14	0	36	5	7	0	23	138	30	0	0	629	629
Total	71	38	449	0	71	657	26	0	119	24	43	0	120	529	114	0	0	2261	2261
05:00 PM	25	12	149	0	17	214	8	0	37	3	5	0	33	134	33	0	0	670	670
05:15 PM	22	6	99	0	17	239	8	0	40	4	10	0	46	175	33	0	0	699	699
05:30 PM	12	12	84	0	28	208	6	0	35	4	5	0	39	152	27	0	0	612	612
05:45 PM	14	9	92	0	15	166	7	0	28	5	8	0	36	132	28	0	0	540	540
Total	73	39	424	0	77	827	29	0	140	16	28	0	154	593	121	0	0	2521	2521
06:00 PM	11	3	72	0	18	157	5	0	16	7	10	0	33	99	21	0	0	452	452
06:15 PM	12	6	56	0	13	94	3	0	22	3	6	0	21	95	22	0	0	353	353
06:30 PM	6	7	55	0	18	85	8	0	26	6	6	0	28	96	17	0	0	358	358
06:45 PM	4	3	32	0	17	89	2	0	27	5	9	0	32	89	27	0	0	336	336
Total	33	19	215	0	66	425	18	0	91	21	31	0	114	379	87	0	0	1499	1499
Grand Total	412	374	2547	0	1025	5860	408	0	1471	363	526	0	2267	5531	1542	0	0	22326	22326
Apprch %	12.4	11.2	76.4		14.1	80.4	5.6		62.3	15.4	22.3		24.3	59.2	16.5				
Total %	1.8	1.7	11.4		4.6	26.2	1.8		6.6	1.6	2.4		10.2	24.8	6.9		0	100	



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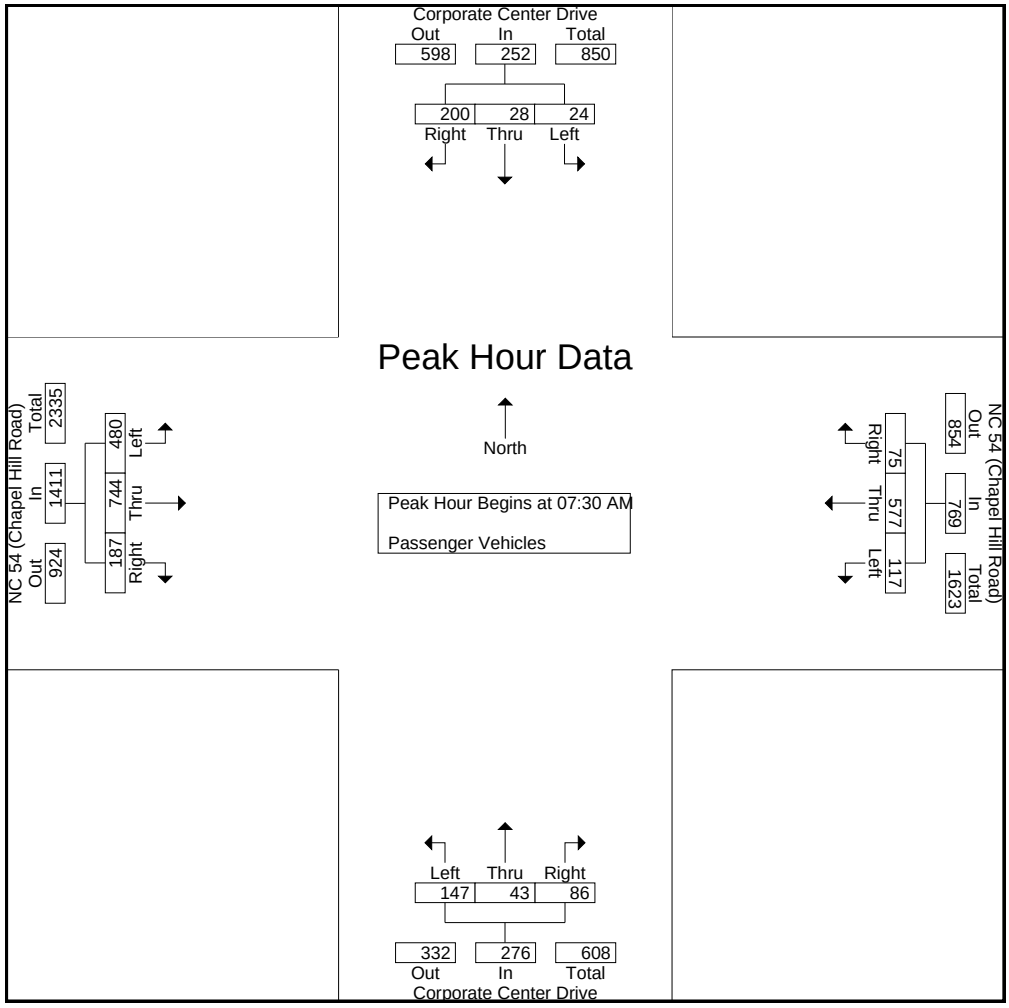
4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05059
Site Code :
Start Date : 9/8/2015
Page No : 3

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	3	55	66	21	121	18	160	23	8	14	45	123	159	45	327	598
07:45 AM	5	9	57	71	32	161	18	211	31	12	38	81	134	230	51	415	778
08:00 AM	7	11	41	59	30	139	23	192	47	17	15	79	119	180	50	349	679
08:15 AM	4	5	47	56	34	156	16	206	46	6	19	71	104	175	41	320	653
Total Volume	24	28	200	252	117	577	75	769	147	43	86	276	480	744	187	1411	2708
% App. Total	9.5	11.1	79.4		15.2	75	9.8		53.3	15.6	31.2		34	52.7	13.3		
PHF	.750	.636	.877	.887	.860	.896	.815	.911	.782	.632	.566	.852	.896	.809	.917	.850	.870



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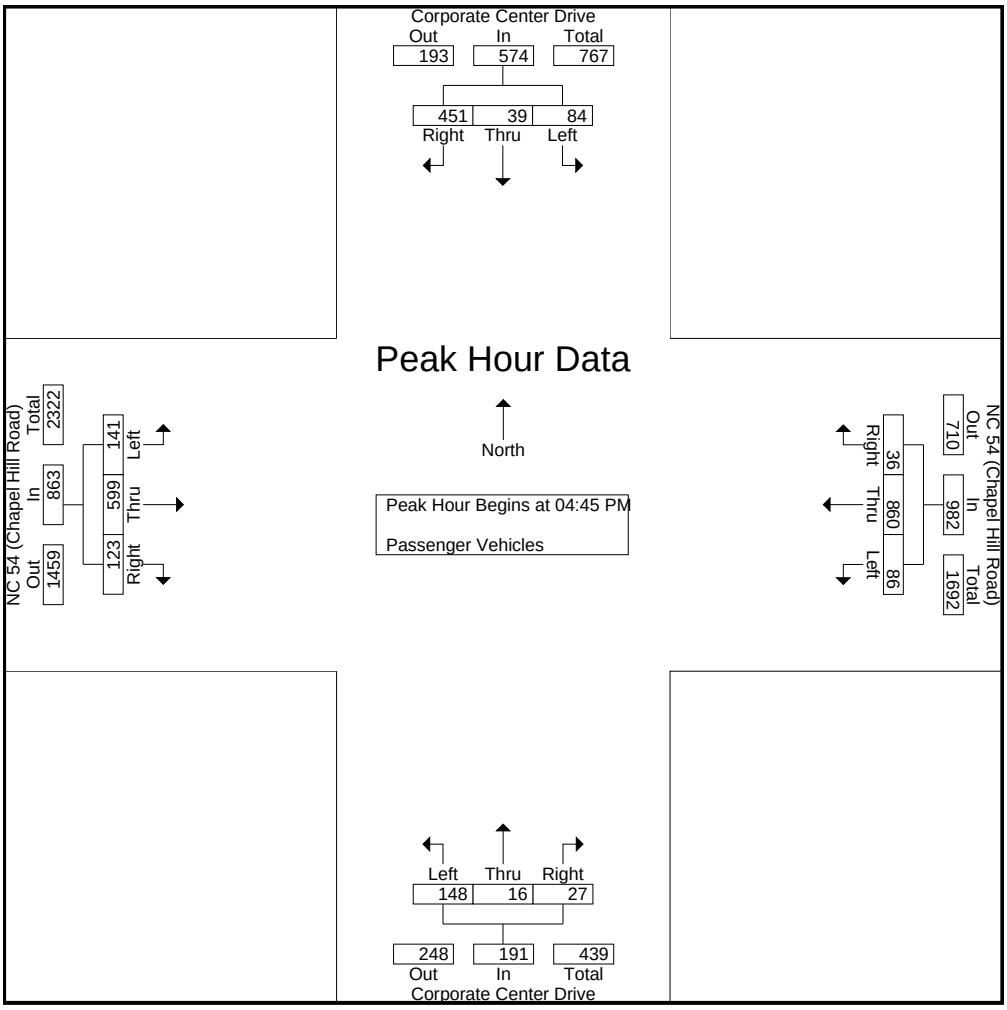
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	25	9	119	153	24	199	14	237	36	5	7	48	23	138	30	191	629
05:00 PM	25	12	149	186	17	214	8	239	37	3	5	45	33	134	33	200	670
05:15 PM	22	6	99	127	17	239	8	264	40	4	10	54	46	175	33	254	699
05:30 PM	12	12	84	108	28	208	6	242	35	4	5	44	39	152	27	218	612
Total Volume	84	39	451	574	86	860	36	982	148	16	27	191	141	599	123	863	2610
% App. Total	14.6	6.8	78.6		8.8	87.6	3.7		77.5	8.4	14.1		16.3	69.4	14.3		
PHF	.840	.813	.757	.772	.768	.900	.643	.930	.925	.800	.675	.884	.766	.856	.932	.849	.933



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Page No : 1

Groups Printed- Single Unit

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	5	5
06:15 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	3	0	0	0	7	7
06:30 AM	1	0	1	0	1	3	0	0	1	0	3	0	0	1	2	0	0	13	13
06:45 AM	0	0	0	0	2	8	0	0	3	0	0	0	1	4	2	0	0	20	20
Total	1	0	2	0	3	16	0	0	4	0	3	0	3	9	4	0	0	45	45
07:00 AM	0	0	1	0	1	2	0	0	5	0	0	0	2	2	1	0	0	14	14
07:15 AM	0	0	1	0	4	7	0	0	1	0	1	0	0	2	3	0	0	19	19
07:30 AM	0	0	0	0	1	5	0	0	6	0	0	0	0	4	0	0	0	16	16
07:45 AM	0	0	0	0	0	5	0	0	7	0	0	0	0	3	2	0	0	17	17
Total	0	0	2	0	6	19	0	0	19	0	1	0	2	11	6	0	0	66	66
08:00 AM	0	0	0	0	0	9	0	0	1	0	0	0	0	4	0	0	0	14	14
08:15 AM	0	0	2	0	0	4	0	0	0	0	2	0	1	2	1	0	0	12	12
08:30 AM	0	1	0	0	0	3	0	0	2	0	0	0	2	4	1	0	0	13	13
08:45 AM	0	0	1	0	0	5	1	0	2	0	1	0	0	4	1	0	0	15	15
Total	0	1	3	0	0	21	1	0	5	0	3	0	3	14	3	0	0	54	54
09:00 AM	0	0	1	0	2	5	1	0	3	0	0	0	1	2	1	0	0	16	16
09:15 AM	0	0	2	0	1	6	0	0	1	0	0	0	0	3	1	0	0	14	14
09:30 AM	0	2	1	0	1	7	0	0	1	0	4	0	1	2	1	0	0	20	20
09:45 AM	0	0	1	0	0	2	1	0	4	0	0	0	1	4	0	0	0	13	13
Total	0	2	5	0	4	20	2	0	9	0	4	0	3	11	3	0	0	63	63
10:00 AM	0	1	0	0	0	3	1	0	0	0	0	0	0	5	1	0	0	11	11
10:15 AM	0	0	3	0	0	8	1	0	1	0	0	0	2	3	3	0	0	21	21
10:30 AM	0	0	0	0	2	5	0	0	2	0	1	0	0	10	2	0	0	22	22
10:45 AM	0	1	0	0	2	10	1	0	1	0	0	0	3	6	0	0	0	24	24
Total	0	2	3	0	4	26	3	0	4	0	1	0	5	24	6	0	0	78	78
11:00 AM	0	0	0	0	1	3	2	0	2	0	1	0	0	3	5	0	0	17	17
11:15 AM	0	1	1	0	0	7	1	0	2	0	1	0	0	4	0	0	0	17	17
11:30 AM	0	0	0	0	3	6	0	0	1	0	1	0	0	6	1	0	0	18	18
11:45 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	8	8
Total	0	1	1	0	4	23	3	0	5	0	3	0	0	13	7	0	0	60	60
12:00 PM	0	0	0	0	1	2	2	0	4	0	1	0	0	3	1	0	0	14	14
12:15 PM	0	0	2	0	3	6	0	0	1	0	0	0	0	3	3	0	0	18	18
12:30 PM	0	0	1	0	1	3	0	0	2	0	2	0	0	4	0	0	0	13	13
12:45 PM	0	0	1	0	1	2	0	0	2	0	0	0	0	4	2	0	0	12	12
Total	0	0	4	0	6	13	2	0	9	0	3	0	0	14	6	0	0	57	57
01:00 PM	0	0	0	0	2	3	0	0	4	0	1	0	0	2	1	0	0	13	13
01:15 PM	0	0	0	0	0	7	0	0	1	0	0	0	1	4	1	0	0	14	14
01:30 PM	0	0	2	0	0	4	0	0	2	0	0	0	1	4	4	0	0	17	17
01:45 PM	0	0	0	0	1	5	0	0	4	1	0	0	0	3	3	0	0	17	17
Total	0	0	2	0	3	19	0	0	11	1	1	0	2	13	9	0	0	61	61
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
02:15 PM	0	0	0	0	0	4	0	0	1	0	1	0	0	4	2	0	0	12	12
02:30 PM	1	0	0	0	0	3	0	0	1	0	0	0	0	5	0	0	0	10	10
02:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	8	3	0	0	13	13
Total	1	0	0	0	0	9	0	0	2	0	1	0	0	24	5	0	0	42	42
03:00 PM	0	0	0	0	1	3	0	0	1	0	0	0	0	2	5	0	0	12	12
03:15 PM	0	0	0	0	0	1	0	0	2	0	1	0	1	8	1	0	0	14	14
03:30 PM	0	0	0	0	3	8	0	0	0	0	1	0	2	2	1	0	0	17	17
03:45 PM	1	0	0	0	2	6	0	0	1	0	3	0	1	2	0	0	0	16	16
Total	1	0	0	0	6	18	0	0	4	0	5	0	4	14	7	0	0	59	59

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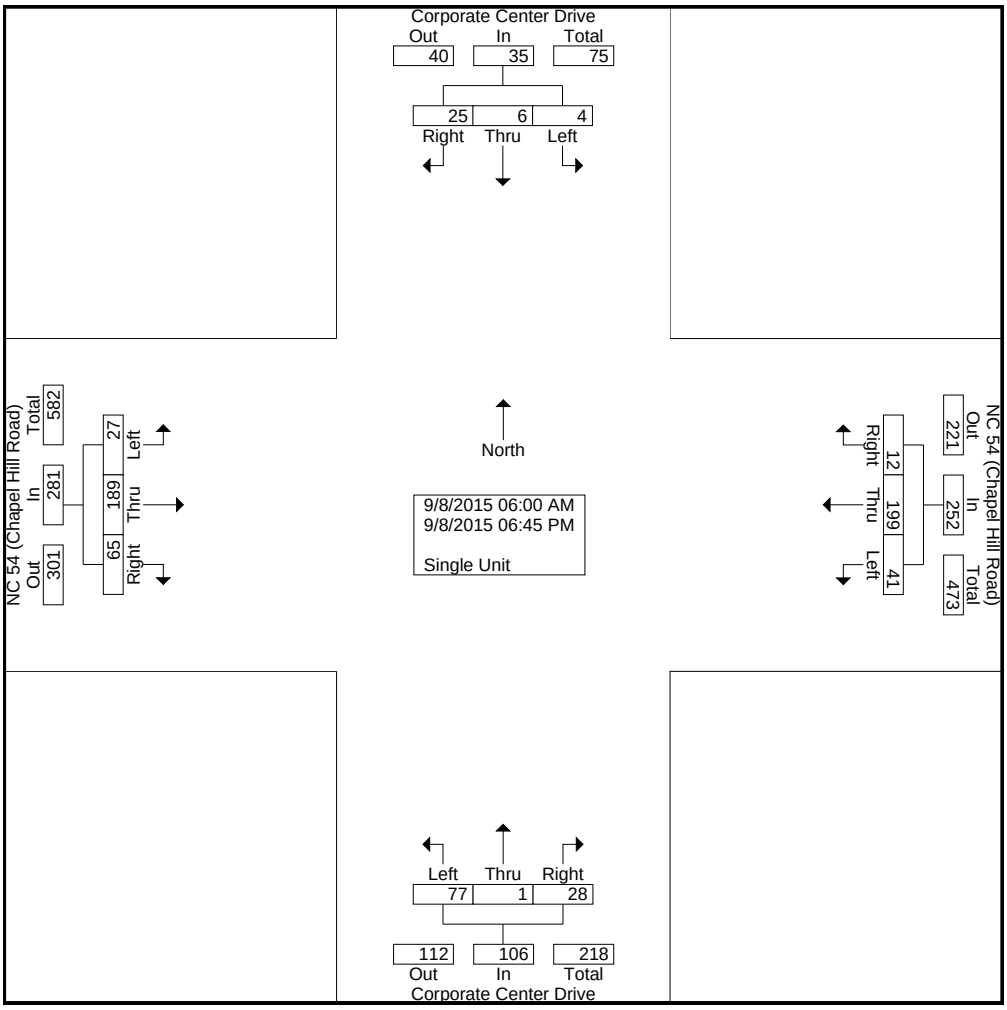
Groups Printed- Single Unit

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	1	0	0	7	7
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	7	3	0	0	12	12
04:30 PM	1	0	0	0	0	1	0	0	0	0	1	0	0	5	1	0	0	9	9
04:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	3	2	0	0	8	8
Total	1	0	0	0	1	4	1	0	0	0	1	0	2	19	7	0	0	36	36
05:00 PM	0	0	0	0	1	1	0	0	1	0	2	0	0	10	0	0	0	15	15
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	4	4
05:30 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	1	0	0	7	7
05:45 PM	0	0	0	0	1	1	0	0	4	0	0	0	1	2	0	0	0	9	9
Total	0	0	1	0	3	4	0	0	5	0	2	0	2	17	1	0	0	35	35
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
06:15 PM	0	0	1	0	0	6	0	0	0	0	0	0	0	2	0	0	0	9	9
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	4	4
Total	0	0	2	0	1	7	0	0	0	0	0	0	1	6	1	0	0	18	18
Grand Total	4	6	25	0	41	199	12	0	77	1	28	0	27	189	65	0	0	674	674
Apprch %	11.4	17.1	71.4		16.3	79	4.8		72.6	0.9	26.4		9.6	67.3	23.1				
Total %	0.6	0.9	3.7		6.1	29.5	1.8		11.4	0.1	4.2		4	28	9.6		0	100	



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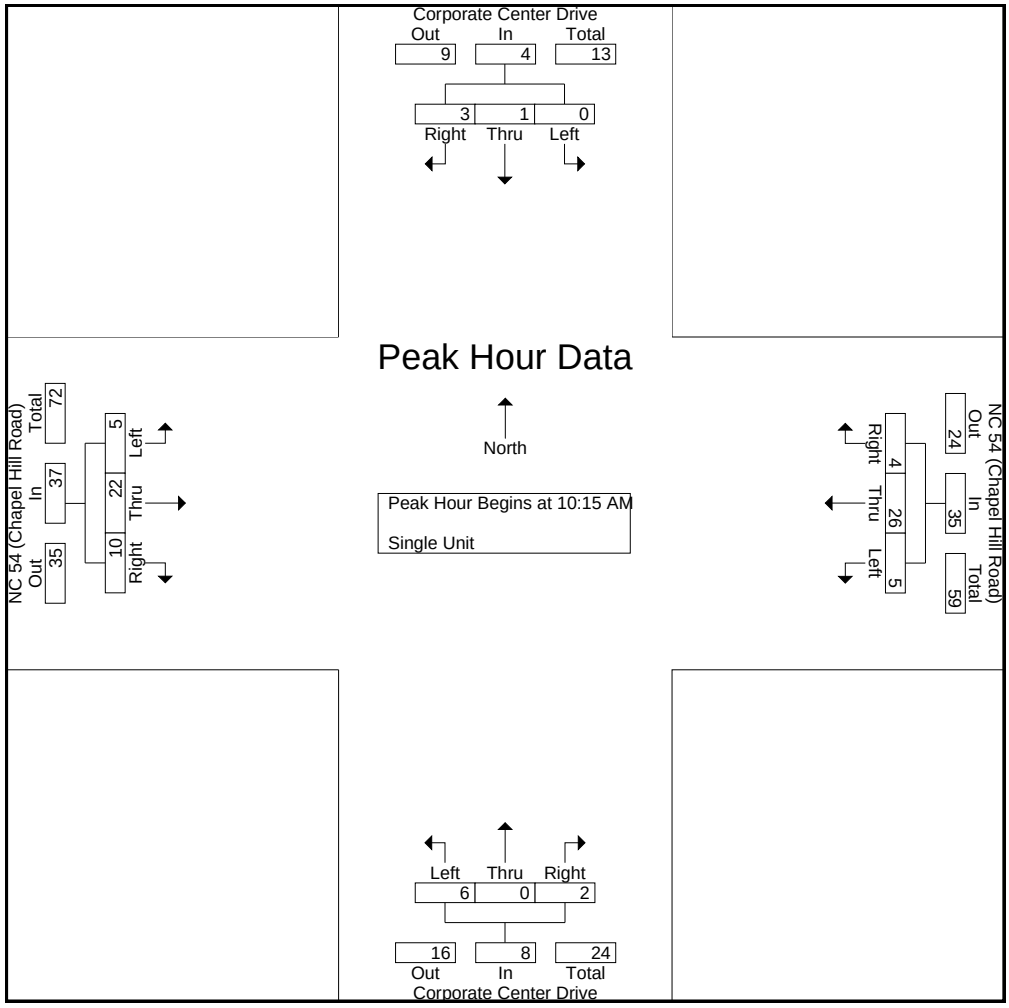
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	0	3	3	0	8	1	9	1	0	0	1	2	3	3	8	21
10:30 AM	0	0	0	0	2	5	0	7	2	0	1	3	0	10	2	12	22
10:45 AM	0	1	0	1	2	10	1	13	1	0	0	1	3	6	0	9	24
11:00 AM	0	0	0	0	1	3	2	6	2	0	1	3	0	3	5	8	17
Total Volume	0	1	3	4	5	26	4	35	6	0	2	8	5	22	10	37	84
% App. Total	0	25	75		14.3	74.3	11.4		75	0	25		13.5	59.5	27		
PHF	.000	.250	.250	.333	.625	.650	.500	.673	.750	.000	.500	.667	.417	.550	.500	.771	.875



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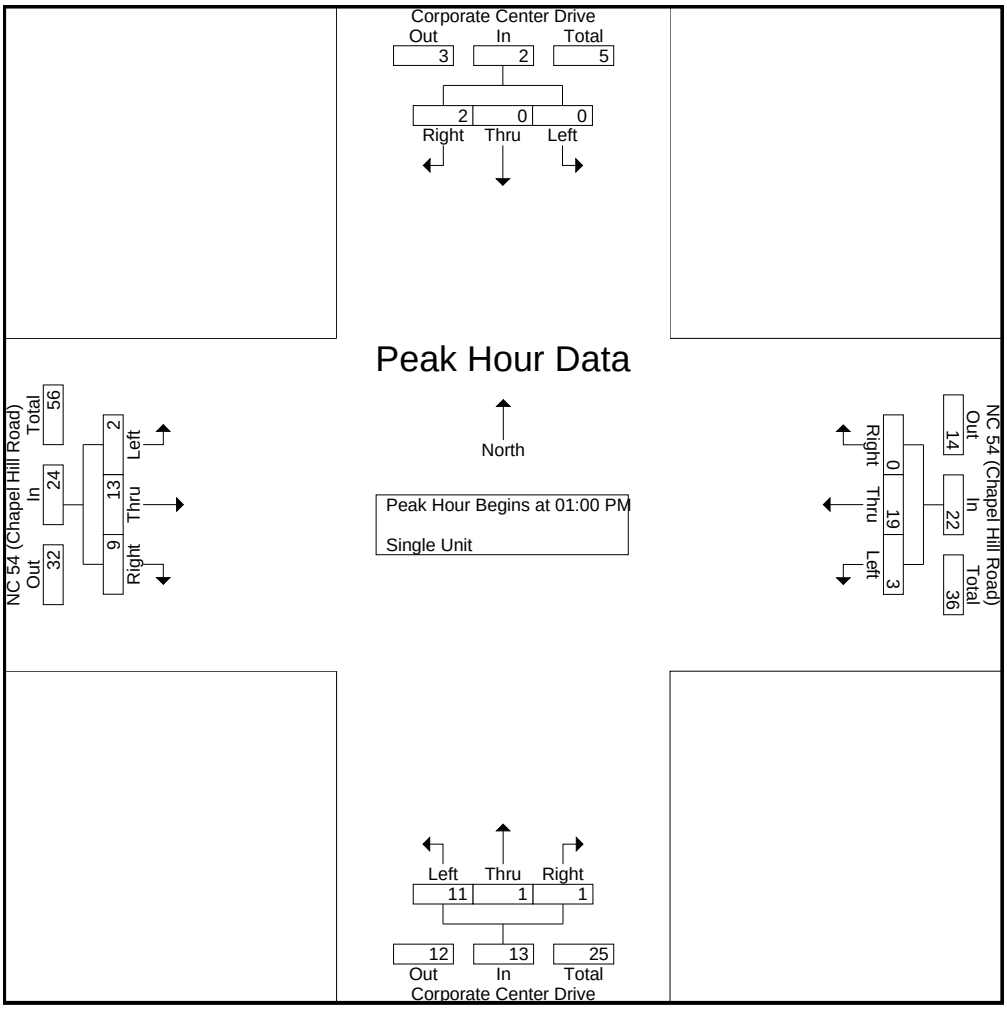
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	2	3	0	5	4	0	1	5	0	2	1	3	13
01:15 PM	0	0	0	0	0	7	0	7	1	0	0	1	1	4	1	6	14
01:30 PM	0	0	2	2	0	4	0	4	2	0	0	2	1	4	4	9	17
01:45 PM	0	0	0	0	1	5	0	6	4	1	0	5	0	3	3	6	17
Total Volume	0	0	2	2	3	19	0	22	11	1	1	13	2	13	9	24	61
% App. Total	0	0	100		13.6	86.4	0		84.6	7.7	7.7		8.3	54.2	37.5		
PHF	.000	.000	.250	.250	.375	.679	.000	.786	.688	.250	.250	.650	.500	.813	.563	.667	.897



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Start Date : 9/8/2015
Page No : 1

Groups Printed- TTST

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	3	3
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	3	0	0	1	0	1	0	0	0	1	0	0	6	6
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	3	0	0	2	0	0	0	0	1	0	0	0	6	6
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	8	0	0	2	0	0	0	0	1	0	0	0	11	11
08:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	6	6
08:30 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	5	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	7	0	0	0	0	1	0	0	4	0	0	0	13	13
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	4	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	4	4
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	6	2	0	0	10	10
10:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	3	3
10:15 AM	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4	4
10:30 AM	0	0	0	0	0	4	0	0	2	0	0	0	0	3	1	0	0	10	10
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	9	0	0	4	0	0	0	0	3	2	0	0	18	18
11:00 AM	0	0	0	0	0	3	0	0	1	0	1	0	0	3	1	0	0	9	9
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	4
11:30 AM	0	0	0	0	0	4	0	0	0	1	0	0	1	0	0	0	0	6	6
11:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	4	4
Total	0	0	0	0	0	8	0	0	2	1	1	0	1	8	2	0	0	23	23
12:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	4	1	0	0	8	8
12:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	5	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	3
Total	0	1	0	0	0	5	0	0	0	0	1	0	0	8	1	0	0	16	16
01:00 PM	0	0	0	0	1	4	0	0	1	0	0	0	0	2	0	0	0	8	8
01:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	6	6
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
01:45 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	5	5
Total	0	0	0	0	1	12	0	0	1	0	1	0	0	6	0	0	0	21	21
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:15 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4	4
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	1	3	0	0	1	0	0	0	0	4	0	0	0	9	9
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	4	4
03:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	2	2	0	0	8	8

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4000 WestChase Boulevard, Suite 530
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p: 919-829-0328 f: 919-829-0329

File Name : 15-05059
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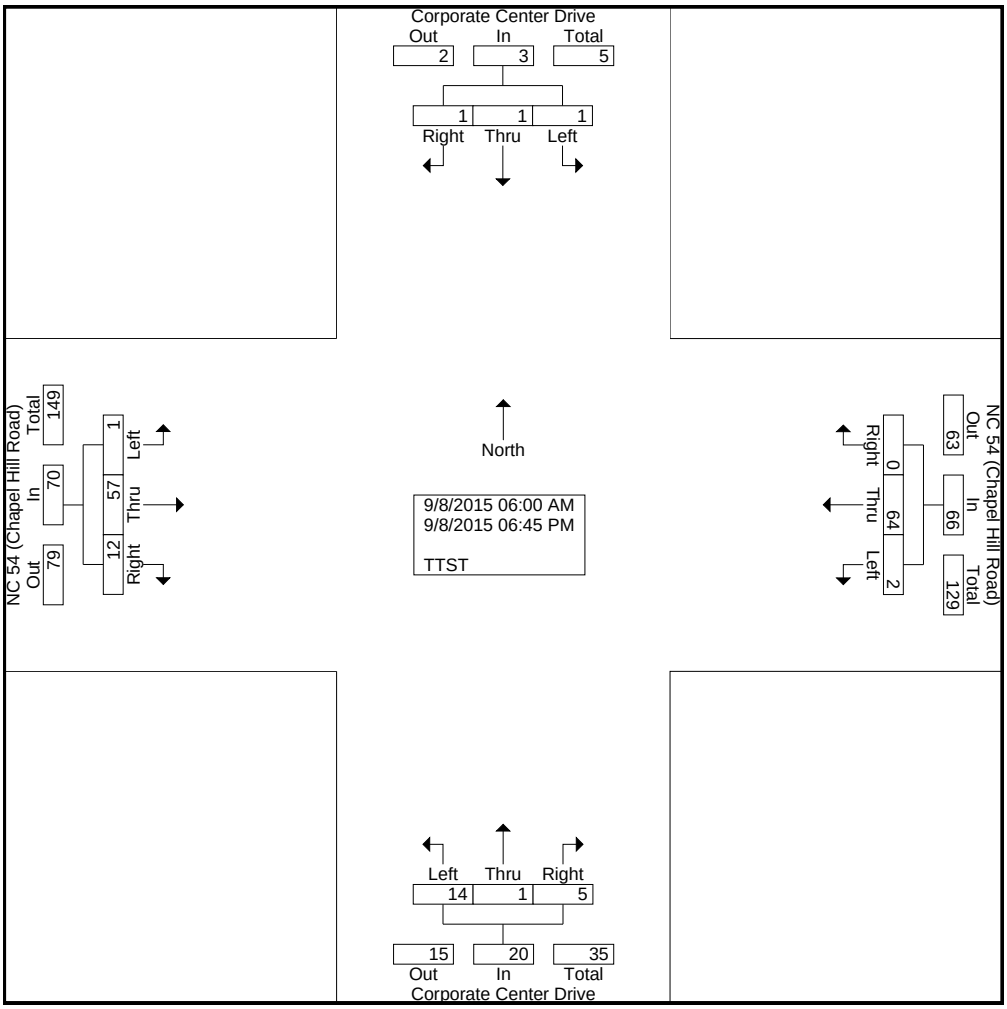
Groups Printed- TTST

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	3	3
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	4	4
Total	0	0	0	0	0	2	0	0	1	0	0	0	0	7	1	0	0	11	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	4	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	7	0	0	0	9	9
Grand Total	1	1	1	0	2	64	0	0	14	1	5	0	1	57	12	0	0	159	159
Apprch %	33.3	33.3	33.3		3	97	0		70	5	25		1.4	81.4	17.1				
Total %	0.6	0.6	0.6		1.3	40.3	0		8.8	0.6	3.1		0.6	35.8	7.5		0	100	



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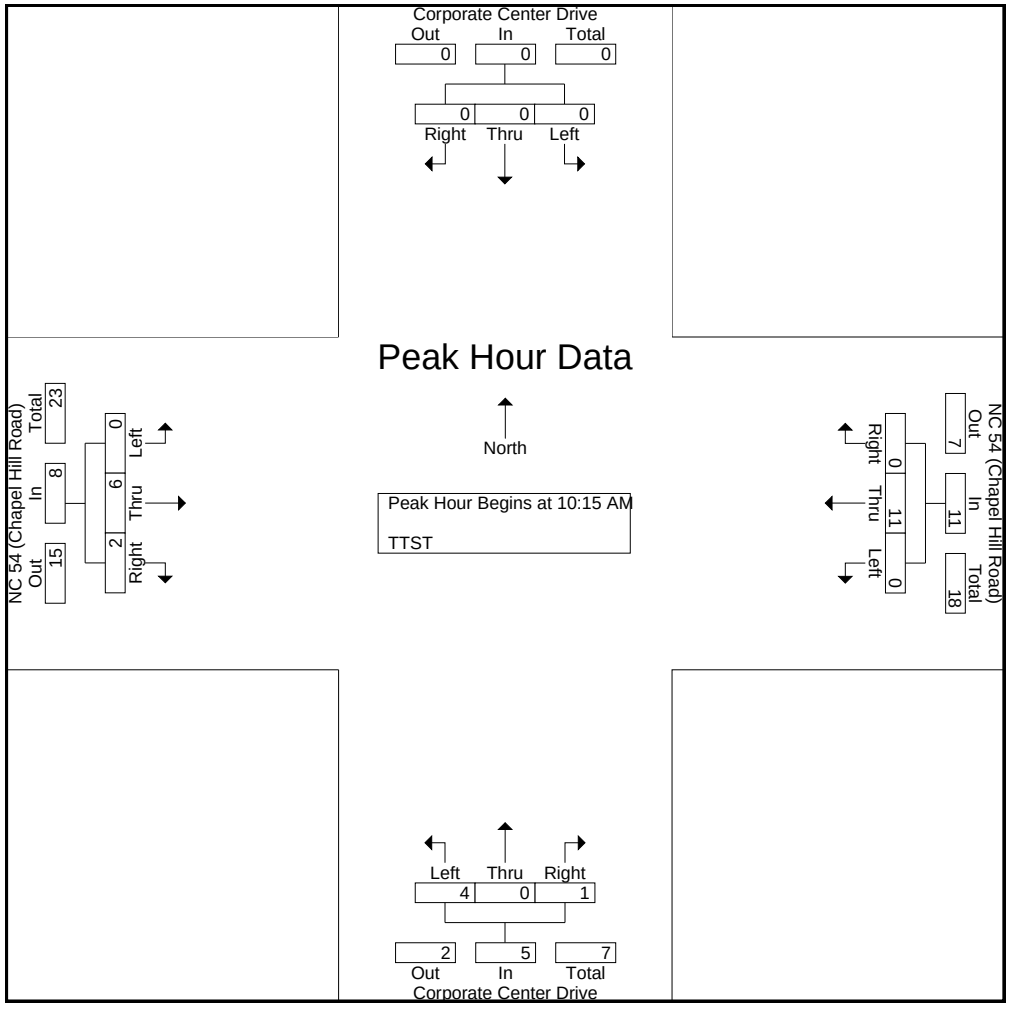
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	0	0	4
10:30 AM	0	0	0	0	0	4	0	4	2	0	0	2	0	3	1	4	10
10:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	3	0	3	1	0	1	2	0	3	1	4	9
Total Volume	0	0	0	0	0	11	0	11	4	0	1	5	0	6	2	8	24
% App. Total	0	0	0		0	100	0		80	0	20		0	75	25		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.500	.000	.250	.625	.000	.500	.500	.500	.600



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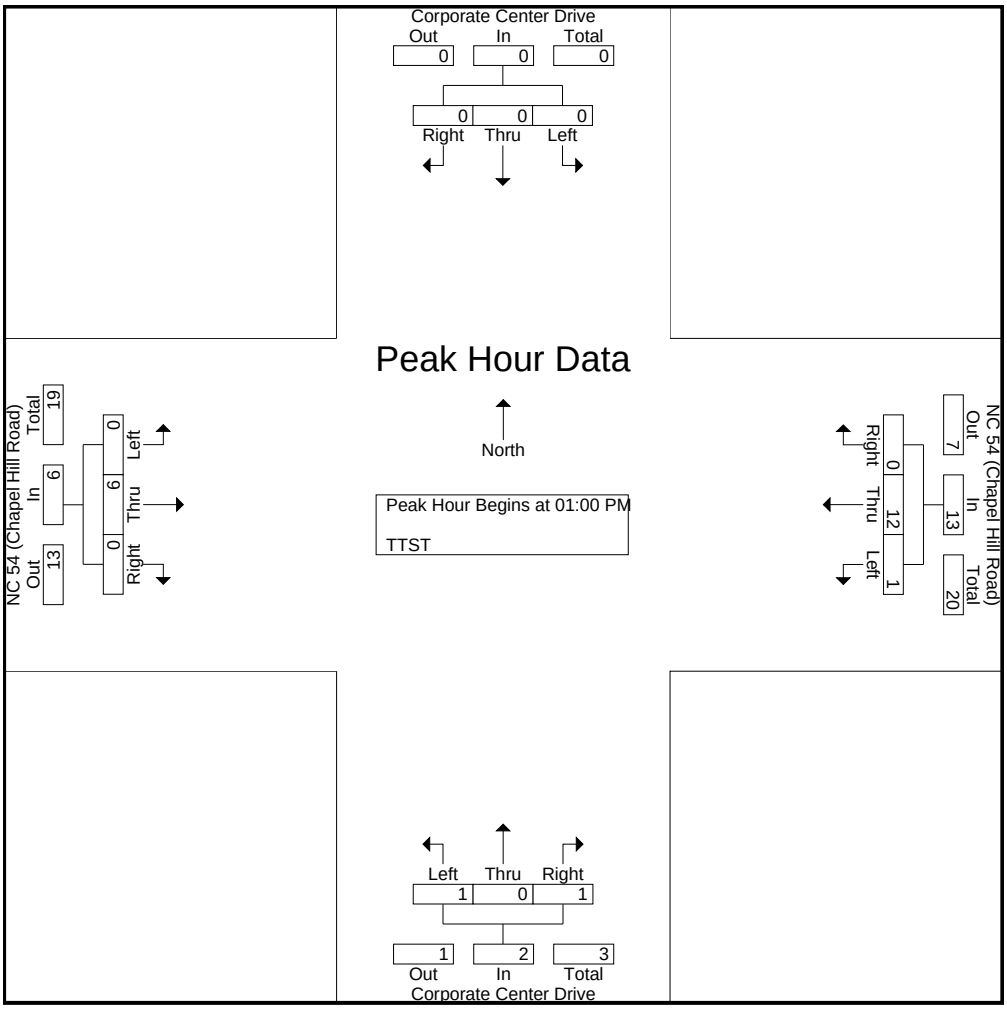
	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	1	4	0	5	1	0	0	1	0	2	0	2	8
01:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	1	0	1	5
Total Volume	0	0	0	0	1	12	0	13	1	0	1	2	0	6	0	6	21
% App. Total	0	0	0		7.7	92.3	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.650	.250	.000	.250	.500	.000	.750	.000	.750	.656



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p: 919-829-0328 f: 919-829-0329

File Name : 15-05059
Site Code :
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Groups Printed- Twin TTST

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4

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4000 WestChase Boulevard, Suite 530
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File Name : 15-05059
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Groups Printed- Twin TTST

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	0	0	0	1	0	0	0	0	6	1	0	10
Apprch %	0	0	100	0	100	0	0	0	100	0	0	0	0	85.7	14.3	0	
Total %	0	0	10	0	10	0	0	0	10	0	0	0	0	60	10	0	

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Groups Printed- Bicycles on Crosswalk - Pedestrians

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
12:15 PM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
Total	0	0	0	2	0	0	0	6	0	0	0	1	0	0	0	1	10
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
02:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

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File Name : 15-05059
Site Code :
Start Date : 9/8/2015

Groups Printed- Bicycles on Crosswalk - Pedestrians

	Corporate Center Drive Southbound				NC 54 (Chapel Hill Road) Westbound				Corporate Center Drive Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Grand Total	0	0	0	6	0	0	0	10	0	0	0	5	0	0	0	5	26
Apprch %	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	
Total %	0	0	0	23.1	0	0	0	38.5	0	0	0	19.2	0	0	0	19.2	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	40	11.5
Pedestrians	0	0	0	6	0	0	0	10	0	0	0	4	0	0	0	3	23
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	80	0	0	0	60	88.5

Count Number:	15-05056	Count Type:	TM - Turning Movement
County:	Wake	Duration:	13 hours
City:	Raleigh	Count Volume:	30,916 vehicles
Division:	05	Signal Inventory #:	Not posted

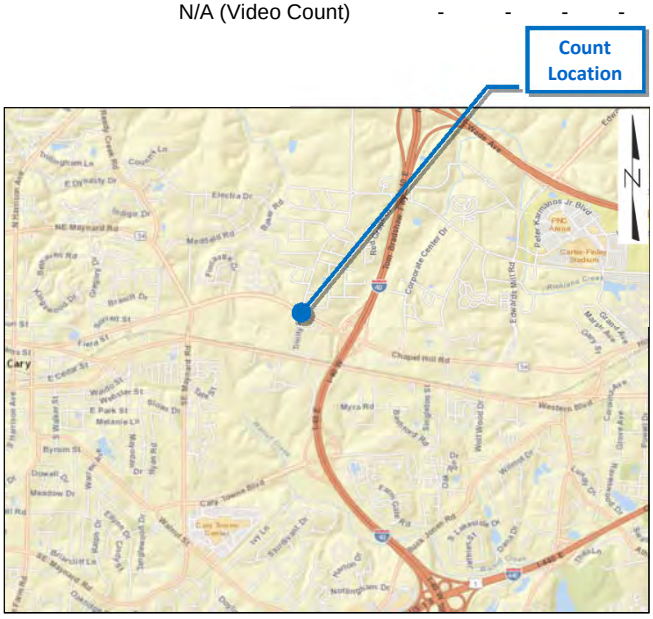
Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

Count Date:	Count Time:			NOAA Weather Conditions:	Sky Cover:	Rain (in):	Hi:	Low:
Tuesday, September 08, 2015	10:30 AM	to	7:00 PM	Sunny	0.7	0.0	89	70
Wednesday, September 09, 2015	6:00 AM	to	10:30 AM	Rain	0.5	0.2	91	71

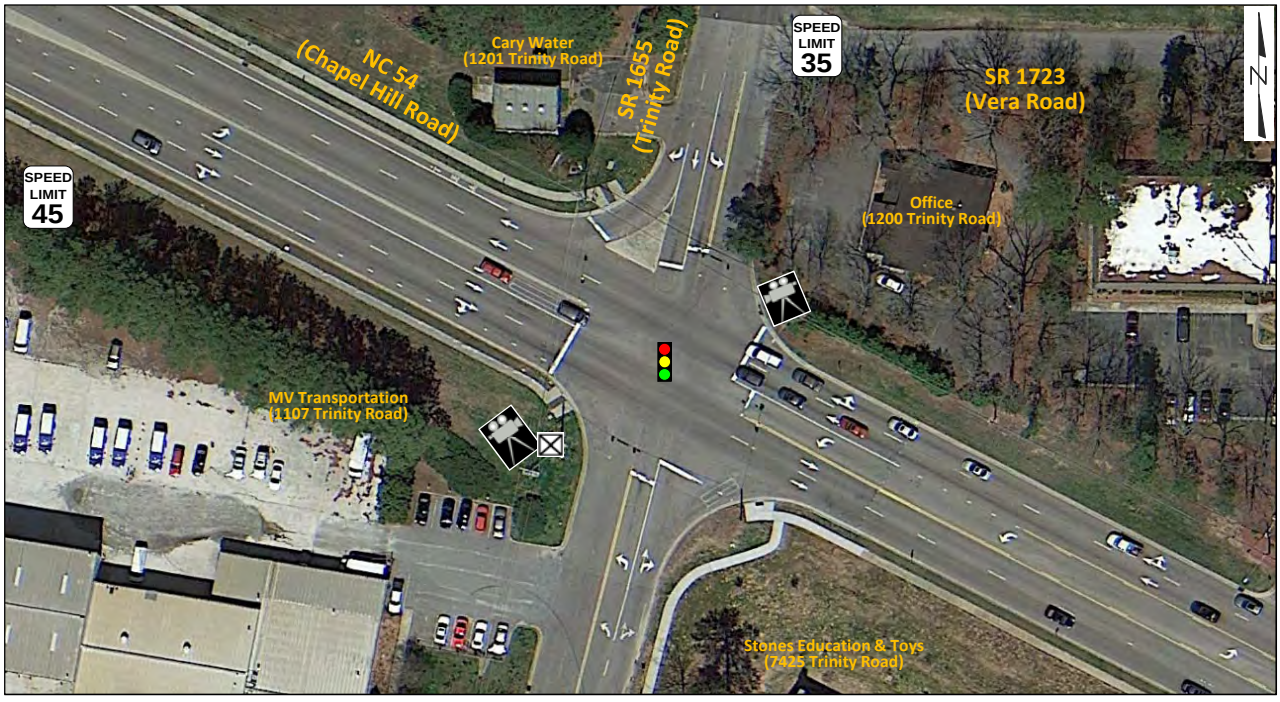
Observed Weather Conditions:	Sky Cover:	Rain (in):	Hi:	Low:
N/A (Video Count)	-	-	-	-

Comments:

1. Counted By: Robert Epley
2. Break Times: N/A
3. Data Processor: Steve Epley
4. Project Manager: Steve Epley
5. Traffic Control: Signal Controlled
6. School in Session: Yes
   Wake County Schools
7. Disabled Pedestrians: None Observed
8. Construction Present: None Observed
9. Traffic Flow Disruptions: None Observed
10. Area Lighting Present: Yes
11. Unique Conditions: No
12. Method Used: Manual
13. Tabulation Used: Miovision
14. Manufacturer/Type Used: Miovision Scout
15. Equipment was working properly



Vicinity Map (NC OneMap)



Intersection Site Map (Google Earth Pro)

Count Number: 15-05056
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

Southbound Approach: SR 1655 (Trinity Road)

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking south toward intersection

Looking north away from intersection

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Count Number: 15-05056
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

Northbound Approach: SR 1655 (Trinity Road)

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking north toward intersection

Looking south away from intersection

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Count Number: 15-05056
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

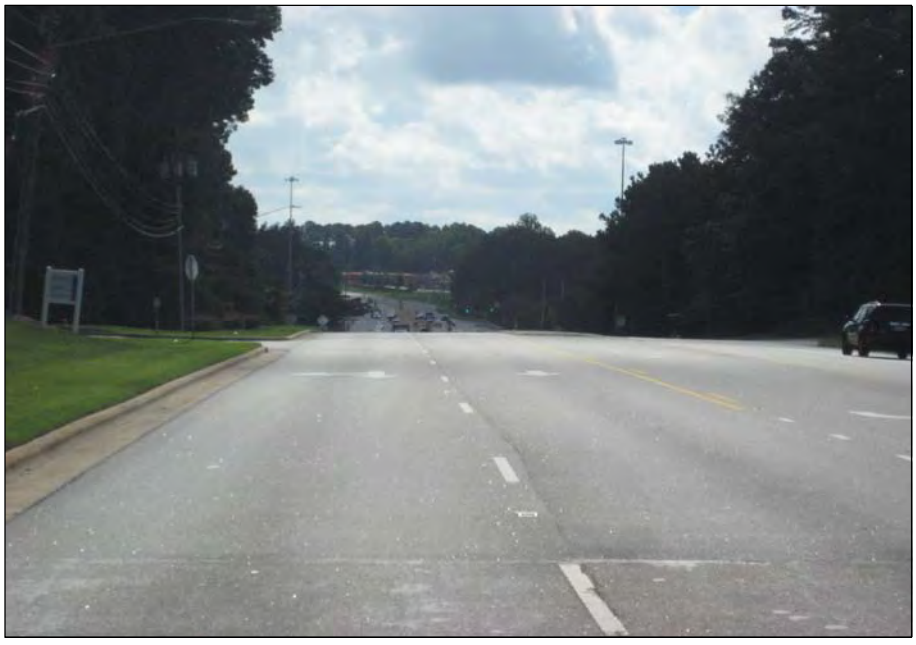
Westbound Approach: NC 54 (Chapel Hill Road)

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking west toward intersection



Looking east away from intersection

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Count Number: 15-05056
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

Eastbound Approach: NC 54 (Chapel Hill Road)

Stop sign within 300 feet: No

Signal within 300 feet: No

Railroad within 200 feet: No If Yes: ____ feet

Looking east toward intersection

Looking west away from intersection

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Count Number: 15-05056
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

Signal Cabinet

Roadway Sign

Count Number: 15-05056
County: Wake
City: Raleigh
Division: 05

Intersection: NC 54 (Chapel Hill Road) and SR 1655 (Trinity Road)

Miovision Camera 1

Miovision Camera 2

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p: 919-829-0328 f: 919-829-0329

File Name : 15-05056
Site Code :
Start Date : 9/8/2015
Page No : 1

Groups Printed- Passenger Vehicles - Single Unit - TTST - Twin TTST - Bicycles on Crosswalk - Pedestrians

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	2	6	0	6	76	4	0	0	1	6	0	11	69	1	0	0	187	187
06:15 AM	18	1	8	0	13	83	12	0	2	1	5	1	10	108	1	0	1	262	263
06:30 AM	11	7	17	0	11	125	12	0	5	2	6	1	18	181	3	0	1	398	399
06:45 AM	25	13	24	0	25	158	19	0	1	4	4	0	30	213	5	0	0	521	521
Total	59	23	55	0	55	442	47	0	8	8	21	2	69	571	10	0	2	1368	1370
07:00 AM	35	9	26	0	24	183	32	0	7	9	9	0	42	238	4	0	0	618	618
07:15 AM	35	10	39	0	13	147	32	0	14	9	24	0	68	265	7	0	0	663	663
07:30 AM	33	7	56	0	16	203	38	0	12	12	14	0	103	348	7	0	0	849	849
07:45 AM	34	9	59	0	13	188	64	0	9	27	22	0	102	348	11	0	0	886	886
Total	137	35	180	0	66	721	166	0	42	57	69	0	315	1199	29	0	0	3016	3016
08:00 AM	39	10	59	0	22	200	49	0	7	20	14	0	65	341	6	1	1	832	833
08:15 AM	28	9	36	0	10	176	79	0	9	27	14	0	74	289	7	0	0	758	758
08:30 AM	33	8	37	0	18	182	64	0	11	21	14	0	72	273	5	0	0	738	738
08:45 AM	25	7	58	0	14	161	65	0	6	22	10	0	72	260	3	0	0	703	703
Total	125	34	190	0	64	719	257	0	33	90	52	0	283	1163	21	1	1	3031	3032
09:00 AM	25	3	45	0	14	144	74	0	7	17	14	0	43	194	9	0	0	589	589
09:15 AM	28	8	33	0	9	142	41	0	9	13	19	0	44	206	5	0	0	557	557
09:30 AM	22	6	38	0	12	154	24	0	3	12	17	0	40	175	5	0	0	508	508
09:45 AM	18	11	25	0	7	138	27	0	10	6	18	0	34	161	7	0	0	462	462
Total	93	28	141	0	42	578	166	0	29	48	68	0	161	736	26	0	0	2116	2116
10:00 AM	14	2	25	0	16	111	11	0	8	4	13	0	23	135	3	0	0	365	365
10:15 AM	18	7	22	0	12	121	13	0	2	4	11	0	18	161	4	0	0	393	393
10:30 AM	23	9	27	0	10	107	22	0	6	8	16	0	20	146	2	0	0	396	396
10:45 AM	24	8	25	0	7	123	10	0	2	3	7	0	23	122	4	0	0	358	358
Total	79	26	99	0	45	462	56	0	18	19	47	0	84	564	13	0	0	1512	1512
11:00 AM	17	5	26	0	11	145	18	0	10	1	14	0	22	163	5	0	0	437	437
11:15 AM	18	3	21	0	8	152	9	0	9	7	16	0	21	126	5	0	0	395	395
11:30 AM	31	8	34	0	7	140	21	0	8	4	19	0	19	150	12	0	0	453	453
11:45 AM	25	7	32	0	10	161	21	0	9	10	10	0	27	140	12	0	0	464	464
Total	91	23	113	0	36	598	69	0	36	22	59	0	89	579	34	0	0	1749	1749
12:00 PM	30	12	38	0	13	168	14	0	16	8	19	0	24	181	4	0	0	527	527
12:15 PM	22	9	33	0	10	175	19	0	8	7	14	2	29	163	7	0	2	496	498
12:30 PM	35	7	49	0	9	151	27	0	12	16	18	0	34	192	3	0	0	553	553
12:45 PM	29	5	36	0	19	160	22	0	4	6	14	0	47	184	10	0	0	536	536
Total	116	33	156	0	51	654	82	0	40	37	65	2	134	720	24	0	2	2112	2114
01:00 PM	30	6	35	0	16	144	23	0	7	14	20	0	19	193	11	0	0	518	518
01:15 PM	15	6	44	0	10	126	21	0	7	14	17	0	48	192	7	0	0	507	507
01:30 PM	16	7	27	0	15	133	15	0	4	6	21	0	34	189	5	0	0	472	472
01:45 PM	26	7	30	0	12	153	27	0	4	7	14	0	25	147	14	0	0	466	466
Total	87	26	136	0	53	556	86	0	22	41	72	0	126	721	37	0	0	1963	1963
02:00 PM	23	5	29	0	15	133	16	0	7	5	24	0	28	182	6	0	0	473	473
02:15 PM	26	9	29	0	17	150	17	0	9	5	21	0	24	177	9	0	0	493	493
02:30 PM	35	8	40	0	15	129	13	0	14	8	23	0	31	158	10	0	0	484	484
02:45 PM	29	5	46	0	16	166	23	0	7	11	23	0	30	175	6	0	0	537	537
Total	113	27	144	0	63	578	69	0	37	29	91	0	113	692	31	0	0	1987	1987
03:00 PM	31	10	59	0	18	198	17	0	1	11	24	0	39	210	6	0	0	624	624
03:15 PM	34	7	77	0	18	206	15	0	10	10	32	0	38	201	9	0	0	657	657
03:30 PM	38	3	74	0	18	221	21	0	4	4	13	0	38	223	3	0	0	660	660
03:45 PM	42	13	58	0	13	229	17	0	11	8	24	0	38	211	5	0	0	669	669
Total	145	33	268	0	67	854	70	0	26	33	93	0	153	845	23	0	0	2610	2610

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File Name : 15-05056
Site Code :
Start Date : 9/8/2015
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Groups Printed- Passenger Vehicles - Single Unit - TTST - Twin TTST - Bicycles on Crosswalk - Pedestrians

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	68	15	72	0	27	198	15	0	15	12	30	0	33	241	9	0	0	735	735
04:15 PM	50	9	53	0	36	340	19	0	14	12	12	0	30	232	4	0	0	811	811
04:30 PM	9	5	89	0	21	313	22	0	2	1	31	0	41	214	9	0	0	757	757
04:45 PM	32	13	111	0	31	332	22	0	5	5	29	0	28	240	7	0	0	855	855
Total	159	42	325	0	115	1183	78	0	36	30	102	0	132	927	29	0	0	3158	3158
05:00 PM	63	37	136	0	20	267	15	0	33	10	60	0	36	258	11	0	0	946	946
05:15 PM	102	16	101	0	26	329	28	0	59	16	34	0	42	295	11	0	0	1059	1059
05:30 PM	57	17	117	0	12	279	22	0	40	9	35	1	57	288	6	0	1	939	940
05:45 PM	44	12	97	0	14	279	23	0	25	15	41	0	56	263	5	0	0	874	874
Total	266	82	451	0	72	1154	88	0	157	50	170	1	191	1104	33	0	1	3818	3819
06:00 PM	46	12	76	0	10	257	20	0	19	11	24	0	40	245	7	0	0	767	767
06:15 PM	37	3	54	0	7	194	10	0	9	11	18	1	56	248	8	0	1	655	656
06:30 PM	23	6	43	0	2	164	15	0	12	5	22	0	36	238	5	0	0	571	571
06:45 PM	20	5	38	0	8	158	15	0	2	9	18	0	43	161	6	0	0	483	483
Total	126	26	211	0	27	773	60	0	42	36	82	1	175	892	26	0	1	2476	2477
Grand Total	1596	438	2469	0	756	9272	1294	0	526	500	991	6	2025	10713	336	1	7	30916	30923
Apprch %	35.4	9.7	54.8		6.7	81.9	11.4		26.1	24.8	49.1		15.5	81.9	2.6				
Total %	5.2	1.4	8		2.4	30	4.2		1.7	1.6	3.2		6.6	34.7	1.1		0	100	
Passenger Vehicles	1574	434	2429		709	8886	1271		497	498	943		2001	10328	308		0	0	29878
% Passenger Vehicles	98.6	99.1	98.4	0	93.8	95.8	98.2	0	94.5	99.6	95.2	0	98.8	96.4	91.7	0	0	0	96.6
Single Unit	19	4	38		36	297	21		28	2	41		23	271	26		0	0	806
% Single Unit	1.2	0.9	1.5	0	4.8	3.2	1.6	0	5.3	0.4	4.1	0	1.1	2.5	7.7	0	0	0	2.6
TTST	3	0	2		11	89	2		1	0	7		0	113	2		0	0	230
% TTST	0.2	0	0.1	0	1.5	1	0.2	0	0.2	0	0.7	0	0	1.1	0.6	0	0	0	0.7
Twin TTST	0	0	0		0	0	0		0	0	0		1	1	0		0	0	2
% Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	7
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0

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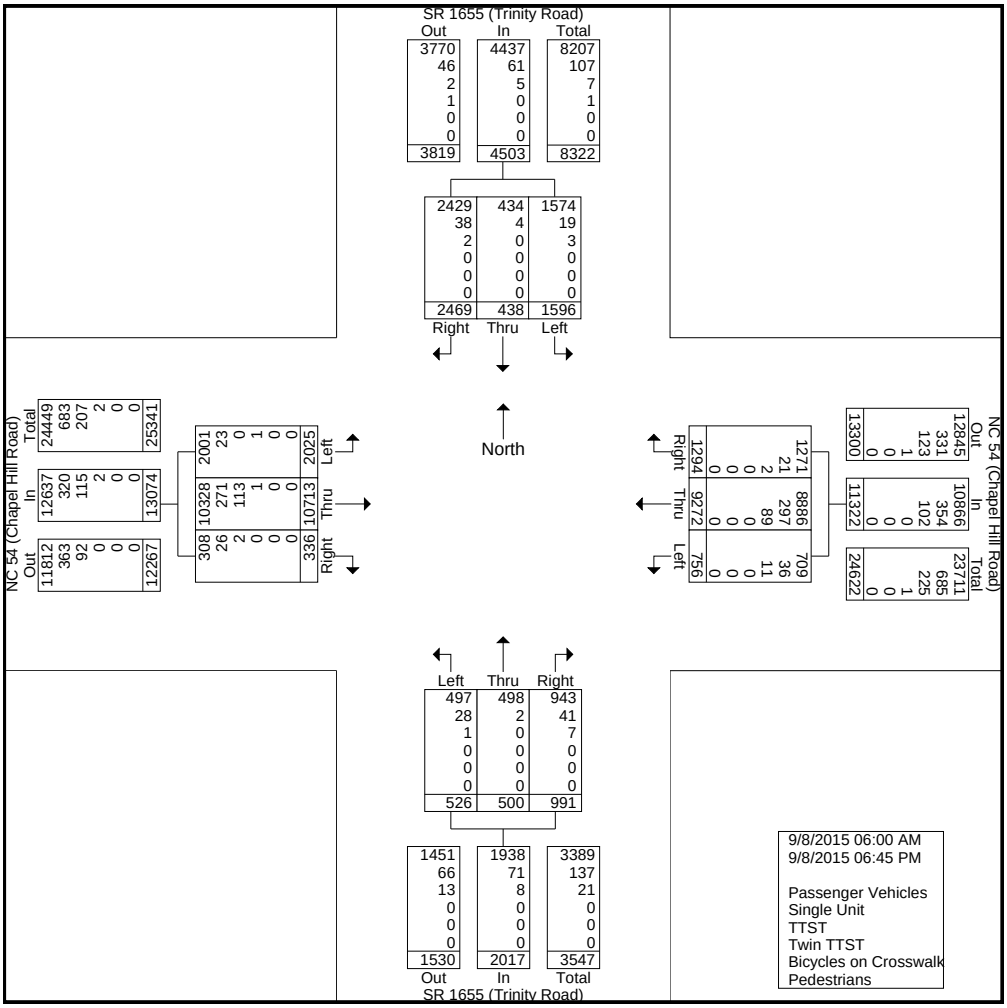

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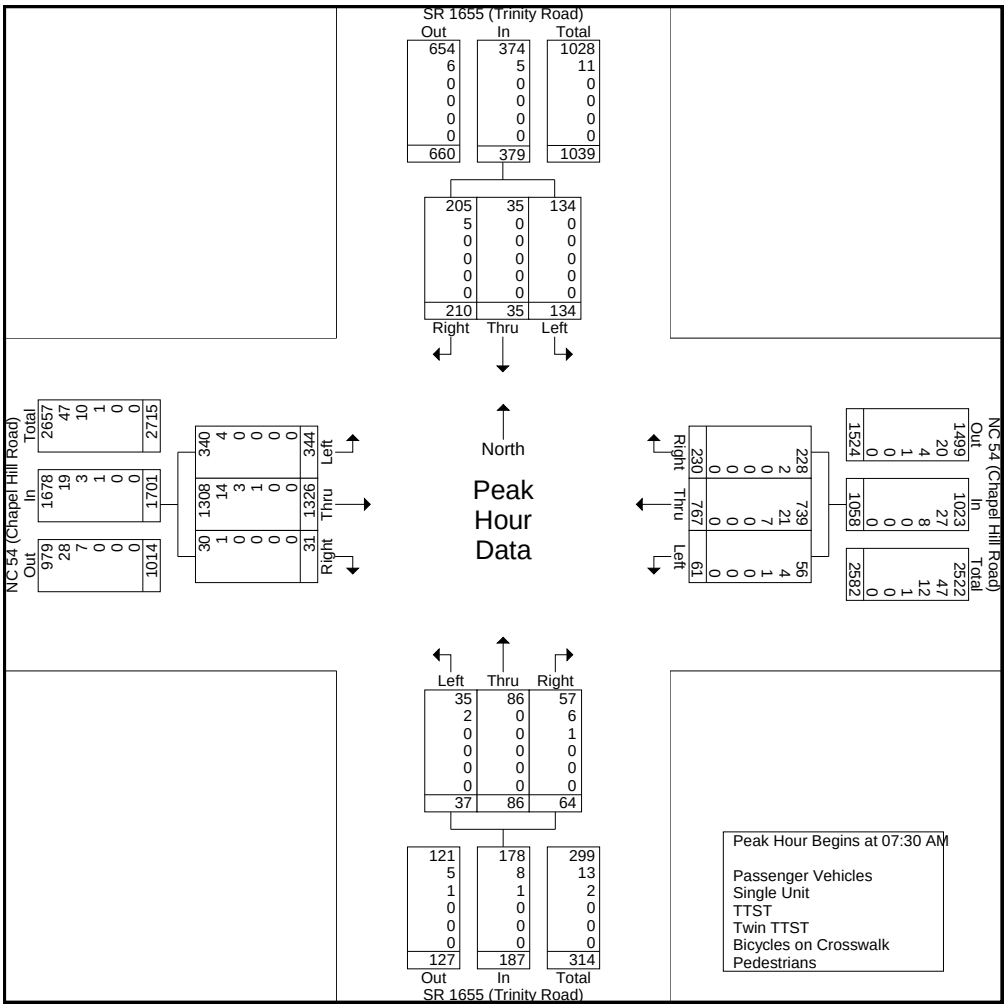
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	7	56	96	16	203	38	257	12	12	14	38	103	348	7	458	849
07:45 AM	34	9	59	102	13	188	64	265	9	27	22	58	102	348	11	461	886
08:00 AM	39	10	59	108	22	200	49	271	7	20	14	41	65	341	6	412	832
08:15 AM	28	9	36	73	10	176	79	265	9	27	14	50	74	289	7	370	758
Total Volume	134	35	210	379	61	767	230	1058	37	86	64	187	344	1326	31	1701	3325
% App. Total	35.4	9.2	55.4		5.8	72.5	21.7		19.8	46	34.2		20.2	78	1.8		
PHF	.859	.875	.890	.877	.693	.945	.728	.976	.771	.796	.727	.806	.835	.953	.705	.922	.938
Passenger Vehicles	134	35	205	374	56	739	228	1023	35	86	57	178	340	1308	30	1678	3253
% Passenger Vehicles	100	100	97.6	98.7	91.8	96.3	99.1	96.7	94.6	100	89.1	95.2	98.8	98.6	96.8	98.6	97.8
Single Unit	0	0	5	5	4	21	2	27	2	0	6	8	4	14	1	19	59
% Single Unit	0	0	2.4	1.3	6.6	2.7	0.9	2.6	5.4	0	9.4	4.3	1.2	1.1	3.2	1.1	1.8
TTST	0	0	0	0	1	7	0	8	0	0	1	1	0	3	0	3	12
% TTST	0	0	0	0	1.6	0.9	0	0.8	0	0	1.6	0.5	0	0.2	0	0.2	0.4
Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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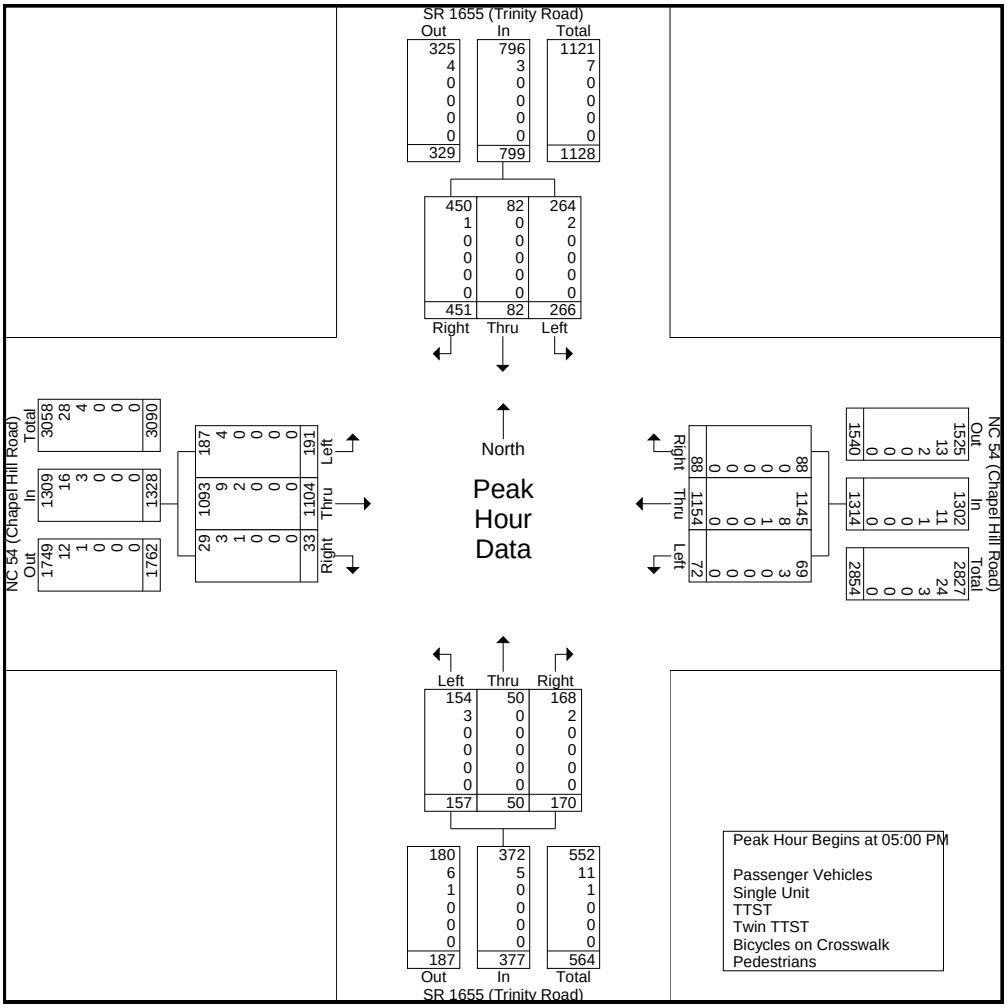
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	63	37	136	236	20	267	15	302	33	10	60	103	36	258	11	305	946
05:15 PM	102	16	101	219	26	329	28	383	59	16	34	109	42	295	11	348	1059
05:30 PM	57	17	117	191	12	279	22	313	40	9	35	84	57	288	6	351	939
05:45 PM	44	12	97	153	14	279	23	316	25	15	41	81	56	263	5	324	874
Total Volume	266	82	451	799	72	1154	88	1314	157	50	170	377	191	1104	33	1328	3818
% App. Total	33.3	10.3	56.4		5.5	87.8	6.7		41.6	13.3	45.1		14.4	83.1	2.5		
PHF	.652	.554	.829	.846	.692	.877	.786	.858	.665	.781	.708	.865	.838	.936	.750	.946	.901
Passenger Vehicles	264	82	450	796	69	1145	88	1302	154	50	168	372	187	1093	29	1309	3779
% Passenger Vehicles	99.2	100	99.8	99.6	95.8	99.2	100	99.1	98.1	100	98.8	98.7	97.9	99.0	87.9	98.6	99.0
Single Unit	2	0	1	3	3	8	0	11	3	0	2	5	4	9	3	16	35
% Single Unit	0.8	0	0.2	0.4	4.2	0.7	0	0.8	1.9	0	1.2	1.3	2.1	0.8	9.1	1.2	0.9
TTST	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
% TTST	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	3.0	0.2	0.1
Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Twin TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05056
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Groups Printed- Passenger Vehicles

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	2	6	0	5	69	4	0	0	1	3	0	11	69	1	0	0	176	176
06:15 AM	17	1	7	0	13	81	11	0	0	1	5	0	10	101	1	0	0	248	248
06:30 AM	11	7	16	0	10	123	12	0	4	2	5	0	16	180	3	0	0	389	389
06:45 AM	25	13	24	0	24	153	19	0	1	4	4	0	30	204	5	0	0	506	506
Total	58	23	53	0	52	426	46	0	5	8	17	0	67	554	10	0	0	1319	1319
07:00 AM	35	9	25	0	22	179	32	0	7	9	8	0	41	234	3	0	0	604	604
07:15 AM	35	10	39	0	13	141	32	0	13	9	21	0	68	261	7	0	0	649	649
07:30 AM	33	7	54	0	16	197	38	0	12	12	13	0	103	346	7	0	0	838	838
07:45 AM	34	9	58	0	11	178	62	0	8	27	20	0	101	345	11	0	0	864	864
Total	137	35	176	0	62	695	164	0	40	57	62	0	313	1186	28	0	0	2955	2955
08:00 AM	39	10	58	0	21	192	49	0	7	20	11	0	63	336	5	0	0	811	811
08:15 AM	28	9	35	0	8	172	79	0	8	27	13	0	73	281	7	0	0	740	740
08:30 AM	30	8	37	0	17	178	62	0	9	21	11	0	72	266	4	0	0	715	715
08:45 AM	25	7	57	0	14	150	64	0	5	21	8	0	72	257	3	0	0	683	683
Total	122	34	187	0	60	692	254	0	29	89	43	0	280	1140	19	0	0	2949	2949
09:00 AM	25	2	44	0	13	136	74	0	7	16	13	0	43	185	8	0	0	566	566
09:15 AM	28	7	30	0	9	127	39	0	7	13	17	0	44	200	5	0	0	526	526
09:30 AM	22	6	38	0	12	144	24	0	3	12	17	0	40	168	3	0	0	489	489
09:45 AM	17	11	24	0	6	135	26	0	9	6	17	0	32	155	7	0	0	445	445
Total	92	26	136	0	40	542	163	0	26	47	64	0	159	708	23	0	0	2026	2026
10:00 AM	14	2	23	0	16	105	11	0	7	4	12	0	23	130	3	0	0	350	350
10:15 AM	18	7	21	0	11	116	12	0	2	4	11	0	18	151	2	0	0	373	373
10:30 AM	23	9	25	0	10	94	22	0	6	8	15	0	19	139	1	0	0	371	371
10:45 AM	23	8	25	0	6	113	9	0	2	3	7	0	22	111	3	0	0	332	332
Total	78	26	94	0	43	428	54	0	17	19	45	0	82	531	9	0	0	1426	1426
11:00 AM	15	5	26	0	10	127	18	0	10	1	14	0	22	144	4	0	0	396	396
11:15 AM	18	3	21	0	7	143	9	0	9	7	16	0	21	117	5	0	0	376	376
11:30 AM	30	8	34	0	6	129	21	0	7	4	17	0	17	137	11	0	0	421	421
11:45 AM	25	7	32	0	10	150	21	0	9	10	10	0	27	134	10	0	0	445	445
Total	88	23	113	0	33	549	69	0	35	22	57	0	87	532	30	0	0	1638	1638
12:00 PM	30	12	37	0	11	151	14	0	16	8	18	0	24	167	4	0	0	492	492
12:15 PM	22	9	33	0	10	168	18	0	8	7	13	0	29	149	7	0	0	473	473
12:30 PM	34	7	47	0	7	138	26	0	9	16	18	0	34	177	3	0	0	516	516
12:45 PM	29	5	35	0	18	153	21	0	3	6	13	0	45	172	10	0	0	510	510
Total	115	33	152	0	46	610	79	0	36	37	62	0	132	665	24	0	0	1991	1991
01:00 PM	29	6	35	0	14	136	22	0	7	14	20	0	19	179	8	0	0	489	489
01:15 PM	14	6	44	0	9	115	20	0	6	14	15	0	47	177	6	0	0	473	473
01:30 PM	16	7	27	0	13	123	15	0	4	6	20	0	34	173	5	0	0	443	443
01:45 PM	26	7	30	0	12	142	26	0	4	7	14	0	25	141	12	0	0	446	446
Total	85	26	136	0	48	516	83	0	21	41	69	0	125	670	31	0	0	1851	1851
02:00 PM	23	5	29	0	14	123	16	0	4	5	24	0	28	175	6	0	0	452	452
02:15 PM	24	9	27	0	17	139	16	0	6	5	20	0	23	168	9	0	0	463	463
02:30 PM	35	8	36	0	14	124	12	0	14	8	22	0	30	151	10	0	0	464	464
02:45 PM	28	5	46	0	16	160	23	0	7	11	22	0	30	161	6	0	0	515	515
Total	110	27	138	0	61	546	67	0	31	29	88	0	111	655	31	0	0	1894	1894
03:00 PM	31	9	59	0	18	188	15	0	1	11	23	0	39	201	6	0	0	601	601
03:15 PM	31	7	76	0	16	197	14	0	10	10	32	0	37	193	8	0	0	631	631
03:30 PM	38	3	72	0	17	209	21	0	4	4	11	0	38	216	3	0	0	636	636
03:45 PM	42	13	58	0	12	217	17	0	11	8	23	0	38	203	5	0	0	647	647
Total	142	32	265	0	63	811	67	0	26	33	89	0	152	813	22	0	0	2515	2515

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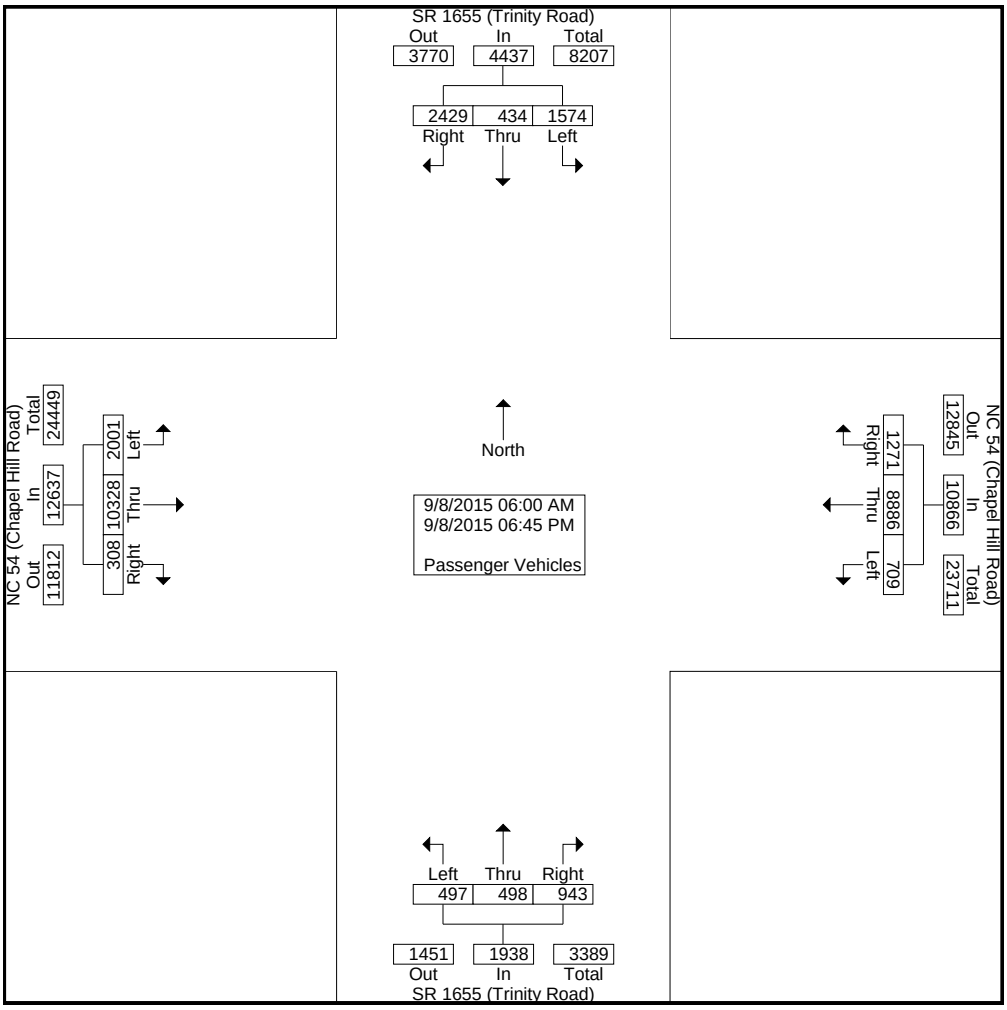
Groups Printed- Passenger Vehicles

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	68	15	72	0	26	189	15	0	15	12	30	0	33	231	9	0	0	715	715
04:15 PM	49	9	52	0	32	333	19	0	13	12	12	0	30	221	4	0	0	786	786
04:30 PM	8	5	87	0	20	309	22	0	2	1	29	0	40	208	9	0	0	740	740
04:45 PM	32	13	108	0	30	327	22	0	5	5	28	0	28	237	7	0	0	842	842
Total	157	42	319	0	108	1158	78	0	35	30	99	0	131	897	29	0	0	3083	3083
05:00 PM	63	37	135	0	20	265	15	0	30	10	58	0	34	254	11	0	0	932	932
05:15 PM	101	16	101	0	26	328	28	0	59	16	34	0	41	292	10	0	0	1052	1052
05:30 PM	56	17	117	0	11	277	22	0	40	9	35	0	56	288	3	0	0	931	931
05:45 PM	44	12	97	0	12	275	23	0	25	15	41	0	56	259	5	0	0	864	864
Total	264	82	450	0	69	1145	88	0	154	50	168	0	187	1093	29	0	0	3779	3779
06:00 PM	46	12	75	0	9	255	20	0	19	11	24	0	40	243	5	0	0	759	759
06:15 PM	37	3	54	0	7	192	9	0	9	11	17	0	56	247	8	0	0	650	650
06:30 PM	23	6	43	0	1	164	15	0	12	5	21	0	36	234	4	0	0	564	564
06:45 PM	20	4	38	0	7	157	15	0	2	9	18	0	43	160	6	0	0	479	479
Total	126	25	210	0	24	768	59	0	42	36	80	0	175	884	23	0	0	2452	2452
Grand Total	1574	434	2429	0	709	8886	1271	0	497	498	943	0	2001	10328	308	0	0	29878	29878
Apprch %	35.5	9.8	54.7		6.5	81.8	11.7		25.6	25.7	48.7		15.8	81.7	2.4				
Total %	5.3	1.5	8.1		2.4	29.7	4.3		1.7	1.7	3.2		6.7	34.6	1		0	100	



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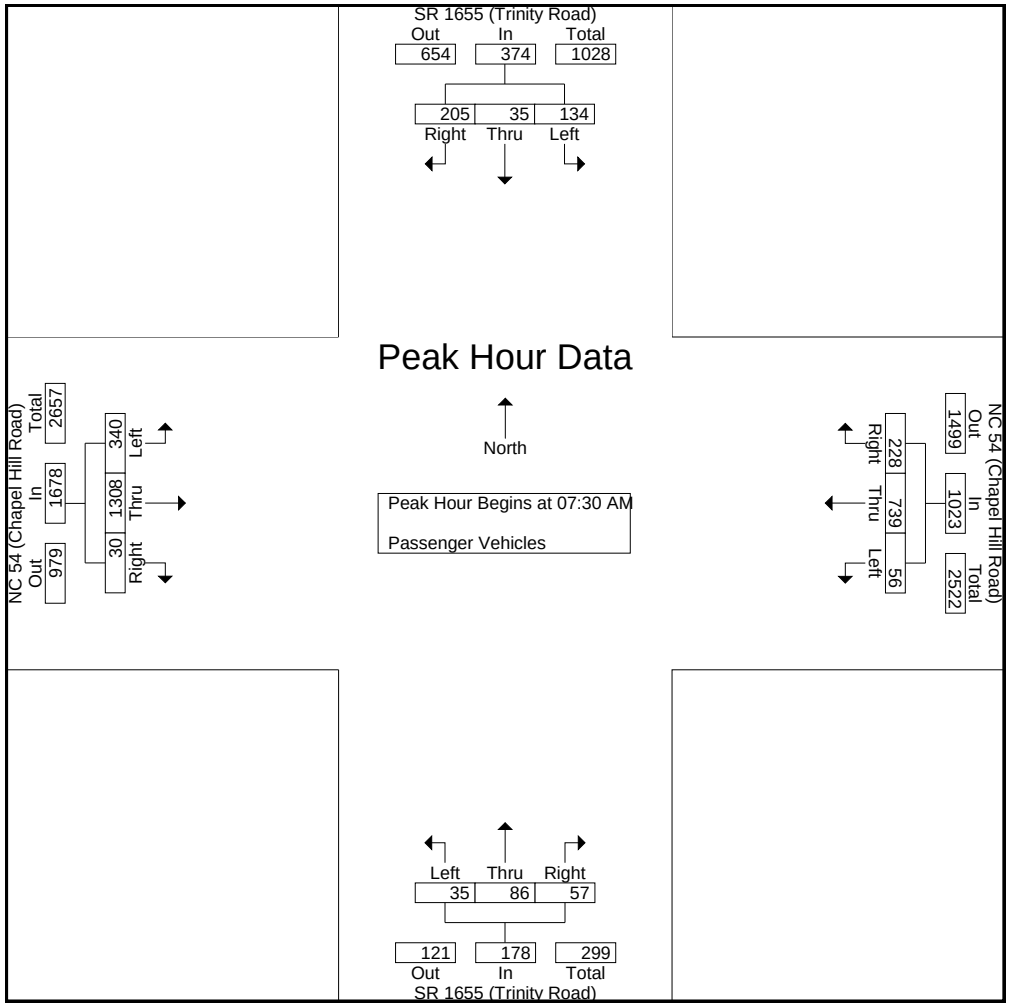
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	7	54	94	16	197	38	251	12	12	13	37	103	346	7	456	838
07:45 AM	34	9	58	101	11	178	62	251	8	27	20	55	101	345	11	457	864
08:00 AM	39	10	58	107	21	192	49	262	7	20	11	38	63	336	5	404	811
08:15 AM	28	9	35	72	8	172	79	259	8	27	13	48	73	281	7	361	740
Total Volume	134	35	205	374	56	739	228	1023	35	86	57	178	340	1308	30	1678	3253
% App. Total	35.8	9.4	54.8		5.5	72.2	22.3		19.7	48.3	32		20.3	77.9	1.8		
PHF	.859	.875	.884	.874	.667	.938	.722	.976	.729	.796	.713	.809	.825	.945	.682	.918	.941



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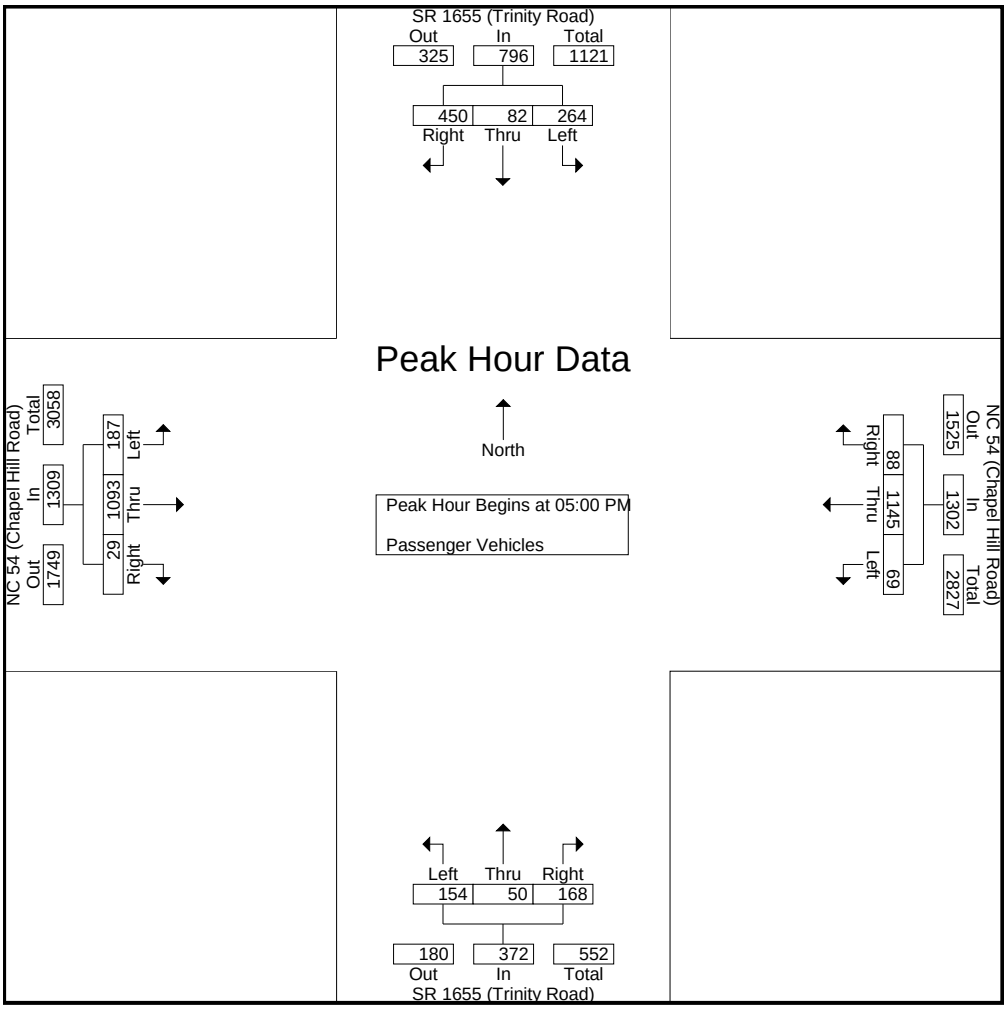
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	63	37	135	235	20	265	15	300	30	10	58	98	34	254	11	299	932
05:15 PM	101	16	101	218	26	328	28	382	59	16	34	109	41	292	10	343	1052
05:30 PM	56	17	117	190	11	277	22	310	40	9	35	84	56	288	3	347	931
05:45 PM	44	12	97	153	12	275	23	310	25	15	41	81	56	259	5	320	864
Total Volume	264	82	450	796	69	1145	88	1302	154	50	168	372	187	1093	29	1309	3779
% App. Total	33.2	10.3	56.5		5.3	87.9	6.8		41.4	13.4	45.2		14.3	83.5	2.2		
PHF	.653	.554	.833	.847	.663	.873	.786	.852	.653	.781	.724	.853	.835	.936	.659	.943	.898



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File Name : 15-05056
Site Code :
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Groups Printed- Single Unit

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	6	0	0	0	0	3	0	0	0	0	0	0	9	9
06:15 AM	1	0	1	0	0	2	1	0	2	0	0	0	0	7	0	0	0	14	14
06:30 AM	0	0	1	0	1	1	0	0	1	0	0	0	2	1	0	0	0	7	7
06:45 AM	0	0	0	0	1	5	0	0	0	0	0	0	0	8	0	0	0	14	14
Total	1	0	2	0	2	14	1	0	3	0	3	0	2	16	0	0	0	44	44
07:00 AM	0	0	1	0	2	3	0	0	0	0	1	0	1	4	1	0	0	13	13
07:15 AM	0	0	0	0	0	3	0	0	1	0	3	0	0	4	0	0	0	11	11
07:30 AM	0	0	2	0	0	4	0	0	0	0	1	0	0	2	0	0	0	9	9
07:45 AM	0	0	1	0	1	6	2	0	1	0	2	0	1	2	0	0	0	16	16
Total	0	0	4	0	3	16	2	0	2	0	7	0	2	12	1	0	0	49	49
08:00 AM	0	0	1	0	1	7	0	0	0	0	2	0	2	4	1	0	0	18	18
08:15 AM	0	0	1	0	2	4	0	0	1	0	1	0	1	6	0	0	0	16	16
08:30 AM	3	0	0	0	1	4	2	0	2	0	3	0	0	6	1	0	0	22	22
08:45 AM	0	0	1	0	0	9	1	0	1	1	2	0	0	3	0	0	0	18	18
Total	3	0	3	0	4	24	3	0	4	1	8	0	3	19	2	0	0	74	74
09:00 AM	0	1	1	0	0	7	0	0	0	1	1	0	0	5	1	0	0	17	17
09:15 AM	0	1	2	0	0	10	2	0	2	0	1	0	0	6	0	0	0	24	24
09:30 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	6	2	0	0	16	16
09:45 AM	1	0	0	0	1	2	1	0	1	0	1	0	2	5	0	0	0	14	14
Total	1	2	3	0	1	27	3	0	3	1	3	0	2	22	3	0	0	71	71
10:00 AM	0	0	2	0	0	6	0	0	1	0	1	0	0	4	0	0	0	14	14
10:15 AM	0	0	1	0	0	3	1	0	0	0	0	0	0	4	2	0	0	11	11
10:30 AM	0	0	2	0	0	10	0	0	0	0	0	0	1	2	1	0	0	16	16
10:45 AM	1	0	0	0	0	8	1	0	0	0	0	0	1	7	1	0	0	19	19
Total	1	0	5	0	0	27	2	0	1	0	1	0	2	17	4	0	0	60	60
11:00 AM	1	0	0	0	1	14	0	0	0	0	0	0	0	10	0	0	0	26	26
11:15 AM	0	0	0	0	1	8	0	0	0	0	0	0	0	4	0	0	0	13	13
11:30 AM	1	0	0	0	1	8	0	0	1	0	1	0	2	9	1	0	0	24	24
11:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	2	2	0	0	10	10
Total	2	0	0	0	3	36	0	0	1	0	1	0	2	25	3	0	0	73	73
12:00 PM	0	0	1	0	2	11	0	0	0	0	1	0	0	7	0	0	0	22	22
12:15 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	11	0	0	0	16	16
12:30 PM	1	0	2	0	1	12	1	0	3	0	0	0	0	11	0	0	0	31	31
12:45 PM	0	0	1	0	1	7	1	0	1	0	1	0	2	8	0	0	0	22	22
Total	1	0	4	0	4	34	2	0	4	0	3	0	2	37	0	0	0	91	91
01:00 PM	0	0	0	0	0	6	1	0	0	0	0	0	0	7	3	0	0	17	17
01:15 PM	1	0	0	0	1	9	1	0	1	0	1	0	1	10	1	0	0	26	26
01:30 PM	0	0	0	0	2	6	0	0	0	0	1	0	0	16	0	0	0	25	25
01:45 PM	0	0	0	0	0	4	1	0	0	0	0	0	0	5	2	0	0	12	12
Total	1	0	0	0	3	25	3	0	1	0	2	0	1	38	6	0	0	80	80
02:00 PM	0	0	0	0	1	5	0	0	2	0	0	0	0	6	0	0	0	14	14
02:15 PM	2	0	2	0	0	5	0	0	3	0	1	0	1	7	0	0	0	21	21
02:30 PM	0	0	4	0	1	5	1	0	0	0	1	0	1	3	0	0	0	16	16
02:45 PM	1	0	0	0	0	6	0	0	0	0	1	0	0	10	0	0	0	18	18
Total	3	0	6	0	2	21	1	0	5	0	3	0	2	26	0	0	0	69	69
03:00 PM	0	1	0	0	0	8	2	0	0	0	1	0	0	6	0	0	0	18	18
03:15 PM	2	0	1	0	1	8	1	0	0	0	0	0	0	4	1	0	0	18	18
03:30 PM	0	0	2	0	1	11	0	0	0	0	2	0	0	3	0	0	0	19	19
03:45 PM	0	0	0	0	0	12	0	0	0	0	0	0	0	6	0	0	0	18	18
Total	2	1	3	0	2	39	3	0	0	0	3	0	0	19	1	0	0	73	73

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4000 WestChase Boulevard, Suite 530
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p: 919-829-0328 f: 919-829-0329

File Name : 15-05056
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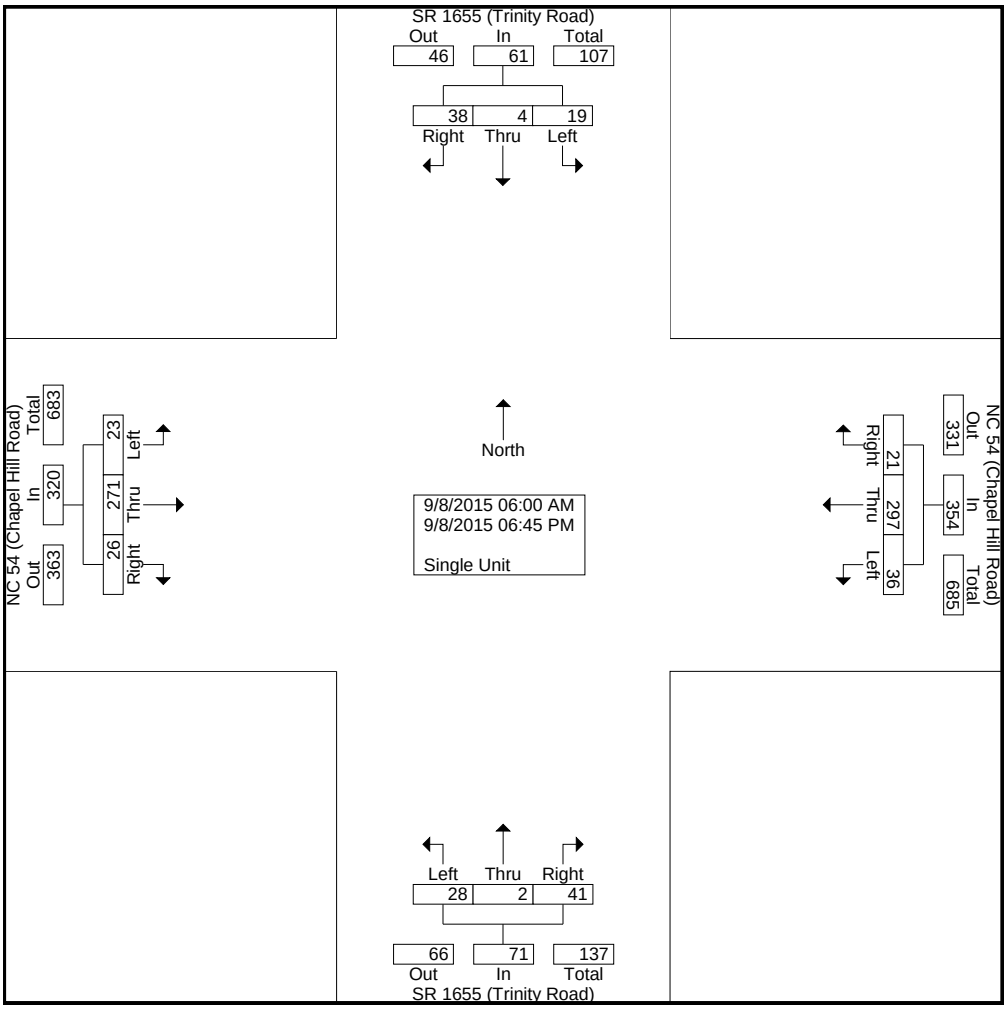
Groups Printed- Single Unit

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	14	14
04:15 PM	1	0	1	0	4	6	0	0	1	0	0	0	0	8	0	0	0	21	21
04:30 PM	1	0	2	0	1	3	0	0	0	0	2	0	1	6	0	0	0	16	16
04:45 PM	0	0	3	0	1	5	0	0	0	0	1	0	0	2	0	0	0	12	12
Total	2	0	6	0	6	21	0	0	1	0	3	0	1	23	0	0	0	63	63
05:00 PM	0	0	1	0	0	1	0	0	3	0	2	0	2	4	0	0	0	13	13
05:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	5	5
05:30 PM	1	0	0	0	1	2	0	0	0	0	0	0	1	0	2	0	0	7	7
05:45 PM	0	0	0	0	2	4	0	0	0	0	0	0	0	4	0	0	0	10	10
Total	2	0	1	0	3	8	0	0	3	0	2	0	4	9	3	0	0	35	35
06:00 PM	0	0	1	0	1	2	0	0	0	0	0	0	0	2	2	0	0	8	8
06:15 PM	0	0	0	0	0	2	1	0	0	0	1	0	0	1	0	0	0	5	5
06:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	4	1	0	0	7	7
06:45 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	4	4
Total	0	1	1	0	3	5	1	0	0	0	2	0	0	8	3	0	0	24	24
Grand Total	19	4	38	0	36	297	21	0	28	2	41	0	23	271	26	0	0	806	806
Apprch %	31.1	6.6	62.3		10.2	83.9	5.9		39.4	2.8	57.7		7.2	84.7	8.1				
Total %	2.4	0.5	4.7		4.5	36.8	2.6		3.5	0.2	5.1		2.9	33.6	3.2		0	100	



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File Name : 15-05056
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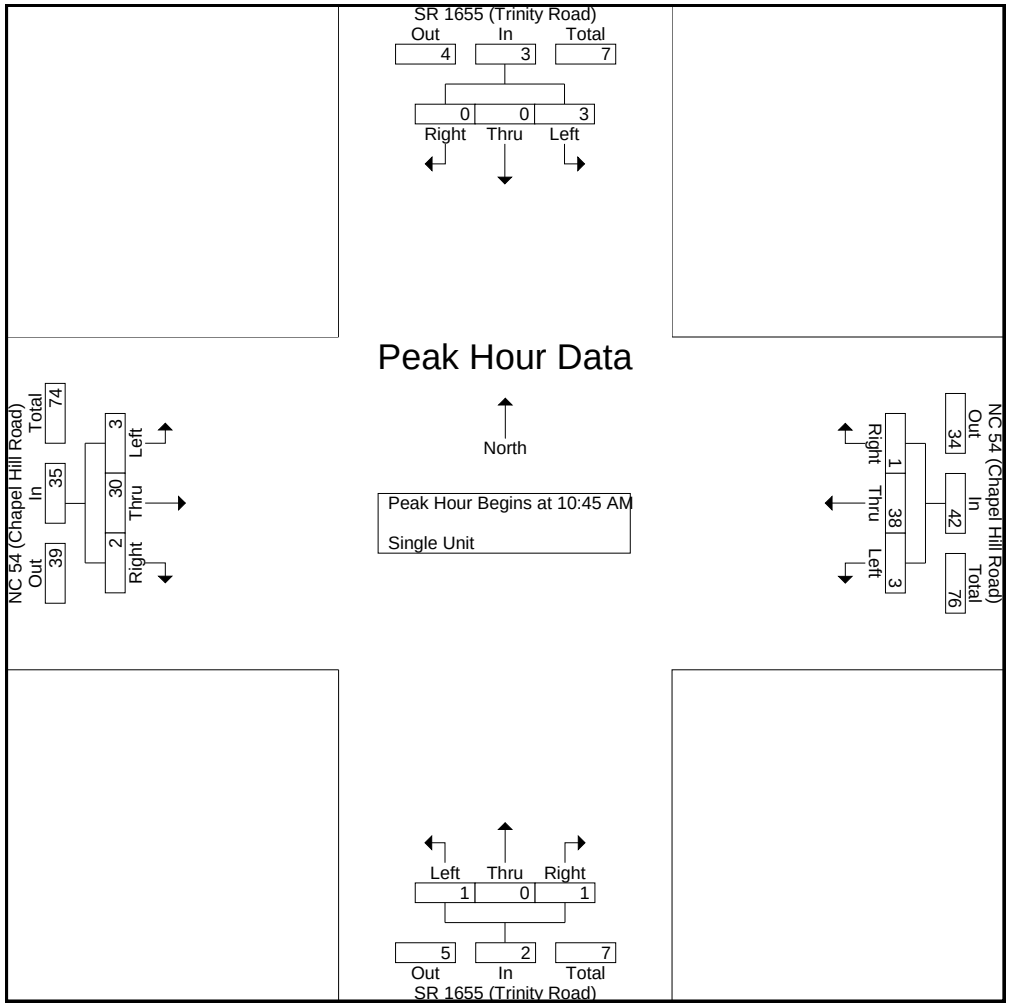
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	1	0	0	1	0	8	1	9	0	0	0	0	1	7	1	9	19
11:00 AM	1	0	0	1	1	14	0	15	0	0	0	0	0	10	0	10	26
11:15 AM	0	0	0	0	1	8	0	9	0	0	0	0	0	4	0	4	13
11:30 AM	1	0	0	1	1	8	0	9	1	0	1	2	2	9	1	12	24
Total Volume	3	0	0	3	3	38	1	42	1	0	1	2	3	30	2	35	82
% App. Total	100	0	0		7.1	90.5	2.4		50	0	50		8.6	85.7	5.7		
PHF	.750	.000	.000	.750	.750	.679	.250	.700	.250	.000	.250	.250	.375	.750	.500	.729	.788



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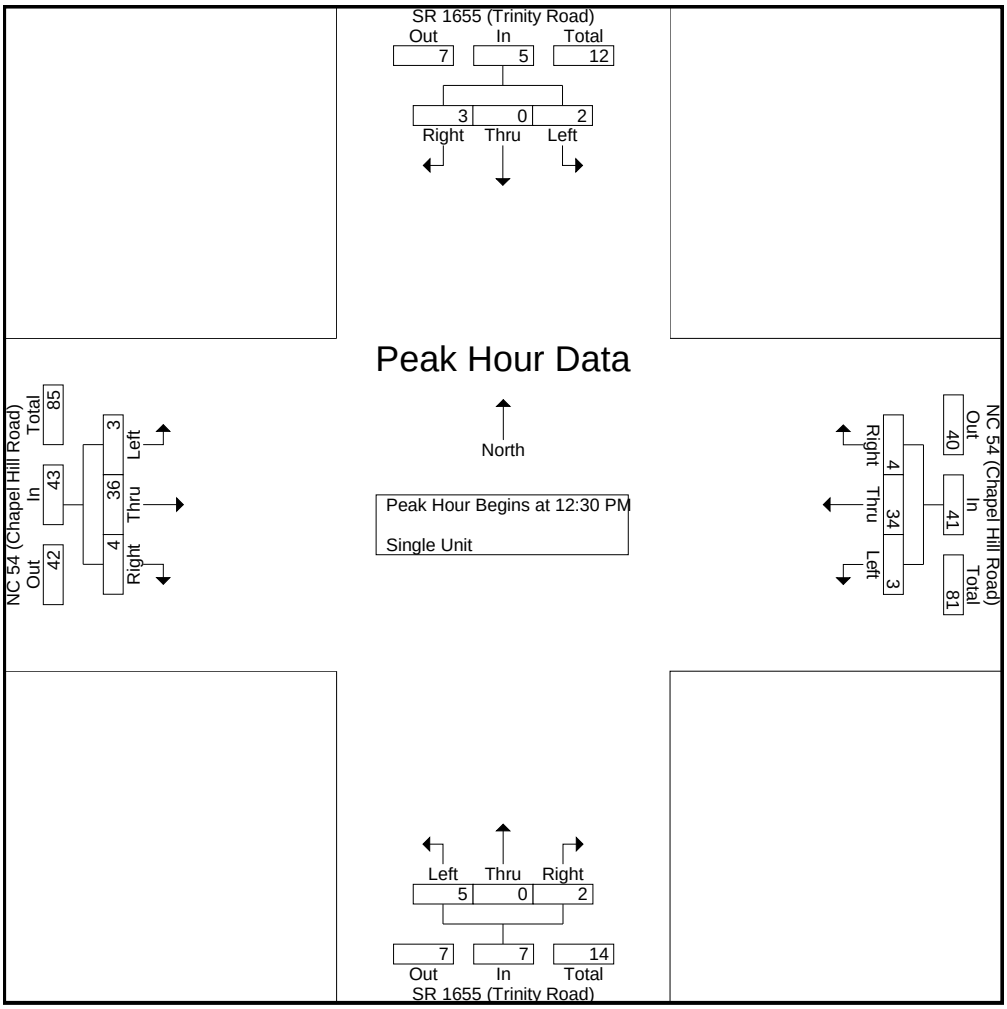
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	1	0	2	3	1	12	1	14	3	0	0	3	0	11	0	11	31
12:45 PM	0	0	1	1	1	7	1	9	1	0	1	2	2	8	0	10	22
01:00 PM	0	0	0	0	0	6	1	7	0	0	0	0	0	7	3	10	17
01:15 PM	1	0	0	1	1	9	1	11	1	0	1	2	1	10	1	12	26
Total Volume	2	0	3	5	3	34	4	41	5	0	2	7	3	36	4	43	96
% App. Total	40	0	60		7.3	82.9	9.8		71.4	0	28.6		7	83.7	9.3		
PHF	.500	.000	.375	.417	.750	.708	1.00	.732	.417	.000	.500	.583	.375	.818	.333	.896	.774



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Site Code :
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Groups Printed- TTST

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	1	2	0	0	0	0	1	0	0	1	0	0	0	5	5
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	11	11
08:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	3	0	0	0	0	1	0	0	4	0	0	0	8	8
09:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	6	6
09:15 AM	0	0	1	0	0	5	0	0	0	0	1	0	0	0	0	0	0	7	7
09:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	3
09:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3
Total	0	0	2	0	1	9	0	0	0	0	1	0	0	6	0	0	0	19	19
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:15 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	6	0	0	0	9	9
10:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	5	0	0	0	9	9
10:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0	0	7	7
Total	0	0	0	0	2	7	0	0	0	0	1	0	0	16	0	0	0	26	26
11:00 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	9	1	0	0	15	15
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	6	6
11:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	4	0	0	0	8	8
11:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	9	9
Total	1	0	0	0	0	13	0	0	0	0	1	0	0	22	1	0	0	38	38
12:00 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	13	13
12:15 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	3	0	0	0	7	7
12:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	6	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	1	10	1	0	0	0	0	0	0	18	0	0	0	30	30
01:00 PM	1	0	0	0	2	2	0	0	0	0	0	0	0	7	0	0	0	12	12
01:15 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	5	0	0	0	8	8
01:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
01:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	8	8
Total	1	0	0	0	2	15	0	0	0	0	1	0	0	13	0	0	0	32	32
02:00 PM	0	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	7	7
02:15 PM	0	0	0	0	0	6	1	0	0	0	0	0	0	2	0	0	0	9	9
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	11	1	0	1	0	0	0	0	11	0	0	0	24	24
03:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	5	5
03:15 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	7	7
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	5	5
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	4	4
Total	1	0	0	0	2	4	0	0	0	0	1	0	0	13	0	0	0	21	21

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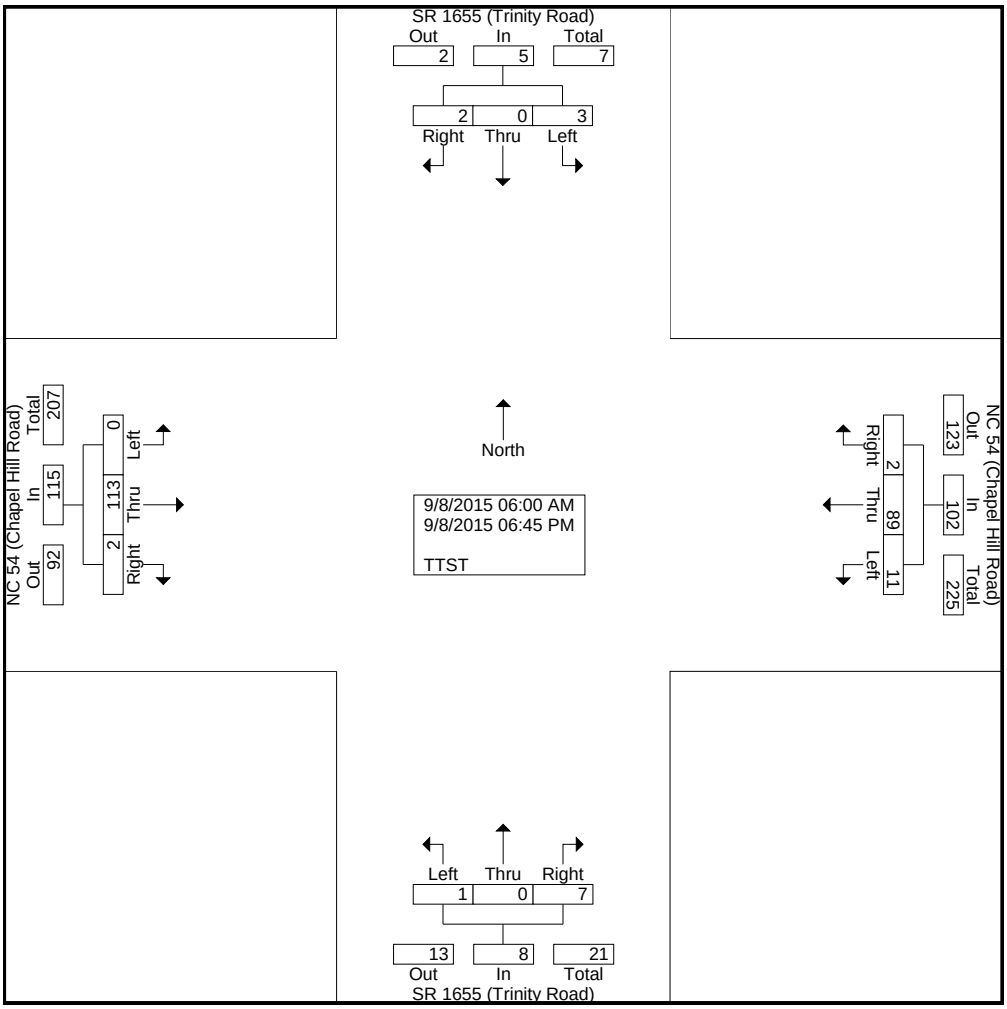
Groups Printed- TTST

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	6	6
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	4
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	1	4	0	0	0	0	0	0	0	7	0	0	0	12	12
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	4	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	2	0	11	89	2	0	1	0	7	0	0	113	2	0	0	230	230
Apprch %	60	0	40		10.8	87.3	2		12.5	0	87.5		0	98.3	1.7				
Total %	1.3	0	0.9		4.8	38.7	0.9		0.4	0	3		0	49.1	0.9		0	100	



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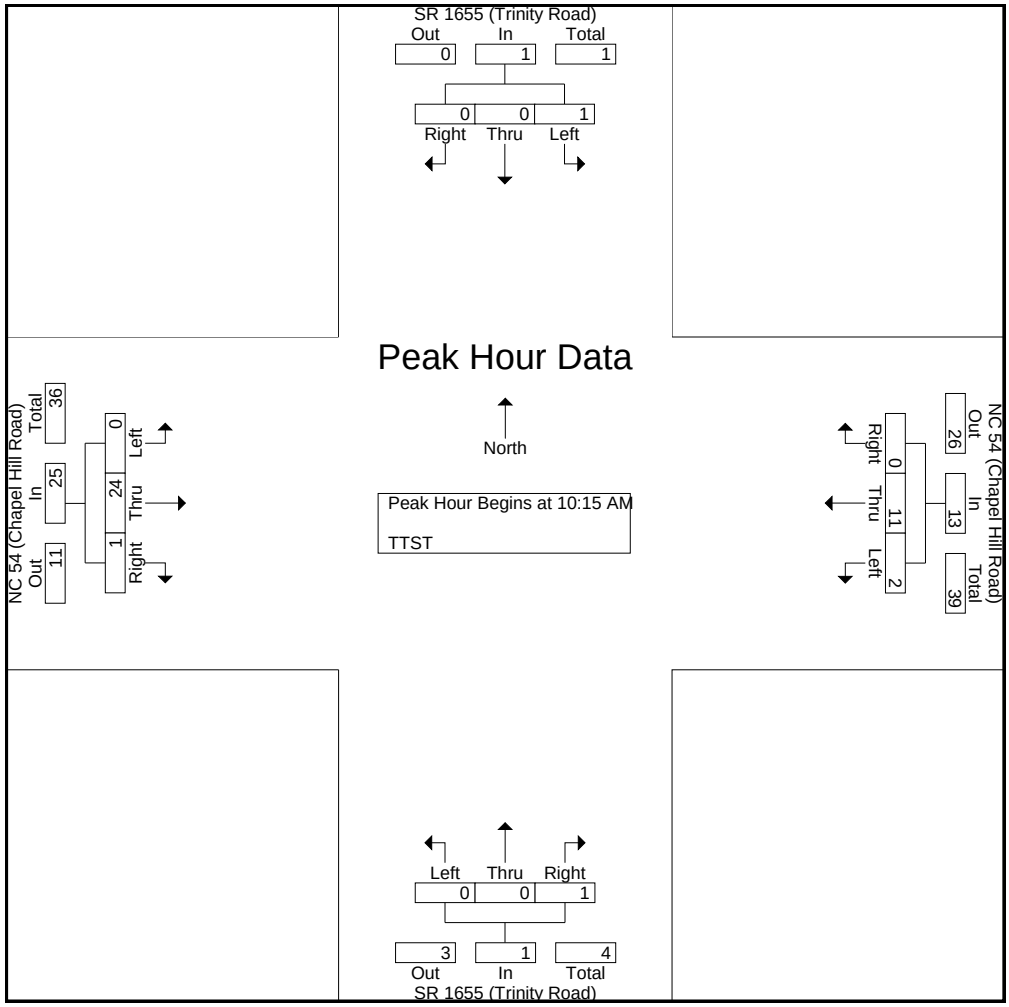
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	6	0	6	9
10:30 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	5	0	5	9
10:45 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	4	0	4	7
11:00 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	9	1	10	15
Total Volume	1	0	0	1	2	11	0	13	0	0	1	1	0	24	1	25	40
% App. Total	100	0	0		15.4	84.6	0		0	0	100		0	96	4		
PHF	.250	.000	.000	.250	.500	.688	.000	.813	.000	.000	.250	.250	.000	.667	.250	.625	.667



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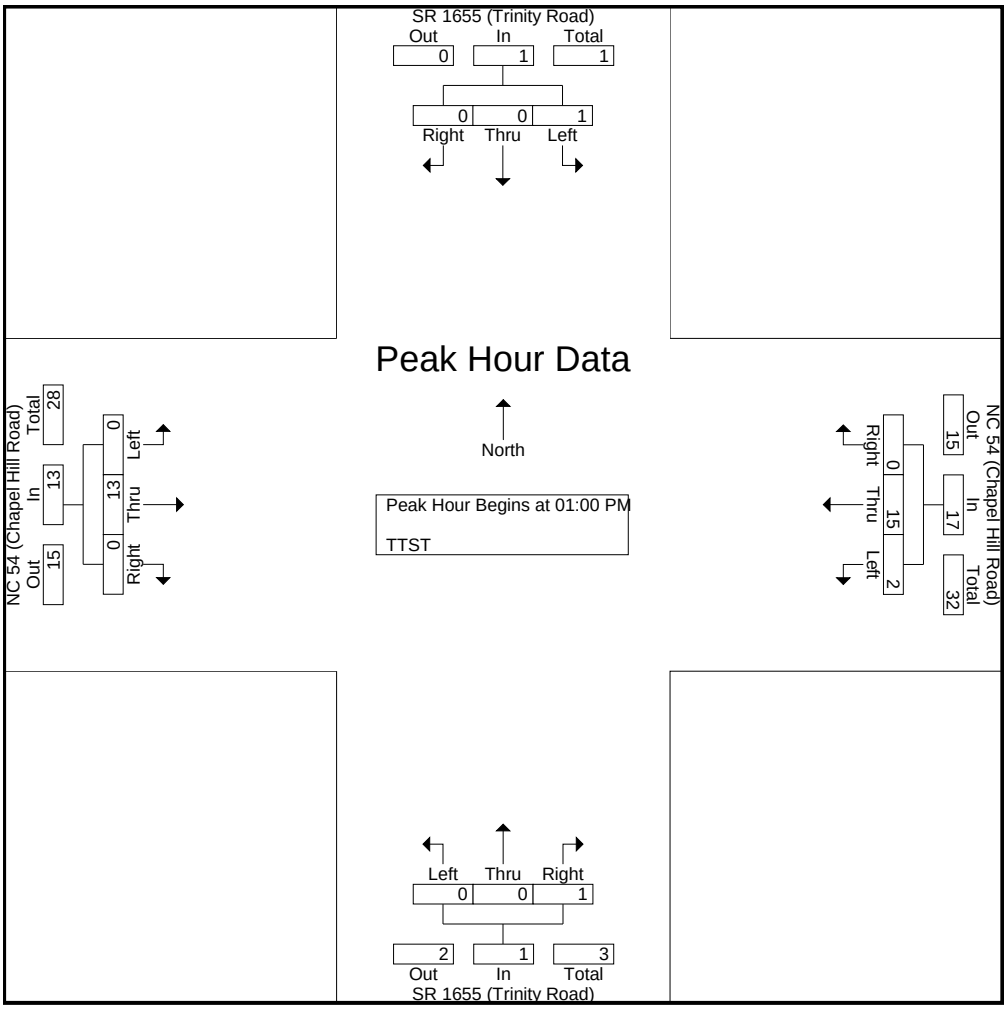
	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	0	0	1	2	2	0	4	0	0	0	0	0	7	0	7	12
01:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	5	0	5	8
01:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
Total Volume	1	0	0	1	2	15	0	17	0	0	1	1	0	13	0	13	32
% App. Total	100	0	0		11.8	88.2	0		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.250	.536	.000	.607	.000	.000	.250	.250	.000	.464	.000	.464	.667



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Site Code :
Start Date : 9/8/2015
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Groups Printed- Twin TTST

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05056
Site Code :
Start Date : 9/8/2015
Page No : 2

Groups Printed- Twin TTST

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	50	50	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	50	50	0	0	

VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05056
Site Code :
Start Date : 9/8/2015
Page No : 1

Groups Printed- Bicycles on Crosswalk - Pedestrians

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VHB Engineering NC, P.C.

4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607
p: 919-829-0328 f: 919-829-0329

File Name : 15-05056
Site Code :
Start Date : 9/8/2015
Page No : 2

Groups Printed- Bicycles on Crosswalk - Pedestrians

	SR 1655 (Trinity Road) Southbound				NC 54 (Chapel Hill Road) Westbound				SR 1655 (Trinity Road) Northbound				NC 54 (Chapel Hill Road) Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	85.7	0	0	0	14.3	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	100

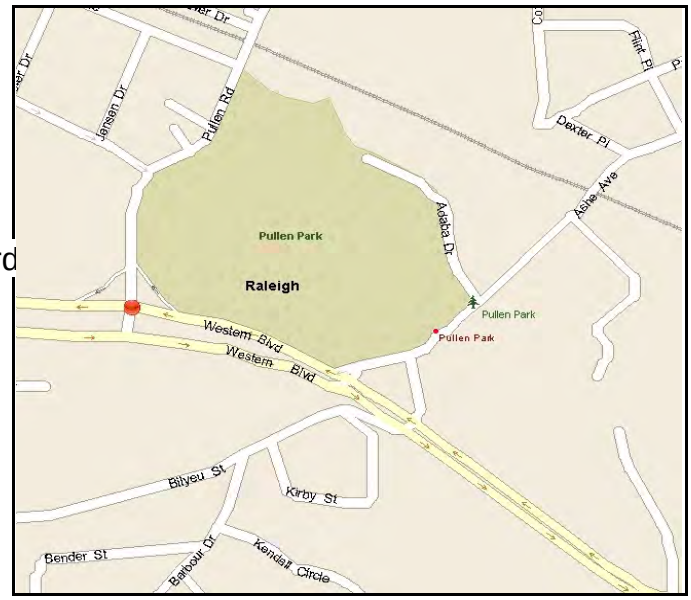
Intersection Geometrics and Observations

Count number: 16-14227
County: Wake
City: Cary
Division: 05

Intersection:SR 1012(Western Boulevard
at Pullen Road

13-Hour Count Volumes: 44,532

Date: February 16, 2016
Time: 6am to 7pm



Vicinity Map

Comments:

1. Counted By: Charles Hurst
2. Data Processor: Anthony Guckert
3. Pedestrian Type Observed: No Disabled
4. Signalized intersection left turn movements:
   Southbound: Protected
   Westbound: N/A
   Northbound: N/A
   Eastbound: Permitted
5. Traffic Signal Inventory No: N/A
6. Collection Type: Manual via Video
7. Nearest Signalize Intersection:
   Southbound: > 300 Feet
   Westbound: > 300 Feet
   Northbound: > 300 Feet
   Eastbound: > 300 Feet
8. Nearest Roadway Stop Sign:
   Southbound: > 300 Feet
   Westbound: > 300 Feet
   Northbound: > 300 Feet
   Eastbound: > 300 Feet
9. Weather Observations:
   Max Temperature: 60 degrees
   Min Temperature: 35 degrees
   Precipitation: 1.16 inches
   Average Sky Cover: 0.8
   Weather Conditions: Heavy Rain,Rain,Light Rain,Fog, Visibility <=1/4
10. Data Collection equipment was calibrated per manufacturers instructions and operating properly when used/installed
11. No Railroad Crossing on any approach within 200 feet of the intersection

Intersection Sketch

The Traffic Group, Inc. Suite H 9900 Franklin Square Drive Baltimore Maryland 21236 410.931.6600 fax: 410.931.6601
1.800.583.8411 *www.trafficgroup.com*

Intersection: SR 1012(Western Boulevard)
at Pullen Road
Count Number: 16-14227
County: Wake
City: Cary
Division: 05

Looking Southbound From North Leg

Looking Northbound From North Leg

Intersection: SR 1012(Western Boulevard)
at Pullen Road
Count Number: 16-14227
County: Wake
City: Cary
Division: 05

Looking Westbound From East Leg

Looking Eastbound From East Leg

Intersection: SR 1012(Western Boulevard)
at Pullen Road
Count Number: 16-14227
County: Wake
City: Cary
Division: 05

Looking Westbound From East Leg

Looking Eastbound From East Leg

Intersection: SR 1012(Western Boulevard)
at Pullen Road
Count Number: 16-14227
County: Wake
City: Cary
Division: 05

Looking Eastbound From West Leg

Looking Westbound From West Leg

Intersection: SR 1012(Western Boulevard)
at Pullen Road
Count Number: 16-14227
County: Wake
City: Cary
Division: 05

Collection Device

FILE: SPLIS

The Traffic Group

SR 1012 (Western Boulevard) at Pullen Road

FIELD WORK BY:	C.H.	JOB NO.:	2015-0402
DRAWN BY:	C.P.	DGN NAME:	16_14227_Western at Pullen
DATE:	2/16/16	LOCATION:	Raleigh, NC
SCALE:	N/A	DIVISION:	5

The Traffic Group, Inc.

(800) 583-8411
www.trafficgroup.com

Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 1

Groups Printed- Class 1 to 3 - Class 4 to 7 - Class 8 to 10 - Class 11 to 13

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	5	5	6	0	16	0	105	6	0	111	0	0	0	0	0	13	57	0	0	70	197
06:15 AM	4	5	8	0	17	0	113	11	0	124	0	0	0	0	0	15	92	0	0	107	248
06:30 AM	9	8	12	0	29	0	196	35	0	231	0	0	0	0	0	29	134	0	0	163	423
06:45 AM	6	7	14	0	27	0	272	33	0	305	0	0	0	0	0	52	182	0	0	234	566
Total	24	25	40	0	89	0	686	85	0	771	0	0	0	0	0	109	465	0	0	574	1434
07:00 AM	13	17	12	0	42	0	299	33	0	332	0	0	0	0	0	52	248	0	0	300	674
07:15 AM	23	18	35	0	76	0	422	35	0	457	0	0	0	0	0	66	272	0	0	338	871
07:30 AM	19	24	31	0	74	0	491	61	0	552	0	0	0	0	0	82	288	0	0	370	996
07:45 AM	18	15	46	0	79	0	410	59	0	469	0	0	0	0	0	148	287	0	0	435	983
Total	73	74	124	0	271	0	1622	188	0	1810	0	0	0	0	0	348	1095	0	0	1443	3524
08:00 AM	25	22	69	0	116	0	395	84	0	479	0	0	0	0	0	190	305	0	0	495	1090
08:15 AM	26	30	72	0	128	0	412	81	0	493	0	0	0	0	0	194	330	0	0	524	1145
08:30 AM	24	22	53	0	99	0	422	68	0	490	0	0	0	0	0	122	322	0	0	444	1033
08:45 AM	21	23	47	0	91	0	360	59	0	419	0	0	0	0	0	122	345	0	0	467	977
Total	96	97	241	0	434	0	1589	292	0	1881	0	0	0	0	0	628	1302	0	0	1930	4245
09:00 AM	21	15	46	0	82	0	328	51	0	379	0	0	0	0	0	107	298	0	0	405	866
09:15 AM	15	19	65	0	99	0	261	40	0	301	0	0	0	0	0	129	297	0	0	426	826
09:30 AM	18	17	67	0	102	0	239	47	0	286	0	0	0	0	0	158	252	0	0	410	798
09:45 AM	18	18	109	0	145	0	172	52	0	224	0	0	0	0	0	222	222	0	0	444	813
Total	72	69	287	0	428	0	1000	190	0	1190	0	0	0	0	0	616	1069	0	0	1685	3303
10:00 AM	16	15	90	0	121	0	178	28	0	206	0	0	0	0	0	192	207	0	0	399	726
10:15 AM	18	19	78	0	115	0	178	25	0	203	0	0	0	0	0	110	166	0	0	276	594
10:30 AM	21	19	54	0	94	0	177	27	0	204	0	0	0	0	0	92	197	0	0	289	587
10:45 AM	21	20	56	0	97	0	190	19	0	209	0	0	0	0	0	87	174	0	0	261	567
Total	76	73	278	0	427	0	723	99	0	822	0	0	0	0	0	481	744	0	0	1225	2474
11:00 AM	15	16	65	0	96	0	191	21	0	212	0	0	0	0	0	84	159	0	0	243	551
11:15 AM	19	21	103	0	143	0	180	32	0	212	0	0	0	0	0	112	186	0	0	298	653
11:30 AM	29	29	183	0	241	0	168	33	0	201	0	0	0	0	0	142	212	0	0	354	796
11:45 AM	36	38	150	0	224	0	211	37	0	248	0	0	0	0	0	124	196	0	0	320	792
Total	99	104	501	0	704	0	750	123	0	873	0	0	0	0	0	462	753	0	0	1215	2792
12:00 PM	33	28	91	0	152	0	181	26	0	207	0	0	0	0	0	68	200	0	0	268	627
12:15 PM	13	16	103	0	132	0	194	26	0	220	0	0	0	0	0	111	217	0	0	328	680
12:30 PM	44	43	128	0	215	0	225	33	0	258	0	0	0	0	0	100	249	0	0	349	822
12:45 PM	33	35	138	0	206	0	205	24	0	229	0	0	0	0	0	118	230	0	0	348	783
Total	123	122	460	0	705	0	805	109	0	914	0	0	0	0	0	397	896	0	0	1293	2912
01:00 PM	39	40	215	0	294	0	193	31	0	224	0	0	0	0	0	151	225	0	0	376	894
01:15 PM	32	27	153	0	212	0	216	22	0	238	0	0	0	0	0	151	242	0	0	393	843
01:30 PM	32	35	113	1	181	0	187	26	0	213	0	0	0	0	0	101	224	0	0	325	719
01:45 PM	29	30	120	0	179	0	149	18	0	167	0	0	0	0	0	107	199	0	0	306	652
Total	132	132	601	1	866	0	745	97	0	842	0	0	0	0	0	510	890	0	0	1400	3108
02:00 PM	33	27	95	0	155	0	206	25	0	231	0	0	0	0	0	78	217	0	0	295	681
02:15 PM	26	29	105	0	160	0	221	41	0	262	0	0	0	0	0	74	265	0	0	339	761
02:30 PM	45	47	119	0	211	0	185	34	0	219	0	0	0	0	0	121	221	0	0	342	772
02:45 PM	42	42	239	0	323	0	236	23	0	259	0	0	0	0	0	141	276	0	0	417	999
Total	146	145	558	0	849	0	848	123	0	971	0	0	0	0	0	414	979	0	0	1393	3213
03:00 PM	55	51	170	0	276	0	244	22	0	266	0	0	0	0	0	116	261	0	0	377	919
03:15 PM	38	38	132	0	208	0	238	27	0	265	0	0	0	0	0	92	287	0	0	379	852
03:30 PM	49	58	116	0	223	0	265	23	0	288	0	0	0	0	0	88	242	0	0	330	841

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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016

Groups Printed- Class 1 to 3 - Class 4 to 7 - Class 8 to 10 - Class 11 to 13

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	47	50	107	0	204	0	251	30	0	281	0	0	0	0	0	124	355	0	0	479	964
Total	189	197	525	0	911	0	998	102	0	1100	0	0	0	0	0	420	1145	0	0	1565	3576
04:00 PM	65	57	159	0	281	0	245	36	0	281	0	0	0	0	0	114	351	0	0	465	1027
04:15 PM	48	55	203	0	306	0	221	24	0	245	0	0	0	0	0	123	392	0	0	515	1066
04:30 PM	76	72	196	0	344	0	262	33	0	295	0	0	0	0	0	116	418	0	0	534	1173
04:45 PM	52	54	163	0	269	0	231	37	0	268	0	0	0	0	0	126	391	0	0	517	1054
Total	241	238	721	0	1200	0	959	130	0	1089	0	0	0	0	0	479	1552	0	0	2031	4320
05:00 PM	65	66	129	0	260	0	336	48	0	384	0	0	0	0	0	113	431	0	1	545	1189
05:15 PM	62	65	149	0	276	0	354	30	0	384	0	0	0	0	0	111	456	0	0	567	1227
05:30 PM	64	53	152	0	269	0	360	47	0	407	0	0	0	0	0	139	406	0	0	545	1221
05:45 PM	50	58	171	0	279	0	390	50	0	440	0	0	0	0	0	145	424	0	0	569	1288
Total	241	242	601	0	1084	0	1440	175	0	1615	0	0	0	0	0	508	1717	0	1	2226	4925
06:00 PM	63	54	182	0	299	0	485	35	0	520	0	0	0	0	0	118	434	0	0	552	1371
06:15 PM	50	50	141	0	241	0	412	35	0	447	0	0	0	0	0	130	402	0	0	532	1220
06:30 PM	27	22	135	0	184	0	365	25	0	390	0	0	0	0	0	103	376	0	0	479	1053
06:45 PM	34	38	112	0	184	0	383	27	0	410	0	0	0	0	0	124	344	0	0	468	1062
Total	174	164	570	0	908	0	1645	122	0	1767	0	0	0	0	0	475	1556	0	0	2031	4706
Grand Total	1686	1682	5507	1	8876	0	13810	1835	0	15645	0	0	0	0	0	5847	14163	0	1	20011	44532
Apprch %	19	18.9	62	0		0	88.3	11.7	0		0	0	0	0		29.2	70.8	0	0		
Total %	3.8	3.8	12.4	0	19.9	0	31	4.1	0	35.1	0	0	0	0	0	13.1	31.8	0	0	44.9	
Class 1 to 3	1644	1638	5402	1	8685	0	13473	1785	0	15258	0	0	0	0	0	5788	13782	0	1	19571	43514
% Class 1 to 3	97.5	97.4	98.1	100	97.8	0	97.6	97.3	0	97.5	0	0	0	0	0	99	97.3	0	100	97.8	97.7
Class 4 to 7	41	41	101	0	183	0	304	48	0	352	0	0	0	0	0	58	373	0	0	431	966
% Class 4 to 7	2.4	2.4	1.8	0	2.1	0	2.2	2.6	0	2.2	0	0	0	0	0	1	2.6	0	0	2.2	2.2
Class 8 to 10	1	3	3	0	7	0	33	2	0	35	0	0	0	0	0	1	8	0	0	9	51
% Class 8 to 10	0.1	0.2	0.1	0	0.1	0	0.2	0.1	0	0.2	0	0	0	0	0	0	0.1	0	0	0	0.1
Class 11 to 13	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Class 11 to 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection of SR 1012 (Western Blvd)
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Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
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Intersection of SR 1012 (Western Blvd)
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Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
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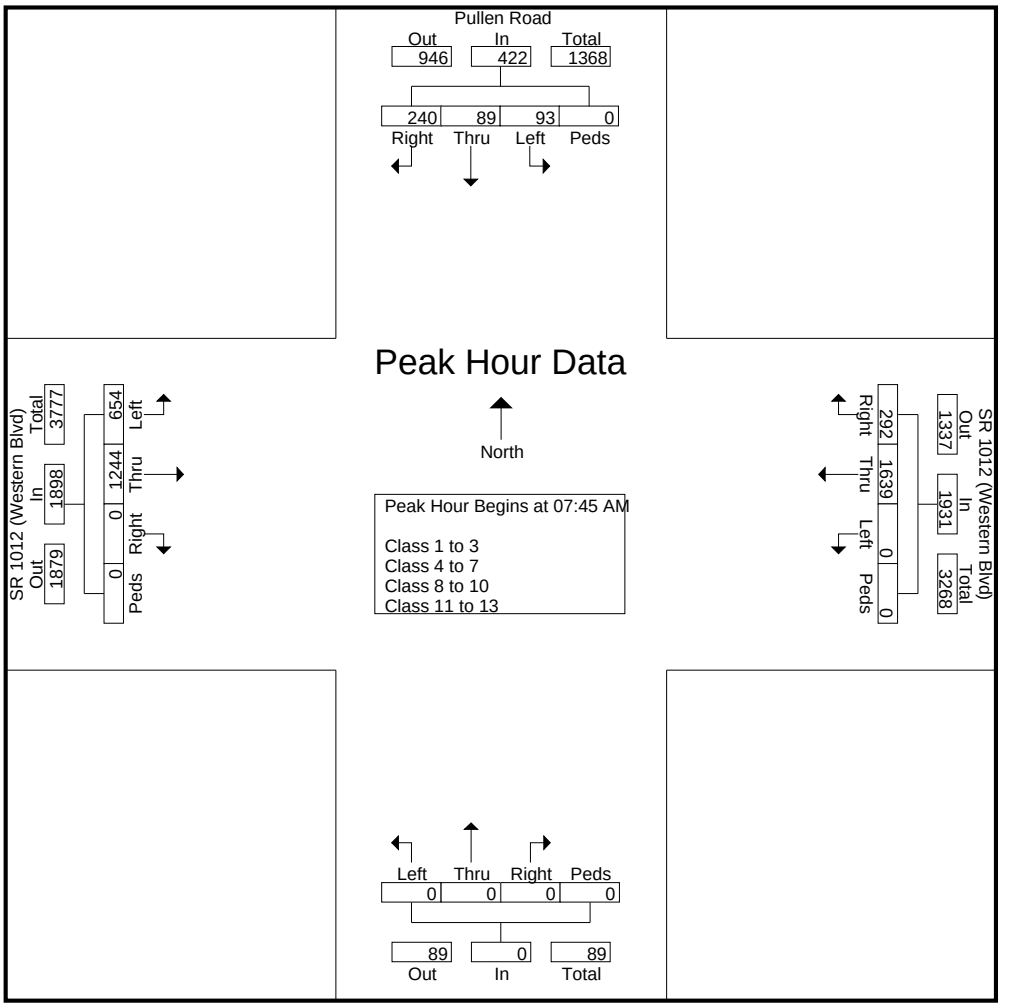
	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	18	15	46	0	79	0	410	59	0	469	0	0	0	0	0	148	287	0	0	435	983
08:00 AM	25	22	69	0	116	0	395	**84**	0	479	0	0	0	0	0	190	305	0	0	495	1090
08:15 AM	**26**	**30**	**72**	0	**128**	0	412	81	0	**493**	0	0	0	0	0	**194**	**330**	0	0	**524**	**1145**
08:30 AM	24	22	53	0	99	0	**422**	68	0	490	0	0	0	0	0	122	322	0	0	444	1033
Total Volume	93	89	240	0	422	0	1639	292	0	1931	0	0	0	0	0	654	1244	0	0	1898	4251
% App. Total	22	21.1	56.9	0		0	84.9	15.1	0		0	0	0	0		34.5	65.5	0	0		
PHF	.894	.742	.833	.000	.824	.000	.971	.869	.000	.979	.000	.000	.000	.000	.000	.843	.942	.000	.000	.906	.928



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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	62	**65**	149	0	276	0	354	30	0	384	0	0	0	0	0	111	**456**	0	0	567	1227
05:30 PM	**64**	53	152	0	269	0	360	47	0	407	0	0	0	0	0	139	406	0	0	545	1221
05:45 PM	50	58	171	0	279	0	390	**50**	0	440	0	0	0	0	0	**145**	424	0	0	**569**	1288
06:00 PM	63	54	**182**	0	**299**	0	**485**	35	0	**520**	0	0	0	0	0	118	434	0	0	552	**1371**
Total Volume	239	230	654	0	1123	0	1589	162	0	1751	0	0	0	0	0	513	1720	0	0	2233	5107
% App. Total	21.3	20.5	58.2	0		0	90.7	9.3	0		0	0	0	0		23	77	0	0		
PHF	.934	.885	.898	.000	.939	.000	.819	.810	.000	.842	.000	.000	.000	.000	.000	.884	.943	.000	.000	.981	.931

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File Name : 16-14227
Site Code : 16-14227
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Groups Printed- Class 1 to 3

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	5	5	6	0	16	0	98	6	0	104	0	0	0	0	0	13	57	0	0	70	190
06:15 AM	4	5	8	0	17	0	104	11	0	115	0	0	0	0	0	13	87	0	0	100	232
06:30 AM	8	7	12	0	27	0	189	35	0	224	0	0	0	0	0	29	125	0	0	154	405
06:45 AM	6	7	14	0	27	0	267	30	0	297	0	0	0	0	0	52	175	0	0	227	551
Total	23	24	40	0	87	0	658	82	0	740	0	0	0	0	0	107	444	0	0	551	1378
07:00 AM	12	16	12	0	40	0	289	32	0	321	0	0	0	0	0	52	240	0	0	292	653
07:15 AM	23	18	34	0	75	0	414	34	0	448	0	0	0	0	0	65	266	0	0	331	854
07:30 AM	19	23	28	0	70	0	486	60	0	546	0	0	0	0	0	81	280	0	0	361	977
07:45 AM	17	15	44	0	76	0	404	58	0	462	0	0	0	0	0	148	279	0	0	427	965
Total	71	72	118	0	261	0	1593	184	0	1777	0	0	0	0	0	346	1065	0	0	1411	3449
08:00 AM	24	21	66	0	111	0	384	82	0	466	0	0	0	0	0	188	297	0	0	485	1062
08:15 AM	26	29	71	0	126	0	407	79	0	486	0	0	0	0	0	193	321	0	0	514	1126
08:30 AM	22	19	51	0	92	0	408	65	0	473	0	0	0	0	0	120	314	0	0	434	999
08:45 AM	20	23	46	0	89	0	350	58	0	408	0	0	0	0	0	121	341	0	0	462	959
Total	92	92	234	0	418	0	1549	284	0	1833	0	0	0	0	0	622	1273	0	0	1895	4146
09:00 AM	20	14	42	0	76	0	317	50	0	367	0	0	0	0	0	106	292	0	0	398	841
09:15 AM	15	19	63	0	97	0	250	38	0	288	0	0	0	0	0	122	281	0	0	403	788
09:30 AM	17	16	61	0	94	0	230	46	0	276	0	0	0	0	0	156	240	0	0	396	766
09:45 AM	18	18	107	0	143	0	171	49	0	220	0	0	0	0	0	221	219	0	0	440	803
Total	70	67	273	0	410	0	968	183	0	1151	0	0	0	0	0	605	1032	0	0	1637	3198
10:00 AM	14	13	85	0	112	0	172	27	0	199	0	0	0	0	0	189	197	0	0	386	697
10:15 AM	16	17	75	0	108	0	163	24	0	187	0	0	0	0	0	109	160	0	0	269	564
10:30 AM	20	17	53	0	90	0	170	24	0	194	0	0	0	0	0	91	186	0	0	277	561
10:45 AM	20	20	53	0	93	0	183	17	0	200	0	0	0	0	0	85	169	0	0	254	547
Total	70	67	266	0	403	0	688	92	0	780	0	0	0	0	0	474	712	0	0	1186	2369
11:00 AM	11	13	60	0	84	0	188	21	0	209	0	0	0	0	0	83	155	0	0	238	531
11:15 AM	17	20	102	0	139	0	174	32	0	206	0	0	0	0	0	111	175	0	0	286	631
11:30 AM	28	28	180	0	236	0	161	32	0	193	0	0	0	0	0	141	203	0	0	344	773
11:45 AM	35	37	148	0	220	0	205	36	0	241	0	0	0	0	0	124	191	0	0	315	776
Total	91	98	490	0	679	0	728	121	0	849	0	0	0	0	0	459	724	0	0	1183	2711
12:00 PM	33	28	88	0	149	0	178	26	0	204	0	0	0	0	0	67	194	0	0	261	614
12:15 PM	12	14	103	0	129	0	188	26	0	214	0	0	0	0	0	110	210	0	0	320	663
12:30 PM	43	42	124	0	209	0	217	32	0	249	0	0	0	0	0	98	243	0	0	341	799
12:45 PM	33	35	137	0	205	0	202	22	0	224	0	0	0	0	0	118	223	0	0	341	770
Total	121	119	452	0	692	0	785	106	0	891	0	0	0	0	0	393	870	0	0	1263	2846
01:00 PM	39	40	212	0	291	0	190	31	0	221	0	0	0	0	0	149	217	0	0	366	878
01:15 PM	32	27	151	0	210	0	211	22	0	233	0	0	0	0	0	150	236	0	0	386	829
01:30 PM	31	34	111	1	177	0	175	25	0	200	0	0	0	0	0	99	217	0	0	316	693
01:45 PM	29	29	119	0	177	0	141	18	0	159	0	0	0	0	0	107	195	0	0	302	638
Total	131	130	593	1	855	0	717	96	0	813	0	0	0	0	0	505	865	0	0	1370	3038
02:00 PM	32	25	90	0	147	0	203	24	0	227	0	0	0	0	0	77	213	0	0	290	664
02:15 PM	26	28	105	0	159	0	218	41	0	259	0	0	0	0	0	73	258	0	0	331	749
02:30 PM	41	43	113	0	197	0	181	34	0	215	0	0	0	0	0	119	214	0	0	333	745
02:45 PM	41	42	237	0	320	0	232	22	0	254	0	0	0	0	0	141	269	0	0	410	984
Total	140	138	545	0	823	0	834	121	0	955	0	0	0	0	0	410	954	0	0	1364	3142
03:00 PM	55	51	167	0	273	0	238	22	0	260	0	0	0	0	0	115	250	0	0	365	898
03:15 PM	37	37	129	0	203	0	229	27	0	256	0	0	0	0	0	88	282	0	0	370	829
03:30 PM	49	57	112	0	218	0	258	23	0	281	0	0	0	0	0	87	234	0	0	321	820

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Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 2

Groups Printed- Class 1 to 3

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	46	50	105	0	201	0	251	29	0	280	0	0	0	0	0	123	347	0	0	470	951
Total	187	195	513	0	895	0	976	101	0	1077	0	0	0	0	0	413	1113	0	0	1526	3498
04:00 PM	65	57	156	0	278	0	240	35	0	275	0	0	0	0	0	112	342	0	0	454	1007
04:15 PM	47	54	201	0	302	0	212	23	0	235	0	0	0	0	0	121	384	0	0	505	1042
04:30 PM	74	70	195	0	339	0	254	30	0	284	0	0	0	0	0	115	409	0	0	524	1147
04:45 PM	52	54	162	0	268	0	231	37	0	268	0	0	0	0	0	126	378	0	0	504	1040
Total	238	235	714	0	1187	0	937	125	0	1062	0	0	0	0	0	474	1513	0	0	1987	4236
05:00 PM	65	66	127	0	258	0	328	45	0	373	0	0	0	0	0	113	423	0	1	537	1168
05:15 PM	61	64	147	0	272	0	350	30	0	380	0	0	0	0	0	109	451	0	0	560	1212
05:30 PM	63	52	152	0	267	0	347	47	0	394	0	0	0	0	0	139	397	0	0	536	1197
05:45 PM	49	57	169	0	275	0	385	48	0	433	0	0	0	0	0	145	417	0	0	562	1270
Total	238	239	595	0	1072	0	1410	170	0	1580	0	0	0	0	0	506	1688	0	1	2195	4847
06:00 PM	62	53	182	0	297	0	478	34	0	512	0	0	0	0	0	118	421	0	0	539	1348
06:15 PM	50	50	140	0	240	0	410	34	0	444	0	0	0	0	0	129	402	0	0	531	1215
06:30 PM	27	22	135	0	184	0	361	25	0	386	0	0	0	0	0	103	369	0	0	472	1042
06:45 PM	33	37	112	0	182	0	381	27	0	408	0	0	0	0	0	124	337	0	0	461	1051
Total	172	162	569	0	903	0	1630	120	0	1750	0	0	0	0	0	474	1529	0	0	2003	4656
Grand Total	1644	1638	5402	1	8685	0	13473	1785	0	15258	0	0	0	0	0	5788	13782	0	1	19571	43514
Apprch %	18.9	18.9	62.2	0		0	88.3	11.7	0		0	0	0	0		29.6	70.4	0	0		
Total %	3.8	3.8	12.4	0	20	0	31	4.1	0	35.1	0	0	0	0	0	13.3	31.7	0	0	45	

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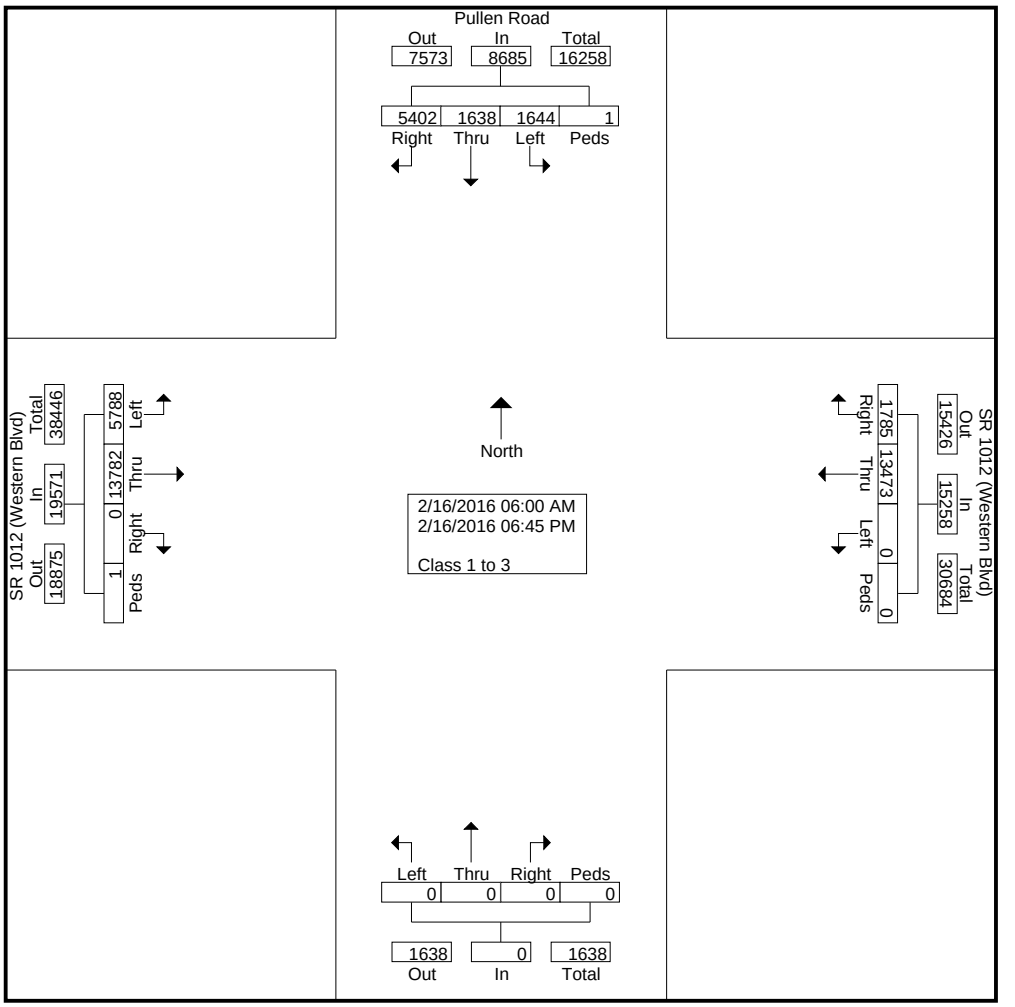
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 3



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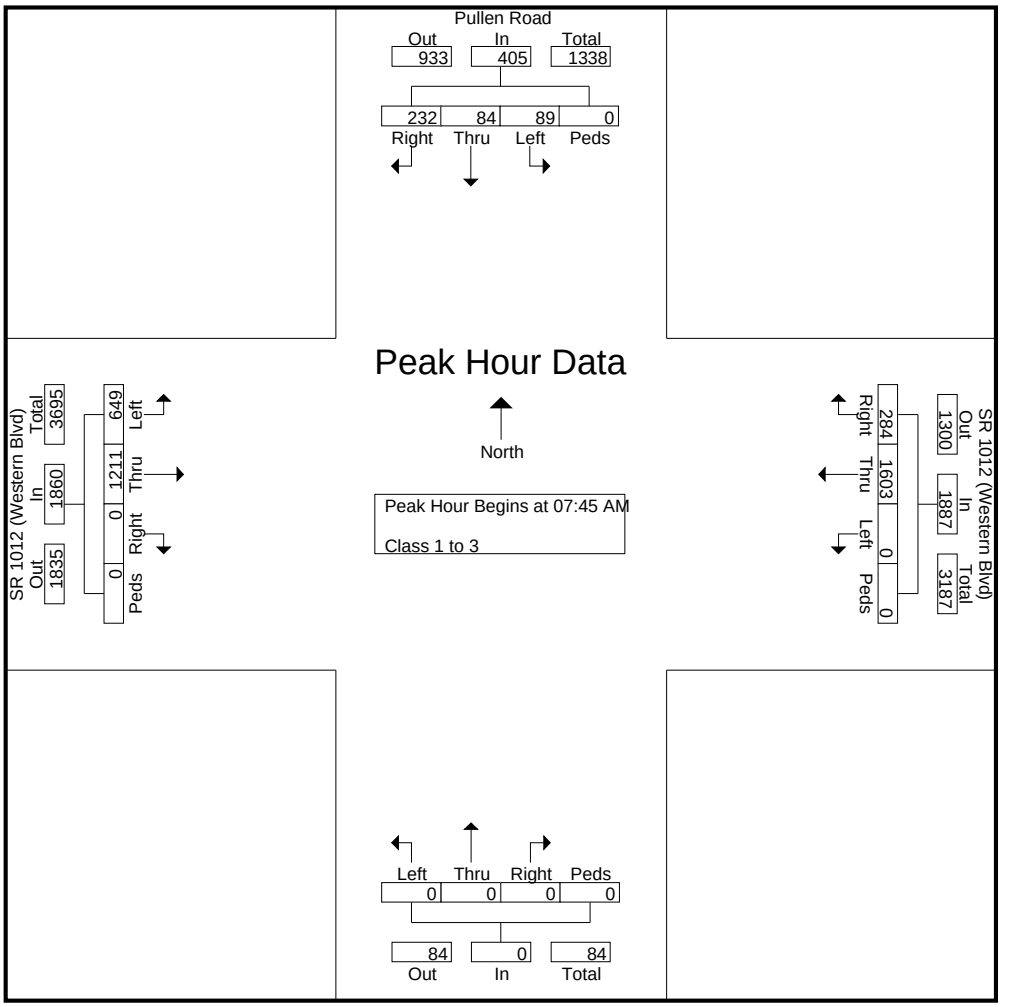
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 4

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	17	15	44	0	76	0	404	58	0	462	0	0	0	0	0	148	279	0	0	427	965
08:00 AM	24	21	66	0	111	0	384	**82**	0	466	0	0	0	0	0	188	297	0	0	485	1062
08:15 AM	**26**	**29**	**71**	0	**126**	0	407	79	0	**486**	0	0	0	0	0	**193**	**321**	0	0	**514**	**1126**
08:30 AM	22	19	51	0	92	0	**408**	65	0	473	0	0	0	0	0	120	314	0	0	434	999
Total Volume	89	84	232	0	405	0	1603	284	0	1887	0	0	0	0	0	649	1211	0	0	1860	4152
% App. Total	22	20.7	57.3	0		0	84.9	15.1	0		0	0	0	0		34.9	65.1	0	0		
PHF	.856	.724	.817	.000	.804	.000	.982	.866	.000	.971	.000	.000	.000	.000	.000	.841	.943	.000	.000	.905	.922



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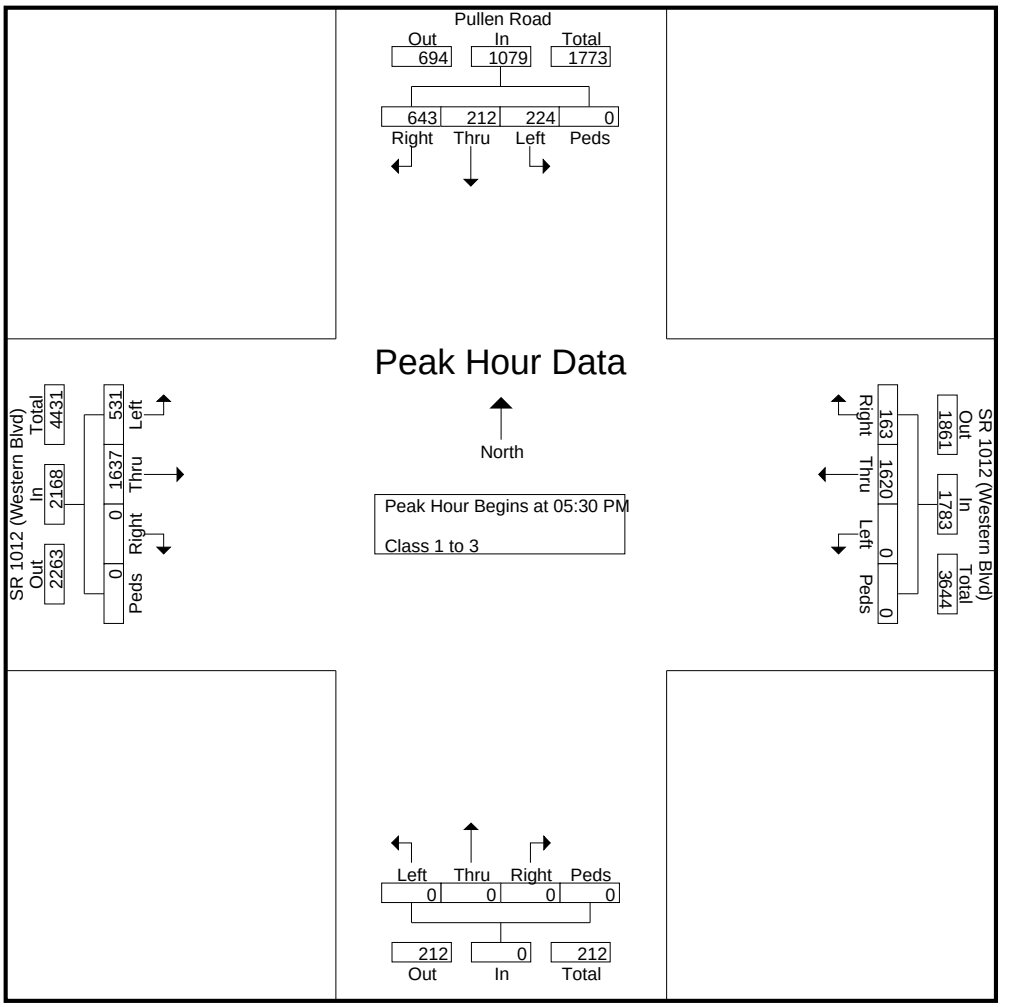
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 5

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	**63**	52	152	0	267	0	347	47	0	394	0	0	0	0	0	139	397	0	0	536	1197
05:45 PM	49	**57**	169	0	275	0	385	**48**	0	433	0	0	0	0	0	**145**	417	0	0	**562**	1270
06:00 PM	62	53	**182**	0	**297**	0	**478**	34	0	**512**	0	0	0	0	0	118	**421**	0	0	539	**1348**
06:15 PM	50	50	140	0	240	0	410	34	0	444	0	0	0	0	0	129	402	0	0	531	1215
Total Volume	224	212	643	0	1079	0	1620	163	0	1783	0	0	0	0	0	531	1637	0	0	2168	5030
% App. Total	20.8	19.6	59.6	0		0	90.9	9.1	0		0	0	0	0		24.5	75.5	0	0		
PHF	.889	.930	.883	.000	.908	.000	.847	.849	.000	.871	.000	.000	.000	.000	.000	.916	.972	.000	.000	.964	.933



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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 1

Groups Printed- Class 4 to 7

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	2	5	0	0	7	16
06:30 AM	1	1	0	0	2	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	18
06:45 AM	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	0	7	0	0	7	14
Total	1	1	0	0	2	0	26	3	0	29	0	0	0	0	0	2	21	0	0	23	54
07:00 AM	1	1	0	0	2	0	10	1	0	11	0	0	0	0	0	0	8	0	0	8	21
07:15 AM	0	0	1	0	1	0	8	1	0	9	0	0	0	0	0	1	5	0	0	6	16
07:30 AM	0	1	3	0	4	0	4	1	0	5	0	0	0	0	0	1	8	0	0	9	18
07:45 AM	1	0	2	0	3	0	5	1	0	6	0	0	0	0	0	0	8	0	0	8	17
Total	2	2	6	0	10	0	27	4	0	31	0	0	0	0	0	2	29	0	0	31	72
08:00 AM	1	1	3	0	5	0	10	2	0	12	0	0	0	0	0	2	8	0	0	10	27
08:15 AM	0	1	1	0	2	0	5	2	0	7	0	0	0	0	0	1	9	0	0	10	19
08:30 AM	2	3	2	0	7	0	13	3	0	16	0	0	0	0	0	2	8	0	0	10	33
08:45 AM	1	0	1	0	2	0	8	1	0	9	0	0	0	0	0	1	4	0	0	5	16
Total	4	5	7	0	16	0	36	8	0	44	0	0	0	0	0	6	29	0	0	35	95
09:00 AM	1	1	4	0	6	0	11	1	0	12	0	0	0	0	0	1	6	0	0	7	25
09:15 AM	0	0	2	0	2	0	11	2	0	13	0	0	0	0	0	7	16	0	0	23	38
09:30 AM	1	1	6	0	8	0	8	0	0	8	0	0	0	0	0	2	11	0	0	13	29
09:45 AM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	8
Total	2	2	13	0	17	0	31	5	0	36	0	0	0	0	0	11	36	0	0	47	100
10:00 AM	2	2	5	0	9	0	5	1	0	6	0	0	0	0	0	3	10	0	0	13	28
10:15 AM	2	2	3	0	7	0	15	1	0	16	0	0	0	0	0	1	6	0	0	7	30
10:30 AM	1	2	1	0	4	0	7	3	0	10	0	0	0	0	0	1	10	0	0	11	25
10:45 AM	1	0	3	0	4	0	7	2	0	9	0	0	0	0	0	2	5	0	0	7	20
Total	6	6	12	0	24	0	34	7	0	41	0	0	0	0	0	7	31	0	0	38	103
11:00 AM	4	1	5	0	10	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	16
11:15 AM	2	1	1	0	4	0	4	0	0	4	0	0	0	0	0	1	11	0	0	12	20
11:30 AM	1	1	3	0	5	0	7	1	0	8	0	0	0	0	0	1	9	0	0	10	23
11:45 AM	1	1	2	0	4	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	14
Total	8	4	11	0	23	0	19	2	0	21	0	0	0	0	0	3	26	0	0	29	73
12:00 PM	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	13
12:15 PM	1	2	0	0	3	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	16
12:30 PM	1	1	4	0	6	0	5	1	0	6	0	0	0	0	0	1	6	0	0	7	19
12:45 PM	0	0	1	0	1	0	3	2	0	5	0	0	0	0	0	0	7	0	0	7	13
Total	2	3	8	0	13	0	16	3	0	19	0	0	0	0	0	3	26	0	0	29	61
01:00 PM	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	2	8	0	0	10	16
01:15 PM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	14
01:30 PM	1	1	2	0	4	0	11	1	0	12	0	0	0	0	0	2	7	0	0	9	25
01:45 PM	0	1	1	0	2	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	14
Total	1	2	8	0	11	0	27	1	0	28	0	0	0	0	0	5	25	0	0	30	69
02:00 PM	1	2	4	0	7	0	3	1	0	4	0	0	0	0	0	1	4	0	0	5	16
02:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	12
02:30 PM	4	4	4	0	12	0	4	0	0	4	0	0	0	0	0	2	7	0	0	9	25
02:45 PM	1	0	2	0	3	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	14
Total	6	7	10	0	23	0	13	2	0	15	0	0	0	0	0	4	25	0	0	29	67
03:00 PM	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	1	11	0	0	12	20
03:15 PM	1	1	3	0	5	0	8	0	0	8	0	0	0	0	0	4	5	0	0	9	22
03:30 PM	0	1	4	0	5	0	4	0	0	4	0	0	0	0	0	1	8	0	0	9	18

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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
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Groups Printed- Class 4 to 7

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	1	8	0	0	9	13
Total	2	2	12	0	16	0	17	1	0	18	0	0	0	0	0	7	32	0	0	39	73
04:00 PM	0	0	3	0	3	0	4	1	0	5	0	0	0	0	0	2	9	0	0	11	19
04:15 PM	0	0	2	0	2	0	8	1	0	9	0	0	0	0	0	2	8	0	0	10	21
04:30 PM	2	2	1	0	5	0	4	3	0	7	0	0	0	0	0	1	9	0	0	10	22
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	14
Total	2	2	7	0	11	0	16	5	0	21	0	0	0	0	0	5	39	0	0	44	76
05:00 PM	0	0	2	0	2	0	8	3	0	11	0	0	0	0	0	0	8	0	0	8	21
05:15 PM	1	1	2	0	4	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	14
05:30 PM	1	1	0	0	2	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	23
05:45 PM	1	1	2	0	4	0	4	2	0	6	0	0	0	0	0	0	7	0	0	7	17
Total	3	3	6	0	12	0	27	5	0	32	0	0	0	0	0	2	29	0	0	31	75
06:00 PM	1	1	0	0	2	0	7	1	0	8	0	0	0	0	0	0	12	0	0	12	22
06:15 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	5
06:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11
06:45 PM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	10
Total	2	2	1	0	5	0	15	2	0	17	0	0	0	0	0	1	25	0	0	26	48
Grand Total	41	41	101	0	183	0	304	48	0	352	0	0	0	0	0	58	373	0	0	431	966
Apprch %	22.4	22.4	55.2	0		0	86.4	13.6	0		0	0	0	0		13.5	86.5	0	0		
Total %	4.2	4.2	10.5	0	18.9	0	31.5	5	0	36.4	0	0	0	0	0	6	38.6	0	0	44.6	

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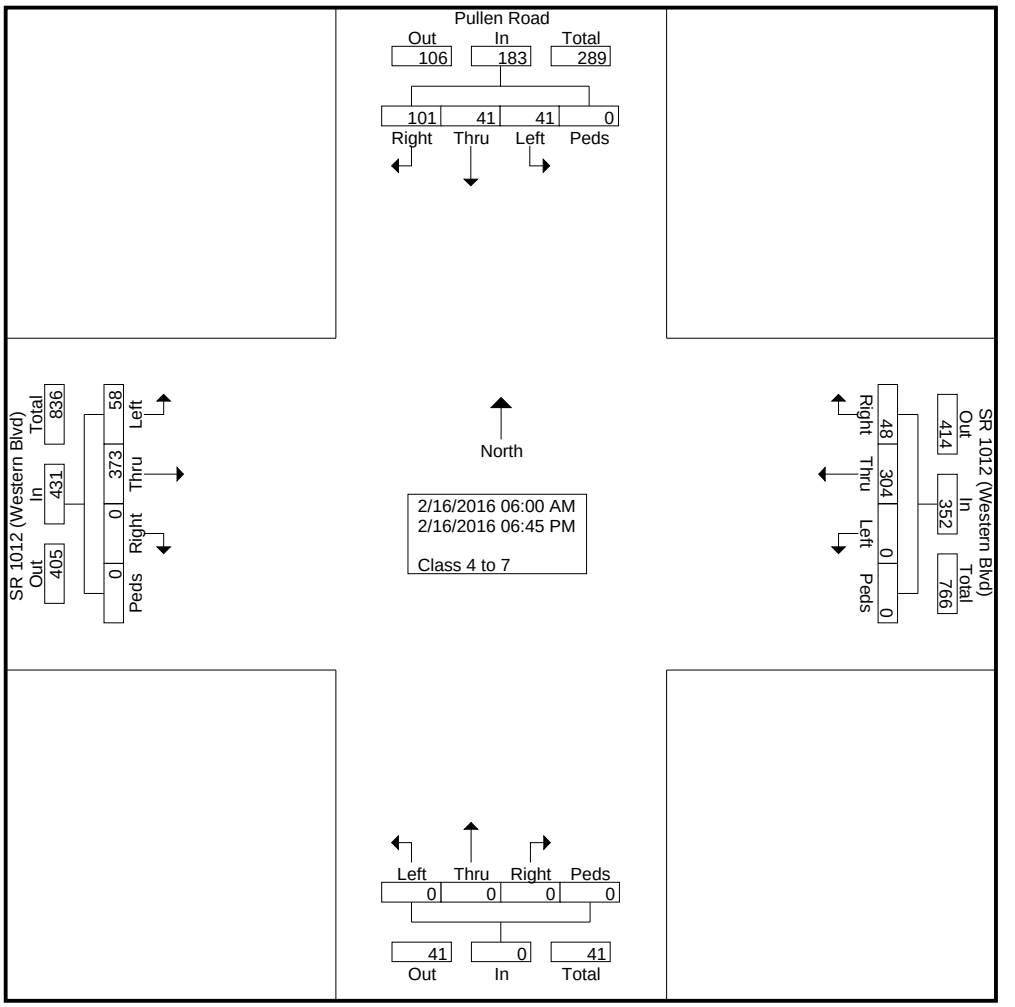

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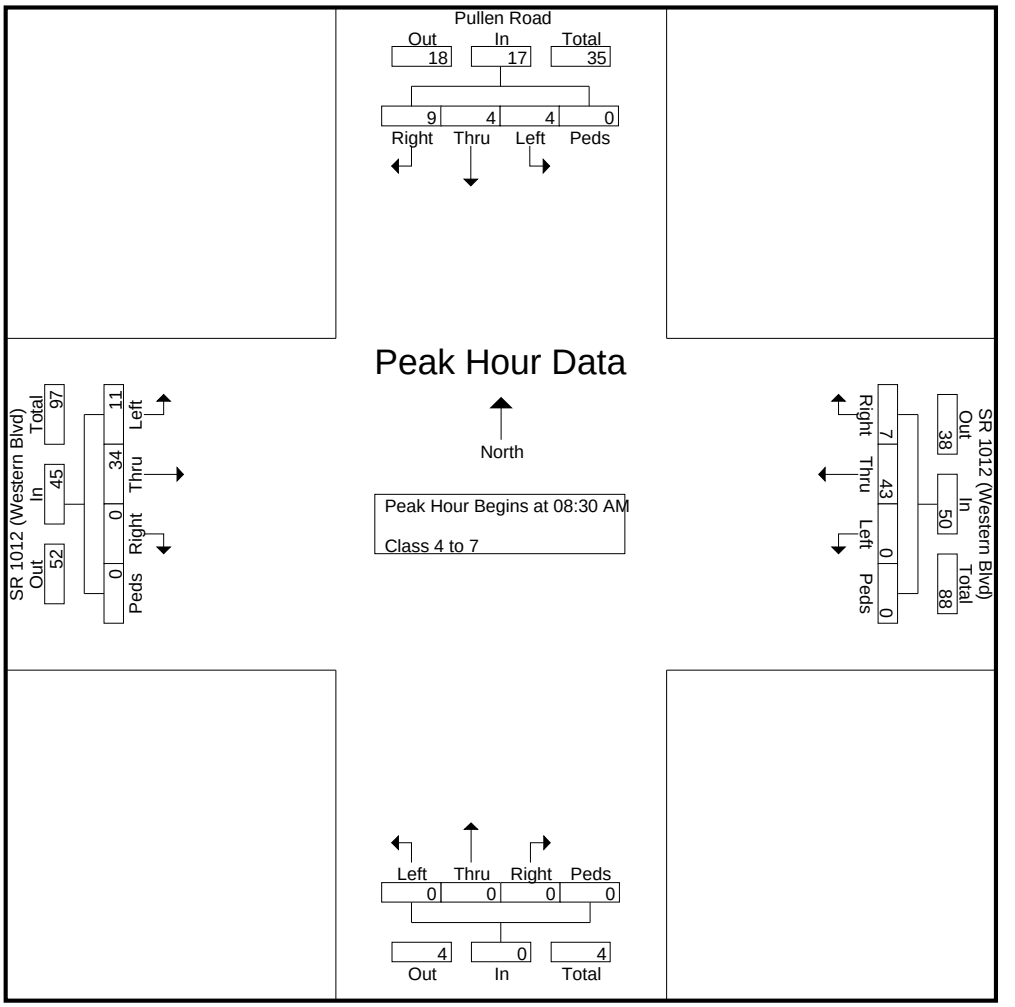
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 4

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	**2**	**3**	2	0	**7**	0	**13**	**3**	0	**16**	0	0	0	0	0	2	8	0	0	10	33
08:45 AM	1	0	1	0	2	0	8	1	0	9	0	0	0	0	0	1	4	0	0	5	16
09:00 AM	1	1	**4**	0	6	0	11	1	0	12	0	0	0	0	0	1	6	0	0	7	25
09:15 AM	0	0	2	0	2	0	11	2	0	13	0	0	0	0	0	**7**	**16**	0	0	**23**	**38**
Total Volume	4	4	9	0	17	0	43	7	0	50	0	0	0	0	0	11	34	0	0	45	112
% App. Total	23.5	23.5	52.9	0		0	86	14	0		0	0	0	0		24.4	75.6	0	0		
PHF	.500	.333	.563	.000	.607	.000	.827	.583	.000	.781	.000	.000	.000	.000	.000	.393	.531	.000	.000	.489	.737



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and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
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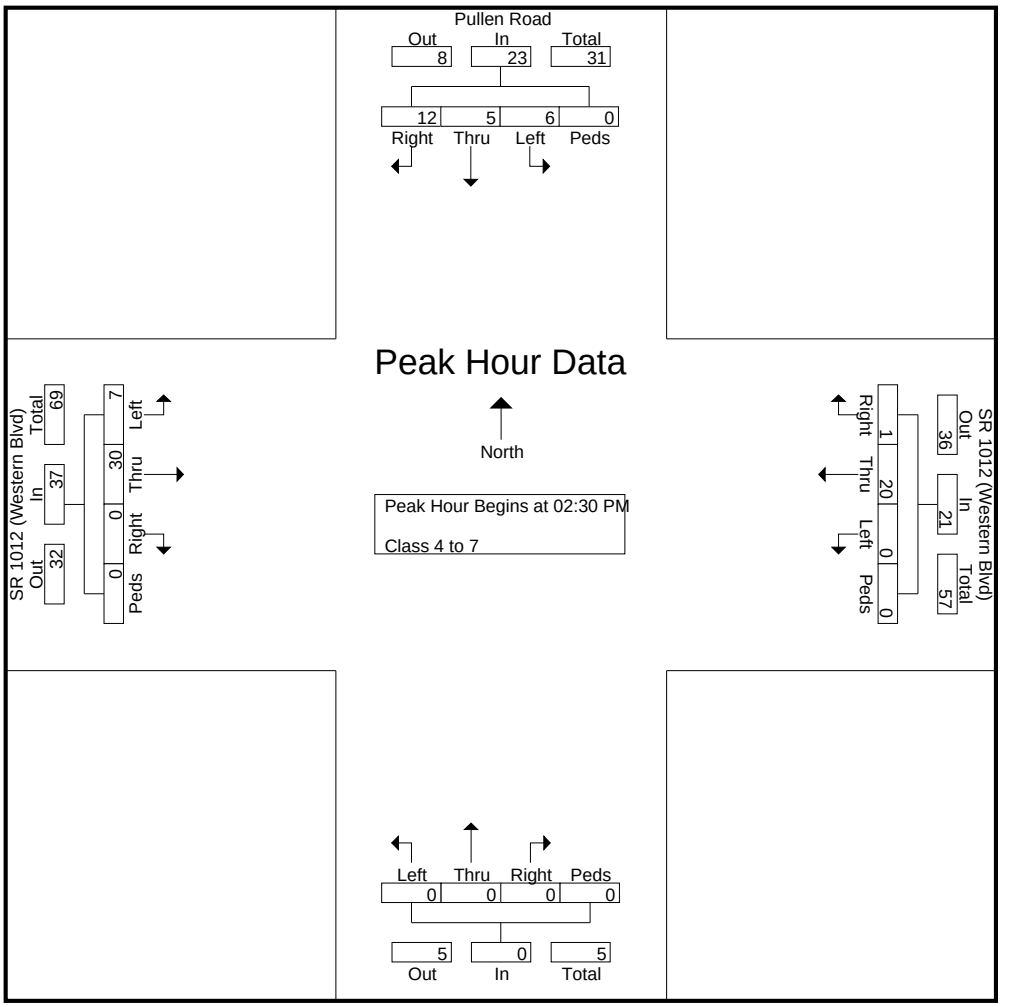
	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	**4**	**4**	**4**	0	**12**	0	4	0	0	4	0	0	0	0	0	2	7	0	0	9	**25**
02:45 PM	1	0	2	0	3	0	3	**1**	0	4	0	0	0	0	0	0	7	0	0	7	14
03:00 PM	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	1	**11**	0	0	**12**	20
03:15 PM	1	1	3	0	5	0	**8**	0	0	**8**	0	0	0	0	0	**4**	5	0	0	9	22
Total Volume	6	5	12	0	23	0	20	1	0	21	0	0	0	0	0	7	30	0	0	37	81
% App. Total	26.1	21.7	52.2	0		0	95.2	4.8	0		0	0	0	0		18.9	81.1	0	0		
PHF	.375	.313	.750	.000	.479	.000	.625	.250	.000	.656	.000	.000	.000	.000	.000	.438	.682	.000	.000	.771	.810



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Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 1

Groups Printed- Class 8 to 10

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
09:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	5
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
11:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3

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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016

Groups Printed- Class 8 to 10

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	1	3	3	0	7	0	33	2	0	35	0	0	0	0	0	1	8	0	0	9	51
Apprch %	14.3	42.9	42.9	0		0	94.3	5.7	0		0	0	0	0		11.1	88.9	0	0		
Total %	2	5.9	5.9	0	13.7	0	64.7	3.9	0	68.6	0	0	0	0	0	2	15.7	0	0	17.6	

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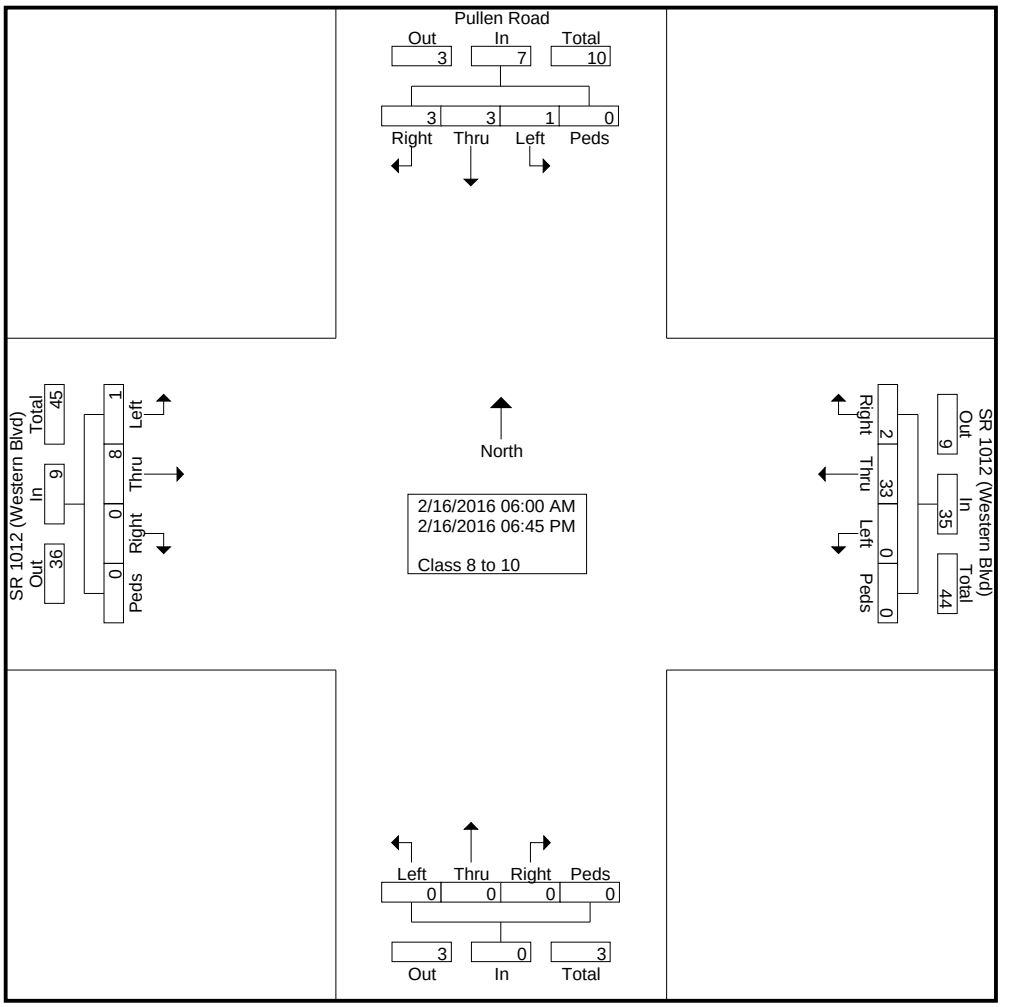
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 3



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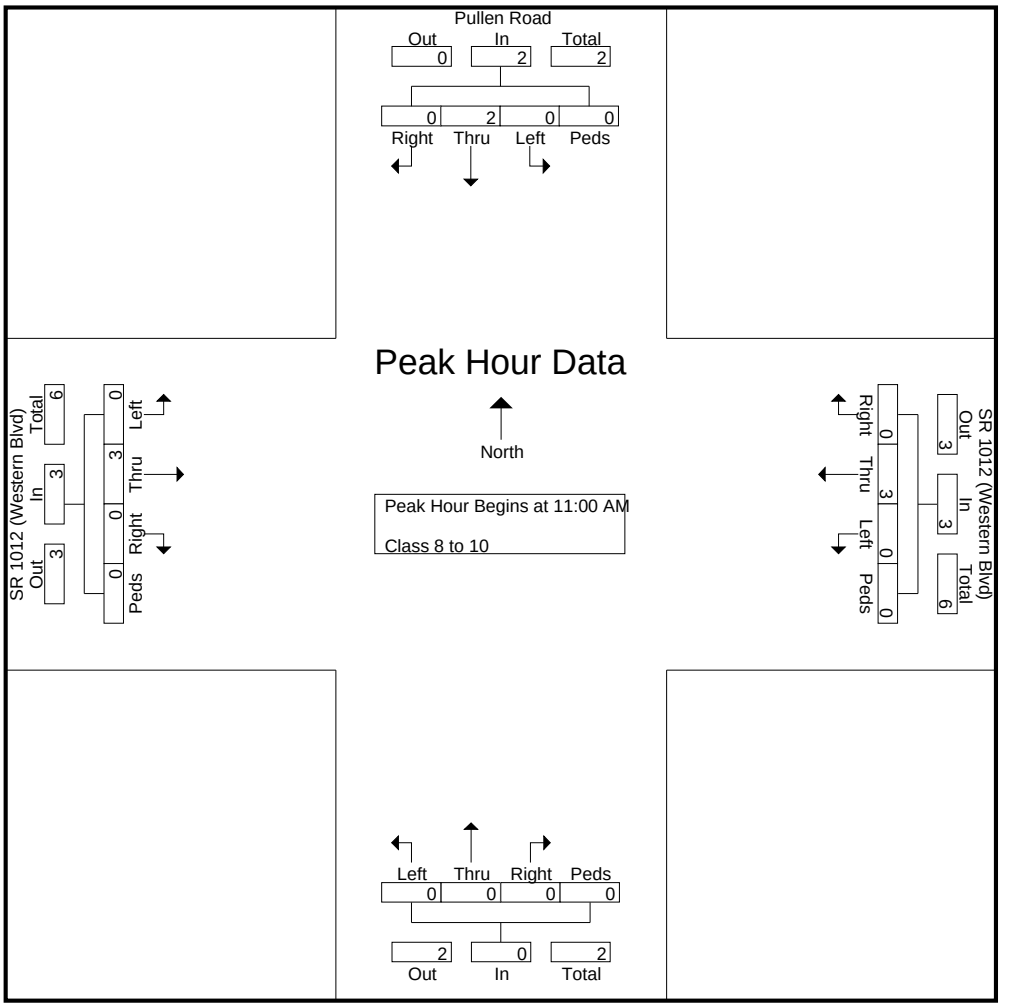
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**4**
11:15 AM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	8
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.500



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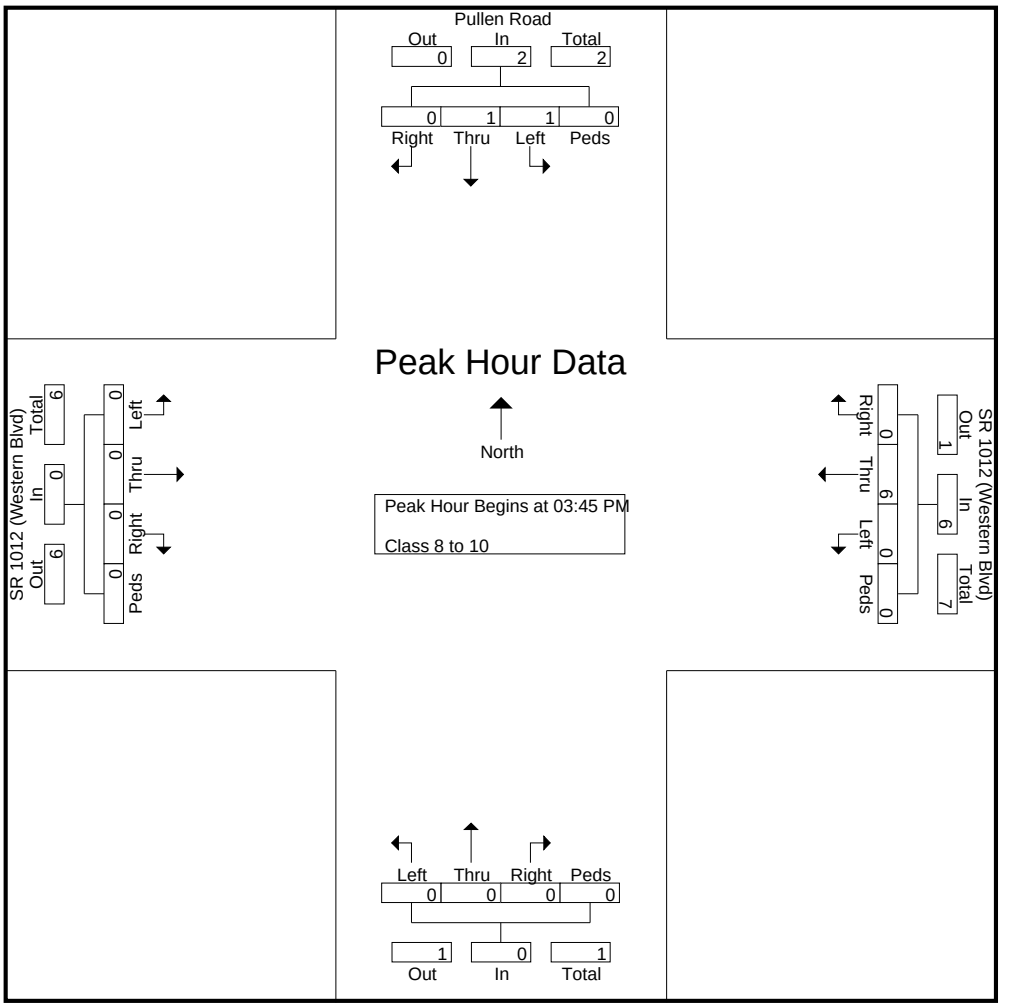
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	**1**	**1**	0	0	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
% App. Total	50	50	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.250	.000	.000	.250	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 1

Groups Printed- Class 11 to 13

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016

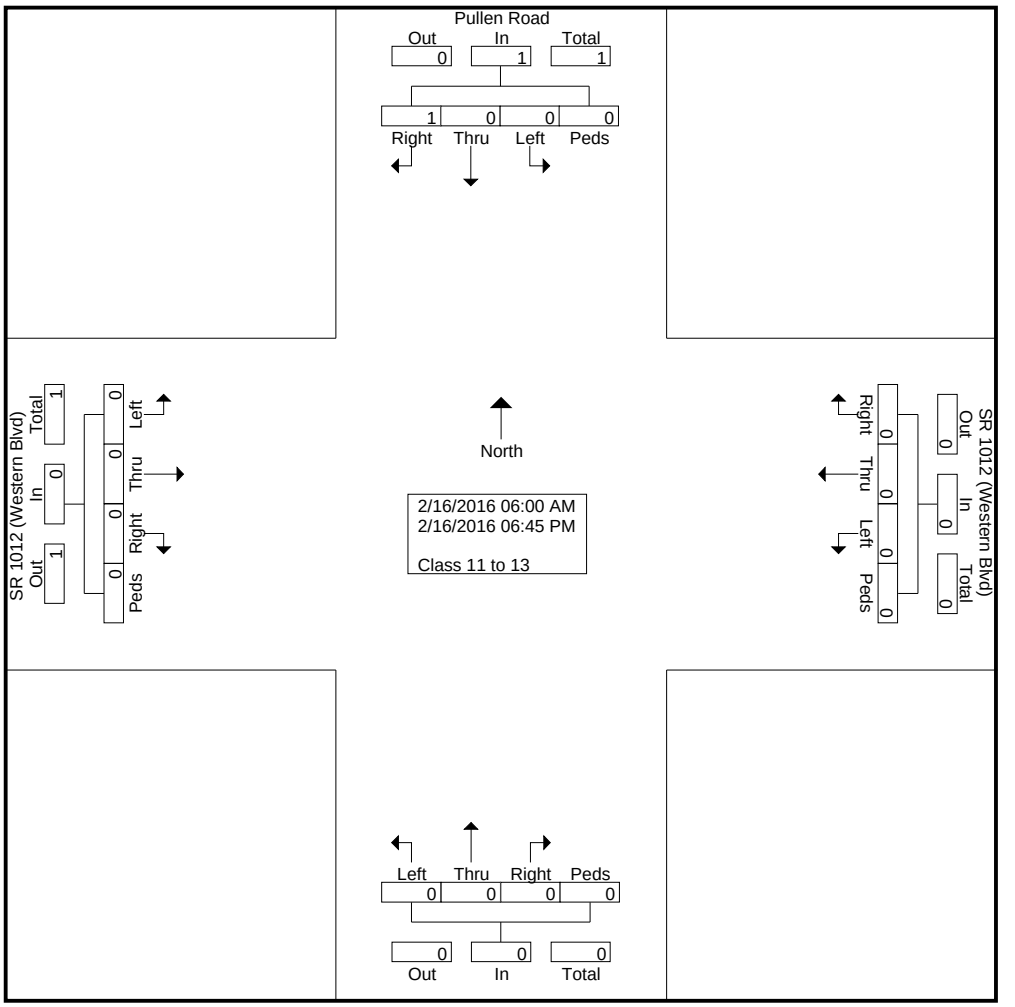
Groups Printed- Class 11 to 13

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

The Traffic Group, Inc.
(800) 583-8411
www.trafficgroup.com

Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 3



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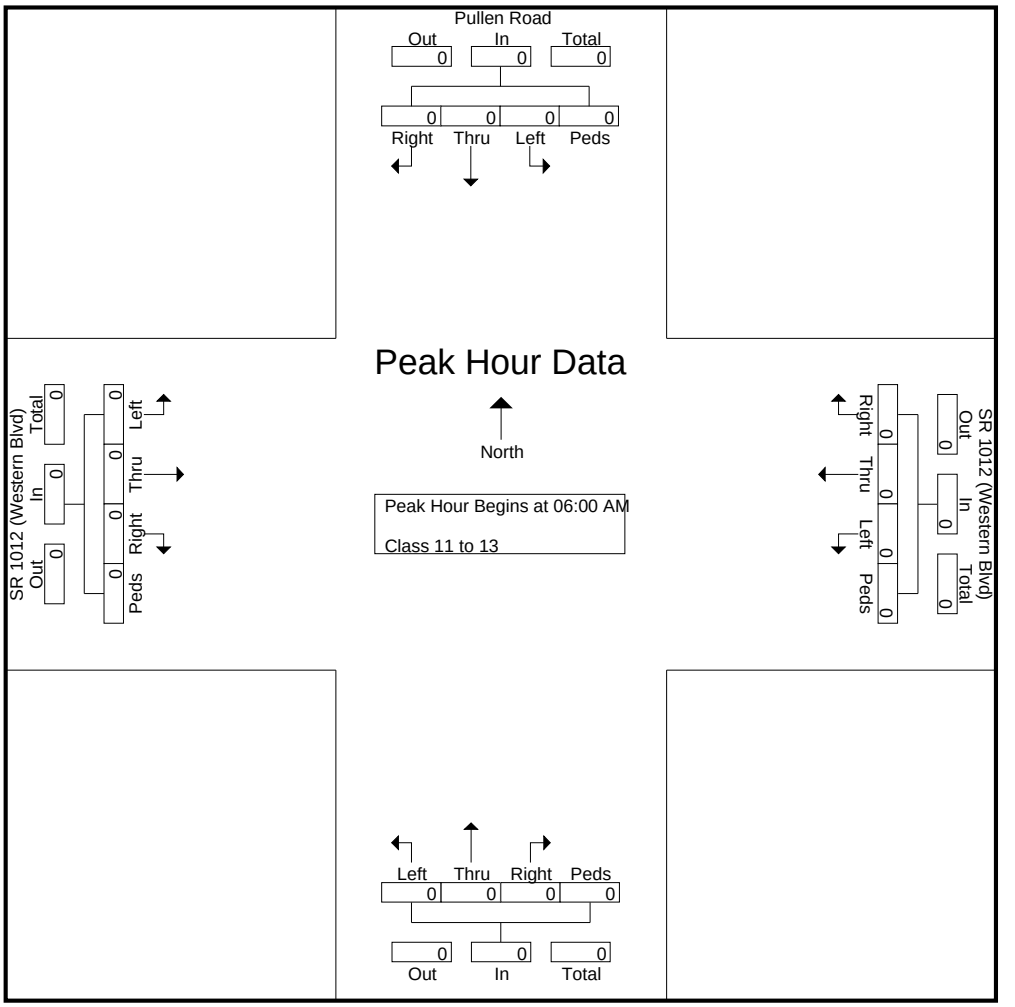
Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 4

	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

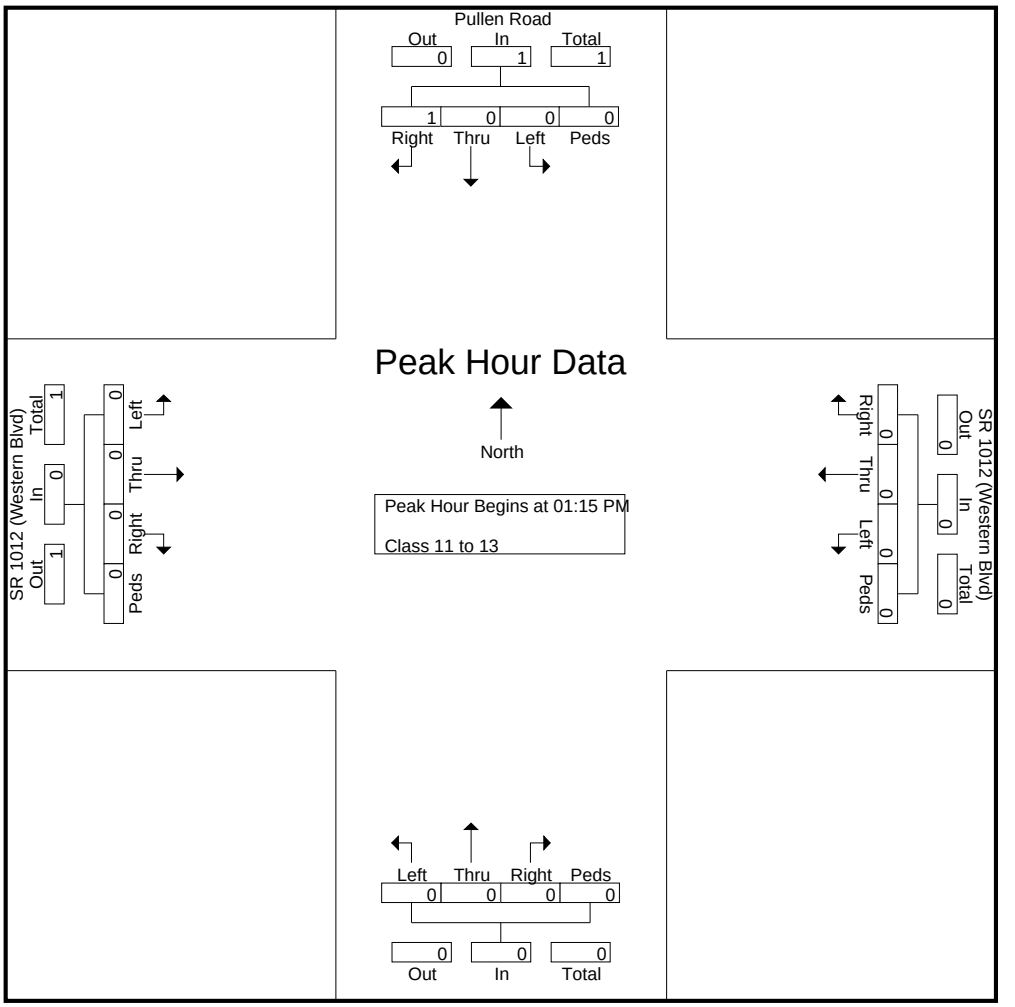


The Traffic Group, Inc.
(800) 583-8411
www.trafficgroup.com

Intersection of SR 1012 (Western Blvd)
and Pullen Road
Wake County, North Carolina
Count Number 16-14227

File Name : 16-14227
Site Code : 16-14227
Start Date : 2/16/2016
Page No : 5

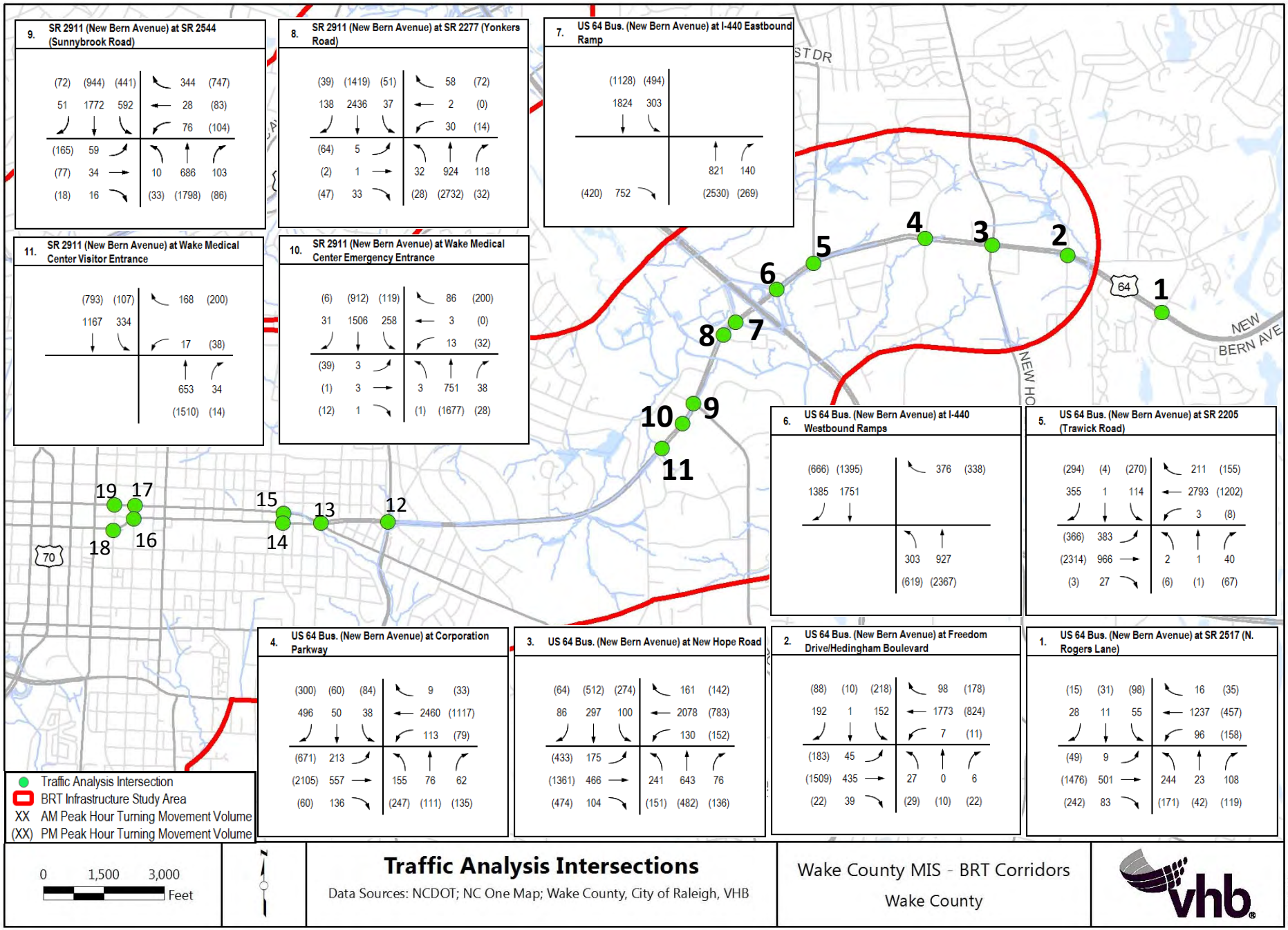
	Pullen Road Southbound					SR 1012 (Western Blvd) Westbound					Northbound					SR 1012 (Western Blvd) Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:15 PM																					
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



APPENDIX 5-C

2017 PEAK HOUR TURNING MOVEMENT VOLUMES

New Bern Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

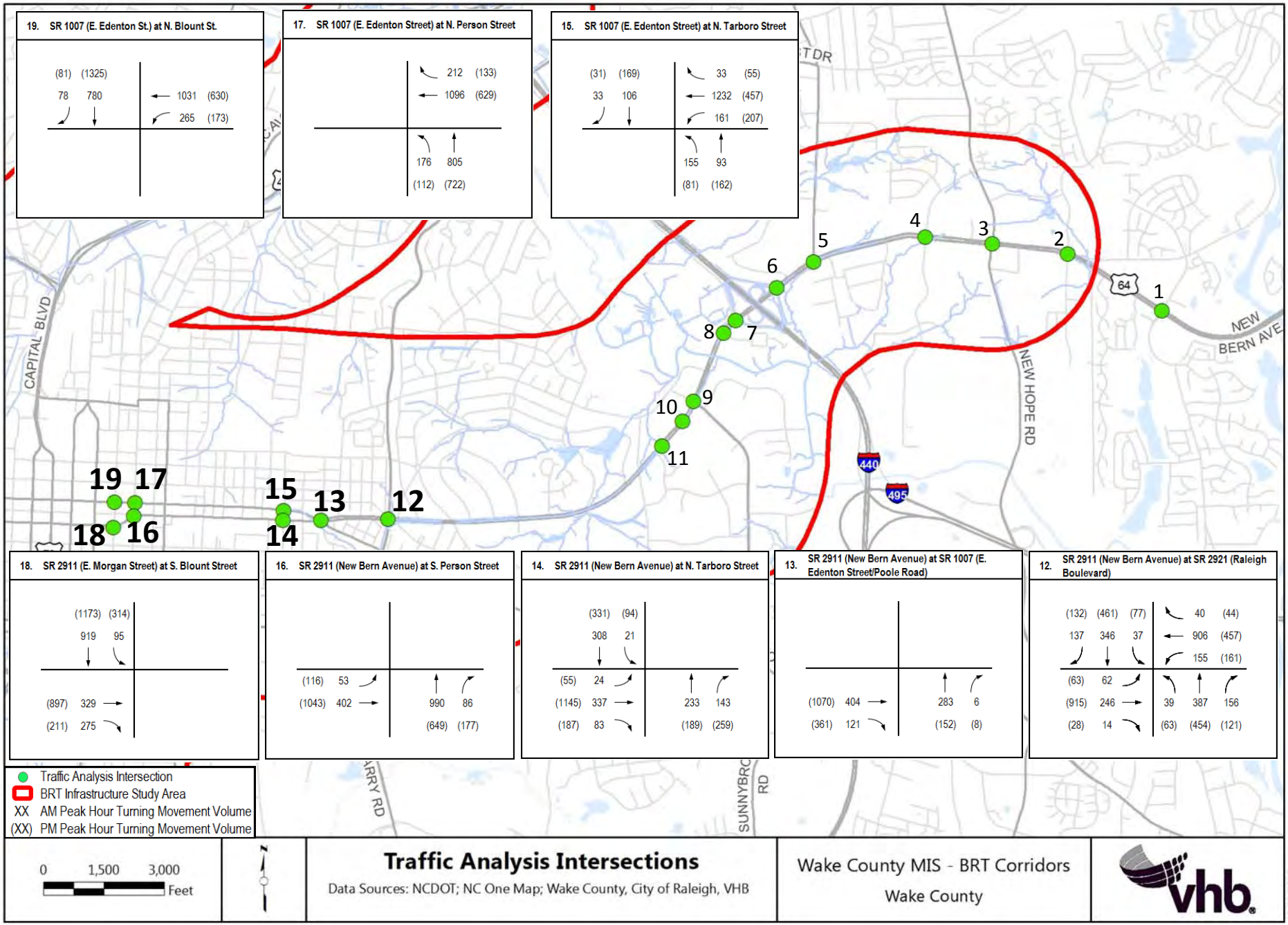
Wake County MIS - BRT Corridors

Wake County

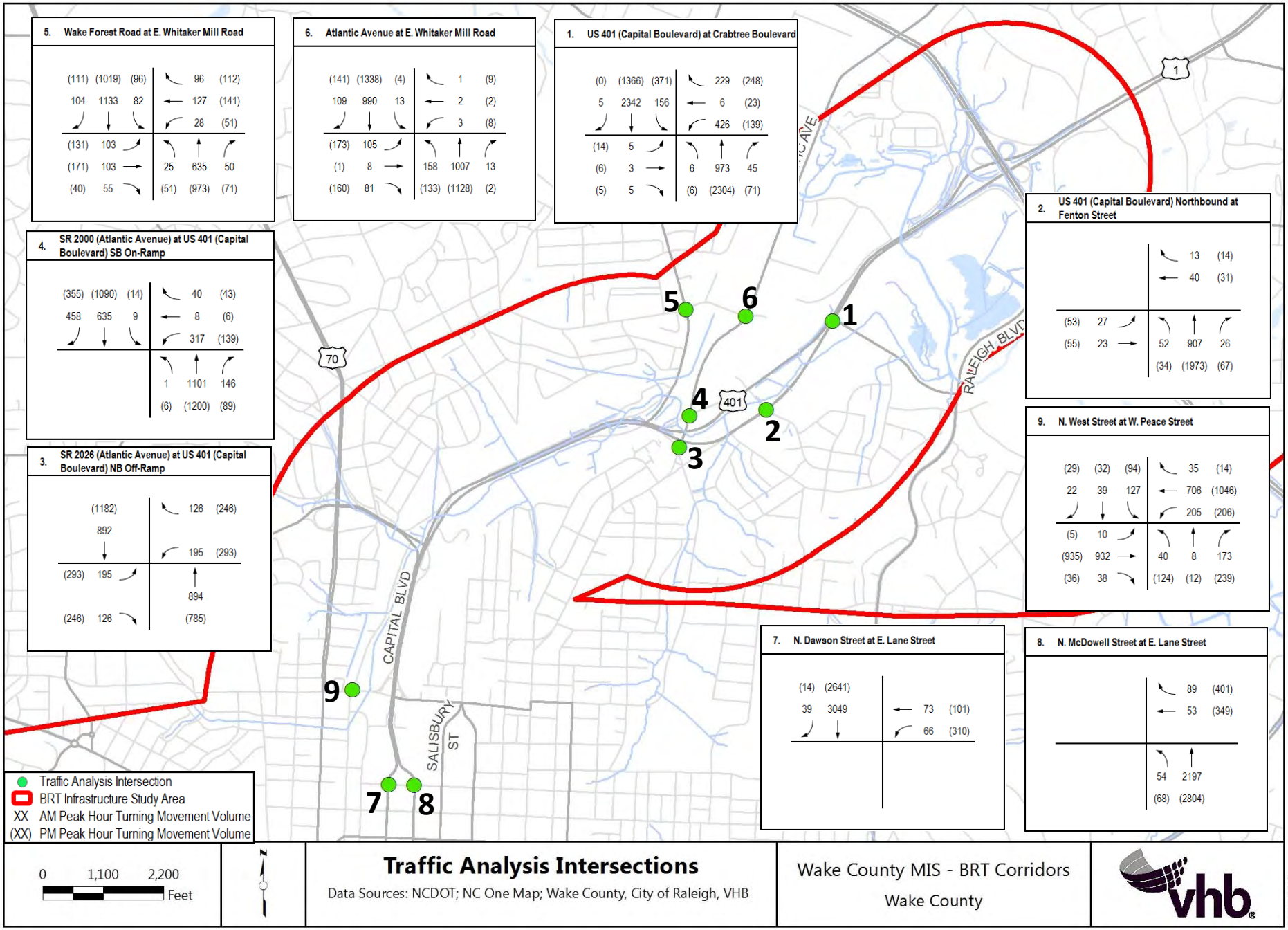
vhb

12/20/2017

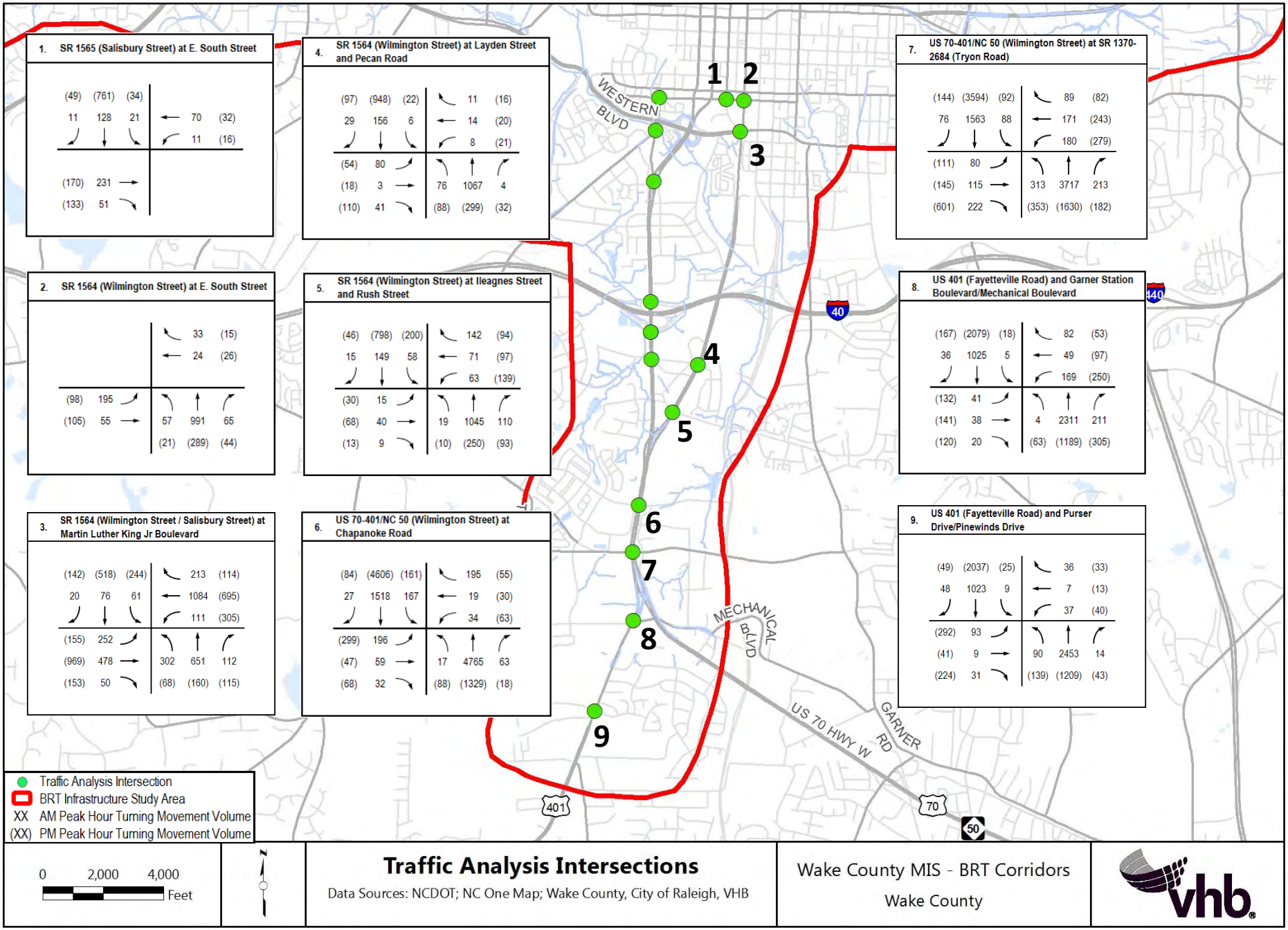
New Bern Corridor



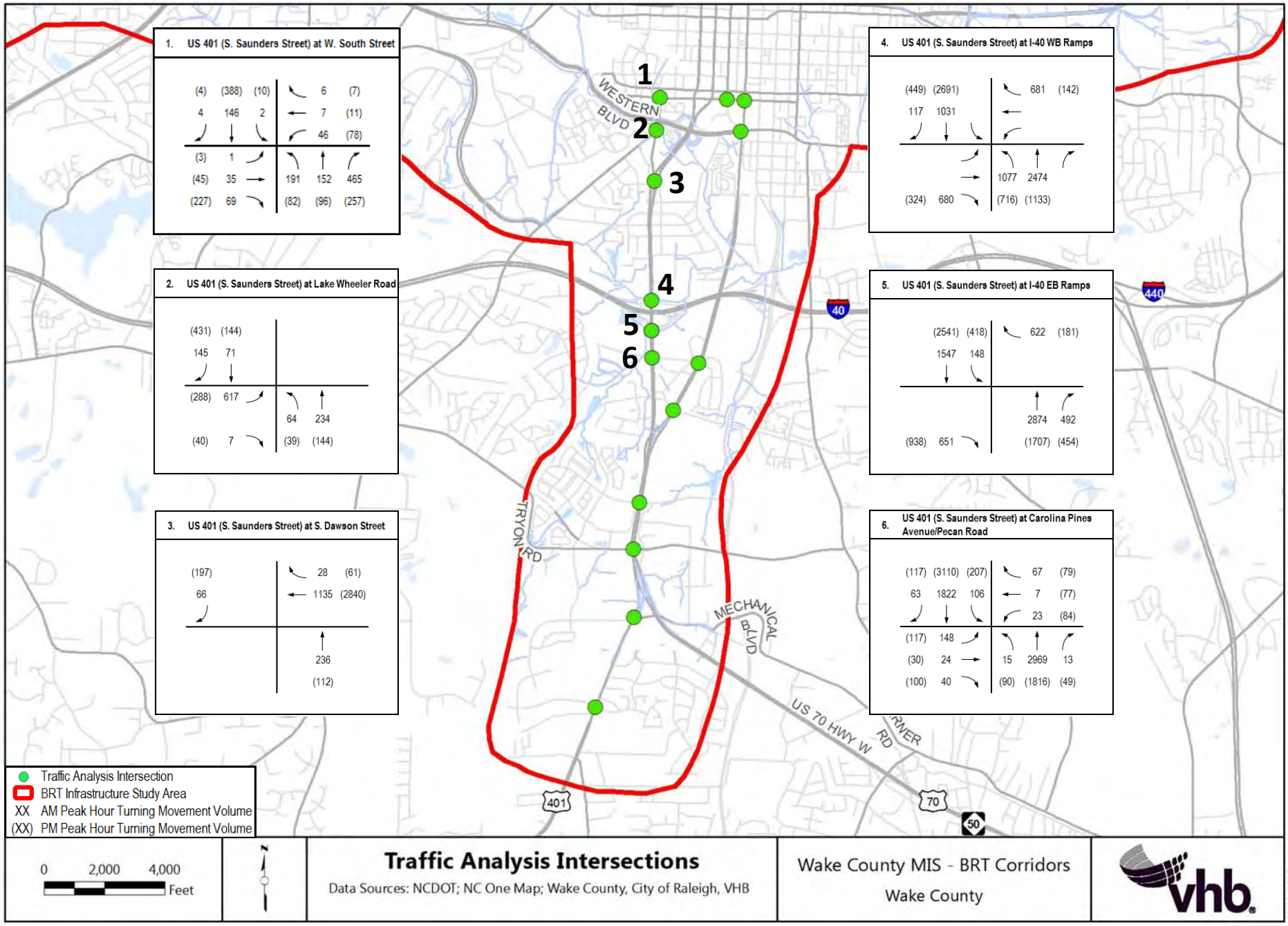
Capital Corridor



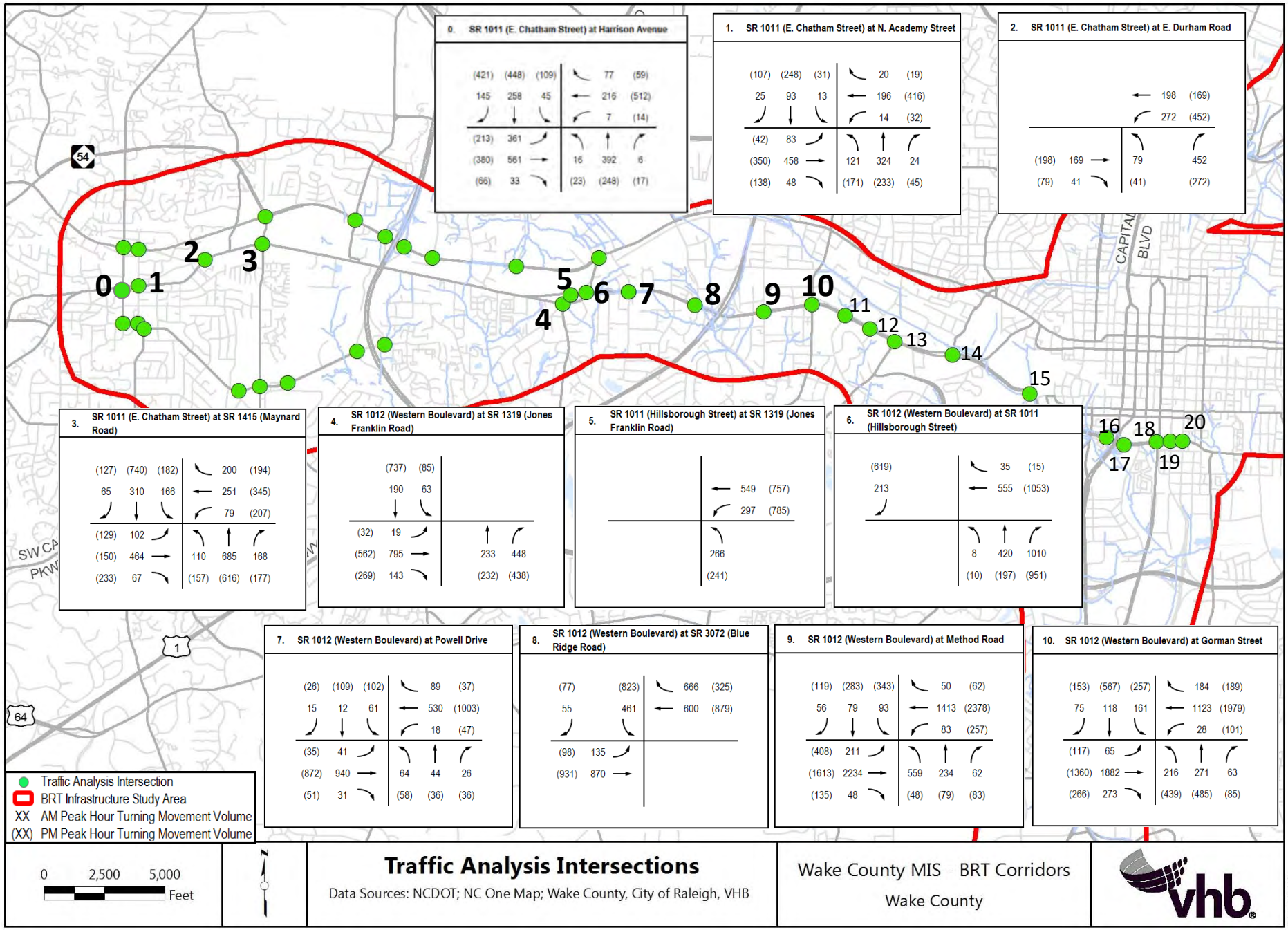
Wilmington Corridor



Wilmington Corridor (Saunders Alternative)



Western Blvd / Chatham Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

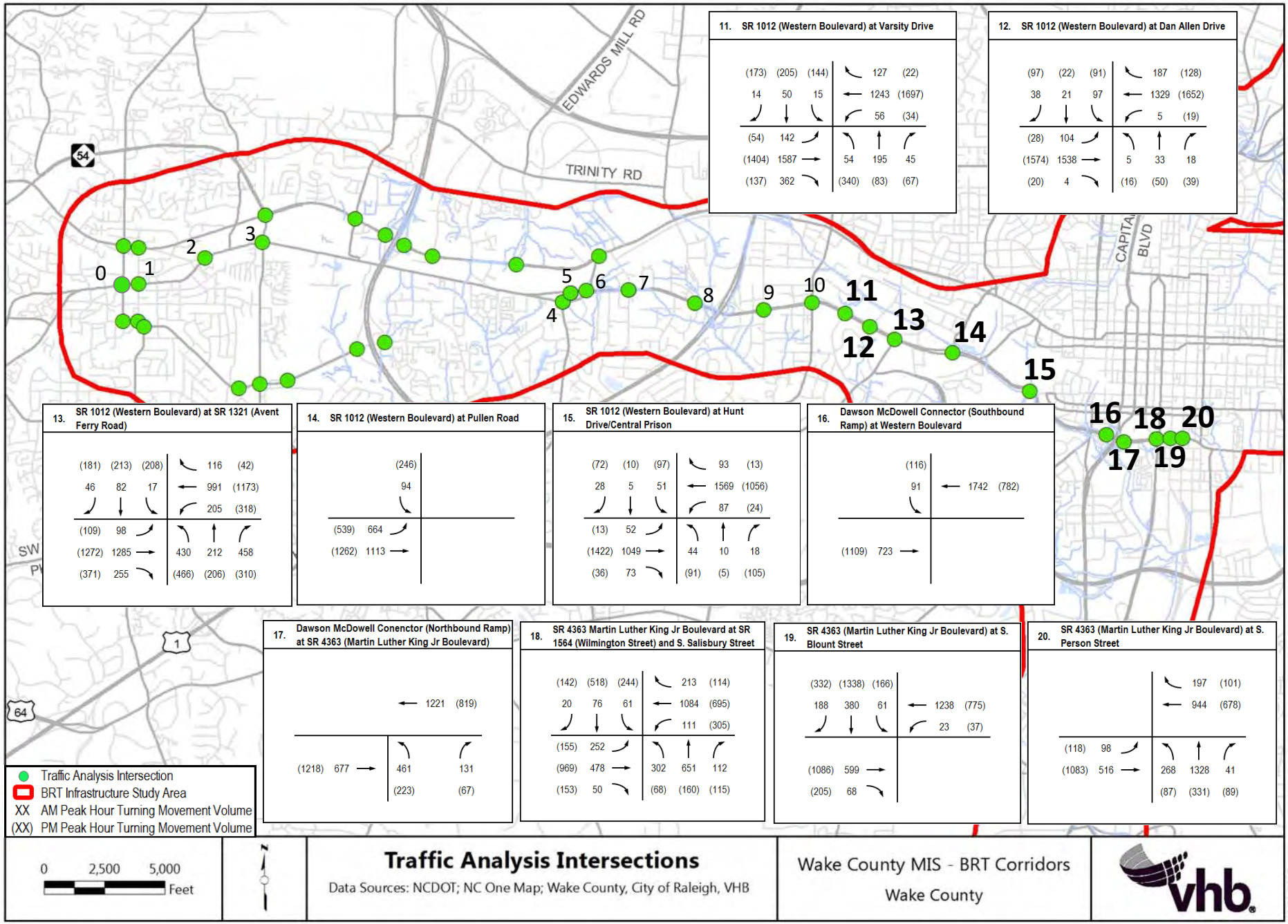
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

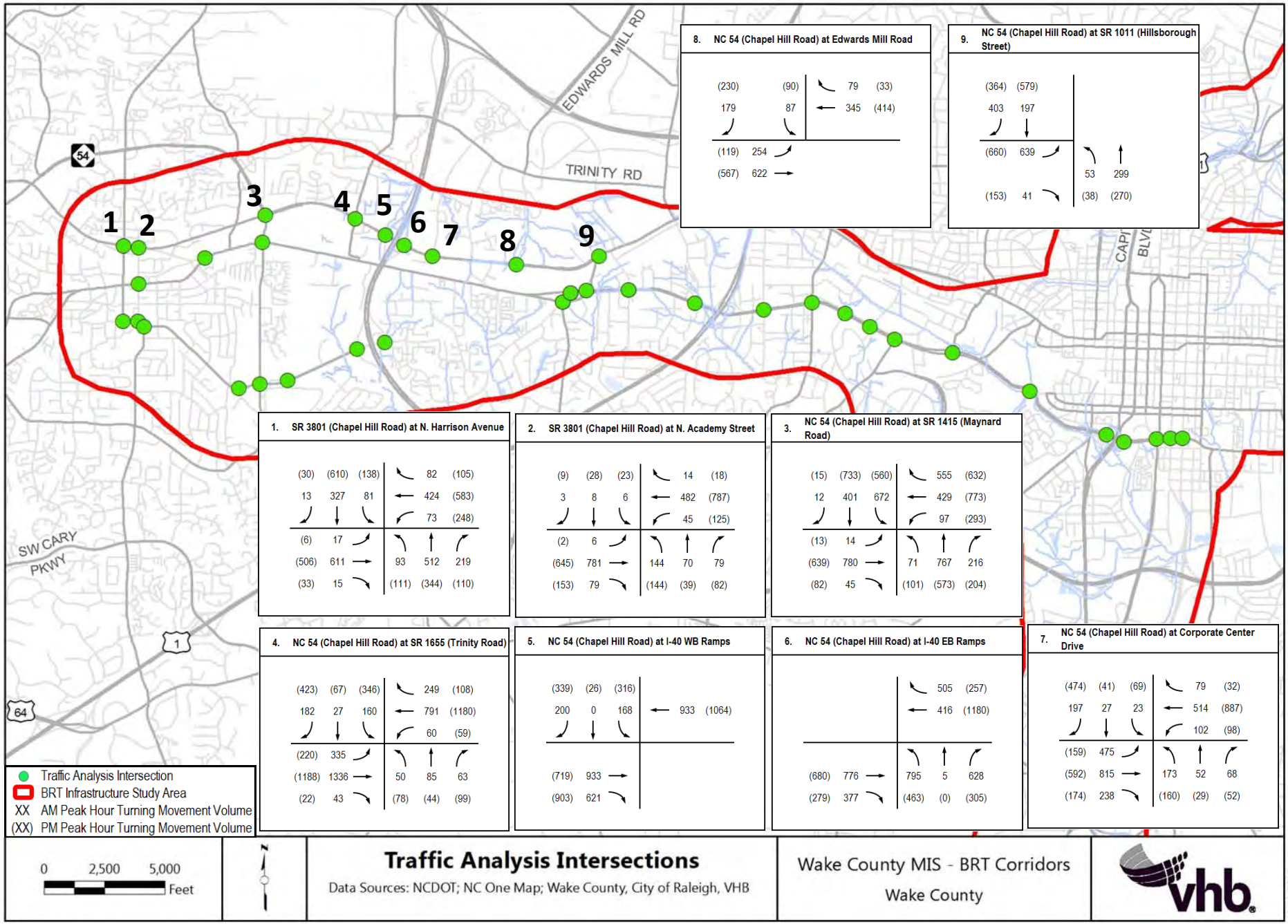
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (NC 54 Alternative)



1. SR 3801 (Chapel Hill Road) at N. Harrison Avenue

(30)	(610)	(138)	82	(105)	
13	327	81	424	(583)	
			73	(248)	
(6)	17				
(506)	611		93	512	219
(33)	15		(111)	(344)	(110)

2. SR 3801 (Chapel Hill Road) at N. Academy Street

(9)	(28)	(23)	14	(18)	
3	8	6	482	(787)	
			45	(125)	
(2)	6				
(645)	781		144	70	79
(153)	79		(144)	(39)	(82)

3. NC 54 (Chapel Hill Road) at SR 1415 (Maynard Road)

(15)	(733)	(560)	555	(632)	
12	401	672	429	(773)	
			97	(293)	
(13)	14				
(639)	780		71	767	216
(82)	45		(101)	(573)	(204)

4. NC 54 (Chapel Hill Road) at SR 1655 (Trinity Road)

(423)	(67)	(346)	249	(108)	
182	27	160	791	(1180)	
			60	(59)	
(220)	335				
(1188)	1336		50	85	63
(22)	43		(78)	(44)	(99)

5. NC 54 (Chapel Hill Road) at I-40 WB Ramps

(339)	(26)	(316)			
200	0	168	933	(1064)	
(719)	933				
(903)	621				

6. NC 54 (Chapel Hill Road) at I-40 EB Ramps

			505	(257)	
			416	(1180)	
(680)	776		795	5	628
(279)	377		(463)	(0)	(305)

7. NC 54 (Chapel Hill Road) at Corporate Center Drive

(474)	(41)	(69)	79	(32)	
197	27	23	514	(887)	
			102	(98)	
(159)	475				
(592)	815		173	52	68
(174)	238		(160)	(29)	(52)

8. NC 54 (Chapel Hill Road) at Edwards Mill Road

(230)		(90)	79	(33)	
179		87	345	(414)	
(119)	254				
(567)	622				

9. NC 54 (Chapel Hill Road) at SR 1011 (Hillsborough Street)

(364)	(579)				
403	197				
			53	299	
(660)	639				
			(38)	(270)	
(153)	41				

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

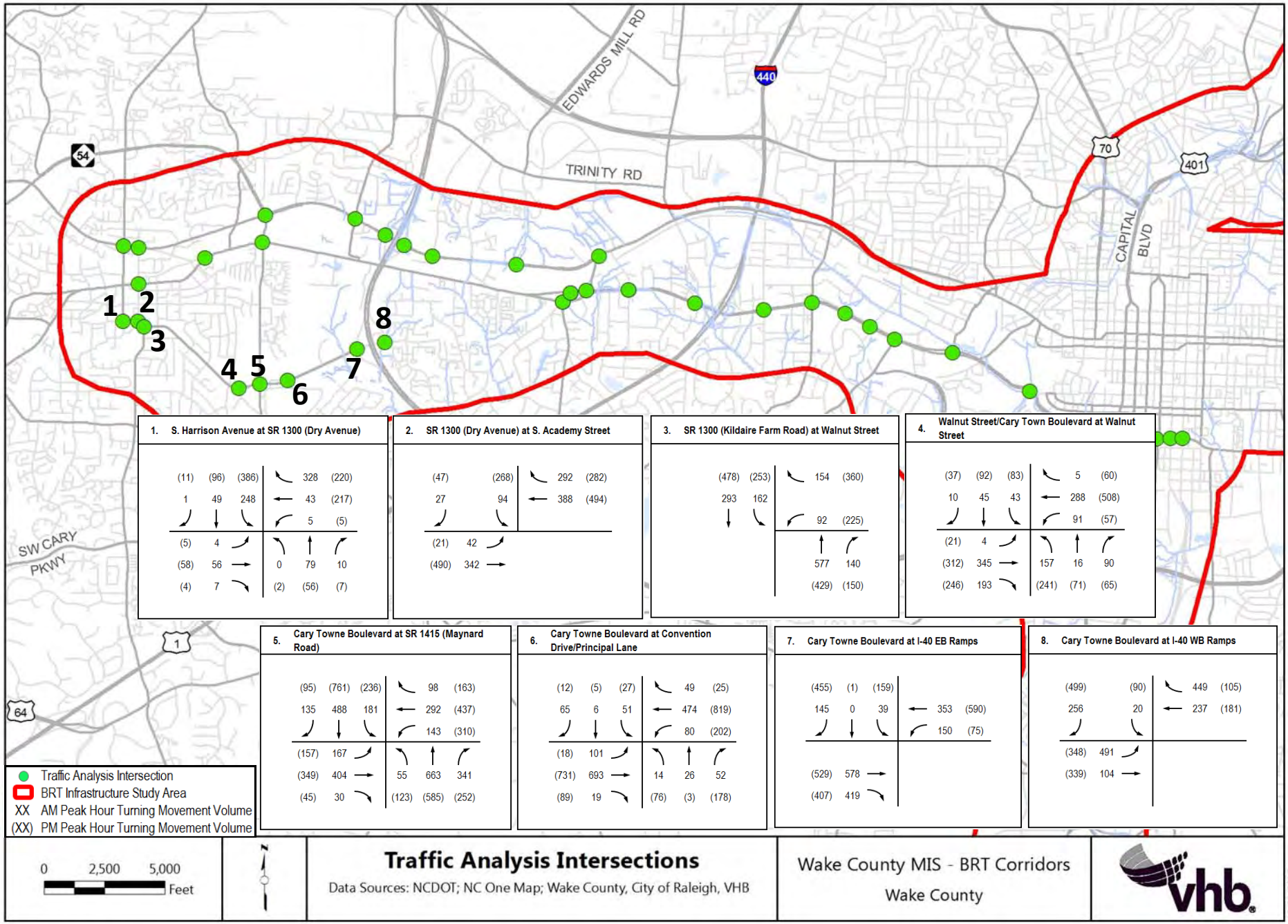
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (Walnut Alternative)



Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

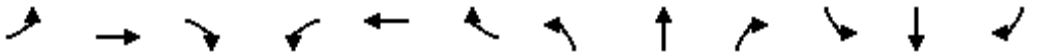
Wake County

vhb

12/20/2017

APPENDIX 5-D

SYNCHRO AND SIDRA REPORTS

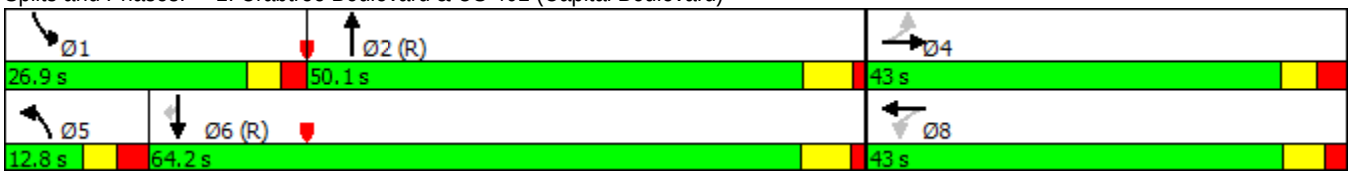


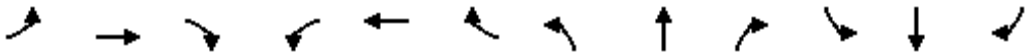
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	3	5	426	6	229	6	973	45	156	2342	5
Future Volume (vph)	5	3	5	426	6	229	6	973	45	156	2342	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	10	10	10	10	11	12
Grade (%)		0%			2%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	450		200
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			150			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt		0.900			0.854			0.993				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1676	0	1694	1575	0	1652	4713	0	1652	4916	1583
Flt Permitted	0.458			0.752			0.950			0.950		
Satd. Flow (perm)	853	1676	0	1341	1575	0	1652	4713	0	1652	4916	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		166			475			452			694	
Travel Time (s)		4.5			9.3			6.8			10.5	
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
Adj. Flow (vph)	6	3	6	473	7	254	7	1081	50	173	2602	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	9	0	473	261	0	7	1131	0	173	2602	6
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	30.1	30.1		12.9	12.9		12.8	17.8		12.3	17.9	17.9
Total Split (s)	43.0	43.0		43.0	43.0		12.8	50.1		26.9	64.2	64.2
Total Split (%)	35.8%	35.8%		35.8%	35.8%		10.7%	41.8%		22.4%	53.5%	53.5%
Maximum Green (s)	36.9	36.9		37.1	37.1		7.0	44.3		21.6	58.3	58.3
Yellow Time (s)	3.2	3.2		3.7	3.7		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.9	2.9		2.2	2.2		2.8	1.3		2.3	1.4	1.4
Lost Time Adjust (s)	-1.1	-1.1		-0.9	-0.9		-0.8	-0.8		-0.3	-0.9	-0.9
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0		2.0	3.0		1.0	3.0	3.0
Minimum Gap (s)	2.0	2.0		1.0	1.0		2.0	3.0		1.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	15.0		0.0	15.0	15.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	30.0		0.0	30.0	30.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)	4.0	4.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	38.0	38.0		38.0	38.0		7.8	50.9		16.1	69.4	69.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.06	0.42		0.13	0.58	0.58
v/c Ratio	0.02	0.02		1.12	0.52		0.07	0.57		0.78	0.91	0.01
Control Delay	28.8	28.4		117.7	38.2		54.8	27.3		73.3	29.4	13.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	28.8	28.4		117.7	38.2		54.8	27.3		73.3	29.4	13.0
LOS	C	C		F	D		D	C		E	C	B
Approach Delay		28.5			89.4			27.5			32.1	
Approach LOS		C			F			C			C	
Queue Length 50th (ft)	3	5		~420	165		5	242		131	590	2
Queue Length 95th (ft)	14	17		#628	252		21	314		200	#911	10
Internal Link Dist (ft)		86			395			372			614	
Turn Bay Length (ft)							200			450		200
Base Capacity (vph)	270	530		424	498		107	2000		301	2844	915
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.02	0.02		1.12	0.52		0.07	0.57		0.57	0.91	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 39.9		Intersection LOS: D	
Intersection Capacity Utilization 93.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Crabtree Boulevard & US 401 (Capital Boulevard)



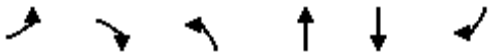


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	23	0	0	40	13	6	907	26	0	0	0
Future Volume (vph)	27	23	0	0	40	13	6	907	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	9	12	12	12	12	12	12
Grade (%)		-1%			-1%			-1%			0%	
Storage Length (ft)	0		0	0		0	850		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	25			25			275			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Frt						0.850		0.996				
Flt Protected	0.950											
Satd. Flow (prot)	1601	1685	0	0	1685	1432	0	6414	0	0	0	0
Flt Permitted	0.728											
Satd. Flow (perm)	1227	1685	0	0	1685	1432	0	6414	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		388			542			951			1192	
Travel Time (s)		7.6			14.8			14.4			18.1	
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
Adj. Flow (vph)	30	26	0	0	44	14	7	1008	29	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	26	0	0	44	14	0	1044	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Split	NA				
Protected Phases		4			8		2	2				
Permitted Phases	4					8						
Detector Phase	4	4			8	8	2	2				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0	7.0	12.0	12.0				
Minimum Split (s)	23.2	23.2			22.7	22.7	24.1	24.1				
Total Split (s)	38.0	38.0			38.0	38.0	82.0	82.0				
Total Split (%)	31.7%	31.7%			31.7%	31.7%	68.3%	68.3%				
Maximum Green (s)	32.8	32.8			33.3	33.3	76.1	76.1				
Yellow Time (s)	3.9	3.9			3.2	3.2	4.6	4.6				
All-Red Time (s)	1.3	1.3			1.5	1.5	1.3	1.3				
Lost Time Adjust (s)	-0.2	-0.2			0.3	-0.3		-0.6				
Total Lost Time (s)	5.0	5.0			5.0	4.4		5.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0	1.0	1.0	1.0				
Recall Mode	None	None			None	None	C-Max	C-Max				
Act Effct Green (s)	8.0	8.0			7.9	8.5		105.2				
Actuated g/C Ratio	0.07	0.07			0.07	0.07		0.88				
v/c Ratio	0.37	0.23			0.40	0.14		0.19				
Control Delay	65.9	57.5			63.8	54.6		1.6				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	65.9	57.5			63.8	54.6		1.6				
LOS	E	E			E	D		A				

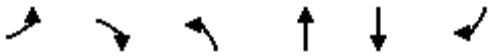
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		62.0			61.6			1.6				
Approach LOS		E			E			A				
Queue Length 50th (ft)	23	20			34	10		29				
Queue Length 95th (ft)	54	49			72	32		43				
Internal Link Dist (ft)		308			462			871			1112	
Turn Bay Length (ft)												
Base Capacity (vph)	337	463			463	400		5620				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.09	0.06			0.10	0.04		0.19				

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 401 (Capital Boulevard) & Fenton St.



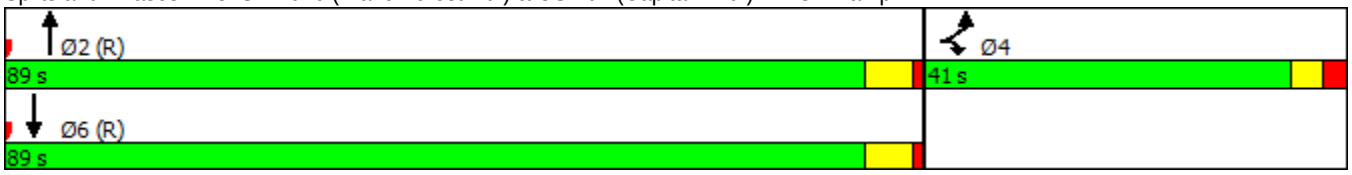
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	195	126	0	894	892	0
Future Volume (vph)	195	126	0	894	892	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	10	12
Grade (%)	-4%			-2%	-2%	
Storage Length (ft)	250	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	50		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3385	1561	0	3575	3336	0
Flt Permitted	0.950					
Satd. Flow (perm)	3385	1561	0	3575	3336	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			35	35	
Link Distance (ft)	550			268	607	
Travel Time (s)	12.5			5.2	11.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	217	140	0	993	991	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	140	0	993	991	0
Turn Type	Prot	Prot		NA	NA	
Protected Phases	4	4		2	6	
Permitted Phases						
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0		12.0	12.0	
Minimum Split (s)	12.6	12.6		17.9	17.9	
Total Split (s)	41.0	41.0		89.0	89.0	
Total Split (%)	31.5%	31.5%		68.5%	68.5%	
Maximum Green (s)	35.4	35.4		83.1	83.1	
Yellow Time (s)	3.0	3.0		4.7	4.7	
All-Red Time (s)	2.6	2.6		1.2	1.2	
Lost Time Adjust (s)	-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0	1.0		2.0	2.0	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	15.8	15.8		104.2	104.2	
Actuated g/C Ratio	0.12	0.12		0.80	0.80	
v/c Ratio	0.53	0.74		0.35	0.37	
Control Delay	57.4	76.7		4.3	2.8	
Queue Delay	0.1	0.0		0.0	0.2	
Total Delay	57.4	76.7		4.3	3.0	
LOS	E	E		A	A	

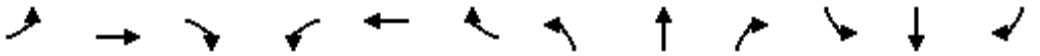


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	65.0			4.3	3.0	
Approach LOS	E			A	A	
Queue Length 50th (ft)	89	116		99	66	
Queue Length 95th (ft)	124	178		162	63	
Internal Link Dist (ft)	470			188	527	
Turn Bay Length (ft)	250					
Base Capacity (vph)	937	432		2864	2673	
Starvation Cap Reductn	0	0		0	788	
Spillback Cap Reductn	153	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.28	0.32		0.35	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: SR 2026 (Wake Forest Rd.) & US 401 (Capital Blvd.) NB Off-Ramp



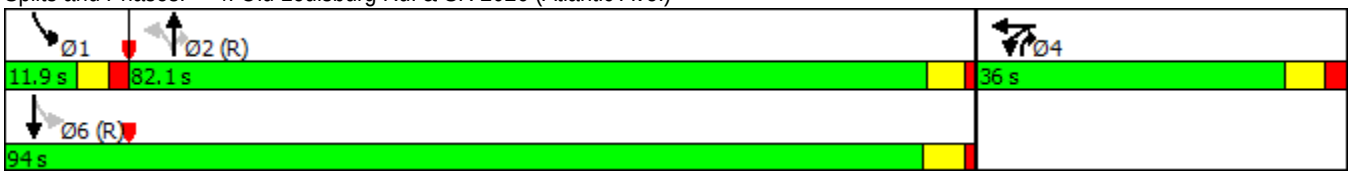


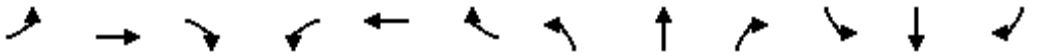
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	317	8	40	77	1101	146	9	635	458
Future Volume (vph)	0	0	0	317	8	40	77	1101	146	9	635	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	13	12	12
Grade (%)		0%			2%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		125	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.875				0.850		0.937	
Flt Protected				0.950				0.997		0.950		
Satd. Flow (prot)	0	0	0	1694	1560	0	0	3377	1515	1847	3349	0
Flt Permitted				0.950				0.701		0.139		
Satd. Flow (perm)	0	0	0	1694	1560	0	0	2374	1515	270	3349	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		567			552			607			2176	
Travel Time (s)		11.0			10.8			11.8			42.4	
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
Adj. Flow (vph)	0	0	0	352	9	44	86	1223	162	10	706	509
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	352	53	0	0	1309	162	10	1215	0
Turn Type				Split	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases				4	4			2	4	1	6	
Permitted Phases							2		2	6		
Detector Phase				4	4		2	2	4	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0		10.0	10.0	7.0	7.0	10.0	
Minimum Split (s)				22.5	22.5		22.5	22.5	22.5	11.9	22.5	
Total Split (s)				36.0	36.0		82.1	82.1	36.0	11.9	94.0	
Total Split (%)				27.7%	27.7%		63.2%	63.2%	27.7%	9.2%	72.3%	
Maximum Green (s)				29.9	29.9		77.2	77.2	29.9	7.0	88.8	
Yellow Time (s)				3.7	3.7		3.7	3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4		1.2	1.2	2.4	1.9	1.2	
Lost Time Adjust (s)				-0.1	-0.1			-0.1	0.1	0.1	-0.2	
Total Lost Time (s)				6.0	6.0			4.8	6.2	5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0		3.0	3.0	1.0	1.0	3.0	
Recall Mode				None	None		C-Min	C-Min	None	None	C-Min	
Act Effct Green (s)				30.4	30.4			86.4	126.4	88.6	88.6	
Actuated g/C Ratio				0.23	0.23			0.66	0.97	0.68	0.68	
v/c Ratio				0.89	0.15			0.83	0.11	0.04	0.53	
Control Delay				72.6	39.4			28.4	0.5	7.2	9.6	
Queue Delay				0.0	0.0			0.8	0.0	0.0	0.0	
Total Delay				72.6	39.4			29.3	0.5	7.2	9.6	
LOS				E	D			C	A	A	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					68.3			26.1			9.6	
Approach LOS					E			C			A	
Queue Length 50th (ft)				282	35			377	0	2	194	
Queue Length 95th (ft)				#468	73			#671	20	m5	217	
Internal Link Dist (ft)		487			472			527			2096	
Turn Bay Length (ft)									125	250		
Base Capacity (vph)				416	383			1578	1461	267	2333	
Starvation Cap Reductn				0	0			84	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.85	0.14			0.88	0.11	0.04	0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Old Louisburg Rd. & SR 2026 (Atlantic Ave.)





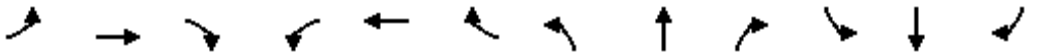
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	103	55	28	127	96	341	635	50	82	1133	104
Future Volume (vph)	103	103	55	28	127	96	341	635	50	82	1133	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			2%			2%	
Storage Length (ft)	0		0	0		425	175		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.948				0.850		0.989			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1796	1792	0	1752	1844	1567	1752	3465	0	1752	3458	0
Flt Permitted	0.294			0.475			0.079			0.363		
Satd. Flow (perm)	556	1792	0	876	1844	1567	146	3465	0	669	3458	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		211			1152			781			983	
Travel Time (s)		4.1			22.4			15.2			19.1	
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
Adj. Flow (vph)	114	114	61	31	141	107	379	706	56	91	1259	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	175	0	31	141	107	379	762	0	91	1375	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	25.2		14.0	24.9	14.0	14.0	28.2		14.0	22.9	
Total Split (s)	15.0	30.0		14.0	29.0	14.0	45.0	122.0		14.0	91.0	
Total Split (%)	8.3%	16.7%		7.8%	16.1%	7.8%	25.0%	67.8%		7.8%	50.6%	
Maximum Green (s)	8.8	23.8		8.1	23.1	8.2	39.4	115.8		8.2	85.1	
Yellow Time (s)	3.0	4.1		3.0	3.7	3.0	3.0	3.7		3.0	3.7	
All-Red Time (s)	3.2	2.1		2.9	2.2	2.8	2.6	2.5		2.8	2.2	
Lost Time Adjust (s)	-1.2	-0.2		-1.9	-0.9	-0.8	-0.6	-0.7		-0.8	0.9	
Total Lost Time (s)	5.0	6.0		4.0	5.0	5.0	5.0	5.5		5.0	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0	1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		15.0			15.0			18.0			13.0	
Pedestrian Calls (#/hr)		0			0			3			1	
Act Effct Green (s)	34.3	23.8		28.6	18.2	31.2	134.5	121.0		101.8	92.1	
Actuated g/C Ratio	0.19	0.13		0.16	0.10	0.17	0.75	0.67		0.57	0.51	
v/c Ratio	0.60	0.74		0.17	0.76	0.39	0.89	0.33		0.21	0.78	
Control Delay	75.5	94.3		58.6	102.7	69.4	69.0	13.3		11.9	41.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	75.5	94.3		58.6	102.7	69.4	69.0	13.3		11.9	41.3	
LOS	E	F		E	F	E	E	B		B	D	
Approach Delay		86.9			85.0			31.8			39.5	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	114	201		30	165	114	336	199		28	731	
Queue Length 95th (ft)	181	#307		63	240	175	#491	242		47	852	
Internal Link Dist (ft)		131			1072			701			903	
Turn Bay Length (ft)						425	175			150		
Base Capacity (vph)	191	244		191	245	280	469	2328		436	1776	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.72		0.16	0.58	0.38	0.81	0.33		0.21	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 45.0 Intersection LOS: D
Intersection Capacity Utilization 86.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Wake Forest Rd & E Whitaker Mill Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	8	81	3	2	1	0	1007	13	13	990	109
Future Volume (vph)	105	8	81	3	2	1	0	1007	13	13	990	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			2%			2%			1%	
Storage Length (ft)	0		125	0		0	200		0	150		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.878			0.977			0.998			0.985	
Flt Protected	0.950	0.995			0.976					0.950		
Satd. Flow (prot)	1715	1577	0	0	1758	0	1844	3497	0	1761	3469	0
Flt Permitted	0.950	0.995			0.976					0.950		
Satd. Flow (perm)	1715	1577	0	0	1758	0	1844	3497	0	1761	3469	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1152			300			2176			877	
Travel Time (s)		22.4			5.8			42.4			17.1	
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
Adj. Flow (vph)	117	9	90	3	2	1	0	1119	14	14	1100	121
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	105	111	0	0	6	0	0	1133	0	14	1221	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases							2					
Detector Phase	3	3		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	13.7	13.7		13.2	13.2		12.1	16.0		11.8	16.0	
Total Split (s)	27.0	27.0		14.0	14.0		12.1	76.0		13.0	76.9	
Total Split (%)	20.8%	20.8%		10.8%	10.8%		9.3%	58.5%		10.0%	59.2%	
Maximum Green (s)	20.3	20.3		7.8	7.8		7.0	70.0		8.2	70.9	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.6	2.6		2.5	2.5		2.1	2.2		1.8	2.2	
Lost Time Adjust (s)	-1.7	-1.7			-1.2		-0.1	-1.0		0.2	-0.2	
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.8	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	14.3	14.3			8.2			98.2		6.9	102.2	
Actuated g/C Ratio	0.11	0.11			0.06			0.76		0.05	0.79	
v/c Ratio	0.56	0.64			0.05			0.43		0.15	0.45	
Control Delay	65.2	71.2			58.6			10.9		62.5	6.2	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	65.2	71.2			58.6			10.9		62.5	6.2	
LOS	E	E			E			B		E	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		68.3			58.6			10.9			6.9	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)	89	95			5			172		12	132	
Queue Length 95th (ft)	148	155			20			307		34	315	
Internal Link Dist (ft)		1072			220			2096			797	
Turn Bay Length (ft)										150		
Base Capacity (vph)	290	266			121			2642		108	2727	
Starvation Cap Reductn	0	0			0			0		0	0	
Spillback Cap Reductn	0	0			0			0		0	0	
Storage Cap Reductn	0	0			0			0		0	0	
Reduced v/c Ratio	0.36	0.42			0.05			0.43		0.13	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 38 (29%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

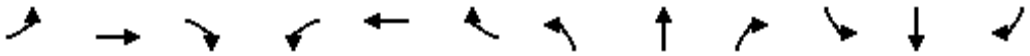
Splits and Phases: 6: Atlantic Ave & E Whitaker Mill Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	66	73	0	0	0	0	0	3049	39
Future Volume (vph)	0	0	0	66	73	0	0	0	0	0	3049	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-3%			2%			2%	
Storage Length (ft)	0		0	0		0	0		0	400		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.86
Frt											0.998	
Flt Protected				0.950	0.989							
Satd. Flow (prot)	0	0	0	1580	3290	0	0	0	0	0	6120	0
Flt Permitted				0.950	0.989							
Satd. Flow (perm)	0	0	0	1580	3290	0	0	0	0	0	6120	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		444			459			444			470	
Travel Time (s)		12.1			12.5			8.6			9.2	
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
Adj. Flow (vph)	0	0	0	73	81	0	0	0	0	0	3388	43
Shared Lane Traffic (%)				31%								
Lane Group Flow (vph)	0	0	0	50	104	0	0	0	0	0	3431	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.5	
Total Split (s)				22.7	22.7						67.3	
Total Split (%)				25.2%	25.2%						74.8%	
Maximum Green (s)				17.0	17.0						63.3	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				10.0	10.0						11.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				17.7	17.7						62.3	
Actuated g/C Ratio				0.20	0.20						0.69	
v/c Ratio				0.16	0.16						0.81	
Control Delay				32.1	30.4						11.7	
Queue Delay				0.0	0.0						0.0	
Total Delay				32.1	30.4						11.7	
LOS				C	C						B	
Approach Delay					31.0						11.7	
Approach LOS					C						B	
Queue Length 50th (ft)				19	20						343	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)				56	47						393	
Internal Link Dist (ft)		364			379			364			390	
Turn Bay Length (ft)												
Base Capacity (vph)				310	647						4236	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.16	0.16						0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBT, Start of Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: W. Lane St. & N. Dawson St.

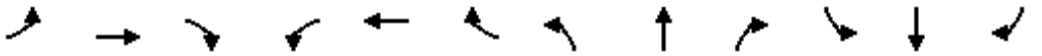


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	53	89	54	2197	0	0	0	0
Future Volume (vph)	0	0	0	0	53	89	54	2197	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	15	15	15
Grade (%)		0%			1%			-3%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00
Frt					0.931	0.850						
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	3036	1386	1736	4990	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3036	1386	1736	4990	0	0	0	0
Right Turn on Red			No			No	No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		459			525			416			476	
Travel Time (s)		12.5			14.3			8.1			9.3	
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
Adj. Flow (vph)	0	0	0	0	59	99	60	2441	0	0	0	0
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	0	0	0	0	109	49	60	2441	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.9	17.9	18.5	18.5				
Total Split (s)					20.0	20.0	70.0	70.0				
Total Split (%)					22.2%	22.2%	77.8%	77.8%				
Maximum Green (s)					15.1	15.1	64.5	64.5				
Yellow Time (s)					3.1	3.1	4.1	4.1				
All-Red Time (s)					1.8	1.8	1.4	1.4				
Lost Time Adjust (s)					0.1	0.1	-0.5	-0.5				
Total Lost Time (s)					5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					4.0	4.0	4.0	4.0				
Flash Dont Walk (s)					9.0	9.0	9.0	9.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					15.0	15.0	65.0	65.0				
Actuated g/C Ratio					0.17	0.17	0.72	0.72				
v/c Ratio					0.22	0.21	0.05	0.68				
Control Delay					33.7	35.2	3.7	8.0				
Queue Delay					0.0	0.0	0.0	0.0				
Total Delay					33.7	35.2	3.7	8.0				
LOS					C	D	A	A				
Approach Delay					34.2			7.9				
Approach LOS					C			A				
Queue Length 50th (ft)					29	26	8	231				
Queue Length 95th (ft)					54	62	18	275				
Internal Link Dist (ft)		379			445			336			396	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					506	231	1253	3603				
Starvation Cap Reductn					0	0	0	0				
Spillback Cap Reductn					0	0	0	0				
Storage Cap Reductn					0	0	0	0				
Reduced v/c Ratio					0.22	0.21	0.05	0.68				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: N. McDowell St. & W. Lane St.

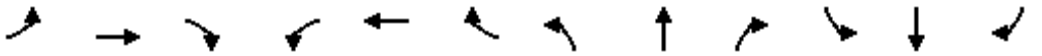


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	932	38	205	706	35	40	8	173	127	39	22
Future Volume (vph)	10	932	38	205	706	35	40	8	173	127	39	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	50		0	100		0	0		0	0		100
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.993				0.850		0.946	
Flt Protected	0.950			0.950				0.960		0.950		
Satd. Flow (prot)	1711	3401	0	1659	3295	0	0	1729	1531	1779	1772	0
Flt Permitted	0.342			0.168				0.736		0.722		
Satd. Flow (perm)	616	3401	0	293	3295	0	0	1325	1531	1352	1772	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		587			462			259			798	
Travel Time (s)		11.4			9.0			5.0			15.5	
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
Adj. Flow (vph)	11	1036	42	228	784	39	44	9	192	141	43	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1078	0	228	823	0	0	53	192	141	67	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	45.0	45.0		20.0	65.0		25.0	25.0	25.0	25.0	25.0	
Total Split (%)	50.0%	50.0%		22.2%	72.2%		27.8%	27.8%	27.8%	27.8%	27.8%	
Maximum Green (s)	39.2	39.2		13.9	58.9		19.7	19.7	19.7	18.9	18.9	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-1.1	-1.1			-0.3	-0.3	-1.1	-0.8	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0	5.0	5.3	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	3.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	5.0					5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0					14.0	14.0	14.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	47.9	47.9		64.5	64.5			15.5	15.5	15.5	15.2	
Actuated g/C Ratio	0.53	0.53		0.72	0.72			0.17	0.17	0.17	0.17	
v/c Ratio	0.03	0.60		0.59	0.35			0.23	0.73	0.61	0.22	
Control Delay	13.7	17.5		12.9	5.7			33.0	51.0	45.0	32.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	13.7	17.5		12.9	5.7			33.0	51.0	45.0	32.5	
LOS	B	B		B	A			C	D	D	C	
Approach Delay		17.5			7.3			47.1			41.0	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	3	213		37	80			26	104	74	33	
Queue Length 95th (ft)	13	328		94	127			57	168	129	66	
Internal Link Dist (ft)		507			382			179			718	
Turn Bay Length (ft)	50			100								
Base Capacity (vph)	327	1810		437	2362			294	340	300	387	
Starvation Cap Reductn	0	0		0	0			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.03	0.60		0.52	0.35			0.18	0.56	0.47	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: West St. & Peace St.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	6	5	139	23	248	6	2304	71	371	1366	0
Future Volume (vph)	14	6	5	139	23	248	6	2304	71	371	1366	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	10	10	10	10	11	12
Grade (%)		0%			2%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	450		200
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			150			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt		0.931			0.863			0.996				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1734	0	1694	1591	0	1652	4727	0	1652	4916	1863
Flt Permitted	0.205			0.749			0.950			0.950		
Satd. Flow (perm)	382	1734	0	1335	1591	0	1652	4727	0	1652	4916	1863
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		166			475			452			694	
Travel Time (s)		4.5			9.3			6.8			10.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	13	0	154	302	0	7	2639	0	412	1518	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	30.1	30.1		12.9	12.9		12.8	17.8		12.3	17.9	17.9
Total Split (s)	30.1	30.1		30.1	30.1		12.8	66.9		33.0	87.1	87.1
Total Split (%)	23.2%	23.2%		23.2%	23.2%		9.8%	51.5%		25.4%	67.0%	67.0%
Maximum Green (s)	24.0	24.0		24.2	24.2		7.0	61.1		27.7	81.2	81.2
Yellow Time (s)	3.2	3.2		3.7	3.7		3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.9	2.9		2.2	2.2		2.8	1.3		2.3	1.4	1.4
Lost Time Adjust (s)	-1.1	-1.1		-0.9	-0.9		-0.8	-0.8		-0.3	-0.9	-0.9
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0		2.0	3.0		1.0	3.0	3.0
Minimum Gap (s)	2.0	2.0		1.0	1.0		2.0	3.0		1.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	15.0		0.0	15.0	15.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	30.0		0.0	30.0	30.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)	4.0	4.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	25.1	25.1		25.1	25.1		7.8	61.9		28.0	92.3	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.06	0.48		0.22	0.71	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.22	0.04		0.60	0.98		0.07	1.17		1.16	0.43	
Control Delay	52.9	43.2		58.7	99.7		58.3	113.8		143.9	8.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.9	43.2		58.7	99.7		58.3	113.8		143.9	8.8	
LOS	D	D		E	F		E	F		F	A	
Approach Delay		48.6			85.8			113.7			37.7	
Approach LOS		D			F			F			D	
Queue Length 50th (ft)	12	9		120	256		6	~975		~410	162	
Queue Length 95th (ft)	36	28		196	#444		m17	#1064		#615	269	
Internal Link Dist (ft)		86			395			372			614	
Turn Bay Length (ft)							200			450		
Base Capacity (vph)	73	334		257	307		99	2250		355	3491	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.04		0.60	0.98		0.07	1.17		1.16	0.43	

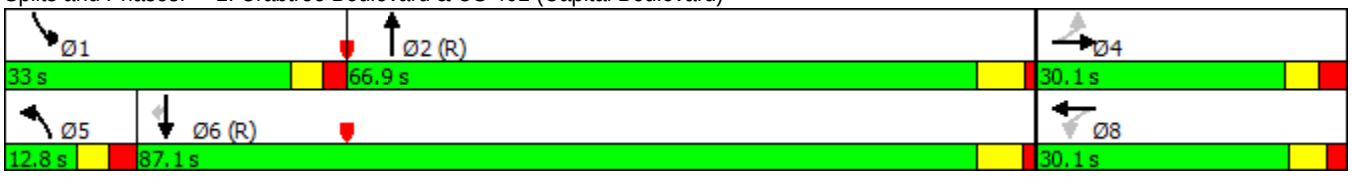
Intersection Summary	
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 81.8	Intersection LOS: F
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

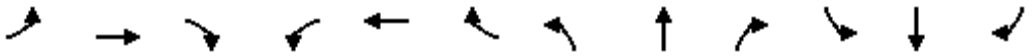
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Crabtree Boulevard & US 401 (Capital Boulevard)



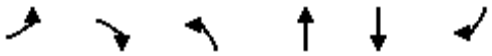


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	55	0	0	31	14	34	1973	67	0	0	0
Future Volume (vph)	53	55	0	0	31	14	34	1973	67	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	9	12	12	12	12	12	12
Grade (%)		-1%			-1%			-1%			0%	
Storage Length (ft)	0		0	0		0	850		0	0		0
Storage Lanes	1		0	0		1	1		0	0		0
Taper Length (ft)	25			25			275			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Frt						0.850		0.995				
Flt Protected	0.950							0.999				
Satd. Flow (prot)	1601	1685	0	0	1685	1432	0	6401	0	0	0	0
Flt Permitted	0.735							0.999				
Satd. Flow (perm)	1238	1685	0	0	1685	1432	0	6401	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		388			542			951			1192	
Travel Time (s)		7.6			14.8			14.4			18.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	61	0	0	34	16	0	2304	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Split	NA				
Protected Phases		4			8		2	2				
Permitted Phases	4					8						
Detector Phase	4	4			8	8	2	2				
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0	7.0	12.0	12.0				
Minimum Split (s)	23.2	23.2			22.7	22.7	24.1	24.1				
Total Split (s)	32.0	32.0			32.0	32.0	98.0	98.0				
Total Split (%)	24.6%	24.6%			24.6%	24.6%	75.4%	75.4%				
Maximum Green (s)	26.8	26.8			27.3	27.3	92.1	92.1				
Yellow Time (s)	3.9	3.9			3.2	3.2	4.6	4.6				
All-Red Time (s)	1.3	1.3			1.5	1.5	1.3	1.3				
Lost Time Adjust (s)	-0.2	-0.2			0.3	-0.3		-0.6				
Total Lost Time (s)	5.0	5.0			5.0	4.4		5.3				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0			1.0	1.0	1.0	1.0				
Recall Mode	None	None			None	None	C-Max	C-Max				
Act Effct Green (s)	10.5	10.5			10.4	11.0		112.7				
Actuated g/C Ratio	0.08	0.08			0.08	0.08		0.87				
v/c Ratio	0.60	0.45			0.25	0.13		0.42				
Control Delay	80.5	66.5			59.2	55.5		2.7				
Queue Delay	0.0	0.0			0.0	0.0		0.0				
Total Delay	80.5	66.5			59.2	55.5		2.7				
LOS	F	E			E	E		A				
Approach Delay		73.4			58.0			2.7				

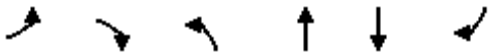
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			E			A				
Queue Length 50th (ft)	49	50			28	13		103				
Queue Length 95th (ft)	94	94			60	36		157				
Internal Link Dist (ft)		308			462			871			1112	
Turn Bay Length (ft)												
Base Capacity (vph)	257	349			349	304		5550				
Starvation Cap Reductn	0	0			0	0		0				
Spillback Cap Reductn	0	0			0	0		0				
Storage Cap Reductn	0	0			0	0		0				
Reduced v/c Ratio	0.23	0.17			0.10	0.05		0.42				

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 401 (Capital Boulevard) & Fenton St.



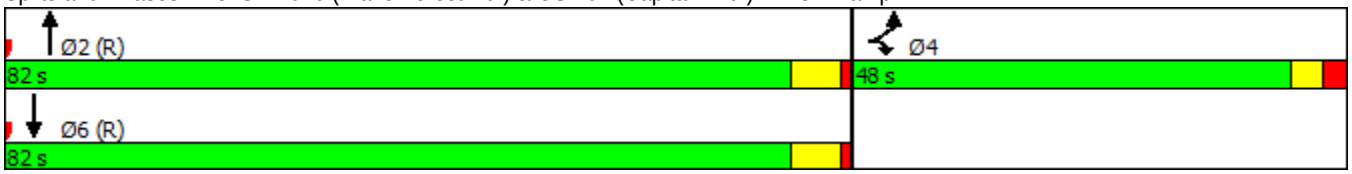
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	293	246	0	785	1182	0
Future Volume (vph)	293	246	0	785	1182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	12	10	12
Grade (%)	-4%			-2%	-2%	
Storage Length (ft)	250	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	50		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3385	1561	0	3575	3336	0
Flt Permitted	0.950					
Satd. Flow (perm)	3385	1561	0	3575	3336	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			35	35	
Link Distance (ft)	550			268	607	
Travel Time (s)	12.5			5.2	11.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	326	273	0	872	1313	0
Turn Type	Prot	Prot		NA	NA	
Protected Phases	4	4		2	6	
Permitted Phases						
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0		12.0	12.0	
Minimum Split (s)	12.6	12.6		17.9	17.9	
Total Split (s)	48.0	48.0		82.0	82.0	
Total Split (%)	36.9%	36.9%		63.1%	63.1%	
Maximum Green (s)	42.4	42.4		76.1	76.1	
Yellow Time (s)	3.0	3.0		4.7	4.7	
All-Red Time (s)	2.6	2.6		1.2	1.2	
Lost Time Adjust (s)	-0.6	-0.6		-0.9	-0.9	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0	1.0		2.0	2.0	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	27.3	27.3		92.7	92.7	
Actuated g/C Ratio	0.21	0.21		0.71	0.71	
v/c Ratio	0.46	0.83		0.34	0.55	
Control Delay	45.9	69.8		8.2	5.8	
Queue Delay	0.0	0.0		0.0	0.2	
Total Delay	45.9	69.8		8.2	5.9	
LOS	D	E		A	A	
Approach Delay	56.8			8.2	5.9	

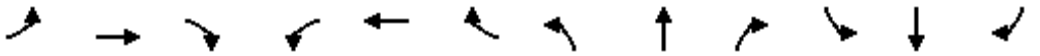


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	E			A	A	
Queue Length 50th (ft)	124	222		132	130	
Queue Length 95th (ft)	155	299		210	227	
Internal Link Dist (ft)	470			188	527	
Turn Bay Length (ft)	250					
Base Capacity (vph)	1119	516		2549	2379	
Starvation Cap Reductn	0	0		0	281	
Spillback Cap Reductn	0	0		59	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.29	0.53		0.35	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 2026 (Wake Forest Rd.) & US 401 (Capital Blvd.) NB Off-Ramp





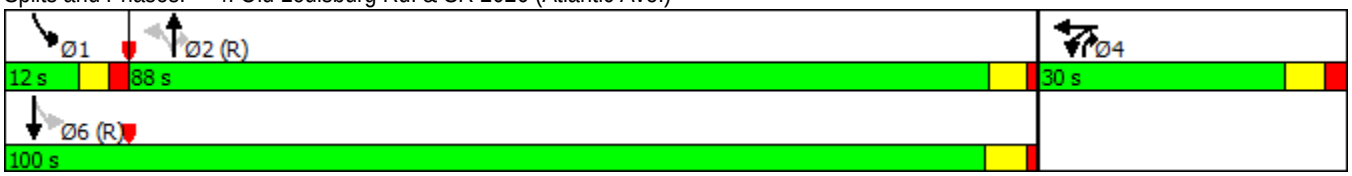
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	139	6	43	6	1200	89	14	1090	355
Future Volume (vph)	0	0	0	139	6	43	6	1200	89	14	1090	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	11	11	11	11	11	13	12	12
Grade (%)		0%			2%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		125	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.869				0.850		0.963	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	1694	1549	0	0	3387	1515	1847	3442	0
Flt Permitted				0.950				0.944		0.160		
Satd. Flow (perm)	0	0	0	1694	1549	0	0	3197	1515	311	3442	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		567			552			607			2176	
Travel Time (s)		11.0			10.8			11.8			42.4	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	154	55	0	0	1340	99	16	1605	0
Turn Type				Split	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases				4	4			2	4	1	6	
Permitted Phases							2		2	6		
Detector Phase				4	4		2	2	4	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0		10.0	10.0	7.0	7.0	10.0	
Minimum Split (s)				22.5	22.5		22.5	22.5	22.5	11.9	22.5	
Total Split (s)				30.0	30.0		88.0	88.0	30.0	12.0	100.0	
Total Split (%)				23.1%	23.1%		67.7%	67.7%	23.1%	9.2%	76.9%	
Maximum Green (s)				23.9	23.9		83.1	83.1	23.9	7.1	94.8	
Yellow Time (s)				3.7	3.7		3.7	3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4		1.2	1.2	2.4	1.9	1.2	
Lost Time Adjust (s)				-0.1	-0.1			-0.1	0.1	0.1	-0.2	
Total Lost Time (s)				6.0	6.0			4.8	6.2	5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0		3.0	3.0	1.0	1.0	3.0	
Recall Mode				None	None		C-Min	C-Min	None	None	C-Min	
Act Effct Green (s)				15.1	15.1			99.4	122.8	103.9	103.9	
Actuated g/C Ratio				0.12	0.12			0.76	0.94	0.80	0.80	
v/c Ratio				0.79	0.31			0.55	0.07	0.05	0.58	
Control Delay				81.5	55.3			9.2	1.0	0.7	3.0	
Queue Delay				0.0	0.0			0.1	0.0	0.0	0.0	
Total Delay				81.5	55.3			9.3	1.0	0.7	3.0	
LOS				F	E			A	A	A	A	
Approach Delay					74.6			8.7			3.0	

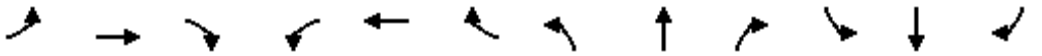
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					E			A			A	
Queue Length 50th (ft)				128	43			216	0	1	76	
Queue Length 95th (ft)				194	82			504	15	m1	1	
Internal Link Dist (ft)		487			472			527			2096	
Turn Bay Length (ft)									125	250		
Base Capacity (vph)				312	285			2443	1451	331	2751	
Starvation Cap Reductn				0	0			249	0	0	0	
Spillback Cap Reductn				0	0			0	0	0	0	
Storage Cap Reductn				0	0			0	0	0	0	
Reduced v/c Ratio				0.49	0.19			0.61	0.07	0.05	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Old Louisburg Rd. & SR 2026 (Atlantic Ave.)



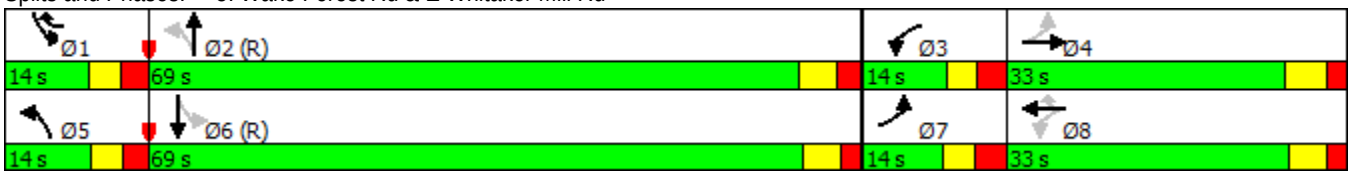


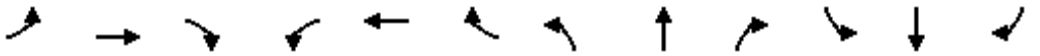
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	171	40	51	141	112	51	973	71	96	1019	111
Future Volume (vph)	131	171	40	51	141	112	51	973	71	96	1019	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			2%			2%			2%	
Storage Length (ft)	0		0	0		425	175		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.972				0.850		0.990			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1796	1838	0	1752	1844	1567	1752	3469	0	1752	3451	0
Flt Permitted	0.353			0.456			0.142			0.154		
Satd. Flow (perm)	667	1838	0	841	1844	1567	262	3469	0	284	3451	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		211			1152			781			983	
Travel Time (s)		4.1			22.4			15.2			19.1	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	234	0	57	157	124	57	1160	0	107	1255	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	25.2		14.0	24.9	14.0	14.0	28.2		14.0	22.9	
Total Split (s)	14.0	33.0		14.0	33.0	14.0	14.0	69.0		14.0	69.0	
Total Split (%)	10.8%	25.4%		10.8%	25.4%	10.8%	10.8%	53.1%		10.8%	53.1%	
Maximum Green (s)	7.8	26.8		8.1	27.1	8.2	8.4	62.8		8.2	63.1	
Yellow Time (s)	3.0	4.1		3.0	3.7	3.0	3.0	3.7		3.0	3.7	
All-Red Time (s)	3.2	2.1		2.9	2.2	2.8	2.6	2.5		2.8	2.2	
Lost Time Adjust (s)	-1.2	-0.2		-1.9	-0.9	-0.8	-0.6	-0.7		-0.8	0.9	
Total Lost Time (s)	5.0	6.0		4.0	5.0	5.0	5.0	5.5		5.0	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0	1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		15.0			15.0			18.0			13.0	
Pedestrian Calls (#/hr)		0			0			3			1	
Act Effct Green (s)	33.6	22.3		27.8	16.9	30.1	79.8	71.7		81.9	73.5	
Actuated g/C Ratio	0.26	0.17		0.21	0.13	0.23	0.61	0.55		0.63	0.57	
v/c Ratio	0.52	0.75		0.23	0.66	0.34	0.23	0.61		0.39	0.64	
Control Delay	43.4	66.1		28.5	55.2	32.9	12.0	22.6		14.0	23.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	43.4	66.1		28.5	55.2	32.9	12.0	22.6		14.0	23.3	
LOS	D	E		C	E	C	B	C		B	C	
Approach Delay		57.4			42.5			22.1			22.6	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	99	193		24	124	80	16	330		31	382	
Queue Length 95th (ft)	143	269		m41	m154	m98	39	484		66	544	
Internal Link Dist (ft)		131			1072			701			903	
Turn Bay Length (ft)						425	175			150		
Base Capacity (vph)	282	382		257	397	372	266	1926		282	1956	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.52	0.61		0.22	0.40	0.33	0.21	0.60		0.38	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 5: Wake Forest Rd & E Whitaker Mill Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1	160	8	2	9	133	1128	2	4	1338	141
Future Volume (vph)	171	1	160	8	2	9	133	1128	2	4	1338	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			2%			2%			1%	
Storage Length (ft)	0		125	0		0	200		0	150		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865			0.936						0.986	
Flt Protected	0.950	0.995			0.979		0.950			0.950		
Satd. Flow (prot)	1715	1554	0	0	1690	0	1752	3504	0	1761	3472	0
Flt Permitted	0.950	0.995			0.979		0.054			0.950		
Satd. Flow (perm)	1715	1554	0	0	1690	0	100	3504	0	1761	3472	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1152			300			2176			877	
Travel Time (s)		22.4			5.8			42.4			17.1	
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
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	171	198	0	0	21	0	148	1255	0	4	1644	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		Prot	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases							2					
Detector Phase	3	3		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	13.7	13.7		13.2	13.2		12.1	16.0		11.8	16.0	
Total Split (s)	26.3	26.3		13.2	13.2		16.2	78.7		11.8	74.3	
Total Split (%)	20.2%	20.2%		10.2%	10.2%		12.5%	60.5%		9.1%	57.2%	
Maximum Green (s)	19.6	19.6		7.0	7.0		11.1	72.7		7.0	68.3	
Yellow Time (s)	4.1	4.1		3.7	3.7		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.6	2.6		2.5	2.5		2.1	2.2		1.8	2.2	
Lost Time Adjust (s)	-1.7	-1.7			-1.2		-0.1	-1.0		0.2	-0.2	
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.8	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	19.6	19.6			8.2		92.4	90.1		6.8	77.0	
Actuated g/C Ratio	0.15	0.15			0.06		0.71	0.69		0.05	0.59	
v/c Ratio	0.66	0.85			0.20		0.76	0.52		0.04	0.80	
Control Delay	52.4	69.8			62.5		45.3	15.4		59.8	26.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	52.4	69.8			62.5		45.3	15.4		59.8	26.5	
LOS	D	E			E		D	B		E	C	
Approach Delay		61.7			62.5			18.6			26.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			E			B			C	
Queue Length 50th (ft)	146	171			17		84	352		3	635	
Queue Length 95th (ft)	216	#306			46		#163	554		16	755	
Internal Link Dist (ft)		1072			220			2096			797	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	281	255			106		213	2429		92	2057	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.61	0.78			0.20		0.69	0.52		0.04	0.80	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 38 (29%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 27.3		Intersection LOS: C	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

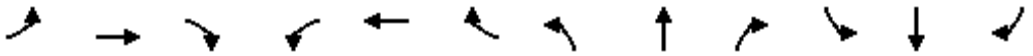
Splits and Phases: 6: Atlantic Ave & E Whitaker Mill Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	310	101	0	0	0	0	0	2641	14
Future Volume (vph)	0	0	0	310	101	0	0	0	0	0	2641	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-3%			2%			2%	
Storage Length (ft)	0		0	0		0	0		0	400		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.86
Frt											0.999	
Flt Protected				0.950	0.971							
Satd. Flow (prot)	0	0	0	1580	3230	0	0	0	0	0	6126	0
Flt Permitted				0.950	0.971							
Satd. Flow (perm)	0	0	0	1580	3230	0	0	0	0	0	6126	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		444			459			444			470	
Travel Time (s)		12.1			12.5			8.6			9.2	
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
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	172	284	0	0	0	0	0	2950	0
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Minimum Split (s)				22.7	22.7						22.5	
Total Split (s)				28.0	28.0						72.0	
Total Split (%)				28.0%	28.0%						72.0%	
Maximum Green (s)				22.3	22.3						68.0	
Yellow Time (s)				4.1	4.1						3.0	
All-Red Time (s)				1.6	1.6						1.0	
Lost Time Adjust (s)				-0.7	-0.7						1.0	
Total Lost Time (s)				5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				10.0	10.0						11.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)				23.0	23.0						67.0	
Actuated g/C Ratio				0.23	0.23						0.67	
v/c Ratio				0.47	0.38						0.72	
Control Delay				38.2	34.8						11.8	
Queue Delay				0.0	0.0						0.0	
Total Delay				38.2	34.8						11.8	
LOS				D	C						B	
Approach Delay					36.1						11.8	
Approach LOS					D						B	
Queue Length 50th (ft)				68	55						310	
Queue Length 95th (ft)				m103	m83						351	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		364			379			364			390	
Turn Bay Length (ft)												
Base Capacity (vph)				363	742						4104	
Starvation Cap Reductn				0	0						0	
Spillback Cap Reductn				0	0						0	
Storage Cap Reductn				0	0						0	
Reduced v/c Ratio				0.47	0.38						0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 7: W. Lane St. & N. Dawson St.

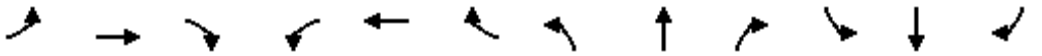


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	349	401	68	2804	0	0	0	0
Future Volume (vph)	0	0	0	0	349	401	68	2804	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	15	15	15
Grade (%)		0%			1%			-3%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00
Frt					0.951	0.850						
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	3101	1386	1736	4990	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	3101	1386	1736	4990	0	0	0	0
Right Turn on Red			No			No	No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		459			525			416			476	
Travel Time (s)		12.5			14.3			8.1			9.3	
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
Shared Lane Traffic (%)						42%						
Lane Group Flow (vph)	0	0	0	0	575	259	76	3116	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					8			2				
Permitted Phases						8	2					
Minimum Split (s)					17.9	17.9	18.5	18.5				
Total Split (s)					28.0	28.0	72.0	72.0				
Total Split (%)					28.0%	28.0%	72.0%	72.0%				
Maximum Green (s)					23.1	23.1	66.5	66.5				
Yellow Time (s)					3.1	3.1	4.1	4.1				
All-Red Time (s)					1.8	1.8	1.4	1.4				
Lost Time Adjust (s)					0.1	0.1	-0.5	-0.5				
Total Lost Time (s)					5.0	5.0	5.0	5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					4.0	4.0	4.0	4.0				
Flash Dont Walk (s)					9.0	9.0	9.0	9.0				
Pedestrian Calls (#/hr)					0	0	0	0				
Act Effct Green (s)					23.0	23.0	67.0	67.0				
Actuated g/C Ratio					0.23	0.23	0.67	0.67				
v/c Ratio					0.81	0.81	0.07	0.93				
Control Delay					46.5	57.9	5.9	21.3				
Queue Delay					0.0	0.0	0.0	0.0				
Total Delay					46.5	57.9	5.9	21.3				
LOS					D	E	A	C				
Approach Delay					50.0			20.9				
Approach LOS					D			C				
Queue Length 50th (ft)					191	172	15	570				
Queue Length 95th (ft)					#274	#317	30	671				
Internal Link Dist (ft)		379			445			336			396	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					713	318	1163	3343				
Starvation Cap Reductn					0	0	0	0				
Spillback Cap Reductn					0	0	0	0				
Storage Cap Reductn					0	0	0	0				
Reduced v/c Ratio					0.81	0.81	0.07	0.93				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: N. McDowell St. & W. Lane St.

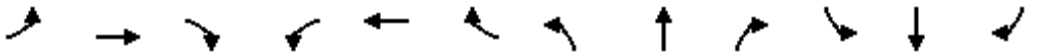


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	935	36	206	1046	14	124	12	0	94	32	29
Future Volume (vph)	0	935	36	206	1046	14	124	12	0	94	32	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	11	11	11	11	11	11	11	11	11
Grade (%)		0%			6%			0%			-8%	
Storage Length (ft)	50		0	100		0	0		0	0		100
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998						0.929	
Flt Protected				0.950				0.956		0.950		
Satd. Flow (prot)	1801	3401	0	1659	3312	0	0	1721	1801	1779	1740	0
Flt Permitted				0.169				0.696		0.579		
Satd. Flow (perm)	1801	3401	0	295	3312	0	0	1253	1801	1084	1740	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		587			462			259			798	
Travel Time (s)		11.4			9.0			5.0			15.5	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1079	0	229	1178	0	0	151	0	104	68	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	2	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	21.8	21.8		13.1	16.1		24.3	24.3	24.3	13.1	13.1	
Total Split (s)	45.0	45.0		20.0	65.0		25.0	25.0	25.0	25.0	25.0	
Total Split (%)	50.0%	50.0%		22.2%	72.2%		27.8%	27.8%	27.8%	27.8%	27.8%	
Maximum Green (s)	39.2	39.2		13.9	58.9		19.7	19.7	19.7	18.9	18.9	
Yellow Time (s)	3.8	3.8		3.0	3.5		3.8	3.8	3.8	4.5	4.5	
All-Red Time (s)	2.0	2.0		3.1	2.6		1.5	1.5	1.5	1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-1.1	-1.1			-0.3	-0.3	-1.1	-0.8	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0	5.0	5.3	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	3.0		2.0	2.0	2.0	1.0	1.0	
Recall Mode	C-Min	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	5.0					5.0	5.0	5.0			
Flash Dont Walk (s)	11.0	11.0					14.0	14.0	14.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		48.3		65.0	65.0			15.0		15.0	14.7	
Actuated g/C Ratio		0.54		0.72	0.72			0.17		0.17	0.16	
v/c Ratio		0.59		0.59	0.49			0.73		0.58	0.24	
Control Delay		17.3		12.6	6.8			54.5		46.5	33.0	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.3		12.6	6.8			54.5		46.5	33.0	
LOS		B		B	A			D		D	C	
Approach Delay		17.3			7.8			54.5			41.1	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)		212		36	130			82		55	34	
Queue Length 95th (ft)		330		94	208			140		102	68	
Internal Link Dist (ft)		507			382			179			718	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1825		440	2392			278		240	380	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.59		0.52	0.49			0.54		0.43	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 9: West St. & Peace St.

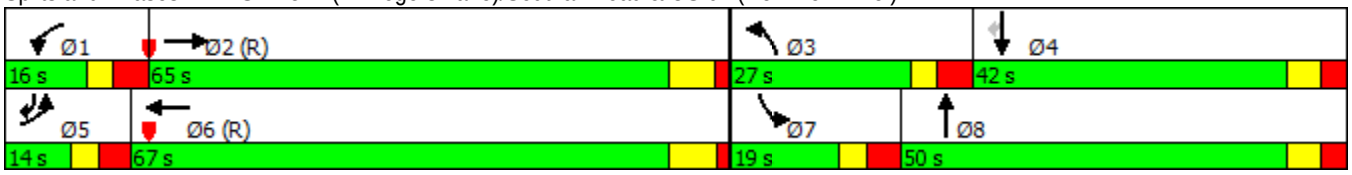


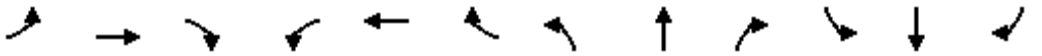
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	501	83	96	1237	16	244	23	108	55	11	28
Future Volume (vph)	9	501	83	96	1237	16	244	23	108	55	11	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	13	12	12	12
Grade (%)		2%			-1%			3%			2%	
Storage Length (ft)	125		0	500		575	300		0	0		0
Storage Lanes	1		0	2		1	1		0	1		1
Taper Length (ft)	225			300			250			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.998			0.877				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	4929	0	3335	5100	0	3382	1663	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	4929	0	3335	5100	0	3382	1663	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2740			997			927			324	
Travel Time (s)		41.5			15.1			18.1			6.3	
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
Adj. Flow (vph)	10	557	92	107	1374	18	271	26	120	61	12	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	649	0	107	1392	0	271	146	0	61	12	31
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases												4
Detector Phase	5	2		1	6		3	8		7	4	5
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.6	35.8		13.9	20.9		13.9	46.9		13.9	13.9	13.6
Total Split (s)	14.0	65.0		16.0	67.0		27.0	50.0		19.0	42.0	14.0
Total Split (%)	9.3%	43.3%		10.7%	44.7%		18.0%	33.3%		12.7%	28.0%	9.3%
Maximum Green (s)	7.4	58.2		9.1	60.1		20.1	43.1		12.1	35.1	7.4
Yellow Time (s)	3.0	5.0		3.0	5.3		3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.6	1.8		3.9	1.6		3.9	3.2		3.9	3.2	3.6
Lost Time Adjust (s)	-1.6	-1.8		-1.9	-1.9		-1.9	-1.9		-1.9	-1.9	-1.9
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	4.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.4		1.0	3.4		1.0	1.0		1.0	1.0	1.0
Minimum Gap (s)	1.0	3.4		1.0	3.4		1.0	1.0		1.0	1.0	1.0
Time Before Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	40.0		0.0	40.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		22.0						33.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	8.6	92.1		10.5	96.8		23.4	19.1		11.0	12.3	17.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.06	0.61		0.07	0.65		0.16	0.13		0.07	0.08	0.12
v/c Ratio	0.10	0.21		0.46	0.42		0.51	0.69		0.48	0.08	0.17
Control Delay	51.8	15.5		73.1	15.6		61.9	78.8		78.4	61.8	56.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.8	15.5		73.1	15.6		61.9	78.8		78.4	61.8	56.1
LOS	D	B		E	B		E	E		E	E	E
Approach Delay		16.1			19.7			67.8			69.9	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	9	96		53	253		115	139		59	11	30
Queue Length 95th (ft)	m28	206		84	349		178	207		107	32	55
Internal Link Dist (ft)		2660			917			847			244	
Turn Bay Length (ft)	125			500			300					
Base Capacity (vph)	101	3027		255	3290		587	498		165	454	191
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.21		0.42	0.42		0.46	0.29		0.37	0.03	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 28.3		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: SR 2517 (N. Rogers Lane)/Southall Road & US 64 (New Bern Ave.)



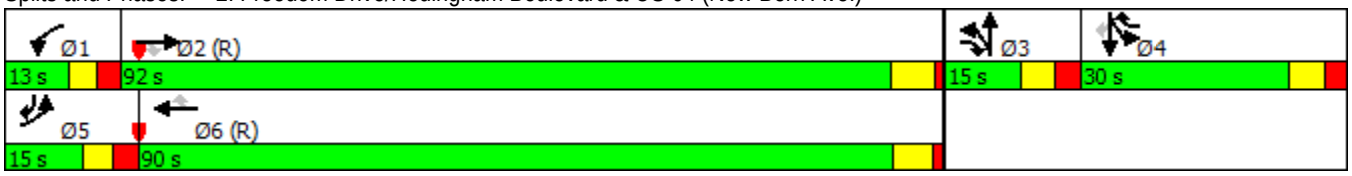


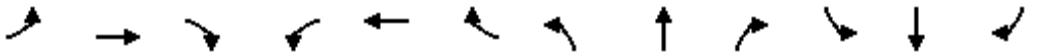
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	435	39	7	1773	98	27	0	6	152	1	192
Future Volume (vph)	45	435	39	7	1773	98	27	0	6	152	1	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	12	12
Grade (%)		-4%			2%			-1%			-2%	
Storage Length (ft)	425		0	200		100	0		0	275		450
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	300			100			25			175		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850			0.850		0.850			0.895	0.850
Flt Protected	0.950			0.950			0.950			0.950	0.986	
Satd. Flow (prot)	3502	3610	1615	1752	5034	1567	1719	1538	0	1641	1511	1519
Flt Permitted	0.950			0.950			0.950			0.950	0.986	
Satd. Flow (perm)	3502	3610	1615	1752	5034	1567	1719	1538	0	1641	1511	1519
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1208			2740			359			578	
Travel Time (s)		18.3			41.5			7.0			11.3	
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
Adj. Flow (vph)	50	483	43	8	1970	109	30	0	7	169	1	213
Shared Lane Traffic (%)										22%		42%
Lane Group Flow (vph)	50	483	43	8	1970	109	30	7	0	132	127	124
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	3	1	6	4	3	3		4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	4	3	3		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.3	18.2	13.7	12.8	17.8	13.7	13.7	13.7		13.7	13.7	13.3
Total Split (s)	15.0	92.0	15.0	13.0	90.0	30.0	15.0	15.0		30.0	30.0	15.0
Total Split (%)	10.0%	61.3%	10.0%	8.7%	60.0%	20.0%	10.0%	10.0%		20.0%	20.0%	10.0%
Maximum Green (s)	8.7	85.8	8.3	7.2	84.2	23.3	8.3	8.3		23.3	23.3	8.7
Yellow Time (s)	3.3	4.9	3.9	3.0	4.3	4.0	3.9	3.9		4.0	4.0	3.3
All-Red Time (s)	3.0	1.3	2.8	2.8	1.5	2.7	2.8	2.8		2.7	2.7	3.0
Lost Time Adjust (s)	-1.3	-1.2	-1.7	-0.8	-0.8	-1.7	0.0	-1.7		-1.7	-1.7	-1.3
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.7	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	8.4	108.3	122.4	7.8	97.5	116.3	7.3	9.0		17.8	17.8	31.2
Actuated g/C Ratio	0.06	0.72	0.82	0.05	0.65	0.78	0.05	0.06		0.12	0.12	0.21
v/c Ratio	0.26	0.19	0.03	0.09	0.60	0.09	0.36	0.08		0.68	0.71	0.39
Control Delay	73.4	10.0	3.4	91.4	14.8	2.0	80.9	68.2		79.8	83.8	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.4	10.0	3.4	91.4	14.8	2.0	80.9	68.2		79.8	83.8	53.9
LOS	E	B	A	F	B	A	F	E		E	F	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.0			14.4			78.5			72.7	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	26	116	10	0	478	11	29	7		132	134	111
Queue Length 95th (ft)	m50	82	m8	m20	606	25	66	24		202	204	170
Internal Link Dist (ft)		1128			2660			279			498	
Turn Bay Length (ft)	425			200		100				275		450
Base Capacity (vph)	233	2606	1327	93	3271	1289	95	102		273	251	332
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.21	0.19	0.03	0.09	0.60	0.08	0.32	0.07		0.48	0.51	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Freedom Drive/Hedingham Boulevard & US 64 (New Bern Ave.)





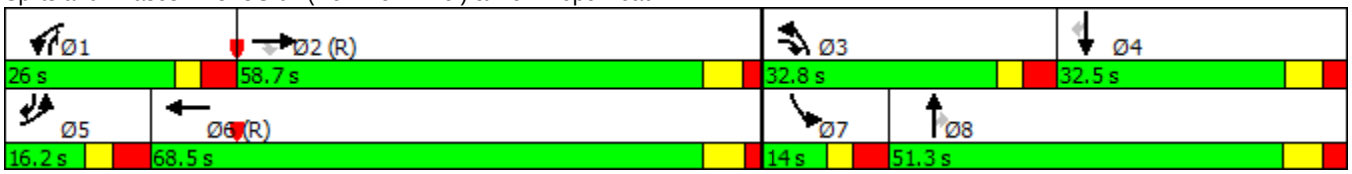
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	466	104	130	2078	161	241	643	76	100	297	86
Future Volume (vph)	175	466	104	130	2078	161	241	643	76	100	297	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	13	12	12	13	12	12	13	12	12	12
Grade (%)		0%			0%			0%			2%	
Storage Length (ft)	575		225	200		0	325		0	650		0
Storage Lanes	2		1	1		0	1		1	2		1
Taper Length (ft)	300			200			100			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4916	1636	1770	6337	0	1770	3539	1636	3399	3504	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4916	1636	1770	6337	0	1770	3539	1636	3399	3504	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1657			666			465			1006	
Travel Time (s)		25.1			10.1			7.0			15.2	
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
Adj. Flow (vph)	194	518	116	144	2309	179	268	714	84	111	330	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	194	518	116	144	2488	0	268	714	84	111	330	96
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Detector Phase	5	2	3	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.2	40.9	13.8	14.1	44.7		13.8	51.3	14.1	14.0	14.2	14.2
Total Split (s)	16.2	58.7	32.8	26.0	68.5		32.8	51.3	26.0	14.0	32.5	16.2
Total Split (%)	10.8%	39.1%	21.9%	17.3%	45.7%		21.9%	34.2%	17.3%	9.3%	21.7%	10.8%
Maximum Green (s)	9.0	51.8	26.0	18.9	61.8		26.0	44.0	18.9	7.0	25.3	9.0
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	4.5	3.0	3.0	4.3	3.0
All-Red Time (s)	4.2	2.4	3.8	4.1	2.2		3.8	2.8	4.1	4.0	2.9	4.2
Lost Time Adjust (s)	-2.2	-1.9	-1.8	-2.1	-1.7		-1.8	-2.3	-2.1	-2.0	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	1.0	1.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		27.0			31.0			37.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	13.6	66.1	96.6	17.7	70.2		25.5	37.2	59.9	9.0	20.6	39.2
Actuated g/C Ratio	0.09	0.44	0.64	0.12	0.47		0.17	0.25	0.40	0.06	0.14	0.26
v/c Ratio	0.62	0.24	0.11	0.69	0.84		0.89	0.81	0.13	0.55	0.68	0.23
Control Delay	84.7	25.7	7.0	85.7	32.2		90.4	60.9	26.6	79.1	69.1	44.2

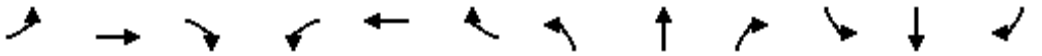
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	25.7	7.0	85.7	32.2		90.4	60.9	26.6	79.1	69.1	44.2
LOS	F	C	A	F	C		F	E	C	E	E	D
Approach Delay		36.9			35.1			65.6			66.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	103	70	21	145	377		255	344	51	55	165	74
Queue Length 95th (ft)	147	138	35	211	529		#398	402	77	89	212	122
Internal Link Dist (ft)		1577			586			385			926	
Turn Bay Length (ft)	575		225	200			325			650		
Base Capacity (vph)	313	2165	1078	254	2966		328	1092	695	203	642	410
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.24	0.11	0.57	0.84		0.82	0.65	0.12	0.55	0.51	0.23

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 78.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: US 64 (New Bern Ave.) & New Hope Road





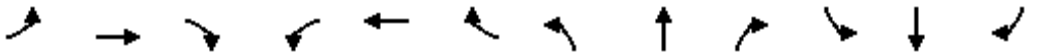
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	557	136	113	2460	9	155	76	62	38	50	496
Future Volume (vph)	213	557	136	113	2460	9	155	76	62	38	50	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	13	12	12	12
Grade (%)		0%			-2%			-5%			0%	
Storage Length (ft)	500		0	450		0	100		0	250		0
Storage Lanes	2		0	1		0	1		0	1		2
Taper Length (ft)	300			200			200			100		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	0.97	1.00	0.88
Frt		0.971			0.999			0.932				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4938	0	1787	6465	0	1814	1839	0	3433	1863	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4938	0	1787	6465	0	1814	1839	0	3433	1863	2787
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1017			1657			410			557	
Travel Time (s)		15.4			25.1			8.0			10.9	
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
Adj. Flow (vph)	237	619	151	126	2733	10	172	84	69	42	56	551
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	770	0	126	2743	0	172	153	0	42	56	551
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4		3	3	5
Permitted Phases												3
Detector Phase	5	2		1	6		4	4		3	3	5
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	26.7		14.0	38.9		49.6	49.6		14.4	14.4	14.0
Total Split (s)	21.0	63.0		23.0	65.0		49.6	49.6		14.4	14.4	21.0
Total Split (%)	14.0%	42.0%		15.3%	43.3%		33.1%	33.1%		9.6%	9.6%	14.0%
Maximum Green (s)	14.0	56.3		16.0	58.1		42.0	42.0		7.0	7.0	14.0
Yellow Time (s)	3.0	4.5		3.0	4.7		4.2	4.2		4.0	4.0	3.0
All-Red Time (s)	4.0	2.2		4.0	2.2		3.4	3.4		3.4	3.4	4.0
Lost Time Adjust (s)	-2.0	-1.7		-2.0	-1.9		-0.4	-0.4		-2.4	-2.4	-2.4
Total Lost Time (s)	5.0	5.0		5.0	5.0		7.2	7.2		5.0	5.0	4.6
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		13.0			25.0		35.0	35.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	34.8	86.9		16.0	68.1		18.3	18.3		9.4	9.4	43.0
Actuated g/C Ratio	0.23	0.58		0.11	0.45		0.12	0.12		0.06	0.06	0.29
v/c Ratio	0.30	0.27		0.66	0.93		0.78	0.68		0.20	0.48	0.69
Control Delay	49.8	17.7		74.1	29.5		86.1	77.6		69.1	82.3	45.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	49.8	17.7		74.1	29.5		86.1	77.6		69.1	82.3	45.0
LOS	D	B		E	C		F	E		E	F	D
Approach Delay		25.2			31.5			82.1			49.8	
Approach LOS		C			C			F			D	
Queue Length 50th (ft)	108	113		129	275		166	146		20	54	199
Queue Length 95th (ft)	157	178		m155	#881		239	215		42	103	223
Internal Link Dist (ft)		937			1577			330			477	
Turn Bay Length (ft)	500			450			100			250		
Base Capacity (vph)	796	2860		224	2936		512	519		215	116	799
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.30	0.27		0.56	0.93		0.34	0.29		0.20	0.48	0.69

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 36.0 Intersection LOS: D
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: US 64 (New Bern Ave.) & Corportation Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	383	966	27	3	2793	211	2	1	40	114	1	355
Future Volume (vph)	383	966	27	3	2793	211	2	1	40	114	1	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	16	16	16	11	11	11
Grade (%)		2%			0%			0%			-5%	
Storage Length (ft)	525		0	450		0	0		0	0		0
Storage Lanes	2		0	1		1	0		0	1		2
Taper Length (ft)	300			225			25			300		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Frt		0.996				0.850		0.874				0.850
Flt Protected	0.950			0.950				0.998		0.950	0.953	
Satd. Flow (prot)	3399	5014	0	1770	5085	1583	0	1841	0	1666	1671	2761
Flt Permitted	0.950			0.950				0.998		0.950	0.953	
Satd. Flow (perm)	3399	5014	0	1770	5085	1583	0	1841	0	1666	1671	2761
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1270			1840			167			515	
Travel Time (s)		19.2			27.9			3.8			10.0	
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
Adj. Flow (vph)	426	1073	30	3	3103	234	2	1	44	127	1	394
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	426	1103	0	3	3103	234	0	47	0	63	65	394
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	5 8	2		1	6		3	3		4	4	4 5 8
Permitted Phases						6						
Detector Phase	5 8	2		1	6	6	3	3		4	4	4 5 8
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0	12.0	4.0	4.0		7.0	7.0	
Minimum Split (s)		18.3		13.5	33.4	33.4	11.1	11.1		14.2	14.2	
Total Split (s)		69.9		13.5	70.1	70.1	11.1	11.1		14.2	14.2	
Total Split (%)		46.6%		9.0%	46.7%	46.7%	7.4%	7.4%		9.5%	9.5%	
Maximum Green (s)		63.6		7.0	63.7	63.7	4.0	4.0		7.0	7.0	
Yellow Time (s)		4.3		3.0	4.5	4.5	3.0	3.0		3.1	3.1	
All-Red Time (s)		2.0		3.5	1.9	1.9	4.1	4.1		4.1	4.1	
Lost Time Adjust (s)		-1.3		-1.5	-1.4	-1.4		-2.1		-2.2	-2.2	
Total Lost Time (s)		5.0		5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag		Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		1.0	2.0	2.0	2.0	2.0		1.0	1.0	
Recall Mode		C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)					4.0	4.0						
Flash Dont Walk (s)					23.0	23.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	34.4	93.1		8.5	82.5	82.5		6.1		9.2	9.2	43.0
Actuated g/C Ratio	0.23	0.62		0.06	0.55	0.55		0.04		0.06	0.06	0.29
v/c Ratio	0.55	0.35		0.03	1.11	0.27		0.64		0.62	0.64	0.50
Control Delay	56.8	14.4		68.0	86.8	26.8		105.4		93.8	95.5	41.6

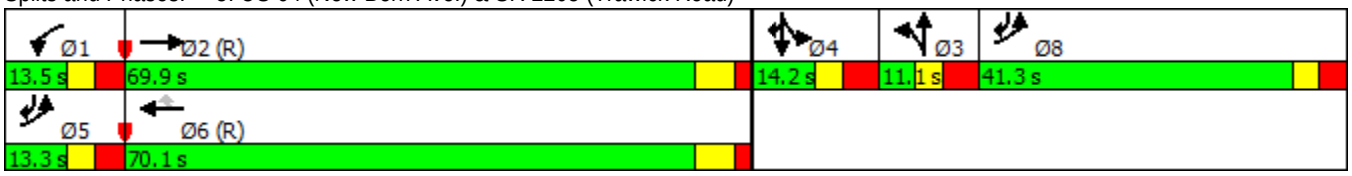
Lane Group	Ø5	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	13.3	41.3
Total Split (s)	13.3	41.3
Total Split (%)	9%	28%
Maximum Green (s)	7.0	35.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	3.3	3.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	None
Walk Time (s)		4.0
Flash Dont Walk (s)		31.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	56.8	14.4		68.0	86.8	26.8		105.4		93.8	95.5	41.6
LOS	E	B		E	F	C		F		F	F	D
Approach Delay		26.2			82.6			105.4			54.6	
Approach LOS		C			F			F			D	
Queue Length 50th (ft)	189	103		3	~1278	124		46		64	66	154
Queue Length 95th (ft)	260	258		m4	#1406	m155		#111		#134	#140	192
Internal Link Dist (ft)		1190			1760			87			435	
Turn Bay Length (ft)	525			450								
Base Capacity (vph)	838	3113		100	2798	871		74		102	102	838
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.51	0.35		0.03	1.11	0.27		0.64		0.62	0.64	0.47

Intersection Summary

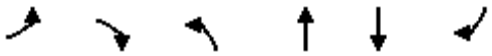
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 64.2 Intersection LOS: E
Intersection Capacity Utilization 87.2% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: US 64 (New Bern Ave.) & SR 2205 (Trawick Road)



Lane Group	Ø5	Ø8
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



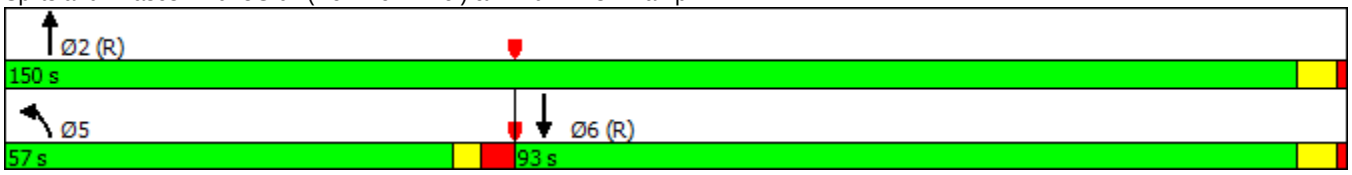
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	303	927	1751	1385
Future Volume (vph)	0	0	303	927	1751	1385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	11	11	11	11
Grade (%)	0%			-1%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1719	3438	4916	1531
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1719	3438	4916	1531
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	795			88	1270	
Travel Time (s)	18.1			1.3	19.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	337	1030	1946	1539
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	337	1030	1946	1539
Turn Type			Prot	NA	NA	Free
Protected Phases			5	2	6	
Permitted Phases						Free
Detector Phase			5	2	6	
Switch Phase						
Minimum Initial (s)			7.0	12.0	12.0	
Minimum Split (s)			13.9	17.9	17.9	
Total Split (s)			57.0	150.0	93.0	
Total Split (%)			38.0%	100.0%	62.0%	
Maximum Green (s)			50.1	144.1	87.1	
Yellow Time (s)			3.0	4.5	4.5	
All-Red Time (s)			3.9	1.4	1.4	
Lost Time Adjust (s)			-1.9	-0.9	-0.9	
Total Lost Time (s)			5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)			2.0	3.0	3.0	
Minimum Gap (s)			2.0	3.0	3.0	
Time Before Reduce (s)			0.0	0.0	20.0	
Time To Reduce (s)			0.0	0.0	40.0	
Recall Mode			None	C-Min	C-Min	
Act Effct Green (s)			36.3	150.0	103.7	150.0
Actuated g/C Ratio			0.24	1.00	0.69	1.00
v/c Ratio			0.81	0.30	0.57	1.01
Control Delay			66.2	0.4	17.9	33.4

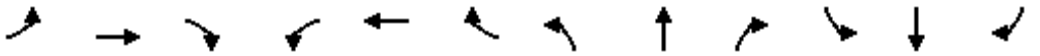
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			66.2	0.4	17.9	33.4
LOS			E	A	B	C
Approach Delay				16.6	24.8	
Approach LOS				B	C	
Queue Length 50th (ft)			340	5	415	~759
Queue Length 95th (ft)			439	8	m285	m666
Internal Link Dist (ft)	715			8	1190	
Turn Bay Length (ft)						
Base Capacity (vph)			595	3438	3399	1531
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.57	0.30	0.57	1.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: US 64 (New Bern Ave.) & I-440 WB On-Ramp



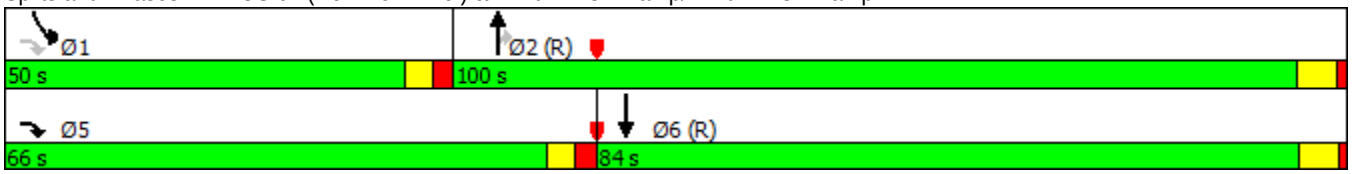


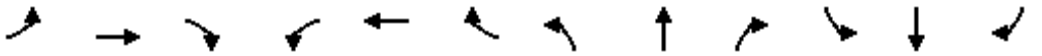
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	752	0	0	0	0	821	140	303	1824	0
Future Volume (vph)	0	0	752	0	0	0	0	821	140	303	1824	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	16	12	12	12
Grade (%)		2%			-2%			0%			1%	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2759	0	0	0	0	5085	1794	1761	5060	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2759	0	0	0	0	5085	1794	1761	5060	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1111			655			535			323	
Travel Time (s)		21.6			12.8			8.1			4.9	
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
Adj. Flow (vph)	0	0	836	0	0	0	0	912	156	337	2027	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	836	0	0	0	0	912	156	337	2027	0
Turn Type			custom					NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1						2			
Detector Phase			5					2	2	1	6	
Switch Phase												
Minimum Initial (s)			7.0					12.0	12.0	7.0	12.0	
Minimum Split (s)			12.4					23.9	23.9	23.3	23.6	
Total Split (s)			66.0					100.0	100.0	50.0	84.0	
Total Split (%)			44.0%					66.7%	66.7%	33.3%	56.0%	
Maximum Green (s)			60.6					94.1	94.1	44.7	78.4	
Yellow Time (s)			3.0					4.5	4.5	3.0	4.4	
All-Red Time (s)			2.4					1.4	1.4	2.3	1.2	
Lost Time Adjust (s)			-0.4					-0.9	-0.9	-0.3	-0.6	
Total Lost Time (s)			5.0					5.0	5.0	5.0	5.0	
Lead/Lag			Lead					Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)			1.0					3.0	3.0	1.0	3.0	
Minimum Gap (s)			1.0					3.0	3.0	1.0	3.0	
Time Before Reduce (s)			0.0					20.0	20.0	0.0	20.0	
Time To Reduce (s)			0.0					40.0	40.0	0.0	40.0	
Recall Mode			None					C-Min	C-Min	None	C-Min	
Act Effct Green (s)			52.0					107.1	107.1	32.9	88.0	
Actuated g/C Ratio			0.35					0.71	0.71	0.22	0.59	
v/c Ratio			0.87					0.25	0.12	0.87	0.68	
Control Delay			56.6					4.1	4.0	87.7	15.1	
Queue Delay			0.0					0.0	0.0	0.0	0.3	
Total Delay			56.6					4.1	4.0	87.7	15.5	
LOS			E					A	A	F	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		56.6						4.1			25.7	
Approach LOS		E						A			C	
Queue Length 50th (ft)			431					49	20	347	543	
Queue Length 95th (ft)			491					104	61	449	406	
Internal Link Dist (ft)		1031			575			455			243	
Turn Bay Length (ft)												
Base Capacity (vph)			1121					3629	1280	528	2968	
Starvation Cap Reductn			0					0	0	0	0	
Spillback Cap Reductn			0					0	0	0	354	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.75					0.25	0.12	0.64	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: US 64 (New Bern Ave.) & I-440 EB Off-Ramp/I-440 EB On-Ramp





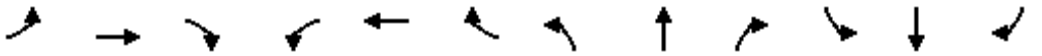
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	33	30	2	58	32	924	118	37	2436	138
Future Volume (vph)	5	1	33	30	2	58	32	924	118	37	2436	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	12	12	12	12	12	13	12	12	12
Grade (%)		1%			1%			-1%			-1%	
Storage Length (ft)	0		200	150		0	100		125	300		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	100			100			200			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.91	0.91
Frt			0.850		0.855				0.850		0.992	
Flt Protected		0.959		0.950			0.950			0.950		
Satd. Flow (prot)	0	1955	1785	1761	1585	0	1778	6440	1644	1778	5070	0
Flt Permitted		0.748		0.753			0.950			0.950		
Satd. Flow (perm)	0	1525	1785	1396	1585	0	1778	6440	1644	1778	5070	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		409			610			1033			535	
Travel Time (s)		8.0			11.9			15.7			8.1	
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
Adj. Flow (vph)	6	1	37	33	2	64	36	1027	131	41	2707	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	37	33	66	0	36	1027	131	41	2860	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8					2			
Detector Phase	4	4	5	8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	13.6	13.6	13.4	13.8	13.8		13.4	17.7	17.7	13.3	17.9	
Total Split (s)	20.0	20.0	15.0	20.0	20.0		15.0	115.0	115.0	15.0	115.0	
Total Split (%)	13.3%	13.3%	10.0%	13.3%	13.3%		10.0%	76.7%	76.7%	10.0%	76.7%	
Maximum Green (s)	13.4	13.4	8.6	13.2	13.2		8.6	109.3	109.3	8.7	109.1	
Yellow Time (s)	3.8	3.8	3.0	3.8	3.8		3.0	4.6	4.6	3.0	4.6	
All-Red Time (s)	2.8	2.8	3.4	3.0	3.0		3.4	1.1	1.1	3.3	1.3	
Lost Time Adjust (s)		-1.6	-1.4	-1.8	-1.8		-1.4	-0.7	-0.1	-1.3	-0.9	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.6	5.0	5.0	
Lead/Lag			Lead				Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.5	2.5	2.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.5	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	15.0	15.0	0.0	15.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	30.0	30.0	0.0	30.0	
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		12.2	23.6	12.2	12.2		9.1	119.9	119.5	9.3	120.1	
Actuated g/C Ratio		0.08	0.16	0.08	0.08		0.06	0.80	0.80	0.06	0.80	
v/c Ratio		0.06	0.13	0.29	0.51		0.33	0.20	0.10	0.38	0.70	
Control Delay		62.8	51.8	70.5	79.5		82.4	3.4	3.6	83.2	10.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.3	
Total Delay		62.8	51.8	70.5	79.5		82.4	3.4	3.6	83.2	10.5	
LOS		E	D	E	E		F	A	A	F	B	
Approach Delay		53.5			76.5			5.8			11.6	
Approach LOS		D			E			A			B	
Queue Length 50th (ft)		6	31	31	63		31	87	36	40	798	
Queue Length 95th (ft)		23	64	67	114		78	30	19	m60	727	
Internal Link Dist (ft)		329			530			953			455	
Turn Bay Length (ft)			200	150			100		125	300		
Base Capacity (vph)		152	291	139	158		118	5149	1309	119	4058	
Starvation Cap Reductn		0	0	0	0		0	0	0	0	449	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.05	0.13	0.24	0.42		0.31	0.20	0.10	0.34	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 74.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: US 64 (New Bern Ave.) & SR 2277 (Yonkers Road)/Kelly Austin Drive

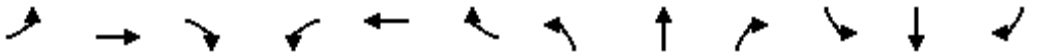


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	34	16	76	28	344	10	686	103	592	1772	51
Future Volume (vph)	59	34	16	76	28	344	10	686	103	592	1772	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			0%			-2%			4%	
Storage Length (ft)	200		0	175		0	200		0	375		0
Storage Lanes	1		0	1		2	1		0	2		1
Taper Length (ft)	100			100			150			225		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.95	1.00
Frt		0.952				0.850		0.980				0.850
Flt Protected	0.950				0.965		0.950			0.950		
Satd. Flow (prot)	3252	1680	0	0	1738	2694	1728	4866	0	3252	3353	1500
Flt Permitted	0.950				0.965		0.950			0.950		
Satd. Flow (perm)	3252	1680	0	0	1738	2694	1728	4866	0	3252	3353	1500
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		610			605			454			773	
Travel Time (s)		11.9			11.8			6.9			11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	66	38	18	84	31	382	11	762	114	658	1969	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	56	0	0	115	382	11	876	0	658	1969	57
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4	1	5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	3		4	4	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	44.8	44.8		13.8	13.8	13.9	13.9	18.2		13.9	30.9	30.9
Total Split (s)	44.8	44.8		14.0	14.0	45.6	13.9	45.6		45.6	77.3	77.3
Total Split (%)	29.9%	29.9%		9.3%	9.3%	30.4%	9.3%	30.4%		30.4%	51.5%	51.5%
Maximum Green (s)	38.0	38.0		7.2	7.2	38.7	7.0	39.4		38.7	71.4	71.4
Yellow Time (s)	3.6	3.6		3.8	3.8	3.0	3.0	4.7		3.0	4.2	4.2
All-Red Time (s)	3.2	3.2		3.0	3.0	3.9	3.9	1.5		3.9	1.7	1.7
Lost Time Adjust (s)	-1.8	-1.8			-1.8	-1.8	-1.9	-1.2		-1.9	-0.9	-1.8
Total Lost Time (s)	5.0	5.0			5.0	5.1	5.0	5.0		5.0	5.0	4.1
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	6.0		1.0	6.0	6.0
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0									7.0	7.0
Flash Dont Walk (s)	31.0	31.0									18.0	18.0
Pedestrian Calls (#/hr)	0	0									0	0
Act Effct Green (s)	10.9	10.9			19.3	60.3	8.9	63.7		36.1	99.3	100.2
Actuated g/C Ratio	0.07	0.07			0.13	0.40	0.06	0.42		0.24	0.66	0.67
v/c Ratio	0.28	0.46			0.52	0.35	0.11	0.42		0.84	0.89	0.06
Control Delay	68.1	78.4			69.8	31.5	85.9	25.1		68.1	27.4	14.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	68.1	78.4			69.8	31.5	85.9	25.1		68.1	27.4	14.6
LOS	E	E			E	C	F	C		E	C	B
Approach Delay		72.9			40.4			25.9			37.1	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	32	54			107	148	9	246		353	359	13
Queue Length 95th (ft)	56	100			173	175	34	317		381	#1200	m54
Internal Link Dist (ft)		530			525			374			693	
Turn Bay Length (ft)	200						200			375		
Base Capacity (vph)	862	445			223	1173	102	2067		892	2219	1002
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.08	0.13			0.52	0.33	0.11	0.42		0.74	0.89	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 36.2		Intersection LOS: D	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 2911 (New Bern Ave.) & Shanta Drive/SR 2544 (Sunnybrook Road)

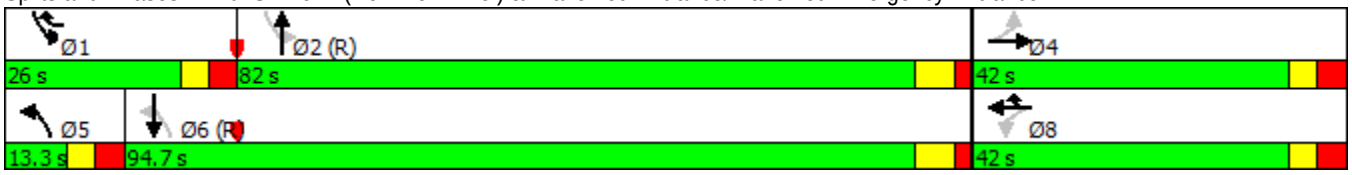


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	1	13	3	86	3	751	38	258	1506	31
Future Volume (vph)	3	3	1	13	3	86	3	751	38	258	1506	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	12	12	12
Grade (%)		3%			-3%			1%			0%	
Storage Length (ft)	0		0	0		0	100		0	275		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			150			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.981				0.850		0.993			0.997	
Flt Protected		0.979			0.960		0.950			0.950		
Satd. Flow (prot)	0	1703	0	0	1755	1554	1702	5024	0	1770	3529	0
Flt Permitted		0.888			0.764		0.112			0.293		
Satd. Flow (perm)	0	1545	0	0	1396	1554	201	5024	0	546	3529	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		353			358			842			163	
Travel Time (s)		9.6			9.8			12.8			2.5	
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
Adj. Flow (vph)	3	3	1	14	3	96	3	834	42	287	1673	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	17	96	3	876	0	287	1707	0
Turn Type	Perm	NA		Perm	NA	pt+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8	8 1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	
Minimum Split (s)	38.8	38.8		41.8	41.8		13.3	23.4		13.3	18.4	
Total Split (s)	42.0	42.0		42.0	42.0		13.3	82.0		26.0	94.7	
Total Split (%)	28.0%	28.0%		28.0%	28.0%		8.9%	54.7%		17.3%	63.1%	
Maximum Green (s)	35.2	35.2		35.2	35.2		7.0	75.6		19.7	88.3	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.5		3.0	4.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.3	1.9		3.3	1.9	
Lost Time Adjust (s)		-1.8			-1.8		-1.3	-1.4		-1.3	-1.4	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0		2.0	3.3		2.0	3.6	
Minimum Gap (s)	2.0	2.0		1.0	1.0		2.0	3.3		2.0	3.6	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	20.0		0.0	20.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	40.0		0.0	40.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Flash Dont Walk (s)	28.0	28.0		31.0	31.0			13.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		11.5			11.5	39.6	127.5	98.6		123.5	125.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.08			0.08	0.26	0.85	0.66		0.82	0.84	
v/c Ratio		0.06			0.16	0.23	0.01	0.27		0.44	0.58	
Control Delay		63.3			66.7	43.4	1.3	7.1		6.2	4.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.3	
Total Delay		63.3			66.7	43.4	1.3	7.1		6.2	4.3	
LOS		E			E	D	A	A		A	A	
Approach Delay		63.3			46.9			7.1			4.5	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)		7			16	74	0	75		66	312	
Queue Length 95th (ft)		23			41	121	m1	41		m1	41	
Internal Link Dist (ft)		273			278			762			83	
Turn Bay Length (ft)							100			275		
Base Capacity (vph)		381			344	420	253	3303		659	2960	
Starvation Cap Reductn		0			0	0	0	0		0	525	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.02			0.05	0.23	0.01	0.27		0.44	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: SR 2911 (New Bern Ave.) & WakeMed Entrance/WakeMed Emergency Entrance

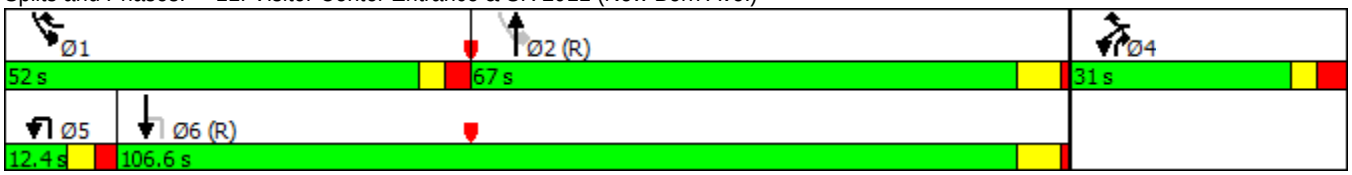


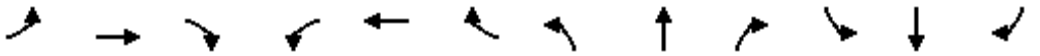
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	17	168	0	653	34	334	1167
Future Volume (vph)	17	168	0	653	34	334	1167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	11	11
Grade (%)	-3%			-3%			-3%
Storage Length (ft)	0	0	175		0	275	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		150			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1736	1554	1828	3592	1607	1736	3473
Flt Permitted	0.950					0.312	
Satd. Flow (perm)	1736	1554	1828	3592	1607	570	3473
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	25			45			45
Link Distance (ft)	185			203			842
Travel Time (s)	5.0			3.1			12.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	187	0	726	38	371	1297
Shared Lane Traffic (%)							
Lane Group Flow (vph)	19	187	0	726	38	371	1297
Turn Type	Prot	pt+ov	D.P+P	NA	pm+ov	D.P+P	NA
Protected Phases	4	4 1	5	2	4	1	6
Permitted Phases			6		2	2	
Detector Phase	4	4 1	5	2	4	1	6
Switch Phase							
Minimum Initial (s)	7.0		7.0	12.0	7.0	7.0	12.0
Minimum Split (s)	24.5		12.4	24.0	24.5	12.9	24.0
Total Split (s)	31.0		12.4	67.0	31.0	52.0	106.6
Total Split (%)	20.7%		8.3%	44.7%	20.7%	34.7%	71.1%
Maximum Green (s)	24.5		7.0	61.0	24.5	46.1	100.6
Yellow Time (s)	3.0		3.0	4.8	3.0	3.0	4.8
All-Red Time (s)	3.5		2.4	1.2	3.5	2.9	1.2
Lost Time Adjust (s)	-1.5		-1.4	-1.0	-1.0	-1.9	-1.0
Total Lost Time (s)	5.0		4.0	5.0	5.5	4.0	5.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		1.0	3.2	2.0	1.0	3.2
Minimum Gap (s)	2.0		1.0	3.2	2.0	1.0	3.2
Time Before Reduce (s)	0.0		0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0		0.0	30.0	0.0	0.0	30.0
Recall Mode	None		None	C-Min	None	None	C-Min
Act Effct Green (s)	20.2	58.3		80.2	105.0	116.8	119.8
Actuated g/C Ratio	0.13	0.39		0.53	0.70	0.78	0.80
v/c Ratio	0.08	0.31		0.38	0.03	0.52	0.47
Control Delay	55.2	31.4		22.8	8.8	12.5	7.0

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.1
Total Delay	55.2	31.4		22.8	8.8	12.5	7.1
LOS	E	C		C	A	B	A
Approach Delay	33.6			22.1			8.3
Approach LOS	C			C			A
Queue Length 50th (ft)	17	126		214	11	68	127
Queue Length 95th (ft)	41	157		322	28	277	332
Internal Link Dist (ft)	105			123			762
Turn Bay Length (ft)						275	
Base Capacity (vph)	300	711		1921	1186	830	2772
Starvation Cap Reductn	0	0		0	0	0	291
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.06	0.26		0.38	0.03	0.45	0.52

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Visitor Center Entrance & SR 2911 (New Bern Ave.)



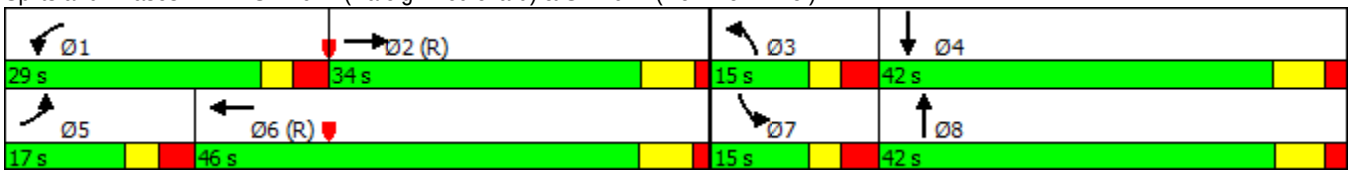


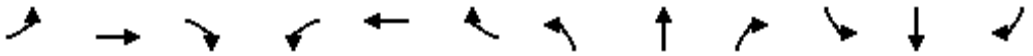
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	246	14	155	906	40	39	387	156	37	346	137
Future Volume (vph)	62	246	14	155	906	40	39	387	156	37	346	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	13	12	12	12	12	12
Grade (%)		-4%			-3%			1%			-1%	
Storage Length (ft)	725		0	300		225	325		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	150			200			175			150		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.992			0.994			0.957			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	4974	0	1736	4960	0	1819	3370	0	1778	3404	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	4974	0	1736	4960	0	1819	3370	0	1778	3404	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1497			1600			753			911	
Travel Time (s)		22.7			24.2			11.4			13.8	
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
Adj. Flow (vph)	69	273	16	172	1007	44	43	430	173	41	384	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	289	0	172	1051	0	43	603	0	41	536	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.3	24.3		13.2	28.4		13.3	36.6		13.3	37.8	
Total Split (s)	17.0	34.0		29.0	46.0		15.0	42.0		15.0	42.0	
Total Split (%)	14.2%	28.3%		24.2%	38.3%		12.5%	35.0%		12.5%	35.0%	
Maximum Green (s)	10.7	27.7		22.8	39.6		8.7	35.4		8.7	35.2	
Yellow Time (s)	3.0	4.9		3.0	4.8		3.0	4.4		3.0	4.6	
All-Red Time (s)	3.3	1.4		3.2	1.6		3.3	2.2		3.3	2.2	
Lost Time Adjust (s)	-1.3	-1.3		-1.2	-1.4		-1.3	-1.6		-1.3	-1.8	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0		1.0	3.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	1.0	3.0		1.0	3.0		1.0	1.0		1.0	1.0	
Time Before Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		14.0			18.0			26.0			27.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.2	49.1		16.6	58.2		8.9	28.1		8.9	28.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.41		0.14	0.48		0.07	0.23		0.07	0.23	
v/c Ratio	0.47	0.14		0.72	0.44		0.32	0.77		0.31	0.67	
Control Delay	62.3	25.9		65.5	24.0		59.0	49.3		59.0	45.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.3	25.9		65.5	24.0		59.0	49.3		59.0	45.8	
LOS	E	C		E	C		E	D		E	D	
Approach Delay		32.9			29.9			50.0			46.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	52	52		129	204		32	229		31	198	
Queue Length 95th (ft)	98	90		194	297		70	274		67	241	
Internal Link Dist (ft)		1417			1520			673			831	
Turn Bay Length (ft)	725			300			325			250		
Base Capacity (vph)	178	2036		347	2406		153	1039		150	1049	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.14		0.50	0.44		0.28	0.58		0.27	0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 38.3		Intersection LOS: D	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: SR 2921 (Raleigh Boulevard) & SR 2911 (New Bern Ave.)





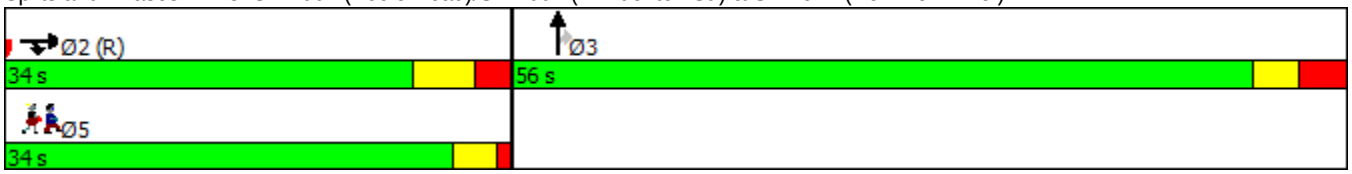
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	404	121	0	0	0	0	283	6	0	0	0
Future Volume (vph)	0	404	121	0	0	0	0	283	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			0%			6%			-2%	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected												
Satd. Flow (prot)	0	5039	1569	0	0	0	0	1747	1485	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5039	1569	0	0	0	0	1747	1485	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		882			251			945			78	
Travel Time (s)		13.4			3.8			18.4			1.5	
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
Adj. Flow (vph)	0	449	134	0	0	0	0	314	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	449	134	0	0	0	0	314	7	0	0	0
Turn Type		NA	Prot					NA	Perm			
Protected Phases		2	2					3				
Permitted Phases									3			
Detector Phase		2	2					3	3			
Switch Phase												
Minimum Initial (s)		10.0	10.0					7.0	7.0			
Minimum Split (s)		16.7	16.7					24.4	24.4			
Total Split (s)		34.0	34.0					56.0	56.0			
Total Split (%)		37.8%	37.8%					62.2%	62.2%			
Maximum Green (s)		27.3	27.3					49.6	49.6			
Yellow Time (s)		4.2	4.2					3.0	3.0			
All-Red Time (s)		2.5	2.5					3.4	3.4			
Lost Time Adjust (s)		-1.7	-1.7					-1.4	-1.4			
Total Lost Time (s)		5.0	5.0					5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0					1.0	1.0			
Recall Mode		C-Min	C-Min					None	None			
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		57.5	57.5					22.5	22.5			
Actuated g/C Ratio		0.64	0.64					0.25	0.25			
v/c Ratio		0.14	0.13					0.72	0.02			
Control Delay		4.6	5.0					39.6	21.5			
Queue Delay		0.0	0.0					0.0	0.0			
Total Delay		4.6	5.0					39.6	21.5			
LOS		A	A					D	C			
Approach Delay		4.7						39.2				

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
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	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	34.0
Total Split (%)	38%
Maximum Green (s)	30.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A						D				
Queue Length 50th (ft)		35	29					164	3			
Queue Length 95th (ft)		43	48					221	12			
Internal Link Dist (ft)		802			171			865			1	
Turn Bay Length (ft)												
Base Capacity (vph)		3217	1001					989	841			
Starvation Cap Reductn		0	0					0	0			
Spillback Cap Reductn		0	0					0	0			
Storage Cap Reductn		0	0					0	0			
Reduced v/c Ratio		0.14	0.13					0.32	0.01			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: SR 1007 (Poole Road)/SR 1007 (E. Edenton St.) & SR 2911 (New Bern Ave.)



Lane Group	Ø5
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

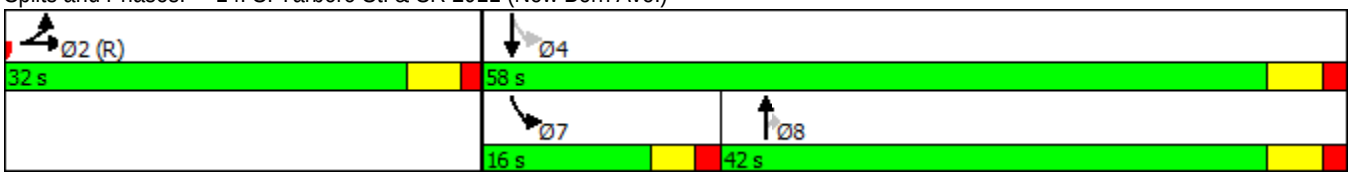
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	337	83	0	0	0	0	233	143	21	308	0
Future Volume (vph)	24	337	83	0	0	0	0	233	143	21	308	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		3%			0%			1%			1%	
Storage Length (ft)	0		250	0		0	0		100	0		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			100			25		
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972							0.850			
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	5913	0	0	0	0	0	1853	1575	1702	1792	0
Flt Permitted		0.997								0.307		
Satd. Flow (perm)	0	5913	0	0	0	0	0	1853	1575	550	1792	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		3696			882			327			211	
Travel Time (s)		56.0			13.4			6.4			4.1	
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
Adj. Flow (vph)	27	374	92	0	0	0	0	259	159	23	342	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	0	0	0	0	259	159	23	342	0
Turn Type	Split	NA						NA	Perm	pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases									8	4		
Detector Phase	2	2						8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0						7.0	7.0	7.0	7.0	
Minimum Split (s)	22.1	22.1						23.5	23.5	11.8	24.5	
Total Split (s)	32.0	32.0						42.0	42.0	16.0	58.0	
Total Split (%)	35.6%	35.6%						46.7%	46.7%	17.8%	64.4%	
Maximum Green (s)	26.9	26.9						36.5	36.5	11.2	52.5	
Yellow Time (s)	3.7	3.7						3.8	3.8	3.0	3.8	
All-Red Time (s)	1.4	1.4						1.7	1.7	1.8	1.7	
Lost Time Adjust (s)		-0.1						-0.5	-0.5	0.2	-0.5	
Total Lost Time (s)		5.0						5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						1.0	1.0	1.0	1.0	
Recall Mode	C-Min	C-Min						None	None	None	None	
Walk Time (s)	4.0	4.0						4.0	4.0		4.0	
Flash Dont Walk (s)	13.0	13.0						14.0	14.0		15.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		55.4						19.9	19.9	24.6	24.6	
Actuated g/C Ratio		0.62						0.22	0.22	0.27	0.27	
v/c Ratio		0.14						0.63	0.46	0.10	0.70	
Control Delay		2.2						38.7	34.2	27.7	46.1	

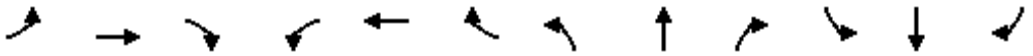
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.0	0.0	0.0	0.3	
Total Delay		2.2						38.8	34.2	27.7	46.4	
LOS		A						D	C	C	D	
Approach Delay		2.2						37.0			45.2	
Approach LOS		A						D			D	
Queue Length 50th (ft)		6						128	75	12	207	
Queue Length 95th (ft)		13						202	131	m24	278	
Internal Link Dist (ft)		3616			802			247			131	
Turn Bay Length (ft)									100			
Base Capacity (vph)		3638						761	647	291	1055	
Starvation Cap Reductn		0						0	0	0	280	
Spillback Cap Reductn		0						17	0	0	0	
Storage Cap Reductn		0						0	0	0	0	
Reduced v/c Ratio		0.14						0.35	0.25	0.08	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: S. Tarboro St. & SR 2911 (New Bern Ave.)



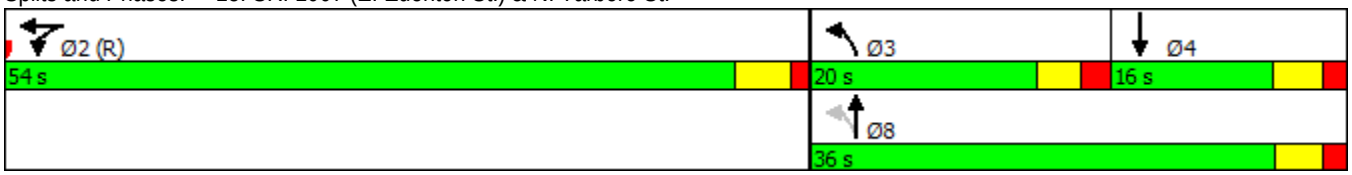


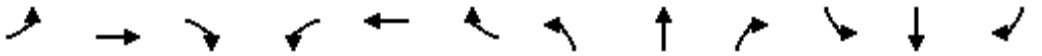
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	161	1232	33	155	93	0	0	106	33
Future Volume (vph)	0	0	0	161	1232	33	155	93	0	0	106	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Frt					0.996						0.964	
Flt Protected					0.994		0.950					
Satd. Flow (prot)	0	0	0	0	4818	0	1719	1810	0	0	3331	0
Flt Permitted					0.994		0.406					
Satd. Flow (perm)	0	0	0	0	4818	0	735	1810	0	0	3331	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		3721			847			211			324	
Travel Time (s)		72.5			16.5			5.8			8.8	
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
Adj. Flow (vph)	0	0	0	179	1369	37	172	103	0	0	118	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1585	0	172	103	0	0	155	0
Turn Type				Split	NA		pm+pt	NA			NA	
Protected Phases				2	2		3	8			4	
Permitted Phases							8					
Detector Phase				2	2		3	8			4	
Switch Phase												
Minimum Initial (s)				10.0	10.0		7.0	7.0			7.0	
Minimum Split (s)				23.1	23.1		11.9	12.0			12.1	
Total Split (s)				54.0	54.0		20.0	36.0			16.0	
Total Split (%)				60.0%	60.0%		22.2%	40.0%			17.8%	
Maximum Green (s)				48.9	48.9		15.1	31.0			10.9	
Yellow Time (s)				3.7	3.7		3.0	3.2			3.3	
All-Red Time (s)				1.4	1.4		1.9	1.8			1.8	
Lost Time Adjust (s)					-0.1		0.1	0.0			-0.1	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0		1.0	1.0			1.0	
Recall Mode				C-Min	C-Min		None	None			None	
Act Effct Green (s)					56.1		23.9	23.9			8.2	
Actuated g/C Ratio					0.62		0.27	0.27			0.09	
v/c Ratio					0.53		0.55	0.22			0.51	
Control Delay					14.7		13.7	6.7			44.9	
Queue Delay					0.3		2.1	0.5			0.0	
Total Delay					15.0		15.8	7.2			44.9	
LOS					B		B	A			D	
Approach Delay					15.0			12.6			44.9	
Approach LOS					B			B			D	
Queue Length 50th (ft)					216		66	22			45	
Queue Length 95th (ft)					295		96	36			74	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3641			767			131			244	
Turn Bay Length (ft)												
Base Capacity (vph)					3005		359	623			407	
Starvation Cap Reductn					0		89	271			0	
Spillback Cap Reductn					706		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.69		0.64	0.29			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: SR. 1007 (E. Edenton St.) & N. Tarboro St.



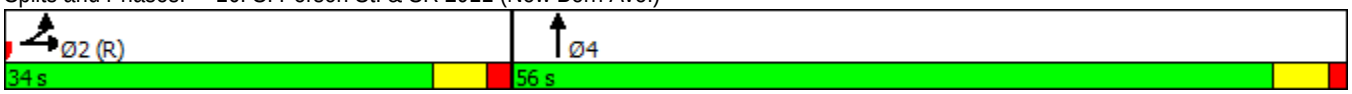


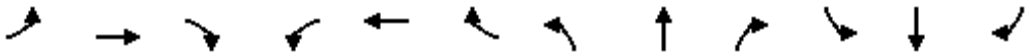
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	402	0	0	0	0	0	990	86	0	0	0
Future Volume (vph)	53	402	0	0	0	0	0	990	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		1%			1%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt								0.988				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1514	4777	0	0	0	0	0	4808	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1514	4777	0	0	0	0	0	4808	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		571			3696			644			300	
Travel Time (s)		8.7			56.0			12.5			5.8	
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
Adj. Flow (vph)	59	447	0	0	0	0	0	1100	96	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	53	453	0	0	0	0	0	1196	0	0	0	0
Turn Type	Split	NA						NA				
Protected Phases	2	2						4				
Permitted Phases												
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	34.0	34.0						56.0				
Total Split (%)	37.8%	37.8%						62.2%				
Maximum Green (s)	28.6	28.6						50.9				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0						4.0				
Flash Dont Walk (s)	14.0	14.0						9.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	29.0	29.0						51.0				
Actuated g/C Ratio	0.32	0.32						0.57				
v/c Ratio	0.11	0.29						0.44				
Control Delay	14.4	14.6						11.9				
Queue Delay	0.3	0.0						0.2				
Total Delay	14.7	14.6						12.1				
LOS	B	B						B				
Approach Delay		14.7						12.1				
Approach LOS		B						B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	13	39						133				
Queue Length 95th (ft)	30	52						165				
Internal Link Dist (ft)		491			3616			564			220	
Turn Bay Length (ft)	125											
Base Capacity (vph)	487	1539						2724				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	198	0						653				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.18	0.29						0.58				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: S. Person St. & SR 2911 (New Bern Ave.)



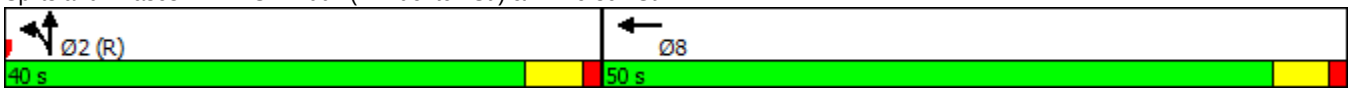


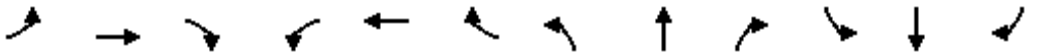
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1096	212	176	805	0	0	0	0
Future Volume (vph)	0	0	0	0	1096	212	176	805	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.976							
Flt Protected								0.991				
Satd. Flow (prot)	0	0	0	0	4798	0	0	4896	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4798	0	0	4896	0	0	0	0
Right Turn on Red			No			No	No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		474			3721			300			453	
Travel Time (s)		9.2			72.5			5.8			8.8	
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
Adj. Flow (vph)	0	0	0	0	1218	236	196	894	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1454	0	0	1090	0	0	0	0
Turn Type					NA		Split	NA				
Protected Phases					8		2	2				
Permitted Phases												
Minimum Split (s)					19.1		18.2	18.2				
Total Split (s)					50.0		40.0	40.0				
Total Split (%)					55.6%		44.4%	44.4%				
Maximum Green (s)					44.9		34.8	34.8				
Yellow Time (s)					3.8		3.9	3.9				
All-Red Time (s)					1.3		1.3	1.3				
Lost Time Adjust (s)					-0.1			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					4.0		4.0	4.0				
Flash Dont Walk (s)					10.0		9.0	9.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					45.0			35.0				
Actuated g/C Ratio					0.50			0.39				
v/c Ratio					0.61			0.57				
Control Delay					11.5			42.2				
Queue Delay					0.0			41.5				
Total Delay					11.5			83.6				
LOS					B			F				
Approach Delay					11.5			83.6				
Approach LOS					B			F				
Queue Length 50th (ft)					107			242				
Queue Length 95th (ft)					130			288				
Internal Link Dist (ft)		394			3641			220			373	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					2399			1904				
Starvation Cap Reductn					0			894				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.61			1.08				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 42.4		Intersection LOS: D	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: SR. 1007 (E. Edenton St.) & N. Person St.



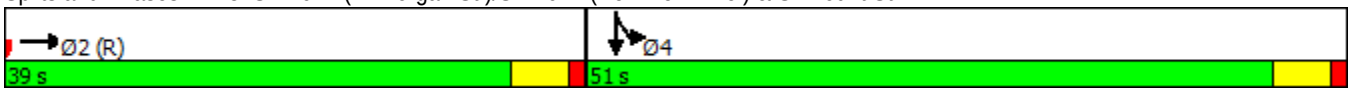


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	329	275	0	0	0	0	0	0	95	919	0
Future Volume (vph)	0	329	275	0	0	0	0	0	0	95	919	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			-1%			-1%	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.932										
Flt Protected											0.995	
Satd. Flow (prot)	0	4604	0	0	0	0	0	0	0	0	4916	0
Flt Permitted											0.995	
Satd. Flow (perm)	0	4604	0	0	0	0	0	0	0	0	4916	0
Right Turn on Red			No			No			No	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		507			571			401			578	
Travel Time (s)		7.7			11.1			7.8			11.3	
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
Adj. Flow (vph)	0	366	306	0	0	0	0	0	0	106	1021	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	672	0	0	0	0	0	0	0	0	1127	0
Turn Type		NA								Split	NA	
Protected Phases		2								4	4	
Permitted Phases												
Minimum Split (s)		23.1								23.1	23.1	
Total Split (s)		39.0								51.0	51.0	
Total Split (%)		43.3%								56.7%	56.7%	
Maximum Green (s)		33.9								45.9	45.9	
Yellow Time (s)		3.9								3.9	3.9	
All-Red Time (s)		1.2								1.2	1.2	
Lost Time Adjust (s)		-0.1									-0.1	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		4.0								4.0	4.0	
Flash Dont Walk (s)		8.0								8.0	8.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		34.0									46.0	
Actuated g/C Ratio		0.38									0.51	
v/c Ratio		0.39									0.45	
Control Delay		21.2									21.1	
Queue Delay		0.0									0.0	
Total Delay		21.2									21.1	
LOS		C									C	
Approach Delay		21.2									21.1	
Approach LOS		C									C	
Queue Length 50th (ft)		100									197	
Queue Length 95th (ft)		132									252	
Internal Link Dist (ft)		427			491			321			498	
Turn Bay Length (ft)												

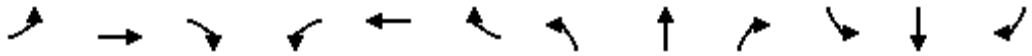
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1739									2512	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.39									0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: SR 2911 (E. Morgan St.)/SR 2911 (New Bern Ave.) & S. Blount St.



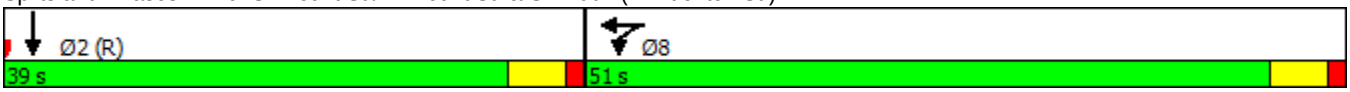
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	1031	0	0	0	0	0	780	78
Future Volume (vph)	0	0	0	265	1031	0	0	0	0	0	780	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt											0.986	
Flt Protected					0.990							
Satd. Flow (prot)	0	0	0	0	4915	0	0	0	0	0	4871	0
Flt Permitted					0.990							
Satd. Flow (perm)	0	0	0	0	4915	0	0	0	0	0	4871	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		512			474			578			448	
Travel Time (s)		10.0			9.2			11.3			8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	294	1146	0	0	0	0	0	867	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1440	0	0	0	0	0	954	0
Turn Type				Split	NA						NA	
Protected Phases				8	8						2	
Permitted Phases												
Minimum Split (s)				23.3	23.3						23.2	
Total Split (s)				51.0	51.0						39.0	
Total Split (%)				56.7%	56.7%						43.3%	
Maximum Green (s)				45.8	45.8						33.8	
Yellow Time (s)				3.9	3.9						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)					-0.3						-0.2	
Total Lost Time (s)					4.9						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				4.0	4.0						4.0	
Flash Dont Walk (s)				8.0	8.0						8.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					46.1						34.0	
Actuated g/C Ratio					0.51						0.38	
v/c Ratio					0.57						0.52	
Control Delay					8.0						22.9	
Queue Delay					0.1						0.0	
Total Delay					8.1						22.9	
LOS					A						C	
Approach Delay					8.1						22.9	
Approach LOS					A						C	
Queue Length 50th (ft)					67						150	
Queue Length 95th (ft)					126						191	
Internal Link Dist (ft)		432			394			498			368	
Turn Bay Length (ft)												

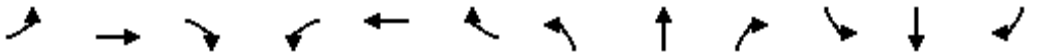


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					2517						1840	
Starvation Cap Reductn					126						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.60						0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: S. Blount St./N. Blount St. & SR 1007 (E. Edenton St.)



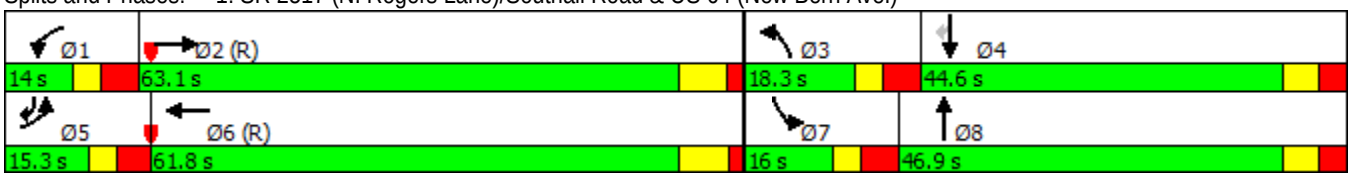


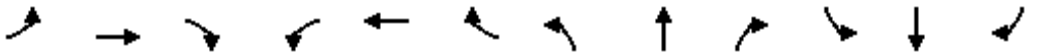
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1476	242	158	457	35	171	42	119	98	31	15
Future Volume (vph)	49	1476	242	158	457	35	171	42	119	98	31	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	13	13	12	12	12
Grade (%)		2%			-1%			3%			2%	
Storage Length (ft)	125		0	500		575	300		0	0		0
Storage Lanes	1		0	2		1	1		0	1		1
Taper Length (ft)	225			300			250			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.989			0.889				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	4929	0	3335	5055	0	3382	1686	0	1752	1844	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1694	4929	0	3335	5055	0	3382	1686	0	1752	1844	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2740			997			927			324	
Travel Time (s)		41.5			15.1			18.1			6.3	
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
Adj. Flow (vph)	54	1640	269	176	508	39	190	47	132	109	34	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1909	0	176	547	0	190	179	0	109	34	17
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases												4
Detector Phase	5	2		1	6		3	8		7	4	5
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.6	35.8		13.9	20.9		13.9	46.9		13.9	13.9	13.6
Total Split (s)	15.3	63.1		14.0	61.8		18.3	46.9		16.0	44.6	15.3
Total Split (%)	10.9%	45.1%		10.0%	44.1%		13.1%	33.5%		11.4%	31.9%	10.9%
Maximum Green (s)	8.7	56.3		7.1	54.9		11.4	40.0		9.1	37.7	8.7
Yellow Time (s)	3.0	5.0		3.0	5.3		3.0	3.7		3.0	3.7	3.0
All-Red Time (s)	3.6	1.8		3.9	1.6		3.9	3.2		3.9	3.2	3.6
Lost Time Adjust (s)	-1.6	-1.8		-1.9	-1.9		-1.9	-1.9		-1.9	-1.9	-1.9
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	4.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.4		1.0	3.4		1.0	1.0		1.0	1.0	1.0
Minimum Gap (s)	1.0	3.4		1.0	3.4		1.0	1.0		1.0	1.0	1.0
Time Before Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	40.0		0.0	40.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		22.0						33.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	10.2	74.5		13.2	80.2		20.7	20.6		11.7	17.2	27.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.07	0.53		0.09	0.57		0.15	0.15		0.08	0.12	0.19
v/c Ratio	0.44	0.73		0.56	0.19		0.38	0.72		0.75	0.15	0.06
Control Delay	60.5	40.1		67.3	16.1		58.9	72.8		91.8	52.8	38.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	60.5	40.1		67.3	16.1		58.9	72.8		91.8	52.8	38.0
LOS	E	D		E	B		E	E		F	D	D
Approach Delay		40.6			28.6			65.6			77.8	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	52	671		80	90		87	158		97	27	12
Queue Length 95th (ft)	m76	550		118	130		129	228		#203	59	29
Internal Link Dist (ft)		2660			917			847			244	
Turn Bay Length (ft)	125			500			300					
Base Capacity (vph)	134	2622		315	2895		499	504		149	521	313
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.40	0.73		0.56	0.19		0.38	0.36		0.73	0.07	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 42.6		Intersection LOS: D	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: SR 2517 (N. Rogers Lane)/Southall Road & US 64 (New Bern Ave.)



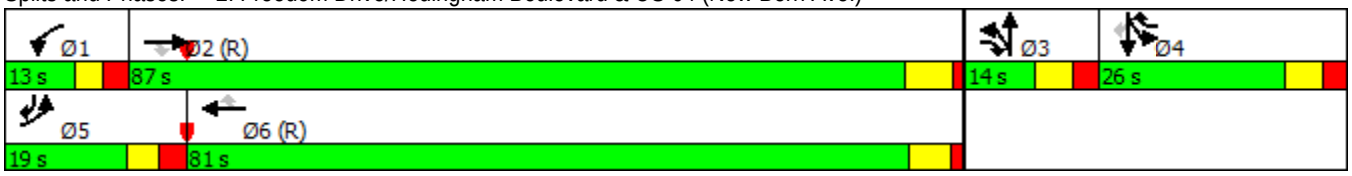


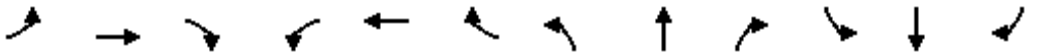
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	1509	22	11	824	178	29	10	22	218	10	88
Future Volume (vph)	183	1509	22	11	824	178	29	10	22	218	10	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	12	12
Grade (%)		-4%			2%			-1%			-2%	
Storage Length (ft)	425		0	200		100	0		0	275		450
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	300			100			25			175		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850			0.850		0.897			0.989	0.850
Flt Protected	0.950			0.950			0.950			0.950	0.960	
Satd. Flow (prot)	3502	3610	1615	1752	5034	1567	1719	1623	0	1641	1625	1519
Flt Permitted	0.950			0.950			0.950			0.950	0.960	
Satd. Flow (perm)	3502	3610	1615	1752	5034	1567	1719	1623	0	1641	1625	1519
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1208			2740			359			578	
Travel Time (s)		18.3			41.5			7.0			11.3	
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
Adj. Flow (vph)	203	1677	24	12	916	198	32	11	24	242	11	98
Shared Lane Traffic (%)										46%		10%
Lane Group Flow (vph)	203	1677	24	12	916	198	32	35	0	131	132	88
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	3	1	6	4	3	3		4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	3	1	6	4	3	3		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.3	18.2	13.7	12.8	17.8	13.7	13.7	13.7		13.7	13.7	13.3
Total Split (s)	19.0	87.0	14.0	13.0	81.0	26.0	14.0	14.0		26.0	26.0	19.0
Total Split (%)	13.6%	62.1%	10.0%	9.3%	57.9%	18.6%	10.0%	10.0%		18.6%	18.6%	13.6%
Maximum Green (s)	12.7	80.8	7.3	7.2	75.2	19.3	7.3	7.3		19.3	19.3	12.7
Yellow Time (s)	3.3	4.9	3.9	3.0	4.3	4.0	3.9	3.9		4.0	4.0	3.3
All-Red Time (s)	3.0	1.3	2.8	2.8	1.5	2.7	2.8	2.8		2.7	2.7	3.0
Lost Time Adjust (s)	-1.3	-1.2	-1.7	-0.8	-0.8	-1.7	0.0	-1.7		-1.7	-1.7	-1.3
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.7	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	12.4	97.6	111.5	7.8	85.4	102.5	7.1	8.8		16.2	16.2	33.5
Actuated g/C Ratio	0.09	0.70	0.80	0.06	0.61	0.73	0.05	0.06		0.12	0.12	0.24
v/c Ratio	0.66	0.67	0.02	0.12	0.30	0.17	0.37	0.34		0.69	0.71	0.24
Control Delay	68.2	14.8	2.1	65.2	13.4	2.9	76.6	72.5		77.8	79.0	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	68.2	14.8	2.1	65.2	13.4	2.9	76.6	72.5		77.8	79.0	43.0
LOS	E	B	A	E	B	A	E	E		E	E	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		20.4			12.1			74.4			69.5	
Approach LOS		C			B			E			E	
Queue Length 50th (ft)	98	368	4	10	155	47	29	31		122	128	68
Queue Length 95th (ft)	m126	214	m2	m35	164	25	65	69		191	202	113
Internal Link Dist (ft)		1128			2660			279			498	
Turn Bay Length (ft)	425			200		100				275		450
Base Capacity (vph)	352	2517	1287	100	3070	1201	89	104		246	243	382
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.58	0.67	0.02	0.12	0.30	0.16	0.36	0.34		0.53	0.54	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Freedom Drive/Hedingham Boulevard & US 64 (New Bern Ave.)





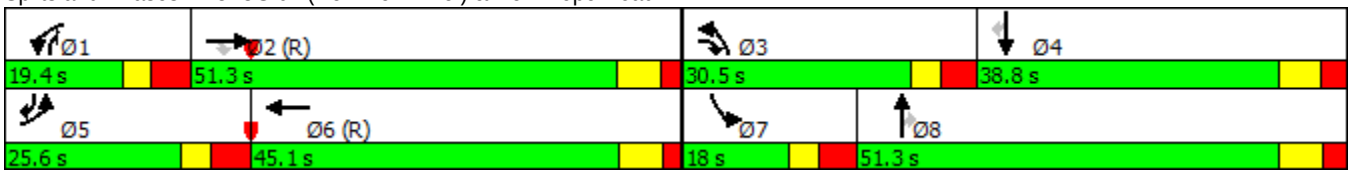
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	433	1361	474	152	783	142	151	482	136	274	512	64
Future Volume (vph)	433	1361	474	152	783	142	151	482	136	274	512	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	13	12	12	13	12	12	13	12	12	12
Grade (%)		0%			0%			0%			2%	
Storage Length (ft)	575		225	200		0	325		0	650		0
Storage Lanes	2		1	1		0	1		1	2		1
Taper Length (ft)	300			200			100			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4916	1636	1770	6260	0	1770	3539	1636	3399	3504	1567
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4916	1636	1770	6260	0	1770	3539	1636	3399	3504	1567
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1657			666			465			1006	
Travel Time (s)		25.1			10.1			7.0			15.2	
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
Adj. Flow (vph)	481	1512	527	169	870	158	168	536	151	304	569	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	481	1512	527	169	1028	0	168	536	151	304	569	71
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Detector Phase	5	2	3	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.2	40.9	13.8	14.1	44.7		13.8	51.3	14.1	14.0	14.2	14.2
Total Split (s)	25.6	51.3	30.5	19.4	45.1		30.5	51.3	19.4	18.0	38.8	25.6
Total Split (%)	18.3%	36.6%	21.8%	13.9%	32.2%		21.8%	36.6%	13.9%	12.9%	27.7%	18.3%
Maximum Green (s)	18.4	44.4	23.7	12.3	38.4		23.7	44.0	12.3	11.0	31.6	18.4
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5		3.0	4.5	3.0	3.0	4.3	3.0
All-Red Time (s)	4.2	2.4	3.8	4.1	2.2		3.8	2.8	4.1	4.0	2.9	4.2
Lost Time Adjust (s)	-2.2	-1.9	-1.8	-2.1	-1.7		-1.8	-2.3	-2.1	-2.0	-2.2	-2.2
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	1.0	1.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		27.0			31.0			37.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	24.7	54.2	77.2	18.5	48.1		18.0	33.6	57.1	13.7	29.3	59.0
Actuated g/C Ratio	0.18	0.39	0.55	0.13	0.34		0.13	0.24	0.41	0.10	0.21	0.42
v/c Ratio	0.80	0.79	0.58	0.72	0.48		0.74	0.63	0.23	0.92	0.78	0.11
Control Delay	83.5	34.2	6.6	82.4	36.3		77.4	50.2	26.3	94.4	60.1	24.3

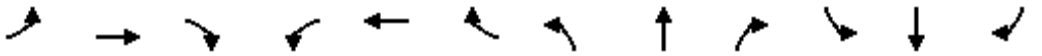
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.5	34.2	6.6	82.4	36.3		77.4	50.2	26.3	94.4	60.1	24.3
LOS	F	C	A	F	D		E	D	C	F	E	C
Approach Delay		37.8			42.8			51.3			68.4	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	241	271	48	161	176		150	232	86	144	262	38
Queue Length 95th (ft)	m#259	m350	m43	#297	223		219	258	126	#239	313	71
Internal Link Dist (ft)		1577			586			385			926	
Turn Bay Length (ft)	575		225	200			325			650		
Base Capacity (vph)	605	1904	990	234	2149		322	1170	666	332	848	659
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.79	0.53	0.72	0.48		0.52	0.46	0.23	0.92	0.67	0.11

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 46.2 Intersection LOS: D
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: US 64 (New Bern Ave.) & New Hope Road





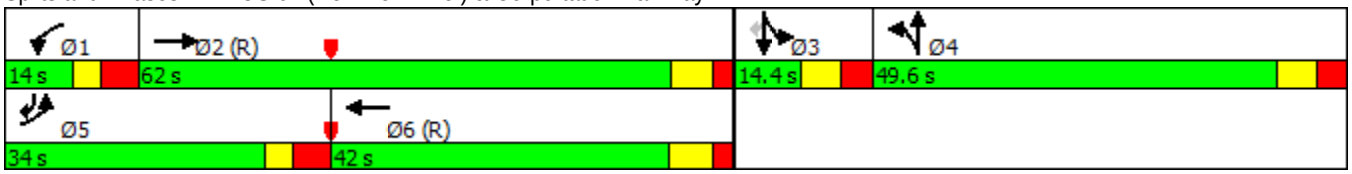
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	671	2105	60	79	1117	33	247	111	135	84	60	300
Future Volume (vph)	671	2105	60	79	1117	33	247	111	135	84	60	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	13	12	12	12
Grade (%)		0%			-2%			-5%			0%	
Storage Length (ft)	500		0	450		0	100		0	250		0
Storage Lanes	2		0	1		0	1		0	1		2
Taper Length (ft)	300			200			200			100		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	0.97	1.00	0.88
Frt		0.996			0.996			0.918				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5065	0	1787	6446	0	1814	1811	0	3433	1863	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5065	0	1787	6446	0	1814	1811	0	3433	1863	2787
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1017			1657			410			557	
Travel Time (s)		15.4			25.1			8.0			10.9	
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
Adj. Flow (vph)	746	2339	67	88	1241	37	274	123	150	93	67	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	746	2406	0	88	1278	0	274	273	0	93	67	333
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4		3	3	5
Permitted Phases												3
Detector Phase	5	2		1	6		4	4		3	3	5
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	26.7		14.0	38.9		49.6	49.6		14.4	14.4	14.0
Total Split (s)	34.0	62.0		14.0	42.0		49.6	49.6		14.4	14.4	34.0
Total Split (%)	24.3%	44.3%		10.0%	30.0%		35.4%	35.4%		10.3%	10.3%	24.3%
Maximum Green (s)	27.0	55.3		7.0	35.1		42.0	42.0		7.0	7.0	27.0
Yellow Time (s)	3.0	4.5		3.0	4.7		4.2	4.2		4.0	4.0	3.0
All-Red Time (s)	4.0	2.2		4.0	2.2		3.4	3.4		3.4	3.4	4.0
Lost Time Adjust (s)	-2.0	-1.7		-2.0	-1.9		-0.4	-0.4		-2.4	-2.4	-2.4
Total Lost Time (s)	5.0	5.0		5.0	5.0		7.2	7.2		5.0	5.0	4.6
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		13.0			25.0		35.0	35.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	39.3	69.8		13.1	43.7		25.4	25.4		9.4	9.4	49.5
Actuated g/C Ratio	0.28	0.50		0.09	0.31		0.18	0.18		0.07	0.07	0.35
v/c Ratio	0.77	0.95		0.53	0.64		0.83	0.83		0.40	0.54	0.34
Control Delay	52.0	47.3		64.5	39.9		75.6	75.5		68.2	79.3	18.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	52.0	47.3		64.5	39.9		75.6	75.5		68.2	79.3	18.3
LOS	D	D		E	D		E	E		E	E	B
Approach Delay		48.4			41.5			75.5			36.0	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	362	579		82	159		243	242		42	60	70
Queue Length 95th (ft)	m407	m#1000		140	278		324	323		72	113	82
Internal Link Dist (ft)		937			1577			330			477	
Turn Bay Length (ft)	500			450			100			250		
Base Capacity (vph)	963	2526		167	2010		549	548		230	125	985
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.77	0.95		0.53	0.64		0.50	0.50		0.40	0.54	0.34

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 48.3 Intersection LOS: D
Intersection Capacity Utilization 86.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: US 64 (New Bern Ave.) & Corportation Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	2314	3	8	1202	155	6	1	67	270	4	294
Future Volume (vph)	366	2314	3	8	1202	155	6	1	67	270	4	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12	16	16	16	11	11	11
Grade (%)		2%			0%			0%			-5%	
Storage Length (ft)	525		0	450		0	0		0	0		0
Storage Lanes	2		0	1		1	0		0	1		2
Taper Length (ft)	300			225			25			300		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Frt						0.850		0.878				0.850
Flt Protected	0.950			0.950				0.996		0.950	0.954	
Satd. Flow (prot)	3399	5034	0	1770	5085	1583	0	1846	0	1666	1673	2761
Flt Permitted	0.950			0.950				0.996		0.950	0.954	
Satd. Flow (perm)	3399	5034	0	1770	5085	1583	0	1846	0	1666	1673	2761
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1270			1840			167			515	
Travel Time (s)		19.2			27.9			3.8			10.0	
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
Adj. Flow (vph)	407	2571	3	9	1336	172	7	1	74	300	4	327
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	407	2574	0	9	1336	172	0	82	0	153	151	327
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	5 8	2		1	6		3	3		4	4	4 5 8
Permitted Phases						6						
Detector Phase	5 8	2		1	6	6	3	3		4	4	4 5 8
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0	12.0	4.0	4.0		7.0	7.0	
Minimum Split (s)		18.3		13.5	33.4	33.4	11.1	11.1		14.2	14.2	
Total Split (s)		54.1		14.5	53.2	53.2	12.1	12.1		17.0	17.0	
Total Split (%)		38.6%		10.4%	38.0%	38.0%	8.6%	8.6%		12.1%	12.1%	
Maximum Green (s)		47.8		8.0	46.8	46.8	5.0	5.0		9.8	9.8	
Yellow Time (s)		4.3		3.0	4.5	4.5	3.0	3.0		3.1	3.1	
All-Red Time (s)		2.0		3.5	1.9	1.9	4.1	4.1		4.1	4.1	
Lost Time Adjust (s)		-1.3		-1.5	-1.4	-1.4		-2.1		-2.2	-2.2	
Total Lost Time (s)		5.0		5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag		Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0		1.0	2.0	2.0	2.0	2.0		1.0	1.0	
Recall Mode		C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)					4.0	4.0						
Flash Dont Walk (s)					23.0	23.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	32.5	79.0		8.5	68.4	68.4		7.1		12.0	12.0	42.7
Actuated g/C Ratio	0.23	0.56		0.06	0.49	0.49		0.05		0.09	0.09	0.30
v/c Ratio	0.52	0.91		0.08	0.54	0.22		0.88		1.08	1.06	0.39
Control Delay	41.6	40.2		55.8	38.0	34.7		130.0		156.0	150.4	28.7

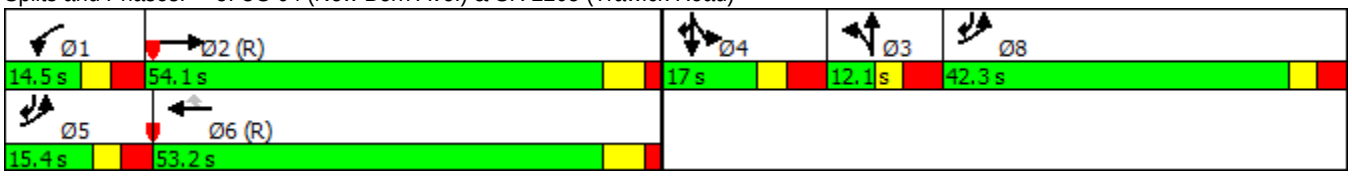
Lane Group	Ø5	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	13.3	41.3
Total Split (s)	15.4	42.3
Total Split (%)	11%	30%
Maximum Green (s)	9.1	36.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	3.3	3.3
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	None
Walk Time (s)		4.0
Flash Dont Walk (s)		31.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	41.6	40.2		55.8	38.0	34.7		130.0		156.0	150.4	28.7
LOS	D	D		E	D	C		F		F	F	C
Approach Delay		40.4			37.7			130.0			88.7	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	156	789		8	321	103		76		~162	~157	107
Queue Length 95th (ft)	203	#1079		m16	457	196		#180		#315	#312	137
Internal Link Dist (ft)		1190			1760			87			435	
Turn Bay Length (ft)	525			450								
Base Capacity (vph)	916	2840		120	2484	773		93		142	143	945
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.44	0.91		0.07	0.54	0.22		0.88		1.08	1.06	0.35

Intersection Summary

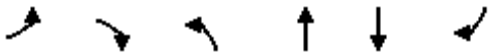
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 46.9 Intersection LOS: D
Intersection Capacity Utilization 77.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: US 64 (New Bern Ave.) & SR 2205 (Trawick Road)



Lane Group	Ø5	Ø8
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



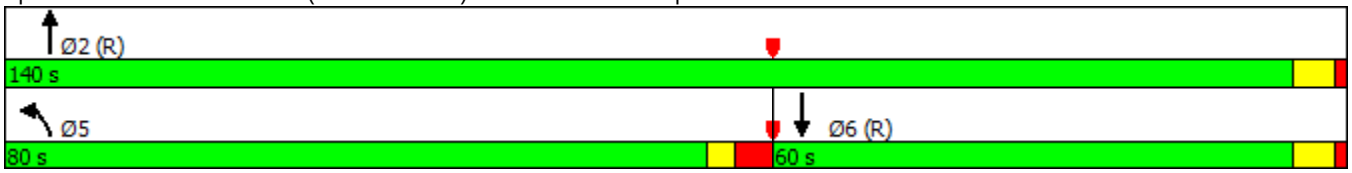
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	619	2367	1395	666
Future Volume (vph)	0	0	619	2367	1395	666
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	11	11	11	11
Grade (%)	0%			-1%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
Frt						0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1719	3438	4916	1531
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1719	3438	4916	1531
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	795			88	1270	
Travel Time (s)	18.1			1.3	19.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	688	2630	1550	740
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	688	2630	1550	740
Turn Type			Prot	NA	NA	Free
Protected Phases			5	2	6	
Permitted Phases						Free
Detector Phase			5	2	6	
Switch Phase						
Minimum Initial (s)			7.0	12.0	12.0	
Minimum Split (s)			13.9	17.9	17.9	
Total Split (s)			80.0	140.0	60.0	
Total Split (%)			57.1%	100.0%	42.9%	
Maximum Green (s)			73.1	134.1	54.1	
Yellow Time (s)			3.0	4.5	4.5	
All-Red Time (s)			3.9	1.4	1.4	
Lost Time Adjust (s)			-1.9	-0.9	-0.9	
Total Lost Time (s)			5.0	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)			2.0	3.0	3.0	
Minimum Gap (s)			2.0	3.0	3.0	
Time Before Reduce (s)			0.0	0.0	20.0	
Time To Reduce (s)			0.0	0.0	40.0	
Recall Mode			None	C-Min	C-Min	
Act Effct Green (s)			65.9	140.0	64.1	140.0
Actuated g/C Ratio			0.47	1.00	0.46	1.00
v/c Ratio			0.85	0.76	0.69	0.48
Control Delay			31.3	11.9	25.2	2.9

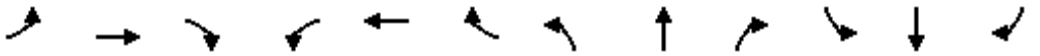
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay			0.0	0.0	0.0	0.0
Total Delay			31.3	11.9	25.2	2.9
LOS			C	B	C	A
Approach Delay				15.9	18.0	
Approach LOS				B	B	
Queue Length 50th (ft)			583	1026	274	54
Queue Length 95th (ft)			m722	864	520	100
Internal Link Dist (ft)	715			8	1190	
Turn Bay Length (ft)						
Base Capacity (vph)			920	3438	2250	1531
Starvation Cap Reductn			0	0	0	0
Spillback Cap Reductn			0	0	0	0
Storage Cap Reductn			0	0	0	0
Reduced v/c Ratio			0.75	0.76	0.69	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: US 64 (New Bern Ave.) & I-440 WB On-Ramp



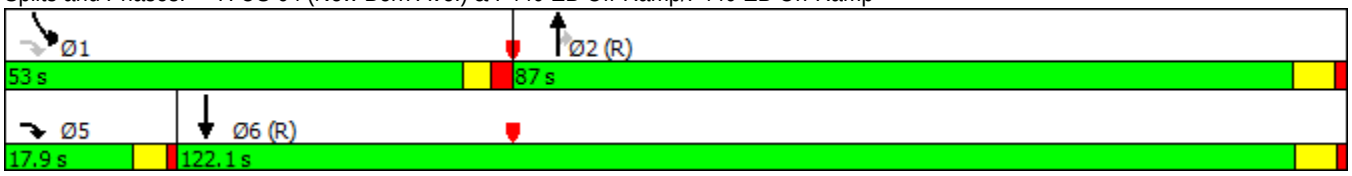


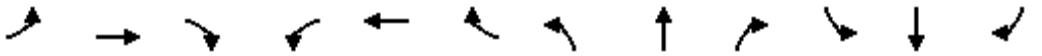
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	420	0	0	0	0	2530	269	494	1128	0
Future Volume (vph)	0	0	420	0	0	0	0	2530	269	494	1128	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	16	12	12	12
Grade (%)		2%			-2%			0%			1%	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850						0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2759	0	0	0	0	5085	1794	1761	5060	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2759	0	0	0	0	5085	1794	1761	5060	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1111			655			535			323	
Travel Time (s)		21.6			12.8			8.1			4.9	
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
Adj. Flow (vph)	0	0	467	0	0	0	0	2811	299	549	1253	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	467	0	0	0	0	2811	299	549	1253	0
Turn Type			custom					NA	Perm	Prot	NA	
Protected Phases			5					2		1	6	
Permitted Phases			1						2			
Detector Phase			5					2	2	1	6	
Switch Phase												
Minimum Initial (s)			5.0					12.0	12.0	7.0	12.0	
Minimum Split (s)			9.5					23.9	23.9	23.3	23.6	
Total Split (s)			17.9					87.0	87.0	53.0	122.1	
Total Split (%)			12.8%					62.1%	62.1%	37.9%	87.2%	
Maximum Green (s)			13.4					81.1	81.1	47.7	116.5	
Yellow Time (s)			3.5					4.5	4.5	3.0	4.4	
All-Red Time (s)			1.0					1.4	1.4	2.3	1.2	
Lost Time Adjust (s)			-0.4					-0.9	-0.9	-0.3	-0.6	
Total Lost Time (s)			4.1					5.0	5.0	5.0	5.0	
Lead/Lag			Lead					Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)			3.0					3.0	3.0	1.0	3.0	
Minimum Gap (s)			3.0					3.0	3.0	1.0	3.0	
Time Before Reduce (s)			0.0					20.0	20.0	0.0	20.0	
Time To Reduce (s)			0.0					40.0	40.0	0.0	40.0	
Recall Mode			None					C-Min	C-Min	None	C-Min	
Act Effct Green (s)			46.6					84.3	84.3	45.7	116.0	
Actuated g/C Ratio			0.33					0.60	0.60	0.33	0.83	
v/c Ratio			0.51					0.92	0.28	0.96	0.30	
Control Delay			39.4					29.7	12.1	93.6	0.4	
Queue Delay			0.0					28.2	0.0	0.0	0.0	
Total Delay			39.4					57.8	12.1	93.6	0.4	
LOS			D					E	B	F	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.4						53.4			28.8	
Approach LOS		D						D			C	
Queue Length 50th (ft)			188					999	138	480	7	
Queue Length 95th (ft)			247					347	60	#714	8	
Internal Link Dist (ft)		1031			575			455			243	
Turn Bay Length (ft)												
Base Capacity (vph)			917					3063	1080	603	4232	
Starvation Cap Reductn			0					410	0	0	0	
Spillback Cap Reductn			0					0	0	0	0	
Storage Cap Reductn			0					0	0	0	0	
Reduced v/c Ratio			0.51					1.06	0.28	0.91	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 44.0		Intersection LOS: D	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: US 64 (New Bern Ave.) & I-440 EB Off-Ramp/I-440 EB On-Ramp





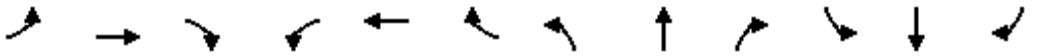
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	2	47	14	0	72	28	2732	32	51	1419	39
Future Volume (vph)	64	2	47	14	0	72	28	2732	32	51	1419	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	12	12	12	12	12	13	12	12	12
Grade (%)		1%			1%			-1%			-1%	
Storage Length (ft)	0		200	150		0	100		125	300		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	100			100			200			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.91	0.91
Frt			0.850		0.850				0.850		0.996	
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1945	1785	1761	1575	0	1778	6440	1644	1778	5090	0
Flt Permitted		0.632		0.693			0.950			0.950		
Satd. Flow (perm)	0	1289	1785	1284	1575	0	1778	6440	1644	1778	5090	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		409			610			1033			535	
Travel Time (s)		8.0			11.9			15.7			8.1	
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
Adj. Flow (vph)	71	2	52	16	0	80	31	3036	36	57	1577	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	52	16	80	0	31	3036	36	57	1620	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8					2			
Detector Phase	4	4	5	8	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	13.6	13.6	13.4	13.8	13.8		13.4	17.7	17.7	13.3	17.9	
Total Split (s)	23.0	23.0	15.0	23.0	23.0		15.0	99.0	99.0	18.0	102.0	
Total Split (%)	16.4%	16.4%	10.7%	16.4%	16.4%		10.7%	70.7%	70.7%	12.9%	72.9%	
Maximum Green (s)	16.4	16.4	8.6	16.2	16.2		8.6	93.3	93.3	11.7	96.1	
Yellow Time (s)	3.8	3.8	3.0	3.8	3.8		3.0	4.6	4.6	3.0	4.6	
All-Red Time (s)	2.8	2.8	3.4	3.0	3.0		3.4	1.1	1.1	3.3	1.3	
Lost Time Adjust (s)		-1.6	-1.4	-1.8	-1.8		-1.4	-0.7	-0.1	-1.3	-0.9	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0	5.6	5.0	5.0	
Lead/Lag			Lead				Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.5	2.5	2.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.5	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	15.0	15.0	0.0	15.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	30.0	30.0	0.0	30.0	
Recall Mode	None	None	None	None	None		None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		13.9	28.0	13.9	13.9		9.1	103.2	102.6	10.6	104.7	
Actuated g/C Ratio		0.10	0.20	0.10	0.10		0.06	0.74	0.73	0.08	0.75	
v/c Ratio		0.57	0.15	0.13	0.51		0.27	0.64	0.03	0.43	0.43	
Control Delay		76.6	45.2	57.4	70.4		57.3	11.1	8.2	70.8	2.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.1	
Total Delay		76.6	45.2	57.4	70.4		57.3	11.3	8.2	70.8	3.0	
LOS		E	D	E	E		E	B	A	E	A	
Approach Delay		63.5			68.2			11.7			5.3	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)		65	40	14	70		27	385	11	55	24	
Queue Length 95th (ft)		115	73	36	122		m47	221	m12	91	182	
Internal Link Dist (ft)		329			530			953			455	
Turn Bay Length (ft)			200	150			100		125	300		
Base Capacity (vph)		168	370	168	205		130	4771	1211	167	3824	
Starvation Cap Reductn		0	0	0	0		0	0	0	0	810	
Spillback Cap Reductn		0	0	0	0		0	714	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.43	0.14	0.10	0.39		0.24	0.75	0.03	0.34	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: US 64 (New Bern Ave.) & SR 2277 (Yonkers Road)/Kelly Austin Drive

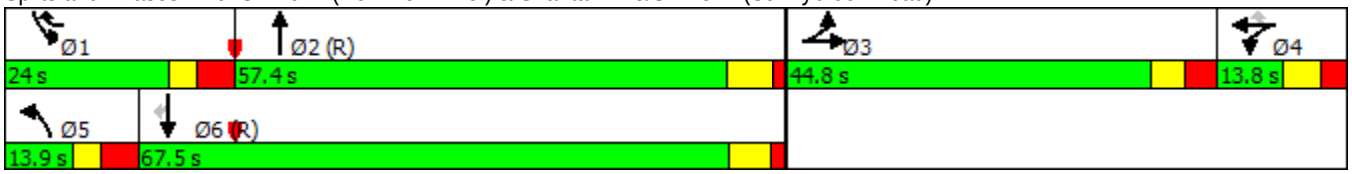


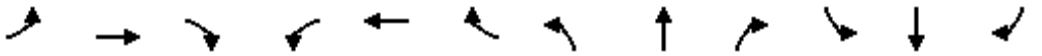
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	77	18	14	0	72	33	1798	86	441	944	72
Future Volume (vph)	165	77	18	14	0	72	33	1798	86	441	944	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			0%			-2%			4%	
Storage Length (ft)	200		0	175		0	200		0	375		0
Storage Lanes	1		0	1		2	1		0	2		1
Taper Length (ft)	100			100			150			225		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.91	0.91	0.97	0.95	1.00
Frt		0.972				0.850		0.993				0.850
Flt Protected	0.950				0.950		0.950			0.950		
Satd. Flow (prot)	3252	1715	0	0	1711	2694	1728	4930	0	3252	3353	1500
Flt Permitted	0.950				0.950		0.950			0.950		
Satd. Flow (perm)	3252	1715	0	0	1711	2694	1728	4930	0	3252	3353	1500
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		610			605			454			773	
Travel Time (s)		11.9			11.8			6.9			11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	183	86	20	16	0	80	37	1998	96	490	1049	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	106	0	0	16	80	37	2094	0	490	1049	80
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	Perm
Protected Phases	3	3		4	4	1	5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	3		4	4	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	44.8	44.8		13.8	13.8	13.9	13.9	18.2		13.9	30.9	30.9
Total Split (s)	44.8	44.8		13.8	13.8	24.0	13.9	57.4		24.0	67.5	67.5
Total Split (%)	32.0%	32.0%		9.9%	9.9%	17.1%	9.9%	41.0%		17.1%	48.2%	48.2%
Maximum Green (s)	38.0	38.0		7.0	7.0	17.1	7.0	51.2		17.1	61.6	61.6
Yellow Time (s)	3.6	3.6		3.8	3.8	3.0	3.0	4.7		3.0	4.2	4.2
All-Red Time (s)	3.2	3.2		3.0	3.0	3.9	3.9	1.5		3.9	1.7	1.7
Lost Time Adjust (s)	-1.8	-1.8			-1.8	-1.8	-1.9	-1.2		-1.9	-0.9	-1.8
Total Lost Time (s)	5.0	5.0			5.0	5.1	5.0	5.0		5.0	5.0	4.1
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	6.0		1.0	6.0	6.0
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	C-Min
Walk Time (s)	7.0	7.0									7.0	7.0
Flash Dont Walk (s)	31.0	31.0									18.0	18.0
Pedestrian Calls (#/hr)	0	0									0	0
Act Effct Green (s)	14.1	14.1			8.8	37.2	9.6	73.6		31.7	98.5	99.4
Actuated g/C Ratio	0.10	0.10			0.06	0.27	0.07	0.53		0.23	0.70	0.71
v/c Ratio	0.56	0.61			0.15	0.11	0.32	0.81		0.66	0.44	0.08
Control Delay	65.9	74.8			65.4	37.8	61.6	20.7		61.5	16.6	15.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.8		0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	65.9	74.8			65.4	37.8	61.6	21.5		61.5	16.6	15.1
LOS	E	E			E	D	E	C		E	B	B
Approach Delay		69.2			42.4			22.2			30.1	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	83	94			14	33	34	287		244	167	23
Queue Length 95th (ft)	118	153			39	51	m35	m#635		303	396	85
Internal Link Dist (ft)		530			525			374			693	
Turn Bay Length (ft)	200						200			375		
Base Capacity (vph)	924	487			107	715	117	2591		737	2360	1065
Starvation Cap Reductn	0	0			0	0	0	223		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.20	0.22			0.15	0.11	0.32	0.88		0.66	0.44	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 2911 (New Bern Ave.) & Shanta Drive/SR 2544 (Sunnybrook Road)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	1	12	104	83	747	1	1677	28	119	912	6
Future Volume (vph)	39	1	12	104	83	747	1	1677	28	119	912	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	12	12	12	12
Grade (%)		3%			-3%			1%			0%	
Storage Length (ft)	0		0	0		0	100		0	275		0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (ft)	25			25			150			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.95	0.95
Frt		0.969				0.850		0.998			0.999	
Flt Protected		0.964			0.973		0.950			0.950		
Satd. Flow (prot)	0	1657	0	0	1778	1554	1702	5050	0	1770	3536	0
Flt Permitted		0.726			0.800		0.145			0.074		
Satd. Flow (perm)	0	1248	0	0	1462	1554	260	5050	0	138	3536	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		353			358			842			163	
Travel Time (s)		9.6			9.8			12.8			2.5	
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
Adj. Flow (vph)	43	1	13	116	92	830	1	1863	31	132	1013	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	208	830	1	1894	0	132	1020	0
Turn Type	Perm	NA		Perm	NA	pt+ov	D.P+P	NA		D.P+P	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8	8 1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	
Minimum Split (s)	38.8	38.8		41.8	41.8		13.3	23.4		13.3	18.4	
Total Split (s)	67.0	67.0		67.0	67.0		13.3	59.6		13.4	59.7	
Total Split (%)	47.9%	47.9%		47.9%	47.9%		9.5%	42.6%		9.6%	42.6%	
Maximum Green (s)	60.2	60.2		60.2	60.2		7.0	53.2		7.1	53.3	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.0	4.5		3.0	4.5	
All-Red Time (s)	3.5	3.5		3.5	3.5		3.3	1.9		3.3	1.9	
Lost Time Adjust (s)		-1.8			-1.8		-1.3	-1.4		-1.3	-1.4	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0		2.0	3.3		2.0	3.6	
Minimum Gap (s)	2.0	2.0		1.0	1.0		2.0	3.3		2.0	3.6	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	20.0		0.0	20.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	40.0		0.0	40.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Flash Dont Walk (s)	28.0	28.0		31.0	31.0			13.0			5.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		62.2			62.2	73.8	66.8	54.4		62.8	65.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.44			0.44	0.53	0.48	0.39		0.45	0.47	
v/c Ratio		0.10			0.32	1.01	0.00	0.96		0.82	0.62	
Control Delay		23.5			27.0	68.3	19.0	47.3		69.5	19.0	
Queue Delay		0.0			0.0	0.0	0.0	17.9		0.0	0.2	
Total Delay		23.5			27.0	68.3	19.0	65.2		69.5	19.2	
LOS		C			C	E	B	E		E	B	
Approach Delay		23.5			60.1			65.2			25.0	
Approach LOS		C			E			E			C	
Queue Length 50th (ft)		30			121	~797	0	624		71	303	
Queue Length 95th (ft)		59			185	#1048	m1	#712		#179	580	
Internal Link Dist (ft)		273			278			762			83	
Turn Bay Length (ft)							100			275		
Base Capacity (vph)		553			649	818	209	1969		160	1646	
Starvation Cap Reductn		0			0	0	0	0		0	125	
Spillback Cap Reductn		0			0	0	0	145		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.10			0.32	1.01	0.00	1.04		0.82	0.67	

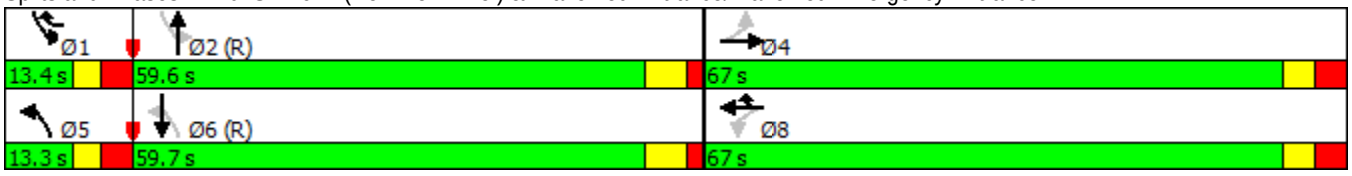
Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 52.2	Intersection LOS: D
Intersection Capacity Utilization 99.1%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 2911 (New Bern Ave.) & WakeMed Entrance/WakeMed Emergency Entrance

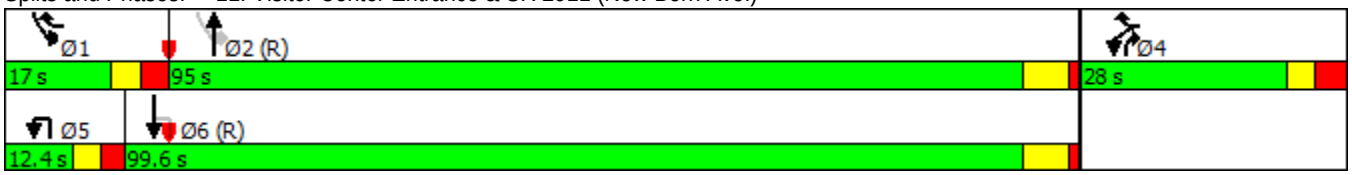


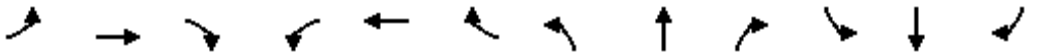
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	32	200	0	1510	14	107	793
Future Volume (vph)	32	200	0	1510	14	107	793
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	11	11
Grade (%)	-3%			-3%			-3%
Storage Length (ft)	0	0	175		0	275	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	25		150			100	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1736	1554	1828	3592	1607	1736	3473
Flt Permitted	0.950					0.085	
Satd. Flow (perm)	1736	1554	1828	3592	1607	155	3473
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	25			45			45
Link Distance (ft)	185			203			842
Travel Time (s)	5.0			3.1			12.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	36	222	0	1678	16	119	881
Shared Lane Traffic (%)							
Lane Group Flow (vph)	36	222	0	1678	16	119	881
Turn Type	Prot	pt+ov	D.P+P	NA	pm+ov	D.P+P	NA
Protected Phases	4	4 1	5	2	4	1	6
Permitted Phases			6		2	2	
Detector Phase	4	4 1	5	2	4	1	6
Switch Phase							
Minimum Initial (s)	7.0		7.0	12.0	7.0	7.0	12.0
Minimum Split (s)	24.5		12.4	24.0	24.5	12.9	24.0
Total Split (s)	28.0		12.4	95.0	28.0	17.0	99.6
Total Split (%)	20.0%		8.9%	67.9%	20.0%	12.1%	71.1%
Maximum Green (s)	21.5		7.0	89.0	21.5	11.1	93.6
Yellow Time (s)	3.0		3.0	4.8	3.0	3.0	4.8
All-Red Time (s)	3.5		2.4	1.2	3.5	2.9	1.2
Lost Time Adjust (s)	-1.5		-1.4	-1.0	-1.0	-1.9	-1.0
Total Lost Time (s)	5.0		4.0	5.0	5.5	4.0	5.0
Lead/Lag			Lead	Lag		Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		1.0	3.2	2.0	1.0	3.2
Minimum Gap (s)	2.0		1.0	3.2	2.0	1.0	3.2
Time Before Reduce (s)	0.0		0.0	15.0	0.0	0.0	15.0
Time To Reduce (s)	0.0		0.0	30.0	0.0	0.0	30.0
Recall Mode	None		None	C-Min	None	None	C-Min
Act Effct Green (s)	22.1	34.5		94.0	120.6	104.9	107.9
Actuated g/C Ratio	0.16	0.25		0.67	0.86	0.75	0.77
v/c Ratio	0.13	0.58		0.70	0.01	0.52	0.33
Control Delay	49.8	52.0		17.0	1.6	41.1	2.2

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	49.8	52.0		17.0	1.6	41.1	2.2
LOS	D	D		B	A	D	A
Approach Delay	51.7			16.8			6.8
Approach LOS	D			B			A
Queue Length 50th (ft)	28	179		462	1	48	54
Queue Length 95th (ft)	60	249		635	5	106	22
Internal Link Dist (ft)	105			123			762
Turn Bay Length (ft)						275	
Base Capacity (vph)	302	396		2429	1411	266	2676
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.12	0.56		0.69	0.01	0.45	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Visitor Center Entrance & SR 2911 (New Bern Ave.)



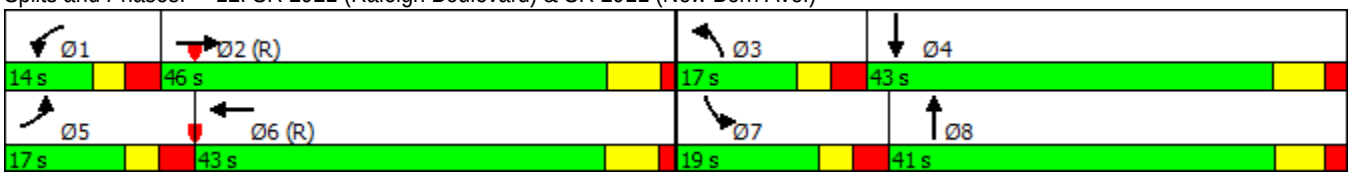


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	915	28	38	0	200	63	454	121	77	461	132
Future Volume (vph)	63	915	28	38	0	200	63	454	121	77	461	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	13	12	12	12	12	12
Grade (%)		-4%			-3%			1%			-1%	
Storage Length (ft)	725		0	300		225	325		0	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	150			200			175			150		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.996			0.850			0.968			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	4994	0	1736	4241	0	1819	3409	0	1778	3440	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	4994	0	1736	4241	0	1819	3409	0	1778	3440	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1497			1600			753			911	
Travel Time (s)		22.7			24.2			11.4			13.8	
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
Adj. Flow (vph)	70	1017	31	42	0	222	70	504	134	86	512	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	1048	0	42	222	0	70	638	0	86	659	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.3	24.3		13.2	28.4		13.3	36.6		13.3	37.8	
Total Split (s)	17.0	46.0		14.0	43.0		17.0	41.0		19.0	43.0	
Total Split (%)	14.2%	38.3%		11.7%	35.8%		14.2%	34.2%		15.8%	35.8%	
Maximum Green (s)	10.7	39.7		7.8	36.6		10.7	34.4		12.7	36.2	
Yellow Time (s)	3.0	4.9		3.0	4.8		3.0	4.4		3.0	4.6	
All-Red Time (s)	3.3	1.4		3.2	1.6		3.3	2.2		3.3	2.2	
Lost Time Adjust (s)	-1.3	-1.3		-1.2	-1.4		-1.3	-1.6		-1.3	-1.8	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0		1.0	3.0		1.0	1.0		1.0	1.0	
Minimum Gap (s)	1.0	3.0		1.0	3.0		1.0	1.0		1.0	1.0	
Time Before Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		14.0			18.0			26.0			27.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.2	56.1		8.9	54.7		10.1	29.4		11.0	30.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.47		0.07	0.46		0.08	0.24		0.09	0.25	
v/c Ratio	0.47	0.45		0.33	0.11		0.46	0.76		0.53	0.76	
Control Delay	62.4	25.5		59.6	23.2		61.8	48.3		63.4	47.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.4	25.5		59.6	23.2		61.8	48.3		63.4	47.1	
LOS	E	C		E	C		E	D		E	D	
Approach Delay		27.8			29.0			49.6			49.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	53	209		32	38		53	242		65	248	
Queue Length 95th (ft)	99	305		68	68		99	288		115	292	
Internal Link Dist (ft)		1417			1520			673			831	
Turn Bay Length (ft)	725			300			325			250		
Base Capacity (vph)	179	2354		135	1950		185	1022		210	1089	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.45		0.31	0.11		0.38	0.62		0.41	0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 38.9		Intersection LOS: D	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: SR 2921 (Raleigh Boulevard) & SR 2911 (New Bern Ave.)



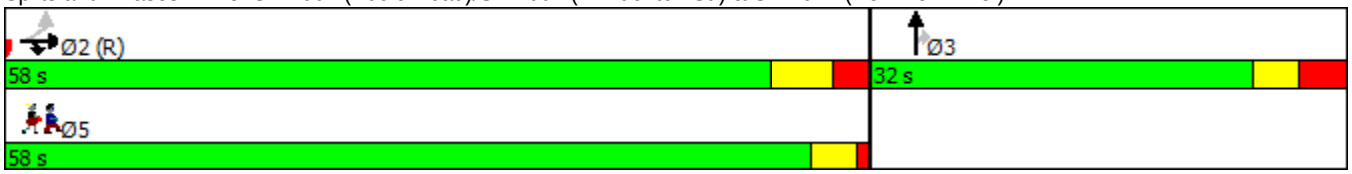
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1070	361	0	0	0	0	152	8	0	0	0
Future Volume (vph)	1	1070	361	0	0	0	0	152	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-5%			0%			6%			-2%	
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850			
Flt Protected												
Satd. Flow (prot)	0	5039	1569	0	0	0	0	1747	1485	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5039	1569	0	0	0	0	1747	1485	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		882			251			945			78	
Travel Time (s)		13.4			3.8			18.4			1.5	
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
Adj. Flow (vph)	1	1189	401	0	0	0	0	169	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1190	401	0	0	0	0	169	9	0	0	0
Turn Type	Perm	NA	Prot					NA	Perm			
Protected Phases		2	2					3				
Permitted Phases	2								3			
Detector Phase	2	2	2					3	3			
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					7.0	7.0			
Minimum Split (s)	16.7	16.7	16.7					24.4	24.4			
Total Split (s)	58.0	58.0	58.0					32.0	32.0			
Total Split (%)	64.4%	64.4%	64.4%					35.6%	35.6%			
Maximum Green (s)	51.3	51.3	51.3					25.6	25.6			
Yellow Time (s)	4.2	4.2	4.2					3.0	3.0			
All-Red Time (s)	2.5	2.5	2.5					3.4	3.4			
Lost Time Adjust (s)		-1.7	-1.7					-1.4	-1.4			
Total Lost Time (s)		5.0	5.0					5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					1.0	1.0			
Recall Mode	C-Min	C-Min	C-Min					None	None			
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		66.2	66.2					13.8	13.8			
Actuated g/C Ratio		0.74	0.74					0.15	0.15			
v/c Ratio		0.32	0.35					0.63	0.04			
Control Delay		2.8	3.6					45.8	30.1			
Queue Delay		0.0	0.0					0.0	0.0			
Total Delay		2.8	3.6					45.8	30.1			
LOS		A	A					D	C			
Approach Delay		3.0						45.0				

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
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	5
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	28.0
Total Split (s)	58.0
Total Split (%)	64%
Maximum Green (s)	54.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	20.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A						D				
Queue Length 50th (ft)		21	20					91	4			
Queue Length 95th (ft)		85	94					146	17			
Internal Link Dist (ft)		802			171			865			1	
Turn Bay Length (ft)												
Base Capacity (vph)		3706	1154					524	445			
Starvation Cap Reductn		0	0					0	0			
Spillback Cap Reductn		0	0					0	0			
Storage Cap Reductn		0	0					0	0			
Reduced v/c Ratio		0.32	0.35					0.32	0.02			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: SR 1007 (Poole Road)/SR 1007 (E. Edenton St.) & SR 2911 (New Bern Ave.)



Lane Group	Ø5
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

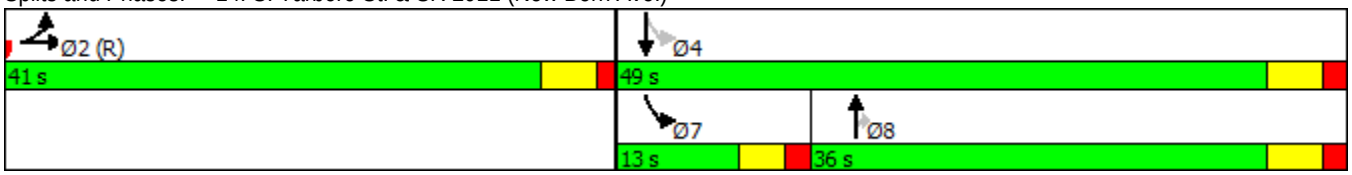
Intersection Summary

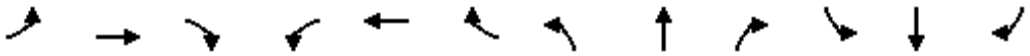
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1145	187	0	0	0	0	189	259	94	331	0
Future Volume (vph)	55	1145	187	0	0	0	0	189	259	94	331	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		3%			0%			1%			1%	
Storage Length (ft)	0		250	0		0	0		100	0		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			100			25		
Lane Util. Factor	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980							0.850			
Flt Protected		0.998								0.950		
Satd. Flow (prot)	0	5967	0	0	0	0	0	1853	1575	1702	1792	0
Flt Permitted		0.998								0.403		
Satd. Flow (perm)	0	5967	0	0	0	0	0	1853	1575	722	1792	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		3696			882			327			211	
Travel Time (s)		56.0			13.4			6.4			4.1	
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
Adj. Flow (vph)	61	1272	208	0	0	0	0	210	288	104	368	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1541	0	0	0	0	0	210	288	104	368	0
Turn Type	Split	NA						NA	Perm	pm+pt	NA	
Protected Phases	2	2						8		7	4	
Permitted Phases									8	4		
Detector Phase	2	2						8	8	7	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0						7.0	7.0	7.0	7.0	
Minimum Split (s)	22.1	22.1						23.5	23.5	11.8	24.5	
Total Split (s)	41.0	41.0						36.0	36.0	13.0	49.0	
Total Split (%)	45.6%	45.6%						40.0%	40.0%	14.4%	54.4%	
Maximum Green (s)	35.9	35.9						30.5	30.5	8.2	43.5	
Yellow Time (s)	3.7	3.7						3.8	3.8	3.0	3.8	
All-Red Time (s)	1.4	1.4						1.7	1.7	1.8	1.7	
Lost Time Adjust (s)		-0.1						-0.5	-0.5	0.2	-0.5	
Total Lost Time (s)		5.0						5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						1.0	1.0	1.0	1.0	
Recall Mode	C-Min	C-Min						None	None	None	None	
Walk Time (s)	4.0	4.0						4.0	4.0		4.0	
Flash Dont Walk (s)	13.0	13.0						14.0	14.0		15.0	
Pedestrian Calls (#/hr)	0	0						0	0		0	
Act Effct Green (s)		47.9						21.2	21.2	32.1	32.1	
Actuated g/C Ratio		0.53						0.24	0.24	0.36	0.36	
v/c Ratio		0.49						0.48	0.78	0.30	0.58	
Control Delay		12.5						32.5	46.3	10.7	15.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.1	0.0	1.8	1.4	
Total Delay		12.6						32.5	46.3	12.5	16.6	
LOS		B						C	D	B	B	
Approach Delay		12.6						40.5			15.7	
Approach LOS		B						D			B	
Queue Length 50th (ft)		141						104	155	18	65	
Queue Length 95th (ft)		277						152	220	22	59	
Internal Link Dist (ft)		3616			802			247			131	
Turn Bay Length (ft)									100			
Base Capacity (vph)		3176						638	542	352	876	
Starvation Cap Reductn		0						0	0	141	317	
Spillback Cap Reductn		149						33	0	0	0	
Storage Cap Reductn		0						0	0	0	0	
Reduced v/c Ratio		0.51						0.35	0.53	0.49	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: S. Tarboro St. & SR 2911 (New Bern Ave.)



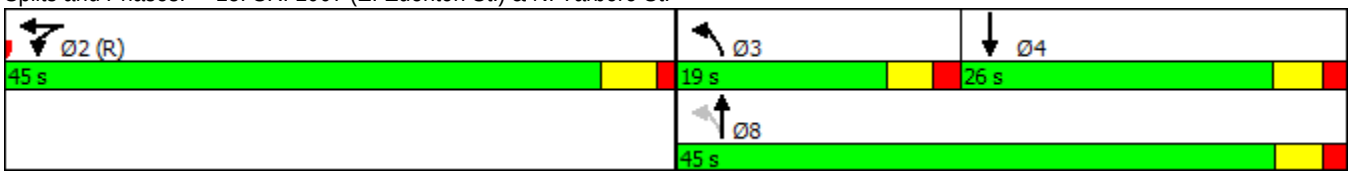


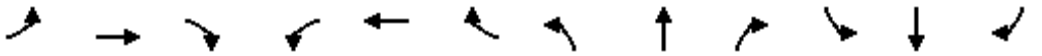
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	207	457	55	81	162	0	0	169	31
Future Volume (vph)	0	0	0	207	457	55	81	162	0	0	169	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			2%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Frt					0.989						0.977	
Flt Protected					0.986		0.950					
Satd. Flow (prot)	0	0	0	0	4746	0	1719	1810	0	0	3376	0
Flt Permitted					0.986		0.379					
Satd. Flow (perm)	0	0	0	0	4746	0	686	1810	0	0	3376	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		3721			847			211			324	
Travel Time (s)		72.5			16.5			5.8			8.8	
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
Adj. Flow (vph)	0	0	0	230	508	61	90	180	0	0	188	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	799	0	90	180	0	0	222	0
Turn Type				Split	NA		pm+pt	NA			NA	
Protected Phases				2	2		3	8			4	
Permitted Phases							8					
Detector Phase				2	2		3	8			4	
Switch Phase												
Minimum Initial (s)				10.0	10.0		7.0	7.0			7.0	
Minimum Split (s)				23.1	23.1		11.9	12.0			12.1	
Total Split (s)				45.0	45.0		19.0	45.0			26.0	
Total Split (%)				50.0%	50.0%		21.1%	50.0%			28.9%	
Maximum Green (s)				39.9	39.9		14.1	40.0			20.9	
Yellow Time (s)				3.7	3.7		3.0	3.2			3.3	
All-Red Time (s)				1.4	1.4		1.9	1.8			1.8	
Lost Time Adjust (s)					-0.1		0.1	0.0			-0.1	
Total Lost Time (s)					5.0		5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				2.0	2.0		1.0	1.0			1.0	
Recall Mode				C-Min	C-Min		None	None			None	
Act Effct Green (s)					59.9		20.1	20.1			9.7	
Actuated g/C Ratio					0.67		0.22	0.22			0.11	
v/c Ratio					0.25		0.37	0.45			0.61	
Control Delay					6.5		49.2	52.4			45.6	
Queue Delay					0.0		0.9	0.3			0.0	
Total Delay					6.5		50.0	52.7			45.6	
LOS					A		D	D			D	
Approach Delay					6.5			51.8			45.6	
Approach LOS					A			D			D	
Queue Length 50th (ft)					53		55	111			64	
Queue Length 95th (ft)					87		99	176			98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3641			767			131			244	
Turn Bay Length (ft)												
Base Capacity (vph)					3159		324	804			787	
Starvation Cap Reductn					0		95	266			0	
Spillback Cap Reductn					0		0	0			28	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.25		0.39	0.33			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: SR. 1007 (E. Edenton St.) & N. Tarboro St.



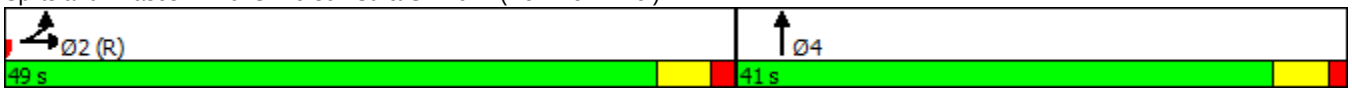


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1043	0	0	0	0	0	649	177	0	0	0
Future Volume (vph)	116	1043	0	0	0	0	0	649	177	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		1%			1%			2%			0%	
Storage Length (ft)	125		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Frt								0.968				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1514	4777	0	0	0	0	0	4711	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1514	4777	0	0	0	0	0	4711	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		571			3696			644			300	
Travel Time (s)		8.7			56.0			12.5			5.8	
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
Adj. Flow (vph)	129	1159	0	0	0	0	0	721	197	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	116	1172	0	0	0	0	0	918	0	0	0	0
Turn Type	Split	NA						NA				
Protected Phases	2	2						4				
Permitted Phases												
Minimum Split (s)	23.4	23.4						18.1				
Total Split (s)	49.0	49.0						41.0				
Total Split (%)	54.4%	54.4%						45.6%				
Maximum Green (s)	43.6	43.6						35.9				
Yellow Time (s)	3.7	3.7						3.8				
All-Red Time (s)	1.7	1.7						1.3				
Lost Time Adjust (s)	-0.4	-0.4						-0.1				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0						4.0				
Flash Dont Walk (s)	14.0	14.0						9.0				
Pedestrian Calls (#/hr)	0	0						0				
Act Effct Green (s)	44.0	44.0						36.0				
Actuated g/C Ratio	0.49	0.49						0.40				
v/c Ratio	0.16	0.50						0.49				
Control Delay	7.1	8.0						21.2				
Queue Delay	0.0	0.0						0.0				
Total Delay	7.1	8.0						21.2				
LOS	A	A						C				
Approach Delay		7.9						21.2				
Approach LOS		A						C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	22	74						139				
Queue Length 95th (ft)	m32	86						177				
Internal Link Dist (ft)		491			3616			564			220	
Turn Bay Length (ft)	125											
Base Capacity (vph)	740	2335						1884				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	65	68						29				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.17	0.52						0.49				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 16: S. Person St. & SR 2911 (New Bern Ave.)

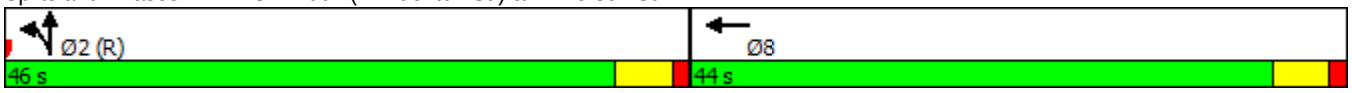


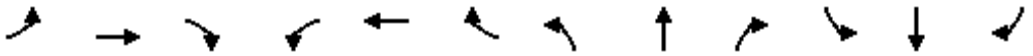
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	629	133	112	722	0	0	0	0
Future Volume (vph)	0	0	0	0	629	133	112	722	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.974							
Flt Protected								0.993				
Satd. Flow (prot)	0	0	0	0	4788	0	0	4906	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	4788	0	0	4906	0	0	0	0
Right Turn on Red			No			No	No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		474			3721			300			453	
Travel Time (s)		9.2			72.5			5.8			8.8	
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
Adj. Flow (vph)	0	0	0	0	699	148	124	802	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	847	0	0	926	0	0	0	0
Turn Type					NA		Split	NA				
Protected Phases					8		2	2				
Permitted Phases												
Minimum Split (s)					19.1		18.2	18.2				
Total Split (s)					44.0		46.0	46.0				
Total Split (%)					48.9%		51.1%	51.1%				
Maximum Green (s)					38.9		40.8	40.8				
Yellow Time (s)					3.8		3.9	3.9				
All-Red Time (s)					1.3		1.3	1.3				
Lost Time Adjust (s)					-0.1			-0.2				
Total Lost Time (s)					5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					4.0		4.0	4.0				
Flash Dont Walk (s)					10.0		9.0	9.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					39.0			41.0				
Actuated g/C Ratio					0.43			0.46				
v/c Ratio					0.41			0.41				
Control Delay					19.6			27.2				
Queue Delay					0.0			2.2				
Total Delay					19.6			29.4				
LOS					B			C				
Approach Delay					19.6			29.4				
Approach LOS					B			C				
Queue Length 50th (ft)					138			185				
Queue Length 95th (ft)					173			225				
Internal Link Dist (ft)		394			3641			220			373	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					2074			2234				
Starvation Cap Reductn					0			1127				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.41			0.84				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 40			
Control Type: Pretimed			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: SR. 1007 (E. Edenton St.) & N. Person St.



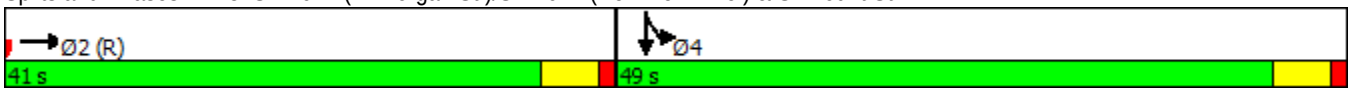


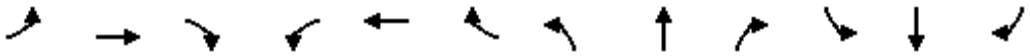
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	897	211	0	0	0	0	0	0	314	1173	0
Future Volume (vph)	0	897	211	0	0	0	0	0	0	314	1173	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			-1%			-1%	
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.971										
Flt Protected											0.990	
Satd. Flow (prot)	0	4797	0	0	0	0	0	0	0	0	4891	0
Flt Permitted											0.990	
Satd. Flow (perm)	0	4797	0	0	0	0	0	0	0	0	4891	0
Right Turn on Red			No			No			No	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		507			571			401			578	
Travel Time (s)		7.7			11.1			7.8			11.3	
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
Adj. Flow (vph)	0	997	234	0	0	0	0	0	0	349	1303	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1231	0	0	0	0	0	0	0	0	1652	0
Turn Type		NA								Split	NA	
Protected Phases		2								4	4	
Permitted Phases												
Minimum Split (s)		23.1								23.1	23.1	
Total Split (s)		41.0								49.0	49.0	
Total Split (%)		45.6%								54.4%	54.4%	
Maximum Green (s)		35.9								43.9	43.9	
Yellow Time (s)		3.9								3.9	3.9	
All-Red Time (s)		1.2								1.2	1.2	
Lost Time Adjust (s)		-0.1									-0.1	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		4.0								4.0	4.0	
Flash Dont Walk (s)		8.0								8.0	8.0	
Pedestrian Calls (#/hr)		0								0	0	
Act Effct Green (s)		36.0									44.0	
Actuated g/C Ratio		0.40									0.49	
v/c Ratio		0.64									0.69	
Control Delay		23.7									24.4	
Queue Delay		0.0									0.0	
Total Delay		23.7									24.4	
LOS		C									C	
Approach Delay		23.7									24.4	
Approach LOS		C									C	
Queue Length 50th (ft)		202									338	
Queue Length 95th (ft)		250									383	
Internal Link Dist (ft)		427			491			321			498	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1918									2391	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.64									0.69	

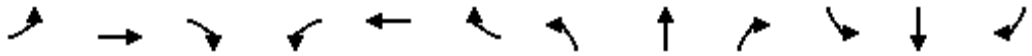
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: SR 2911 (E. Morgan St.)/SR 2911 (New Bern Ave.) & S. Blount St.





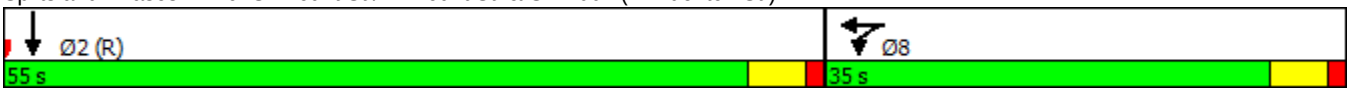
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	173	630	0	0	0	0	0	1325	81
Future Volume (vph)	0	0	0	173	630	0	0	0	0	0	1325	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			-2%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt											0.991	
Flt Protected					0.989							
Satd. Flow (prot)	0	0	0	0	4910	0	0	0	0	0	4896	0
Flt Permitted					0.989							
Satd. Flow (perm)	0	0	0	0	4910	0	0	0	0	0	4896	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		512			474			578			448	
Travel Time (s)		10.0			9.2			11.3			8.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	192	700	0	0	0	0	0	1472	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	892	0	0	0	0	0	1562	0
Turn Type				Split	NA						NA	
Protected Phases				8	8						2	
Permitted Phases												
Minimum Split (s)				23.3	23.3						23.2	
Total Split (s)				35.0	35.0						55.0	
Total Split (%)				38.9%	38.9%						61.1%	
Maximum Green (s)				29.8	29.8						49.8	
Yellow Time (s)				3.9	3.9						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)					-0.3						-0.2	
Total Lost Time (s)					4.9						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				4.0	4.0						4.0	
Flash Dont Walk (s)				8.0	8.0						8.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					30.1						50.0	
Actuated g/C Ratio					0.33						0.56	
v/c Ratio					0.54						0.57	
Control Delay					13.3						14.1	
Queue Delay					0.0						0.0	
Total Delay					13.3						14.1	
LOS					B						B	
Approach Delay					13.3						14.1	
Approach LOS					B						B	
Queue Length 50th (ft)					50						198	
Queue Length 95th (ft)					62						241	
Internal Link Dist (ft)		432			394			498			368	
Turn Bay Length (ft)												

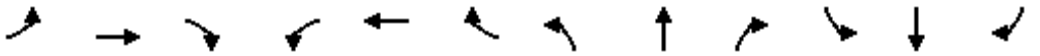


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					1642						2720	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.54						0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 19: S. Blount St./N. Blount St. & SR 1007 (E. Edenton St.)





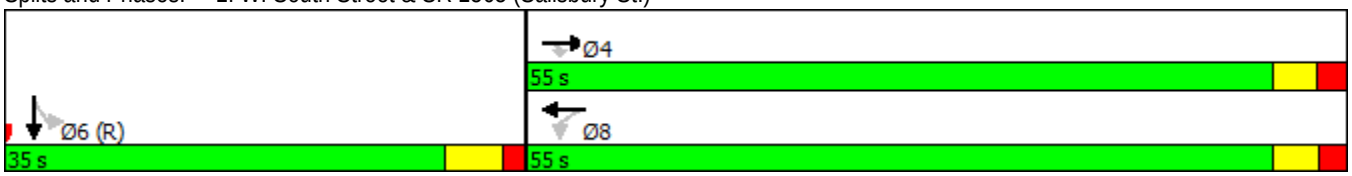
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	231	51	11	70	0	0	0	0	21	128	11
Future Volume (vph)	0	231	51	11	70	0	0	0	0	21	128	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-4%			-4%			-4%	
Storage Length (ft)	0		300	75		0	0		0	200		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			100			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850								0.988	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1765	1500	1745	1837	0	0	0	0	1745	3448	0
Flt Permitted				0.591						0.950		
Satd. Flow (perm)	0	1765	1500	1085	1837	0	0	0	0	1745	3448	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		493			562			550			371	
Travel Time (s)		13.4			15.3			15.0			10.1	
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
Adj. Flow (vph)	0	257	57	12	78	0	0	0	0	23	142	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	57	12	78	0	0	0	0	23	154	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Minimum Split (s)		23.1	23.1	23.1	23.1					24.5	24.5	
Total Split (s)		55.0	55.0	55.0	55.0					35.0	35.0	
Total Split (%)		61.1%	61.1%	61.1%	61.1%					38.9%	38.9%	
Maximum Green (s)		49.9	49.9	49.9	49.9					29.5	29.5	
Yellow Time (s)		3.0	3.0	3.1	3.1					3.8	3.8	
All-Red Time (s)		2.1	2.1	2.0	2.0					1.7	1.7	
Lost Time Adjust (s)		1.0	-0.1	-0.1	-0.1					-0.5	-0.5	
Total Lost Time (s)		6.1	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	6.0	6.0					12.0	12.0	
Pedestrian Calls (#/hr)		0	0	0	0					0	0	
Act Effct Green (s)		48.9	50.0	50.0	50.0					30.0	30.0	
Actuated g/C Ratio		0.54	0.56	0.56	0.56					0.33	0.33	
v/c Ratio		0.27	0.07	0.02	0.08					0.04	0.13	
Control Delay		11.9	9.6	7.8	8.4					20.7	21.4	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		11.9	9.6	7.8	8.4					20.7	21.4	
LOS		B	A	A	A					C	C	
Approach Delay		11.5			8.3						21.3	
Approach LOS		B			A						C	
Queue Length 50th (ft)		73	14	4	26					9	31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		119	31	m8	49					26	54	
Internal Link Dist (ft)		413			482			470			291	
Turn Bay Length (ft)			300	75						200		
Base Capacity (vph)		958	833	602	1020					581	1149	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.27	0.07	0.02	0.08					0.04	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: W. South Street & SR 1565 (Salisbury St.)

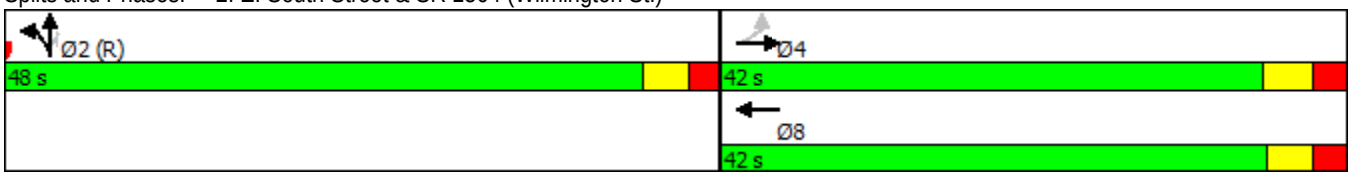


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	55	0	0	24	33	57	991	65	0	0	0
Future Volume (vph)	195	55	0	0	24	33	57	991	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	11	11	11	11	11	11
Grade (%)		-4%			3%			2%			2%	
Storage Length (ft)	350		0	0		0	0		400	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.922				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1685	1773	0	0	1692	0	0	4852	1515	0	0	0
Flt Permitted	0.715							0.997				
Satd. Flow (perm)	1268	1773	0	0	1692	0	0	4852	1515	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		562			946			987			276	
Travel Time (s)		15.3			25.8			26.9			7.5	
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
Adj. Flow (vph)	217	61	0	0	27	37	63	1101	72	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	61	0	0	64	0	0	1164	72	0	0	0
Turn Type	Perm	NA			NA		Split	NA	Perm			
Protected Phases		4			8		2	2				
Permitted Phases	4								2			
Minimum Split (s)	23.8	23.8			21.5		24.3	24.3	24.3			
Total Split (s)	42.0	42.0			42.0		48.0	48.0	48.0			
Total Split (%)	46.7%	46.7%			46.7%		53.3%	53.3%	53.3%			
Maximum Green (s)	36.2	36.2			36.5		42.7	42.7	42.7			
Yellow Time (s)	3.4	3.4			3.1		3.1	3.1	3.1			
All-Red Time (s)	2.4	2.4			2.4		2.2	2.2	2.2			
Lost Time Adjust (s)	-0.8	-0.8			-0.5			-0.3	0.0			
Total Lost Time (s)	5.0	5.0			5.0			5.0	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			9.0		12.0	12.0	12.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	37.0	37.0			37.0			43.0	42.7			
Actuated g/C Ratio	0.41	0.41			0.41			0.48	0.47			
v/c Ratio	0.42	0.08			0.09			0.50	0.10			
Control Delay	12.9	9.3			16.8			17.1	13.6			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	12.9	9.3			16.8			17.1	13.6			
LOS	B	A			B			B	B			
Approach Delay		12.1			16.8			16.9				
Approach LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	31	9			22			159	22			
Queue Length 95th (ft)	48	18			47			198	46			
Internal Link Dist (ft)		482			866			907			196	
Turn Bay Length (ft)	350								400			
Base Capacity (vph)	521	728			695			2318	718			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.42	0.08			0.09			0.50	0.10			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: E. South Street & SR 1564 (Wilmington St.)



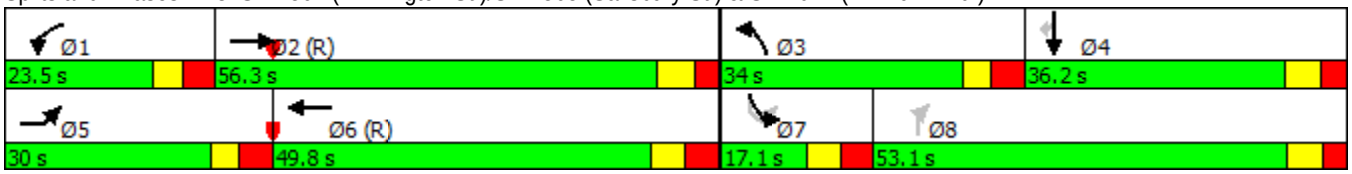
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	478	50	111	1084	213	302	651	112	61	76	20
Future Volume (vph)	252	478	50	111	1084	213	302	651	112	61	76	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			0%						-4%	
Storage Length (ft)	325		0	100			100	0		0		0
Storage Lanes	1		0	1			1	3		1		1
Taper Length (ft)	125			125			100			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.76	1.00	1.00	0.91	1.00
Frt		0.986			0.975			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1734	4914	0	1770	4958	0	1778	3628	0	1805	5187	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1734	4914	0	1770	4958	0	1778	3628	0	1805	5187	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35						35	
Link Distance (ft)		1067			520						437	
Travel Time (s)		16.2			10.1						8.5	
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
Adj. Flow (vph)	280	531	56	123	1204	237	336	723	124	68	84	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	587	0	123	1441	0	336	847	0	68	84	22
Turn Type	Prot	NA		Prot	NA		Prot	Perm		Prot	NA	Perm
Protected Phases	5	2		1	6		3			7	4	
Permitted Phases								8				4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.9	40.1		13.9	25.8		13.8	37.7		14.5	36.2	36.2
Total Split (s)	30.0	56.3		23.5	49.8		34.0	53.1		17.1	36.2	36.2
Total Split (%)	20.0%	37.5%		15.7%	33.2%		22.7%	35.4%		11.4%	24.1%	24.1%
Maximum Green (s)	23.1	49.2		16.6	42.0		27.2	46.2		9.6	29.0	29.0
Yellow Time (s)	3.0	4.2		3.2	3.9		3.0	3.9		3.8	4.1	4.1
All-Red Time (s)	3.9	2.9		3.7	3.9		3.8	3.0		3.7	3.1	3.1
Lost Time Adjust (s)	-1.9	-2.1		-1.9	-2.8		-1.8	-1.9		-2.5	-2.2	-2.2
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0		1.0	3.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		4.0			4.0			4.0			4.0	4.0
Flash Dont Walk (s)		29.0			11.0			26.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	28.9	63.4		15.2	49.7		29.5	43.2		11.1	21.9	21.9
Actuated g/C Ratio	0.19	0.42		0.10	0.33		0.20	0.29		0.07	0.15	0.15
v/c Ratio	0.84	0.28		0.69	0.88		0.96	0.81		0.51	0.11	0.09
Control Delay	79.8	30.5		84.0	55.0		98.7	56.6		80.5	53.2	52.1

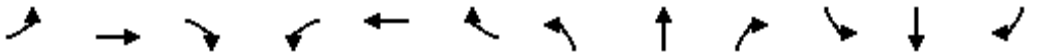
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	79.8	30.5		84.0	55.0		98.7	56.6		80.5	53.2	52.1
LOS	E	C		F	D		F	E		F	D	D
Approach Delay		46.4			57.3						63.7	
Approach LOS		D			E						E	
Queue Length 50th (ft)	259	139		118	512		331	346		65	26	19
Queue Length 95th (ft)	#462	193		186	#617		#536	390		119	42	44
Internal Link Dist (ft)		987			440						357	
Turn Bay Length (ft)	325			100			100					
Base Capacity (vph)	333	2076		219	1643		349	1163		145	1078	335
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.84	0.28		0.56	0.88		0.96	0.73		0.47	0.08	0.07

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 58.6 Intersection LOS: E
Intersection Capacity Utilization 79.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 1564 (Wilmington St.)/SR 1565 (Salisbury St.) & SR 1012 (MLK Jr. Blvd.)





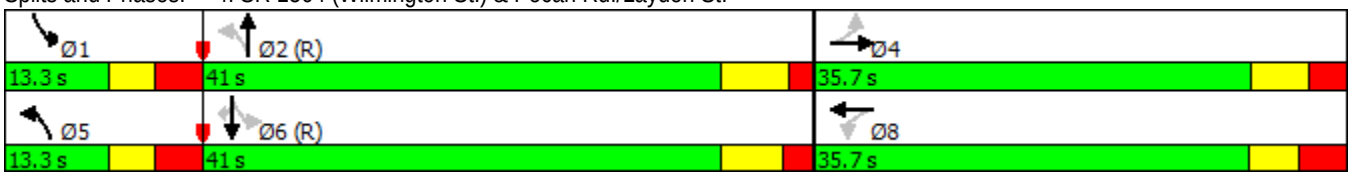
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	3	41	8	14	11	76	1067	4	6	156	29
Future Volume (vph)	80	3	41	8	14	11	76	1067	4	6	156	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	12	12	12	12	12	12
Grade (%)		1%			-2%			-1%			5%	
Storage Length (ft)	0		0	0		0	200		0	225		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			200			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.859			0.956			0.999				0.850
Flt Protected	0.950				0.988		0.950			0.950		
Satd. Flow (prot)	1702	1539	0	0	1836	0	1778	3553	0	1725	3451	1544
Flt Permitted	0.733				0.912		0.599			0.214		
Satd. Flow (perm)	1313	1539	0	0	1695	0	1121	3553	0	389	3451	1544
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		840			379			465			755	
Travel Time (s)		16.4			10.3			7.0			11.4	
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
Adj. Flow (vph)	89	3	46	9	16	12	84	1186	4	7	173	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	49	0	0	37	0	84	1190	0	7	173	32
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	32.5	32.5		35.7	35.7		13.3	18.4		13.3	19.3	19.3
Total Split (s)	35.7	35.7		35.7	35.7		13.3	41.0		13.3	41.0	41.0
Total Split (%)	39.7%	39.7%		39.7%	39.7%		14.8%	45.6%		14.8%	45.6%	45.6%
Maximum Green (s)	29.2	29.2		29.0	29.0		7.0	34.6		7.0	34.7	34.7
Yellow Time (s)	3.8	3.8		3.3	3.3		3.0	4.6		3.0	4.1	4.1
All-Red Time (s)	2.7	2.7		3.4	3.4		3.3	1.8		3.3	2.2	2.2
Lost Time Adjust (s)	-1.5	-1.5			-1.7		-1.3	-1.4		-1.3	0.8	0.8
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	7.1	7.1
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	2.0		1.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Flash Dont Walk (s)	22.0	22.0		25.0	25.0			7.0			9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	11.6	11.6			11.7		70.1	69.4		67.1	59.7	59.7
Actuated g/C Ratio	0.13	0.13			0.13		0.78	0.77		0.75	0.66	0.66
v/c Ratio	0.53	0.25			0.17		0.09	0.43		0.02	0.08	0.03
Control Delay	47.1	37.0			35.1		6.0	8.9		3.7	8.3	9.0

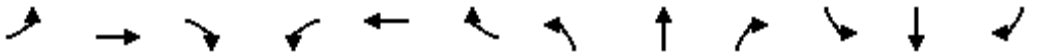
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	47.1	37.0			35.1		6.0	8.9		3.7	8.3	9.0
LOS	D	D			D		A	A		A	A	A
Approach Delay		43.5			35.1			8.7			8.2	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	48	26			19		14	145		1	20	7
Queue Length 95th (ft)	90	56			45		m39	260		5	40	22
Internal Link Dist (ft)		760			299			385			675	
Turn Bay Length (ft)							200			225		300
Base Capacity (vph)	447	524			578		933	2739		412	2290	1024
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.20	0.09			0.06		0.09	0.43		0.02	0.08	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: SR 1564 (Wilmington St.) & Pecan Rd./Layden St.



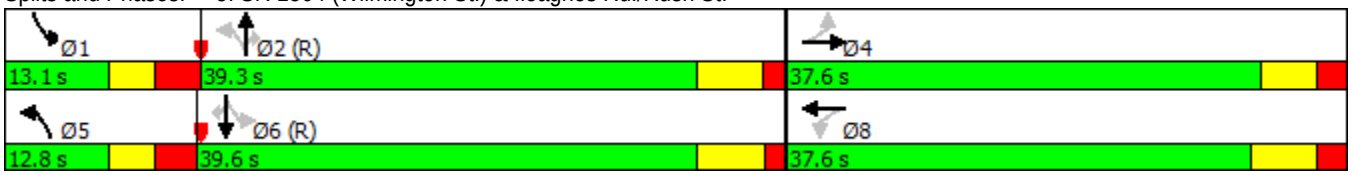


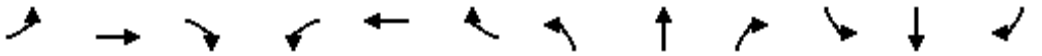
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	40	9	63	71	142	19	1045	110	58	149	15
Future Volume (vph)	15	40	9	63	71	142	19	1045	110	58	149	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	15	11	12	12	12	12	12	12
Grade (%)		3%			1%			0%			-1%	
Storage Length (ft)	125		0	175		0	225		0	175		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			150			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.972			0.900				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1743	1783	0	1702	1835	0	1770	3539	1583	1778	3557	1591
Flt Permitted	0.391			0.722			0.647			0.164		
Satd. Flow (perm)	717	1783	0	1294	1835	0	1205	3539	1583	307	3557	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		603			648			550			856	
Travel Time (s)		11.7			9.8			8.3			13.0	
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
Adj. Flow (vph)	17	44	10	70	79	158	21	1161	122	64	166	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	54	0	70	237	0	21	1161	122	64	166	17
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.9	12.9		37.6	37.6		12.8	18.1	18.1	13.1	18.1	18.1
Total Split (s)	37.6	37.6		37.6	37.6		12.8	39.3	39.3	13.1	39.6	39.6
Total Split (%)	41.8%	41.8%		41.8%	41.8%		14.2%	43.7%	43.7%	14.6%	44.0%	44.0%
Maximum Green (s)	31.7	31.7		31.0	31.0		7.0	33.2	33.2	7.0	33.5	33.5
Yellow Time (s)	3.7	3.7		4.4	4.4		3.0	4.5	4.5	3.0	4.6	4.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.8	1.6	1.6	3.1	1.5	1.5
Lost Time Adjust (s)	-0.9	-0.9		-1.6	-1.6		-0.8	-1.1	-1.1	-1.1	-1.1	-1.1
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	2.0	2.0	1.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				27.0	27.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	16.9	16.9		16.9	16.9		58.9	52.6	52.6	61.2	58.0	58.0
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.65	0.58	0.58	0.68	0.64	0.64
v/c Ratio	0.13	0.16		0.29	0.69		0.03	0.56	0.13	0.19	0.07	0.02
Control Delay	30.1	29.6		32.7	44.0		5.6	14.6	11.2	6.7	7.0	8.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	29.6		32.7	44.0		5.6	14.6	11.2	6.7	7.0	8.6
LOS	C	C		C	D		A	B	B	A	A	A
Approach Delay		29.7			41.4			14.2			7.1	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)	8	26		35	127		3	214	31	6	7	1
Queue Length 95th (ft)	25	53		67	187		12	327	69	20	40	15
Internal Link Dist (ft)		523			568			470			776	
Turn Bay Length (ft)	125			175			225			175		200
Base Capacity (vph)	259	645		468	664		837	2069	925	341	2291	1024
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08		0.15	0.36		0.03	0.56	0.13	0.19	0.07	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: SR 1564 (Wilmington St.) & Ileagnes Rd./Rush St.



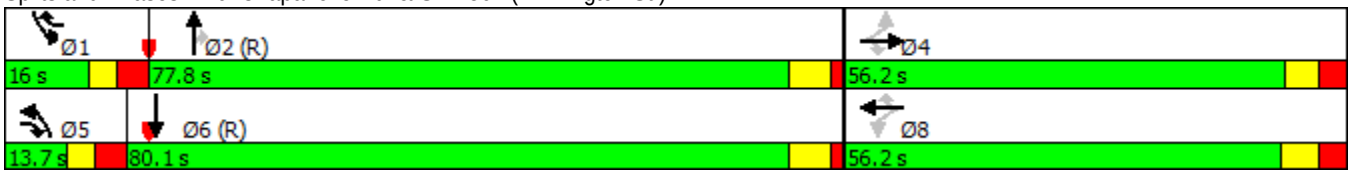


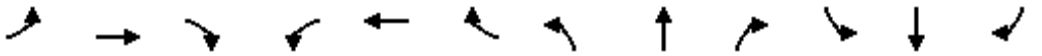
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	59	32	34	19	195	17	4765	63	167	1518	27
Future Volume (vph)	196	59	32	34	19	195	17	4765	63	167	1518	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	13	13	12	12
Grade (%)		0%			-3%			-2%			-1%	
Storage Length (ft)	0		175	100		0	200		0	250		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			150			100			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.81	0.81
Frt			0.850			0.850			0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1736	1828	1554	1728	6472	1652	1838	7559	0
Flt Permitted	0.744			0.714			0.950			0.950		
Satd. Flow (perm)	1340	1801	1531	1305	1828	1554	1728	6472	1652	1838	7559	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		736			726			594			901	
Travel Time (s)		14.3			14.1			9.0			13.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	218	66	36	38	21	217	19	5294	70	186	1687	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	66	36	38	21	217	19	5294	70	186	1717	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8			2			
Detector Phase	4	4	5	8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	56.2	56.2	13.7	54.5	54.5	13.6	13.7	27.3	27.3	13.6	31.2	
Total Split (s)	56.2	56.2	13.7	56.2	56.2	16.0	13.7	77.8	77.8	16.0	80.1	
Total Split (%)	37.5%	37.5%	9.1%	37.5%	37.5%	10.7%	9.1%	51.9%	51.9%	10.7%	53.4%	
Maximum Green (s)	49.0	49.0	7.0	48.7	48.7	9.4	7.0	71.5	71.5	9.4	73.9	
Yellow Time (s)	3.8	3.8	3.0	4.1	4.1	3.0	3.0	4.7	4.7	3.0	4.6	
All-Red Time (s)	3.4	3.4	3.7	3.4	3.4	3.6	3.7	1.6	1.6	3.6	1.6	
Lost Time Adjust (s)	-2.2	-2.2	-1.7	-2.5	-2.5	-1.6	-1.7	-1.3	-1.3	-1.6	-1.2	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	20.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	40.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	42.0	42.0		40.0	40.0			14.0	14.0		18.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	31.4	31.4	45.4	31.4	31.4	64.6	9.0	75.4	75.4	28.2	97.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.21	0.21	0.30	0.21	0.21	0.43	0.06	0.50	0.50	0.19	0.65	
v/c Ratio	0.78	0.18	0.08	0.14	0.05	0.32	0.18	1.63	0.08	0.54	0.35	
Control Delay	73.7	47.1	34.4	46.0	43.7	29.6	67.5	309.0	21.0	63.1	13.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.7	47.1	34.4	46.0	43.7	29.6	67.5	309.0	21.0	63.1	13.5	
LOS	E	D	C	D	D	C	E	F	C	E	B	
Approach Delay		63.8			32.9			304.4			18.4	
Approach LOS		E			C			F			B	
Queue Length 50th (ft)	203	54	25	31	17	141	19	~2146	28	168	187	
Queue Length 95th (ft)	277	90	48	60	38	200	m26	#2196	m34	#289	255	
Internal Link Dist (ft)		656			646			514			821	
Turn Bay Length (ft)			175	100			200			250		
Base Capacity (vph)	457	614	463	445	623	669	103	3252	830	345	4904	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.11	0.08	0.09	0.03	0.32	0.18	1.63	0.08	0.54	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.63			
Intersection Signal Delay: 216.1		Intersection LOS: F	
Intersection Capacity Utilization 108.3%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Chapanoke Rd. & SR 1564 (Wilmington St.)





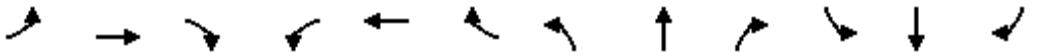
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	115	222	180	171	89	313	3717	213	88	1563	76
Future Volume (vph)	80	115	222	180	171	89	313	3717	213	88	1563	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	14	12	12	12
Grade (%)		2%			1%			-2%			1%	
Storage Length (ft)	250		450	200		0	450		375	650		250
Storage Lanes	2		2	2		0	1		1	1		1
Taper Length (ft)	300			25			200			200		
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	0.95	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850		0.949				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3399	3504	2759	3416	3342	0	3467	6472	1706	3416	6376	1575
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3399	3504	2759	3416	3342	0	3467	6472	1706	3416	6376	1575
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		842			884			1188			945	
Travel Time (s)		12.8			17.2			18.0			14.3	
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
Adj. Flow (vph)	89	128	247	200	190	99	348	4130	237	98	1737	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	128	247	200	289	0	348	4130	237	98	1737	84
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	4 5	3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	14.2	14.2		13.8	13.9		13.9	18.3	13.8	13.9	18.3	14.2
Total Split (s)	14.2	16.8		16.4	19.0		27.5	102.9	16.4	13.9	89.3	14.2
Total Split (%)	9.5%	11.2%		10.9%	12.7%		18.3%	68.6%	10.9%	9.3%	59.5%	9.5%
Maximum Green (s)	7.0	9.6		9.6	12.1		20.6	96.6	9.6	7.0	83.0	7.0
Yellow Time (s)	3.0	4.3		3.0	3.8		3.0	4.7	3.0	3.0	4.4	3.0
All-Red Time (s)	4.2	2.9		3.8	3.1		3.9	1.6	3.8	3.9	1.9	4.2
Lost Time Adjust (s)	-2.2	-2.2		-1.8	-1.9		-1.9	-1.3	-1.8	-1.9	-1.3	-2.2
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0	2.0	2.0	3.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0	2.0	2.0	3.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	20.0	0.0	0.0	20.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	40.0	0.0	0.0	40.0	0.0
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	9.2	11.8	37.1	11.4	14.0		20.3	97.9	114.3	8.9	86.5	100.7
Actuated g/C Ratio	0.06	0.08	0.25	0.08	0.09		0.14	0.65	0.76	0.06	0.58	0.67
v/c Ratio	0.43	0.47	0.36	0.77	0.93		0.74	0.98	0.18	0.49	0.47	0.08
Control Delay	74.5	72.0	48.0	87.7	102.5		72.5	30.1	5.0	92.1	9.5	2.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	72.0	48.0	87.7	102.5		72.5	30.1	5.0	92.1	9.5	2.6
LOS	E	E	D	F	F		E	C	A	F	A	A
Approach Delay		59.7			96.4			32.0			13.5	
Approach LOS		E			F			C			B	
Queue Length 50th (ft)	44	64	113	101	150		176	935	46	52	75	6
Queue Length 95th (ft)	75	101	158	#160	#242		m200	m649	m59	85	81	10
Internal Link Dist (ft)		762			804			1108			865	
Turn Bay Length (ft)	250		450	200			450		375	650		250
Base Capacity (vph)	208	275	722	259	311		520	4224	1299	202	3676	1057
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.47	0.34	0.77	0.93		0.67	0.98	0.18	0.49	0.47	0.08

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 89.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 1564 (Wilmington Rd.) & Tryon Rd.

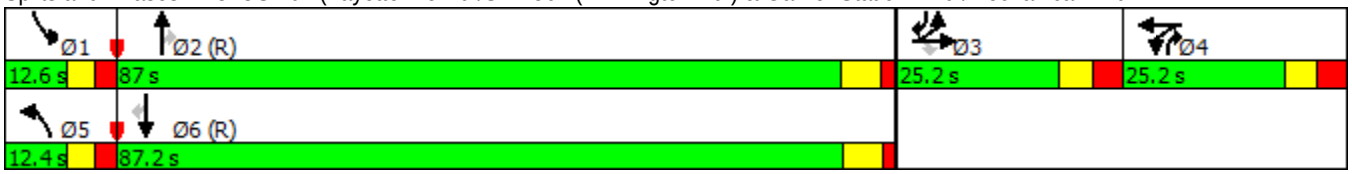


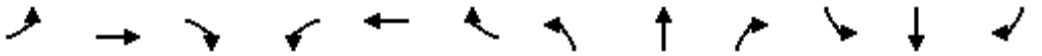
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	38	20	169	49	82	4	2311	211	5	1025	36
Future Volume (vph)	41	38	20	169	49	82	4	2311	211	5	1025	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		1%			2%			0%			0%	
Storage Length (ft)	125		200	375		0	500		0	300		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	150			100			100			150		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.906				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3416	3522	1575	3285	3069	0	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3416	3522	1575	3285	3069	0	1711	3421	1531	1711	3421	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1752			696			926			1226	
Travel Time (s)		34.1			13.6			14.0			18.6	
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
Adj. Flow (vph)	46	42	22	188	54	91	4	2568	234	6	1139	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	42	22	188	145	0	4	2568	234	6	1139	40
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		5	2	4	1	6	3
Permitted Phases			3						2			6
Detector Phase	3	3	3	4	4		5	2	4	1	6	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	25.2	25.2	25.2	25.2	25.2		12.4	24.4	25.2	12.6	24.1	25.2
Total Split (s)	25.2	25.2	25.2	25.2	25.2		12.4	87.0	25.2	12.6	87.2	25.2
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%		8.3%	58.0%	16.8%	8.4%	58.1%	16.8%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		7.0	80.6	18.0	7.0	81.1	18.0
Yellow Time (s)	3.8	3.8	3.8	3.7	3.7		3.0	4.5	3.7	3.0	4.5	3.8
All-Red Time (s)	3.4	3.4	3.4	3.5	3.5		2.4	1.9	3.5	2.6	1.6	3.4
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.2	-2.2		-0.4	-1.4	-1.4	-0.6	-1.1	-1.1
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.8	5.0	5.0	6.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	9.8	9.8	9.8	15.1	15.1		7.4	110.4	129.7	7.6	110.4	124.1
Actuated g/C Ratio	0.07	0.07	0.07	0.10	0.10		0.05	0.74	0.86	0.05	0.74	0.83
v/c Ratio	0.21	0.18	0.22	0.57	0.47		0.05	1.02	0.18	0.07	0.45	0.03
Control Delay	68.4	67.9	71.2	70.8	68.2		50.8	35.3	3.0	69.6	6.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	67.9	71.2	70.8	68.2		50.8	35.3	3.0	69.6	6.8	3.0
LOS	E	E	E	E	E		D	D	A	E	A	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		68.8			69.6			32.7			7.0	
Approach LOS		E			E			C			A	
Queue Length 50th (ft)	22	21	21	91	71		4	~806	41	6	123	5
Queue Length 95th (ft)	44	42	51	130	107		m4	m#1423	m46	m12	252	m16
Internal Link Dist (ft)		1672			616			846			1146	
Turn Bay Length (ft)	125		200	375			500			300		250
Base Capacity (vph)	460	474	212	442	413		84	2517	1320	86	2518	1367
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.09	0.10	0.43	0.35		0.05	1.02	0.18	0.07	0.45	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: US 401 (Fayetteville Rd./SR 1564 (Wilmington Rd.) & Garner Station Blvd./Mechanical Blvd.



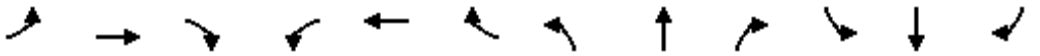


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	9	31	37	7	36	90	2453	14	9	1023	48
Future Volume (vph)	93	9	31	37	7	36	90	2453	14	9	1023	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	13	12	12	12	12	11	12
Grade (%)		-2%			3%			1%			-1%	
Storage Length (ft)	500		250	0		275	400		350	200		660
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (ft)	150			25			175			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt		0.884				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3352	1608	0	1685	1774	1612	3416	3522	1575	1778	3438	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3352	1608	0	1685	1774	1612	3416	3522	1575	1778	3438	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		739			813			1379			2324	
Travel Time (s)		20.2			22.2			20.9			35.2	
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
Adj. Flow (vph)	103	10	34	41	8	40	100	2726	16	10	1137	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	44	0	41	8	40	100	2726	16	10	1137	53
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	13.2	24.2		12.8	30.9	13.1	13.2	23.7	12.8	13.1	23.9	13.2
Total Split (s)	13.2	29.6		14.5	30.9	13.1	13.8	92.8	14.5	13.1	92.1	13.2
Total Split (%)	8.8%	19.7%		9.7%	20.6%	8.7%	9.2%	61.9%	9.7%	8.7%	61.4%	8.8%
Maximum Green (s)	7.0	23.4		8.7	24.9	7.0	7.6	87.1	8.7	7.0	86.2	7.0
Yellow Time (s)	3.0	3.3		3.0	3.1	3.0	3.0	4.4	3.0	3.0	4.6	3.0
All-Red Time (s)	3.2	2.9		2.8	2.9	3.1	3.2	1.3	2.8	3.1	1.3	3.2
Lost Time Adjust (s)	-2.2	-2.2		-0.8	-1.0	-1.1	-1.2	-0.7	-0.8	-1.1	-0.9	-1.2
Total Lost Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	18.4	11.2		8.7	9.4	12.9	10.2	107.4	121.1	8.9	103.5	125.8
Actuated g/C Ratio	0.12	0.07		0.06	0.06	0.09	0.07	0.72	0.81	0.06	0.69	0.84
v/c Ratio	0.25	0.37		0.42	0.07	0.29	0.43	1.08	0.01	0.10	0.48	0.04
Control Delay	61.4	74.1		81.4	65.9	66.6	72.6	67.6	4.4	60.3	21.3	5.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	74.1		81.4	65.9	66.6	72.6	67.6	4.4	60.3	21.3	5.0
LOS	E	E		F	E	E	E	E	A	E	C	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		65.2			73.3			67.4			21.0	
Approach LOS		E			E			E			C	
Queue Length 50th (ft)	45	42		40	8	38	49	~1630	3	10	382	3
Queue Length 95th (ft)	85	83		83	26	70	80	#1785	9	m22	446	42
Internal Link Dist (ft)		659			733			1299			2244	
Turn Bay Length (ft)	500					275	400		350	200		660
Base Capacity (vph)	410	274		106	306	138	234	2521	1280	105	2371	1334
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.16		0.39	0.03	0.29	0.43	1.08	0.01	0.10	0.48	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 54.4	Intersection LOS: D
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: US 401 (Fayetteville Rd.) & Purser Dr/Pinewinds Dr

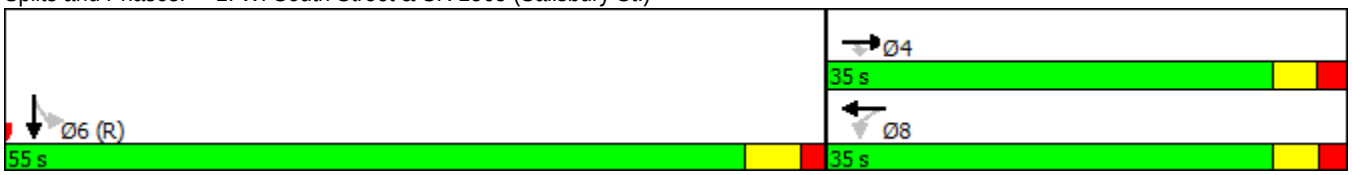


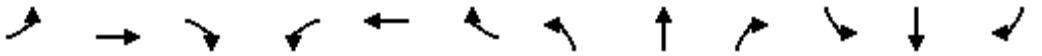
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	170	133	16	32	0	0	0	0	34	761	49
Future Volume (vph)	0	170	133	16	32	0	0	0	0	34	761	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-4%			-4%			-4%	
Storage Length (ft)	0		300	75		0	0		0	200		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			100			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850								0.991	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1765	1500	1745	1837	0	0	0	0	1745	3458	0
Flt Permitted				0.616						0.950		
Satd. Flow (perm)	0	1765	1500	1131	1837	0	0	0	0	1745	3458	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		493			562			550			371	
Travel Time (s)		13.4			15.3			15.0			10.1	
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
Adj. Flow (vph)	0	189	148	18	36	0	0	0	0	38	846	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	148	18	36	0	0	0	0	38	900	0
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Minimum Split (s)		23.1	23.1	23.1	23.1					24.5	24.5	
Total Split (s)		35.0	35.0	35.0	35.0					55.0	55.0	
Total Split (%)		38.9%	38.9%	38.9%	38.9%					61.1%	61.1%	
Maximum Green (s)		29.9	29.9	29.9	29.9					49.5	49.5	
Yellow Time (s)		3.0	3.0	3.1	3.1					3.8	3.8	
All-Red Time (s)		2.1	2.1	2.0	2.0					1.7	1.7	
Lost Time Adjust (s)		1.0	-0.1	-0.1	-0.1					-0.5	-0.5	
Total Lost Time (s)		6.1	5.0	5.0	5.0					5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	6.0	6.0					12.0	12.0	
Pedestrian Calls (#/hr)		0	0	0	0					0	0	
Act Effct Green (s)		28.9	30.0	30.0	30.0					50.0	50.0	
Actuated g/C Ratio		0.32	0.33	0.33	0.33					0.56	0.56	
v/c Ratio		0.33	0.30	0.05	0.06					0.04	0.47	
Control Delay		25.3	24.2	19.8	19.4					9.3	13.0	
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	
Total Delay		25.3	24.2	19.8	19.4					9.3	13.0	
LOS		C	C	B	B					A	B	
Approach Delay		24.8			19.5						12.9	
Approach LOS		C			B						B	
Queue Length 50th (ft)		81	62	6	12					9	151	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		138	111	19	29					23	198	
Internal Link Dist (ft)		413			482			470			291	
Turn Bay Length (ft)			300	75						200		
Base Capacity (vph)		566	500	377	612					969	1921	
Starvation Cap Reductn		0	0	0	0					0	0	
Spillback Cap Reductn		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.33	0.30	0.05	0.06					0.04	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2: and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: W. South Street & SR 1565 (Salisbury St.)



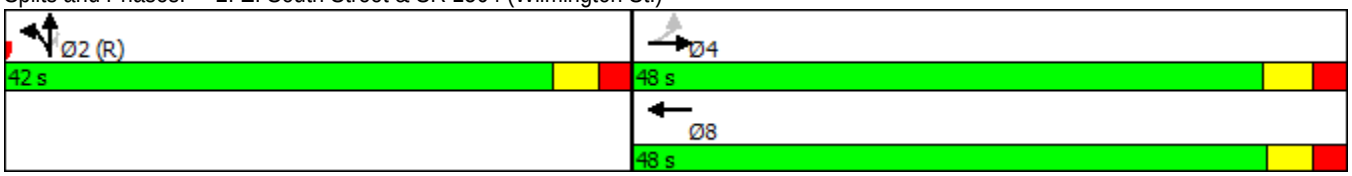


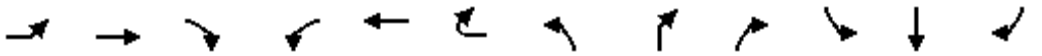
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	105	0	0	26	15	21	289	44	0	0	0
Future Volume (vph)	98	105	0	0	26	15	21	289	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	11	11	11	11	11	11
Grade (%)		-4%			3%			2%			2%	
Storage Length (ft)	350		0	0		0	0		400	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.950				0.850			
Flt Protected	0.950							0.997				
Satd. Flow (prot)	1685	1773	0	0	1743	0	0	4852	1515	0	0	0
Flt Permitted	0.727							0.997				
Satd. Flow (perm)	1289	1773	0	0	1743	0	0	4852	1515	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		562			946			987			276	
Travel Time (s)		15.3			25.8			26.9			7.5	
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
Adj. Flow (vph)	109	117	0	0	29	17	23	321	49	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	117	0	0	46	0	0	344	49	0	0	0
Turn Type	Perm	NA			NA		Split	NA	Perm			
Protected Phases		4			8		2	2				
Permitted Phases	4								2			
Minimum Split (s)	23.8	23.8			21.5		24.3	24.3	24.3			
Total Split (s)	48.0	48.0			48.0		42.0	42.0	42.0			
Total Split (%)	53.3%	53.3%			53.3%		46.7%	46.7%	46.7%			
Maximum Green (s)	42.2	42.2			42.5		36.7	36.7	36.7			
Yellow Time (s)	3.4	3.4			3.1		3.1	3.1	3.1			
All-Red Time (s)	2.4	2.4			2.4		2.2	2.2	2.2			
Lost Time Adjust (s)	-0.8	-0.8			-0.5			-0.3	0.0			
Total Lost Time (s)	5.0	5.0			5.0			5.0	5.3			
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			9.0		12.0	12.0	12.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	43.0	43.0			43.0			37.0	36.7			
Actuated g/C Ratio	0.48	0.48			0.48			0.41	0.41			
v/c Ratio	0.18	0.14			0.06			0.17	0.08			
Control Delay	8.8	8.4			12.9			17.1	16.9			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	8.8	8.4			12.9			17.1	16.9			
LOS	A	A			B			B	B			
Approach Delay		8.6			12.9			17.1				
Approach LOS		A			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	17	18			13			44	17			
Queue Length 95th (ft)	31	32			32			64	39			
Internal Link Dist (ft)		482			866			907			196	
Turn Bay Length (ft)	350								400			
Base Capacity (vph)	615	847			832			1994	617			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.18	0.14			0.06			0.17	0.08			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.18			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: E. South Street & SR 1564 (Wilmington St.)



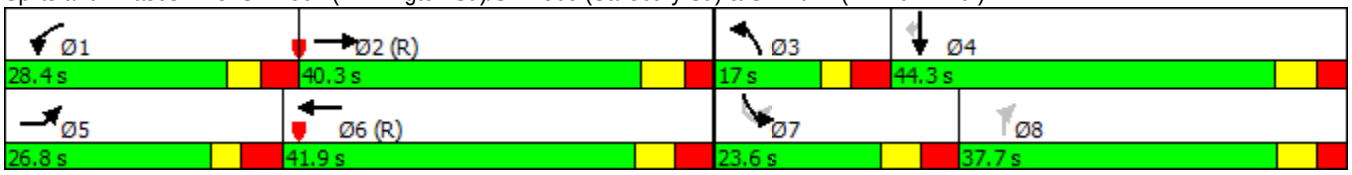


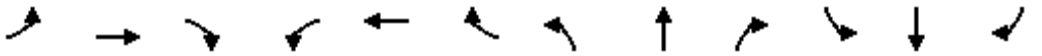
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	969	153	305	695	114	68	160	115	244	518	142
Future Volume (vph)	155	969	153	305	695	114	68	160	115	244	518	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			0%						-4%	
Storage Length (ft)	325		0	100			100	0		0		0
Storage Lanes	1		0	1			1	3		1		1
Taper Length (ft)	125			125			100			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.76	1.00	1.00	0.91	1.00
Frt		0.980			0.979			0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1734	4884	0	1770	4979	0	1778	3628	0	1805	5187	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1734	4884	0	1770	4979	0	1778	3628	0	1805	5187	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35						35	
Link Distance (ft)		1067			520						437	
Travel Time (s)		16.2			10.1						8.5	
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
Adj. Flow (vph)	172	1077	170	339	772	127	76	178	128	271	576	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1247	0	339	899	0	76	306	0	271	576	158
Turn Type	Prot	NA		Prot	NA		Prot	Perm		Prot	NA	Perm
Protected Phases	5	2		1	6		3			7	4	
Permitted Phases								8				4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.9	40.1		13.9	25.8		13.8	37.7		14.5	36.2	36.2
Total Split (s)	26.8	40.3		28.4	41.9		17.0	37.7		23.6	44.3	44.3
Total Split (%)	20.6%	31.0%		21.8%	32.2%		13.1%	29.0%		18.2%	34.1%	34.1%
Maximum Green (s)	19.9	33.2		21.5	34.1		10.2	30.8		16.1	37.1	37.1
Yellow Time (s)	3.0	4.2		3.2	3.9		3.0	3.9		3.8	4.1	4.1
All-Red Time (s)	3.9	2.9		3.7	3.9		3.8	3.0		3.7	3.1	3.1
Lost Time Adjust (s)	-1.9	-2.1		-1.9	-2.8		-1.8	-1.9		-2.5	-2.2	-2.2
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0		1.0	3.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		4.0			4.0			4.0			4.0	4.0
Flash Dont Walk (s)		29.0			11.0			26.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	18.2	39.6		35.3	56.7		10.6	16.5		18.6	27.3	27.3
Actuated g/C Ratio	0.14	0.30		0.27	0.44		0.08	0.13		0.14	0.21	0.21
v/c Ratio	0.71	0.84		0.71	0.41		0.53	0.67		1.05	0.53	0.47
Control Delay	68.5	48.6		51.9	27.2		70.5	61.2		122.9	48.3	51.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	68.5	48.6		51.9	27.2		70.5	61.2		122.9	48.3	51.2
LOS	E	D		D	C		E	E		F	D	D
Approach Delay		51.0			33.9						68.8	
Approach LOS		D			C						E	
Queue Length 50th (ft)	140	357		260	188		62	109		~248	164	121
Queue Length 95th (ft)	208	#471		369	261		115	145		#427	201	189
Internal Link Dist (ft)		987			440						357	
Turn Bay Length (ft)	325			100			100					
Base Capacity (vph)	298	1488		480	2171		164	912		258	1568	488
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.58	0.84		0.71	0.41		0.46	0.34		1.05	0.37	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 51.4		Intersection LOS: D	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: SR 1564 (Wilmington St.)/SR 1565 (Salisbury St.) & SR 1012 (MLK Jr. Blvd.)



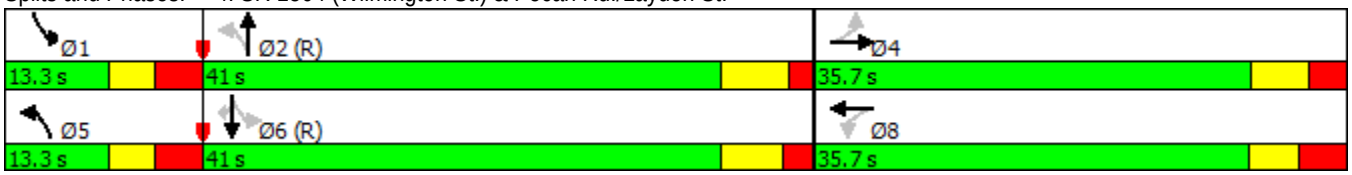


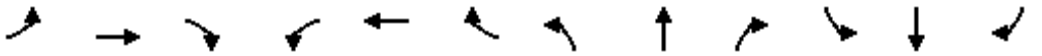
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	18	110	21	20	16	88	299	32	22	948	97
Future Volume (vph)	54	18	110	21	20	16	88	299	32	22	948	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	13	13	13	12	12	12	12	12	12
Grade (%)		1%			-2%			-1%			5%	
Storage Length (ft)	0		0	0		0	200		0	225		300
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			200			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.871			0.961			0.985				0.850
Flt Protected	0.950				0.982		0.950			0.950		
Satd. Flow (prot)	1702	1561	0	0	1835	0	1778	3504	0	1725	3451	1544
Flt Permitted	0.801				0.832		0.213			0.533		
Satd. Flow (perm)	1435	1561	0	0	1554	0	399	3504	0	968	3451	1544
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		840			379			465			755	
Travel Time (s)		16.4			10.3			7.0			11.4	
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
Adj. Flow (vph)	60	20	122	23	22	18	98	332	36	24	1053	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	142	0	0	63	0	98	368	0	24	1053	108
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	32.5	32.5		35.7	35.7		13.3	18.4		13.3	19.3	19.3
Total Split (s)	35.7	35.7		35.7	35.7		13.3	41.0		13.3	41.0	41.0
Total Split (%)	39.7%	39.7%		39.7%	39.7%		14.8%	45.6%		14.8%	45.6%	45.6%
Maximum Green (s)	29.2	29.2		29.0	29.0		7.0	34.6		7.0	34.7	34.7
Yellow Time (s)	3.8	3.8		3.3	3.3		3.0	4.6		3.0	4.1	4.1
All-Red Time (s)	2.7	2.7		3.4	3.4		3.3	1.8		3.3	2.2	2.2
Lost Time Adjust (s)	-1.5	-1.5			-1.7		-1.3	-1.4		-1.3	0.8	0.8
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	7.1	7.1
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	2.0		1.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Flash Dont Walk (s)	22.0	22.0		25.0	25.0			7.0			9.0	9.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)	13.5	13.5			13.5		64.5	61.2		62.5	53.8	53.8
Actuated g/C Ratio	0.15	0.15			0.15		0.72	0.68		0.69	0.60	0.60
v/c Ratio	0.28	0.61			0.27		0.24	0.15		0.03	0.51	0.12
Control Delay	35.7	46.3			35.3		6.2	6.0		4.3	13.1	10.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	35.7	46.3			35.3		6.2	6.0		4.3	13.1	10.4
LOS	D	D			D		A	A		A	B	B
Approach Delay		43.1			35.3			6.1			12.7	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)	31	77			32		8	14		3	180	26
Queue Length 95th (ft)	63	127			65		28	78		11	275	59
Internal Link Dist (ft)		760			299			385			675	
Turn Bay Length (ft)							200			225		300
Base Capacity (vph)	489	532			530		413	2382		742	2062	922
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.12	0.27			0.12		0.24	0.15		0.03	0.51	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: SR 1564 (Wilmington St.) & Pecan Rd./Layden St.





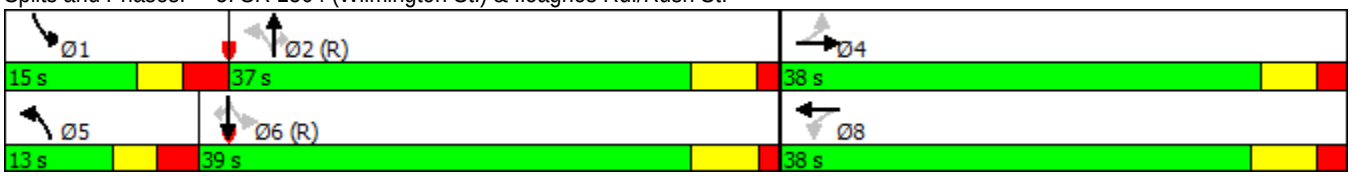
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	68	13	139	97	94	10	250	93	200	798	46
Future Volume (vph)	30	68	13	139	97	94	10	250	93	200	798	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	15	11	12	12	12	12	12	12
Grade (%)		3%			1%			0%			-1%	
Storage Length (ft)	125		0	175		0	225		0	175		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			150			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.977			0.926				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1743	1793	0	1702	1888	0	1770	3539	1583	1778	3557	1591
Flt Permitted	0.443			0.699			0.321			0.527		
Satd. Flow (perm)	813	1793	0	1252	1888	0	598	3539	1583	987	3557	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		603			648			550			856	
Travel Time (s)		11.7			9.8			8.3			13.0	
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
Adj. Flow (vph)	33	76	14	154	108	104	11	278	103	222	887	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	90	0	154	212	0	11	278	103	222	887	51
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.9	12.9		37.6	37.6		12.8	18.1	18.1	13.1	18.1	18.1
Total Split (s)	38.0	38.0		38.0	38.0		13.0	37.0	37.0	15.0	39.0	39.0
Total Split (%)	42.2%	42.2%		42.2%	42.2%		14.4%	41.1%	41.1%	16.7%	43.3%	43.3%
Maximum Green (s)	32.1	32.1		31.4	31.4		7.2	30.9	30.9	8.9	32.9	32.9
Yellow Time (s)	3.7	3.7		4.4	4.4		3.0	4.5	4.5	3.0	4.6	4.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.8	1.6	1.6	3.1	1.5	1.5
Lost Time Adjust (s)	-0.9	-0.9		-1.6	-1.6		-0.8	-1.1	-1.1	-1.1	-1.1	-1.1
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	2.0	2.0	1.0	2.0	2.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)				4.0	4.0							
Flash Dont Walk (s)				27.0	27.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)	16.5	16.5		16.5	16.5		57.0	49.2	49.2	63.5	61.0	61.0
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.63	0.55	0.55	0.71	0.68	0.68
v/c Ratio	0.22	0.28		0.67	0.61		0.02	0.14	0.12	0.29	0.37	0.05
Control Delay	32.5	31.8		47.9	40.7		6.1	11.7	12.5	9.3	11.2	11.8

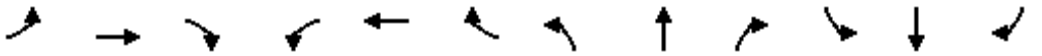
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	31.8		47.9	40.7		6.1	11.7	12.5	9.3	11.2	11.8
LOS	C	C		D	D		A	B	B	A	B	B
Approach Delay		32.0			43.7			11.8			10.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	16	45		83	112		2	36	26	41	97	9
Queue Length 95th (ft)	39	79		134	165		8	75	67	102	213	m35
Internal Link Dist (ft)		523			568			470			776	
Turn Bay Length (ft)	125			175			225			175		200
Base Capacity (vph)	298	657		459	692		483	1932	864	788	2410	1078
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14		0.34	0.31		0.02	0.14	0.12	0.28	0.37	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SR 1564 (Wilmington St.) & Ileagnes Rd./Rush St.



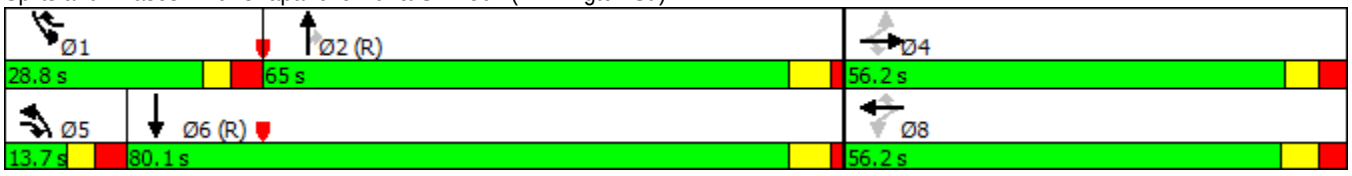


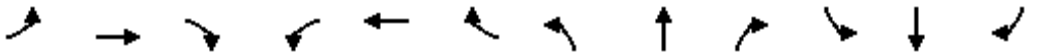
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	47	68	63	30	55	88	1329	18	161	4606	84
Future Volume (vph)	299	47	68	63	30	55	88	1329	18	161	4606	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	12	13	13	12	12
Grade (%)		0%			-3%			-2%			-1%	
Storage Length (ft)	0		175	100		0	200		0	250		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			150			100			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.81	0.81
Frt			0.850			0.850			0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1736	1828	1554	1728	6472	1652	1838	7559	0
Flt Permitted	0.736			0.723			0.950			0.950		
Satd. Flow (perm)	1325	1801	1531	1321	1828	1554	1728	6472	1652	1838	7559	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		736			726			594			901	
Travel Time (s)		14.3			14.1			9.0			13.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	332	52	76	70	33	61	98	1477	20	179	5118	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	52	76	70	33	61	98	1477	20	179	5211	0
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8			2			
Detector Phase	4	4	5	8	8	1	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	56.2	56.2	13.7	54.5	54.5	13.6	13.7	27.3	27.3	13.6	31.2	
Total Split (s)	56.2	56.2	13.7	56.2	56.2	28.8	13.7	65.0	65.0	28.8	80.1	
Total Split (%)	37.5%	37.5%	9.1%	37.5%	37.5%	19.2%	9.1%	43.3%	43.3%	19.2%	53.4%	
Maximum Green (s)	49.0	49.0	7.0	48.7	48.7	22.2	7.0	58.7	58.7	22.2	73.9	
Yellow Time (s)	3.8	3.8	3.0	4.1	4.1	3.0	3.0	4.7	4.7	3.0	4.6	
All-Red Time (s)	3.4	3.4	3.7	3.4	3.4	3.6	3.7	1.6	1.6	3.6	1.6	
Lost Time Adjust (s)	-2.2	-2.2	-1.7	-2.5	-2.5	-1.6	-1.7	-1.3	-1.3	-1.6	-1.2	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	20.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	40.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	42.0	42.0		40.0	40.0			14.0	14.0		18.0	
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	
Act Effct Green (s)	43.3	43.3	61.2	43.3	43.3	68.1	12.9	71.9	71.9	19.8	78.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.29	0.29	0.41	0.29	0.29	0.45	0.09	0.48	0.48	0.13	0.53	
v/c Ratio	0.87	0.10	0.12	0.18	0.06	0.09	0.66	0.48	0.03	0.74	1.31	
Control Delay	72.7	36.9	27.0	39.1	35.8	20.7	86.5	25.8	28.1	80.4	173.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.7	36.9	27.0	39.1	35.8	20.7	86.5	25.8	28.1	80.4	173.6	
LOS	E	D	C	D	D	C	F	C	C	F	F	
Approach Delay		61.1			31.6			29.6			170.5	
Approach LOS		E			C			C			F	
Queue Length 50th (ft)	306	37	44	51	23	33	98	209	9	170	~1662	
Queue Length 95th (ft)	412	68	79	87	48	54	m#224	251	m23	251	#1663	
Internal Link Dist (ft)		656			646			514			821	
Turn Bay Length (ft)			175	100			200			250		
Base Capacity (vph)	452	614	624	450	623	746	148	3102	791	291	3973	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.08	0.12	0.16	0.05	0.08	0.66	0.48	0.03	0.62	1.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 131.3		Intersection LOS: F	
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Chapanoke Rd. & SR 1564 (Wilmington St.)





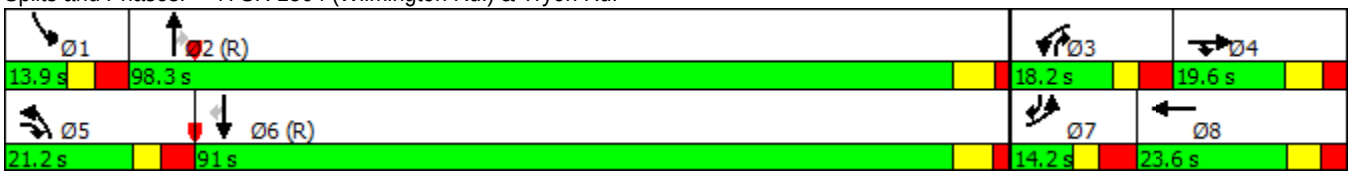
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	145	601	279	243	82	353	1630	182	92	3594	144
Future Volume (vph)	111	145	601	279	243	82	353	1630	182	92	3594	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	14	12	12	12
Grade (%)		2%			1%			-2%			1%	
Storage Length (ft)	250		450	200		0	450		375	650		250
Storage Lanes	2		2	2		0	1		1	1		1
Taper Length (ft)	300			25			200			200		
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	0.95	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850		0.962				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3399	3504	2759	3416	3388	0	3467	6472	1706	3416	6376	1575
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3399	3504	2759	3416	3388	0	3467	6472	1706	3416	6376	1575
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35			45			45	
Link Distance (ft)		842			884			1188			945	
Travel Time (s)		12.8			17.2			18.0			14.3	
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
Adj. Flow (vph)	123	161	668	310	270	91	392	1811	202	102	3993	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	161	668	310	361	0	392	1811	202	102	3993	160
Turn Type	Prot	NA	pt+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	4 5	3	8		5	2	3	1	6	7
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	14.2	14.2		13.8	13.9		13.9	18.3	13.8	13.9	18.3	14.2
Total Split (s)	14.2	19.6		18.2	23.6		21.2	98.3	18.2	13.9	91.0	14.2
Total Split (%)	9.5%	13.1%		12.1%	15.7%		14.1%	65.5%	12.1%	9.3%	60.7%	9.5%
Maximum Green (s)	7.0	12.4		11.4	16.7		14.3	92.0	11.4	7.0	84.7	7.0
Yellow Time (s)	3.0	4.3		3.0	3.8		3.0	4.7	3.0	3.0	4.4	3.0
All-Red Time (s)	4.2	2.9		3.8	3.1		3.9	1.6	3.8	3.9	1.9	4.2
Lost Time Adjust (s)	-2.2	-2.2		-1.8	-1.9		-1.9	-1.3	-1.8	-1.9	-1.3	-2.2
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0	2.0	2.0	3.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.0	2.0	2.0	3.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	20.0	0.0	0.0	20.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	40.0	0.0	0.0	40.0	0.0
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	9.2	14.6	35.8	13.2	18.6		16.2	93.3	111.5	8.9	86.0	100.2
Actuated g/C Ratio	0.06	0.10	0.24	0.09	0.12		0.11	0.62	0.74	0.06	0.57	0.67
v/c Ratio	0.59	0.47	1.02	1.03	0.86		1.05	0.45	0.16	0.50	1.09	0.15
Control Delay	80.7	69.0	94.5	125.6	84.2		119.3	18.2	6.7	86.5	53.8	0.3

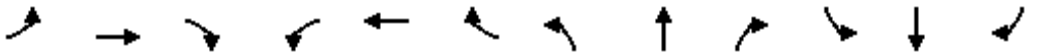
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.7	69.0	94.5	125.6	84.2		119.3	18.2	6.7	86.5	53.8	0.3
LOS	F	E	F	F	F		F	B	A	F	D	A
Approach Delay		88.4			103.4			33.7			52.5	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	61	80	~390	~167	185		~218	276	55	54	~1292	1
Queue Length 95th (ft)	97	120	#528	#268	#270		#328	272	74	m42	m25	m1
Internal Link Dist (ft)		762			804			1108			865	
Turn Bay Length (ft)	250		450	200			450		375	650		250
Base Capacity (vph)	208	341	658	300	420		374	4025	1268	202	3655	1052
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.47	1.02	1.03	0.86		1.05	0.45	0.16	0.50	1.09	0.15

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 55.3 Intersection LOS: E
Intersection Capacity Utilization 94.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 1564 (Wilmington Rd.) & Tryon Rd.



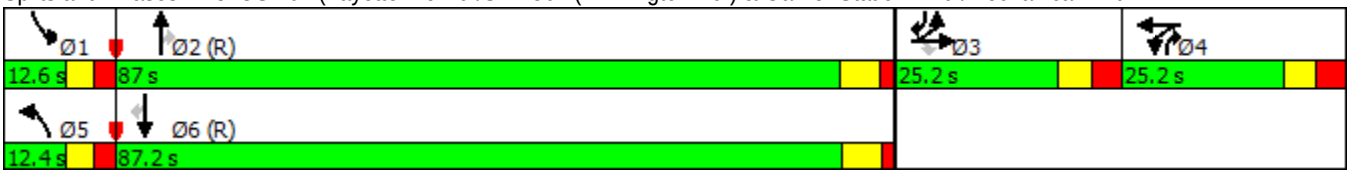


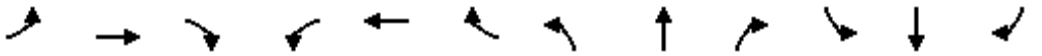
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	141	120	250	97	53	63	1189	305	18	2079	167
Future Volume (vph)	132	141	120	250	97	53	63	1189	305	18	2079	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	11	11	11
Grade (%)		1%			2%			0%			0%	
Storage Length (ft)	125		200	375		0	500		0	300		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	150			100			100			150		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.947				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3416	3522	1575	3285	3208	0	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3416	3522	1575	3285	3208	0	1711	3421	1531	1711	3421	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1752			696			926			1226	
Travel Time (s)		34.1			13.6			14.0			18.6	
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
Adj. Flow (vph)	147	157	133	278	108	59	70	1321	339	20	2310	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	157	133	278	167	0	70	1321	339	20	2310	186
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		5	2	4	1	6	3
Permitted Phases			3						2			6
Detector Phase	3	3	3	4	4		5	2	4	1	6	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	25.2	25.2	25.2	25.2	25.2		12.4	24.4	25.2	12.6	24.1	25.2
Total Split (s)	25.2	25.2	25.2	25.2	25.2		12.4	87.0	25.2	12.6	87.2	25.2
Total Split (%)	16.8%	16.8%	16.8%	16.8%	16.8%		8.3%	58.0%	16.8%	8.4%	58.1%	16.8%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		7.0	80.6	18.0	7.0	81.1	18.0
Yellow Time (s)	3.8	3.8	3.8	3.7	3.7		3.0	4.5	3.7	3.0	4.5	3.8
All-Red Time (s)	3.4	3.4	3.4	3.5	3.5		2.4	1.9	3.5	2.6	1.6	3.4
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.2	-2.2		-0.4	-1.4	-1.4	-0.6	-1.1	-1.1
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.8	5.0	5.0	6.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Min	None
Act Effct Green (s)	17.7	17.7	17.7	18.3	18.3		8.5	91.5	110.5	7.6	85.6	107.1
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.06	0.61	0.74	0.05	0.57	0.71
v/c Ratio	0.37	0.38	0.72	0.69	0.43		0.73	0.63	0.30	0.23	1.18	0.17
Control Delay	63.0	63.2	84.8	72.7	64.1		94.3	22.6	7.3	66.2	113.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	63.2	84.8	72.7	64.1		94.3	22.6	7.3	66.2	113.5	7.3
LOS	E	E	F	E	E		F	C	A	E	F	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		69.7			69.5			22.5			105.3	
Approach LOS		E			E			C			F	
Queue Length 50th (ft)	68	74	126	135	80		66	372	85	20	~1459	46
Queue Length 95th (ft)	104	112	200	185	119		m#143	488	158	m19	m#1281	m40
Internal Link Dist (ft)		1672			616			846			1146	
Turn Bay Length (ft)	125		200	375			500			300		250
Base Capacity (vph)	460	474	212	442	432		96	2086	1123	86	1951	1119
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.33	0.63	0.63	0.39		0.73	0.63	0.30	0.23	1.18	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 71.2		Intersection LOS: E	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 8: US 401 (Fayetteville Rd./SR 1564 (Wilmington Rd.) & Garner Station Blvd./Mechanical Blvd.



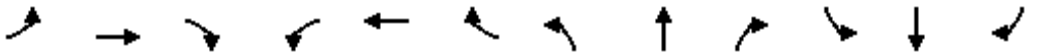


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	41	224	40	13	33	139	1209	43	25	2037	49
Future Volume (vph)	292	41	224	40	13	33	139	1209	43	25	2037	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	13	12	12	12	12	11	12
Grade (%)		-2%			3%			1%			-1%	
Storage Length (ft)	500		250	0		275	400		350	200		660
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (ft)	150			25			175			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt		0.873				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3352	1588	0	1685	1774	1612	3416	3522	1575	1778	3438	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3352	1588	0	1685	1774	1612	3416	3522	1575	1778	3438	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		739			813			1379			2324	
Travel Time (s)		20.2			22.2			20.9			35.2	
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
Adj. Flow (vph)	324	46	249	44	14	37	154	1343	48	28	2263	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	324	295	0	44	14	37	154	1343	48	28	2263	54
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	13.2	24.2		12.8	30.9	13.1	13.2	23.7	12.8	13.1	23.9	13.2
Total Split (s)	17.0	35.1		12.8	30.9	13.1	13.2	89.0	12.8	13.1	88.9	17.0
Total Split (%)	11.3%	23.4%		8.5%	20.6%	8.7%	8.8%	59.3%	8.5%	8.7%	59.3%	11.3%
Maximum Green (s)	10.8	28.9		7.0	24.9	7.0	7.0	83.3	7.0	7.0	83.0	10.8
Yellow Time (s)	3.0	3.3		3.0	3.1	3.0	3.0	4.4	3.0	3.0	4.6	3.0
All-Red Time (s)	3.2	2.9		2.8	2.9	3.1	3.2	1.3	2.8	3.1	1.3	3.2
Lost Time Adjust (s)	-2.2	-2.2		-0.8	-1.0	-1.1	-1.2	-0.7	-0.8	-1.1	-0.9	-1.2
Total Lost Time (s)	4.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	28.1	30.2		7.8	15.2	20.5	8.5	90.0	102.8	8.1	87.0	119.2
Actuated g/C Ratio	0.19	0.20		0.05	0.10	0.14	0.06	0.60	0.69	0.05	0.58	0.79
v/c Ratio	0.52	0.92		0.51	0.08	0.17	0.80	0.64	0.04	0.29	1.13	0.04
Control Delay	58.3	92.2		89.5	56.6	52.5	98.0	22.8	9.8	58.1	94.3	7.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	92.2		89.5	56.6	52.5	98.0	22.8	9.8	58.1	94.3	7.5
LOS	E	F		F	E	D	F	C	A	E	F	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		74.5			70.2			29.9			91.9	
Approach LOS		E			E			C			F	
Queue Length 50th (ft)	128	284		43	13	36	78	476	16	28	~1377	2
Queue Length 95th (ft)	#289	#457		87	34	59	#141	556	33	m28	m#1077	m18
Internal Link Dist (ft)		659			733			1299			2244	
Turn Bay Length (ft)	500					275	400		350	200		660
Base Capacity (vph)	628	329		87	306	220	192	2114	1079	96	1994	1263
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.90		0.51	0.05	0.17	0.80	0.64	0.04	0.29	1.13	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 68.3		Intersection LOS: E	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: US 401 (Fayetteville Rd.) & Purser Dr/Pinewinds Dr

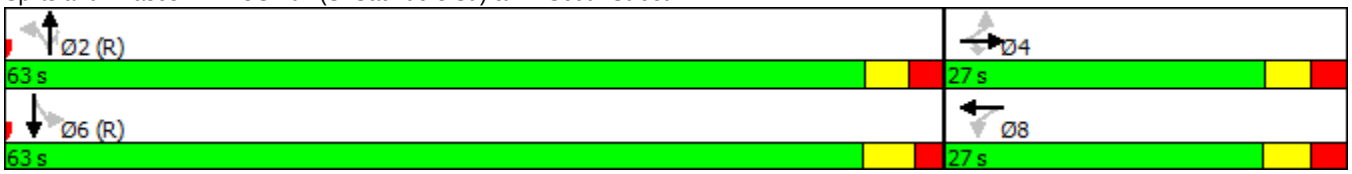


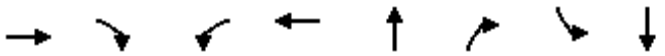
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	35	69	46	7	6	191	152	465	2	146	4
Future Volume (vph)	1	35	69	46	7	6	191	152	465	2	146	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	10	10	10
Grade (%)		2%			-2%			5%			-4%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		1	1		0	0		1	1		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.930				0.850		0.996	
Flt Protected		0.999		0.950				0.973		0.950		
Satd. Flow (prot)	0	1719	1463	1668	1633	0	0	1708	1492	1685	1766	0
Flt Permitted		0.997		0.731				0.738		0.503		
Satd. Flow (perm)	0	1716	1463	1284	1633	0	0	1296	1492	892	1766	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		466			492			1110			275	
Travel Time (s)		12.7			13.4			30.3			7.5	
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
Adj. Flow (vph)	1	39	77	51	8	7	212	169	517	2	162	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	77	51	15	0	0	381	517	2	166	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		
Minimum Split (s)	24.6	24.6	24.6	21.8	21.8		24.4	24.4	24.4	21.5	21.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0		63.0	63.0	63.0	63.0	63.0	
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		70.0%	70.0%	70.0%	70.0%	70.0%	
Maximum Green (s)	21.4	21.4	21.4	21.2	21.2		57.6	57.6	57.6	57.5	57.5	
Yellow Time (s)	3.1	3.1	3.1	3.3	3.3		3.0	3.0	3.0	3.4	3.4	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.4	2.4	2.4	2.1	2.1	
Lost Time Adjust (s)		-0.6	-0.6	-0.8	-0.8			-0.4	-0.4	-0.5	-0.5	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	12.0	12.0	12.0	9.0	9.0		12.0	12.0	12.0	9.0	9.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	
Act Effct Green (s)		22.0	22.0	22.0	22.0			58.0	58.0	58.0	58.0	
Actuated g/C Ratio		0.24	0.24	0.24	0.24			0.64	0.64	0.64	0.64	
v/c Ratio		0.10	0.22	0.16	0.04			0.46	0.54	0.00	0.15	
Control Delay		27.2	29.1	28.5	26.4			16.7	18.3	5.5	6.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay		27.2	29.1	28.5	26.4			16.7	18.3	5.5	6.7	
LOS		C	C	C	C			B	B	A	A	
Approach Delay		28.4			28.0			17.6			6.7	
Approach LOS		C			C			B			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		18	35	23	7			160	234	0	33	
Queue Length 95th (ft)		43	73	53	22			m252	371	3	57	
Internal Link Dist (ft)		386			412			1030			195	
Turn Bay Length (ft)				175								
Base Capacity (vph)		419	357	313	399			835	961	574	1138	
Starvation Cap Reductn		0	0	0	0			0	0	0	0	
Spillback Cap Reductn		0	0	0	0			0	0	0	0	
Storage Cap Reductn		0	0	0	0			0	0	0	0	
Reduced v/c Ratio		0.10	0.22	0.16	0.04			0.46	0.54	0.00	0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: US 401 (S. Saunders St.) & W. South Street

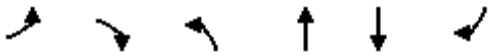




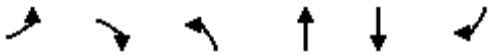
Lane Group	EBT	EBR	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	77	51	15	381	517	2	166
v/c Ratio	0.10	0.22	0.16	0.04	0.46	0.54	0.00	0.15
Control Delay	27.2	29.1	28.5	26.4	16.7	18.3	5.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	29.1	28.5	26.4	16.7	18.3	5.5	6.7
Queue Length 50th (ft)	18	35	23	7	160	234	0	33
Queue Length 95th (ft)	43	73	53	22	m252	371	3	57
Internal Link Dist (ft)	386			412	1030			195
Turn Bay Length (ft)			175					
Base Capacity (vph)	419	357	313	399	835	961	574	1138
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.22	0.16	0.04	0.46	0.54	0.00	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



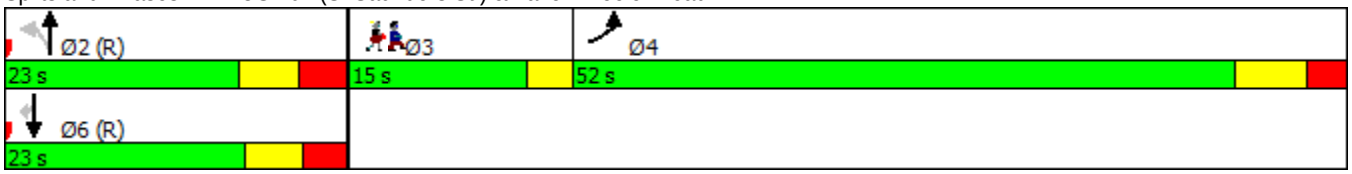
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	617	7	64	234	71	145	
Future Volume (vph)	617	7	64	234	71	145	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	10	10	
Grade (%)	-10%			-2%	1%		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Frt	0.998					0.850	
Flt Protected	0.953			0.989			
Satd. Flow (prot)	1798	0	0	3300	1730	1470	
Flt Permitted	0.953			0.871			
Satd. Flow (perm)	1798	0	0	2906	1730	1470	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	566			869	1110		
Travel Time (s)	11.0			16.9	21.6		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	686	8	71	260	79	161	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	694	0	0	331	79	161	
Turn Type	Prot		Perm	NA	NA	Perm	
Protected Phases	4			2	6		3
Permitted Phases			2			6	
Detector Phase	4		2	2	6	6	
Switch Phase							
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	7.0
Minimum Split (s)	17.6		17.3	17.3	16.9	16.9	15.0
Total Split (s)	52.0		23.0	23.0	23.0	23.0	15.0
Total Split (%)	57.8%		25.6%	25.6%	25.6%	25.6%	17%
Maximum Green (s)	44.4		15.7	15.7	16.1	16.1	12.0
Yellow Time (s)	4.8		4.0	4.0	3.8	3.8	3.0
All-Red Time (s)	2.8		3.3	3.3	3.1	3.1	0.0
Lost Time Adjust (s)	-2.6			-2.3	-1.9	-1.9	
Total Lost Time (s)	5.0			5.0	5.0	5.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0		3.0	3.0	1.0	1.0	1.0
Recall Mode	None		C-Min	C-Min	C-Min	C-Min	None
Walk Time (s)							4.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	41.4			38.6	38.6	38.6	
Actuated g/C Ratio	0.46			0.43	0.43	0.43	
v/c Ratio	0.84			0.27	0.11	0.26	
Control Delay	31.1			11.1	18.1	19.1	
Queue Delay	0.0			0.0	0.0	0.0	
Total Delay	31.1			11.1	18.1	19.1	
LOS	C			B	B	B	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Approach Delay	31.1			11.1	18.8		
Approach LOS	C			B	B		
Queue Length 50th (ft)	322			28	23	49	
Queue Length 95th (ft)	435			35	50	90	
Internal Link Dist (ft)	486			789	1030		
Turn Bay Length (ft)							
Base Capacity (vph)	938			1246	742	630	
Starvation Cap Reductn	0			0	0	0	
Spillback Cap Reductn	0			0	0	0	
Storage Cap Reductn	0			0	0	0	
Reduced v/c Ratio	0.74			0.27	0.11	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 401 (S. Saunders St.) & Lake Wheeler Road



Lane Group	EBL	NBT	SBT	SBR
Lane Group Flow (vph)	694	331	79	161
v/c Ratio	0.84	0.27	0.11	0.26
Control Delay	31.1	11.1	18.1	19.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.1	11.1	18.1	19.1
Queue Length 50th (ft)	322	28	23	49
Queue Length 95th (ft)	435	35	50	90
Internal Link Dist (ft)	486	789	1030	
Turn Bay Length (ft)				
Base Capacity (vph)	938	1246	742	630
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.74	0.27	0.11	0.26

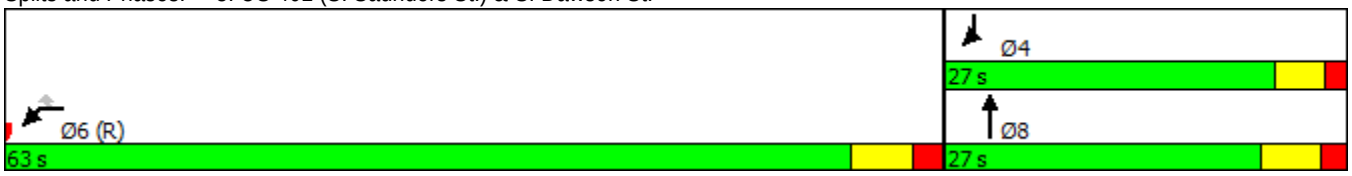
Intersection Summary

Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	1135	28	0	236	0	0	0	66	0	0
Future Volume (vph)	1135	28	0	236	0	0	0	66	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	14	14	11	12	12	12	11	11
Grade (%)	4%			-2%			2%		0%	
Lane Util. Factor	0.94	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00
Frt		0.850						0.850		
Flt Protected	0.950									
Satd. Flow (prot)	4890	1759	0	3813	0	0	0	2759	0	0
Flt Permitted	0.950									
Satd. Flow (perm)	4890	1759	0	3813	0	0	0	2759	0	0
Right Turn on Red		No	No		No			No		
Satd. Flow (RTOR)										
Link Speed (mph)	45			45			35		30	
Link Distance (ft)	826			484			692		847	
Travel Time (s)	12.5			7.3			13.5		19.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1261	31	0	262	0	0	0	73	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1261	31	0	262	0	0	0	73	0	0
Turn Type	Prot	Perm		NA				Prot		
Protected Phases	6			8				4		
Permitted Phases		6								
Detector Phase	6	6		8				4		
Switch Phase										
Minimum Initial (s)	12.0	12.0		7.0				7.0		
Minimum Split (s)	18.4	18.4		12.9				12.0		
Total Split (s)	63.0	63.0		27.0				27.0		
Total Split (%)	70.0%	70.0%		30.0%				30.0%		
Maximum Green (s)	56.6	56.6		21.1				22.0		
Yellow Time (s)	4.2	4.2		4.0				3.4		
All-Red Time (s)	2.2	2.2		1.9				1.6		
Lost Time Adjust (s)	-1.4	-1.4		-0.9				0.0		
Total Lost Time (s)	5.0	5.0		5.0				5.0		
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0	3.0		1.0				1.0		
Minimum Gap (s)	3.0	3.0		1.0				1.0		
Time Before Reduce (s)	10.0	10.0		0.0				0.0		
Time To Reduce (s)	20.0	20.0		0.0				0.0		
Recall Mode	C-Min	C-Min		Max				None		
Act Effct Green (s)	32.3	32.3		47.7				47.7		
Actuated g/C Ratio	0.36	0.36		0.53				0.53		
v/c Ratio	0.72	0.05		0.13				0.05		
Control Delay	27.0	16.7		12.0				21.1		
Queue Delay	0.0	0.0		0.0				0.0		
Total Delay	27.0	16.7		12.0				21.1		
LOS	C	B		B				C		

Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Approach Delay	26.8			12.0			21.1			
Approach LOS	C			B			C			
Queue Length 50th (ft)	217	11		37				22		
Queue Length 95th (ft)	227	26		69				m46		
Internal Link Dist (ft)	746			404			612		767	
Turn Bay Length (ft)										
Base Capacity (vph)	3151	1133		2020				1462		
Starvation Cap Reductn	0	0		0				0		
Spillback Cap Reductn	0	0		0				0		
Storage Cap Reductn	0	0		0				0		
Reduced v/c Ratio	0.40	0.03		0.13				0.05		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:WBL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 105.5%		ICU Level of Service G	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

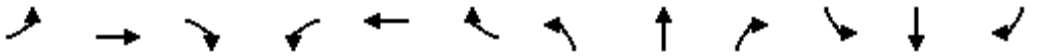
Splits and Phases: 3: US 401 (S. Saunders St.) & S. Dawson St.



Lane Group	WBL	WBR	NBT	SBR
Lane Group Flow (vph)	1261	31	262	73
v/c Ratio	0.72	0.05	0.13	0.05
Control Delay	27.0	16.7	12.0	21.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.0	16.7	12.0	21.1
Queue Length 50th (ft)	217	11	37	22
Queue Length 95th (ft)	227	26	69	m46
Internal Link Dist (ft)	746		404	
Turn Bay Length (ft)				
Base Capacity (vph)	3151	1133	2020	1462
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.03	0.13	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

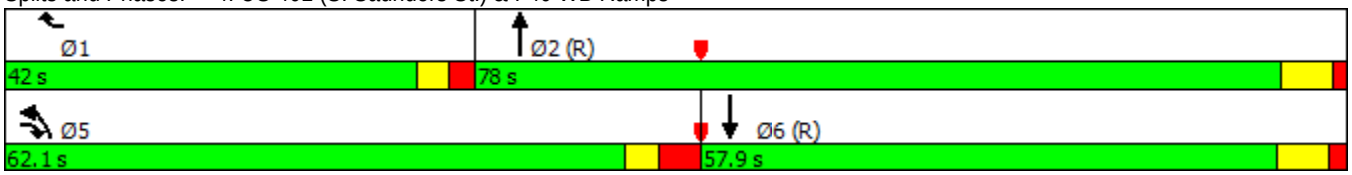


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	680	0	0	681	1077	2474	0	0	1031	117
Future Volume (vph)	0	0	680	0	0	681	1077	2474	0	0	1031	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	11	11	11	11	11
Grade (%)		-3%			-3%			0%			-3%	
Storage Length (ft)	0		0	0		200	300		0	0		0
Storage Lanes	0		2	0		1	2		0	0		0
Taper Length (ft)	25			100			175			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850					0.985	
Flt Protected							0.950					
Satd. Flow (prot)	0	0	3017	0	0	2828	3204	4916	0	0	4915	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	3017	0	0	2828	3204	4916	0	0	4915	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		283			1117			854			3250	
Travel Time (s)		4.8			19.0			12.9			49.2	
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
Adj. Flow (vph)	0	0	756	0	0	757	1197	2749	0	0	1146	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	756	0	0	757	1197	2749	0	0	1276	0
Turn Type			Over			Prot	Prot	NA			NA	
Protected Phases			5			1	5	2			6	
Permitted Phases												
Detector Phase			5			1	5	2			6	
Switch Phase												
Minimum Initial (s)			7.0			7.0	7.0	12.0			12.0	
Minimum Split (s)			13.7			13.1	13.7	22.5			22.5	
Total Split (s)			62.1			42.0	62.1	78.0			57.9	
Total Split (%)			51.8%			35.0%	51.8%	65.0%			48.3%	
Maximum Green (s)			55.4			36.7	55.4	72.0			51.4	
Yellow Time (s)			3.0			3.0	3.0	4.5			4.8	
All-Red Time (s)			3.7			2.3	3.7	1.5			1.7	
Lost Time Adjust (s)			-1.7			-0.3	-1.7	-1.0			-1.5	
Total Lost Time (s)			5.0			5.0	5.0	5.0			5.0	
Lead/Lag			Lead			Lead	Lead	Lag			Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)			2.0			2.0	2.0	2.0			2.0	
Recall Mode			None			None	None	C-Min			C-Min	
Act Effct Green (s)			53.2			35.0	53.2	75.0			56.8	
Actuated g/C Ratio			0.44			0.29	0.44	0.62			0.47	
v/c Ratio			0.57			0.92	0.84	0.89			0.55	
Control Delay			26.2			58.0	29.2	20.4			24.2	
Queue Delay			0.0			0.0	0.0	0.5			0.0	
Total Delay			26.2			58.0	29.2	20.9			24.2	
LOS			C			E	C	C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.3			58.0			23.4			24.2	
Approach LOS		C			E			C			C	
Queue Length 50th (ft)			236			314	447	457			257	
Queue Length 95th (ft)			290			#429	m441	m437			316	
Internal Link Dist (ft)		203			1037			774			3170	
Turn Bay Length (ft)						200	300					
Base Capacity (vph)			1435			871	1524	3072			2324	
Starvation Cap Reductn			0			0	0	82			0	
Spillback Cap Reductn			0			0	0	0			0	
Storage Cap Reductn			0			0	0	0			0	
Reduced v/c Ratio			0.53			0.87	0.79	0.92			0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

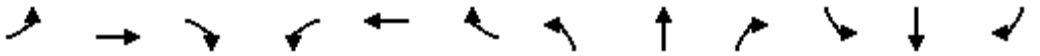
Splits and Phases: 4: US 401 (S. Saunders St.) & I-40 WB Ramps



Lane Group	EBR	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	756	757	1197	2749	1276
v/c Ratio	0.57	0.92	0.84	0.89	0.55
Control Delay	26.2	58.0	29.2	20.4	24.2
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	26.2	58.0	29.2	20.9	24.2
Queue Length 50th (ft)	236	314	447	457	257
Queue Length 95th (ft)	290	#429	m441	m437	316
Internal Link Dist (ft)				774	3170
Turn Bay Length (ft)		200	300		
Base Capacity (vph)	1435	871	1524	3072	2324
Starvation Cap Reductn	0	0	0	82	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.87	0.79	0.92	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	651	0	0	622	0	2874	492	148	1547	0
Future Volume (vph)	0	0	651	0	0	622	0	2874	492	148	1547	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	12	11	11	11
Grade (%)		-6%			-4%			-2%			0%	
Storage Length (ft)	600		0	0		0	0		300	300		0
Storage Lanes	0		2	0		2	0		1	2		0
Taper Length (ft)	250			25			25			175		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2775	0	0	2748	0	4965	1599	3319	4916	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2775	0	0	2748	0	4965	1599	3319	4916	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		1189			567			1034			854	
Travel Time (s)		23.2			15.5			15.7			12.9	
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
Adj. Flow (vph)	0	0	723	0	0	691	0	3193	547	164	1719	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	723	0	0	691	0	3193	547	164	1719	0
Turn Type			Prot			pt+ov		NA	Free	Prot	NA	
Protected Phases			4			1 8		2		8 1	6	
Permitted Phases									Free			
Detector Phase			4			1 8		2		8 1	6	
Switch Phase												
Minimum Initial (s)			7.0					12.0			12.0	
Minimum Split (s)			12.7					24.4			24.2	
Total Split (s)			32.0					77.0			88.0	
Total Split (%)			26.7%					64.2%			73.3%	
Maximum Green (s)			26.3					70.6			81.8	
Yellow Time (s)			3.1					4.7			4.5	
All-Red Time (s)			2.6					1.7			1.7	
Lost Time Adjust (s)			-0.7					-1.4			-1.2	
Total Lost Time (s)			5.0					5.0			5.0	
Lead/Lag								Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)			2.0					2.0			2.0	
Recall Mode			None					C-Min			C-Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)			27.0			38.5		72.0	120.0	40.3	83.0	
Actuated g/C Ratio			0.22			0.32		0.60	1.00	0.34	0.69	
v/c Ratio			1.16			0.78		1.07	0.34	0.15	0.51	
Control Delay			130.2			44.4		53.6	0.2	32.7	10.9	

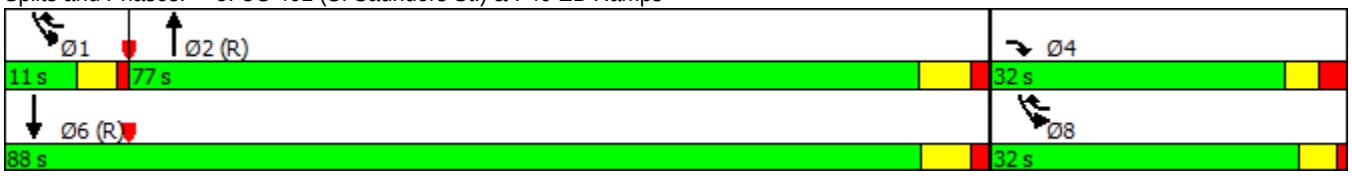
Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	9.5	22.5
Total Split (s)	11.0	32.0
Total Split (%)	9%	27%
Maximum Green (s)	6.5	27.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		7.0
Flash Dont Walk (s)		11.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay			0.0			0.0		10.1	0.0	0.0	0.0	
Total Delay			130.2			44.4		63.7	0.2	32.7	10.9	
LOS			F			D		E	A	C	B	
Approach Delay		130.2			44.4			54.4			12.8	
Approach LOS		F			D			D			B	
Queue Length 50th (ft)			~376			275		~995	0	48	187	
Queue Length 95th (ft)			#510			357		m#1034	m0	76	205	
Internal Link Dist (ft)		1109			487			954			774	
Turn Bay Length (ft)									300	300		
Base Capacity (vph)			624			881		2979	1599	1114	3400	
Starvation Cap Reductn			0			0		0	0	0	0	
Spillback Cap Reductn			0			0		64	0	0	0	
Storage Cap Reductn			0			0		0	0	0	0	
Reduced v/c Ratio			1.16			0.78		1.10	0.34	0.15	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 50.1 Intersection LOS: D
Intersection Capacity Utilization 85.2% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: US 401 (S. Saunders St.) & I-40 EB Ramps



Lane Group	Ø1	Ø8
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

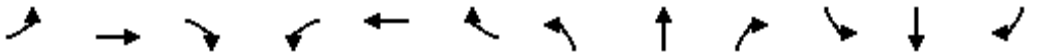
Lane Group	EBR	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	723	691	3193	547	164	1719
v/c Ratio	1.16	0.78	1.07	0.34	0.15	0.51
Control Delay	130.2	44.4	53.6	0.2	32.7	10.9
Queue Delay	0.0	0.0	10.1	0.0	0.0	0.0
Total Delay	130.2	44.4	63.7	0.2	32.7	10.9
Queue Length 50th (ft)	~376	275	~995	0	48	187
Queue Length 95th (ft)	#510	357	m#1034	m0	76	205
Internal Link Dist (ft)			954			774
Turn Bay Length (ft)				300	300	
Base Capacity (vph)	624	881	2979	1599	1114	3400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	64	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.78	1.10	0.34	0.15	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



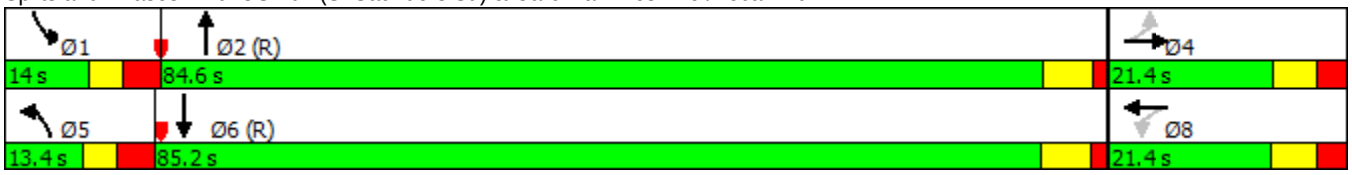
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	24	40	23	7	67	15	2969	13	106	1822	63
Future Volume (vph)	148	24	40	23	7	67	15	2969	13	106	1822	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	12	12	12	12	12	12
Grade (%)		1%			-2%			0%			0%	
Storage Length (ft)	0		0	0		0	250		0	800		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.907			0.865			0.999			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1702	1681	0	1847	1682	0	1770	5080	0	1770	5060	0
Flt Permitted	0.704			0.711			0.950			0.950		
Satd. Flow (perm)	1261	1681	0	1382	1682	0	1770	5080	0	1770	5060	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		541			883			857			1034	
Travel Time (s)		10.5			17.2			13.0			15.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	164	27	44	26	8	74	17	3299	14	118	2024	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	71	0	26	82	0	17	3313	0	118	2094	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	
Minimum Split (s)	13.7	13.7		13.9	13.9		13.4	18.0		13.5	18.1	
Total Split (s)	21.4	21.4		21.4	21.4		13.4	84.6		14.0	85.2	
Total Split (%)	17.8%	17.8%		17.8%	17.8%		11.2%	70.5%		11.7%	71.0%	
Maximum Green (s)	14.7	14.7		14.5	14.5		7.0	78.6		7.5	79.1	
Yellow Time (s)	3.8	3.8		4.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	2.9	2.9		2.9	2.9		3.4	1.5		3.5	1.6	
Lost Time Adjust (s)	-1.7	-1.7		-1.9	-1.9		-1.4	-1.0		-1.5	-1.1	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	15.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	30.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	16.4	16.4		16.4	16.4		8.4	79.6		9.0	88.2	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.07	0.66		0.08	0.74	
v/c Ratio	0.95	0.31		0.14	0.36		0.14	0.98		0.89	0.56	
Control Delay	109.5	50.9		47.7	52.0		55.2	32.0		103.2	6.5	

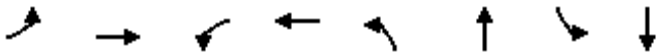
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	109.5	50.9		47.7	52.0		55.2	32.0		103.2	6.5	
LOS	F	D		D	D		E	C		F	A	
Approach Delay		91.8			51.0			32.2			11.7	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)	128	50		18	58		13	834		90	139	
Queue Length 95th (ft)	#266	97		46	110		37	#1041		m#162	m351	
Internal Link Dist (ft)		461			803			777			954	
Turn Bay Length (ft)							250			800		
Base Capacity (vph)	172	229		188	229		123	3369		132	3720	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.95	0.31		0.14	0.36		0.14	0.98		0.89	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 27.2		Intersection LOS: C	
Intersection Capacity Utilization 90.9%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: US 401 (S. Saunders St.) & Carolina Pines Ave./Pecan Rd.

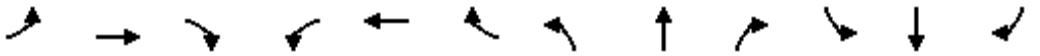




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	164	71	26	82	17	3313	118	2094
v/c Ratio	0.95	0.31	0.14	0.36	0.14	0.98	0.89	0.56
Control Delay	109.5	50.9	47.7	52.0	55.2	32.0	103.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.5	50.9	47.7	52.0	55.2	32.0	103.2	6.5
Queue Length 50th (ft)	128	50	18	58	13	834	90	139
Queue Length 95th (ft)	#266	97	46	110	37	#1041	m#162	m351
Internal Link Dist (ft)		461		803		777		954
Turn Bay Length (ft)					250		800	
Base Capacity (vph)	172	229	188	229	123	3369	132	3720
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.31	0.14	0.36	0.14	0.98	0.89	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

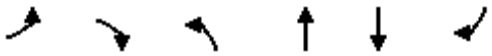


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	45	227	78	11	7	82	96	257	10	388	4
Future Volume (vph)	3	45	227	78	11	7	82	96	257	10	388	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	10	10	10
Grade (%)		2%			-2%			5%			-4%	
Storage Length (ft)	0		0	175		0	0		0	0		0
Storage Lanes	0		1	1		0	0		1	1		0
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.940				0.850		0.999	
Flt Protected		0.997		0.950				0.978		0.950		
Satd. Flow (prot)	0	1716	1463	1668	1651	0	0	1717	1492	1685	1772	0
Flt Permitted		0.993		0.722				0.660		0.629		
Satd. Flow (perm)	0	1709	1463	1268	1651	0	0	1159	1492	1115	1772	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		466			492			1110			275	
Travel Time (s)		12.7			13.4			30.3			7.5	
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
Adj. Flow (vph)	3	50	252	87	12	8	91	107	286	11	431	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	252	87	20	0	0	198	286	11	435	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2		2	6		
Minimum Split (s)	24.6	24.6	24.6	21.8	21.8		24.4	24.4	24.4	21.5	21.5	
Total Split (s)	38.0	38.0	38.0	38.0	38.0		52.0	52.0	52.0	52.0	52.0	
Total Split (%)	42.2%	42.2%	42.2%	42.2%	42.2%		57.8%	57.8%	57.8%	57.8%	57.8%	
Maximum Green (s)	32.4	32.4	32.4	32.2	32.2		46.6	46.6	46.6	46.5	46.5	
Yellow Time (s)	3.1	3.1	3.1	3.3	3.3		3.0	3.0	3.0	3.4	3.4	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.4	2.4	2.4	2.1	2.1	
Lost Time Adjust (s)		-0.6	-0.6	-0.8	-0.8			-0.4	-0.4	-0.5	-0.5	
Total Lost Time (s)		5.0	5.0	5.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	12.0	12.0	12.0	9.0	9.0		12.0	12.0	12.0	9.0	9.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	
Act Effct Green (s)		33.0	33.0	33.0	33.0			47.0	47.0	47.0	47.0	
Actuated g/C Ratio		0.37	0.37	0.37	0.37			0.52	0.52	0.52	0.52	
v/c Ratio		0.08	0.47	0.19	0.03			0.33	0.37	0.02	0.47	
Control Delay		19.2	25.4	20.8	18.6			22.4	23.3	10.6	15.7	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay		19.2	25.4	20.8	18.6			22.4	23.3	10.6	15.7	
LOS		B	C	C	B			C	C	B	B	
Approach Delay		24.3			20.4			22.9			15.6	
Approach LOS		C			C			C			B	

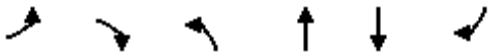
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		19	108	33	7			109	157	3	148	
Queue Length 95th (ft)		44	179	68	22			m153	m219	11	226	
Internal Link Dist (ft)		386			412			1030			195	
Turn Bay Length (ft)				175								
Base Capacity (vph)		626	536	464	605			605	779	582	925	
Starvation Cap Reductn		0	0	0	0			0	0	0	0	
Spillback Cap Reductn		0	0	0	0			0	0	0	0	
Storage Cap Reductn		0	0	0	0			0	0	0	0	
Reduced v/c Ratio		0.08	0.47	0.19	0.03			0.33	0.37	0.02	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: US 401 (S. Saunders St.) & W. South Street



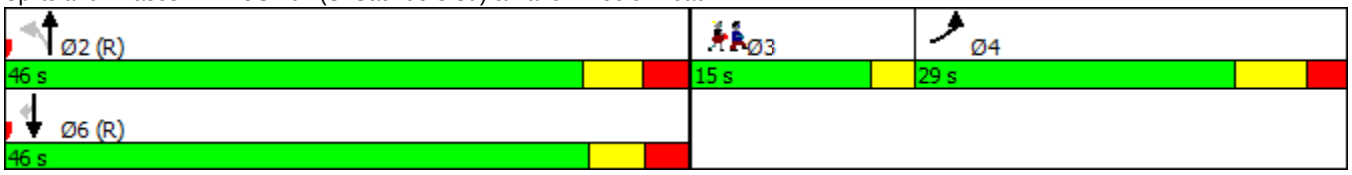
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	288	40	39	144	169	481	
Future Volume (vph)	288	40	39	144	169	481	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	10	10	
Grade (%)	-10%			-2%	1%		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Frt	0.984					0.850	
Flt Protected	0.958			0.990			
Satd. Flow (prot)	1782	0	0	3303	1730	1470	
Flt Permitted	0.958			0.868			
Satd. Flow (perm)	1782	0	0	2896	1730	1470	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	35			35	35		
Link Distance (ft)	566			869	1110		
Travel Time (s)	11.0			16.9	21.6		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	320	44	43	160	188	534	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	364	0	0	203	188	534	
Turn Type	Prot		Perm	NA	NA	Perm	
Protected Phases	4			2	6		3
Permitted Phases			2			6	
Detector Phase	4		2	2	6	6	
Switch Phase							
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	7.0
Minimum Split (s)	17.6		17.3	17.3	16.9	16.9	15.0
Total Split (s)	29.0		46.0	46.0	46.0	46.0	15.0
Total Split (%)	32.2%		51.1%	51.1%	51.1%	51.1%	17%
Maximum Green (s)	21.4		38.7	38.7	39.1	39.1	12.0
Yellow Time (s)	4.8		4.0	4.0	3.8	3.8	3.0
All-Red Time (s)	2.8		3.3	3.3	3.1	3.1	0.0
Lost Time Adjust (s)	-2.6			-2.3	-1.9	-1.9	
Total Lost Time (s)	5.0			5.0	5.0	5.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0		3.0	3.0	1.0	1.0	1.0
Recall Mode	None		C-Min	C-Min	C-Min	C-Min	None
Walk Time (s)							4.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	24.3			55.7	55.7	55.7	
Actuated g/C Ratio	0.27			0.62	0.62	0.62	
v/c Ratio	0.76			0.11	0.18	0.59	
Control Delay	40.1			5.4	8.4	14.2	
Queue Delay	0.0			0.0	0.0	0.0	
Total Delay	40.1			5.4	8.4	14.2	
LOS	D			A	A	B	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Approach Delay	40.1			5.4	12.7		
Approach LOS	D			A	B		
Queue Length 50th (ft)	188			13	41	133	
Queue Length 95th (ft)	262			16	76	272	
Internal Link Dist (ft)	486			789	1030		
Turn Bay Length (ft)							
Base Capacity (vph)	518			1790	1069	909	
Starvation Cap Reductn	0			0	0	0	
Spillback Cap Reductn	0			0	0	0	
Storage Cap Reductn	0			0	0	0	
Reduced v/c Ratio	0.70			0.11	0.18	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: US 401 (S. Saunders St.) & Lake Wheeler Road

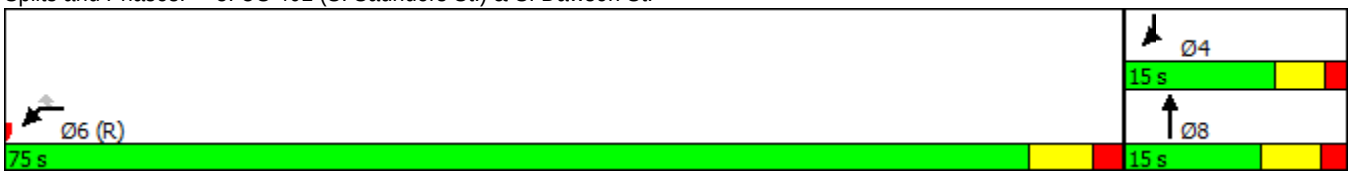


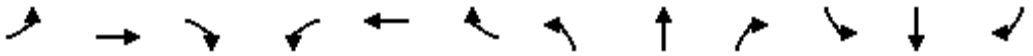
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	2840	61	0	112	0	0	0	197	0	0
Future Volume (vph)	2840	61	0	112	0	0	0	197	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	14	14	11	12	12	12	11	11
Grade (%)	4%			-2%			2%		0%	
Lane Util. Factor	0.94	1.00	1.00	0.95	1.00	1.00	1.00	0.88	1.00	1.00
Frt		0.850						0.850		
Flt Protected	0.950									
Satd. Flow (prot)	4890	1759	0	3813	0	0	0	2759	0	0
Flt Permitted	0.950									
Satd. Flow (perm)	4890	1759	0	3813	0	0	0	2759	0	0
Right Turn on Red		No	No		No			No		
Satd. Flow (RTOR)										
Link Speed (mph)	45			45			35		30	
Link Distance (ft)	826			484			692		847	
Travel Time (s)	12.5			7.3			13.5		19.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3156	68	0	124	0	0	0	219	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	3156	68	0	124	0	0	0	219	0	0
Turn Type	Prot	Perm		NA				Prot		
Protected Phases	6			8				4		
Permitted Phases		6								
Detector Phase	6	6		8				4		
Switch Phase										
Minimum Initial (s)	12.0	12.0		7.0				7.0		
Minimum Split (s)	18.4	18.4		12.9				12.0		
Total Split (s)	75.0	75.0		15.0				15.0		
Total Split (%)	83.3%	83.3%		16.7%				16.7%		
Maximum Green (s)	68.6	68.6		9.1				10.0		
Yellow Time (s)	4.2	4.2		4.0				3.4		
All-Red Time (s)	2.2	2.2		1.9				1.6		
Lost Time Adjust (s)	-1.4	-1.4		-0.9				0.0		
Total Lost Time (s)	5.0	5.0		5.0				5.0		
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0	3.0		1.0				1.0		
Minimum Gap (s)	3.0	3.0		1.0				1.0		
Time Before Reduce (s)	10.0	10.0		0.0				0.0		
Time To Reduce (s)	20.0	20.0		0.0				0.0		
Recall Mode	C-Min	C-Min		Max				None		
Act Effct Green (s)	70.0	70.0		10.0				10.0		
Actuated g/C Ratio	0.78	0.78		0.11				0.11		
v/c Ratio	0.83	0.05		0.29				0.72		
Control Delay	8.8	2.4		38.8				56.7		
Queue Delay	0.0	0.0		0.0				0.0		
Total Delay	8.8	2.4		38.8				56.7		
LOS	A	A		D				E		

Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Approach Delay	8.7			38.8			56.7			
Approach LOS	A			D			E			
Queue Length 50th (ft)	308	7		34				73		
Queue Length 95th (ft)	374	15		62				m#123		
Internal Link Dist (ft)	746			404			612		767	
Turn Bay Length (ft)										
Base Capacity (vph)	3803	1368		423				306		
Starvation Cap Reductn	0	0		0				0		
Spillback Cap Reductn	0	0		0				0		
Storage Cap Reductn	0	0		0				0		
Reduced v/c Ratio	0.83	0.05		0.29				0.72		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:WBL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 139.0%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 3: US 401 (S. Saunders St.) & S. Dawson St.



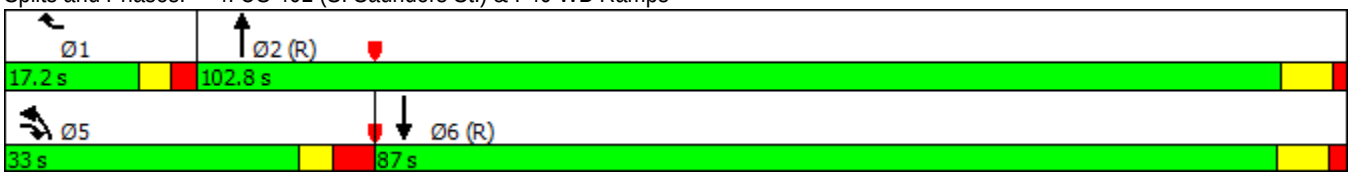


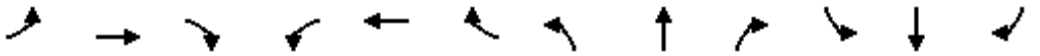
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	324	0	0	142	716	1133	0	0	2691	449
Future Volume (vph)	0	0	324	0	0	142	716	1133	0	0	2691	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	11	11	11	11	11
Grade (%)		-3%			-3%			0%			-3%	
Storage Length (ft)	0		0	0		200	300		0	0		0
Storage Lanes	0		2	0		1	2		0	0		0
Taper Length (ft)	25			100			175			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850					0.979	
Flt Protected							0.950					
Satd. Flow (prot)	0	0	3017	0	0	2828	3204	4916	0	0	4885	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	3017	0	0	2828	3204	4916	0	0	4885	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		283			1117			854			3250	
Travel Time (s)		4.8			19.0			12.9			49.2	
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
Adj. Flow (vph)	0	0	360	0	0	158	796	1259	0	0	2990	499
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	360	0	0	158	796	1259	0	0	3489	0
Turn Type			Over			Prot	Prot	NA			NA	
Protected Phases			5			1	5	2			6	
Permitted Phases												
Detector Phase			5			1	5	2			6	
Switch Phase												
Minimum Initial (s)			7.0			7.0	7.0	12.0			12.0	
Minimum Split (s)			13.7			13.1	13.7	22.5			22.5	
Total Split (s)			33.0			17.2	33.0	102.8			87.0	
Total Split (%)			27.5%			14.3%	27.5%	85.7%			72.5%	
Maximum Green (s)			26.3			11.9	26.3	96.8			80.5	
Yellow Time (s)			3.0			3.0	3.0	4.5			4.8	
All-Red Time (s)			3.7			2.3	3.7	1.5			1.7	
Lost Time Adjust (s)			-1.7			-0.3	-1.7	-1.0			-1.5	
Total Lost Time (s)			5.0			5.0	5.0	5.0			5.0	
Lead/Lag			Lead			Lead	Lead	Lag			Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)			2.0			2.0	2.0	2.0			2.0	
Recall Mode			None			None	None	C-Min			C-Min	
Act Effct Green (s)			28.0			10.7	28.0	99.3			82.0	
Actuated g/C Ratio			0.23			0.09	0.23	0.83			0.68	
v/c Ratio			0.51			0.63	1.07	0.31			1.05	
Control Delay			43.1			63.9	101.4	0.4			49.1	
Queue Delay			0.0			0.0	0.0	0.0			23.3	
Total Delay			43.1			63.9	101.4	0.4			72.3	
LOS			D			E	F	A			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		43.1			63.9			39.5			72.3	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)			138			67	~361	4			~1074	
Queue Length 95th (ft)			192			107	#489	10			#1151	
Internal Link Dist (ft)		203			1037			774			3170	
Turn Bay Length (ft)						200	300					
Base Capacity (vph)			703			287	747	4067			3338	
Starvation Cap Reductn			0			0	0	0			0	
Spillback Cap Reductn			0			0	0	0			257	
Storage Cap Reductn			0			0	0	0			0	
Reduced v/c Ratio			0.51			0.55	1.07	0.31			1.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 59.3		Intersection LOS: E	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: US 401 (S. Saunders St.) & I-40 WB Ramps





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	938	0	0	181	0	1707	454	418	2541	0
Future Volume (vph)	0	0	938	0	0	181	0	1707	454	418	2541	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	12	11	11	11
Grade (%)		-6%			-4%			-2%			0%	
Storage Length (ft)	600		0	0		0	0		300	300		0
Storage Lanes	0		2	0		2	0		1	2		0
Taper Length (ft)	250			25			25			175		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			
Flt Protected										0.950		
Satd. Flow (prot)	0	0	2775	0	0	2748	0	4965	1599	3319	4916	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	0	2775	0	0	2748	0	4965	1599	3319	4916	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		1189			567			1034			854	
Travel Time (s)		23.2			15.5			15.7			12.9	
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
Adj. Flow (vph)	0	0	1042	0	0	201	0	1897	504	464	2823	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1042	0	0	201	0	1897	504	464	2823	0
Turn Type			Prot			pt+ov		NA	Free	Prot	NA	
Protected Phases			4			1 8		2		8 1	6	
Permitted Phases									Free			
Detector Phase			4			1 8		2		8 1	6	
Switch Phase												
Minimum Initial (s)			7.0					12.0			12.0	
Minimum Split (s)			12.7					24.4			24.2	
Total Split (s)			48.0					62.4			72.0	
Total Split (%)			40.0%					52.0%			60.0%	
Maximum Green (s)			42.3					56.0			65.8	
Yellow Time (s)			3.1					4.7			4.5	
All-Red Time (s)			2.6					1.7			1.7	
Lost Time Adjust (s)			-0.7					-1.4			-1.2	
Total Lost Time (s)			5.0					5.0			5.0	
Lead/Lag								Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)			2.0					2.0			2.0	
Recall Mode			None					C-Min			C-Min	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)			43.0			53.1		57.4	120.0	54.9	67.0	
Actuated g/C Ratio			0.36			0.44		0.48	1.00	0.46	0.56	
v/c Ratio			1.05			0.17		0.80	0.32	0.31	1.03	
Control Delay			79.9			20.6		16.9	0.4	17.6	43.4	

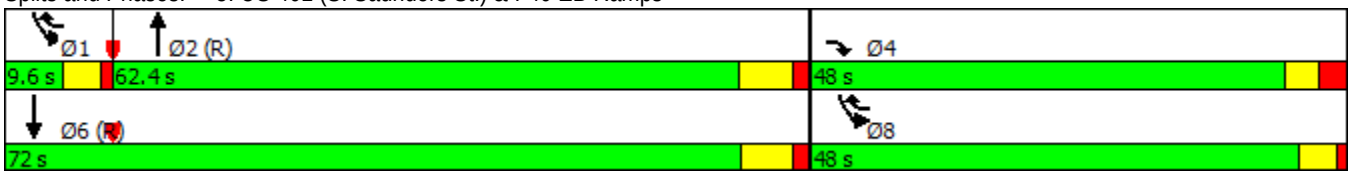
Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	9.5	22.5
Total Split (s)	9.6	48.0
Total Split (%)	8%	40%
Maximum Green (s)	5.1	43.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		7.0
Flash Dont Walk (s)		11.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay			0.0			0.0		0.0	0.0	0.0	1.8	
Total Delay			79.9			20.6		16.9	0.4	17.6	45.2	
LOS			E			C		B	A	B	D	
Approach Delay		79.9			20.6			13.4			41.3	
Approach LOS		E			C			B			D	
Queue Length 50th (ft)			~498			52		153	0	118	~849	
Queue Length 95th (ft)			#643			79		m221	m0	m117	m625	
Internal Link Dist (ft)		1109			487			954			774	
Turn Bay Length (ft)									300	300		
Base Capacity (vph)			994			1215		2374	1599	1518	2744	
Starvation Cap Reductn			0			0		0	0	0	13	
Spillback Cap Reductn			0			0		0	0	0	0	
Storage Cap Reductn			0			0		0	0	0	0	
Reduced v/c Ratio			1.05			0.17		0.80	0.32	0.31	1.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 36.8		Intersection LOS: D	
Intersection Capacity Utilization 90.2%		ICU Level of Service E	
Analysis Period (min) 15			

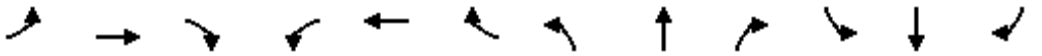
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: US 401 (S. Saunders St.) & I-40 EB Ramps



Lane Group	Ø1	Ø8
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	30	100	84	77	79	90	1816	49	207	3110	117
Future Volume (vph)	117	30	100	84	77	79	90	1816	49	207	3110	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	12	12	12	12	12	12
Grade (%)		1%			-2%			0%			0%	
Storage Length (ft)	0		0	0		0	250		0	800		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.884			0.924			0.996			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1702	1638	0	1847	1796	0	1770	5065	0	1770	5060	0
Flt Permitted	0.444			0.529			0.950			0.950		
Satd. Flow (perm)	795	1638	0	1028	1796	0	1770	5065	0	1770	5060	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		541			883			857			1034	
Travel Time (s)		10.5			17.2			13.0			15.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	130	33	111	93	86	88	100	2018	54	230	3456	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	144	0	93	174	0	100	2072	0	230	3586	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	12.0		7.0	12.0	
Minimum Split (s)	13.7	13.7		13.9	13.9		13.4	18.0		13.5	18.1	
Total Split (s)	23.6	23.6		23.6	23.6		13.4	66.0		30.4	83.0	
Total Split (%)	19.7%	19.7%		19.7%	19.7%		11.2%	55.0%		25.3%	69.2%	
Maximum Green (s)	16.9	16.9		16.7	16.7		7.0	60.0		23.9	76.9	
Yellow Time (s)	3.8	3.8		4.0	4.0		3.0	4.5		3.0	4.5	
All-Red Time (s)	2.9	2.9		2.9	2.9		3.4	1.5		3.5	1.6	
Lost Time Adjust (s)	-1.7	-1.7		-1.9	-1.9		-1.4	-1.0		-1.5	-1.1	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	1.0	1.0		1.0	1.0		1.0	3.0		1.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	15.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	30.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	18.6	18.6		18.6	18.6		8.4	66.3		20.1	78.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.07	0.55		0.17	0.65	
v/c Ratio	1.06	0.57		0.58	0.63		0.81	0.74		0.78	1.09	
Control Delay	146.3	56.7		63.2	58.4		98.0	23.1		51.8	57.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	146.3	56.7		63.2	58.4		98.0	23.1		51.8	57.7	
LOS	F	E		E	E		F	C		D	E	
Approach Delay		99.2			60.0			26.5			57.4	
Approach LOS		F			E			C			E	
Queue Length 50th (ft)	~110	105		68	128		78	429		177	~1138	
Queue Length 95th (ft)	#239	175		#130	205		#176	539		m164	m#1069	
Internal Link Dist (ft)		461			803			777			954	
Turn Bay Length (ft)							250			800		
Base Capacity (vph)	123	253		159	278		123	2800		374	3289	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.06	0.57		0.58	0.63		0.81	0.74		0.61	1.09	

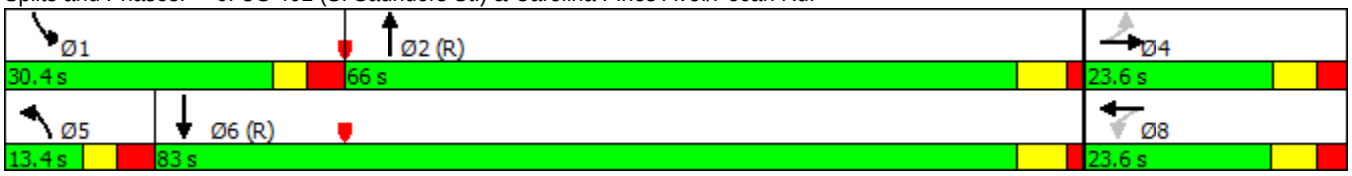
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 49.0		Intersection LOS: D	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			

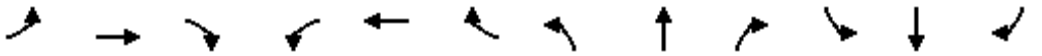
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: US 401 (S. Saunders St.) & Carolina Pines Ave./Pecan Rd.



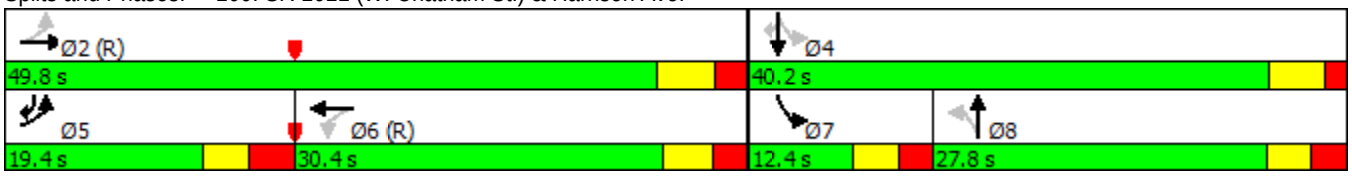


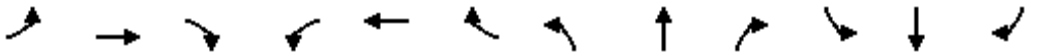
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	361	561	33	7	216	77	16	392	6	45	258	145
Future Volume (vph)	361	561	33	7	216	77	16	392	6	45	258	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	12	12	11	12	12	12	11	11
Grade (%)		0%			-1%			0%			0%	
Storage Length (ft)	0		0	0		100	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.960			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1786	0	1660	1797	0	1745	1896	0	1770	1801	1531
Flt Permitted	0.289			0.414			0.584			0.138		
Satd. Flow (perm)	485	1786	0	723	1797	0	1073	1896	0	257	1801	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		659			568			342			321	
Travel Time (s)		18.0			15.5			9.3			6.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	401	623	37	8	240	86	18	436	7	50	287	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	401	660	0	8	326	0	18	443	0	50	287	161
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2			6			8		7	4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		7	4	5
Switch Phase												
Minimum Initial (s)	7.0	7.0		10.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.1	32.1		29.8	29.8		27.5	27.5		12.4	29.4	13.1
Total Split (s)	19.4	49.8		30.4	30.4		27.8	27.8		12.4	40.2	19.4
Total Split (%)	21.6%	55.3%		33.8%	33.8%		30.9%	30.9%		13.8%	44.7%	21.6%
Maximum Green (s)	13.3	43.7		24.6	24.6		22.3	22.3		7.0	34.8	13.3
Yellow Time (s)	3.0	3.9		3.4	3.4		3.0	3.0		3.0	3.8	3.0
All-Red Time (s)	3.1	2.2		2.4	2.4		2.5	2.5		2.4	1.6	3.1
Lost Time Adjust (s)	-1.1	-1.1		-0.8	-0.8		-0.5	-0.5		-0.4	-0.4	-1.1
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		C-Min	C-Min		Min	Min		None	Min	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)		19.0		17.0	17.0		15.0	15.0			17.0	
Pedestrian Calls (#/hr)		0		0	0		0	0			0	
Act Effct Green (s)	48.3	48.3		26.9	26.9		23.9	23.9		31.7	31.7	53.1
Actuated g/C Ratio	0.54	0.54		0.30	0.30		0.27	0.27		0.35	0.35	0.59
v/c Ratio	0.87	0.69		0.04	0.61		0.06	0.88		0.23	0.45	0.18

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	38.1	21.6		21.7	31.0		25.9	53.0		19.8	24.1	8.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.1	21.6		21.7	31.0		25.9	53.0		19.8	24.1	8.4
LOS	D	C		C	C		C	D		B	C	A
Approach Delay		27.8			30.8			51.9			18.6	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)	~164	314		4	188		7	232		16	106	32
Queue Length 95th (ft)	#306	426		m11	205		25	#425		41	184	65
Internal Link Dist (ft)		579			488			262			241	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)	463	979		224	556		287	508		220	724	903
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.87	0.67		0.04	0.59		0.06	0.87		0.23	0.40	0.18

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 100: SR 1011 (W. Chatham St.) & Harrison Ave.





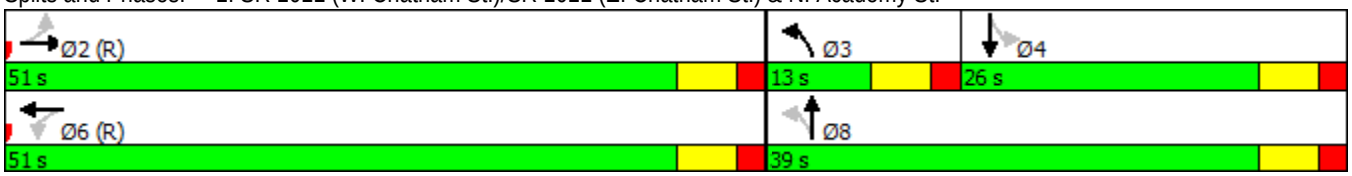
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	458	48	14	196	20	121	324	24	13	93	25
Future Volume (vph)	83	458	48	14	196	20	121	324	24	13	93	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			3%			-1%			2%	
Storage Length (ft)	25		0	75		0	75		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.986			0.990			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1855	0	1743	1809	0	1719	1792	0	1694	1726	0
Flt Permitted	0.597			0.338			0.449			0.533		
Satd. Flow (perm)	1123	1855	0	620	1809	0	813	1792	0	950	1726	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			3098			292			391	
Travel Time (s)		4.5			84.5			8.0			10.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	509	53	16	218	22	134	360	27	14	103	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	562	0	16	240	0	134	387	0	14	131	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		13.0	24.0		24.0	24.0	
Total Split (s)	51.0	51.0		51.0	51.0		13.0	39.0		26.0	26.0	
Total Split (%)	56.7%	56.7%		56.7%	56.7%		14.4%	43.3%		28.9%	28.9%	
Maximum Green (s)	45.0	45.0		45.0	45.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	50.6	50.6		50.6	50.6		29.4	29.4		13.1	13.1	
Actuated g/C Ratio	0.56	0.56		0.56	0.56		0.33	0.33		0.15	0.15	
v/c Ratio	0.15	0.54		0.05	0.24		0.35	0.66		0.10	0.52	
Control Delay	9.2	10.8		11.8	12.0		23.3	31.1		32.9	42.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.2	10.8		11.8	12.0		23.3	31.1		32.9	42.4	
LOS	A	B		B	B		C	C		C	D	
Approach Delay		10.6			12.0			29.1			41.4	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	22	136		4	65		55	187		7	70	
Queue Length 95th (ft)	m16	m85		16	128		87	249		23	119	
Internal Link Dist (ft)		84			3018			212			311	
Turn Bay Length (ft)	25			75			75					
Base Capacity (vph)	638	1054		352	1028		379	687		221	402	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.53		0.05	0.23		0.35	0.56		0.06	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

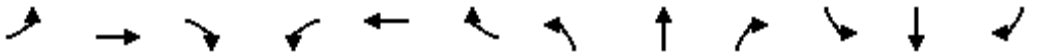
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 1011 (W. Chatham St.)/SR 1011 (E. Chatham St.) & N. Academy St.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	169	41	272	198	79	452
Future Volume (vph)	169	41	272	198	79	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.885	
Flt Protected				0.972	0.993	
Satd. Flow (prot)	1812	0	0	1829	1621	0
Flt Permitted				0.972	0.993	
Satd. Flow (perm)	1812	0	0	1829	1621	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	763			2635	3098	
Travel Time (s)	14.9			51.3	60.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	46	302	220	88	502
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	0	0	522	590	0
Sign Control	Yield			Yield	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			



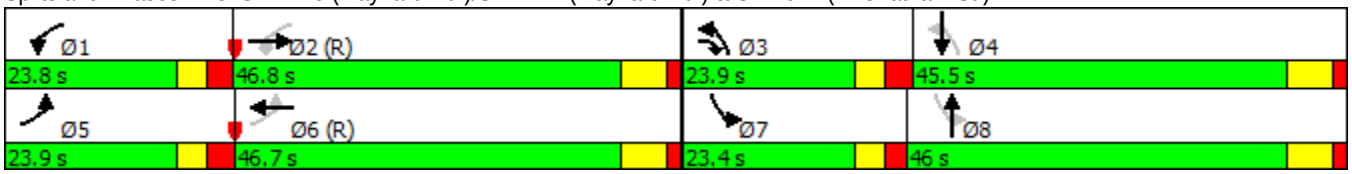
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	464	67	79	251	200	110	685	168	166	310	65
Future Volume (vph)	102	464	67	79	251	200	110	685	168	166	310	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	11	11	11	11
Grade (%)		2%			-3%			4%			-3%	
Storage Length (ft)	350		300	375		0	175		0	225		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.934			0.970			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1783	1515	1617	1707	0	1676	3252	0	1736	3382	0
Flt Permitted	0.200			0.195			0.422			0.093		
Satd. Flow (perm)	357	1783	1515	332	1707	0	745	3252	0	170	3382	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2635			6325			1163			974	
Travel Time (s)		51.3			123.2			17.6			14.8	
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
Adj. Flow (vph)	113	516	74	88	279	222	122	761	187	184	344	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	516	74	88	501	0	122	948	0	184	416	0
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	23.9	31.4	23.9	23.8	24.4		23.9	24.5		23.4	29.5	
Total Split (s)	23.9	46.8	23.9	23.8	46.7		23.9	46.0		23.4	45.5	
Total Split (%)	17.1%	33.4%	17.1%	17.0%	33.4%		17.1%	32.9%		16.7%	32.5%	
Maximum Green (s)	18.0	40.4	18.0	18.0	40.3		18.0	39.5		18.0	39.0	
Yellow Time (s)	3.0	4.8	3.0	3.0	4.8		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.9	1.6	2.9	2.8	1.6		2.9	1.7		2.4	1.7	
Lost Time Adjust (s)	-0.9	-1.4	-0.9	-0.8	-1.4		-0.9	-1.5		-0.4	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									16.0	
Pedestrian Calls (#/hr)		0									0	
Act Effct Green (s)	61.5	52.1	68.6	61.5	50.9		58.5	43.9		58.5	47.0	
Actuated g/C Ratio	0.44	0.37	0.49	0.44	0.36		0.42	0.31		0.42	0.34	
v/c Ratio	0.44	0.78	0.10	0.38	0.81		0.32	0.93		0.79	0.37	
Control Delay	26.7	48.9	19.8	25.8	52.3		24.8	62.3		56.1	36.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.7	48.9	19.8	25.8	52.3		24.8	62.3		56.1	36.6	
LOS	C	D	B	C	D		C	E		E	D	
Approach Delay		42.3			48.4			58.0			42.6	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	58	414	35	44	410		64	437		111	149	
Queue Length 95th (ft)	97	#626	66	78	#647		105	#605		196	205	
Internal Link Dist (ft)		2555			6245			1083			894	
Turn Bay Length (ft)	350		300	375			175			225		
Base Capacity (vph)	349	664	822	330	620		461	1019		280	1134	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.78	0.09	0.27	0.81		0.26	0.93		0.66	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 49.3 Intersection LOS: D
Intersection Capacity Utilization 81.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 1415 (Maynard Rd.)/SR 1747 (Maynard Rd.) & SR 1011 (E. Chatham St.)



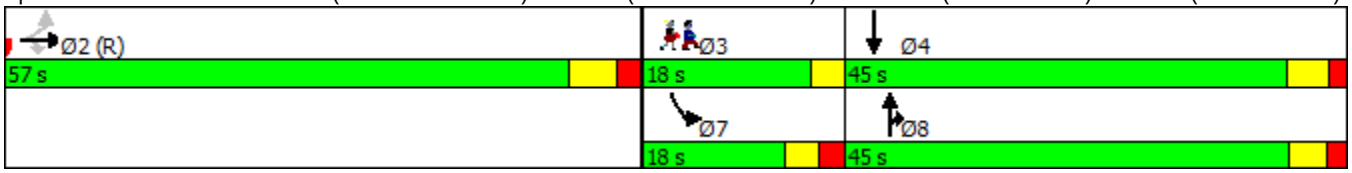
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	795	143	0	0	0	0	233	448	63	190	0
Future Volume (vph)	19	795	143	0	0	0	0	233	448	63	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	11	11	11	11	11	11	12	12	11
Grade (%)		3%			3%			8%			1%	
Storage Length (ft)	0		175	0		0	0		175	75		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.999								0.950		
Satd. Flow (prot)	0	3367	1768	0	0	0	0	1729	2586	1761	3522	0
Flt Permitted		0.999								0.950		
Satd. Flow (perm)	0	3367	1768	0	0	0	0	1729	2586	1761	3522	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1146			1223			490			520	
Travel Time (s)		17.4			18.5			9.5			10.1	
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
Adj. Flow (vph)	21	883	159	0	0	0	0	259	498	70	211	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	904	159	0	0	0	0	259	498	70	211	0
Turn Type	Perm	NA	Perm					NA	Prot	Prot	NA	
Protected Phases		2						8	8	7	4	
Permitted Phases	2		2									
Detector Phase	2	2	2					8	8	7	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					7.0	7.0	7.0	7.0	
Minimum Split (s)	36.6	36.6	36.6					23.3	23.3	12.4	18.5	
Total Split (s)	57.0	57.0	57.0					45.0	45.0	18.0	45.0	
Total Split (%)	47.5%	47.5%	47.5%					37.5%	37.5%	15.0%	37.5%	
Maximum Green (s)	50.4	50.4	50.4					39.7	39.7	12.6	39.5	
Yellow Time (s)	4.3	4.3	4.3					3.4	3.4	3.0	3.8	
All-Red Time (s)	2.3	2.3	2.3					1.9	1.9	2.4	1.7	
Lost Time Adjust (s)		-1.6	-1.6					-0.3	-0.3	-0.4	-0.5	
Total Lost Time (s)		5.0	5.0					5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Recall Mode	C-Min	C-Min	C-Min					None	None	None	None	
Walk Time (s)	4.0	4.0	4.0								4.0	
Flash Dont Walk (s)	26.0	26.0	26.0								9.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)		69.3	69.3					28.3	28.3	9.9	40.7	
Actuated g/C Ratio		0.58	0.58					0.24	0.24	0.08	0.34	
v/c Ratio		0.46	0.16					0.64	0.82	0.48	0.18	
Control Delay		17.7	14.9					47.9	54.5	63.2	26.2	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	15%
Maximum Green (s)	15.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay		17.7	14.9					47.9	54.5	63.2	26.2	
LOS		B	B					D	D	E	C	
Approach Delay		17.2						52.2			35.4	
Approach LOS		B						D			D	
Queue Length 50th (ft)		211	57					182	208	53	58	
Queue Length 95th (ft)		329	116					250	256	99	73	
Internal Link Dist (ft)		1066			1143			410			440	
Turn Bay Length (ft)			175						175	75		
Base Capacity (vph)		1945	1021					576	862	192	1318	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.46	0.16					0.45	0.58	0.36	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 1319 (Jones Franklin Rd.)/SR 1319 (Jones Franklin Rd) & SR 1012 (Western Blvd.)/SR 1012 (Western Blvd.)



Lane Group	Ø3
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

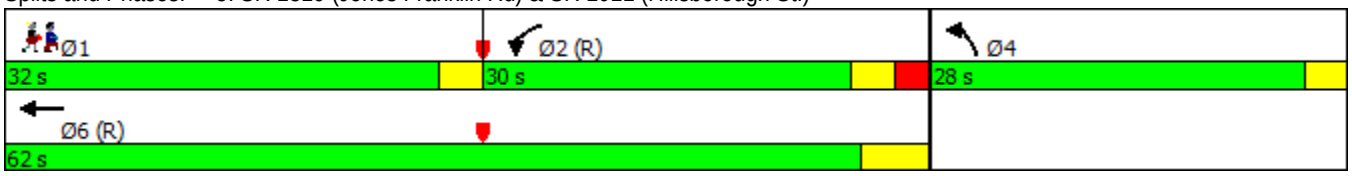
Intersection Summary

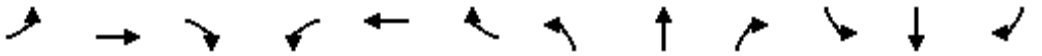
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1
Lane Configurations							
Traffic Volume (vph)	0	0	297	549	266	0	
Future Volume (vph)	0	0	297	549	266	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	0%			-2%	-2%		
Storage Length (ft)		0	250		95	0	
Storage Lanes		0	1		1	0	
Taper Length (ft)			220		25		
Lane Util. Factor	1.00	1.00	0.97	0.95	0.97	1.00	
Frt							
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	0	3352	3455	3352	0	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	0	3352	3455	3352	0	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			45	35		
Link Distance (ft)	1481			810	520		
Travel Time (s)	22.4			12.3	10.1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	0	330	610	296	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	330	610	296	0	
Turn Type			Prot	NA	Prot		
Protected Phases			2	6	4		1
Permitted Phases							
Detector Phase			2	6	4		
Switch Phase							
Minimum Initial (s)			12.0	12.0	7.0		7.0
Minimum Split (s)			17.4	23.7	22.0		32.0
Total Split (s)			30.0	62.0	28.0		32.0
Total Split (%)			33.3%	68.9%	31.1%		36%
Maximum Green (s)			24.6	57.3	25.0		29.0
Yellow Time (s)			3.0	4.7	3.0		3.0
All-Red Time (s)			2.4	0.0	0.0		0.0
Lost Time Adjust (s)			0.0	0.0	0.0		
Total Lost Time (s)			5.4	4.7	3.0		
Lead/Lag			Lag				Lead
Lead-Lag Optimize?							
Vehicle Extension (s)			3.0	3.0	3.0		3.0
Recall Mode			C-Min	C-Min	None		None
Walk Time (s)					4.0		4.0
Flash Dont Walk (s)					15.0		25.0
Pedestrian Calls (#/hr)					0		0
Act Effct Green (s)			68.4	69.1	13.2		
Actuated g/C Ratio			0.76	0.77	0.15		
v/c Ratio			0.13	0.23	0.60		
Control Delay			9.6	10.0	40.8		
Queue Delay			0.0	0.0	0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1
Total Delay			9.6	10.0	40.8		
LOS			A	B	D		
Approach Delay				9.9	40.8		
Approach LOS				A	D		
Queue Length 50th (ft)			67	122	82		
Queue Length 95th (ft)			103	173	117		
Internal Link Dist (ft)	1401			730	440		
Turn Bay Length (ft)			250		95		
Base Capacity (vph)			2545	2651	931		
Starvation Cap Reductn			0	0	0		
Spillback Cap Reductn			0	0	0		
Storage Cap Reductn			0	0	0		
Reduced v/c Ratio			0.13	0.23	0.32		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBL and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: SR 1319 (Jones Franklin Rd) & SR 1011 (Hillsborough St.)





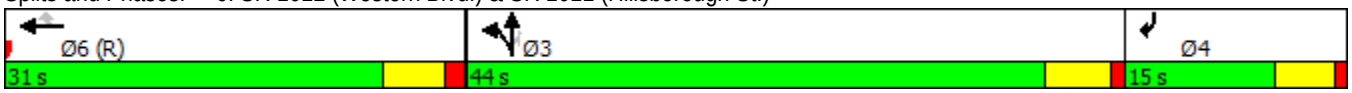
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	555	35	8	420	1010	0	0	213
Future Volume (vph)	0	0	0	0	555	35	8	420	1010	0	0	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
Grade (%)		0%			4%			1%			-4%	
Storage Length (ft)	0		0	0		50	175		0	0		0
Storage Lanes	0		0	0		1	1		2	0		2
Taper Length (ft)	25			25			150			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.88	1.00	1.00	0.88
Frt						0.850			0.850			0.850
Flt Protected								0.999				
Satd. Flow (prot)	0	0	0	0	3468	1552	0	3518	2773	0	0	2842
Flt Permitted								0.999				
Satd. Flow (perm)	0	0	0	0	3468	1552	0	3518	2773	0	0	2842
Right Turn on Red			No			No	No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		810			352			1223			366	
Travel Time (s)		12.3			5.3			18.5			5.5	
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
Adj. Flow (vph)	0	0	0	0	617	39	9	467	1122	0	0	237
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	617	39	0	476	1122	0	0	237
Turn Type					NA	Perm	Split	NA	Perm			Prot
Protected Phases					6		3	3				4
Permitted Phases						6			3			
Detector Phase					6	6	3	3	3			4
Switch Phase												
Minimum Initial (s)					12.0	12.0	7.0	7.0	7.0			7.0
Minimum Split (s)					30.7	30.7	12.4	12.4	12.4			15.0
Total Split (s)					31.0	31.0	44.0	44.0	44.0			15.0
Total Split (%)					34.4%	34.4%	48.9%	48.9%	48.9%			16.7%
Maximum Green (s)					25.3	25.3	38.6	38.6	38.6			10.0
Yellow Time (s)					4.2	4.2	4.4	4.4	4.4			4.0
All-Red Time (s)					1.5	1.5	1.0	1.0	1.0			1.0
Lost Time Adjust (s)					-0.7	-0.7		-0.4	-0.4			0.0
Total Lost Time (s)					5.0	5.0		5.0	5.0			5.0
Lead/Lag							Lead	Lead	Lead			Lag
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0	3.0	2.0	2.0	2.0			2.0
Minimum Gap (s)					3.0	3.0	2.0	2.0	2.0			2.0
Time Before Reduce (s)					15.0	15.0	0.0	0.0	0.0			0.0
Time To Reduce (s)					30.0	30.0	0.0	0.0	0.0			0.0
Recall Mode					C-Min	C-Min	None	None	None			None
Walk Time (s)					4.0	4.0						4.0
Flash Dont Walk (s)					21.0	21.0						6.0
Pedestrian Calls (#/hr)					0	0						0
Act Effct Green (s)					24.5	24.5		40.2	40.2			10.3

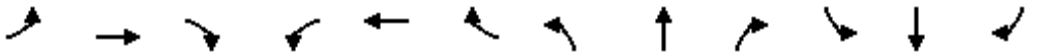
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.27	0.27		0.45	0.45			0.11
v/c Ratio					0.65	0.09		0.30	0.91			0.73
Control Delay					33.3	26.3		16.4	35.0			53.1
Queue Delay					0.0	0.0		0.0	0.0			0.0
Total Delay					33.3	26.3		16.4	35.0			53.1
LOS					C	C		B	C			D
Approach Delay					32.9			29.4			53.1	
Approach LOS					C			C			D	
Queue Length 50th (ft)					173	18		84	313			73
Queue Length 95th (ft)					219	41		124	#481			#135
Internal Link Dist (ft)		730			272			1143			286	
Turn Bay Length (ft)						50						
Base Capacity (vph)					1040	465		1597	1258			334
Starvation Cap Reductn					0	0		0	0			0
Spillback Cap Reductn					0	0		0	0			0
Storage Cap Reductn					0	0		0	0			0
Reduced v/c Ratio					0.59	0.08		0.30	0.89			0.71

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 32.6		Intersection LOS: C	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SR 1012 (Western Blvd.) & SR 1011 (Hillsborough St.)



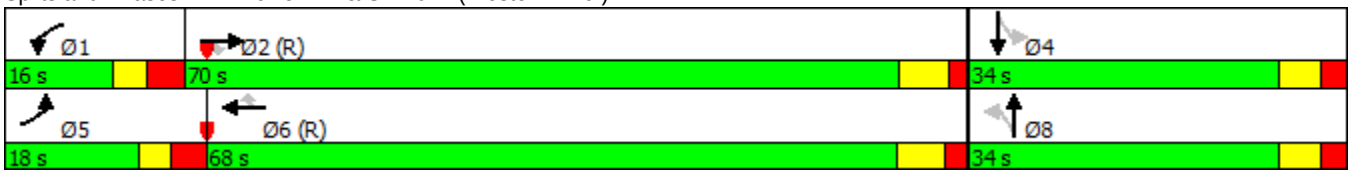


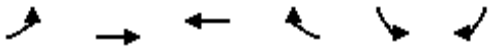
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	940	31	18	530	89	64	44	26	61	12	15
Future Volume (vph)	41	940	31	18	530	89	64	44	26	61	12	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	10	11	13	12	12	12	12	12	12
Grade (%)		1%			2%			0%			0%	
Storage Length (ft)	300		75	300		25	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	125			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.944			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1643	3404	1628	1635	3387	1620	1770	1758	0	1770	1704	0
Flt Permitted	0.950			0.950			0.738			0.706		
Satd. Flow (perm)	1643	3404	1628	1635	3387	1620	1375	1758	0	1315	1704	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1190			1023			440			478	
Travel Time (s)		18.0			15.5			8.6			9.3	
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
Adj. Flow (vph)	46	1044	34	20	589	99	71	49	29	68	13	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	1044	34	20	589	99	71	78	0	68	30	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.1	24.1	24.1	13.3	24.3	24.3	30.3	30.3		22.5	22.5	
Total Split (s)	18.0	70.0	70.0	16.0	68.0	68.0	34.0	34.0		34.0	34.0	
Total Split (%)	15.0%	58.3%	58.3%	13.3%	56.7%	56.7%	28.3%	28.3%		28.3%	28.3%	
Maximum Green (s)	11.9	63.9	63.9	9.7	61.7	61.7	27.7	27.7		27.7	27.7	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.3	4.3	3.8	3.8		3.8	3.8	
All-Red Time (s)	3.1	1.7	1.7	3.3	2.0	2.0	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-1.1	-0.7	-0.7	-1.3	-1.3	-1.3	-1.3	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.4	5.4	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0	3.0	1.0	1.0		1.0	1.0	
Minimum Gap (s)	1.0	3.0	3.0	1.0	3.0	3.0	1.0	1.0		1.0	1.0	
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	40.0	40.0	0.0	40.0	40.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		4.0	4.0		4.0	4.0	4.0	4.0				
Flash Dont Walk (s)		11.0	11.0		7.0	7.0	20.0	20.0				
Pedestrian Calls (#/hr)		0	0		0	0	0	0				
Act Effct Green (s)	9.0	92.6	92.6	8.4	87.0	87.0	11.6	11.6		11.6	11.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.77	0.77	0.07	0.72	0.72	0.10	0.10		0.10	0.10	
v/c Ratio	0.37	0.40	0.03	0.18	0.24	0.08	0.54	0.46		0.54	0.18	
Control Delay	61.2	6.2	5.3	56.4	6.7	6.5	65.6	59.2		66.4	50.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	61.2	6.2	5.3	56.4	6.7	6.5	65.6	59.2		66.4	50.8	
LOS	E	A	A	E	A	A	E	E		E	D	
Approach Delay		8.4			8.1			62.3			61.6	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	35	85	4	15	73	21	54	58		51	22	
Queue Length 95th (ft)	73	234	20	41	125	49	99	105		96	50	
Internal Link Dist (ft)		1110			943			360			398	
Turn Bay Length (ft)	300		75	300		25	150			150		
Base Capacity (vph)	177	2627	1256	149	2454	1174	332	424		317	411	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.26	0.40	0.03	0.13	0.24	0.08	0.21	0.18		0.21	0.07	

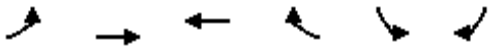
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Powell Dr. & SR 1012 (Western Blvd.)





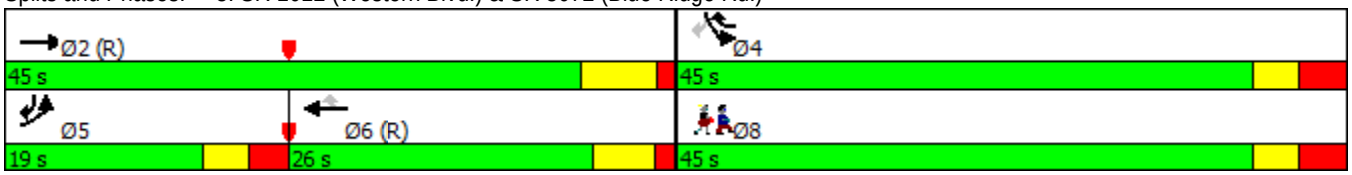
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	135	870	600	666	461	55	
Future Volume (vph)	135	870	600	666	461	55	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	11	11	10	11	12	
Grade (%)		-5%	5%		5%		
Storage Length (ft)	350			100	400	0	
Storage Lanes	1			1	1	1	
Taper Length (ft)	125				100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1814	5039	4793	1441	3236	1544	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1814	5039	4793	1441	3236	1544	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		45	45		45		
Link Distance (ft)		443	338		855		
Travel Time (s)		6.7	5.1		13.0		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	150	967	667	740	512	61	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	150	967	667	740	512	61	
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov	
Protected Phases	5	2	6	4	4	5	8
Permitted Phases				6		4	
Detector Phase	5	2	6	4	4	5	
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.7	24.4	23.6	24.4	24.4	12.7	33.4
Total Split (s)	19.0	45.0	26.0	45.0	45.0	19.0	45.0
Total Split (%)	21.1%	50.0%	28.9%	50.0%	50.0%	21.1%	50%
Maximum Green (s)	13.3	38.6	20.4	38.6	38.6	13.3	38.6
Yellow Time (s)	3.1	5.0	4.1	3.0	3.0	3.1	3.0
All-Red Time (s)	2.6	1.4	1.5	3.4	3.4	2.6	3.4
Lost Time Adjust (s)	-0.7	-1.4	-0.6	-1.4	-1.4	-0.6	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.1	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Recall Mode	None	C-Min	C-Min	None	None	None	None
Walk Time (s)							4.0
Flash Dont Walk (s)							23.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	11.2	37.7	21.5	68.8	42.3	58.4	
Actuated g/C Ratio	0.12	0.42	0.24	0.76	0.47	0.65	
v/c Ratio	0.66	0.46	0.58	0.67	0.34	0.06	
Control Delay	51.6	20.1	33.8	9.5	15.7	5.0	

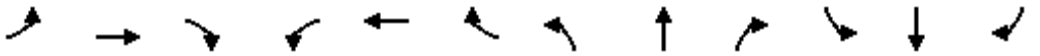


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.6	20.1	33.8	9.5	15.7	5.0	
LOS	D	C	C	A	B	A	
Approach Delay		24.3	21.0		14.6		
Approach LOS		C	C		B		
Queue Length 50th (ft)	82	156	134	164	79	9	
Queue Length 95th (ft)	140	168	163	320	133	24	
Internal Link Dist (ft)		363	258		775		
Turn Bay Length (ft)	350			100	400		
Base Capacity (vph)	282	2331	1272	1126	1578	1049	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.41	0.52	0.66	0.32	0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 25 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: SR 1012 (Western Blvd.) & SR 3072 (Blue Ridge Rd.)



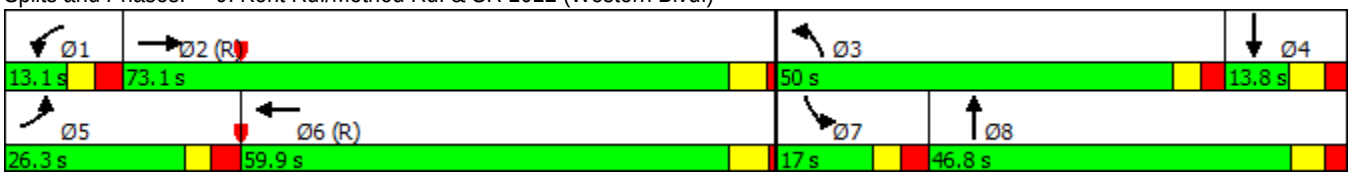


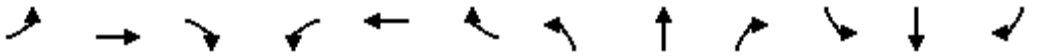
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	2234	48	83	1413	50	559	234	62	93	79	56
Future Volume (vph)	211	2234	48	83	1413	50	559	234	62	93	79	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	13	11	12	12
Grade (%)		5%			3%			3%			-5%	
Storage Length (ft)	150		0	300		0	150		0	450		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	250			100			100			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.997			0.995			0.969			0.942	
Flt Protected	0.950			0.950			0.950			0.950	0.997	
Satd. Flow (prot)	1725	4943	0	1743	4984	0	1743	1837	0	1666	1704	0
Flt Permitted	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (perm)	1725	4943	0	1743	4984	0	1743	1837	0	1666	1673	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		516			1269			339			835	
Travel Time (s)		7.8			19.2			6.6			16.3	
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
Adj. Flow (vph)	234	2482	53	92	1570	56	621	260	69	103	88	62
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	234	2535	0	92	1626	0	621	329	0	93	160	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.2	17.3		13.1	18.3		12.8	37.4		13.4	13.8	
Total Split (s)	26.3	73.1		13.1	59.9		50.0	46.8		17.0	13.8	
Total Split (%)	17.5%	48.7%		8.7%	39.9%		33.3%	31.2%		11.3%	9.2%	
Maximum Green (s)	20.1	67.8		7.0	54.6		44.2	40.4		10.6	7.0	
Yellow Time (s)	3.0	4.1		3.0	4.3		3.0	3.7		3.1	4.2	
All-Red Time (s)	3.2	1.2		3.1	1.0		2.8	2.7		3.3	2.6	
Lost Time Adjust (s)	-1.2	-0.3		-1.1	-0.3		-0.8	1.4		-1.4	-1.8	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	7.8		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0		1.0	3.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	1.0	3.0		1.0	3.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)					4.0			4.0				
Flash Dont Walk (s)					9.0			27.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)	21.3	68.1		8.1	54.9		45.0	39.5		11.5	11.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.14	0.45		0.05	0.37		0.30	0.26		0.08	0.08	
v/c Ratio	0.96	1.13		0.98	0.89		1.19	0.68		0.73	1.23	
Control Delay	110.9	102.8		139.3	52.4		148.1	58.0		98.4	208.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	110.9	102.8		139.3	52.4		148.1	58.0		98.4	208.7	
LOS	F	F		F	D		F	E		F	F	
Approach Delay		103.5			57.1			116.9			168.2	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)	231	~1049		95	368		~729	292		94	~195	
Queue Length 95th (ft)	#403	#1132		m#195	m508		#971	407		#186	#357	
Internal Link Dist (ft)		436			1189			259			755	
Turn Bay Length (ft)	150			300			150			450		
Base Capacity (vph)	244	2244		94	1824		522	484		133	130	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.96	1.13		0.98	0.89		1.19	0.68		0.70	1.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 94.6		Intersection LOS: F	
Intersection Capacity Utilization 106.4%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: Kent Rd./Method Rd. & SR 1012 (Western Blvd.)





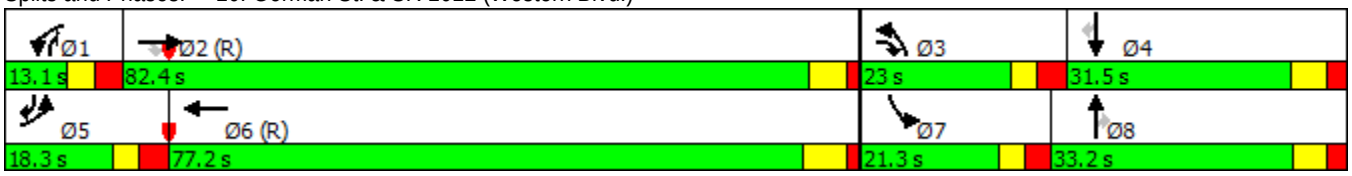
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1882	273	28	1123	184	216	271	63	161	118	75
Future Volume (vph)	65	1882	273	28	1123	184	216	271	63	161	118	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11	12	12	14	10	11	11
Grade (%)		4%			-4%			2%			-2%	
Storage Length (ft)	275		0	250		275	190		125	375		100
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	150			150			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	3353	1552	1745	4909	0	1752	1844	1672	1668	1819	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1676	3353	1552	1745	4909	0	1752	1844	1672	1668	1819	1546
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1479			948			576	
Travel Time (s)		11.7			22.4			18.5			11.2	
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
Adj. Flow (vph)	72	2091	303	31	1248	204	240	301	70	179	131	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	2091	303	31	1452	0	240	301	70	179	131	83
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Detector Phase	5	2	3	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.3	22.7	13.3	13.1	18.4		13.3	33.2	13.1	12.9	31.5	13.3
Total Split (s)	18.3	82.4	23.0	13.1	77.2		23.0	33.2	13.1	21.3	31.5	18.3
Total Split (%)	12.2%	54.9%	15.3%	8.7%	51.5%		15.3%	22.1%	8.7%	14.2%	21.0%	12.2%
Maximum Green (s)	12.0	76.7	16.7	7.0	70.8		16.7	27.0	7.0	15.4	25.0	12.0
Yellow Time (s)	3.0	4.2	3.0	3.0	4.9		3.0	3.7	3.0	3.0	4.0	3.0
All-Red Time (s)	3.3	1.5	3.3	3.1	1.5		3.3	2.5	3.1	2.9	2.5	3.3
Lost Time Adjust (s)	-1.3	-0.7	-1.3	-1.1	-1.4		-1.3	-1.2	-1.1	-0.9	-1.5	-1.3
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Walk Time (s)		4.0						4.0			4.0	
Flash Dont Walk (s)		13.0						23.0			21.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	11.9	80.9	103.9	8.1	74.5		18.0	27.3	40.4	16.3	25.6	42.5
Actuated g/C Ratio	0.08	0.54	0.69	0.05	0.50		0.12	0.18	0.27	0.11	0.17	0.28
v/c Ratio	0.55	1.16	0.28	0.33	0.60		1.14	0.90	0.16	0.99	0.42	0.19
Control Delay	82.5	95.8	1.4	88.3	17.3		162.3	88.6	42.5	129.4	59.9	41.1

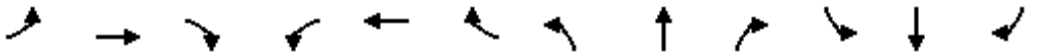
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.5	95.8	1.4	88.3	17.3		162.3	88.6	42.5	129.4	59.9	41.1
LOS	F	F	A	F	B		F	F	D	F	E	D
Approach Delay		83.8			18.8			112.3			87.6	
Approach LOS		F			B			F			F	
Queue Length 50th (ft)	74	~1282	13	33	153		~274	289	52	178	115	61
Queue Length 95th (ft)	m69	m#1051	m13	m48	193		#454	#454	95	#340	184	106
Internal Link Dist (ft)		692			1399			868			496	
Turn Bay Length (ft)	275			250			190		125	375		100
Base Capacity (vph)	148	1808	1074	94	2437		210	346	450	181	321	452
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.49	1.16	0.28	0.33	0.60		1.14	0.87	0.16	0.99	0.41	0.18

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 68.2 Intersection LOS: E
Intersection Capacity Utilization 89.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Gorman St. & SR 1012 (Western Blvd.)



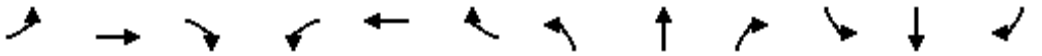


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	1587	362	56	1243	127	54	195	45	15	50	14
Future Volume (vph)	142	1587	362	56	1243	127	54	195	45	15	50	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			4%			1%			0%	
Storage Length (ft)	200		100	275		100	300		150	275		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	100			200			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1734	3468	1552	3416	1853	1575	1770	3422	0
Flt Permitted	0.096			0.049			0.950			0.950		
Satd. Flow (perm)	182	3610	1615	89	3468	1552	3416	1853	1575	1770	3422	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1479			1207			550			777	
Travel Time (s)		22.4			18.3			10.7			21.2	
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
Adj. Flow (vph)	158	1763	402	62	1381	141	60	217	50	17	56	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1763	402	62	1381	141	60	217	50	17	72	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.4	40.2	13.9	13.9	18.9	13.3	13.9	40.4	40.4	13.3	43.5	
Total Split (s)	17.9	78.2	14.4	13.9	74.2	13.6	14.4	44.3	44.3	13.6	43.5	
Total Split (%)	11.9%	52.1%	9.6%	9.3%	49.5%	9.1%	9.6%	29.5%	29.5%	9.1%	29.0%	
Maximum Green (s)	11.5	71.0	7.5	7.0	67.3	7.3	7.5	37.9	37.9	7.3	37.0	
Yellow Time (s)	3.0	4.9	3.0	3.0	4.2	3.0	3.0	3.8	3.8	3.0	3.2	
All-Red Time (s)	3.4	2.3	3.9	3.9	2.7	3.3	3.9	2.6	2.6	3.3	3.3	
Lost Time Adjust (s)	-1.4	-2.2	-1.9	-1.9	-1.9	-1.3	-1.9	-1.4	-1.4	-1.3	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	45.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)		7.0						7.0	7.0		7.0	
Flash Dont Walk (s)		26.0						27.0	27.0		30.0	
Pedestrian Calls (#/hr)		0						0	0		0	
Act Effct Green (s)	102.7	91.5	105.6	93.3	83.8	97.2	9.1	23.5	23.5	8.4	22.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.68	0.61	0.70	0.62	0.56	0.65	0.06	0.16	0.16	0.06	0.15	
v/c Ratio	0.57	0.80	0.35	0.39	0.71	0.14	0.29	0.75	0.20	0.17	0.14	
Control Delay	32.3	23.1	8.5	35.5	15.2	4.7	71.1	75.9	54.9	71.8	53.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.3	23.1	8.5	35.5	15.2	4.7	71.1	75.9	54.9	71.8	53.9	
LOS	C	C	A	D	B	A	E	E	D	E	D	
Approach Delay		21.2			15.0			71.8			57.3	
Approach LOS		C			B			E			E	
Queue Length 50th (ft)	94	384	97	13	88	3	29	206	43	16	32	
Queue Length 95th (ft)	m78	m341	m85	m59	401	m38	54	283	80	43	54	
Internal Link Dist (ft)		1399			1127			470			697	
Turn Bay Length (ft)	200		100	275		100	300		150	275		
Base Capacity (vph)	292	2201	1139	159	1938	1007	214	485	412	101	878	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.54	0.80	0.35	0.39	0.71	0.14	0.28	0.45	0.12	0.17	0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Varsity Drive & SR 1012 (Western Blvd.)

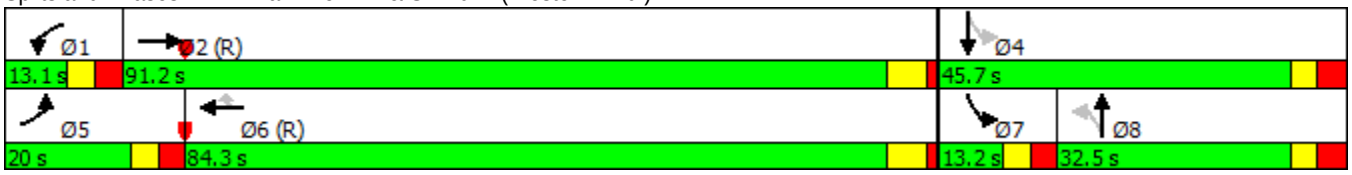


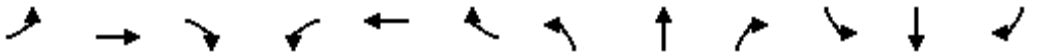
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	1538	4	5	1329	187	5	33	18	97	21	38
Future Volume (vph)	104	1538	4	5	1329	187	5	33	18	97	21	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11	12	12	12	13	13	13
Grade (%)		-1%			0%			6%			6%	
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (ft)	175			125			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.957			0.903	
Flt Protected	0.950			0.950				0.995		0.950		
Satd. Flow (prot)	1778	3438	0	1711	3421	1531	0	1721	0	1774	1686	0
Flt Permitted	0.950			0.950				0.962		0.422		
Satd. Flow (perm)	1778	3438	0	1711	3421	1531	0	1663	0	788	1686	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			20			20	
Link Distance (ft)		1207			1105			477			720	
Travel Time (s)		18.3			16.7			16.3			24.5	
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
Adj. Flow (vph)	116	1709	4	6	1477	208	6	37	20	108	23	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	1713	0	6	1477	208	0	63	0	108	65	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	12.9	17.9		13.1	17.8	17.8	32.5	32.5		13.1	31.5	
Total Split (s)	20.0	91.2		13.1	84.3	84.3	32.5	32.5		13.2	45.7	
Total Split (%)	13.3%	60.8%		8.7%	56.2%	56.2%	21.7%	21.7%		8.8%	30.5%	
Maximum Green (s)	14.1	85.3		7.0	78.5	78.5	26.0	26.0		7.1	39.2	
Yellow Time (s)	3.0	4.6		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.9	1.3		3.1	1.3	1.3	3.5	3.5		3.1	3.5	
Lost Time Adjust (s)	-0.9	-0.9		-1.1	-0.8	-0.8		-1.5		-1.1	-1.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	3.0	
Minimum Gap (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	3.0	
Time Before Reduce (s)	0.0	15.0		0.0	15.0	15.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		4.0					4.0	4.0			4.0	
Flash Dont Walk (s)		8.0					22.0	22.0			21.0	
Pedestrian Calls (#/hr)		0					0	0			0	
Act Effct Green (s)	15.2	110.6		8.1	93.0	93.0		11.9		26.8	26.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.74		0.05	0.62	0.62		0.08		0.18	0.18	
v/c Ratio	0.64	0.68		0.07	0.70	0.22		0.48		0.48	0.22	
Control Delay	75.7	13.0		56.4	19.5	16.0		77.6		59.4	51.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	75.7	13.0		56.4	19.5	16.0		77.6		59.4	51.6	
LOS	E	B		E	B	B		E		E	D	
Approach Delay		17.0			19.2			77.6			56.5	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	118	380		5	408	108		60		90	53	
Queue Length 95th (ft)	m153	152		m9	m290	m90		109		151	99	
Internal Link Dist (ft)		1127			1025			397			640	
Turn Bay Length (ft)	300			300								
Base Capacity (vph)	197	2535		92	2122	949		304		223	457	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.59	0.68		0.07	0.70	0.22		0.21		0.48	0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 12: Dan Allen Dr. & SR 1012 (Western Blvd.)



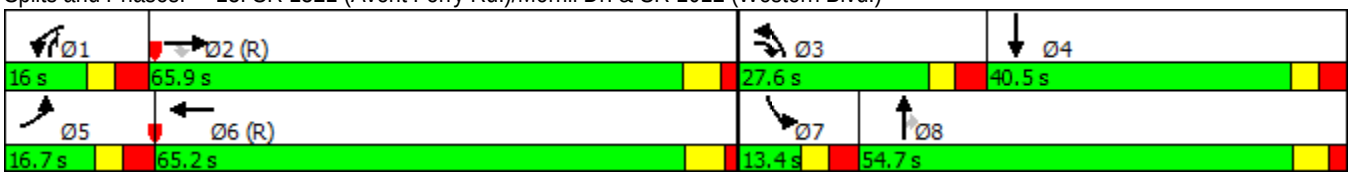


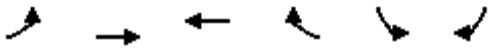
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1285	255	205	991	116	430	212	458	17	82	46
Future Volume (vph)	98	1285	255	205	991	116	430	212	458	17	82	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		2%			1%			4%			2%	
Storage Length (ft)	200		0	400		0	400		150	250		325
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	150			275			200			100		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.984			0.941	0.850		0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3504	1567	3416	3465	0	3140	1523	1376	1635	3094	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3504	1567	3416	3465	0	3140	1523	1376	1635	3094	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1105			776			760			487	
Travel Time (s)		16.7			11.8			13.0			13.3	
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
Adj. Flow (vph)	109	1428	283	228	1101	129	478	236	509	19	91	51
Shared Lane Traffic (%)									30%			
Lane Group Flow (vph)	109	1428	283	228	1230	0	478	389	356	19	142	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases			2						8			
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.6	32.2	13.4	13.8	23.0		13.4	34.2	13.8	13.4	40.5	
Total Split (s)	16.7	65.9	27.6	16.0	65.2		27.6	54.7	16.0	13.4	40.5	
Total Split (%)	11.1%	43.9%	18.4%	10.7%	43.5%		18.4%	36.5%	10.7%	8.9%	27.0%	
Maximum Green (s)	10.1	59.7	21.2	9.2	59.2		21.2	48.5	9.2	7.0	34.0	
Yellow Time (s)	3.0	4.3	3.0	3.0	4.4		3.0	3.9	3.0	3.0	3.1	
All-Red Time (s)	3.6	1.9	3.4	3.8	1.6		3.4	2.3	3.8	3.4	3.4	
Lost Time Adjust (s)	-1.6	-1.2	-1.4	-1.8	-2.0		-1.4	-1.2	-1.8	-1.4	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	1.0	1.0	1.0	2.0	
Minimum Gap (s)	1.0	3.0	1.0	1.0	3.0		1.0	1.0	1.0	1.0	2.0	
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	40.0	0.0	0.0	40.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		22.0			13.0			24.0			30.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.7	69.3	97.7	13.4	71.1		23.3	44.2	62.6	8.4	23.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.46	0.65	0.09	0.47		0.16	0.29	0.42	0.06	0.16	
v/c Ratio	0.74	0.88	0.28	0.75	0.75		0.98	0.87	0.62	0.21	0.29	
Control Delay	91.0	39.4	8.3	84.7	32.2		98.0	69.9	39.4	73.4	54.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	91.0	39.4	8.3	84.7	32.2		98.0	69.9	39.4	73.4	54.3	
LOS	F	D	A	F	C		F	E	D	E	D	
Approach Delay		37.6			40.4			72.0			56.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	95	717	117	121	569		~247	383	276	18	62	
Queue Length 95th (ft)	m#196	#894	57	#201	397		#368	502	391	48	91	
Internal Link Dist (ft)		1025			696			680			407	
Turn Bay Length (ft)	200			400			400		150	250		
Base Capacity (vph)	152	1619	1020	306	1641		488	504	574	91	732	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.72	0.88	0.28	0.75	0.75		0.98	0.77	0.62	0.21	0.19	

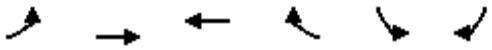
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 48.2		Intersection LOS: D	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: SR 1321 (Avent Ferry Rd.)/Morrill Dr. & SR 1012 (Western Blvd.)





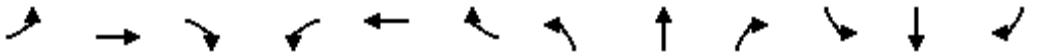
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	664	1113	0	0	94	0
Future Volume (vph)	664	1113	0	0	94	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)		-2%	-2%		-1%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	300				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3575	0	0	1719	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3575	0	0	1719	0
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		1757	483		256	
Travel Time (s)		26.6	7.3		5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	738	1237	0	0	104	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	738	1237	0	0	104	0
Turn Type	Perm	NA			Prot	
Protected Phases		2			4	
Permitted Phases	2					
Detector Phase	2	2			4	
Switch Phase						
Minimum Initial (s)	12.0	12.0			7.0	
Minimum Split (s)	18.2	18.2			17.8	
Total Split (s)	69.0	69.0			21.0	
Total Split (%)	76.7%	76.7%			23.3%	
Maximum Green (s)	62.8	62.8			16.2	
Yellow Time (s)	4.7	4.7			3.0	
All-Red Time (s)	1.5	1.5			1.8	
Lost Time Adjust (s)	-1.2	-1.2			0.2	
Total Lost Time (s)	5.0	5.0			5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0			2.0	
Minimum Gap (s)	3.0	3.0			2.0	
Time Before Reduce (s)	20.0	20.0			0.0	
Time To Reduce (s)	45.0	45.0			0.0	
Recall Mode	C-Min	C-Min			None	
Walk Time (s)					4.0	
Flash Dont Walk (s)					9.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	73.5	73.5			9.9	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Actuated g/C Ratio	0.82	0.82			0.11	
v/c Ratio	0.51	0.42			0.55	
Control Delay	5.3	3.8			48.5	
Queue Delay	0.0	0.0			0.0	
Total Delay	5.3	3.8			48.5	
LOS	A	A			D	
Approach Delay		4.4			48.5	
Approach LOS		A			D	
Queue Length 50th (ft)	119	94			57	
Queue Length 95th (ft)	236	158			104	
Internal Link Dist (ft)		1677	403		176	
Turn Bay Length (ft)	160					
Base Capacity (vph)	1458	2917			305	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.51	0.42			0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 6.6		Intersection LOS: A	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: SR 1012 (Western Blvd.) & Pullen Rd.

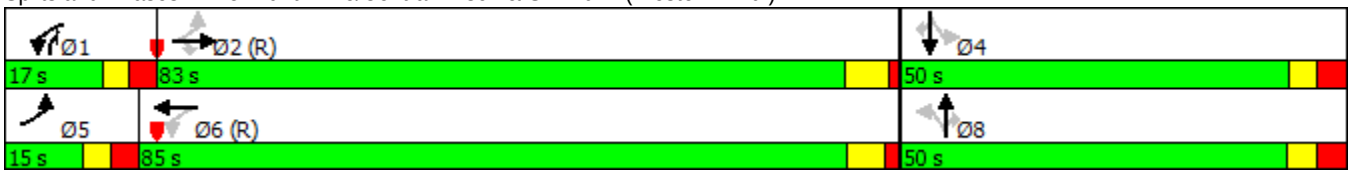


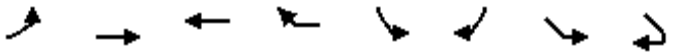
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1049	73	87	1569	93	44	10	18	51	5	28
Future Volume (vph)	52	1049	73	87	1569	93	44	10	18	51	5	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	12	13
Grade (%)		-5%			3%			-3%			3%	
Storage Length (ft)	200		200	175		700	0		100	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	150			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.957	
Satd. Flow (prot)	1814	3628	1623	1743	4969	0	0	1756	1554	0	1756	1612
Flt Permitted	0.100			0.208				0.720			0.703	
Satd. Flow (perm)	191	3628	1623	382	4969	0	0	1316	1554	0	1290	1612
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		694			1448			413			315	
Travel Time (s)		10.5			21.9			11.3			8.6	
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
Adj. Flow (vph)	58	1166	81	97	1743	103	49	11	20	57	6	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1166	81	97	1846	0	0	60	20	0	63	31
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.2	27.3	27.3	13.1	35.1		49.9	49.9	13.1	13.6	13.6	13.6
Total Split (s)	15.0	83.0	83.0	17.0	85.0		50.0	50.0	17.0	50.0	50.0	50.0
Total Split (%)	10.0%	55.3%	55.3%	11.3%	56.7%		33.3%	33.3%	11.3%	33.3%	33.3%	33.3%
Maximum Green (s)	8.8	76.7	76.7	10.9	78.9		43.1	43.1	10.9	43.4	43.4	43.4
Yellow Time (s)	3.1	5.0	5.0	3.0	4.3		3.3	3.3	3.0	3.1	3.1	3.1
All-Red Time (s)	3.1	1.3	1.3	3.1	1.8		3.6	3.6	3.1	3.5	3.5	3.5
Lost Time Adjust (s)	-1.2	-0.3	-1.3	-1.1	-1.1			-1.9	-1.1		-1.6	-1.6
Total Lost Time (s)	5.0	6.0	5.0	5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		1.0	1.0	2.0	1.0	1.0	1.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	3.0		1.0	1.0	2.0	1.0	1.0	1.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)		14.0	14.0		22.0		36.0	36.0				
Pedestrian Calls (#/hr)		0	0		0		0	0				
Act Effct Green (s)	123.3	114.1	115.1	128.0	120.6			12.7	24.9		12.6	12.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.82	0.76	0.77	0.85	0.80			0.08	0.17		0.08	0.08
v/c Ratio	0.24	0.42	0.07	0.23	0.46			0.54	0.08		0.58	0.23
Control Delay	4.8	7.9	5.8	3.4	6.7			82.8	48.2		86.6	66.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.8	7.9	5.8	3.4	6.7			82.8	48.2		86.6	66.6
LOS	A	A	A	A	A			F	D		F	E
Approach Delay		7.6			6.5			74.2			80.0	
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	7	199	18	12	220			58	17		61	29
Queue Length 95th (ft)	17	305	43	26	292			105	39		110	62
Internal Link Dist (ft)		614			1368			333			235	
Turn Bay Length (ft)	200		200	175					100			
Base Capacity (vph)	267	2758	1244	441	3993			394	281		387	483
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.22	0.42	0.07	0.22	0.46			0.15	0.07		0.16	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: Hunt Drive/Central Prison & SR. 1012 (Western Blvd.)



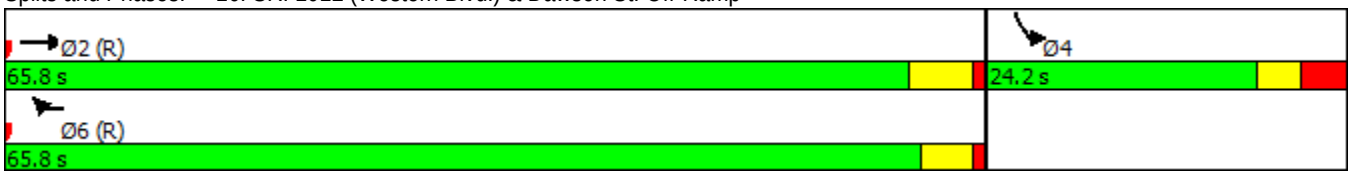


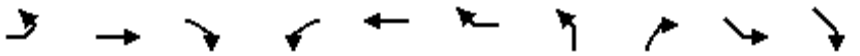
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SEL	SER
Lane Configurations								
Traffic Volume (vph)	0	723	0	1742	91	0	0	0
Future Volume (vph)	0	723	0	1742	91	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11
Grade (%)		2%	-2%		3%		0%	
Lane Util. Factor	1.00	0.91	1.00	0.88	0.97	1.00	1.00	1.00
Frt				0.850				
Flt Protected					0.950			
Satd. Flow (prot)	0	5034	0	2815	3382	0	0	0
Flt Permitted					0.950			
Satd. Flow (perm)	0	5034	0	2815	3382	0	0	0
Right Turn on Red								No
Satd. Flow (RTOR)								
Link Speed (mph)		45	45		25		25	
Link Distance (ft)		164	157		198		235	
Travel Time (s)		2.5	2.4		5.4		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	803	0	1936	101	0	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	803	0	1936	101	0	0	0
Turn Type		NA		Prot	Prot			
Protected Phases		2		6	4			
Permitted Phases								
Detector Phase		2		6	4			
Switch Phase								
Minimum Initial (s)		12.0		5.0	7.0			
Minimum Split (s)		23.3		9.5	24.2			
Total Split (s)		65.8		65.8	24.2			
Total Split (%)		73.1%		73.1%	26.9%			
Maximum Green (s)		60.5		61.3	18.0			
Yellow Time (s)		4.3		3.5	3.0			
All-Red Time (s)		1.0		1.0	3.2			
Lost Time Adjust (s)		-0.3		-1.7	-1.2			
Total Lost Time (s)		5.0		2.8	5.0			
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)		2.0		3.0	1.0			
Recall Mode		C-Min		C-Max	None			
Act Effct Green (s)		75.1		76.9	8.5			
Actuated g/C Ratio		0.83		0.85	0.09			
v/c Ratio		0.19		0.80	0.32			
Control Delay		2.1		7.3	40.7			
Queue Delay		0.0		0.0	0.0			
Total Delay		2.1		7.3	40.7			
LOS		A		A	D			
Approach Delay		2.1	7.3		40.7			
Approach LOS		A	A		D			
Queue Length 50th (ft)		29		126	28			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SEL	SER
Queue Length 95th (ft)		42		146	52			
Internal Link Dist (ft)		84	77		118		155	
Turn Bay Length (ft)								
Base Capacity (vph)		4203		2405	721			
Starvation Cap Reductn		0		0	0			
Spillback Cap Reductn		0		0	0			
Storage Cap Reductn		0		0	0			
Reduced v/c Ratio		0.19		0.80	0.14			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBR, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 16: SR. 1012 (Western Blvd.) & Dawson St. Off-Ramp



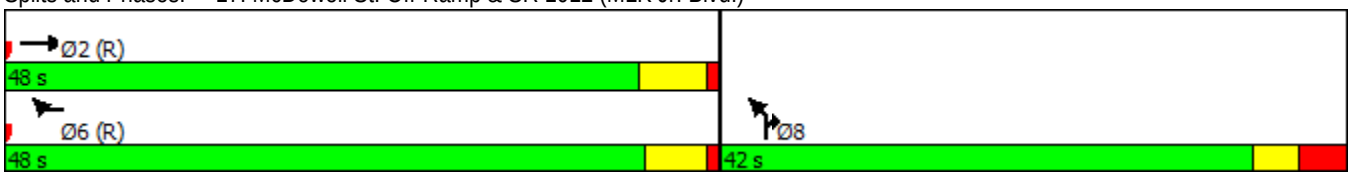


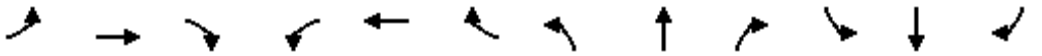
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Volume (vph)	0	677	0	0	0	1221	461	131	0	0
Future Volume (vph)	0	677	0	0	0	1221	461	131	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	11	11
Grade (%)		-1%			4%		4%		0%	
Storage Length (ft)	0		0	0		0	100	0	0	0
Storage Lanes	0		0	0		3	1	1	0	0
Taper Length (ft)	25			25			100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.76	1.00	1.00	1.00	1.00
Frt						0.850		0.850		
Flt Protected							0.950			
Satd. Flow (prot)	0	3557	0	0	0	3538	1734	1552	0	0
Flt Permitted							0.950			
Satd. Flow (perm)	0	3557	0	0	0	3538	1734	1552	0	0
Right Turn on Red	No		No			No		No		
Satd. Flow (RTOR)										
Link Speed (mph)		45			45		25		25	
Link Distance (ft)		197			441		528		609	
Travel Time (s)		3.0			6.7		14.4		16.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	752	0	0	0	1357	512	146	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	752	0	0	0	1357	512	146	0	0
Turn Type		NA				Prot	Prot	Prot		
Protected Phases		2				6	8	8		
Permitted Phases										
Detector Phase		2				6	8	8		
Switch Phase										
Minimum Initial (s)		12.0				12.0	7.0	7.0		
Minimum Split (s)		17.6				23.2	13.4	13.4		
Total Split (s)		48.0				48.0	42.0	42.0		
Total Split (%)		53.3%				53.3%	46.7%	46.7%		
Maximum Green (s)		42.4				42.8	35.6	35.6		
Yellow Time (s)		4.6				4.2	3.0	3.0		
All-Red Time (s)		1.0				1.0	3.4	3.4		
Lost Time Adjust (s)		-0.6				-0.5	-1.4	-1.4		
Total Lost Time (s)		5.0				4.7	5.0	5.0		
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)		2.0				2.0	1.0	1.0		
Recall Mode		C-Min				C-Min	None	None		
Act Effct Green (s)		48.8				49.1	31.2	31.2		
Actuated g/C Ratio		0.54				0.55	0.35	0.35		
v/c Ratio		0.39				0.70	0.85	0.27		
Control Delay		12.1				18.7	41.1	21.3		
Queue Delay		0.0				0.0	0.0	0.0		
Total Delay		12.1				18.7	41.1	21.3		
LOS		B				B	D	C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Approach Delay		12.1			18.7		36.7			
Approach LOS		B			B		D			
Queue Length 50th (ft)		111				240	262	58		
Queue Length 95th (ft)		205				348	359	95		
Internal Link Dist (ft)		117			361		448		529	
Turn Bay Length (ft)							100			
Base Capacity (vph)		1928				1930	712	638		
Starvation Cap Reductn		0				0	0	0		
Spillback Cap Reductn		0				0	0	0		
Storage Cap Reductn		0				0	0	0		
Reduced v/c Ratio		0.39				0.70	0.72	0.23		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBR, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 17: McDowell St. Off-Ramp & SR 1012 (MLK Jr. Blvd.)





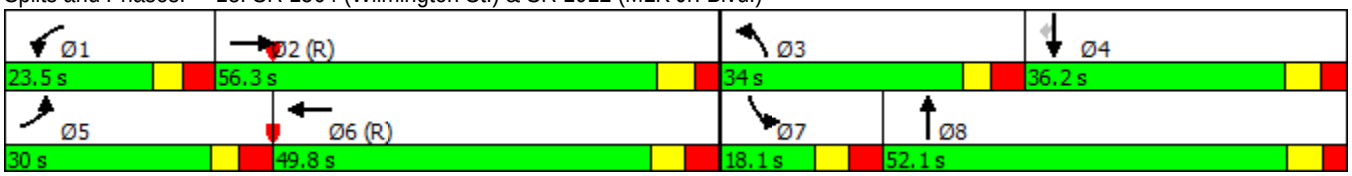
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	478	50	111	1084	213	302	651	112	61	76	20
Future Volume (vph)	252	478	50	111	1084	213	302	651	112	61	76	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			0%			-1%			-4%	
Storage Length (ft)	325		0	100		0	100		0	0		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	125			125			100			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	1.00
Frt		0.986			0.975			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1734	4914	0	1770	4958	0	1778	4998	0	1805	5187	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1734	4914	0	1770	4958	0	1778	4998	0	1805	5187	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		742			575			324			531	
Travel Time (s)		11.2			11.2			6.3			10.3	
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
Adj. Flow (vph)	280	531	56	123	1204	237	336	723	124	68	84	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	587	0	123	1441	0	336	847	0	68	84	22
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.9	40.1		13.9	25.8		13.8	36.9		14.5	36.2	36.2
Total Split (s)	30.0	56.3		23.5	49.8		34.0	52.1		18.1	36.2	36.2
Total Split (%)	20.0%	37.5%		15.7%	33.2%		22.7%	34.7%		12.1%	24.1%	24.1%
Maximum Green (s)	23.1	49.2		16.6	42.0		27.2	45.2		10.6	29.0	29.0
Yellow Time (s)	3.0	4.2		3.2	3.9		3.0	3.9		3.8	4.1	4.1
All-Red Time (s)	3.9	2.9		3.7	3.9		3.8	3.0		3.7	3.1	3.1
Lost Time Adjust (s)	-1.9	-2.1		-1.9	-2.8		-1.8	-1.9		-1.5	-2.2	-2.2
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		6.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0		1.0	3.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		4.0			4.0			4.0			4.0	4.0
Flash Dont Walk (s)		29.0			11.0			26.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	32.0	70.4		15.8	54.2		29.5	35.2		10.5	14.3	14.3
Actuated g/C Ratio	0.21	0.47		0.11	0.36		0.20	0.23		0.07	0.10	0.10
v/c Ratio	0.76	0.25		0.66	0.80		0.96	0.72		0.54	0.17	0.14
Control Delay	68.9	25.5		80.9	48.0		98.7	57.4		83.2	61.5	61.6

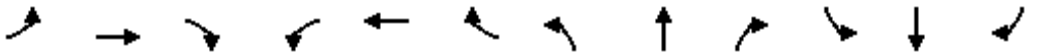
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	2.3		0.0	0.0		0.0	0.0	0.0
Total Delay	68.9	25.5		80.9	50.3		98.7	57.4		83.2	61.5	61.6
LOS	E	C		F	D		F	E		F	E	E
Approach Delay		39.5			52.7			69.1			70.0	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	258	123		118	465		331	291		65	28	20
Queue Length 95th (ft)	360	179		182	#617		#536	329		119	45	48
Internal Link Dist (ft)		662			495			244			451	
Turn Bay Length (ft)	325			100			100					175
Base Capacity (vph)	369	2307		225	1792		349	1569		145	1078	335
Starvation Cap Reductn	0	0		0	221		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.76	0.25		0.55	0.92		0.96	0.54		0.47	0.08	0.07

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 55.6 Intersection LOS: E
Intersection Capacity Utilization 78.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SR 1564 (Wilmington St.) & SR 1012 (MLK Jr. Blvd.)



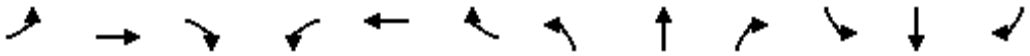


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	599	68	23	1238	0	0	0	0	61	380	188
Future Volume (vph)	0	599	68	23	1238	0	0	0	0	61	380	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	12	12	12
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	3575	1599	1728	3455	0	0	0	0	0	3532	1591
Flt Permitted				0.373							0.993	
Satd. Flow (perm)	0	3575	1599	678	3455	0	0	0	0	0	3532	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		575			473			357			602	
Travel Time (s)		11.2			9.2			7.0			11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	666	76	26	1376	0	0	0	0	68	422	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	666	76	26	1376	0	0	0	0	0	490	209
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	20.8	20.8					24.8	24.8	24.8
Total Split (s)		60.0	60.0	60.0	60.0					30.0	30.0	30.0
Total Split (%)		66.7%	66.7%	66.7%	66.7%					33.3%	33.3%	33.3%
Maximum Green (s)		54.2	54.2	54.2	54.2					24.2	24.2	24.2
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Flash Dont Walk (s)		11.0	11.0	10.0	10.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		55.0	55.0	55.0	55.0						25.0	25.0
Actuated g/C Ratio		0.61	0.61	0.61	0.61						0.28	0.28
v/c Ratio		0.30	0.08	0.06	0.65						0.50	0.47
Control Delay		8.8	7.4	3.8	5.1						29.4	31.3
Queue Delay		0.0	0.0	0.0	0.4						0.0	0.0
Total Delay		8.8	7.4	3.8	5.5						29.4	31.3
LOS		A	A	A	A						C	C
Approach Delay		8.7			5.5						30.0	
Approach LOS		A			A						C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		86	16	3	100						122	99
Queue Length 95th (ft)		116	33	m3	m110						171	166
Internal Link Dist (ft)		495			393			277			522	
Turn Bay Length (ft)				100								
Base Capacity (vph)		2184	977	414	2111						981	441
Starvation Cap Reductn		0	0	0	270						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.30	0.08	0.06	0.75						0.50	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 99.8%		ICU Level of Service F	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 19: SR 1564 (MLK Jr. Blvd.) & S. Blount St.

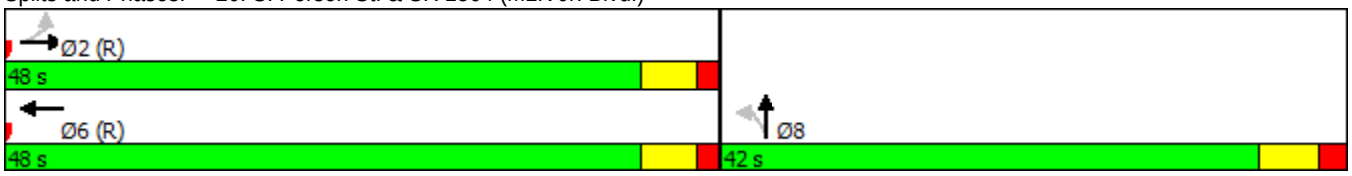


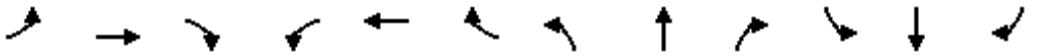
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	516	0	0	944	197	268	1328	41	0	0	0
Future Volume (vph)	98	516	0	0	944	197	268	1328	41	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		2%			1%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.974			0.996				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1694	3387	0	0	3316	0	0	3532	0	0	0	0
Flt Permitted	0.104							0.992				
Satd. Flow (perm)	185	3387	0	0	3316	0	0	3532	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			367			394			609	
Travel Time (s)		9.2			7.1			7.7			13.8	
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
Adj. Flow (vph)	109	573	0	0	1049	219	298	1476	46	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	573	0	0	1268	0	0	1820	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Minimum Split (s)	23.4	23.4			24.0		24.0	24.0				
Total Split (s)	48.0	48.0			48.0		42.0	42.0				
Total Split (%)	53.3%	53.3%			53.3%		46.7%	46.7%				
Maximum Green (s)	42.6	42.6			42.6		36.0	36.0				
Yellow Time (s)	3.7	3.7			3.8		4.0	4.0				
All-Red Time (s)	1.7	1.7			1.6		2.0	2.0				
Lost Time Adjust (s)	-0.4	-0.4			-0.4			-0.1				
Total Lost Time (s)	5.0	5.0			5.0			5.9				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0			4.0		4.0	4.0				
Flash Dont Walk (s)	9.0	9.0			9.0		14.0	14.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)	43.0	43.0			43.0			36.1				
Actuated g/C Ratio	0.48	0.48			0.48			0.40				
v/c Ratio	1.24	0.35			0.80			1.29				
Control Delay	196.0	10.4			24.7			160.5				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	196.0	10.4			24.7			160.5				
LOS	F	B			C			F				
Approach Delay		40.0			24.7			160.5				
Approach LOS		D			C			F				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~78	56			307			~699				
Queue Length 95th (ft)	#185	73			397			#836				
Internal Link Dist (ft)		393			287			314			529	
Turn Bay Length (ft)	100											
Base Capacity (vph)	88	1618			1584			1416				
Starvation Cap Reductn	0	0			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	1.24	0.35			0.80			1.29				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Pretimed			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 93.1		Intersection LOS: F	
Intersection Capacity Utilization 99.8%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 20: S. Person St. & SR 1564 (MLK Jr. Blvd.)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	380	66	14	512	59	23	248	17	109	448	421
Future Volume (vph)	213	380	66	14	512	59	23	248	17	109	448	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	12	12	11	12	12	12	11	11
Grade (%)		0%			-1%			0%			0%	
Storage Length (ft)	0		0	0		100	150		0	150		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.984			0.990				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1761	0	1660	1842	0	1711	1844	0	1770	1801	1531
Flt Permitted	0.110			0.482			0.356			0.245		
Satd. Flow (perm)	184	1761	0	842	1842	0	641	1844	0	456	1801	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			25			35	
Link Distance (ft)		658			568			342			322	
Travel Time (s)		12.8			15.5			9.3			6.3	
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
Adj. Flow (vph)	237	422	73	16	569	66	26	276	19	121	498	468
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	495	0	16	635	0	26	295	0	121	498	468
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2			6			8		7	4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		7	4	5
Switch Phase												
Minimum Initial (s)	7.0	7.0		10.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.1	32.1		29.8	29.8		27.5	27.5		12.4	29.4	13.1
Total Split (s)	14.7	50.1		35.4	35.4		27.5	27.5		12.4	39.9	14.7
Total Split (%)	16.3%	55.7%		39.3%	39.3%		30.6%	30.6%		13.8%	44.3%	16.3%
Maximum Green (s)	8.6	44.0		29.6	29.6		22.0	22.0		7.0	34.5	8.6
Yellow Time (s)	3.0	3.9		3.4	3.4		3.0	3.0		3.0	3.8	3.0
All-Red Time (s)	3.1	2.2		2.4	2.4		2.5	2.5		2.4	1.6	3.1
Lost Time Adjust (s)	-1.1	-1.1		-0.8	-0.8		-0.5	-0.5		-0.4	-0.4	-1.1
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		C-Min	C-Min		Min	Min		None	Min	None
Walk Time (s)		7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)		19.0		17.0	17.0		15.0	15.0			17.0	
Pedestrian Calls (#/hr)		0		0	0		0	0			0	
Act Effct Green (s)	48.5	48.5		31.2	31.2		19.1	19.1		31.5	31.5	48.8
Actuated g/C Ratio	0.54	0.54		0.35	0.35		0.21	0.21		0.35	0.35	0.54
v/c Ratio	0.82	0.52		0.05	0.99		0.19	0.75		0.45	0.79	0.56
Control Delay	44.1	16.6		23.6	60.5		31.1	45.5		25.1	35.9	16.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.1	16.6		23.6	60.5		31.1	45.5		25.1	35.9	16.7
LOS	D	B		C	E		C	D		C	D	B
Approach Delay		25.5			59.6			44.3			26.4	
Approach LOS		C			E			D			C	
Queue Length 50th (ft)	86	174		5	~232		12	156		47	247	161
Queue Length 95th (ft)	#239	280		m10	#586		34	237		82	353	252
Internal Link Dist (ft)		578			488			262			242	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)	290	948		292	639		160	461		267	698	829
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.82	0.52		0.05	0.99		0.16	0.64		0.45	0.71	0.56

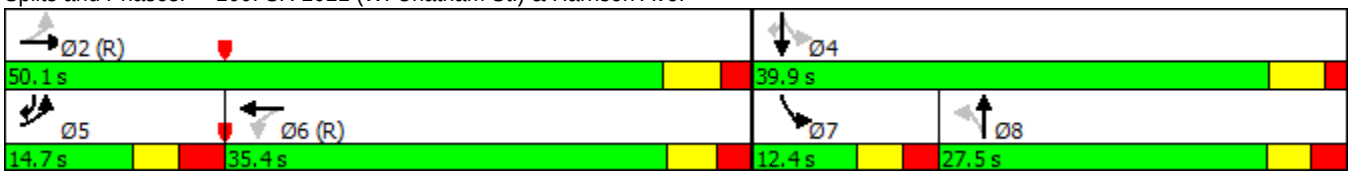
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 36.0		Intersection LOS: D	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			

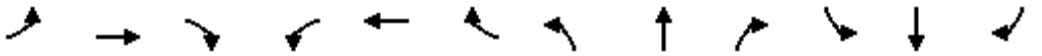
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 100: SR 1011 (W. Chatham St.) & Harrison Ave.



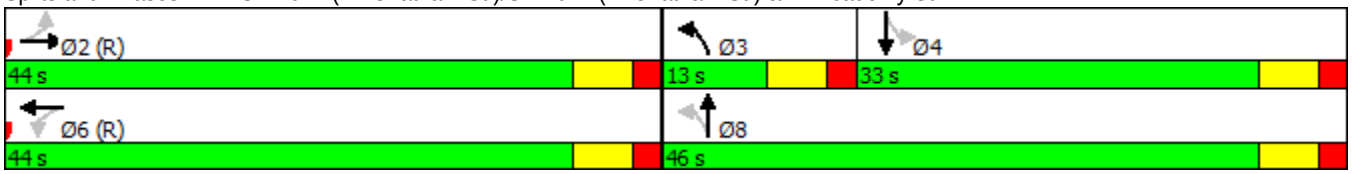


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	350	138	32	416	19	171	233	45	31	248	107
Future Volume (vph)	42	350	138	32	416	19	171	233	45	31	248	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Grade (%)		-2%			3%			-1%			2%	
Storage Length (ft)	25		0	75		0	75		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			100			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.993			0.976			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1802	0	1743	1822	0	1719	1766	0	1694	1702	0
Flt Permitted	0.321			0.266			0.210			0.572		
Satd. Flow (perm)	604	1802	0	488	1822	0	380	1766	0	1020	1702	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		164			3098			292			391	
Travel Time (s)		4.5			84.5			8.0			10.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	47	389	153	36	462	21	190	259	50	34	276	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	542	0	36	483	0	190	309	0	34	395	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		13.0	24.0		24.0	24.0	
Total Split (s)	44.0	44.0		44.0	44.0		13.0	46.0		33.0	33.0	
Total Split (%)	48.9%	48.9%		48.9%	48.9%		14.4%	51.1%		36.7%	36.7%	
Maximum Green (s)	38.0	38.0		38.0	38.0		7.0	40.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	39.5	39.5		39.5	39.5		40.5	40.5		25.2	25.2	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.45	0.45		0.28	0.28	
v/c Ratio	0.18	0.69		0.17	0.60		0.59	0.39		0.12	0.83	
Control Delay	13.5	19.0		19.2	24.0		23.5	17.8		23.9	45.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.9	26.6		19.2	24.0		23.5	17.8		23.9	45.9	
LOS	B	C		B	C		C	B		C	D	
Approach Delay		26.0			23.7			19.9			44.1	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	17	260		13	221		59	103		14	203	
Queue Length 95th (ft)	40	363		34	309		#114	177		37	#331	
Internal Link Dist (ft)		84			3018			212			311	
Turn Bay Length (ft)	25			75			75					
Base Capacity (vph)	273	815		220	824		324	828		317	529	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.67		0.16	0.59		0.59	0.37		0.11	0.75	

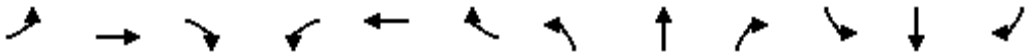
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 27.7		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SR 1011 (W. Chatham St.)/SR 1011 (E. Chatham St.) & N. Academy St.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	198	79	452	169	41	272
Future Volume (vph)	198	79	452	169	41	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			-2%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.883	
Flt Protected				0.965	0.993	
Satd. Flow (prot)	1790	0	0	1816	1617	0
Flt Permitted				0.965	0.993	
Satd. Flow (perm)	1790	0	0	1816	1617	0
Link Speed (mph)	35			35	35	
Link Distance (ft)	763			2635	3098	
Travel Time (s)	14.9			51.3	60.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	220	88	502	188	46	302
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	0	0	690	348	0
Sign Control	Yield			Yield	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			



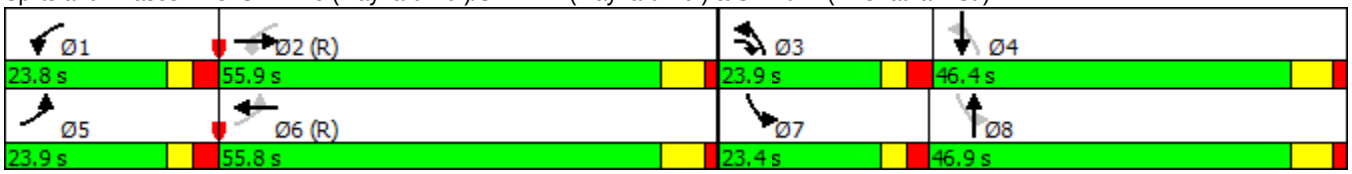
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	150	233	207	345	194	157	616	177	182	740	127
Future Volume (vph)	129	150	233	207	345	194	157	616	177	182	740	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	11	11	11	11
Grade (%)		2%			-3%			4%			-3%	
Storage Length (ft)	350		300	375		0	175		0	225		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.946			0.966			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	1783	1515	1617	1729	0	1676	3239	0	1736	3396	0
Flt Permitted	0.114			0.592			0.090			0.093		
Satd. Flow (perm)	203	1783	1515	1007	1729	0	159	3239	0	170	3396	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2635			6325			1163			974	
Travel Time (s)		51.3			123.2			17.6			14.8	
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
Adj. Flow (vph)	143	167	259	230	383	216	174	684	197	202	822	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	167	259	230	599	0	174	881	0	202	963	0
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	23.9	31.4	23.9	23.8	24.4		23.9	24.5		23.4	29.5	
Total Split (s)	23.9	55.9	23.9	23.8	55.8		23.9	46.9		23.4	46.4	
Total Split (%)	15.9%	37.3%	15.9%	15.9%	37.2%		15.9%	31.3%		15.6%	30.9%	
Maximum Green (s)	18.0	49.5	18.0	18.0	49.4		18.0	40.4		18.0	39.9	
Yellow Time (s)	3.0	4.8	3.0	3.0	4.8		3.0	4.8		3.0	4.8	
All-Red Time (s)	2.9	1.6	2.9	2.8	1.6		2.9	1.7		2.4	1.7	
Lost Time Adjust (s)	-0.9	-1.4	-0.9	-0.8	-1.4		-0.9	-1.5		-0.4	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		18.0									16.0	
Pedestrian Calls (#/hr)		0									0	
Act Effct Green (s)	69.7	53.7	74.2	69.7	56.7		60.3	44.0		60.3	44.8	
Actuated g/C Ratio	0.46	0.36	0.49	0.46	0.38		0.40	0.29		0.40	0.30	
v/c Ratio	0.64	0.26	0.35	0.43	0.92		0.79	0.93		0.85	0.95	
Control Delay	36.7	36.3	24.7	25.0	64.8		61.2	67.9		67.9	69.8	

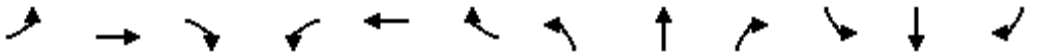
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.7	36.3	24.7	25.0	64.8		61.2	67.9		67.9	69.8	
LOS	D	D	C	C	E		E	E		E	E	
Approach Delay		31.1			53.8			66.8			69.5	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	75	117	152	129	554		118	451		143	491	
Queue Length 95th (ft)	132	183	219	190	#859		204	#593		#265	#665	
Internal Link Dist (ft)		2555			6245			1083			894	
Turn Bay Length (ft)	350		300	375			175			225		
Base Capacity (vph)	286	638	783	559	653		257	949		262	1014	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.26	0.33	0.41	0.92		0.68	0.93		0.77	0.95	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 59.1 Intersection LOS: E
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 1415 (Maynard Rd.)/SR 1747 (Maynard Rd.) & SR 1011 (E. Chatham St.)





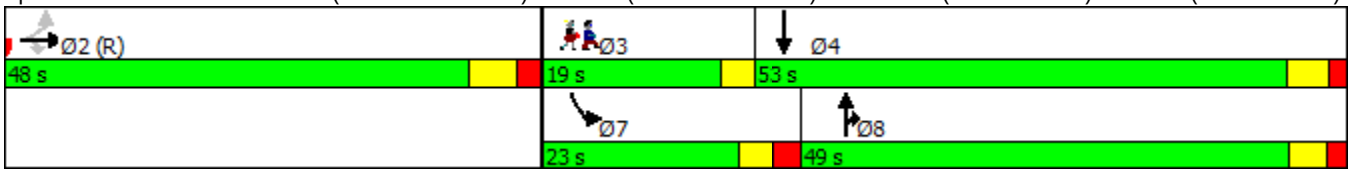
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	562	269	0	0	0	0	232	438	85	737	0
Future Volume (vph)	32	562	269	0	0	0	0	232	438	85	737	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	11	11	11	11	11	11	12	12	11
Grade (%)		3%			3%			8%			1%	
Storage Length (ft)	0		175	0		0	0		175	75		0
Storage Lanes	0		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	3360	1768	0	0	0	0	1729	2586	1761	3522	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	3360	1768	0	0	0	0	1729	2586	1761	3522	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1146			1223			490			520	
Travel Time (s)		17.4			18.5			9.5			10.1	
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
Adj. Flow (vph)	36	624	299	0	0	0	0	258	487	94	819	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	660	299	0	0	0	0	258	487	94	819	0
Turn Type	Perm	NA	Perm					NA	Prot	Prot	NA	
Protected Phases		2						8	8	7	4	
Permitted Phases	2		2									
Detector Phase	2	2	2					8	8	7	4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					7.0	7.0	7.0	7.0	
Minimum Split (s)	36.6	36.6	36.6					23.3	23.3	12.4	18.5	
Total Split (s)	48.0	48.0	48.0					49.0	49.0	23.0	53.0	
Total Split (%)	40.0%	40.0%	40.0%					40.8%	40.8%	19.2%	44.2%	
Maximum Green (s)	41.4	41.4	41.4					43.7	43.7	17.6	47.5	
Yellow Time (s)	4.3	4.3	4.3					3.4	3.4	3.0	3.8	
All-Red Time (s)	2.3	2.3	2.3					1.9	1.9	2.4	1.7	
Lost Time Adjust (s)		-1.6	-1.6					-0.3	-0.3	-0.4	-0.5	
Total Lost Time (s)		5.0	5.0					5.0	5.0	5.0	5.0	
Lead/Lag								Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Recall Mode	C-Min	C-Min	C-Min					None	None	None	None	
Walk Time (s)	4.0	4.0	4.0								4.0	
Flash Dont Walk (s)	26.0	26.0	26.0								9.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)		65.7	65.7					28.0	28.0	11.3	44.3	
Actuated g/C Ratio		0.55	0.55					0.23	0.23	0.09	0.37	
v/c Ratio		0.36	0.31					0.64	0.81	0.57	0.63	
Control Delay		17.4	17.7					48.3	54.0	64.6	32.6	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	18.0
Total Split (s)	19.0
Total Split (%)	16%
Maximum Green (s)	16.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.6	
Total Delay		17.4	17.7					48.3	54.0	64.6	33.2	
LOS		B	B					D	D	E	C	
Approach Delay		17.5						52.0			36.5	
Approach LOS		B						D			D	
Queue Length 50th (ft)		144	120					181	203	71	272	
Queue Length 95th (ft)		233	224					249	250	123	281	
Internal Link Dist (ft)		1066			1143			410			440	
Turn Bay Length (ft)			175						175	75		
Base Capacity (vph)		1839	967					633	948	264	1464	
Starvation Cap Reductn		0	0					0	0	0	290	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.36	0.31					0.41	0.51	0.36	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 1319 (Jones Franklin Rd.)/SR 1319 (Jones Franklin Rd) & SR 1012 (Western Blvd.)/SR 1012 (Western Blvd.)



Lane Group	Ø3
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

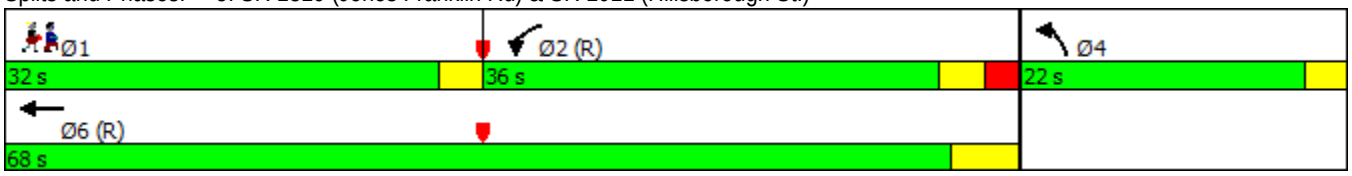
Intersection Summary

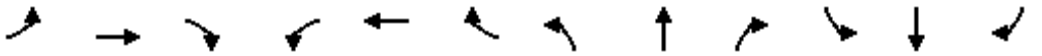
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1
Lane Configurations							
Traffic Volume (vph)	0	0	785	757	241	0	
Future Volume (vph)	0	0	785	757	241	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	0%			-2%	-2%		
Storage Length (ft)		0	250		95	0	
Storage Lanes		0	1		1	0	
Taper Length (ft)			220		25		
Lane Util. Factor	1.00	1.00	0.97	0.95	0.97	1.00	
Frt							
Flt Protected			0.950		0.950		
Satd. Flow (prot)	0	0	3352	3455	3352	0	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	0	0	3352	3455	3352	0	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			45	35		
Link Distance (ft)	1481			810	520		
Travel Time (s)	22.4			12.3	10.1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	0	872	841	268	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	872	841	268	0	
Turn Type			Prot	NA	Prot		
Protected Phases			2	6	4		1
Permitted Phases							
Detector Phase			2	6	4		
Switch Phase							
Minimum Initial (s)			12.0	12.0	7.0		7.0
Minimum Split (s)			17.4	23.7	22.0		32.0
Total Split (s)			36.0	68.0	22.0		32.0
Total Split (%)			40.0%	75.6%	24.4%		36%
Maximum Green (s)			30.6	63.3	19.0		29.0
Yellow Time (s)			3.0	4.7	3.0		3.0
All-Red Time (s)			2.4	0.0	0.0		0.0
Lost Time Adjust (s)			0.0	0.0	0.0		
Total Lost Time (s)			5.4	4.7	3.0		
Lead/Lag			Lag				Lead
Lead-Lag Optimize?							
Vehicle Extension (s)			3.0	3.0	3.0		3.0
Recall Mode			C-Min	C-Min	None		None
Walk Time (s)					4.0		4.0
Flash Dont Walk (s)					15.0		25.0
Pedestrian Calls (#/hr)					0		0
Act Effct Green (s)			69.1	69.8	12.5		
Actuated g/C Ratio			0.77	0.78	0.14		
v/c Ratio			0.34	0.31	0.58		
Control Delay			6.2	5.6	41.1		
Queue Delay			0.0	0.0	0.0		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1
Total Delay			6.2	5.6	41.1		
LOS			A	A	D		
Approach Delay				5.9	41.1		
Approach LOS				A	D		
Queue Length 50th (ft)			122	114	74		
Queue Length 95th (ft)			168	162	108		
Internal Link Dist (ft)	1401			730	440		
Turn Bay Length (ft)			250		95		
Base Capacity (vph)			2574	2681	707		
Starvation Cap Reductn			0	0	0		
Spillback Cap Reductn			0	0	0		
Storage Cap Reductn			0	0	0		
Reduced v/c Ratio			0.34	0.31	0.38		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBL and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: SR 1319 (Jones Franklin Rd) & SR 1011 (Hillsborough St.)



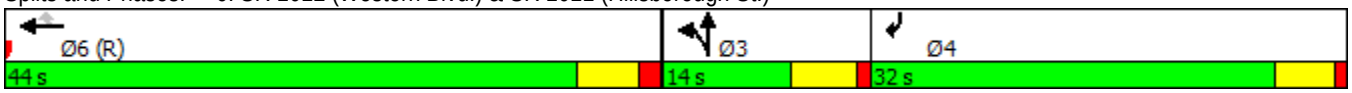


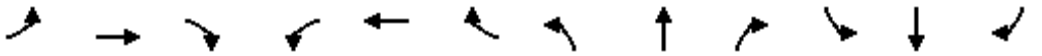
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1053	15	10	197	951	0	0	619
Future Volume (vph)	0	0	0	0	1053	15	10	197	951	0	0	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
Grade (%)		0%			4%			1%			-4%	
Storage Length (ft)	0		0	0		50	175		0	0		0
Storage Lanes	0		0	0		1	1		2	0		2
Taper Length (ft)	25			25			150			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.88	1.00	1.00	0.88
Frt						0.850			0.850			0.850
Flt Protected								0.998				
Satd. Flow (prot)	0	0	0	0	3468	1552	0	3514	2773	0	0	2842
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	3468	1552	0	3514	2773	0	0	2842
Right Turn on Red			No			No	No		No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		810			352			1223			366	
Travel Time (s)		12.3			5.3			18.5			5.5	
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
Adj. Flow (vph)	0	0	0	0	1170	17	11	219	1057	0	0	688
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1170	17	0	230	1057	0	0	688
Turn Type					NA	Perm	Split	NA	Free			Prot
Protected Phases					6		3	3				4
Permitted Phases						6			Free			
Detector Phase					6	6	3	3				4
Switch Phase												
Minimum Initial (s)					12.0	12.0	7.0	7.0				7.0
Minimum Split (s)					30.7	30.7	12.4	12.4				15.0
Total Split (s)					44.0	44.0	14.0	14.0				32.0
Total Split (%)					48.9%	48.9%	15.6%	15.6%				35.6%
Maximum Green (s)					38.3	38.3	8.6	8.6				27.0
Yellow Time (s)					4.2	4.2	4.4	4.4				4.0
All-Red Time (s)					1.5	1.5	1.0	1.0				1.0
Lost Time Adjust (s)					-0.7	-0.7		-0.4				0.0
Total Lost Time (s)					5.0	5.0		5.0				5.0
Lead/Lag							Lead	Lead				Lag
Lead-Lag Optimize?												
Vehicle Extension (s)					3.0	3.0	2.0	2.0				2.0
Minimum Gap (s)					3.0	3.0	2.0	2.0				2.0
Time Before Reduce (s)					15.0	15.0	0.0	0.0				0.0
Time To Reduce (s)					30.0	30.0	0.0	0.0				0.0
Recall Mode					C-Min	C-Min	None	None				None
Walk Time (s)					4.0	4.0						4.0
Flash Dont Walk (s)					21.0	21.0						6.0
Pedestrian Calls (#/hr)					0	0						0
Act Effct Green (s)					41.0	41.0		9.3	90.0			24.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.46	0.46		0.10	1.00			0.27
v/c Ratio					0.74	0.02		0.64	0.38			0.88
Control Delay					24.4	15.1		47.2	0.4			45.0
Queue Delay					0.0	0.0		0.0	0.0			0.0
Total Delay					24.4	15.1		47.2	0.4			45.0
LOS					C	B		D	A			D
Approach Delay					24.3			8.8			45.0	
Approach LOS					C			A			D	
Queue Length 50th (ft)					295	5		65	0			206
Queue Length 95th (ft)					374	18		106	0			#285
Internal Link Dist (ft)		730			272			1143			286	
Turn Bay Length (ft)						50						
Base Capacity (vph)					1592	712		374	2773			852
Starvation Cap Reductn					0	0		0	0			0
Spillback Cap Reductn					0	0		0	0			0
Storage Cap Reductn					0	0		0	0			0
Reduced v/c Ratio					0.73	0.02		0.61	0.38			0.81

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 6:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 69.1%		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: 6: SR 1012 (Western Blvd.) & SR 1011 (Hillsborough St.)



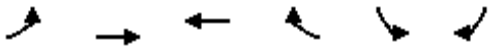


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	872	51	47	1003	37	58	36	36	102	109	26
Future Volume (vph)	35	872	51	47	1003	37	58	36	36	102	109	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	10	11	13	12	12	12	12	12	12
Grade (%)		1%			2%			0%			0%	
Storage Length (ft)	300		75	300		25	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	125			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.925			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1643	3404	1628	1635	3387	1620	1770	1723	0	1770	1809	0
Flt Permitted	0.950			0.950			0.468			0.705		
Satd. Flow (perm)	1643	3404	1628	1635	3387	1620	872	1723	0	1313	1809	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1190			1023			440			478	
Travel Time (s)		18.0			15.5			8.6			9.3	
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
Adj. Flow (vph)	39	969	57	52	1114	41	64	40	40	113	121	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	969	57	52	1114	41	64	80	0	113	150	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.1	24.1	24.1	13.3	24.3	24.3	30.3	30.3		22.5	22.5	
Total Split (s)	15.0	68.0	68.0	18.0	71.0	71.0	34.0	34.0		34.0	34.0	
Total Split (%)	12.5%	56.7%	56.7%	15.0%	59.2%	59.2%	28.3%	28.3%		28.3%	28.3%	
Maximum Green (s)	8.9	61.9	61.9	11.7	64.7	64.7	27.7	27.7		27.7	27.7	
Yellow Time (s)	3.0	4.4	4.4	3.0	4.3	4.3	3.8	3.8		3.8	3.8	
All-Red Time (s)	3.1	1.7	1.7	3.3	2.0	2.0	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-1.1	-0.7	-0.7	-1.3	-1.3	-1.3	-1.3	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.4	5.4	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0	3.0	1.0	1.0		1.0	1.0	
Minimum Gap (s)	1.0	3.0	3.0	1.0	3.0	3.0	1.0	1.0		1.0	1.0	
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	40.0	40.0	0.0	40.0	40.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		4.0	4.0		4.0	4.0	4.0	4.0				
Flash Dont Walk (s)		11.0	11.0		7.0	7.0	20.0	20.0				
Pedestrian Calls (#/hr)		0	0		0	0	0	0				
Act Effct Green (s)	8.8	82.3	82.3	9.5	86.1	86.1	15.4	15.4		15.4	15.4	

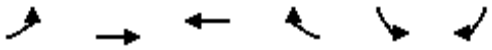
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.07	0.69	0.69	0.08	0.72	0.72	0.13	0.13		0.13	0.13	
v/c Ratio	0.33	0.41	0.05	0.40	0.46	0.04	0.58	0.36		0.67	0.65	
Control Delay	60.1	10.4	8.7	61.4	9.6	7.8	67.8	50.8		68.3	61.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.1	10.4	8.7	61.4	9.6	7.8	67.8	50.8		68.3	61.9	
LOS	E	B	A	E	A	A	E	D		E	E	
Approach Delay		12.1			11.8			58.4			64.6	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	29	164	14	39	196	9	47	58		85	112	
Queue Length 95th (ft)	65	268	37	79	312	27	91	101		140	172	
Internal Link Dist (ft)		1110			943			360			398	
Turn Bay Length (ft)	300		75	300		25	150			150		
Base Capacity (vph)	138	2335	1116	177	2429	1162	210	416		317	437	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.28	0.41	0.05	0.29	0.46	0.04	0.30	0.19		0.36	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Powell Dr. & SR 1012 (Western Blvd.)



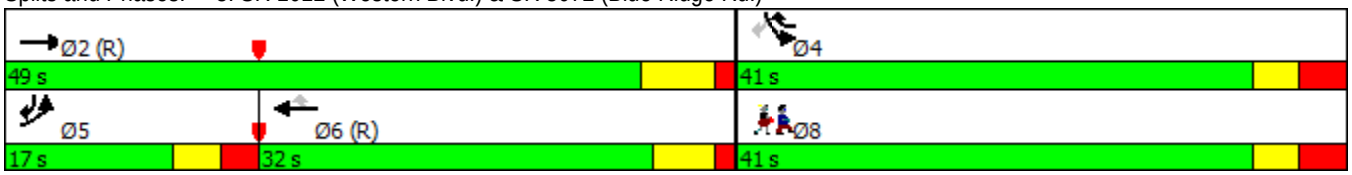
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	98	931	879	325	823	77	
Future Volume (vph)	98	931	879	325	823	77	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	11	11	10	11	12	
Grade (%)		-5%	5%		5%		
Storage Length (ft)	350			100	400	0	
Storage Lanes	1			1	1	1	
Taper Length (ft)	125				100		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1814	5039	4793	1441	3236	1544	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1814	5039	4793	1441	3236	1544	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		45	45		45		
Link Distance (ft)		443	338		855		
Travel Time (s)		6.7	5.1		13.0		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	109	1034	977	361	914	86	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	109	1034	977	361	914	86	
Turn Type	Prot	NA	NA	pm+ov	Prot	pm+ov	
Protected Phases	5	2	6	4	4	5	8
Permitted Phases				6		4	
Detector Phase	5	2	6	4	4	5	
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.7	24.4	23.6	24.4	24.4	12.7	33.4
Total Split (s)	17.0	49.0	32.0	41.0	41.0	17.0	41.0
Total Split (%)	18.9%	54.4%	35.6%	45.6%	45.6%	18.9%	46%
Maximum Green (s)	11.3	42.6	26.4	34.6	34.6	11.3	34.6
Yellow Time (s)	3.1	5.0	4.1	3.0	3.0	3.1	3.0
All-Red Time (s)	2.6	1.4	1.5	3.4	3.4	2.6	3.4
Lost Time Adjust (s)	-0.7	-1.4	-0.6	-1.4	-1.4	-0.6	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.1	
Lead/Lag	Lead		Lag			Lead	
Lead-Lag Optimize?							
Vehicle Extension (s)	1.0	2.0	2.0	1.0	1.0	1.0	1.0
Recall Mode	None	C-Min	C-Min	None	None	None	None
Walk Time (s)							4.0
Flash Dont Walk (s)							23.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	9.6	49.4	34.7	70.4	30.6	45.2	
Actuated g/C Ratio	0.11	0.55	0.39	0.78	0.34	0.50	
v/c Ratio	0.56	0.37	0.53	0.32	0.83	0.11	
Control Delay	49.3	12.7	23.9	3.9	34.2	10.6	

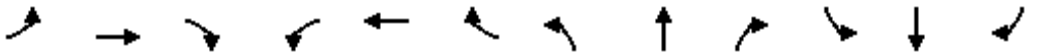


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	49.3	12.7	23.9	3.9	34.2	10.6	
LOS	D	B	C	A	C	B	
Approach Delay		16.2	18.5		32.2		
Approach LOS		B	B		C		
Queue Length 50th (ft)	60	115	154	45	242	25	
Queue Length 95th (ft)	110	165	224	86	288	40	
Internal Link Dist (ft)		363	258		775		
Turn Bay Length (ft)	350			100	400		
Base Capacity (vph)	241	2763	1848	1212	1294	815	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.45	0.37	0.53	0.30	0.71	0.11	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 25 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 8: SR 1012 (Western Blvd.) & SR 3072 (Blue Ridge Rd.)



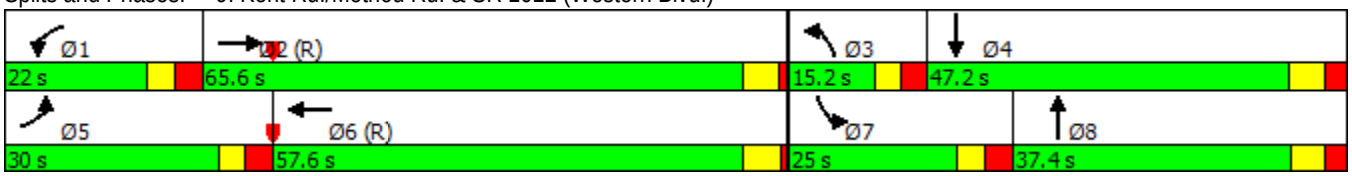


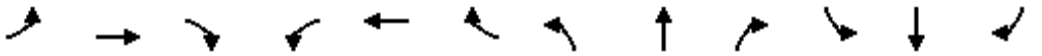
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	408	1613	135	257	2378	62	48	79	83	343	283	119
Future Volume (vph)	408	1613	135	257	2378	62	48	79	83	343	283	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	13	11	12	12
Grade (%)		5%			3%			3%			-5%	
Storage Length (ft)	150		0	300		0	150		0	450		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	250			100			100			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.988			0.996			0.923			0.959	
Flt Protected	0.950			0.950			0.950			0.950	0.996	
Satd. Flow (prot)	1725	4899	0	1743	4989	0	1743	1750	0	1666	1733	0
Flt Permitted	0.950			0.950			0.950			0.950	0.967	
Satd. Flow (perm)	1725	4899	0	1743	4989	0	1743	1750	0	1666	1682	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		516			1269			339			835	
Travel Time (s)		7.8			19.2			6.6			16.3	
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
Adj. Flow (vph)	453	1792	150	286	2642	69	53	88	92	381	314	132
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	453	1942	0	286	2711	0	53	180	0	343	484	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.2	17.3		13.1	18.3		12.8	37.4		13.4	13.8	
Total Split (s)	30.0	65.6		22.0	57.6		15.2	37.4		25.0	47.2	
Total Split (%)	20.0%	43.7%		14.7%	38.4%		10.1%	24.9%		16.7%	31.5%	
Maximum Green (s)	23.8	60.3		15.9	52.3		9.4	31.0		18.6	40.4	
Yellow Time (s)	3.0	4.1		3.0	4.3		3.0	3.7		3.1	4.2	
All-Red Time (s)	3.2	1.2		3.1	1.0		2.8	2.7		3.3	2.6	
Lost Time Adjust (s)	-1.2	-0.3		-1.1	-0.3		-0.8	1.4		-1.4	-1.8	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	7.8		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0		1.0	3.0		2.0	2.0		2.0	2.0	
Minimum Gap (s)	1.0	3.0		1.0	3.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)					4.0			4.0				
Flash Dont Walk (s)					9.0			27.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)	25.0	60.6		17.0	52.6		9.3	29.6		20.0	20.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.17	0.40		0.11	0.35		0.06	0.20		0.13	0.13	
v/c Ratio	1.58	0.98		1.45	1.55		0.50	0.52		1.55	2.10	
Control Delay	315.4	60.2		248.8	285.3		83.7	60.1		307.3	537.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	315.4	60.2		248.8	285.3		83.7	60.1		307.3	537.1	
LOS	F	E		F	F		F	E		F	F	
Approach Delay		108.5			281.8			65.5			441.8	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~627	683		~389	~1340		51	159		~494	~786	
Queue Length 95th (ft)	#850	#800		m#236	m#764		100	242		#708	#1024	
Internal Link Dist (ft)		436			1189			259			755	
Turn Bay Length (ft)	150			300			150			450		
Base Capacity (vph)	287	1979		197	1749		118	345		222	231	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.58	0.98		1.45	1.55		0.45	0.52		1.55	2.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.10			
Intersection Signal Delay: 230.2		Intersection LOS: F	
Intersection Capacity Utilization 118.7%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: Kent Rd./Method Rd. & SR 1012 (Western Blvd.)





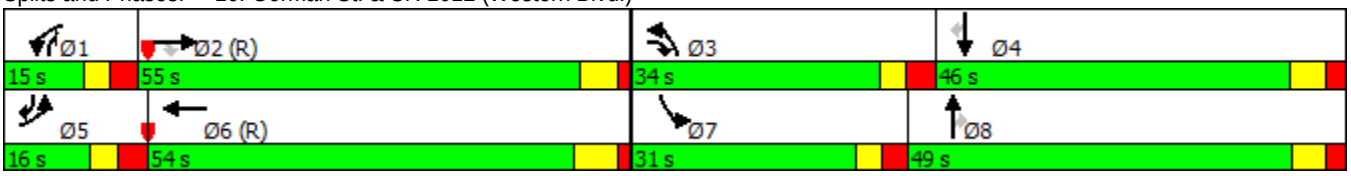
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1360	266	101	1979	189	439	485	85	257	567	153
Future Volume (vph)	117	1360	266	101	1979	189	439	485	85	257	567	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	11	12	12	14	10	11	11
Grade (%)		4%			-4%			2%			-2%	
Storage Length (ft)	275		0	250		275	190		125	375		100
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	150			150			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1676	3353	1552	1745	4949	0	1752	1844	1672	1668	1819	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1676	3353	1552	1745	4949	0	1752	1844	1672	1668	1819	1546
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1479			948			576	
Travel Time (s)		11.7			22.4			18.5			11.2	
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
Adj. Flow (vph)	130	1511	296	112	2199	210	488	539	94	286	630	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	1511	296	112	2409	0	488	539	94	286	630	170
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8	1	7	4	5
Permitted Phases			2						8			4
Detector Phase	5	2	3	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.3	22.7	13.3	13.1	18.4		13.3	33.2	13.1	12.9	31.5	13.3
Total Split (s)	16.0	55.0	34.0	15.0	54.0		34.0	49.0	15.0	31.0	46.0	16.0
Total Split (%)	10.7%	36.7%	22.7%	10.0%	36.0%		22.7%	32.7%	10.0%	20.7%	30.7%	10.7%
Maximum Green (s)	9.7	49.3	27.7	8.9	47.6		27.7	42.8	8.9	25.1	39.5	9.7
Yellow Time (s)	3.0	4.2	3.0	3.0	4.9		3.0	3.7	3.0	3.0	4.0	3.0
All-Red Time (s)	3.3	1.5	3.3	3.1	1.5		3.3	2.5	3.1	2.9	2.5	3.3
Lost Time Adjust (s)	-1.3	-0.7	-1.3	-1.1	-1.4		-1.3	-1.2	-1.1	-0.9	-1.5	-1.3
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Walk Time (s)		4.0						4.0			4.0	
Flash Dont Walk (s)		13.0						23.0			21.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	11.0	50.0	84.0	10.0	49.0		29.0	44.0	59.0	26.0	41.0	57.0
Actuated g/C Ratio	0.07	0.33	0.56	0.07	0.33		0.19	0.29	0.39	0.17	0.27	0.38
v/c Ratio	1.07	1.35	0.34	0.97	1.49		1.44	1.00	0.14	0.99	1.27	0.29
Control Delay	112.7	202.2	10.7	117.9	258.9		257.5	90.5	30.0	111.2	179.5	34.1

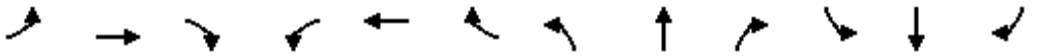
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.7	202.2	10.7	117.9	258.9		257.5	90.5	30.0	111.2	179.5	34.1
LOS	F	F	B	F	F		F	F	C	F	F	C
Approach Delay		167.0			252.6			158.2			138.7	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~143	~1001	65	117	~1188		~646	529	59	283	~774	115
Queue Length 95th (ft)	m#136	m#931	m64	m#127	m#1206		#872	#776	101	#478	#1015	179
Internal Link Dist (ft)		692			1399			868			496	
Turn Bay Length (ft)	275			250			190		125	375		100
Base Capacity (vph)	122	1117	869	116	1616		338	540	657	289	497	587
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.07	1.35	0.34	0.97	1.49		1.44	1.00	0.14	0.99	1.27	0.29

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 193.3 Intersection LOS: F
Intersection Capacity Utilization 119.8% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Gorman St. & SR 1012 (Western Blvd.)



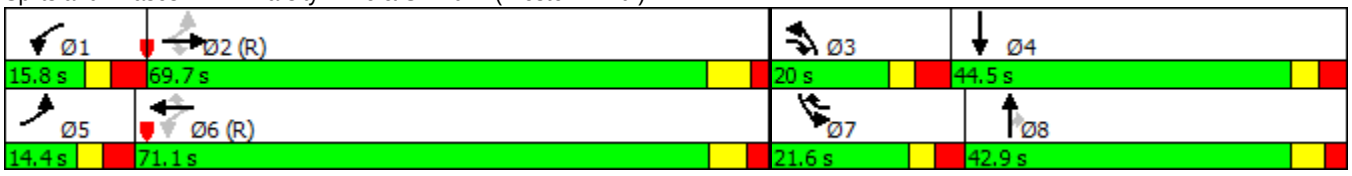


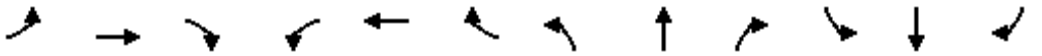
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1404	137	34	1697	22	340	83	67	144	205	173
Future Volume (vph)	54	1404	137	34	1697	22	340	83	67	144	205	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-4%			4%			1%			0%	
Storage Length (ft)	200		100	275		100	300		150	275		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	100			200			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1734	3468	1552	3416	1853	1575	1770	3295	0
Flt Permitted	0.049			0.060			0.950			0.950		
Satd. Flow (perm)	93	3610	1615	110	3468	1552	3416	1853	1575	1770	3295	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1479			1207			550			777	
Travel Time (s)		22.4			18.3			10.7			21.2	
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
Adj. Flow (vph)	60	1560	152	38	1886	24	378	92	74	160	228	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1560	152	38	1886	24	378	92	74	160	420	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.4	40.2	13.9	13.9	18.9	13.3	13.9	40.4	40.4	13.3	43.5	
Total Split (s)	14.4	69.7	20.0	15.8	71.1	21.6	20.0	42.9	42.9	21.6	44.5	
Total Split (%)	9.6%	46.5%	13.3%	10.5%	47.4%	14.4%	13.3%	28.6%	28.6%	14.4%	29.7%	
Maximum Green (s)	8.0	62.5	13.1	8.9	64.2	15.3	13.1	36.5	36.5	15.3	38.0	
Yellow Time (s)	3.0	4.9	3.0	3.0	4.2	3.0	3.0	3.8	3.8	3.0	3.2	
All-Red Time (s)	3.4	2.3	3.9	3.9	2.7	3.3	3.9	2.6	2.6	3.3	3.3	
Lost Time Adjust (s)	-1.4	-2.2	-1.9	-1.9	-1.9	-1.3	-1.9	-1.4	-1.4	-1.3	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	45.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)		7.0						7.0	7.0		7.0	
Flash Dont Walk (s)		26.0						27.0	27.0		30.0	
Pedestrian Calls (#/hr)		0						0	0		0	
Act Effct Green (s)	90.7	83.7	103.7	91.0	83.9	104.9	15.0	24.1	24.1	16.0	25.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.60	0.56	0.69	0.61	0.56	0.70	0.10	0.16	0.16	0.11	0.17	
v/c Ratio	0.39	0.77	0.14	0.23	0.97	0.02	1.11	0.31	0.29	0.85	0.76	
Control Delay	38.1	24.3	5.4	19.3	38.3	7.7	140.8	57.6	57.6	100.9	68.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.1	24.3	5.4	19.3	38.3	7.7	140.8	57.6	57.6	100.9	68.7	
LOS	D	C	A	B	D	A	F	E	E	F	E	
Approach Delay		23.1			37.5			115.4			77.6	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	34	298	24	12	~343	2	~216	81	65	156	208	
Queue Length 95th (ft)	m23	m221	m19	m24	#1222	m9	#325	132	112	#280	258	
Internal Link Dist (ft)		1399			1127			470			697	
Turn Bay Length (ft)	200		100	275		100	300		150	275		
Base Capacity (vph)	164	2014	1116	184	1938	1091	341	468	397	195	867	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.77	0.14	0.21	0.97	0.02	1.11	0.20	0.19	0.82	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 148.6 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 11: Varsity Drive & SR 1012 (Western Blvd.)



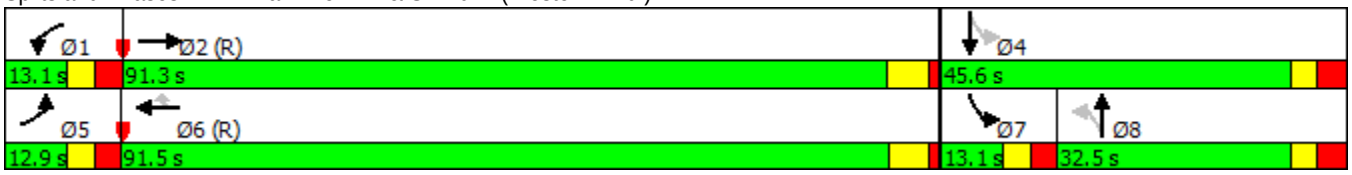


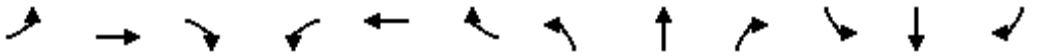
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	1574	20	19	1652	128	16	50	39	91	22	97
Future Volume (vph)	28	1574	20	19	1652	128	16	50	39	91	22	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	11	11	11	12	12	12	13	13	13
Grade (%)		-1%			0%			6%			6%	
Storage Length (ft)	300		0	300		0	0		0	0		0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (ft)	175			125			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.950			0.877	
Flt Protected	0.950			0.950				0.992		0.950		
Satd. Flow (prot)	1778	3431	0	1711	3421	1531	0	1703	0	1774	1637	0
Flt Permitted	0.950			0.950				0.930		0.368		
Satd. Flow (perm)	1778	3431	0	1711	3421	1531	0	1596	0	687	1637	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			20			20	
Link Distance (ft)		1207			1105			477			720	
Travel Time (s)		18.3			16.7			16.3			24.5	
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
Adj. Flow (vph)	31	1749	22	21	1836	142	18	56	43	101	24	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	1771	0	21	1836	142	0	117	0	101	132	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	12.9	17.9		13.1	17.8	17.8	32.5	32.5		13.1	31.5	
Total Split (s)	12.9	91.3		13.1	91.5	91.5	32.5	32.5		13.1	45.6	
Total Split (%)	8.6%	60.9%		8.7%	61.0%	61.0%	21.7%	21.7%		8.7%	30.4%	
Maximum Green (s)	7.0	85.4		7.0	85.7	85.7	26.0	26.0		7.0	39.1	
Yellow Time (s)	3.0	4.6		3.0	4.5	4.5	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.9	1.3		3.1	1.3	1.3	3.5	3.5		3.1	3.5	
Lost Time Adjust (s)	-0.9	-0.9		-1.1	-0.8	-0.8		-1.5		-1.1	-1.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	3.0	
Minimum Gap (s)	2.0	3.0		2.0	3.0	3.0	2.0	2.0		2.0	3.0	
Time Before Reduce (s)	0.0	15.0		0.0	15.0	15.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		4.0					4.0	4.0			4.0	
Flash Dont Walk (s)		8.0					22.0	22.0			21.0	
Pedestrian Calls (#/hr)		0					0	0			0	
Act Effct Green (s)	8.8	99.8		8.6	99.5	99.5		16.8		31.9	31.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.06	0.67		0.06	0.66	0.66		0.11		0.21	0.21	
v/c Ratio	0.30	0.78		0.22	0.81	0.14		0.65		0.46	0.38	
Control Delay	82.9	15.3		70.0	16.0	10.8		80.2		55.8	53.2	
Queue Delay	0.0	0.0		0.0	0.1	0.0		0.0		0.0	0.0	
Total Delay	82.9	15.3		70.0	16.1	10.8		80.2		55.8	53.2	
LOS	F	B		E	B	B		F		E	D	
Approach Delay		16.5			16.3			80.2			54.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	32	213		21	358	52		112		81	108	
Queue Length 95th (ft)	m42	137		m24	m404	m43		175		135	174	
Internal Link Dist (ft)		1127			1025			397			640	
Turn Bay Length (ft)	300			300								
Base Capacity (vph)	104	2283		97	2269	1015		292		218	443	
Starvation Cap Reductn	0	0		0	45	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.30	0.78		0.22	0.83	0.14		0.40		0.46	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 12: Dan Allen Dr. & SR 1012 (Western Blvd.)



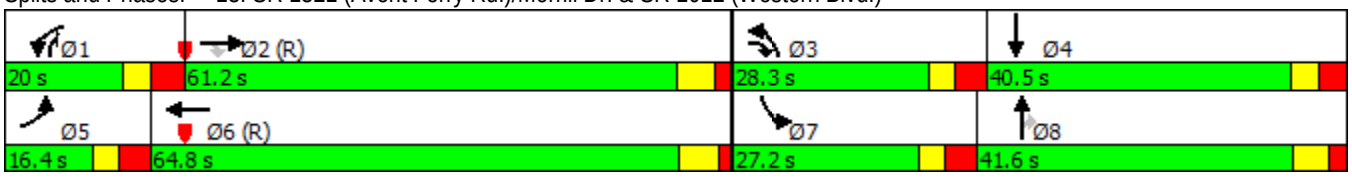


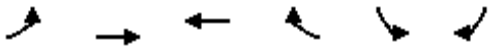
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	1272	371	318	1173	42	466	206	310	208	213	181
Future Volume (vph)	109	1272	371	318	1173	42	466	206	310	208	213	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Grade (%)		2%			1%			4%			2%	
Storage Length (ft)	200		0	400		0	400		150	250		325
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	150			275			200			100		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.995			0.963	0.850		0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3504	1567	3416	3504	0	3140	1559	1376	1635	3045	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3504	1567	3416	3504	0	3140	1559	1376	1635	3045	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1105			776			760			487	
Travel Time (s)		16.7			11.8			13.0			13.3	
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
Adj. Flow (vph)	121	1413	412	353	1303	47	518	229	344	231	237	201
Shared Lane Traffic (%)									22%			
Lane Group Flow (vph)	121	1413	412	353	1350	0	518	305	268	231	438	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases			2						8			
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.6	32.2	13.4	13.8	23.0		13.4	34.2	13.8	13.4	40.5	
Total Split (s)	16.4	61.2	28.3	20.0	64.8		28.3	41.6	20.0	27.2	40.5	
Total Split (%)	10.9%	40.8%	18.9%	13.3%	43.2%		18.9%	27.7%	13.3%	18.1%	27.0%	
Maximum Green (s)	9.8	55.0	21.9	13.2	58.8		21.9	35.4	13.2	20.8	34.0	
Yellow Time (s)	3.0	4.3	3.0	3.0	4.4		3.0	3.9	3.0	3.0	3.1	
All-Red Time (s)	3.6	1.9	3.4	3.8	1.6		3.4	2.3	3.8	3.4	3.4	
Lost Time Adjust (s)	-1.6	-1.2	-1.4	-1.8	-2.0		-1.4	-1.2	-1.8	-1.4	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0	1.0	1.0	3.0		1.0	1.0	1.0	1.0	2.0	
Minimum Gap (s)	1.0	3.0	1.0	1.0	3.0		1.0	1.0	1.0	1.0	2.0	
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	40.0	0.0	0.0	40.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		22.0			13.0			24.0			30.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.8	57.1	85.4	18.1	63.4		23.3	32.6	55.7	22.2	31.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.09	0.38	0.57	0.12	0.42		0.16	0.22	0.37	0.15	0.21	
v/c Ratio	0.81	1.06	0.46	0.86	0.91		1.06	0.90	0.52	0.96	0.69	
Control Delay	96.7	87.1	16.9	84.0	51.3		117.5	85.9	41.1	110.7	60.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		13.9	0.0	0.0	0.0	0.0	
Total Delay	96.7	87.1	16.9	84.0	51.3		131.3	85.9	41.1	110.7	60.1	
LOS	F	F	B	F	D		F	F	D	F	E	
Approach Delay		72.9			58.1			96.5			77.6	
Approach LOS		E			E			F			E	
Queue Length 50th (ft)	126	~829	80	179	668		~286	303	212	228	206	
Queue Length 95th (ft)	m#192	#940	148	#296	#823		#404	#450	311	#400	264	
Internal Link Dist (ft)		1025			696			680			407	
Turn Bay Length (ft)	200			400			400		150	250		
Base Capacity (vph)	149	1333	891	412	1481		487	380	511	241	720	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		20	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.81	1.06	0.46	0.86	0.91		1.11	0.80	0.52	0.96	0.61	

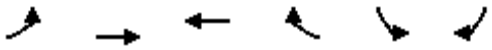
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 73.6		Intersection LOS: E	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 13: SR 1321 (Avent Ferry Rd.)/Morrill Dr. & SR 1012 (Western Blvd.)





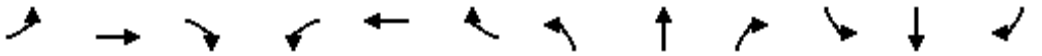
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	539	1262	0	0	246	0
Future Volume (vph)	539	1262	0	0	246	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)		-2%	-2%		-1%	
Storage Length (ft)	160			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	300				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3575	0	0	1719	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1787	3575	0	0	1719	0
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		1757	483		256	
Travel Time (s)		26.6	7.3		5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	599	1402	0	0	273	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	599	1402	0	0	273	0
Turn Type	Perm	NA			Prot	
Protected Phases		2			4	
Permitted Phases	2					
Detector Phase	2	2			4	
Switch Phase						
Minimum Initial (s)	12.0	12.0			7.0	
Minimum Split (s)	18.2	18.2			17.8	
Total Split (s)	58.0	58.0			32.0	
Total Split (%)	64.4%	64.4%			35.6%	
Maximum Green (s)	51.8	51.8			27.2	
Yellow Time (s)	4.7	4.7			3.0	
All-Red Time (s)	1.5	1.5			1.8	
Lost Time Adjust (s)	-1.2	-1.2			0.2	
Total Lost Time (s)	5.0	5.0			5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0			2.0	
Minimum Gap (s)	3.0	3.0			2.0	
Time Before Reduce (s)	20.0	20.0			0.0	
Time To Reduce (s)	45.0	45.0			0.0	
Recall Mode	C-Min	C-Min			None	
Walk Time (s)					4.0	
Flash Dont Walk (s)					9.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	61.5	61.5			18.5	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Actuated g/C Ratio	0.68	0.68			0.21	
v/c Ratio	0.49	0.57			0.78	
Control Delay	9.4	9.4			48.2	
Queue Delay	0.0	0.0			0.0	
Total Delay	9.4	9.4			48.2	
LOS	A	A			D	
Approach Delay		9.4			48.2	
Approach LOS		A			D	
Queue Length 50th (ft)	141	190			148	
Queue Length 95th (ft)	275	315			213	
Internal Link Dist (ft)		1677	403		176	
Turn Bay Length (ft)	160					
Base Capacity (vph)	1221	2443			515	
Starvation Cap Reductn	0	0			0	
Spillback Cap Reductn	0	0			0	
Storage Cap Reductn	0	0			0	
Reduced v/c Ratio	0.49	0.57			0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 56.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: SR 1012 (Western Blvd.) & Pullen Rd.

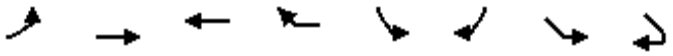


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1422	36	24	1056	13	91	5	105	97	10	72
Future Volume (vph)	13	1422	36	24	1056	13	91	5	105	97	10	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	12	13
Grade (%)		-5%			3%			-3%			3%	
Storage Length (ft)	200		200	175		700	0		100	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	150			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850			0.850
Flt Protected	0.950			0.950				0.955			0.957	
Satd. Flow (prot)	1814	3628	1623	1743	4999	0	0	1745	1554	0	1756	1612
Flt Permitted	0.219			0.097				0.564			0.610	
Satd. Flow (perm)	418	3628	1623	178	4999	0	0	1031	1554	0	1119	1612
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		694			1448			413			315	
Travel Time (s)		10.5			21.9			11.3			8.6	
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
Adj. Flow (vph)	14	1580	40	27	1173	14	101	6	117	108	11	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1580	40	27	1187	0	0	107	117	0	119	80
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		8	8	1	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.2	27.3	27.3	13.1	35.1		49.9	49.9	13.1	13.6	13.6	13.6
Total Split (s)	13.2	57.0	57.0	13.1	56.9		49.9	49.9	13.1	49.9	49.9	49.9
Total Split (%)	11.0%	47.5%	47.5%	10.9%	47.4%		41.6%	41.6%	10.9%	41.6%	41.6%	41.6%
Maximum Green (s)	7.0	50.7	50.7	7.0	50.8		43.0	43.0	7.0	43.3	43.3	43.3
Yellow Time (s)	3.1	5.0	5.0	3.0	4.3		3.3	3.3	3.0	3.1	3.1	3.1
All-Red Time (s)	3.1	1.3	1.3	3.1	1.8		3.6	3.6	3.1	3.5	3.5	3.5
Lost Time Adjust (s)	-1.2	-0.3	-1.3	-1.1	-1.1			-1.9	-1.1		-1.6	-1.6
Total Lost Time (s)	5.0	6.0	5.0	5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag				Lead			
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		1.0	1.0	2.0	1.0	1.0	1.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	3.0		1.0	1.0	2.0	1.0	1.0	1.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0		7.0	7.0				
Flash Dont Walk (s)		14.0	14.0		22.0		36.0	36.0				
Pedestrian Calls (#/hr)		0	0		0		0	0				
Act Effct Green (s)	88.3	79.1	80.1	91.1	87.9			16.8	29.9		16.8	16.8

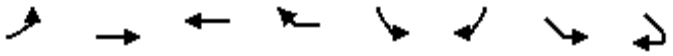
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.74	0.66	0.67	0.76	0.73			0.14	0.25		0.14	0.14
v/c Ratio	0.03	0.66	0.04	0.11	0.32			0.74	0.30		0.76	0.35
Control Delay	4.5	15.0	8.4	5.2	7.3			77.1	37.2		77.4	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.5	15.0	8.4	5.2	7.3			77.1	37.2		77.4	49.1
LOS	A	B	A	A	A			E	D		E	D
Approach Delay		14.7			7.3			56.3			66.0	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)	2	357	10	4	82			81	74		90	57
Queue Length 95th (ft)	9	524	27	14	196			135	117		147	99
Internal Link Dist (ft)		614			1368			333			235	
Turn Bay Length (ft)	200		200	175					100			
Base Capacity (vph)	402	2390	1082	240	3660			385	387		418	603
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.03	0.66	0.04	0.11	0.32			0.28	0.30		0.28	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Hunt Drive/Central Prison & SR. 1012 (Western Blvd.)



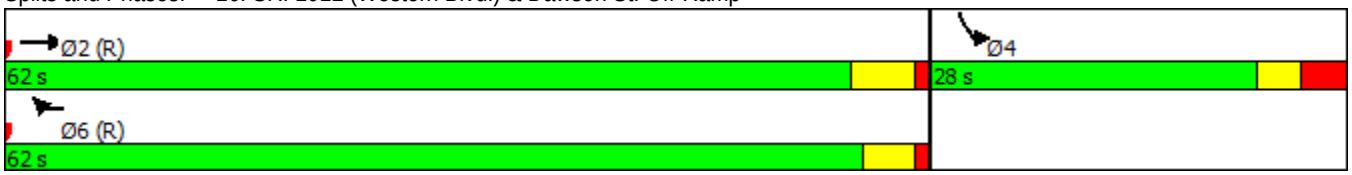
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SEL	SER
Lane Configurations								
Traffic Volume (vph)	0	1109	0	782	116	0	0	0
Future Volume (vph)	0	1109	0	782	116	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11
Grade (%)		2%	-2%		3%		0%	
Lane Util. Factor	1.00	0.91	1.00	0.88	0.97	1.00	1.00	1.00
Frt				0.850				
Flt Protected					0.950			
Satd. Flow (prot)	0	5034	0	2815	3382	0	0	0
Flt Permitted					0.950			
Satd. Flow (perm)	0	5034	0	2815	3382	0	0	0
Right Turn on Red								No
Satd. Flow (RTOR)								
Link Speed (mph)		45	45		25		25	
Link Distance (ft)		164	157		198		235	
Travel Time (s)		2.5	2.4		5.4		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1232	0	869	129	0	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1232	0	869	129	0	0	0
Turn Type		NA		Prot	Prot			
Protected Phases		2		6	4			
Permitted Phases								
Detector Phase		2		6	4			
Switch Phase								
Minimum Initial (s)		12.0		5.0	7.0			
Minimum Split (s)		23.3		9.5	24.2			
Total Split (s)		62.0		62.0	28.0			
Total Split (%)		68.9%		68.9%	31.1%			
Maximum Green (s)		56.7		57.5	21.8			
Yellow Time (s)		4.3		3.5	3.0			
All-Red Time (s)		1.0		1.0	3.2			
Lost Time Adjust (s)		-0.3		-1.7	-1.2			
Total Lost Time (s)		5.0		2.8	5.0			
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)		2.0		3.0	1.0			
Recall Mode		C-Min		C-Min	None			
Act Effct Green (s)		71.1		73.3	8.9			
Actuated g/C Ratio		0.79		0.81	0.10			
v/c Ratio		0.31		0.38	0.39			
Control Delay		2.9		2.1	41.3			
Queue Delay		0.0		0.0	0.0			
Total Delay		2.9		2.1	41.3			
LOS		A		A	D			
Approach Delay		2.9	2.1		41.3			
Approach LOS		A	A		D			
Queue Length 50th (ft)		50		35	36			

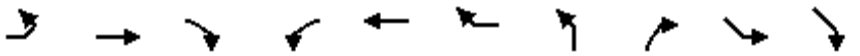


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SEL	SER
Queue Length 95th (ft)		74		57	62			
Internal Link Dist (ft)		84	77		118		155	
Turn Bay Length (ft)								
Base Capacity (vph)		3978		2293	864			
Starvation Cap Reductn		0		0	0			
Spillback Cap Reductn		0		0	0			
Storage Cap Reductn		0		0	0			
Reduced v/c Ratio		0.31		0.38	0.15			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBR, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 4.8		Intersection LOS: A	
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: SR. 1012 (Western Blvd.) & Dawson St. Off-Ramp



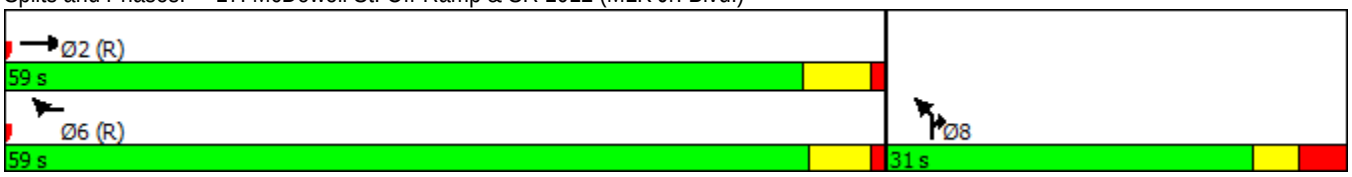


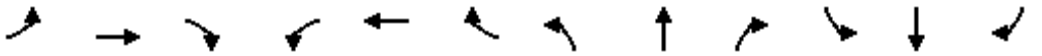
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Volume (vph)	0	1218	0	0	0	819	223	67	0	0
Future Volume (vph)	0	1218	0	0	0	819	223	67	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	11	11
Grade (%)		-1%			4%		4%		0%	
Storage Length (ft)	0		0	0		0	100	0	0	0
Storage Lanes	0		0	0		3	1	1	0	0
Taper Length (ft)	25			25			100		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.76	1.00	1.00	1.00	1.00
Frt						0.850		0.850		
Flt Protected							0.950			
Satd. Flow (prot)	0	3557	0	0	0	3538	1734	1552	0	0
Flt Permitted							0.950			
Satd. Flow (perm)	0	3557	0	0	0	3538	1734	1552	0	0
Right Turn on Red	No		No			No		No		
Satd. Flow (RTOR)										
Link Speed (mph)		45			45		25		25	
Link Distance (ft)		197			441		528		609	
Travel Time (s)		3.0			6.7		14.4		16.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1353	0	0	0	910	248	74	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1353	0	0	0	910	248	74	0	0
Turn Type		NA				Prot	Prot	Prot		
Protected Phases		2				6	8	8		
Permitted Phases										
Detector Phase		2				6	8	8		
Switch Phase										
Minimum Initial (s)		12.0				12.0	7.0	7.0		
Minimum Split (s)		17.6				23.2	13.4	13.4		
Total Split (s)		59.0				59.0	31.0	31.0		
Total Split (%)		65.6%				65.6%	34.4%	34.4%		
Maximum Green (s)		53.4				53.8	24.6	24.6		
Yellow Time (s)		4.6				4.2	3.0	3.0		
All-Red Time (s)		1.0				1.0	3.4	3.4		
Lost Time Adjust (s)		-0.6				-0.5	-1.4	-1.4		
Total Lost Time (s)		5.0				4.7	5.0	5.0		
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)		2.0				2.0	1.0	1.0		
Recall Mode		C-Min				C-Min	None	None		
Act Effct Green (s)		62.1				62.4	17.9	17.9		
Actuated g/C Ratio		0.69				0.69	0.20	0.20		
v/c Ratio		0.55				0.37	0.72	0.24		
Control Delay		9.7				6.8	45.3	30.4		
Queue Delay		0.0				0.0	0.0	0.0		
Total Delay		9.7				6.8	45.3	30.4		
LOS		A				A	D	C		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Approach Delay		9.7			6.8		41.9			
Approach LOS		A			A		D			
Queue Length 50th (ft)		201				80	133	36		
Queue Length 95th (ft)		327				137	195	67		
Internal Link Dist (ft)		117			361		448		529	
Turn Bay Length (ft)							100			
Base Capacity (vph)		2456				2454	500	448		
Starvation Cap Reductn		0				0	0	0		
Spillback Cap Reductn		0				0	0	0		
Storage Cap Reductn		0				0	0	0		
Reduced v/c Ratio		0.55				0.37	0.50	0.17		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBR, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 17: McDowell St. Off-Ramp & SR 1012 (MLK Jr. Blvd.)





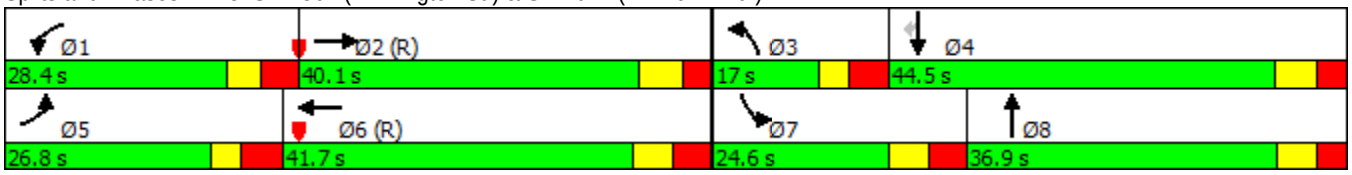
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	969	153	305	695	114	68	160	115	244	518	142
Future Volume (vph)	155	969	153	305	695	114	68	160	115	244	518	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			0%			-1%			-4%	
Storage Length (ft)	325		0	100		0	100		0	0		175
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	125			125			100			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.91	1.00
Frt		0.980			0.979			0.937				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1734	4884	0	1770	4979	0	1778	4789	0	1805	5187	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1734	4884	0	1770	4979	0	1778	4789	0	1805	5187	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		742			575			324			531	
Travel Time (s)		11.2			11.2			6.3			10.3	
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
Adj. Flow (vph)	172	1077	170	339	772	127	76	178	128	271	576	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1247	0	339	899	0	76	306	0	271	576	158
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Detector Phase	5	2		1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.9	40.1		13.9	25.8		13.8	36.9		14.5	36.2	36.2
Total Split (s)	26.8	40.1		28.4	41.7		17.0	36.9		24.6	44.5	44.5
Total Split (%)	20.6%	30.8%		21.8%	32.1%		13.1%	28.4%		18.9%	34.2%	34.2%
Maximum Green (s)	19.9	33.0		21.5	33.9		10.2	30.0		17.1	37.3	37.3
Yellow Time (s)	3.0	4.2		3.2	3.9		3.0	3.9		3.8	4.1	4.1
All-Red Time (s)	3.9	2.9		3.7	3.9		3.8	3.0		3.7	3.1	3.1
Lost Time Adjust (s)	-1.9	-2.1		-1.9	-2.8		-1.8	-1.9		-1.5	-2.2	-2.2
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		6.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0		1.0	3.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		4.0			4.0			4.0			4.0	4.0
Flash Dont Walk (s)		29.0			11.0			26.0			25.0	25.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	18.1	40.7		35.7	58.3		10.6	14.0		18.6	25.8	25.8
Actuated g/C Ratio	0.14	0.31		0.27	0.45		0.08	0.11		0.14	0.20	0.20
v/c Ratio	0.71	0.82		0.70	0.40		0.53	0.60		1.05	0.56	0.49
Control Delay	69.0	46.7		51.0	25.9		70.5	60.0		122.9	50.1	53.5

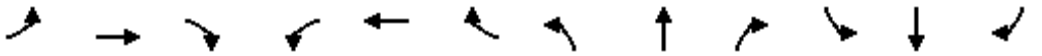
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	69.0	46.7		51.0	25.9		70.5	60.0		122.9	50.1	53.5
LOS	E	D		D	C		E	E		F	D	D
Approach Delay		49.4			32.8			62.0			70.2	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	140	350		260	183		62	91		~248	167	124
Queue Length 95th (ft)	208	#473		361	255		115	121		#427	204	193
Internal Link Dist (ft)		662			495			244			451	
Turn Bay Length (ft)	325			100			100					175
Base Capacity (vph)	298	1530		486	2232		164	1175		258	1576	490
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.58	0.82		0.70	0.40		0.46	0.26		1.05	0.37	0.32

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 50.7 Intersection LOS: D
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SR 1564 (Wilmington St.) & SR 1012 (MLK Jr. Blvd.)



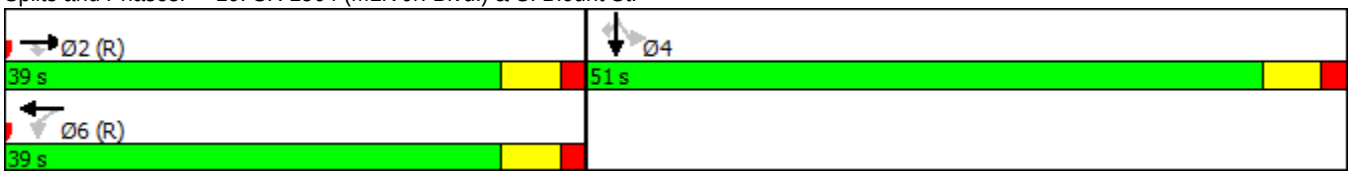


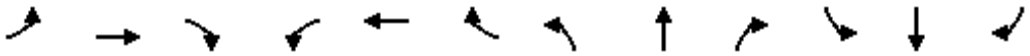
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1086	205	37	775	0	0	0	0	166	1338	332
Future Volume (vph)	0	1086	205	37	775	0	0	0	0	166	1338	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	11	11	11	12	12	12
Grade (%)		-2%			-2%			0%			-1%	
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.995	
Satd. Flow (prot)	0	3575	1599	1728	3455	0	0	0	0	0	3539	1591
Flt Permitted				0.118							0.995	
Satd. Flow (perm)	0	3575	1599	215	3455	0	0	0	0	0	3539	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		575			473			357			602	
Travel Time (s)		11.2			9.2			7.0			11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1207	228	41	861	0	0	0	0	184	1487	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1207	228	41	861	0	0	0	0	0	1671	369
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Minimum Split (s)		20.8	20.8	20.8	20.8					24.8	24.8	24.8
Total Split (s)		39.0	39.0	39.0	39.0					51.0	51.0	51.0
Total Split (%)		43.3%	43.3%	43.3%	43.3%					56.7%	56.7%	56.7%
Maximum Green (s)		33.2	33.2	33.2	33.2					45.2	45.2	45.2
Yellow Time (s)		4.0	4.0	4.0	4.0					3.9	3.9	3.9
All-Red Time (s)		1.8	1.8	1.8	1.8					1.9	1.9	1.9
Lost Time Adjust (s)		-0.8	-0.8	-0.8	-0.8						-0.8	-0.8
Total Lost Time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Flash Dont Walk (s)		11.0	11.0	10.0	10.0					15.0	15.0	15.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		34.0	34.0	34.0	34.0						46.0	46.0
Actuated g/C Ratio		0.38	0.38	0.38	0.38						0.51	0.51
v/c Ratio		0.89	0.38	0.51	0.66						0.92	0.45
Control Delay		36.5	22.6	39.2	18.6						30.7	16.3
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		36.5	22.6	39.2	18.6						30.7	16.3
LOS		D	C	D	B						C	B
Approach Delay		34.3			19.6						28.1	
Approach LOS		C			B						C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		333	92	11	121						440	127
Queue Length 95th (ft)		#462	154	m#64	147						#617	199
Internal Link Dist (ft)		495			393			277			522	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1350	604	81	1305						1808	813
Starvation Cap Reductn		0	0	0	0						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.89	0.38	0.51	0.66						0.92	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 96.8%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 19: SR 1564 (MLK Jr. Blvd.) & S. Blount St.



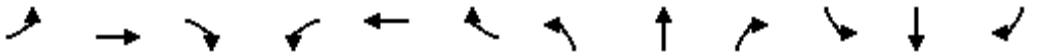


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1083	0	0	678	101	87	331	89	0	0	0
Future Volume (vph)	118	1083	0	0	678	101	87	331	89	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Grade (%)		2%			1%			-2%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.981			0.974				
Flt Protected	0.950							0.991				
Satd. Flow (prot)	1694	3387	0	0	3339	0	0	3450	0	0	0	0
Flt Permitted	0.287							0.991				
Satd. Flow (perm)	512	3387	0	0	3339	0	0	3450	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			367			394			609	
Travel Time (s)		9.2			7.1			7.7			13.8	
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
Adj. Flow (vph)	131	1203	0	0	753	112	97	368	99	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	1203	0	0	865	0	0	564	0	0	0	0
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Minimum Split (s)	23.4	23.4			24.0		24.0	24.0				
Total Split (s)	60.0	60.0			60.0		30.0	30.0				
Total Split (%)	66.7%	66.7%			66.7%		33.3%	33.3%				
Maximum Green (s)	54.6	54.6			54.6		24.0	24.0				
Yellow Time (s)	3.7	3.7			3.8		4.0	4.0				
All-Red Time (s)	1.7	1.7			1.6		2.0	2.0				
Lost Time Adjust (s)	-0.4	-0.4			-0.4			-0.1				
Total Lost Time (s)	5.0	5.0			5.0			5.9				
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0			4.0		4.0	4.0				
Flash Dont Walk (s)	9.0	9.0			9.0		14.0	14.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)	55.0	55.0			55.0			24.1				
Actuated g/C Ratio	0.61	0.61			0.61			0.27				
v/c Ratio	0.42	0.58			0.42			0.61				
Control Delay	3.8	2.6			10.0			32.2				
Queue Delay	0.0	0.6			0.0			0.0				
Total Delay	3.8	3.2			10.0			32.2				
LOS	A	A			A			C				
Approach Delay		3.3			10.0			32.2				
Approach LOS		A			A			C				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	8	40			123			147				
Queue Length 95th (ft)	m8	m41			163			202				
Internal Link Dist (ft)		393			287			314			529	
Turn Bay Length (ft)	100											
Base Capacity (vph)	312	2069			2040			923				
Starvation Cap Reductn	0	455			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.42	0.75			0.42			0.61				

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 96.8%		ICU Level of Service F	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: S. Person St. & SR 1564 (MLK Jr. Blvd.)

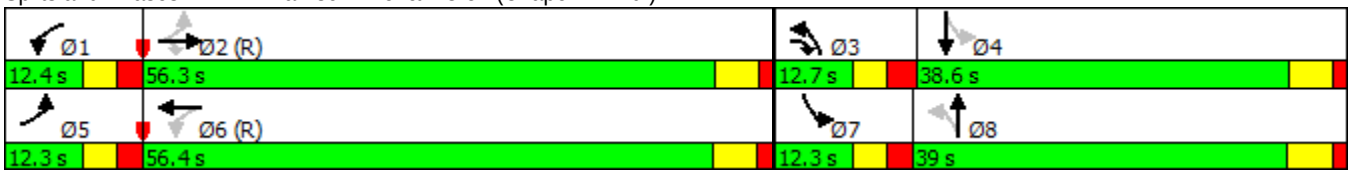


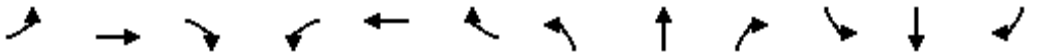
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	611	15	73	424	82	93	512	219	81	327	13
Future Volume (vph)	17	611	15	73	424	82	93	512	219	81	327	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	12	12	10	10	10	10	10	10
Grade (%)		-1%			0%			1%			1%	
Storage Length (ft)	100		100	150		0	100		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			100			150			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.976			0.955			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1803	1770	1818	0	1643	3139	0	1643	3267	0
Flt Permitted	0.273			0.128			0.431			0.122		
Satd. Flow (perm)	494	1810	1803	238	1818	0	746	3139	0	211	3267	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		286			624			775			324	
Travel Time (s)		5.6			12.2			15.1			6.3	
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
Adj. Flow (vph)	19	679	17	81	471	91	103	569	243	90	363	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	679	17	81	562	0	103	812	0	90	377	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.3	23.3	12.6	12.4	23.4		12.6	23.6		12.3	23.3	
Total Split (s)	12.3	56.3	12.7	12.4	56.4		12.7	39.0		12.3	38.6	
Total Split (%)	10.3%	46.9%	10.6%	10.3%	47.0%		10.6%	32.5%		10.3%	32.2%	
Maximum Green (s)	7.0	51.0	7.1	7.0	51.0		7.1	33.4		7.0	33.3	
Yellow Time (s)	3.0	3.9	3.0	3.0	3.8		3.0	4.1		3.0	3.8	
All-Red Time (s)	2.3	1.4	2.6	2.4	1.6		2.6	1.5		2.3	1.5	
Lost Time Adjust (s)	-0.3	-0.3	-0.6	-0.4	-0.4		-0.6	-0.6		-0.3	-0.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)											4.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)	60.0	54.2	67.2	62.1	59.2		41.2	33.2		40.6	32.9	
Actuated g/C Ratio	0.50	0.45	0.56	0.52	0.49		0.34	0.28		0.34	0.27	
v/c Ratio	0.06	0.83	0.02	0.37	0.63		0.33	0.93		0.55	0.42	
Control Delay	14.1	40.7	13.3	19.5	30.1		27.5	60.8		37.8	37.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	1.0	0.0	0.0	0.6		0.0	0.0		0.0	0.0	
Total Delay	14.1	41.7	13.3	19.5	30.7		27.5	60.8		37.8	37.2	
LOS	B	D	B	B	C		C	E		D	D	
Approach Delay		40.3			29.3			57.0			37.3	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	7	478	6	39	343		51	320		44	125	
Queue Length 95th (ft)	19	#703	17	41	523		92	#438		82	172	
Internal Link Dist (ft)		206			544			695			244	
Turn Bay Length (ft)	100		100	150			100			125		
Base Capacity (vph)	321	823	1009	217	896		316	890		163	917	
Starvation Cap Reductn	0	0	0	0	100		0	0		0	0	
Spillback Cap Reductn	0	34	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.86	0.02	0.37	0.71		0.33	0.91		0.55	0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 42.8	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: N. Harrison Ave. & NC 54 (Chapel Hill Rd.)





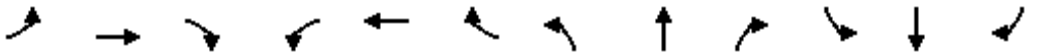
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	781	79	45	482	14	144	70	79	6	8	3
Future Volume (vph)	6	781	79	45	482	14	144	70	79	6	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			-1%			-1%	
Storage Length (ft)	0		0	200		100	250		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			125			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.920			0.979	
Flt Protected				0.950			0.950				0.982	
Satd. Flow (prot)	0	1779	0	1770	1863	1583	1778	1722	0	0	1800	0
Flt Permitted		0.997		0.302			0.745				0.888	
Satd. Flow (perm)	0	1774	0	563	1863	1583	1395	1722	0	0	1627	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		624			414			502			455	
Travel Time (s)		12.2			8.1			13.7			12.4	
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
Adj. Flow (vph)	7	868	88	50	536	16	160	78	88	7	9	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	963	0	50	536	16	160	166	0	0	19	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	27.4	27.4		15.1	15.1	15.1	30.3	30.3		24.3	24.3	
Total Split (s)	89.7	89.7		89.7	89.7	89.7	30.3	30.3		30.3	30.3	
Total Split (%)	74.8%	74.8%		74.8%	74.8%	74.8%	25.3%	25.3%		25.3%	25.3%	
Maximum Green (s)	84.3	84.3		84.6	84.6	84.6	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.8	3.8		3.8	3.8	3.8	3.2	3.2		3.2	3.2	
All-Red Time (s)	1.6	1.6		1.3	1.3	1.3	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		-0.4		-0.1	-0.1	-0.1	-0.3	-0.3			-0.3	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	1.0	1.0		1.0	1.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Walk Time (s)	7.0	7.0					7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0					18.0	18.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0					0	0		0	0	
Act Effct Green (s)		92.5		92.5	92.5	92.5	17.5	17.5			17.5	
Actuated g/C Ratio		0.77		0.77	0.77	0.77	0.15	0.15			0.15	
v/c Ratio		0.70		0.12	0.37	0.01	0.79	0.66			0.08	
Control Delay		9.3		5.3	5.9	4.4	74.5	60.4			41.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		2.4		0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay		11.7		5.3	5.9	4.4	74.5	60.4			41.8	
LOS		B		A	A	A	E	E			D	
Approach Delay		11.7			5.8			67.3			41.8	
Approach LOS		B			A			E			D	
Queue Length 50th (ft)		278		8	113	2	121	123			13	
Queue Length 95th (ft)		m242		25	211	10	186	184			33	
Internal Link Dist (ft)		544			334			422			375	
Turn Bay Length (ft)				200		100	250					
Base Capacity (vph)		1367		433	1436	1220	294	363			343	
Starvation Cap Reductn		268		0	0	0	0	0			0	
Spillback Cap Reductn		0		0	0	0	0	0			0	
Storage Cap Reductn		0		0	0	0	0	0			0	
Reduced v/c Ratio		0.88		0.12	0.37	0.01	0.54	0.46			0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Academy St. & NC 54 (Chapel Hill Rd.)



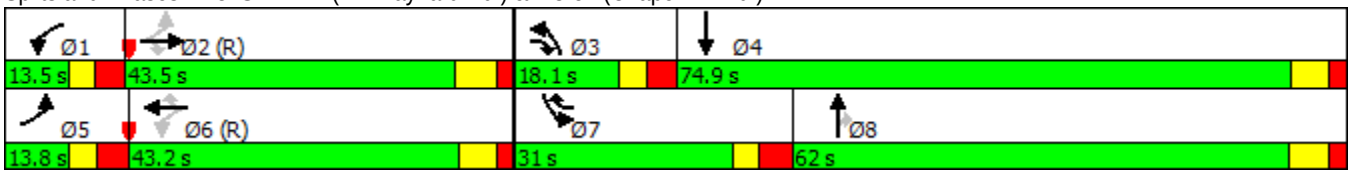
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	780	45	97	429	555	71	767	216	672	401	12
Future Volume (vph)	14	780	45	97	429	555	71	767	216	672	401	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			2%			-1%			2%	
Storage Length (ft)	300		200	450		575	350		0	275		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	225			150			25			225		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3575	1599	1752	3504	1567	1778	1872	1591	3399	3490	0
Flt Permitted	0.374			0.095			0.950			0.950		
Satd. Flow (perm)	704	3575	1599	175	3504	1567	1778	1872	1591	3399	3490	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		919			2140			1007			884	
Travel Time (s)		13.9			32.4			15.3			13.4	
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
Adj. Flow (vph)	16	867	50	108	477	617	79	852	240	747	446	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	867	50	108	477	617	79	852	240	747	459	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.8	42.9	13.6	13.5	42.8	13.8	13.6	42.8	42.8	13.8	42.5	
Total Split (s)	13.8	43.5	18.1	13.5	43.2	31.0	18.1	62.0	62.0	31.0	74.9	
Total Split (%)	9.2%	29.0%	12.1%	9.0%	28.8%	20.7%	12.1%	41.3%	41.3%	20.7%	49.9%	
Maximum Green (s)	7.2	36.8	11.6	7.1	36.8	24.2	11.6	55.2	55.2	24.2	68.4	
Yellow Time (s)	3.0	4.7	3.0	3.0	4.3	3.0	3.0	4.6	4.6	3.0	4.3	
All-Red Time (s)	3.6	2.0	3.5	3.4	2.1	3.8	3.5	2.2	2.2	3.8	2.2	
Lost Time Adjust (s)	-1.6	-1.7	-1.5	-1.4	-1.4	-1.8	-1.5	-1.8	-1.8	-1.8	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		22.0			24.0			29.0	29.0		29.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	46.9	38.3	54.8	49.7	46.3	77.6	11.6	57.0	57.0	26.2	71.7	
Actuated g/C Ratio	0.31	0.26	0.37	0.33	0.31	0.52	0.08	0.38	0.38	0.17	0.48	
v/c Ratio	0.06	0.95	0.09	0.73	0.44	0.76	0.58	1.20	0.40	1.26	0.28	
Control Delay	33.0	74.7	31.0	63.5	44.2	37.8	83.4	143.1	36.4	177.9	24.4	

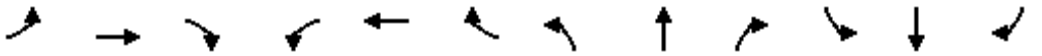
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	74.7	31.0	63.5	44.2	37.8	83.4	143.1	36.4	177.9	24.4	
LOS	C	E	C	E	D	D	F	F	D	F	C	
Approach Delay		71.6			42.6			117.2			119.5	
Approach LOS		E			D			F			F	
Queue Length 50th (ft)	10	441	32	74	185	431	75	~1007	171	~473	142	
Queue Length 95th (ft)	28	#571	62	#158	272	#756	134	#1262	251	#601	184	
Internal Link Dist (ft)		839			2060			927			804	
Turn Bay Length (ft)	300		200	450		575	350			275		
Base Capacity (vph)	284	917	601	147	1082	810	155	711	604	594	1667	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.95	0.08	0.73	0.44	0.76	0.51	1.20	0.40	1.26	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 88.5 Intersection LOS: F
Intersection Capacity Utilization 103.6% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 1747 (NE Maynard Rd.) & NC 54 (Chapel Hill Rd.)





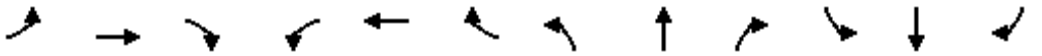
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	1336	43	60	791	249	50	85	63	160	27	182
Future Volume (vph)	335	1336	43	60	791	249	50	85	63	160	27	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	12	12	13	11	11	11	11
Grade (%)		0%			1%			-2%			0%	
Storage Length (ft)	275		0	150		0	0		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.964			0.936				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3522	0	1819	3395	0	1787	1820	0	1711	1801	1531
Flt Permitted	0.110			0.168			0.738			0.574		
Satd. Flow (perm)	205	3522	0	322	3395	0	1388	1820	0	1034	1801	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1737			922			598			828	
Travel Time (s)		26.3			14.0			11.6			16.1	
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
Adj. Flow (vph)	372	1484	48	67	879	277	56	94	70	178	30	202
Shared Lane Traffic (%)												
Lane Group Flow (vph)	372	1532	0	67	1156	0	56	164	0	178	30	202
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	12.3	23.8		23.4	23.4		24.1	24.1		23.9	23.9	23.9
Total Split (s)	23.0	65.0		42.0	42.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	25.6%	72.2%		46.7%	46.7%		27.8%	27.8%		27.8%	27.8%	27.8%
Maximum Green (s)	17.7	59.2		36.6	36.6		18.9	18.9		19.1	19.1	19.1
Yellow Time (s)	3.0	4.5		4.4	4.4		4.0	4.0		3.8	3.8	3.8
All-Red Time (s)	2.3	1.3		1.0	1.0		2.1	2.1		2.1	2.1	2.1
Lost Time Adjust (s)	-0.3	-0.8		-0.4	0.4		-1.1	-1.1		-0.9	-0.9	-0.9
Total Lost Time (s)	5.0	5.0		5.0	5.8		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		3.0	3.0		1.0	1.0		1.5	1.5	1.5
Minimum Gap (s)	2.0	3.0		3.0	3.0		1.0	1.0		1.5	1.5	1.5
Time Before Reduce (s)	0.0	15.0		15.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	50.0		50.0	50.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Act Effct Green (s)	61.9	61.9		40.5	39.7		18.1	18.1		18.1	18.1	18.1
Actuated g/C Ratio	0.69	0.69		0.45	0.44		0.20	0.20		0.20	0.20	0.20
v/c Ratio	0.87	0.63		0.47	0.77		0.20	0.45		0.86	0.08	0.66
Control Delay	41.4	9.7		28.1	22.0		30.7	35.1		70.4	28.5	43.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.4	9.7		28.1	22.0		30.7	35.1		70.4	28.5	43.5
LOS	D	A		C	C		C	D		E	C	D
Approach Delay		15.9			22.3			34.0			54.1	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	141	247		20	197		26	79		94	13	102
Queue Length 95th (ft)	#290	303		m#53	285		59	139		#203	36	176
Internal Link Dist (ft)		1657			842			518			748	
Turn Bay Length (ft)	275			150						150		150
Base Capacity (vph)	455	2431		145	1507		311	408		231	404	343
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.82	0.63		0.46	0.77		0.18	0.40		0.77	0.07	0.59

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 82.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: SR 1655 (Trinity Rd.) & NC 54 (Chapel Hill Rd.)



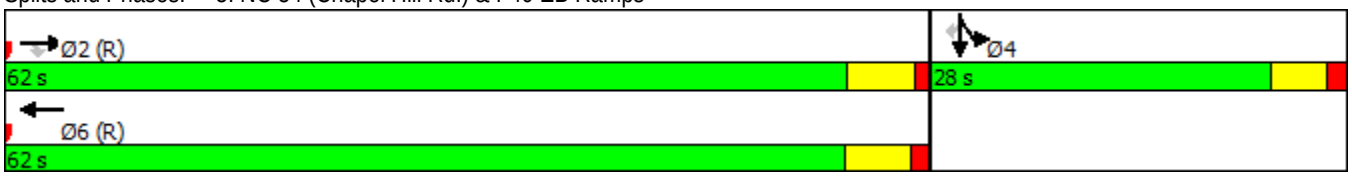
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	933	621	0	933	0	0	0	0	168	0	200
Future Volume (vph)	0	933	621	0	933	0	0	0	0	168	0	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		-1%			0%			0%			3%	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected											0.950	
Satd. Flow (prot)	0	3557	1591	0	3539	0	0	0	0	0	1743	1560
Flt Permitted											0.950	
Satd. Flow (perm)	0	3557	1591	0	3539	0	0	0	0	0	1743	1560
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		510			894			878			344	
Travel Time (s)		7.7			13.5			13.3			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1037	690	0	1037	0	0	0	0	187	0	222
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1037	690	0	1037	0	0	0	0	0	187	222
Turn Type		NA	Perm		NA					Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases			2									4
Detector Phase		2	2		6					4	4	4
Switch Phase												
Minimum Initial (s)		12.0	12.0		12.0					7.0	7.0	7.0
Minimum Split (s)		23.6	23.6		23.8					23.2	23.2	23.2
Total Split (s)		62.0	62.0		62.0					28.0	28.0	28.0
Total Split (%)		68.9%	68.9%		68.9%					31.1%	31.1%	31.1%
Maximum Green (s)		56.4	56.4		56.2					22.8	22.8	22.8
Yellow Time (s)		4.6	4.6		4.5					3.7	3.7	3.7
All-Red Time (s)		1.0	1.0		1.3					1.5	1.5	1.5
Lost Time Adjust (s)		-0.6	-0.6		-0.8						-0.2	-0.2
Total Lost Time (s)		5.0	5.0		5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0					2.0	2.0	2.0
Recall Mode		C-Min	C-Min		C-Min					None	None	None
Act Effct Green (s)		62.9	62.9		62.9						17.1	17.1
Actuated g/C Ratio		0.70	0.70		0.70						0.19	0.19
v/c Ratio		0.42	0.62		0.42						0.56	0.75
Control Delay		3.7	7.2		8.1						38.9	49.4
Queue Delay		0.0	0.0		0.0						0.0	0.0
Total Delay		3.7	7.2		8.1						38.9	49.4
LOS		A	A		A						D	D
Approach Delay		5.1			8.1						44.6	
Approach LOS		A			A						D	
Queue Length 50th (ft)		54	70		160						97	120

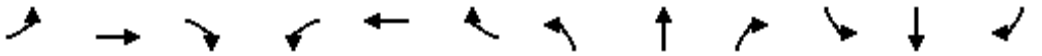
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		71	372		m207						151	184
Internal Link Dist (ft)		430			814			798			264	
Turn Bay Length (ft)												
Base Capacity (vph)		2484	1111		2471						445	398
Starvation Cap Reductn		0	0		0						0	0
Spillback Cap Reductn		0	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.42	0.62		0.42						0.42	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NC 54 (Chapel Hill Rd.) & I-40 EB Ramps



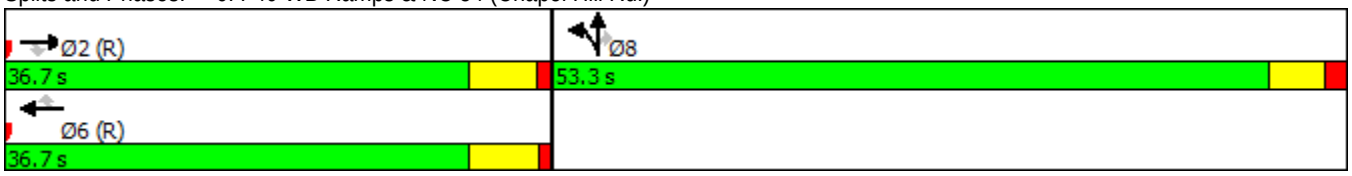


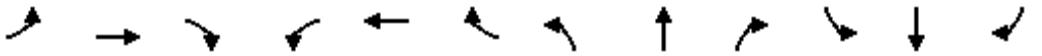
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	776	377	0	416	505	795	5	628	0	0	0
Future Volume (vph)	0	776	377	0	416	505	795	5	628	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	11	11	11	11	11	11
Grade (%)		0%			-1%			3%			0%	
Storage Length (ft)	0		0	0		650	0		0	0		0
Storage Lanes	0		1	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected								0.953				
Satd. Flow (prot)	0	3539	1583	0	3557	1644	0	1690	1508	0	0	0
Flt Permitted								0.953				
Satd. Flow (perm)	0	3539	1583	0	3557	1644	0	1690	1508	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		894			1251			249			432	
Travel Time (s)		13.5			19.0			4.9			8.4	
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
Adj. Flow (vph)	0	862	419	0	462	561	883	6	698	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	862	419	0	462	561	0	889	698	0	0	0
Turn Type		NA	Perm		NA	Perm	Split	NA	Perm			
Protected Phases		2			6		8	8				
Permitted Phases			2			6			8			
Detector Phase		2	2		6	6	8	8	8			
Switch Phase												
Minimum Initial (s)		12.0	12.0		12.0	12.0	7.0	7.0	7.0			
Minimum Split (s)		23.6	23.6		23.6	23.6	23.3	23.3	23.3			
Total Split (s)		36.7	36.7		36.7	36.7	53.3	53.3	53.3			
Total Split (%)		40.8%	40.8%		40.8%	40.8%	59.2%	59.2%	59.2%			
Maximum Green (s)		31.1	31.1		31.1	31.1	48.0	48.0	48.0			
Yellow Time (s)		4.5	4.5		4.6	4.6	3.7	3.7	3.7			
All-Red Time (s)		1.1	1.1		1.0	1.0	1.6	1.6	1.6			
Lost Time Adjust (s)		-0.6	-0.6		-0.6	-0.6		-0.3	-0.3			
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	2.0	2.0			
Recall Mode		C-Min	C-Min		C-Min	C-Min	None	None	None			
Act Effct Green (s)		31.7	31.7		31.7	31.7		48.3	48.3			
Actuated g/C Ratio		0.35	0.35		0.35	0.35		0.54	0.54			
v/c Ratio		0.69	0.75		0.37	0.97		0.98	0.86			
Control Delay		24.3	31.1		22.8	61.0		47.9	31.3			
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0			
Total Delay		24.3	31.1		22.8	61.0		47.9	31.3			
LOS		C	C		C	E		D	C			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.5			43.8			40.6				
Approach LOS		C			D			D				
Queue Length 50th (ft)		142	132		101	309		465	323			
Queue Length 95th (ft)		198	#212		142	#522		#748	#563			
Internal Link Dist (ft)		814			1171			169			352	
Turn Bay Length (ft)						650						
Base Capacity (vph)		1246	557		1252	579		906	809			
Starvation Cap Reductn		0	0		0	0		0	0			
Spillback Cap Reductn		0	0		0	0		0	0			
Storage Cap Reductn		0	0		0	0		0	0			
Reduced v/c Ratio		0.69	0.75		0.37	0.97		0.98	0.86			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 36.8		Intersection LOS: D	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: I-40 WB Ramps & NC 54 (Chapel Hill Rd.)



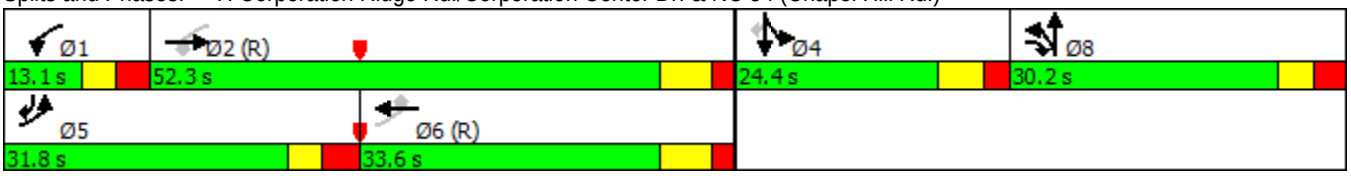


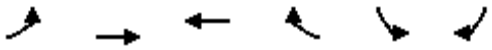
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	815	238	102	514	79	173	52	68	23	27	197
Future Volume (vph)	475	815	238	102	514	79	173	52	68	23	27	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	12	12	12	12	12
Grade (%)		2%			-2%			0%			-4%	
Storage Length (ft)	725		0	275		150	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			100			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.915				0.850
Flt Protected	0.950			0.950			0.950				0.977	
Satd. Flow (prot)	1752	1844	1515	1787	3575	1599	3433	1704	0	0	1856	1615
Flt Permitted	0.294			0.081			0.950				0.977	
Satd. Flow (perm)	542	1844	1515	152	3575	1599	3433	1704	0	0	1856	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1251			731			273			528	
Travel Time (s)		19.0			11.1			6.2			12.0	
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
Adj. Flow (vph)	528	906	264	113	571	88	192	58	76	26	30	219
Shared Lane Traffic (%)												
Lane Group Flow (vph)	528	906	264	113	571	88	192	134	0	0	56	219
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6		8	8		4	4	5
Permitted Phases	6		2	2		6						4
Detector Phase	5	2	8	1	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.4	26.8	30.2	13.1	29.8	29.8	30.2	30.2		24.4	24.4	13.4
Total Split (s)	31.8	52.3	30.2	13.1	33.6	33.6	30.2	30.2		24.4	24.4	31.8
Total Split (%)	26.5%	43.6%	25.2%	10.9%	28.0%	28.0%	25.2%	25.2%		20.3%	20.3%	26.5%
Maximum Green (s)	25.4	45.5	24.0	7.0	26.8	26.8	24.0	24.0		18.0	18.0	25.4
Yellow Time (s)	3.0	4.7	3.2	3.0	4.7	4.7	3.2	3.2		4.1	4.1	3.0
All-Red Time (s)	3.4	2.1	3.0	3.1	2.1	2.1	3.0	3.0		2.3	2.3	3.4
Lost Time Adjust (s)	-1.4	-1.8	-1.3	-1.1	-1.8	-1.8	-1.3	-1.2			-1.4	-1.4
Total Lost Time (s)	5.0	5.0	4.9	5.0	5.0	5.0	4.9	5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	0.0	0.0	30.0	30.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0				
Flash Dont Walk (s)		13.0	17.0		16.0	16.0	17.0	17.0				
Pedestrian Calls (#/hr)		0	0		0	0	0	0				
Act Effct Green (s)	77.6	67.7	84.0	77.6	37.6	37.6	15.3	15.2			10.0	48.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.65	0.56	0.70	0.65	0.31	0.31	0.13	0.13			0.08	0.40
v/c Ratio	0.70	0.87	0.25	0.49	0.51	0.18	0.44	0.62			0.37	0.34
Control Delay	20.6	36.0	4.7	19.9	37.5	34.5	50.7	61.7			58.3	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	20.6	36.0	4.7	19.9	37.5	34.5	50.7	61.7			58.3	15.8
LOS	C	D	A	B	D	C	D	E			E	B
Approach Delay		26.4			34.5			55.2			24.4	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	194	584	30	28	191	50	72	100			42	72
Queue Length 95th (ft)	396	#1062	59	85	275	103	103	157			83	89
Internal Link Dist (ft)		1171			651			193			448	
Turn Bay Length (ft)	725			275		150	100					
Base Capacity (vph)	752	1039	1187	232	1120	501	723	357			300	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.70	0.87	0.22	0.49	0.51	0.18	0.27	0.38			0.19	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 72.8%		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: 7: Corporation Ridge Rd./Corporation Center Dr. & NC 54 (Chapel Hill Rd.)



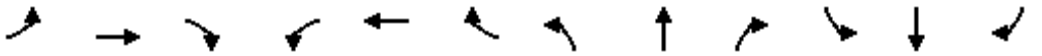


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	254	622	345	79	87	179
Future Volume (vph)	254	622	345	79	87	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	13	11	12
Grade (%)		-1%	-1%		3%	
Storage Length (ft)	100			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1778	1810	1872	1644	1685	1560
Flt Permitted	0.447				0.950	
Satd. Flow (perm)	837	1810	1872	1644	1685	1560
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		2684	1384		944	
Travel Time (s)		40.7	21.0		18.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	282	691	383	88	97	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	691	383	88	97	199
Turn Type	pm+pt	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	5
Switch Phase						
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0	7.0
Minimum Split (s)	13.5	22.5	41.8	22.5	22.5	13.5
Total Split (s)	19.0	67.0	48.0	23.0	23.0	19.0
Total Split (%)	21.1%	74.4%	53.3%	25.6%	25.6%	21.1%
Maximum Green (s)	12.5	60.3	41.2	16.5	16.5	12.5
Yellow Time (s)	3.0	4.5	4.5	3.0	3.0	3.0
All-Red Time (s)	3.5	2.2	2.3	3.5	3.5	3.5
Lost Time Adjust (s)	-1.5	-1.7	-1.8	-1.8	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	4.7	5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	None
Walk Time (s)			4.0			
Flash Dont Walk (s)			31.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)	71.3	72.3	55.4	72.1	11.4	24.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Actuated g/C Ratio	0.79	0.80	0.62	0.80	0.13	0.27
v/c Ratio	0.36	0.48	0.33	0.07	0.46	0.47
Control Delay	4.5	5.4	12.7	4.0	42.8	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	5.4	12.7	4.0	42.8	29.2
LOS	A	A	B	A	D	C
Approach Delay		5.2	11.1		33.6	
Approach LOS		A	B		C	
Queue Length 50th (ft)	35	117	120	15	52	92
Queue Length 95th (ft)	71	223	215	27	96	135
Internal Link Dist (ft)		2604	1304		864	
Turn Bay Length (ft)	100			175		
Base Capacity (vph)	809	1454	1152	1429	337	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.48	0.33	0.06	0.29	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: NC 54 (Chapel Hill Rd.) & Edwards Mill Rd.

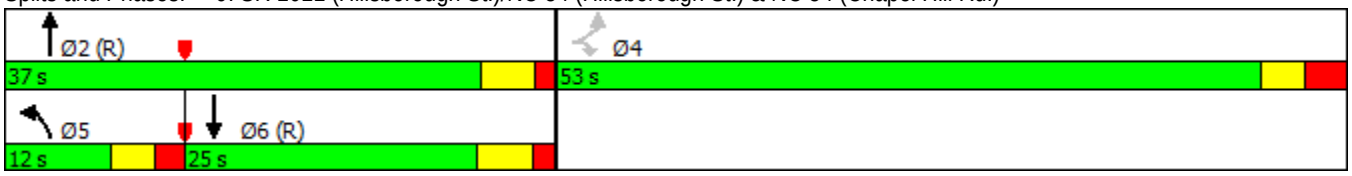


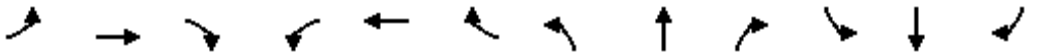
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	639	0	41	0	0	0	53	299	0	0	197	403
Future Volume (vph)	639	0	41	0	0	0	53	299	0	0	197	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	11	11	11
Grade (%)		-2%			0%			5%			0%	
Storage Length (ft)	0		0	0		0	100		0	0		125
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	0	1599	0	1801	0	1725	1816	0	0	1801	1531
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1787	0	1599	0	1801	0	1725	1816	0	0	1801	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		2351			86			964			418	
Travel Time (s)		45.8			2.0			18.8			8.1	
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
Adj. Flow (vph)	710	0	46	0	0	0	59	332	0	0	219	448
Shared Lane Traffic (%)												
Lane Group Flow (vph)	710	0	46	0	0	0	59	332	0	0	219	448
Turn Type	Perm		Perm				Prot	NA			NA	Free
Protected Phases							5	2			6	
Permitted Phases	4		4									Free
Detector Phase	4		4				5	2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0				7.0	10.0			10.0	
Minimum Split (s)	23.9		23.9				11.9	23.1			23.4	
Total Split (s)	53.0		53.0				12.0	37.0			25.0	
Total Split (%)	58.9%		58.9%				13.3%	41.1%			27.8%	
Maximum Green (s)	47.1		47.1				7.1	31.9			19.6	
Yellow Time (s)	3.0		3.0				3.0	3.6			3.8	
All-Red Time (s)	2.9		2.9				1.9	1.5			1.6	
Lost Time Adjust (s)	-0.9		-0.9				0.1	-0.1			-0.4	
Total Lost Time (s)	5.0		5.0				5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0		2.0				2.0	3.0			3.0	
Recall Mode	None		None				None	C-Min			C-Min	
Act Effct Green (s)	42.1		42.1				7.4	37.9			27.8	90.0
Actuated g/C Ratio	0.47		0.47				0.08	0.42			0.31	1.00
v/c Ratio	0.85		0.06				0.42	0.43			0.39	0.29
Control Delay	27.6		9.5				48.5	22.4			30.5	0.5
Queue Delay	0.0		0.0				0.0	0.0			0.0	0.0
Total Delay	27.6		9.5				48.5	22.4			30.5	0.5
LOS	C		A				D	C			C	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.5						26.3			10.4	
Approach LOS		C						C			B	
Queue Length 50th (ft)	352		11				32	135			104	0
Queue Length 95th (ft)	319		m21				72	229			184	0
Internal Link Dist (ft)		2271			6			884			338	
Turn Bay Length (ft)							100					125
Base Capacity (vph)	953		852				143	764			560	1531
Starvation Cap Reductn	0		0				0	0			0	0
Spillback Cap Reductn	0		0				0	0			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.75		0.05				0.41	0.43			0.39	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: SR 1011 (Hillsborough St.)/NC 54 (Hillsborough St.) & NC 54 (Chapel Hill Rd.)



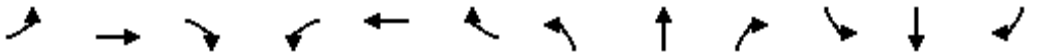


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	506	33	248	583	105	111	344	110	138	610	30
Future Volume (vph)	6	506	33	248	583	105	111	344	110	138	610	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	12	12	10	10	10	10	10	10
Grade (%)		-1%			0%			1%			1%	
Storage Length (ft)	100		100	150		0	100		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			100			150			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.977			0.964			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1810	1803	1770	1820	0	1643	3168	0	1643	3264	0
Flt Permitted	0.167			0.184			0.144			0.274		
Satd. Flow (perm)	302	1810	1803	343	1820	0	249	3168	0	474	3264	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		286			624			775			324	
Travel Time (s)		5.6			12.2			15.1			6.3	
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
Adj. Flow (vph)	7	562	37	276	648	117	123	382	122	153	678	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	562	37	276	765	0	123	504	0	153	711	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.3	23.3	12.6	12.4	23.4		12.6	23.6		12.3	23.3	
Total Split (s)	12.3	53.8	13.0	19.2	60.7		13.0	33.0		14.0	34.0	
Total Split (%)	10.3%	44.8%	10.8%	16.0%	50.6%		10.8%	27.5%		11.7%	28.3%	
Maximum Green (s)	7.0	48.5	7.4	13.8	55.3		7.4	27.4		8.7	28.7	
Yellow Time (s)	3.0	3.9	3.0	3.0	3.8		3.0	4.1		3.0	3.8	
All-Red Time (s)	2.3	1.4	2.6	2.4	1.6		2.6	1.5		2.3	1.5	
Lost Time Adjust (s)	-0.3	-0.3	-0.6	-0.4	-0.4		-0.6	-0.6		-0.3	-0.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)											4.0	
Flash Dont Walk (s)											12.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)	56.5	49.2	63.3	67.5	65.0		36.8	27.7		38.3	28.4	
Actuated g/C Ratio	0.47	0.41	0.53	0.56	0.54		0.31	0.23		0.32	0.24	
v/c Ratio	0.03	0.76	0.04	0.79	0.78		0.68	0.69		0.62	0.92	
Control Delay	12.7	38.8	14.7	32.3	27.7		48.0	47.8		40.5	62.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	1.0		0.0	0.0		0.0	0.0	
Total Delay	12.7	38.8	14.7	32.3	28.8		48.0	47.8		40.5	62.8	
LOS	B	D	B	C	C		D	D		D	E	
Approach Delay		37.0			29.7			47.8			58.9	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	2	394	14	135	505		62	185		79	280	
Queue Length 95th (ft)	9	514	32	#210	#794		#140	249		#139	#391	
Internal Link Dist (ft)		206			544			695			244	
Turn Bay Length (ft)	100		100	150			100			125		
Base Capacity (vph)	228	759	951	361	985		182	746		249	792	
Starvation Cap Reductn	0	0	0	0	71		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.74	0.04	0.76	0.84		0.68	0.68		0.61	0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 42.8		Intersection LOS: D	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: N. Harrison Ave. & NC 54 (Chapel Hill Rd.)

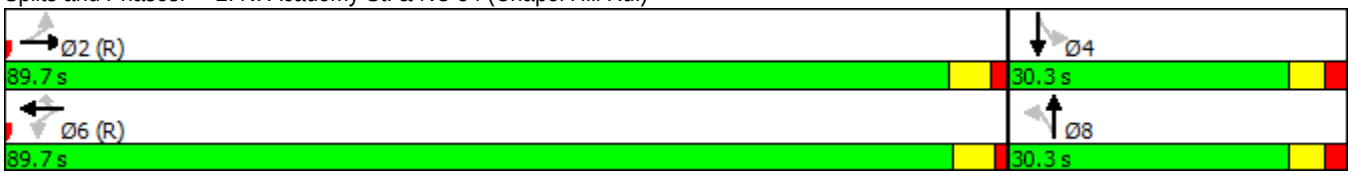


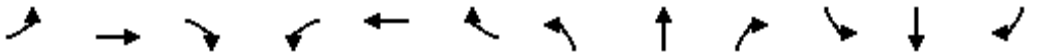
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	645	153	125	787	18	144	39	82	23	28	9
Future Volume (vph)	2	645	153	125	787	18	144	39	82	23	28	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			-1%			-1%	
Storage Length (ft)	0		0	200		100	250		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			125			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974				0.850		0.898			0.980	
Flt Protected				0.950			0.950				0.981	
Satd. Flow (prot)	0	1754	0	1770	1863	1583	1778	1681	0	0	1800	0
Flt Permitted		0.999		0.324			0.727				0.832	
Satd. Flow (perm)	0	1752	0	604	1863	1583	1361	1681	0	0	1526	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		624			414			502			455	
Travel Time (s)		12.2			8.1			13.7			12.4	
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
Adj. Flow (vph)	2	717	170	139	874	20	160	43	91	26	31	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	889	0	139	874	20	160	134	0	0	67	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	2	2		6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	27.4	27.4		15.1	15.1	15.1	30.3	30.3		24.3	24.3	
Total Split (s)	89.7	89.7		89.7	89.7	89.7	30.3	30.3		30.3	30.3	
Total Split (%)	74.8%	74.8%		74.8%	74.8%	74.8%	25.3%	25.3%		25.3%	25.3%	
Maximum Green (s)	84.3	84.3		84.6	84.6	84.6	25.0	25.0		25.0	25.0	
Yellow Time (s)	3.8	3.8		3.8	3.8	3.8	3.2	3.2		3.2	3.2	
All-Red Time (s)	1.6	1.6		1.3	1.3	1.3	2.1	2.1		2.1	2.1	
Lost Time Adjust (s)		-0.4		-0.1	-0.1	-0.1	-0.3	-0.3			-0.3	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	1.0	1.0		1.0	1.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Walk Time (s)	7.0	7.0					7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0					18.0	18.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0					0	0		0	0	
Act Effct Green (s)		92.3		92.3	92.3	92.3	17.7	17.7			17.7	
Actuated g/C Ratio		0.77		0.77	0.77	0.77	0.15	0.15			0.15	
v/c Ratio		0.66		0.30	0.61	0.02	0.80	0.54			0.30	
Control Delay		9.9		7.1	9.2	4.4	76.0	54.4			47.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		1.4		0.0	0.2	0.0	0.0	0.0			0.0	
Total Delay		11.2		7.1	9.4	4.4	76.0	54.4			47.0	
LOS		B		A	A	A	E	D			D	
Approach Delay		11.2			9.0			66.1			47.0	
Approach LOS		B			A			E			D	
Queue Length 50th (ft)		354		27	248	3	121	97			47	
Queue Length 95th (ft)		260		71	466	11	186	151			85	
Internal Link Dist (ft)		544			334			422			375	
Turn Bay Length (ft)				200		100	250					
Base Capacity (vph)		1347		464	1433	1217	286	354			321	
Starvation Cap Reductn		258		0	0	0	0	0			0	
Spillback Cap Reductn		0		0	111	0	0	0			0	
Storage Cap Reductn		0		0	0	0	0	0			0	
Reduced v/c Ratio		0.82		0.30	0.66	0.02	0.56	0.38			0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 115.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 2: N. Academy St. & NC 54 (Chapel Hill Rd.)



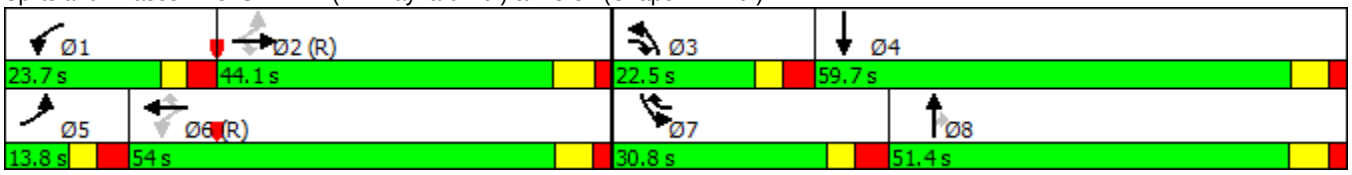


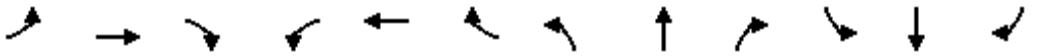
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	639	82	293	773	632	101	573	204	560	733	15
Future Volume (vph)	13	639	82	293	773	632	101	573	204	560	733	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			2%			-1%			2%	
Storage Length (ft)	300		200	450		575	350		0	275		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	225			150			25			225		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3575	1599	1752	3504	1567	1778	1872	1591	3399	3493	0
Flt Permitted	0.195			0.099			0.950			0.950		
Satd. Flow (perm)	367	3575	1599	183	3504	1567	1778	1872	1591	3399	3493	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		919			2140			1007			884	
Travel Time (s)		13.9			32.4			15.3			13.4	
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
Adj. Flow (vph)	14	710	91	326	859	702	112	637	227	622	814	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	710	91	326	859	702	112	637	227	622	831	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6			8			
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.8	42.9	13.6	13.5	42.8	13.8	13.6	42.8	42.8	13.8	42.5	
Total Split (s)	13.8	44.1	22.5	23.7	54.0	30.8	22.5	51.4	51.4	30.8	59.7	
Total Split (%)	9.2%	29.4%	15.0%	15.8%	36.0%	20.5%	15.0%	34.3%	34.3%	20.5%	39.8%	
Maximum Green (s)	7.2	37.4	16.0	17.3	47.6	24.0	16.0	44.6	44.6	24.0	53.2	
Yellow Time (s)	3.0	4.7	3.0	3.0	4.3	3.0	3.0	4.6	4.6	3.0	4.3	
All-Red Time (s)	3.6	2.0	3.5	3.4	2.1	3.8	3.5	2.2	2.2	3.8	2.2	
Lost Time Adjust (s)	-1.6	-1.7	-1.5	-1.4	-1.4	-1.8	-1.5	-1.8	-1.8	-1.8	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		22.0			24.0			29.0	29.0		29.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	43.9	35.3	55.0	59.0	53.6	88.2	14.6	46.4	46.4	29.6	61.3	
Actuated g/C Ratio	0.29	0.24	0.37	0.39	0.36	0.59	0.10	0.31	0.31	0.20	0.41	
v/c Ratio	0.07	0.84	0.16	1.22	0.69	0.76	0.65	1.10	0.46	0.93	0.58	
Control Delay	27.8	64.5	31.0	165.7	44.9	31.4	82.0	115.2	45.5	79.8	37.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.8	64.5	31.0	165.7	44.9	31.4	82.0	115.2	45.5	79.8	37.6	
LOS	C	E	C	F	D	C	F	F	D	E	D	
Approach Delay		60.1			60.7			95.2			55.6	
Approach LOS		E			E			F			E	
Queue Length 50th (ft)	8	348	59	~338	349	445	107	~705	180	314	336	
Queue Length 95th (ft)	23	416	96	#534	475	773	173	#946	264	#469	430	
Internal Link Dist (ft)		839			2060			927			804	
Turn Bay Length (ft)	300		200	450		575	350			275		
Base Capacity (vph)	191	931	616	267	1252	920	207	579	492	669	1428	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.76	0.15	1.22	0.69	0.76	0.54	1.10	0.46	0.93	0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 65.8		Intersection LOS: E	
Intersection Capacity Utilization 96.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: SR 1747 (NE Maynard Rd.) & NC 54 (Chapel Hill Rd.)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	1188	22	59	1180	108	78	44	99	346	67	423
Future Volume (vph)	220	1188	22	59	1180	108	78	44	99	346	67	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	12	12	13	11	11	11	11
Grade (%)		0%			1%			-2%			0%	
Storage Length (ft)	275		0	150		0	0		0	150		150
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	125			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.987			0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1819	3476	0	1787	1742	0	1711	1801	1531
Flt Permitted	0.095			0.165			0.709			0.636		
Satd. Flow (perm)	177	3529	0	316	3476	0	1334	1742	0	1145	1801	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1737			922			598			828	
Travel Time (s)		26.3			14.0			11.6			16.1	
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
Adj. Flow (vph)	244	1320	24	66	1311	120	87	49	110	384	74	470
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1344	0	66	1431	0	87	159	0	384	74	470
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		6	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	12.3	23.8		23.4	23.4		24.1	24.1		23.9	23.9	23.9
Total Split (s)	13.2	56.0		42.8	42.8		34.0	34.0		34.0	34.0	34.0
Total Split (%)	14.7%	62.2%		47.6%	47.6%		37.8%	37.8%		37.8%	37.8%	37.8%
Maximum Green (s)	7.9	50.2		37.4	37.4		27.9	27.9		28.1	28.1	28.1
Yellow Time (s)	3.0	4.5		4.4	4.4		4.0	4.0		3.8	3.8	3.8
All-Red Time (s)	2.3	1.3		1.0	1.0		2.1	2.1		2.1	2.1	2.1
Lost Time Adjust (s)	-0.3	-0.8		-0.4	0.4		-1.1	-1.1		-0.9	-0.9	-0.9
Total Lost Time (s)	5.0	5.0		5.0	5.8		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		3.0	3.0		1.0	1.0		1.5	1.5	1.5
Minimum Gap (s)	2.0	3.0		3.0	3.0		1.0	1.0		1.5	1.5	1.5
Time Before Reduce (s)	0.0	15.0		15.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	50.0		50.0	50.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	None
Act Effct Green (s)	51.0	51.0		37.8	37.0		29.0	29.0		29.0	29.0	29.0
Actuated g/C Ratio	0.57	0.57		0.42	0.41		0.32	0.32		0.32	0.32	0.32
v/c Ratio	1.00	0.67		0.50	1.00		0.20	0.28		1.04	0.13	0.95
Control Delay	79.2	15.8		32.8	46.1		23.7	24.5		91.1	22.4	62.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	79.2	15.8		32.8	46.1		23.7	24.5		91.1	22.4	62.3
LOS	E	B		C	D		C	C		F	C	E
Approach Delay		25.5			45.5			24.2			71.0	
Approach LOS		C			D			C			E	
Queue Length 50th (ft)	88	262		21	~317		36	67		~239	29	259
Queue Length 95th (ft)	#241	335		m53	m#567		72	117		#412	61	#453
Internal Link Dist (ft)		1657			842			518			748	
Turn Bay Length (ft)	275			150						150		150
Base Capacity (vph)	245	1999		132	1429		429	561		368	580	493
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	1.00	0.67		0.50	1.00		0.20	0.28		1.04	0.13	0.95

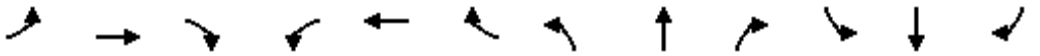
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: SR 1655 (Trinity Rd.) & NC 54 (Chapel Hill Rd.)



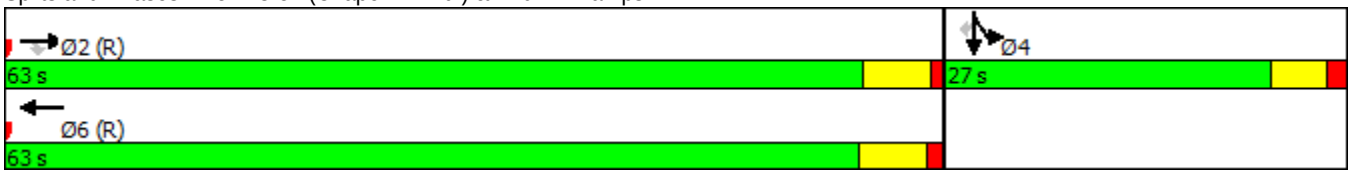
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	719	903	0	1064	0	0	0	0	316	26	339
Future Volume (vph)	0	719	903	0	1064	0	0	0	0	316	26	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		-1%			0%			0%			3%	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected											0.956	
Satd. Flow (prot)	0	3557	1591	0	3539	0	0	0	0	0	1754	1560
Flt Permitted											0.956	
Satd. Flow (perm)	0	3557	1591	0	3539	0	0	0	0	0	1754	1560
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		510			894			878			344	
Travel Time (s)		7.7			13.5			13.3			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	799	1003	0	1182	0	0	0	0	351	29	377
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	799	1003	0	1182	0	0	0	0	0	380	377
Turn Type		NA	Perm		NA					Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases			2									4
Detector Phase		2	2		6					4	4	4
Switch Phase												
Minimum Initial (s)		12.0	12.0		12.0					7.0	7.0	7.0
Minimum Split (s)		23.6	23.6		23.8					23.2	23.2	23.2
Total Split (s)		63.0	63.0		63.0					27.0	27.0	27.0
Total Split (%)		70.0%	70.0%		70.0%					30.0%	30.0%	30.0%
Maximum Green (s)		57.4	57.4		57.2					21.8	21.8	21.8
Yellow Time (s)		4.6	4.6		4.5					3.7	3.7	3.7
All-Red Time (s)		1.0	1.0		1.3					1.5	1.5	1.5
Lost Time Adjust (s)		-0.6	-0.6		-0.8						-0.2	-0.2
Total Lost Time (s)		5.0	5.0		5.0						5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0					2.0	2.0	2.0
Recall Mode		C-Min	C-Min		C-Min					None	None	None
Act Effct Green (s)		58.0	58.0		58.0						22.0	22.0
Actuated g/C Ratio		0.64	0.64		0.64						0.24	0.24
v/c Ratio		0.35	0.98		0.52						0.89	0.99
Control Delay		5.2	32.9		6.8						57.4	79.7
Queue Delay		0.0	0.0		0.0						0.0	0.0
Total Delay		5.2	32.9		6.8						57.4	79.7
LOS		A	C		A						E	E
Approach Delay		20.6			6.8						68.5	
Approach LOS		C			A						E	
Queue Length 50th (ft)		65	560		108						209	214

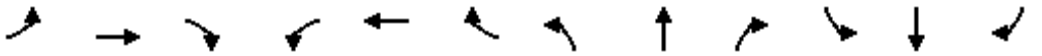
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		m80	m#775		110						#371	#395
Internal Link Dist (ft)		430			814			798			264	
Turn Bay Length (ft)												
Base Capacity (vph)		2292	1025		2280						428	381
Starvation Cap Reductn		0	0		0						0	0
Spillback Cap Reductn		0	0		0						0	0
Storage Cap Reductn		0	0		0						0	0
Reduced v/c Ratio		0.35	0.98		0.52						0.89	0.99

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: NC 54 (Chapel Hill Rd.) & I-40 EB Ramps



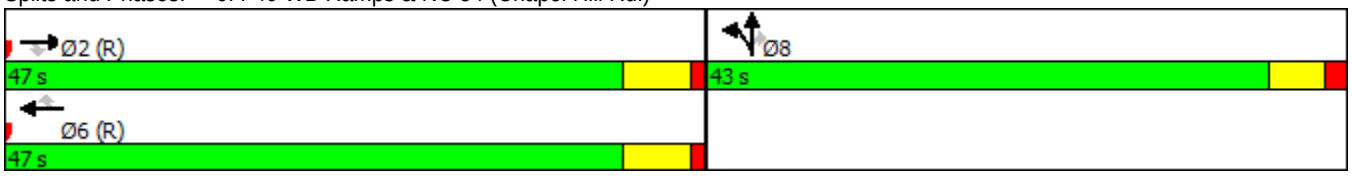


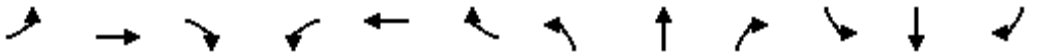
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	680	279	0	1180	257	463	0	305	0	0	0
Future Volume (vph)	0	680	279	0	1180	257	463	0	305	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	11	11	11	11	11	11
Grade (%)		0%			-1%			3%			0%	
Storage Length (ft)	0		0	0		650	0		0	0		0
Storage Lanes	0		1	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected								0.950				
Satd. Flow (prot)	0	3539	1583	0	3557	1644	0	1685	1508	0	0	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	3539	1583	0	3557	1644	0	1685	1508	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		894			1251			249			432	
Travel Time (s)		13.5			19.0			4.9			8.4	
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
Adj. Flow (vph)	0	756	310	0	1311	286	514	0	339	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	310	0	1311	286	0	514	339	0	0	0
Turn Type		NA	Perm		NA	Perm	Split	NA	Perm			
Protected Phases		2			6		8	8				
Permitted Phases			2			6			8			
Detector Phase		2	2		6	6	8	8	8			
Switch Phase												
Minimum Initial (s)		12.0	12.0		12.0	12.0	7.0	7.0	7.0			
Minimum Split (s)		23.6	23.6		23.6	23.6	23.3	23.3	23.3			
Total Split (s)		47.0	47.0		47.0	47.0	43.0	43.0	43.0			
Total Split (%)		52.2%	52.2%		52.2%	52.2%	47.8%	47.8%	47.8%			
Maximum Green (s)		41.4	41.4		41.4	41.4	37.7	37.7	37.7			
Yellow Time (s)		4.5	4.5		4.6	4.6	3.7	3.7	3.7			
All-Red Time (s)		1.1	1.1		1.0	1.0	1.6	1.6	1.6			
Lost Time Adjust (s)		-0.6	-0.6		-0.6	-0.6		-0.3	-0.3			
Total Lost Time (s)		5.0	5.0		5.0	5.0		5.0	5.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	2.0	2.0			
Recall Mode		C-Min	C-Min		C-Min	C-Min	None	None	None			
Act Effct Green (s)		48.1	48.1		48.1	48.1		31.9	31.9			
Actuated g/C Ratio		0.53	0.53		0.53	0.53		0.35	0.35			
v/c Ratio		0.40	0.37		0.69	0.33		0.86	0.63			
Control Delay		11.0	11.6		19.1	14.5		41.5	29.1			
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0			
Total Delay		11.0	11.6		19.1	14.5		41.5	29.1			
LOS		B	B		B	B		D	C			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		11.2			18.3			36.6				
Approach LOS		B			B			D				
Queue Length 50th (ft)		85	64		280	89		263	155			
Queue Length 95th (ft)		m159	m139		407	163		360	224			
Internal Link Dist (ft)		814			1171			169			352	
Turn Bay Length (ft)						650						
Base Capacity (vph)		1889	845		1899	878		711	636			
Starvation Cap Reductn		0	0		0	0		0	0			
Spillback Cap Reductn		0	0		0	0		0	0			
Storage Cap Reductn		0	0		0	0		0	0			
Reduced v/c Ratio		0.40	0.37		0.69	0.33		0.72	0.53			

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: I-40 WB Ramps & NC 54 (Chapel Hill Rd.)



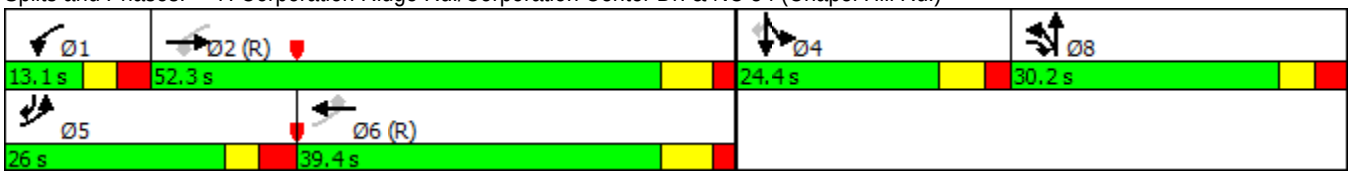


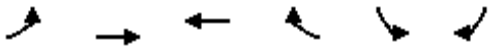
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	592	174	98	887	32	160	29	52	69	41	474
Future Volume (vph)	159	592	174	98	887	32	160	29	52	69	41	474
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	12	12	12	12	12	12	12
Grade (%)		2%			-2%			0%			-4%	
Storage Length (ft)	725		0	275		150	100		0	0		0
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	100			100			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.903				0.850
Flt Protected	0.950			0.950			0.950				0.970	
Satd. Flow (prot)	1752	1844	1515	1787	3575	1599	3433	1682	0	0	1843	1615
Flt Permitted	0.102			0.238			0.950				0.970	
Satd. Flow (perm)	188	1844	1515	448	3575	1599	3433	1682	0	0	1843	1615
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1251			731			273			528	
Travel Time (s)		19.0			11.1			6.2			12.0	
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
Adj. Flow (vph)	177	658	193	109	986	36	178	32	58	77	46	527
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	658	193	109	986	36	178	90	0	0	123	527
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Split	NA		Split	NA	pm+ov
Protected Phases	5	2	8	1	6		8	8		4	4	5
Permitted Phases	6		2	2		6						4
Detector Phase	5	2	8	1	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	13.4	26.8	30.2	13.1	29.8	29.8	30.2	30.2		24.4	24.4	13.4
Total Split (s)	26.0	52.3	30.2	13.1	39.4	39.4	30.2	30.2		24.4	24.4	26.0
Total Split (%)	21.7%	43.6%	25.2%	10.9%	32.8%	32.8%	25.2%	25.2%		20.3%	20.3%	21.7%
Maximum Green (s)	19.6	45.5	24.0	7.0	32.6	32.6	24.0	24.0		18.0	18.0	19.6
Yellow Time (s)	3.0	4.7	3.2	3.0	4.7	4.7	3.2	3.2		4.1	4.1	3.0
All-Red Time (s)	3.4	2.1	3.0	3.1	2.1	2.1	3.0	3.0		2.3	2.3	3.4
Lost Time Adjust (s)	-1.4	-1.8	-1.3	-1.1	-1.8	-1.8	-1.3	-1.2			-1.4	-1.4
Total Lost Time (s)	5.0	5.0	4.9	5.0	5.0	5.0	4.9	5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	0.0	0.0	30.0	30.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0				
Flash Dont Walk (s)		13.0	17.0		16.0	16.0	17.0	17.0				
Pedestrian Calls (#/hr)		0	0		0	0	0	0				
Act Effct Green (s)	73.9	64.3	76.8	73.9	39.4	39.4	12.4	12.3			13.7	48.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.62	0.54	0.64	0.62	0.33	0.33	0.10	0.10			0.11	0.40
v/c Ratio	0.31	0.67	0.20	0.28	0.84	0.07	0.50	0.52			0.59	0.81
Control Delay	15.9	26.5	5.6	10.9	46.0	30.8	55.2	61.2			61.0	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	15.9	26.5	5.6	10.9	46.0	30.8	55.2	61.2			61.0	34.9
LOS	B	C	A	B	D	C	E	E			E	C
Approach Delay		20.7			42.1			57.2			39.9	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)	51	343	27	28	377	19	68	67			92	229
Queue Length 95th (ft)	131	#632	55	63	#534	47	101	118			149	#304
Internal Link Dist (ft)		1171			651			193			448	
Turn Bay Length (ft)	725			275		150	100					
Base Capacity (vph)	565	987	1131	383	1174	525	723	353			297	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	0
Reduced v/c Ratio	0.31	0.67	0.17	0.28	0.84	0.07	0.25	0.25			0.41	0.81

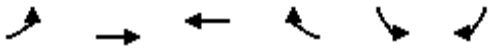
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 35.8		Intersection LOS: D	
Intersection Capacity Utilization 72.2%		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: 7: Corporation Ridge Rd./Corporation Center Dr. & NC 54 (Chapel Hill Rd.)





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	567	414	33	90	230
Future Volume (vph)	119	567	414	33	90	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	13	11	12
Grade (%)		-1%	-1%		3%	
Storage Length (ft)	100			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1778	1810	1872	1644	1685	1560
Flt Permitted	0.399				0.950	
Satd. Flow (perm)	747	1810	1872	1644	1685	1560
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		2684	1384		944	
Travel Time (s)		40.7	21.0		18.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	132	630	460	37	100	256
Shared Lane Traffic (%)						
Lane Group Flow (vph)	132	630	460	37	100	256
Turn Type	pm+pt	NA	NA	pm+ov	Prot	pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	5
Switch Phase						
Minimum Initial (s)	7.0	12.0	12.0	7.0	7.0	7.0
Minimum Split (s)	13.5	22.5	41.8	22.5	22.5	13.5
Total Split (s)	18.0	67.0	49.0	23.0	23.0	18.0
Total Split (%)	20.0%	74.4%	54.4%	25.6%	25.6%	20.0%
Maximum Green (s)	11.5	60.3	42.2	16.5	16.5	11.5
Yellow Time (s)	3.0	4.5	4.5	3.0	3.0	3.0
All-Red Time (s)	3.5	2.2	2.3	3.5	3.5	3.5
Lost Time Adjust (s)	-1.5	-1.7	-1.8	-1.8	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	4.7	5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	3.0	3.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	3.0	3.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	None	None
Walk Time (s)			4.0			
Flash Dont Walk (s)			31.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)	71.2	72.2	56.5	73.3	11.5	23.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Actuated g/C Ratio	0.79	0.80	0.63	0.81	0.13	0.26
v/c Ratio	0.19	0.43	0.39	0.03	0.47	0.63
Control Delay	3.7	5.1	10.6	2.1	42.9	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	5.1	10.6	2.1	42.9	35.7
LOS	A	A	B	A	D	D
Approach Delay		4.8	9.9		37.7	
Approach LOS		A	A		D	
Queue Length 50th (ft)	15	102	122	3	54	126
Queue Length 95th (ft)	35	194	216	9	98	189
Internal Link Dist (ft)		2604	1304		864	
Turn Bay Length (ft)	100			175		
Base Capacity (vph)	740	1452	1175	1457	337	465
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.43	0.39	0.03	0.30	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

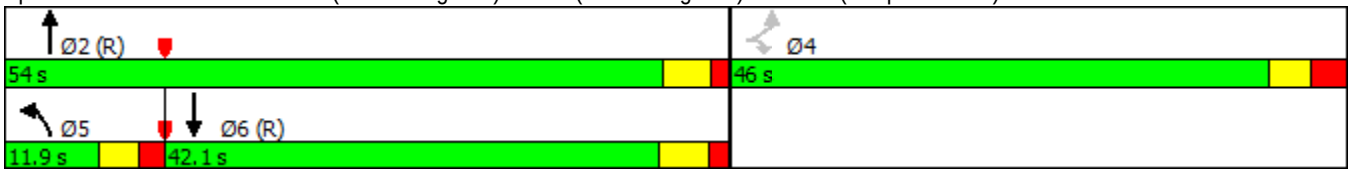
Splits and Phases: 8: NC 54 (Chapel Hill Rd.) & Edwards Mill Rd.

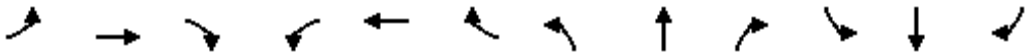
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	0	153	0	0	0	38	270	0	0	579	364
Future Volume (vph)	660	0	153	0	0	0	38	270	0	0	579	364
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	11	11	11
Grade (%)		-2%			0%			5%			0%	
Storage Length (ft)	0		0	0		0	100		0	0		125
Storage Lanes	1		1	0		0	1		0	0		1
Taper Length (ft)	25			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1787	0	1599	0	1801	0	1725	1816	0	0	1801	1531
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1787	0	1599	0	1801	0	1725	1816	0	0	1801	1531
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		2351			86			964			418	
Travel Time (s)		45.8			2.0			18.8			8.1	
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
Adj. Flow (vph)	733	0	170	0	0	0	42	300	0	0	643	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	733	0	170	0	0	0	42	300	0	0	643	404
Turn Type	Perm		Perm				Prot	NA			NA	Free
Protected Phases							5	2			6	
Permitted Phases	4		4									Free
Detector Phase	4		4				5	2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0				7.0	10.0			10.0	
Minimum Split (s)	23.9		23.9				11.9	23.1			23.4	
Total Split (s)	46.0		46.0				11.9	54.0			42.1	
Total Split (%)	46.0%		46.0%				11.9%	54.0%			42.1%	
Maximum Green (s)	40.1		40.1				7.0	48.9			36.7	
Yellow Time (s)	3.0		3.0				3.0	3.6			3.8	
All-Red Time (s)	2.9		2.9				1.9	1.5			1.6	
Lost Time Adjust (s)	-0.9		-0.9				0.1	-0.1			-0.4	
Total Lost Time (s)	5.0		5.0				5.0	5.0			5.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0		2.0				2.0	3.0			3.0	
Recall Mode	None		None				None	C-Min			C-Min	
Act Effct Green (s)	42.2		42.2				6.9	47.8			40.7	100.0
Actuated g/C Ratio	0.42		0.42				0.07	0.48			0.41	1.00
v/c Ratio	0.97		0.25				0.35	0.35			0.88	0.26
Control Delay	57.1		20.5				53.1	17.4			43.8	0.4
Queue Delay	0.0		0.0				0.0	0.0			0.0	0.0
Total Delay	57.1		20.5				53.1	17.4			43.8	0.4
LOS	E		C				D	B			D	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		50.2						21.8			27.1	
Approach LOS		D						C			C	
Queue Length 50th (ft)	~459		70				26	112			395	0
Queue Length 95th (ft)	#712		119				61	173			#627	0
Internal Link Dist (ft)		2271			6			884			338	
Turn Bay Length (ft)							100					125
Base Capacity (vph)	753		674				119	889			732	1531
Starvation Cap Reductn	0		0				0	0			0	0
Spillback Cap Reductn	0		0				0	0			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.97		0.25				0.35	0.34			0.88	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 35.4		Intersection LOS: D	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: SR 1011 (Hillsborough St.)/NC 54 (Hillsborough St.) & NC 54 (Chapel Hill Rd.)



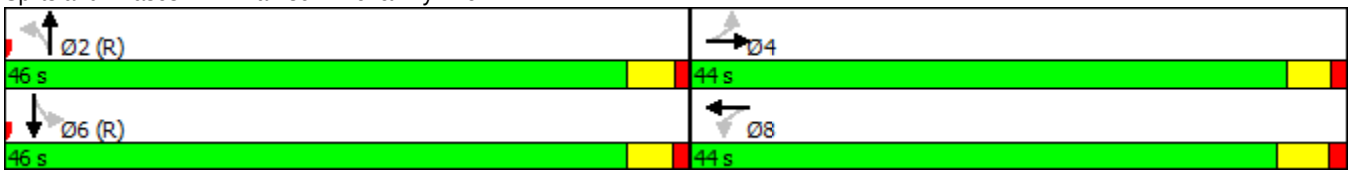


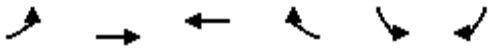
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	56	7	5	43	328	0	79	10	248	49	1
Future Volume (vph)	4	56	7	5	43	328	0	79	10	248	49	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	13	13	13
Grade (%)		6%			-6%			-2%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.882			0.985				
Flt Protected		0.997			0.999						0.960	
Satd. Flow (prot)	0	1774	0	0	1634	0	0	1853	0	0	1829	0
Flt Permitted		0.981			0.997						0.694	
Satd. Flow (perm)	0	1746	0	0	1631	0	0	1853	0	0	1322	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		499			409			508			737	
Travel Time (s)		13.6			11.2			13.9			20.1	
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
Adj. Flow (vph)	4	62	8	6	48	364	0	88	11	276	54	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	418	0	0	99	0	0	331	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.8	22.8		22.5	22.5		22.5	22.5	
Total Split (s)	44.0	44.0		44.0	44.0		46.0	46.0		46.0	46.0	
Total Split (%)	48.9%	48.9%		48.9%	48.9%		51.1%	51.1%		51.1%	51.1%	
Maximum Green (s)	39.8	39.8		39.2	39.2		41.6	41.6		41.6	41.6	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.3	3.3		3.1	3.1	
All-Red Time (s)	1.2	1.2		1.3	1.3		1.1	1.1		1.3	1.3	
Lost Time Adjust (s)		0.8			0.2			0.6			0.6	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)				7.0	7.0		7.0	7.0				
Flash Dont Walk (s)				7.0	7.0		6.0	6.0				
Pedestrian Calls (#/hr)				0	0		0	0				
Act Effct Green (s)		28.7			28.7			51.3			51.3	
Actuated g/C Ratio		0.32			0.32			0.57			0.57	
v/c Ratio		0.13			0.80			0.09			0.44	
Control Delay		19.9			42.3			11.0			15.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.9			42.3			11.0			15.2	
LOS		B			D			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.9			42.3			11.0			15.2	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		30			260			24			101	
Queue Length 95th (ft)		52			238			59			209	
Internal Link Dist (ft)		419			329			428			657	
Turn Bay Length (ft)												
Base Capacity (vph)		756			706			1056			753	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.59			0.09			0.44	

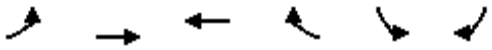
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 27.4		Intersection LOS: C	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Harrison Ave. & Dry Ave.





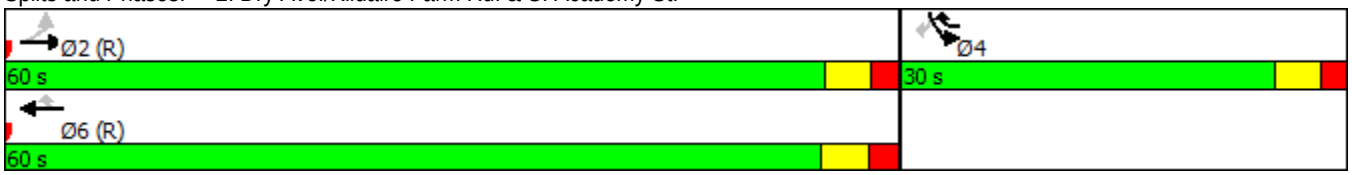
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	342	388	292	94	27
Future Volume (vph)	42	342	388	292	94	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Grade (%)		3%	3%		1%	
Storage Length (ft)	0			150	0	175
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1743	1835	1774	1508	1761	1575
Flt Permitted	0.500				0.950	
Satd. Flow (perm)	917	1835	1774	1508	1761	1575
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		213	429		300	
Travel Time (s)		5.8	11.7		8.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	47	380	431	324	104	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	380	431	324	104	30
Turn Type	Perm	NA	NA	pm+ov	Prot	Perm
Protected Phases		2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	4	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	24.3	22.9	22.9	22.9
Total Split (s)	60.0	60.0	60.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%
Maximum Green (s)	54.9	54.9	54.7	25.1	25.1	25.1
Yellow Time (s)	3.1	3.1	3.1	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.2	1.9	1.9	1.9
Lost Time Adjust (s)	-0.1	-0.1	-0.3	0.1	0.1	0.1
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			12.0	9.0	9.0	9.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	69.1	69.1	69.1	90.0	10.9	10.9
Actuated g/C Ratio	0.77	0.77	0.77	1.00	0.12	0.12
v/c Ratio	0.07	0.27	0.32	0.21	0.49	0.16
Control Delay	4.3	4.4	4.1	0.3	44.0	35.8

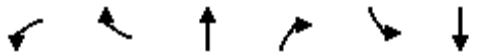


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	4.3	4.4	4.4	0.3	44.0	35.8
LOS	A	A	A	A	D	D
Approach Delay		4.4	2.6		42.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)	5	42	45	0	56	15
Queue Length 95th (ft)	24	133	134	0	102	40
Internal Link Dist (ft)		133	349		220	
Turn Bay Length (ft)				150		175
Base Capacity (vph)	703	1408	1361	1508	489	437
Starvation Cap Reductn	0	0	439	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.47	0.21	0.21	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Dry Ave./Kildaire Farm Rd. & S. Academy St.



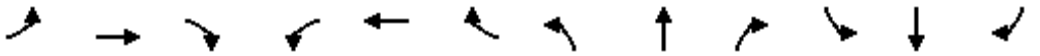


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	92	154	577	140	162	293	
Future Volume (vph)	92	154	577	140	162	293	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	14	12	14	12	12	
Grade (%)	5%		1%			2%	
Storage Length (ft)	175	0		0	0		
Storage Lanes	1	1		1	1		
Taper Length (ft)	25				100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1725	1647	1853	1680	1752	1844	
Flt Permitted	0.950				0.325		
Satd. Flow (perm)	1725	1647	1853	1680	599	1844	
Right Turn on Red		No		No			
Satd. Flow (RTOR)							
Link Speed (mph)	35		25			25	
Link Distance (ft)	2267		474			429	
Travel Time (s)	44.2		12.9			11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	102	171	641	156	180	326	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	102	171	641	156	180	326	
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA	
Protected Phases	8	1	2	8	1	6	4
Permitted Phases		8		2	2		
Detector Phase	8	1	2	8	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	23.2	11.9	26.1	23.2	11.9	23.2	22.8
Total Split (s)	23.2	15.0	51.8	23.2	15.0	66.8	23.2
Total Split (%)	25.8%	16.7%	57.6%	25.8%	16.7%	74.2%	26%
Maximum Green (s)	18.0	10.1	46.7	18.0	10.1	61.6	18.4
Yellow Time (s)	3.0	3.0	3.1	3.0	3.0	3.1	3.0
All-Red Time (s)	2.2	1.9	2.0	2.2	1.9	2.1	1.8
Lost Time Adjust (s)	-0.2	0.1	-0.1	-0.2	0.1	-0.2	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Recall Mode	None	None	C-Min	None	None	C-Min	None
Walk Time (s)	7.0		7.0	7.0			7.0
Flash Dont Walk (s)	11.0		14.0	11.0			11.0
Pedestrian Calls (#/hr)	0		0	0			0
Act Effct Green (s)	10.2	22.6	57.4	72.5	64.8	69.8	
Actuated g/C Ratio	0.11	0.25	0.64	0.81	0.72	0.78	
v/c Ratio	0.52	0.41	0.54	0.12	0.34	0.23	
Control Delay	46.8	30.6	11.9	2.2	6.0	5.0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.8	30.6	11.9	2.2	6.0	5.0	
LOS	D	C	B	A	A	A	
Approach Delay	36.6		10.0			5.4	
Approach LOS	D		B			A	
Queue Length 50th (ft)	56	83	176	13	24	44	
Queue Length 95th (ft)	101	129	325	28	56	150	
Internal Link Dist (ft)	2187		394			349	
Turn Bay Length (ft)	175						
Base Capacity (vph)	348	460	1180	1503	576	1430	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.29	0.37	0.54	0.10	0.31	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Kildaire Farm Rd. & Walnut St

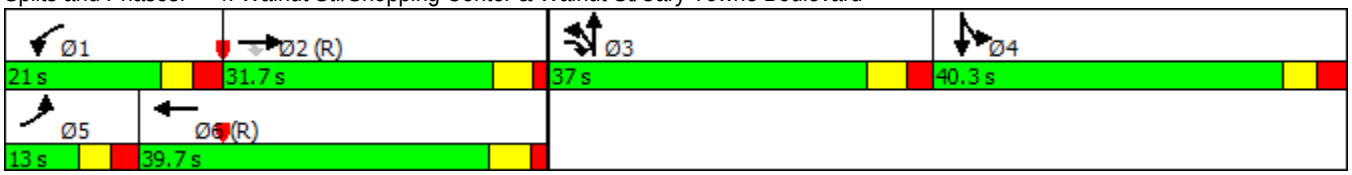


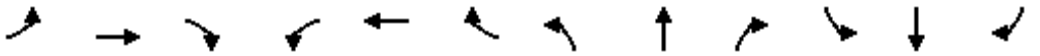
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	345	193	91	288	5	157	16	90	43	45	10
Future Volume (vph)	4	345	193	91	288	5	157	16	90	43	45	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	12	12	12	12	12	12	12	12
Grade (%)		-1%			1%			-1%			-1%	
Storage Length (ft)	200		325	150		0	500		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			150			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.91	0.91	0.95	0.95	0.95	0.95
Frt			0.850		0.997			0.921			0.985	
Flt Protected	0.950			0.950			0.950	0.981			0.978	
Satd. Flow (prot)	1778	3557	1591	1878	3511	0	1618	3078	0	0	3426	0
Flt Permitted	0.950			0.950			0.950	0.981			0.978	
Satd. Flow (perm)	1778	3557	1591	1878	3511	0	1618	3078	0	0	3426	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		2611			916			713			172	
Travel Time (s)		50.9			17.8			13.9			4.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	383	214	101	320	6	174	18	100	48	50	11
Shared Lane Traffic (%)							42%					
Lane Group Flow (vph)	4	383	214	101	326	0	101	191	0	0	109	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases			2									
Detector Phase	5	2	3	1	6		3	3		4	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.8	28.5	35.3	12.9	32.8		35.3	35.3		40.3	40.3	
Total Split (s)	13.0	31.7	37.0	21.0	39.7		37.0	37.0		40.3	40.3	
Total Split (%)	10.0%	24.4%	28.5%	16.2%	30.5%		28.5%	28.5%		31.0%	31.0%	
Maximum Green (s)	7.2	26.2	30.7	15.1	33.9		30.7	30.7		34.0	34.0	
Yellow Time (s)	3.0	3.8	3.9	3.0	3.9		3.9	3.9		3.2	3.2	
All-Red Time (s)	2.8	1.7	2.4	2.9	1.9		2.4	2.4		3.1	3.1	
Lost Time Adjust (s)	-0.8	-0.5	-1.3	-0.9	-0.8		-1.3	-1.3			-1.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	4.0	1.0	1.0	4.0		1.0	1.0		2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0	22.0		20.0		22.0	22.0		27.0	27.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	7.8	75.2	93.2	11.6	89.3		13.0	13.0			10.1	
Actuated g/C Ratio	0.06	0.58	0.72	0.09	0.69		0.10	0.10			0.08	
v/c Ratio	0.04	0.19	0.19	0.60	0.14		0.62	0.62			0.41	
Control Delay	58.5	14.5	7.1	71.4	8.5		72.2	64.5			61.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	58.5	14.5	7.1	71.4	8.5		72.2	64.5			61.4	
LOS	E	B	A	E	A		E	E			E	
Approach Delay		12.1			23.4			67.2			61.4	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	3	75	52	84	41		91	86			46	
Queue Length 95th (ft)	16	128	99	139	95		152	124			76	
Internal Link Dist (ft)		2531			836			633			92	
Turn Bay Length (ft)	200		325	150			500					
Base Capacity (vph)	109	2057	1373	231	2410		398	757			930	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.04	0.19	0.16	0.44	0.14		0.25	0.25			0.12	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Walnut St./Shopping Center & Walnut St/Cary Towne Boulevard



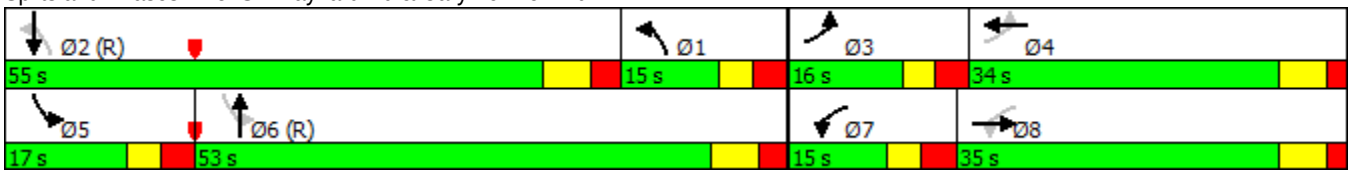


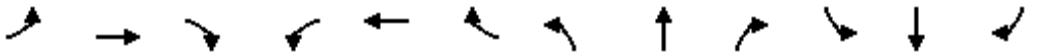
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	404	30	143	292	98	55	663	341	181	488	135
Future Volume (vph)	167	404	30	143	292	98	55	663	341	181	488	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12	16	12	12	13	12	12
Grade (%)		-4%			2%			-2%			1%	
Storage Length (ft)	350		0	350		0	125		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.990			0.962			0.949			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2046	3574	0	1752	3371	0	2026	3392	0	1819	3405	0
Flt Permitted	0.290			0.253			0.267			0.127		
Satd. Flow (perm)	624	3574	0	467	3371	0	569	3392	0	243	3405	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			35			45	
Link Distance (ft)		916			1155			770			612	
Travel Time (s)		17.8			17.5			15.0			9.3	
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
Adj. Flow (vph)	186	449	33	159	324	109	61	737	379	201	542	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	482	0	159	433	0	61	1116	0	201	692	0
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8			2			6		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	15.0	35.0		15.0	34.0		15.0	38.0		15.0	37.0	
Total Split (s)	16.0	35.0		15.0	34.0		15.0	53.0		17.0	55.0	
Total Split (%)	13.3%	29.2%		12.5%	28.3%		12.5%	44.2%		14.2%	45.8%	
Maximum Green (s)	10.1	28.7		8.7	27.7		8.7	46.0		10.9	48.0	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.9	2.0		3.3	2.0		3.3	2.6		3.1	2.6	
Lost Time Adjust (s)	-0.9	-1.3		-1.3	-1.3		-1.3	-2.0		-1.1	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0		1.0	3.0		1.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			20.0			24.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	33.0	23.2		33.0	22.2		68.0	54.3		67.0	46.6	
Actuated g/C Ratio	0.28	0.19		0.28	0.18		0.57	0.45		0.56	0.39	
v/c Ratio	0.62	0.70		0.68	0.69		0.10	0.73		0.67	0.52	
Control Delay	39.7	50.4		45.7	51.4		13.3	31.6		27.7	33.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.7	50.4		45.7	51.4		13.3	31.6		27.7	33.1	
LOS	D	D		D	D		B	C		C	C	
Approach Delay		47.5			49.9			30.7			31.9	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	107	184		92	165		19	373		67	246	
Queue Length 95th (ft)	156	228		139	209		42	493		#163	301	
Internal Link Dist (ft)		836			1075			690			532	
Turn Bay Length (ft)	350			350			125			250		
Base Capacity (vph)	305	893		238	814		606	1534		312	1588	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.61	0.54		0.67	0.53		0.10	0.73		0.64	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 37.8		Intersection LOS: D	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: SE Maynard Rd & Cary Towne Blvd



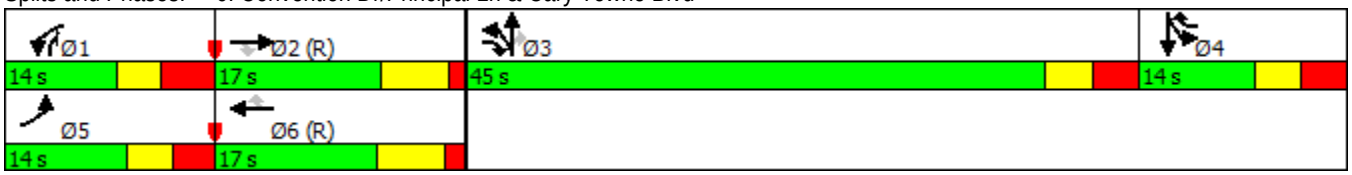


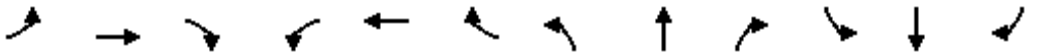
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	693	19	80	474	49	14	26	52	51	6	65
Future Volume (vph)	101	693	19	80	474	49	14	26	52	51	6	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	14	11	11	11	14	14	14
Grade (%)		0%			0%			-2%			2%	
Storage Length (ft)	200		0	225		325	125		0	0		125
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.863	
Flt Protected	0.950			0.950			0.950	0.997		0.950		
Satd. Flow (prot)	1770	3539	1636	3433	3539	1689	1641	1723	1546	1869	1698	0
Flt Permitted	0.950			0.950			0.950	0.997		0.950		
Satd. Flow (perm)	1770	3539	1636	3433	3539	1689	1641	1723	1546	1869	1698	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1155			792			328			433	
Travel Time (s)		17.5			12.0			7.5			9.8	
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
Adj. Flow (vph)	112	770	21	89	527	54	16	29	58	57	7	72
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	112	770	21	89	527	54	14	31	58	57	79	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6	4	3	3	1	4	4	
Permitted Phases			2			6			3			
Detector Phase	5	2	3	1	6	4	3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	15.0	18.0	46.0	15.0	19.0	15.0	46.0	46.0	15.0	15.0	15.0	
Total Split (s)	14.0	17.0	45.0	14.0	17.0	14.0	45.0	45.0	14.0	14.0	14.0	
Total Split (%)	15.6%	18.9%	50.0%	15.6%	18.9%	15.6%	50.0%	50.0%	15.6%	15.6%	15.6%	
Maximum Green (s)	8.2	11.2	38.6	7.5	10.9	7.7	38.6	38.6	7.5	7.7	7.7	
Yellow Time (s)	3.0	4.5	3.3	3.0	4.5	3.1	3.3	3.3	3.0	3.1	3.1	
All-Red Time (s)	2.8	1.3	3.1	3.5	1.6	3.2	3.1	3.1	3.5	3.2	3.2	
Lost Time Adjust (s)	-0.8	-0.8	-1.4	-1.5	-1.1	-1.3	-1.4	-1.4	-1.5	-1.3	-1.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0	1.0	2.0	4.0	1.0	1.0	1.0	2.0	1.0	1.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)			7.0				7.0	7.0				
Flash Dont Walk (s)			32.0				32.0	32.0				
Pedestrian Calls (#/hr)			0				0	0				
Act Effct Green (s)	10.5	54.6	65.3	9.0	49.3	61.1	8.4	8.4	14.0	9.8	9.8	
Actuated g/C Ratio	0.12	0.61	0.73	0.10	0.55	0.68	0.09	0.09	0.16	0.11	0.11	
v/c Ratio	0.54	0.36	0.02	0.26	0.27	0.05	0.09	0.19	0.24	0.28	0.43	
Control Delay	46.8	13.8	7.2	39.3	14.4	4.7	38.9	40.9	22.6	39.9	44.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.8	13.8	7.2	39.3	14.4	4.7	38.9	40.9	22.6	39.9	44.5	
LOS	D	B	A	D	B	A	D	D	C	D	D	
Approach Delay		17.7			16.9			30.3			42.5	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	61	143	4	24	94	6	7	17	20	31	43	
Queue Length 95th (ft)	109	216	14	46	154	16	27	46	40	65	84	
Internal Link Dist (ft)		1075			712			248			353	
Turn Bay Length (ft)	200			225		325	125					
Base Capacity (vph)	214	2145	1598	354	1938	1151	729	765	245	208	189	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.36	0.01	0.25	0.27	0.05	0.02	0.04	0.24	0.27	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Convention Dr/Principal Ln & Cary Towne Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	578	419	150	353	0	0	0	0	39	0	145
Future Volume (vph)	0	578	419	150	353	0	0	0	0	39	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			2%			3%	
Storage Length (ft)	0		0	175		0	0		0	0		350
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	1863	1583	1770	3539	0	0	0	0	0	1743	1560
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	1863	1583	1770	3539	0	0	0	0	0	1743	1560
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2375			1189			390			542	
Travel Time (s)		36.0			18.0			7.6			10.6	
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
Adj. Flow (vph)	0	642	466	167	392	0	0	0	0	43	0	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	466	167	392	0	0	0	0	0	43	161
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

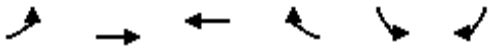
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑↑						↲	↱
Traffic Vol, veh/h	0	578	419	150	353	0	0	0	0	39	0	145
Future Vol, veh/h	0	578	419	150	353	0	0	0	0	39	0	145
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	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	175	-	-	-	-	-	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	2	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	642	466	167	392	0	0	0	0	43	0	161

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	642	0	0	1368	1368	-
Stage 1	-	-	-	-	-	-	726	726	-
Stage 2	-	-	-	-	-	-	642	642	-
Critical Hdwy	-	-	-	4.13	-	-	7.23	7.13	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	6.13	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.03	6.13	-
Follow-up Hdwy	-	-	-	2.219	-	-	3.519	4.019	-
Pot Cap-1 Maneuver	0	-	0	941	-	0	119	116	0
Stage 1	0	-	0	-	-	0	391	380	0
Stage 2	0	-	0	-	-	0	470	421	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	941	-	-	98	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	0	-
Stage 1	-	-	-	-	-	-	322	0	-
Stage 2	-	-	-	-	-	-	470	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.9	68.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	941	-	98	-
HCM Lane V/C Ratio	-	0.177	-	0.442	-
HCM Control Delay (s)	-	9.6	-	68.1	0
HCM Lane LOS	-	A	-	F	A
HCM 95th %tile Q(veh)	-	0.6	-	1.9	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	491	104	237	449	20	256
Future Volume (vph)	491	104	237	449	20	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		5%	
Storage Length (ft)	250			250	0	250
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1725	1544
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1725	1544
Link Speed (mph)		45	45		35	
Link Distance (ft)		1189	901		524	
Travel Time (s)		18.0	13.7		10.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	546	116	263	499	22	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	546	116	263	499	22	284
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

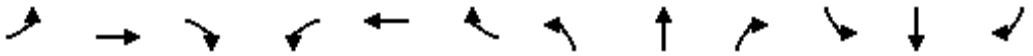
Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	491	104	237	449	20	256
Future Vol, veh/h	491	104	237	449	20	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Free
Storage Length	250	-	-	250	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	116	263	499	22	284

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	1470	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	1207	-
Critical Hdwy	4.12	-	-	-	7.42	-
Critical Hdwy Stg 1	-	-	-	-	6.42	-
Critical Hdwy Stg 2	-	-	-	-	6.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1301	-	-	0	93	0
Stage 1	-	-	-	0	726	0
Stage 2	-	-	-	0	203	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1301	-	-	-	54	-
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	118	-

Approach	EB	WB	SB
HCM Control Delay, s	8	0	112.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	1301	-	-	54	-
HCM Lane V/C Ratio	0.419	-	-	0.412	-
HCM Control Delay (s)	9.8	-	-	112.1	0
HCM Lane LOS	A	-	-	F	A
HCM 95th %tile Q(veh)	2.1	-	-	1.5	-

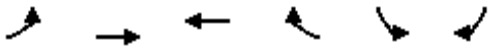


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	58	4	5	217	220	2	56	7	386	96	11
Future Volume (vph)	5	58	4	5	217	220	2	56	7	386	96	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	12	12	12	13	13	13
Grade (%)		6%			-6%			-2%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.933			0.985			0.997	
Flt Protected		0.996			0.999			0.999			0.962	
Satd. Flow (prot)	0	1787	0	0	1729	0	0	1851	0	0	1828	0
Flt Permitted		0.964			0.998			0.992			0.725	
Satd. Flow (perm)	0	1730	0	0	1727	0	0	1838	0	0	1377	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		499			409			508			737	
Travel Time (s)		13.6			11.2			13.9			20.1	
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
Adj. Flow (vph)	6	64	4	6	241	244	2	62	8	429	107	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	491	0	0	72	0	0	548	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.8	22.8		22.5	22.5		22.5	22.5	
Total Split (s)	42.0	42.0		42.0	42.0		58.0	58.0		58.0	58.0	
Total Split (%)	42.0%	42.0%		42.0%	42.0%		58.0%	58.0%		58.0%	58.0%	
Maximum Green (s)	37.8	37.8		37.2	37.2		53.6	53.6		53.6	53.6	
Yellow Time (s)	3.0	3.0		3.5	3.5		3.3	3.3		3.1	3.1	
All-Red Time (s)	1.2	1.2		1.3	1.3		1.1	1.1		1.3	1.3	
Lost Time Adjust (s)		0.8			0.2			0.6			0.6	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Walk Time (s)				7.0	7.0		7.0	7.0				
Flash Dont Walk (s)				7.0	7.0		6.0	6.0				
Pedestrian Calls (#/hr)				0	0		0	0				
Act Effct Green (s)		32.6			32.6			57.4			57.4	
Actuated g/C Ratio		0.33			0.33			0.57			0.57	
v/c Ratio		0.13			0.87			0.07			0.69	
Control Delay		22.7			48.7			11.1			22.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.7			48.7			11.1			22.3	
LOS		C			D			B			C	

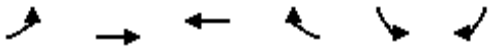
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.7			48.7			11.1			22.3	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)		32			287			20			239	
Queue Length 95th (ft)		62			#402			43			407	
Internal Link Dist (ft)		419			329			428			657	
Turn Bay Length (ft)												
Base Capacity (vph)		642			640			1057			792	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.77			0.07			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 32.6		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		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: Harrison Ave. & Dry Ave.



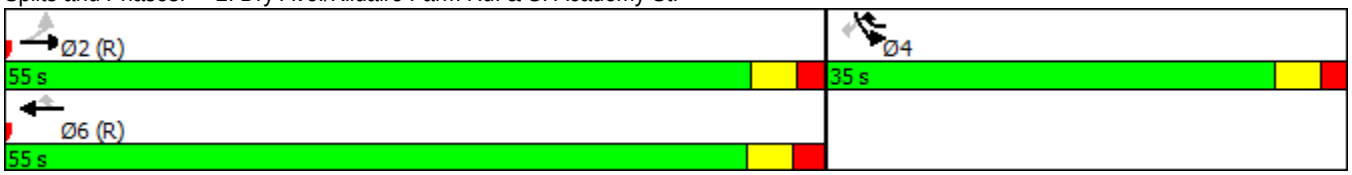
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	490	494	282	268	47
Future Volume (vph)	21	490	494	282	268	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Grade (%)		3%	3%		1%	
Storage Length (ft)	0			150	0	175
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1743	1835	1774	1508	1761	1575
Flt Permitted	0.396				0.950	
Satd. Flow (perm)	727	1835	1774	1508	1761	1575
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		25	25		25	
Link Distance (ft)		213	429		300	
Travel Time (s)		5.8	11.7		8.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	544	549	313	298	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	544	549	313	298	52
Turn Type	Perm	NA	NA	pm+ov	Prot	Perm
Protected Phases		2	6	4	4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	4	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	24.3	22.9	22.9	22.9
Total Split (s)	55.0	55.0	55.0	35.0	35.0	35.0
Total Split (%)	61.1%	61.1%	61.1%	38.9%	38.9%	38.9%
Maximum Green (s)	49.9	49.9	49.7	30.1	30.1	30.1
Yellow Time (s)	3.1	3.1	3.1	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.2	1.9	1.9	1.9
Lost Time Adjust (s)	-0.1	-0.1	-0.3	0.1	0.1	0.1
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	C-Min	C-Min	C-Min	None	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Dont Walk (s)			12.0	9.0	9.0	9.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	59.9	59.9	59.9	90.0	20.1	20.1
Actuated g/C Ratio	0.67	0.67	0.67	1.00	0.22	0.22
v/c Ratio	0.05	0.45	0.47	0.21	0.76	0.15
Control Delay	7.4	9.7	8.5	0.3	44.6	26.4

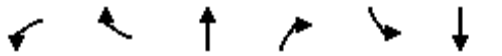


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	7.4	9.7	8.8	0.3	44.6	26.4
LOS	A	A	A	A	D	C
Approach Delay		9.6	5.7		41.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)	4	128	158	0	160	24
Queue Length 95th (ft)	16	257	232	0	221	48
Internal Link Dist (ft)		133	349		220	
Turn Bay Length (ft)				150		175
Base Capacity (vph)	483	1221	1180	1498	587	525
Starvation Cap Reductn	0	0	220	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.45	0.57	0.21	0.51	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Dry Ave./Kildaire Farm Rd. & S. Academy St.



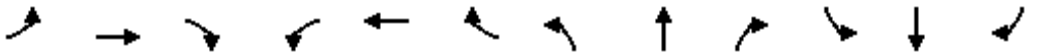


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	225	360	429	150	253	478	
Future Volume (vph)	225	360	429	150	253	478	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	14	12	14	12	12	
Grade (%)	5%		1%			2%	
Storage Length (ft)	175	0		0	0		
Storage Lanes	1	1		1	1		
Taper Length (ft)	25				100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1725	1647	1853	1680	1752	1844	
Flt Permitted	0.950				0.376		
Satd. Flow (perm)	1725	1647	1853	1680	693	1844	
Right Turn on Red		No		No			
Satd. Flow (RTOR)							
Link Speed (mph)	35		25			25	
Link Distance (ft)	2267		474			429	
Travel Time (s)	44.2		12.9			11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	250	400	477	167	281	531	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	250	400	477	167	281	531	
Turn Type	Prot	pm+ov	NA	pm+ov	D.P+P	NA	
Protected Phases	8	1	2	8	1	6	4
Permitted Phases		8		2	2		
Detector Phase	8	1	2	8	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	23.2	11.9	26.1	23.2	11.9	23.2	22.8
Total Split (s)	27.0	21.7	41.3	27.0	21.7	63.0	27.0
Total Split (%)	30.0%	24.1%	45.9%	30.0%	24.1%	70.0%	30%
Maximum Green (s)	21.8	16.8	36.2	21.8	16.8	57.8	22.2
Yellow Time (s)	3.0	3.0	3.1	3.0	3.0	3.1	3.0
All-Red Time (s)	2.2	1.9	2.0	2.2	1.9	2.1	1.8
Lost Time Adjust (s)	-0.2	0.1	-0.1	-0.2	0.1	-0.2	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Recall Mode	None	None	C-Min	None	None	C-Min	None
Walk Time (s)	7.0		7.0	7.0			7.0
Flash Dont Walk (s)	11.0		14.0	11.0			11.0
Pedestrian Calls (#/hr)	0		0	0			0
Act Effct Green (s)	17.3	33.8	46.2	68.6	57.7	62.7	
Actuated g/C Ratio	0.19	0.38	0.51	0.76	0.64	0.70	
v/c Ratio	0.75	0.65	0.50	0.13	0.49	0.41	
Control Delay	48.2	27.3	18.8	3.6	8.5	6.7	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	
Total Delay	48.2	27.3	18.8	3.6	8.5	7.1	
LOS	D	C	B	A	A	A	
Approach Delay	35.3		14.9			7.6	
Approach LOS	D		B			A	
Queue Length 50th (ft)	135	186	167	19	59	138	
Queue Length 95th (ft)	201	227	322	44	93	187	
Internal Link Dist (ft)	2187		394			349	
Turn Bay Length (ft)	175						
Base Capacity (vph)	426	714	953	1372	667	1289	
Starvation Cap Reductn	0	0	0	0	0	304	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.59	0.56	0.50	0.12	0.42	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Kildaire Farm Rd. & Walnut St



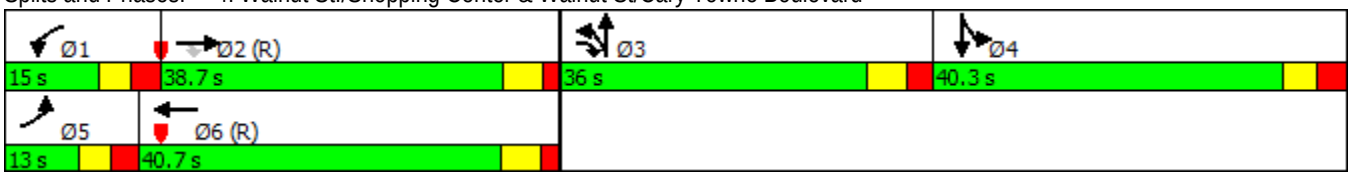
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	312	246	57	508	60	241	71	65	83	92	37
Future Volume (vph)	21	312	246	57	508	60	241	71	65	83	92	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	12	12	12	12	12	12	12	12
Grade (%)		-1%			1%			-1%			-1%	
Storage Length (ft)	200		325	150		0	500		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			25			150			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.91	0.91	0.95	0.95	0.95	0.95
Frt			0.850		0.984			0.961			0.974	
Flt Protected	0.950			0.950			0.950	0.978			0.981	
Satd. Flow (prot)	1778	3557	1591	1878	3465	0	1618	3202	0	0	3399	0
Flt Permitted	0.950			0.950			0.950	0.978			0.981	
Satd. Flow (perm)	1778	3557	1591	1878	3465	0	1618	3202	0	0	3399	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		2611			916			713			172	
Travel Time (s)		50.9			17.8			13.9			4.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	347	273	63	564	67	268	79	72	92	102	41
Shared Lane Traffic (%)							47%					
Lane Group Flow (vph)	23	347	273	63	631	0	142	277	0	0	235	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases			2									
Detector Phase	5	2	3	1	6		3	3		4	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.8	28.5	35.3	12.9	32.8		35.3	35.3		40.3	40.3	
Total Split (s)	13.0	38.7	36.0	15.0	40.7		36.0	36.0		40.3	40.3	
Total Split (%)	10.0%	29.8%	27.7%	11.5%	31.3%		27.7%	27.7%		31.0%	31.0%	
Maximum Green (s)	7.2	33.2	29.7	9.1	34.9		29.7	29.7		34.0	34.0	
Yellow Time (s)	3.0	3.8	3.9	3.0	3.9		3.9	3.9		3.2	3.2	
All-Red Time (s)	2.8	1.7	2.4	2.9	1.9		2.4	2.4		3.1	3.1	
Lost Time Adjust (s)	-0.8	-0.5	-1.3	-0.9	-0.8		-1.3	-1.3			-1.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	4.0	1.0	1.0	4.0		1.0	1.0		2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0	22.0		20.0		22.0	22.0		27.0	27.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	7.9	71.9	93.3	9.5	76.0		16.4	16.4			14.8	
Actuated g/C Ratio	0.06	0.55	0.72	0.07	0.58		0.13	0.13			0.11	
v/c Ratio	0.21	0.18	0.24	0.46	0.31		0.70	0.69			0.61	
Control Delay	63.0	16.9	8.1	87.5	8.2		71.8	62.9			61.3	

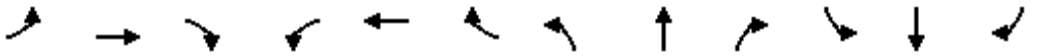
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	63.0	16.9	8.1	87.5	8.2		71.8	62.9			61.3	
LOS	E	B	A	F	A		E	E			E	
Approach Delay		14.8			15.4			65.9			61.3	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	19	75	75	57	35		128	125			101	
Queue Length 95th (ft)	49	129	137	m66	283		198	166			141	
Internal Link Dist (ft)		2531			836			633			92	
Turn Bay Length (ft)	200		325	150			500					
Base Capacity (vph)	110	1966	1320	152	2025		385	763			922	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.21	0.18	0.21	0.41	0.31		0.37	0.36			0.25	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 31.3 Intersection LOS: C
Intersection Capacity Utilization 52.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Walnut St./Shopping Center & Walnut St/Cary Towne Boulevard





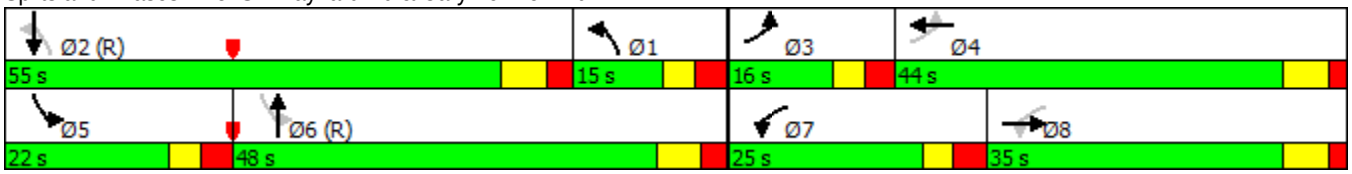
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	349	45	310	437	163	123	585	252	236	761	95
Future Volume (vph)	157	349	45	310	437	163	123	585	252	236	761	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12	16	12	12	13	12	12
Grade (%)		-4%			2%			-2%			1%	
Storage Length (ft)	350		0	350		0	125		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.983			0.959			0.955			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2046	3549	0	1752	3360	0	2026	3414	0	1819	3462	0
Flt Permitted	0.168			0.267			0.144			0.145		
Satd. Flow (perm)	362	3549	0	492	3360	0	307	3414	0	278	3462	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			35			45	
Link Distance (ft)		916			1155			770			612	
Travel Time (s)		17.8			17.5			15.0			9.3	
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
Adj. Flow (vph)	174	388	50	344	486	181	137	650	280	262	846	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	438	0	344	667	0	137	930	0	262	952	0
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	4			8			2			6		
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	15.0	35.0		15.0	34.0		15.0	38.0		15.0	37.0	
Total Split (s)	16.0	35.0		25.0	44.0		15.0	48.0		22.0	55.0	
Total Split (%)	12.3%	26.9%		19.2%	33.8%		11.5%	36.9%		16.9%	42.3%	
Maximum Green (s)	10.1	28.7		18.7	37.7		8.7	41.0		15.9	48.0	
Yellow Time (s)	3.0	4.3		3.0	4.3		3.0	4.4		3.0	4.4	
All-Red Time (s)	2.9	2.0		3.3	2.0		3.3	2.6		3.1	2.6	
Lost Time Adjust (s)	-0.9	-1.3		-1.3	-1.3		-1.3	-2.0		-1.1	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		1.0	1.0		1.0	3.0		1.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			20.0			24.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	43.3	23.1		43.3	32.6		66.7	48.9		66.7	50.2	
Actuated g/C Ratio	0.33	0.18		0.33	0.25		0.51	0.38		0.51	0.39	
v/c Ratio	0.67	0.69		0.96	0.79		0.37	0.72		0.74	0.71	
Control Delay	50.0	61.5		85.2	60.8		31.6	40.0		35.6	37.8	

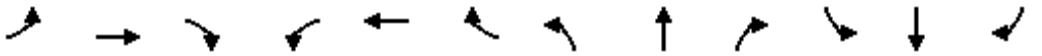
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.0	61.5		85.2	60.8		31.6	40.0		35.6	37.8	
LOS	D	E		F	E		C	D		D	D	
Approach Delay		58.2			69.1			39.0			37.3	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	122	201		243	207		53	357		114	366	
Queue Length 95th (ft)	166	253		#374	381		98	464		#263	434	
Internal Link Dist (ft)		836			1075			690			532	
Turn Bay Length (ft)	350			350			125			250		
Base Capacity (vph)	264	819		363	1008		374	1283		361	1370	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.66	0.53		0.95	0.66		0.37	0.72		0.73	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 49.3 Intersection LOS: D
Intersection Capacity Utilization 82.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SE Maynard Rd & Cary Towne Blvd





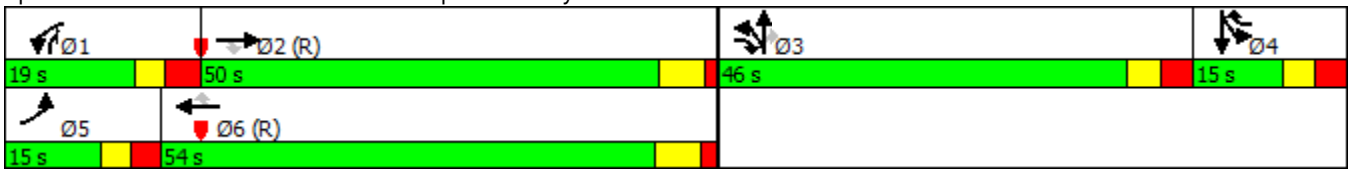
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	731	89	202	819	25	76	3	178	27	5	12
Future Volume (vph)	18	731	89	202	819	25	76	3	178	27	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	14	11	11	11	14	14	14
Grade (%)		0%			0%			-2%			2%	
Storage Length (ft)	200		0	225		325	125		0	0		125
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.897	
Flt Protected	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (prot)	1770	3539	1636	3433	3539	1689	1641	1652	1546	1869	1764	0
Flt Permitted	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (perm)	1770	3539	1636	3433	3539	1689	1641	1652	1546	1869	1764	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1155			792			328			433	
Travel Time (s)		17.5			12.0			7.5			9.8	
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
Adj. Flow (vph)	20	812	99	224	910	28	84	3	198	30	6	13
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	20	812	99	224	910	28	44	43	198	30	19	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6	4	3	3	1	4	4	
Permitted Phases			2			6			3			
Detector Phase	5	2	3	1	6	4	3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	15.0	18.0	46.0	15.0	19.0	15.0	46.0	46.0	15.0	15.0	15.0	
Total Split (s)	15.0	50.0	46.0	19.0	54.0	15.0	46.0	46.0	19.0	15.0	15.0	
Total Split (%)	11.5%	38.5%	35.4%	14.6%	41.5%	11.5%	35.4%	35.4%	14.6%	11.5%	11.5%	
Maximum Green (s)	9.2	44.2	39.6	12.5	47.9	8.7	39.6	39.6	12.5	8.7	8.7	
Yellow Time (s)	3.0	4.5	3.3	3.0	4.5	3.1	3.3	3.3	3.0	3.1	3.1	
All-Red Time (s)	2.8	1.3	3.1	3.5	1.6	3.2	3.1	3.1	3.5	3.2	3.2	
Lost Time Adjust (s)	-0.8	-0.8	-1.4	-1.5	-1.1	-1.3	-1.4	-1.4	-1.5	-1.3	-1.3	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0	1.0	2.0	4.0	1.0	1.0	1.0	2.0	1.0	1.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	
Walk Time (s)			7.0				7.0	7.0				
Flash Dont Walk (s)			32.0				32.0	32.0				
Pedestrian Calls (#/hr)			0				0	0				
Act Effct Green (s)	7.8	80.2	94.2	14.9	95.0	103.9	9.0	9.0	24.9	8.5	8.5	
Actuated g/C Ratio	0.06	0.62	0.72	0.11	0.73	0.80	0.07	0.07	0.19	0.07	0.07	
v/c Ratio	0.19	0.37	0.08	0.57	0.35	0.02	0.39	0.38	0.67	0.25	0.17	
Control Delay	75.8	10.3	2.6	59.8	8.1	2.5	68.0	67.5	52.1	62.7	60.6	

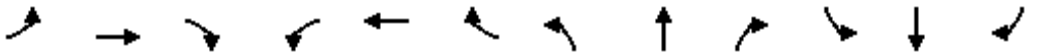
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.8	10.3	2.6	59.8	8.1	2.5	68.0	67.5	52.1	62.7	60.6	
LOS	E	B	A	E	A	A	E	E	D	E	E	
Approach Delay		10.9			18.0			56.9			61.9	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	18	95	9	93	115	3	37	36	131	24	15	
Queue Length 95th (ft)	m29	250	m30	131	233	7	80	78	182	57	42	
Internal Link Dist (ft)		1075			712			248			353	
Turn Bay Length (ft)	200			225		325	125					
Base Capacity (vph)	136	2184	1558	417	2586	1338	517	521	306	143	135	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.15	0.37	0.06	0.54	0.35	0.02	0.09	0.08	0.65	0.21	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 49.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Convention Dr/Principal Ln & Cary Towne Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	529	407	75	590	0	0	0	0	159	1	455
Future Volume (vph)	0	529	407	75	590	0	0	0	0	159	1	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			2%			3%	
Storage Length (ft)	0		0	175		0	0		0	0		350
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950							0.953	
Satd. Flow (prot)	0	1863	1583	1770	3539	0	0	0	0	0	1749	1560
Flt Permitted				0.950							0.953	
Satd. Flow (perm)	0	1863	1583	1770	3539	0	0	0	0	0	1749	1560
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2375			1189			390			542	
Travel Time (s)		36.0			18.0			7.6			10.6	
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
Adj. Flow (vph)	0	588	452	83	656	0	0	0	0	177	1	506
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	588	452	83	656	0	0	0	0	0	178	506
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	52.9

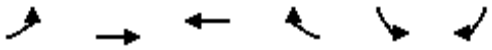
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↱	↰	↑↑						↲	↱
Traffic Vol, veh/h	0	529	407	75	590	0	0	0	0	159	1	455
Future Vol, veh/h	0	529	407	75	590	0	0	0	0	159	1	455
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	175	-	-	-	-	-	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	2	-	-	3	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	588	452	83	656	0	0	0	0	177	1	506

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	588	0	0	1410	1410	-
Stage 1	-	-	-	-	-	-	822	822	-
Stage 2	-	-	-	-	-	-	588	588	-
Critical Hdwy	-	-	-	4.13	-	-	7.23	7.13	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	6.13	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.03	6.13	-
Follow-up Hdwy	-	-	-	2.219	-	-	3.519	4.019	-
Pot Cap-1 Maneuver	0	-	0	985	-	0	~ 111	109	0
Stage 1	0	-	0	-	-	0	343	338	0
Stage 2	0	-	0	-	-	0	502	449	0
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	985	-	-	~ 102	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 102	0	-
Stage 1	-	-	-	-	-	-	314	0	-
Stage 2	-	-	-	-	-	-	502	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	$ 443.3
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	985	-	102	-
HCM Lane V/C Ratio	-	0.085	-	1.743	-
HCM Control Delay (s)	-	9	-	$ 443.3	0
HCM Lane LOS	-	A	-	F	A
HCM 95th %tile Q(veh)	-	0.3	-	14.2	-

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	348	339	181	105	90	499
Future Volume (vph)	348	339	181	105	90	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		5%	
Storage Length (ft)	250			250	0	250
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1863	1583	1725	1544
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1725	1544
Link Speed (mph)		45	45		35	
Link Distance (ft)		1189	901		524	
Travel Time (s)		18.0	13.7		10.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	387	377	201	117	100	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	377	201	117	100	554
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	27.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	348	339	181	105	90	499
Future Vol, veh/h	348	339	181	105	90	499
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Free
Storage Length	250	-	-	250	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	5	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	387	377	201	117	100	554

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	201	0	-	0	1351	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	1150	-
Critical Hdwy	4.12	-	-	-	7.42	-
Critical Hdwy Stg 1	-	-	-	-	6.42	-
Critical Hdwy Stg 2	-	-	-	-	6.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1371	-	-	0	114	0
Stage 1	-	-	-	0	788	0
Stage 2	-	-	-	0	219	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1371	-	-	-	~ 82	-
Mov Cap-2 Maneuver	-	-	-	-	~ 82	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	157	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	261.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	1371	-	-	82	-
HCM Lane V/C Ratio	0.282	-	-	1.22	-
HCM Control Delay (s)	8.7	-	-	261.2	0
HCM Lane LOS	A	-	-	F	A
HCM 95th %tile Q(veh)	1.2	-	-	7.4	-

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

APPENDIX 5-E

LEVEL OF SERVICE SUMMARY TABLES

Capital Boulevard - Level of Service Results Summary

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
1	**Crabtree Boulevard & US 401 (Capital Boulevard)**	Signalized	**D (39.9 sec/veh)**	**F (81.8 sec/veh)**
	Eastbound		C-28.5	D-48.6
	Westbound		F-89.4	F-85.8
	Northbound		C-27.5	F-113.7
	Southbound		C-32.1	D-37.7
2	**US 401 (Capital Boulevard) & Fenton St.**	Signalized	**A (7.5 sec/veh)**	**A (7.3 sec/veh)**
	Eastbound		E-62	E-73.4
	Westbound		E-61.6	E-58
	Northbound		A-1.6	A-2.7
3	**SR 2026 (Wake Forest Rd.) & US 401 (Capital Blvd.) NB Off-Ramp**	Signalized	**B (13 sec/veh)**	**B (17.6 sec/veh)**
	Eastbound		E-65	E-56.8
	Northbound		A-4.3	A-8.2
	Southbound		A-3	A-5.9
4	**Old Louisburg Rd. & SR 2026 (Atlantic Ave.)**	Signalized	**C (25.1 sec/veh)**	**B (10.1 sec/veh)**
	Westbound		E-68.3	E-74.6
	Northbound		C-26.1	A-8.7
	Southbound		A-9.6	A-3
5	**Wake Forest Rd & E Whitaker Mill Rd**	Signalized	**D (45 sec/veh)**	**C (28.5 sec/veh)**
	Eastbound		F-86.9	E-57.4
	Westbound		F-85	D-42.5
	Northbound		C-31.8	C-22.1
	Southbound		D-39.5	C-22.6
6	**Atlantic Ave & E Whitaker Mill Rd**	Signalized	**B (13.9 sec/veh)**	**C (27.3 sec/veh)**
	Eastbound		E-68.3	E-61.7
	Westbound		E-58.6	E-62.5
	Northbound		B-10.9	B-18.6
	Southbound		A-6.9	C-26.6
7	**W. Lane St. & N. Dawson St.**	Signalized	**B (12.6 sec/veh)**	**B (15 sec/veh)**
	Westbound		C-31	D-36.1
	Southbound		B-11.7	B-11.8
8	**N. McDowell St. & W. Lane St.**	Signalized	**A (9.5 sec/veh)**	**C (26.9 sec/veh)**
	Westbound		C-34.2	D-50
	Northbound		A-7.9	C-20.9
9	**West St. & Peace St.**	Signalized	**B (18 sec/veh)**	**B (16 sec/veh)**
	Eastbound		B-17.5	B-17.3
	Westbound		A-7.3	A-7.8
	Northbound		D-47.1	D-54.5
	Southbound		D-41	D-41.1

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service

New Bern Avenue - Level of Service Results Summary

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
1	**SR 2517 (N. Rogers Lane)/Southall Road & US 64 (New Bern Ave.)**	Signalized	**C (28.3 sec/veh)**	**D (42.6 sec/veh)**
	Eastbound		B-16.1	D-40.6
	Westbound		B-19.7	C-28.6
	Northbound		E-67.8	E-65.6
	Southbound		E-69.9	E-77.8
2	**Freedom Drive/Hedingham Boulevard & US 64 (New Bern Ave.)**	Signalized	**C (22.5 sec/veh)**	**C (23.7 sec/veh)**
	Eastbound		B-15	C-20.4
	Westbound		B-14.4	B-12.1
	Northbound		E-78.5	E-74.4
	Southbound		E-72.7	E-69.5
3	**US 64 (New Bern Ave.) & New Hope Road**	Signalized	**D (45.2 sec/veh)**	**D (46.2 sec/veh)**
	Eastbound		D-36.9	D-37.8
	Westbound		D-35.1	D-42.8
	Northbound		E-65.6	D-51.3
	Southbound		E-66.7	E-68.4
4	**US 64 (New Bern Ave.) & Corportation Parkway**	Signalized	**D (36 sec/veh)**	**D (48.3 sec/veh)**
	Eastbound		C-25.2	D-48.4
	Westbound		C-31.5	D-41.5
	Northbound		F-82.1	E-75.5
	Southbound		D-49.8	D-36
5	**US 64 (New Bern Ave.) & SR 2205 (Trawick Road)**	Signalized	**E (64.2 sec/veh)**	**D (46.9 sec/veh)**
	Eastbound		C-26.2	D-40.4
	Westbound		F-82.6	D-37.7
	Northbound		F-105.4	F-130
	Southbound		D-54.6	F-88.7
6	**US 64 (New Bern Ave.) & I-440 WB On-Ramp**	Signalized	**C (22.5 sec/veh)**	**B (16.8 sec/veh)**
	Northbound		B-16.6	B-15.9
	Southbound		C-24.8	B-18
7	**US 64 (New Bern Ave.) & I-440 EB Off-Ramp/I-440 EB On-Ramp**	Signalized	**C (26.4 sec/veh)**	**D (44 sec/veh)**
	Eastbound		E-56.6	D-39.4
	Northbound		A-4.1	D-53.4
	Southbound		C-25.7	C-28.8

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
8	**US 64 (New Bern Ave.) & SR 2277 (Yonkers Road)/Kelly Austin Drive**	Signalized	**B (11.9 sec/veh)**	**B (11.9 sec/veh)**
	Eastbound		D-53.5	E-63.5
	Westbound		E-76.5	E-68.2
	Northbound		A-5.8	B-11.7
	Southbound		B-11.6	A-5.3
9	**SR 2911 (New Bern Ave.) & Shanta Drive/SR 2544 (Sunnybrook Road)**	Signalized	**D (36.2 sec/veh)**	**C (29.1 sec/veh)**
	Eastbound		E-72.9	E-69.2
	Westbound		D-40.4	D-42.4
	Northbound		C-25.9	C-22.2
	Southbound		D-37.1	C-30.1
10	**SR 2911 (New Bern Ave.) & WakeMed Entrance/WakeMed Emergency Entrance**	Signalized	**A (7 sec/veh)**	**D (52.2 sec/veh)**
	Eastbound		E-63.3	C-23.5
	Westbound		D-46.9	E-60.1
	Northbound		A-7.1	E-65.2
	Southbound		A-4.5	C-25
11	**Visitor Center Entrance & SR 2911 (New Bern Ave.)**	Signalized	**B (14.3 sec/veh)**	**B (16.5 sec/veh)**
	Westbound		C-33.6	D-51.7
	Northbound		C-22.1	B-16.8
	Southbound		A-8.3	A-6.8
12	**SR 2921 (Raleigh Boulevard) & SR 2911 (New Bern Ave.)**		**D (38.3 sec/veh)**	**D (38.9 sec/veh)**
	Eastbound		C-32.9	C-27.8
	Westbound		C-29.9	C-29
	Northbound		D-50	D-49.6
	Southbound		D-46.7	D-49
13	**SR 1007 (Poole Road)/SR 1007 (E. Edenton St.) & SR 2911 (New Bern Ave.)**	Signalized	**B (17 sec/veh)**	**A (7.2 sec/veh)**
	Eastbound		A-4.7	A-3
	Northbound		D-39.2	D-45
14	**S. Tarboro St. & SR 2911 (New Bern Ave.)**	Signalized	**C (25.9 sec/veh)**	**B (18.7 sec/veh)**
	Eastbound		A-2.2	B-12.6
	Northbound		D-37	D-40.5
	Southbound		D-45.2	B-15.7
15	**SR. 1007 (E. Edenton St.) & N. Tarboro St.**	Signalized	**B (17 sec/veh)**	**C (22.7 sec/veh)**
	Westbound		B-15	A-6.5
	Northbound		B-12.6	D-51.8
	Southbound		D-44.9	D-45.6

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
16	**S. Person St. & SR 2911 (New Bern Ave.)**	Signalized	**B (12.8 sec/veh)**	**B (13.4 sec/veh)**
	Eastbound		B-14.7	A-7.9
	Northbound		B-12.1	C-21.2
17	**SR. 1007 (E. Edenton St.) & N. Person St.**	Signalized	**D (42.4 sec/veh)**	**C (24.8 sec/veh)**
	Westbound		B-11.5	B-19.6
	Northbound		F-83.6	C-29.4
18	**SR 2911 (E. Morgan St.)/SR 2911 (New Bern Ave.) & S. Blount St.**	Signalized	**C (21.2 sec/veh)**	**C (24.1 sec/veh)**
	Eastbound		C-21.2	C-23.7
	Southbound		C-21.1	C-24.4
19	**S. Blount St. & SR 1007 (E. Edenton St.)**	Signalized	**B (14 sec/veh)**	**B (13.8 sec/veh)**
	Westbound		A-8.1	B-13.3
	Southbound		C-22.9	B-14.1

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service

Wilmington Street - Level of Service Results Summary

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
1	**SR 1565 (Salisbury Street) at E. South Street**	Signalized	**B (14 sec/veh)**	**B (16.2 sec/veh)**
	Eastbound		B-11.5	C-24.8
	Westbound		A-8.3	B-19.5
	Southbound		C-21.3	B-12.9
2	**SR 1564 (Wilmington Street) at E. South Street**	Signalized	**B (16 sec/veh)**	**B (13.9 sec/veh)**
	Eastbound		B-12.1	A-8.6
	Westbound		B-16.8	B-12.9
	Northbound		B-16.9	B-17.1
3	**SR 1564 (Wilmington Street)/Salisbury Street at Martin Luther King Jr Boulevard**	Signalized	**E (58.6 sec/veh)**	**D (51.4 sec/veh)**
	Eastbound		D-46.4	D-51
	Westbound		E-57.3	C-33.9
	Northbound		E-68.5	E-63.1
4	**SR 1564 (Wilmington Street) at Layden Street and Pecan Road**	Signalized	**B (12.1 sec/veh)**	**B (15 sec/veh)**
	Eastbound		D-43.5	D-43.1
	Westbound		D-35.1	D-35.3
	Northbound		A-8.7	A-6.1
	Southbound		A-8.2	B-12.7
5	**SR 1564 (Wilmington Street) at Ileagnes Street and Rush Street**	Signalized	**B (18.2 sec/veh)**	**B (18.2 sec/veh)**
	Eastbound		C-29.7	C-32
	Westbound		D-41.4	D-43.7
	Northbound		B-14.2	B-11.8
	Southbound		A-7.1	B-10.9
6	**US 70-401/NC 50 (Wilmington Street) at Chapanoke Road**	Signalized	**F (216.1 sec/veh)**	**F (131.3 sec/veh)**
	Eastbound		E-63.8	E-61.1
	Westbound		C-32.9	C-31.6
	Northbound		F-304.4	C-29.6
	Southbound		B-18.4	F-170.5
7	**US 70-401/NC 50 (Wilmington Street) at SR 1370-2684 (Tryon Road)**	Signalized	**C (33.2 sec/veh)**	**E (55.3 sec/veh)**
	Eastbound		E-59.7	F-88.4
	Westbound		F-96.4	F-103.4
	Northbound		C-32	C-33.7
	Southbound		B-13.5	D-52.5
8	**US 401 (Fayetteville Road) at Garner Station Boulevard/Mechanical Boulevard**	Signalized	**C (29.5 sec/veh)**	**E (71.2 sec/veh)**
	Eastbound		E-68.8	E-69.7
	Westbound		E-69.6	E-69.5
	Northbound		C-32.7	C-22.5
	Southbound		A-7	F-105.3

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
9	**US 401 (Fayetteville Road) at Purser Drive/Pinewinds Drive**	Signalized	**D (54.4 sec/veh)**	**E (68.3 sec/veh)**
	Eastbound		E-65.2	E-74.5
	Westbound		E-73.3	E-70.2
	Northbound		E-67.4	C-29.9
	Southbound		C-21	F-91.9

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service

Wilmington South Saunders - Level of Service Results Summary

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
1	**US 401 (S. Saunders Street) at W. South Street**	Signalized	**B (17.7 sec/veh)**	**C (20.6 sec/veh)**
	Eastbound		C-28.4	C-24.3
	Westbound		C-28	C-20.4
	Northbound		B-17.6	C-22.9
	Southbound		A-6.7	B-15.6
2	**US 401 (S. Saunders Street) at Lake Wheeler Road**	Signalized	**C (23.5 sec/veh)**	**B (19.3 sec/veh)**
	Eastbound		C-31.1	D-40.1
	Northbound		B-11.1	A-5.4
	Southbound		B-18.8	B-12.7
3	**US 401 (S. Saunders Street) at S. Dawson Street**	Signalized	**C (24.1 sec/veh)**	**B (12.7 sec/veh)**
	Westbound		C-26.8	A-8.7
	Northbound		B-12	D-38.8
	Southbound		C-21.1	E-56.7
4	**US 401 (S. Saunders Street) at I-40 WB Ramps**	Signalized	**C (27.8 sec/veh)**	**E (59.3 sec/veh)**
	Eastbound		C-26.3	D-43.1
	Westbound		E-58	E-63.9
	Northbound		C-23.4	D-39.5
	Southbound		C-24.2	E-72.3
5	**US 401 (S. Saunders Street) at I-40 EB Ramps**	Signalized	**D (50.1 sec/veh)**	**D (36.8 sec/veh)**
	Eastbound		F-130.2	E-79.9
	Westbound		D-44.4	C-20.6
	Northbound		D-54.4	B-13.4
	Southbound		B-12.8	D-41.3
6	**US 401 (S. Saunders Street) at Carolina Pines Avenue/Pecan Road**	Signalized	**C (27.2 sec/veh)**	**D (49 sec/veh)**
	Eastbound		F-91.8	F-99.2
	Westbound		D-51	E-60
	Northbound		C-32.2	C-26.5
	Southbound		B-11.7	E-57.4

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service

Western Boulevard – Level of Service Summary

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
0	**SR 1011 (E. Chatham Street) at Harrison Avenue**	Signalized	**C (31.0 sec/veh)**	**D (36.0 sec/veh)**
	Eastbound		C-27.8	C-25.5
	Westbound		C-30.8	E-59.6
	Northbound		D-51.9	D-44.3
	Southbound		B-18.6	C-26.4
1	**SR 1011 (E. Chatham Street) at N. Academy Street**	Signalized	**B (19.8 sec/veh)**	**B (25.6 sec/veh)**
	Eastbound		A-10.6	C-18.6
	Westbound		B-12	C-23.7
	Northbound		C-29.1	B-19.9
	Southbound		D-41.4	D-44.1
2	**SR 1011 (E. Chatham Street) at E. Durham Road**	Roundabout	**A (7.7 sec/veh)**	**A (8.2 sec/veh)**
	Eastbound		A-6.6	B-11.4
	Westbound		A-7.3	A-7.8
	Northbound		A-8.4	A-6.3
3	**SR 1011 (E. Chatham Street) at SR 1415 (Maynard Road)**	Signalized	**D (49.3 sec/veh)**	**E (59.1 sec/veh)**
	Eastbound		D-42.3	C-31.1
	Westbound		D-48.4	D-53.8
	Northbound		E-58	E-66.8
	Southbound		D-42.6	E-69.5
4	**SR 1012 (Western Boulevard) at SR 1319 (Jones Franklin Road)**	Signalized	**C (32.3 sec/veh)**	**C (34 sec/veh)**
	Eastbound		B-17.2	B-17.5
	Northbound		D-52.2	D-52
	Southbound		D-35.4	D-36.5
5	**SR 1011 (Hillsborough Street) at SR 1319 (Jones Franklin Road)**	Signalized	**B (17.3 sec/veh)**	**B (10.7 sec/veh)**
	Westbound		A-9.9	A-5.9
	Northbound		D-40.8	D-41.1
6	**SR 1012 (Western Boulevard) at SR 1011 (Hillsborough Street)**	Signalized	**C (32.6 sec/veh)**	**C (22.5 sec/veh)**
	Westbound		C-32.9	C-24.3
	Northbound		C-29.4	A-8.8
	Southbound		D-53.1	D-45
7	**SR 1012 (Western Boulevard) at Powell Drive**	Signalized	**B (14.7 sec/veh)**	**B (19.6 sec/veh)**
	Eastbound		A-8.4	B-12.1
	Westbound		A-8.1	B-11.8
	Northbound		E-62.3	E-58.4
	Southbound		E-61.6	E-64.6

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
8	**SR 1012 (Western Boulevard) at SR 3072 (Blue Ridge Road)**	Signalized	**C (21 sec/veh)**	**C (21.7 sec/veh)**
	Eastbound		C-24.3	B-16.2
	Westbound		C-21	B-18.5
	Northbound		---	---
	Southbound		B-14.6	C-32.2
9	**SR 1012 (Western Boulevard) at Method Road**	Signalized	**F (94.6 sec/veh)**	**F (230.2 sec/veh)**
	Eastbound		F-103.5	F-108.5
	Westbound		E-57.1	F-281.8
	Northbound		F-116.9	E-65.5
	Southbound		F-168.2	F-441.8
10	**SR 1012 (Western Boulevard) at Gorman Street**	Signalized	**E (68.2 sec/veh)**	**F (193.3 sec/veh)**
	Eastbound		F-83.8	F-167
	Westbound		B-18.8	F-252.6
	Northbound		F-112.3	F-158.2
	Southbound		F-87.6	F-138.7
11	**SR 1012 (Western Boulevard) at Varsity Drive**	Signalized	**C (23.5 sec/veh)**	**D (45.8 sec/veh)**
	Eastbound		C-21.2	C-23.1
	Westbound		B-15	D-37.5
	Northbound		E-71.8	F-115.4
	Southbound		E-57.3	E-77.6
12	**SR 1012 (Western Boulevard) at Dan Allen Drive**	Signalized	**C (20.8 sec/veh)**	**C (20.3 sec/veh)**
	Eastbound		B-17	B-16.5
	Westbound		B-19.2	B-16.3
	Northbound		E-77.6	F-80.2
	Southbound		E-56.5	D-54.3
13	**SR 1012 (Western Boulevard) at SR 1321 (Avent Ferry Road) and Morrill Drive**	Signalized	**D (48.2 sec/veh)**	**E (73.6 sec/veh)**
	Eastbound		D-37.6	E-72.9
	Westbound		D-40.4	E-58.1
	Northbound		E-72	F-96.5
	Southbound		E-56.6	E-77.6
14	**SR 1012 (Western Boulevard) at Pullen Road**	Signalized	**A (6.6 sec/veh)**	**B (14.1 sec/veh)**
	Eastbound		A-4.4	A-9.4
	Southbound		D-48.5	D-48.2
15	**SR 1012 (Western Boulevard) at Hunt Drive/Central Prison**	Signalized	**B (10.5 sec/veh)**	**B (17.9 sec/veh)**
	Eastbound		A-7.6	B-14.7
	Westbound		A-6.5	A-7.3
	Northbound		E-74.2	E-56.3
	Southbound		F-80	E-66

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
16	**Dawson McDowell Connector (Southbound Ramp) at Western Boulevard**	Signalized	**A (7 sec/veh)**	**A (4.8 sec/veh)**
	Eastbound		A-2.1	A-2.9
	Westbound		A-7.3	A-2.1
	Southbound		D-40.7	D-41.3
17	**Dawson McDowell Connector (Northbound Ramp) at SR 1564 (Martin Luther King Jr Boulevard)**	Signalized	**C (21.2 sec/veh)**	**B (12.7 sec/veh)**
	Eastbound		B-12.1	A-9.7
	Westbound		B-18.7	A-6.8
	Northbound		D-36.7	D-41.9
18	**SR 1564 (Martin Luther King Jr Boulevard) at Salisbury Street/SR 1564 (Wilmington Street)**	Signalized	**E (55.6 sec/veh)**	**D (50.7 sec/veh)**
	Eastbound		D-39.5	D-49.4
	Westbound		D-52.7	C-32.8
	Northbound		E-69.1	E-62
	Southbound		E-70	E-70.2
19	**SR 1564 (Martin Luther King Jr Boulevard) at S. Blount Street**	Signalized	**B (12.3 sec/veh)**	**C (28.4 sec/veh)**
	Eastbound		A-8.7	C-34.3
	Westbound		A-5.5	B-19.6
	Southbound		C-30	C-28.1
20	**SR 1564 (Martin Luther King Jr Boulevard) at S. Person Street**	Signalized	**F (93.1 sec/veh)**	**B (11.3 sec/veh)**
	Eastbound		D-40	A-3.3
	Westbound		C-24.7	A-10
	Northbound		F-160.5	C-32.2

Legend: X – Overall Level of Service (XX-X) – Worst Approach – Worst Approach Level of Service

Western NC 54 - Level of Service Results Summary

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
1	**SR 3801 (Chapel Hill Road) at N. Harrison Avenue**	Signalized	**D (42.8 sec/veh)**	**D (42.8 sec/veh)**
	Eastbound		D-40.3	D-37
	Westbound		C-29.3	C-29.7
	Northbound		E-57.0	D-47.8
	Southbound		D-37.3	E-58.9
2	**SR 3801 (Chapel Hill Road) at N. Academy Street**	Signalized	**B (19.6 sec/veh)**	**B (18.3 sec/veh)**
	Eastbound		B-11.7	B-11.2
	Westbound		A-5.8	A-9
	Northbound		E-67.3	E-66.1
	Southbound		D-41.8	D-47
3	**NC 54 (Chapel Hill Road) at SR 1415 (Maynard Road)**	Signalized	**F (88.5 sec/veh)**	**E (65.8 sec/veh)**
	Eastbound		E-71.6	E-60.1
	Westbound		D-42.6	E-60.7
	Northbound		F-117.2	F-95.2
	Southbound		F-119.5	E-55.6
4	**NC 54 (Chapel Hill Road) at SR 1655 (Trinity Road)**	Signalized	**C (23.2 sec/veh)**	**D (42.4 sec/veh)**
	Eastbound		B-15.9	C-25.5
	Westbound		C-22.3	D-45.5
	Northbound		C-34	C-24.2
	Southbound		D-54.1	E-71
5	**NC 54 (Chapel Hill Road) at I-40 EB Ramps**	Signalized	**B (11.2 sec/veh)**	**C (25.9 sec/veh)**
	Eastbound		A-5.1	C-20.6
	Westbound		A-8.1	A-6.8
	Southbound		D-44.6	E-68.5
6	**NC 54 (Chapel Hill Road) at I-40 WB Ramps**	Signalized	**D (36.8 sec/veh)**	**C (20.6 sec/veh)**
	Eastbound		C-26.5	B-11.2
	Westbound		D-43.8	B-18.3
	Northbound		D-40.6	D-36.6
7	**NC 54 (Chapel Hill Road) at Corporate Center Drive**	Signalized	**C (31.3 sec/veh)**	**D (35.8 sec/veh)**
	Eastbound		C-26.4	C-20.7
	Westbound		C-34.5	D-42.1
	Northbound		E-55.2	E-57.2
	Southbound		C-24.4	D-39.9
8	**NC 54 (Chapel Hill Road) at Edwards Mill Road**	Signalized	**B (11.6 sec/veh)**	**B (13.7 sec/veh)**
	Eastbound		A-5.2	A-4.8
	Westbound		B-11.1	A-9.9
	Southbound		C-33.6	D-37.7

ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
9	**NC 54 (Chapel Hill Road) at SR 1011 (Hillsborough Street)**	Signalized	**C (20.5 sec/veh)**	**D (35.4 sec/veh)**
	Eastbound		C-26.5	D-50.2
	Northbound		C-26.3	C-21.8
	Southbound		B-10.4	C-27.1

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service

Western Walnut Street - Level of Service Results Summary

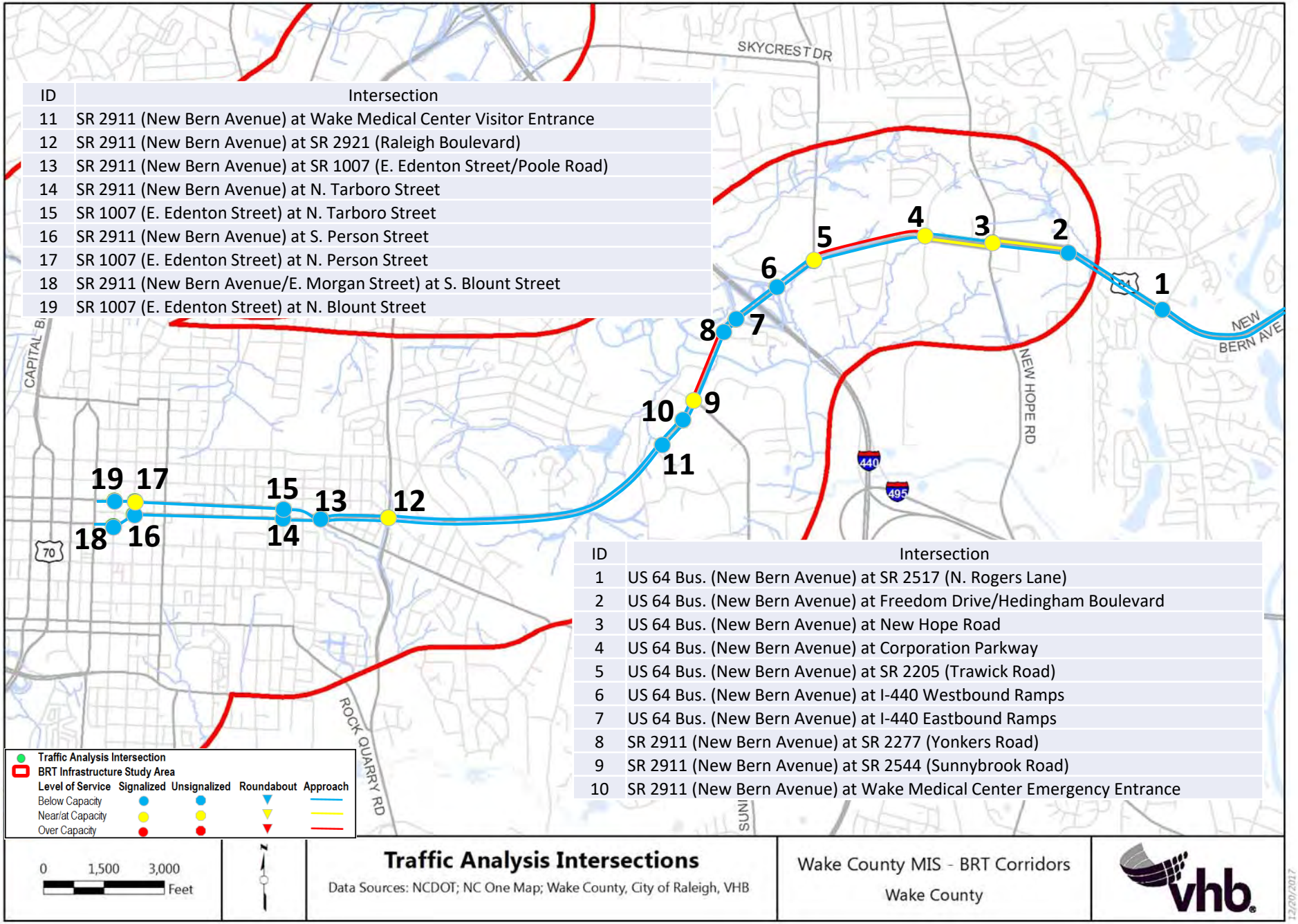
ID	Intersection and Approach	Traffic Control	Existing (2017)	
			AM	PM
1	**S. Harrison Avenue at SR 1300 (Dry Avenue/Kildaire Farm Road)**	Signalized	**C (27.4 sec/veh)**	**C (32.6 sec/veh)**
	Eastbound		B-19.9	C-22.7
	Westbound		D-42.3	D-48.7
	Northbound		B-11	B-11.1
	Southbound		B-15.2	C-22.3
2	**SR 1300 (Dry Avenue/Kildaire Farm Road) at S. Academy Street**	Signalized	**A (7.2 sec/veh)**	**B (14.1 sec/veh)**
	Eastbound		A-4.4	A-9.6
	Westbound		A-2.6	A-5.7
	Southbound		D-42.1	D-41.9
3	**SR 1300 (Dry Avenue/Kildaire Farm Road) at Walnut Street**	Signalized	**B (13.1 sec/veh)**	**B (18.4 sec/veh)**
	Westbound		D-36.6	D-35.3
	Northbound		B-10.0	B-14.9
	Southbound		A-5.4	A-7.6
4	**Walnut Street/Cary Towne Boulevard at Walnut Street**	Signalized	**C (30.5 sec/veh)**	**C (31.3 sec/veh)**
	Eastbound		B-12.1	B-14.8
	Westbound		C-23.4	B-15.4
	Northbound		E-67.2	E-65.9
	Southbound		E-61.4	E-61.3
5	**Cary Towne Boulevard at SR 1415 (Maynard Road)**	Signalized	**D (37.8 sec/veh)**	**D (49.3 sec/veh)**
	Eastbound		D-47.5	E-58.2
	Westbound		D-49.9	E-69.1
	Southbound		C-31.9	D-37.3
6	**Cary Towne Boulevard at Convention Drive/Principal Lane**	Signalized	**B (20 sec/veh)**	**C (20.7 sec/veh)**
	Eastbound		B-17.7	B-10.9
	Westbound		B-16.9	B-18
	Northbound		C-30.3	E-56.9
7	**Cary Towne Boulevard at I-40 EB Ramps**	Unsignalized	-	-
	Southbound		F-68.1	F-443.3
8	**Cary Towne Boulevard at I-40 WB Ramps**	Unsignalized	-	-
	Southbound		F-112.1	F-261.2

Legend: X - Overall Level of Service, (XX-X) - Worst Approach-Worst Approach Level of Service

APPENDIX 5-F

LEVEL OF SERVICE AND CAPACITY ANALYSIS

New Bern Corridor – AM Level of Service



ID	Intersection
11	SR 2911 (New Bern Avenue) at Wake Medical Center Visitor Entrance
12	SR 2911 (New Bern Avenue) at SR 2921 (Raleigh Boulevard)
13	SR 2911 (New Bern Avenue) at SR 1007 (E. Edenton Street/Poole Road)
14	SR 2911 (New Bern Avenue) at N. Tarboro Street
15	SR 1007 (E. Edenton Street) at N. Tarboro Street
16	SR 2911 (New Bern Avenue) at S. Person Street
17	SR 1007 (E. Edenton Street) at N. Person Street
18	SR 2911 (New Bern Avenue/E. Morgan Street) at S. Blount Street
19	SR 1007 (E. Edenton Street) at N. Blount Street

ID	Intersection
1	US 64 Bus. (New Bern Avenue) at SR 2517 (N. Rogers Lane)
2	US 64 Bus. (New Bern Avenue) at Freedom Drive/Hedingham Boulevard
3	US 64 Bus. (New Bern Avenue) at New Hope Road
4	US 64 Bus. (New Bern Avenue) at Corporation Parkway
5	US 64 Bus. (New Bern Avenue) at SR 2205 (Trawick Road)
6	US 64 Bus. (New Bern Avenue) at I-440 Westbound Ramps
7	US 64 Bus. (New Bern Avenue) at I-440 Eastbound Ramps
8	SR 2911 (New Bern Avenue) at SR 2277 (Yonkers Road)
9	SR 2911 (New Bern Avenue) at SR 2544 (Sunnybrook Road)
10	SR 2911 (New Bern Avenue) at Wake Medical Center Emergency Entrance

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

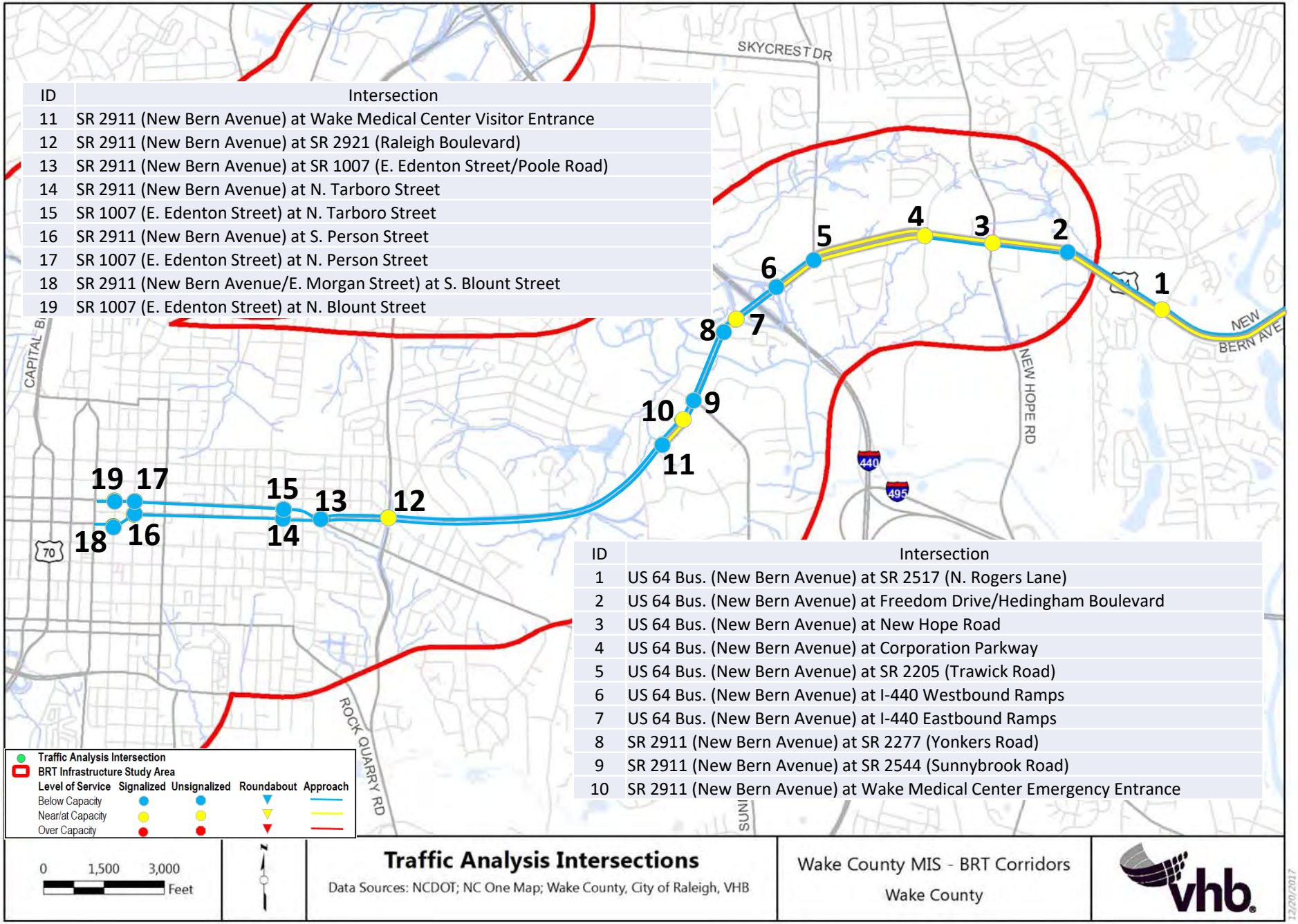
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

New Bern Corridor – PM Level of Service



ID	Intersection
11	SR 2911 (New Bern Avenue) at Wake Medical Center Visitor Entrance
12	SR 2911 (New Bern Avenue) at SR 2921 (Raleigh Boulevard)
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15	SR 1007 (E. Edenton Street) at N. Tarboro Street
16	SR 2911 (New Bern Avenue) at S. Person Street
17	SR 1007 (E. Edenton Street) at N. Person Street
18	SR 2911 (New Bern Avenue/E. Morgan Street) at S. Blount Street
19	SR 1007 (E. Edenton Street) at N. Blount Street

ID	Intersection
1	US 64 Bus. (New Bern Avenue) at SR 2517 (N. Rogers Lane)
2	US 64 Bus. (New Bern Avenue) at Freedom Drive/Hedingham Boulevard
3	US 64 Bus. (New Bern Avenue) at New Hope Road
4	US 64 Bus. (New Bern Avenue) at Corporation Parkway
5	US 64 Bus. (New Bern Avenue) at SR 2205 (Trawick Road)
6	US 64 Bus. (New Bern Avenue) at I-440 Westbound Ramps
7	US 64 Bus. (New Bern Avenue) at I-440 Eastbound Ramps
8	SR 2911 (New Bern Avenue) at SR 2277 (Yonkers Road)
9	SR 2911 (New Bern Avenue) at SR 2544 (Sunnybrook Road)
10	SR 2911 (New Bern Avenue) at Wake Medical Center Emergency Entrance

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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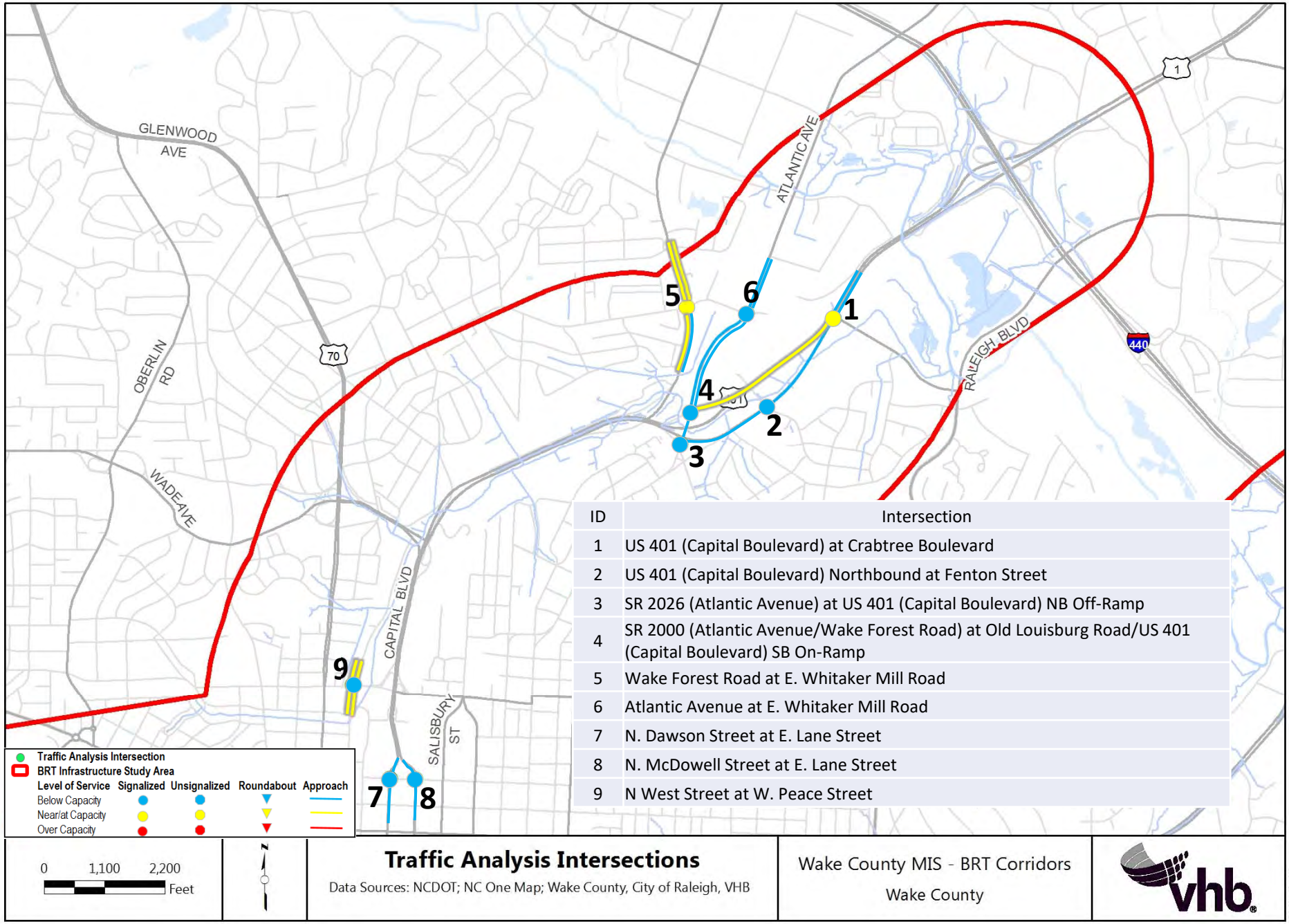
Capital Corridor – AM Level of Service



ID	Intersection
1	US 401 (Capital Boulevard) at Crabtree Boulevard
2	US 401 (Capital Boulevard) Northbound at Fenton Street
3	SR 2026 (Atlantic Avenue) at US 401 (Capital Boulevard) NB Off-Ramp
4	SR 2000 (Atlantic Avenue/Wake Forest Road) at Old Louisburg Road/US 401 (Capital Boulevard) SB On-Ramp
5	Wake Forest Road at E. Whitaker Mill Road
6	Atlantic Avenue at E. Whitaker Mill Road
7	N. Dawson Street at E. Lane Street
8	N. McDowell Street at E. Lane Street
9	N West Street at W. Peace Street

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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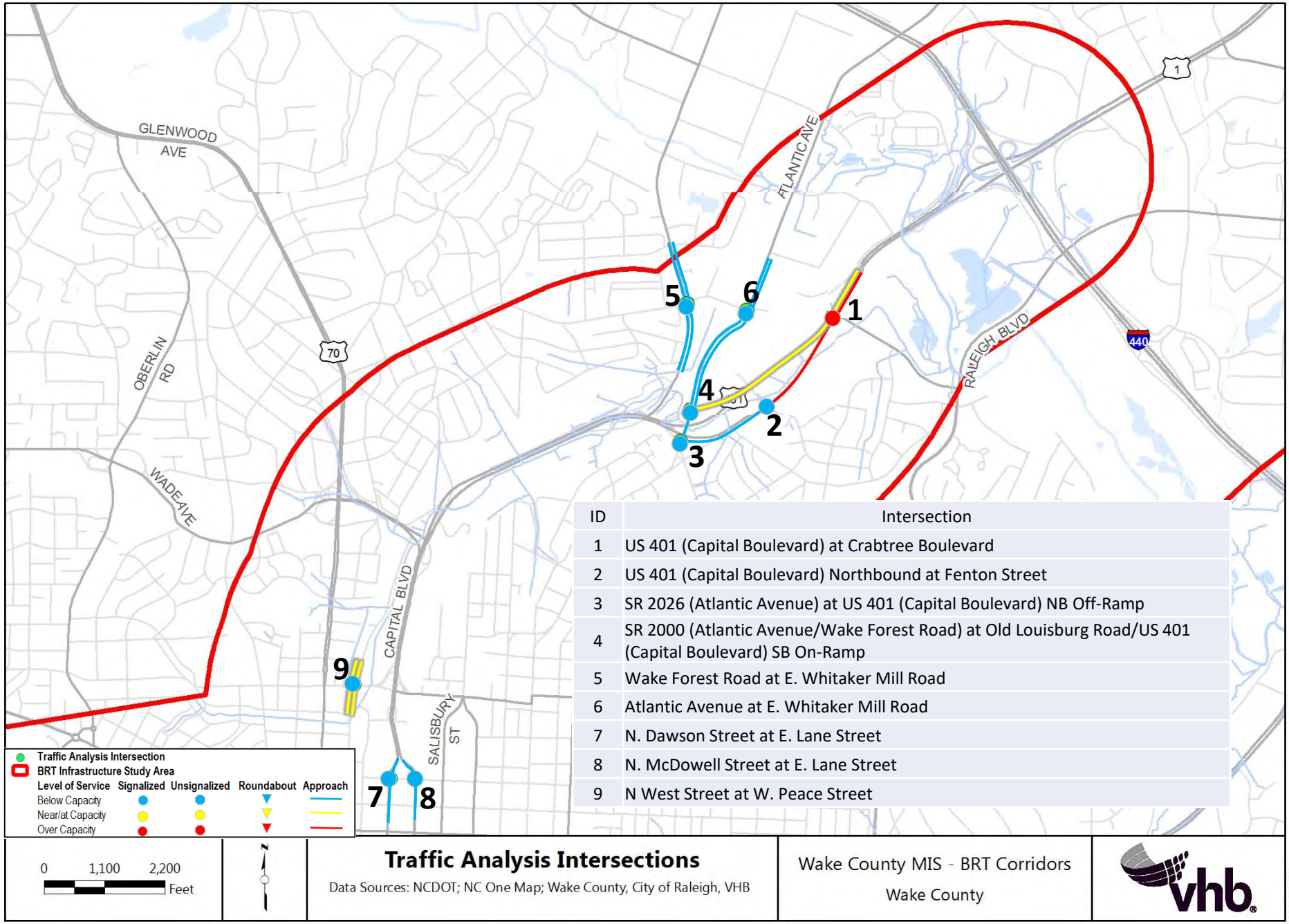
Capital Corridor – PM Level of Service



ID	Intersection
1	US 401 (Capital Boulevard) at Crabtree Boulevard
2	US 401 (Capital Boulevard) Northbound at Fenton Street
3	SR 2026 (Atlantic Avenue) at US 401 (Capital Boulevard) NB Off-Ramp
4	SR 2000 (Atlantic Avenue/Wake Forest Road) at Old Louisburg Road/US 401 (Capital Boulevard) SB On-Ramp
5	Wake Forest Road at E. Whitaker Mill Road
6	Atlantic Avenue at E. Whitaker Mill Road
7	N. Dawson Street at E. Lane Street
8	N. McDowell Street at E. Lane Street
9	N West Street at W. Peace Street

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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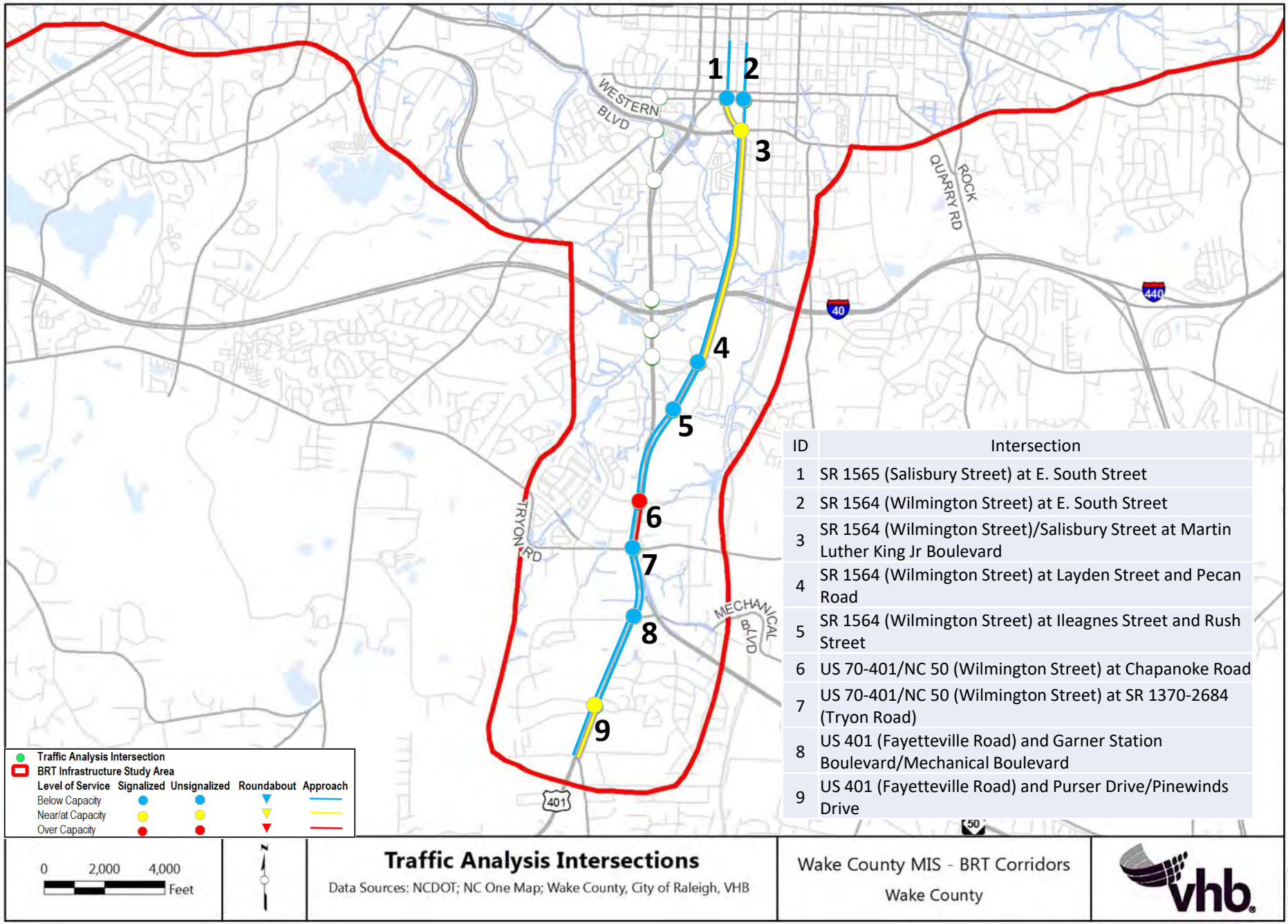
Wilmington Corridor – AM Level of Service



ID	Intersection
1	SR 1565 (Salisbury Street) at E. South Street
2	SR 1564 (Wilmington Street) at E. South Street
3	SR 1564 (Wilmington Street)/Salisbury Street at Martin Luther King Jr Boulevard
4	SR 1564 (Wilmington Street) at Layden Street and Pecan Road
5	SR 1564 (Wilmington Street) at Ileagnes Street and Rush Street
6	US 70-401/NC 50 (Wilmington Street) at Chapanoke Road
7	US 70-401/NC 50 (Wilmington Street) at SR 1370-2684 (Tryon Road)
8	US 401 (Fayetteville Road) and Garner Station Boulevard/Mechanical Boulevard
9	US 401 (Fayetteville Road) and Purser Drive/Pinewinds Drive

Traffic Analysis Intersection
BRT Infrastructure Study Area

Level of Service	Signalized	Unsignalized	Roundabout	Approach
Below Capacity	●	●	▼	—
Near/at Capacity	●	●	▼	—
Over Capacity	●	●	▼	—

0 2,000 4,000 Feet

N

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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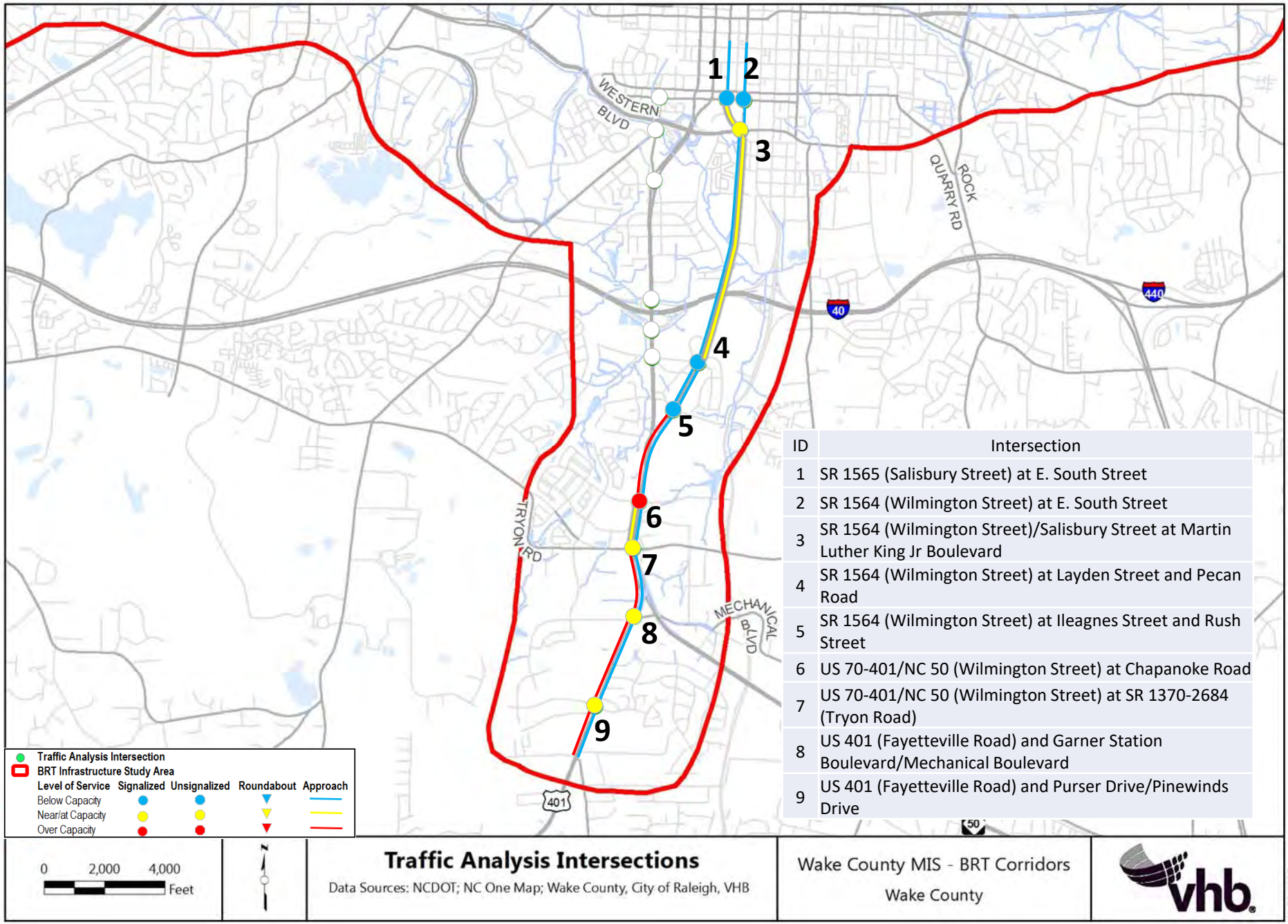
Wilmington Corridor – PM Level of Service



ID	Intersection
1	SR 1565 (Salisbury Street) at E. South Street
2	SR 1564 (Wilmington Street) at E. South Street
3	SR 1564 (Wilmington Street)/Salisbury Street at Martin Luther King Jr Boulevard
4	SR 1564 (Wilmington Street) at Layden Street and Pecan Road
5	SR 1564 (Wilmington Street) at Ileagnes Street and Rush Street
6	US 70-401/NC 50 (Wilmington Street) at Chapanoke Road
7	US 70-401/NC 50 (Wilmington Street) at SR 1370-2684 (Tryon Road)
8	US 401 (Fayetteville Road) and Garner Station Boulevard/Mechanical Boulevard
9	US 401 (Fayetteville Road) and Purser Drive/Pinewinds Drive

Traffic Analysis Intersection
BRT Infrastructure Study Area

Level of Service	Signalized	Unsignalized	Roundabout	Approach
Below Capacity	●	●	▼	—
Near/at Capacity	●	●	▼	—
Over Capacity	●	●	▼	—

0 2,000 4,000 Feet

N

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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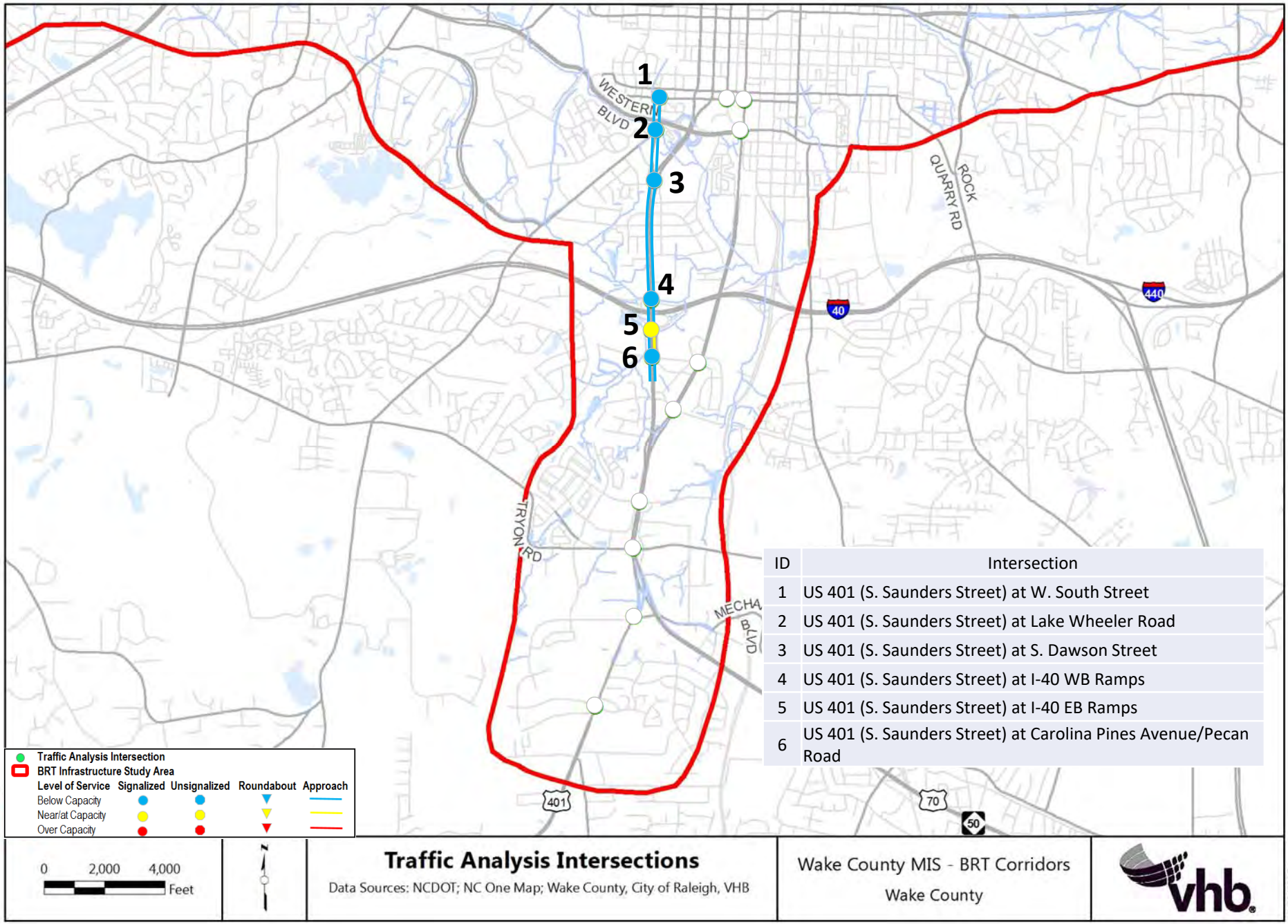
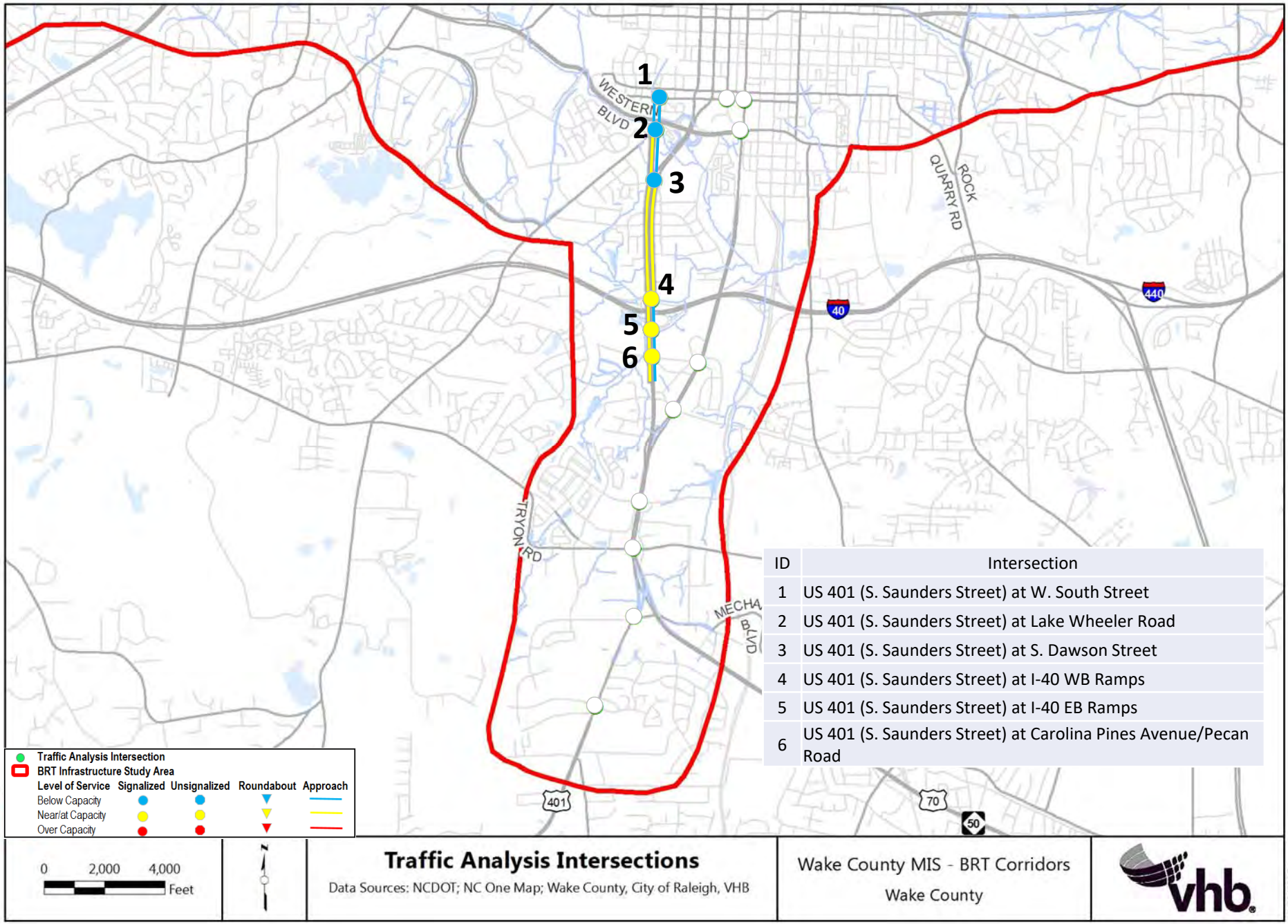
12/20/2017

Wilmington Corridor (Saunders Alternative) – AM Level of Service



ID	Intersection
1	US 401 (S. Saunders Street) at W. South Street
2	US 401 (S. Saunders Street) at Lake Wheeler Road
3	US 401 (S. Saunders Street) at S. Dawson Street
4	US 401 (S. Saunders Street) at I-40 WB Ramps
5	US 401 (S. Saunders Street) at I-40 EB Ramps
6	US 401 (S. Saunders Street) at Carolina Pines Avenue/Pecan Road

Wilmington Corridor (Saunders Alternative) – PM Level of Service



ID	Intersection
1	US 401 (S. Saunders Street) at W. South Street
2	US 401 (S. Saunders Street) at Lake Wheeler Road
3	US 401 (S. Saunders Street) at S. Dawson Street
4	US 401 (S. Saunders Street) at I-40 WB Ramps
5	US 401 (S. Saunders Street) at I-40 EB Ramps
6	US 401 (S. Saunders Street) at Carolina Pines Avenue/Pecan Road

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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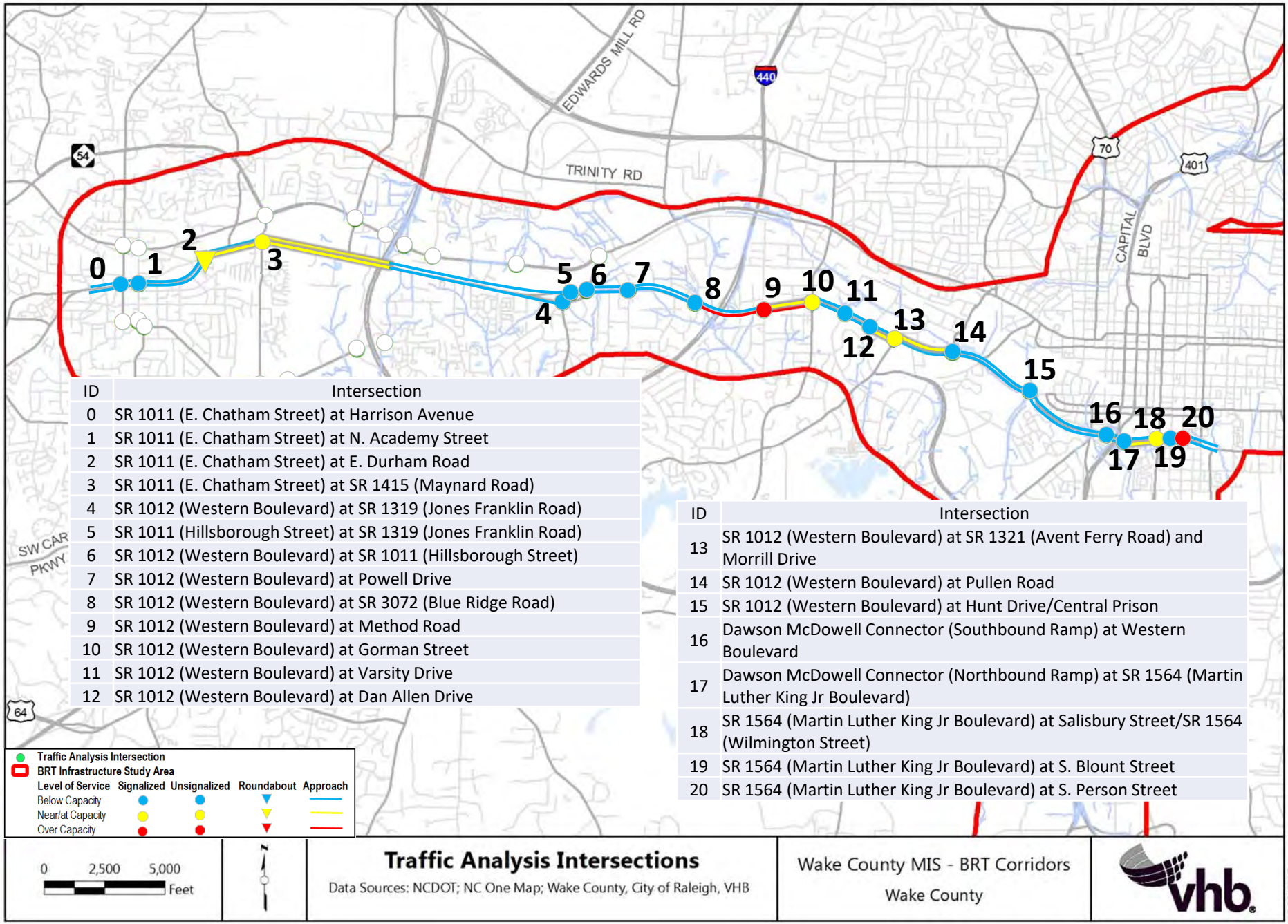
12/20/2017

Western Blvd / Chatham Corridor – AM Level of Service



ID	Intersection
0	SR 1011 (E. Chatham Street) at Harrison Avenue
1	SR 1011 (E. Chatham Street) at N. Academy Street
2	SR 1011 (E. Chatham Street) at E. Durham Road
3	SR 1011 (E. Chatham Street) at SR 1415 (Maynard Road)
4	SR 1012 (Western Boulevard) at SR 1319 (Jones Franklin Road)
5	SR 1011 (Hillsborough Street) at SR 1319 (Jones Franklin Road)
6	SR 1012 (Western Boulevard) at SR 1011 (Hillsborough Street)
7	SR 1012 (Western Boulevard) at Powell Drive
8	SR 1012 (Western Boulevard) at SR 3072 (Blue Ridge Road)
9	SR 1012 (Western Boulevard) at Method Road
10	SR 1012 (Western Boulevard) at Gorman Street
11	SR 1012 (Western Boulevard) at Varsity Drive
12	SR 1012 (Western Boulevard) at Dan Allen Drive

ID	Intersection
13	SR 1012 (Western Boulevard) at SR 1321 (Avent Ferry Road) and Morrill Drive
14	SR 1012 (Western Boulevard) at Pullen Road
15	SR 1012 (Western Boulevard) at Hunt Drive/Central Prison
16	Dawson McDowell Connector (Southbound Ramp) at Western Boulevard
17	Dawson McDowell Connector (Northbound Ramp) at SR 1564 (Martin Luther King Jr Boulevard)
18	SR 1564 (Martin Luther King Jr Boulevard) at Salisbury Street/SR 1564 (Wilmington Street)
19	SR 1564 (Martin Luther King Jr Boulevard) at S. Blount Street
20	SR 1564 (Martin Luther King Jr Boulevard) at S. Person Street

Traffic Analysis Intersection
BRT Infrastructure Study Area

Level of Service	Signalized	Unsignalized	Roundabout	Approach
Below Capacity				
Near/at Capacity				
Over Capacity				

0 2,500 5,000 Feet

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

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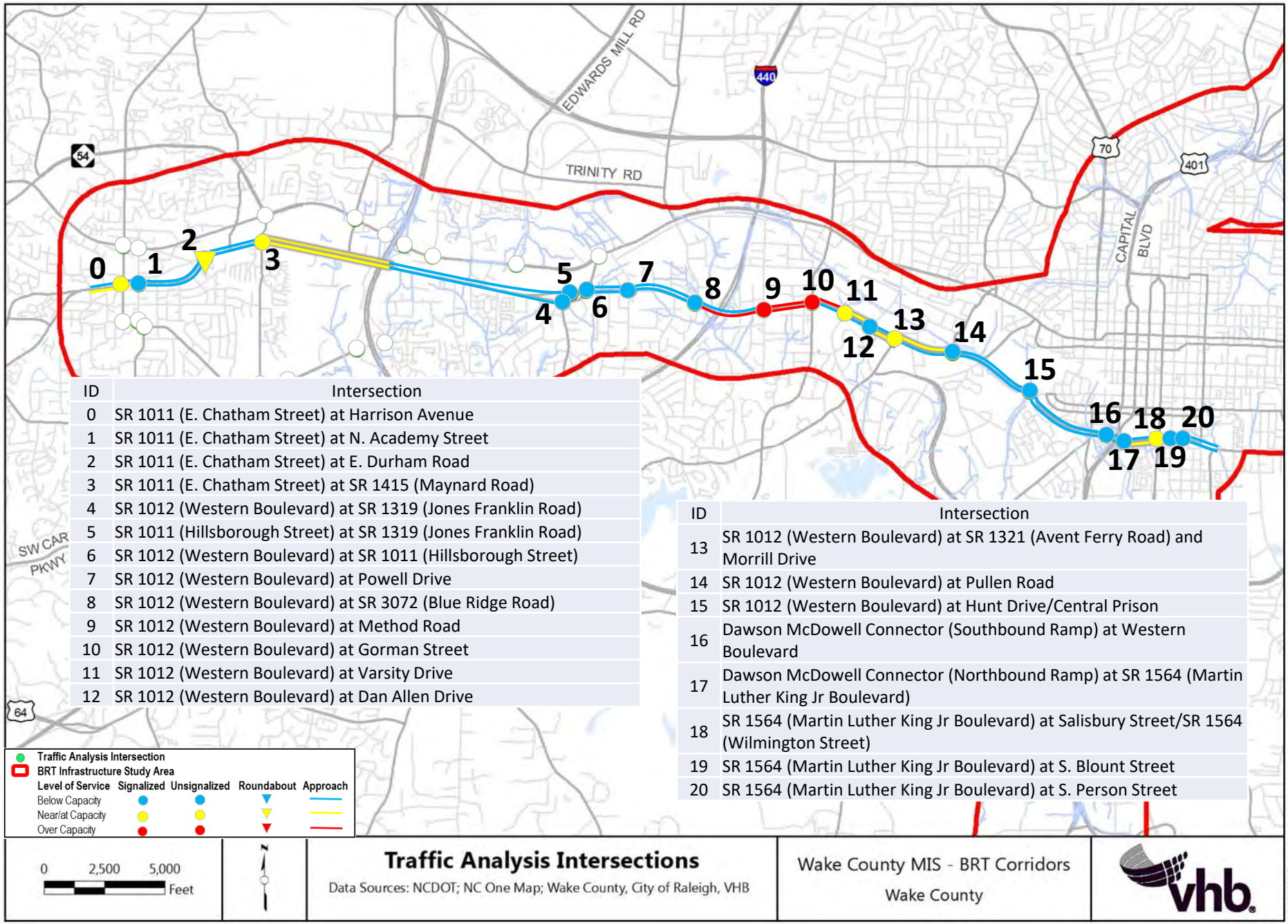
12/20/2017

Western Blvd / Chatham Corridor – PM Level of Service



ID	Intersection
0	SR 1011 (E. Chatham Street) at Harrison Avenue
1	SR 1011 (E. Chatham Street) at N. Academy Street
2	SR 1011 (E. Chatham Street) at E. Durham Road
3	SR 1011 (E. Chatham Street) at SR 1415 (Maynard Road)
4	SR 1012 (Western Boulevard) at SR 1319 (Jones Franklin Road)
5	SR 1011 (Hillsborough Street) at SR 1319 (Jones Franklin Road)
6	SR 1012 (Western Boulevard) at SR 1011 (Hillsborough Street)
7	SR 1012 (Western Boulevard) at Powell Drive
8	SR 1012 (Western Boulevard) at SR 3072 (Blue Ridge Road)
9	SR 1012 (Western Boulevard) at Method Road
10	SR 1012 (Western Boulevard) at Gorman Street
11	SR 1012 (Western Boulevard) at Varsity Drive
12	SR 1012 (Western Boulevard) at Dan Allen Drive

ID	Intersection
13	SR 1012 (Western Boulevard) at SR 1321 (Avent Ferry Road) and Morrill Drive
14	SR 1012 (Western Boulevard) at Pullen Road
15	SR 1012 (Western Boulevard) at Hunt Drive/Central Prison
16	Dawson McDowell Connector (Southbound Ramp) at Western Boulevard
17	Dawson McDowell Connector (Northbound Ramp) at SR 1564 (Martin Luther King Jr Boulevard)
18	SR 1564 (Martin Luther King Jr Boulevard) at Salisbury Street/SR 1564 (Wilmington Street)
19	SR 1564 (Martin Luther King Jr Boulevard) at S. Blount Street
20	SR 1564 (Martin Luther King Jr Boulevard) at S. Person Street

Traffic Analysis Intersection
BRT Infrastructure Study Area

Level of Service	Signalized	Unsignalized	Roundabout	Approach
Below Capacity	●	●	▼	—
Near/at Capacity	●	●	▼	—
Over Capacity	●	●	▼	—

0 2,500 5,000 Feet

N

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

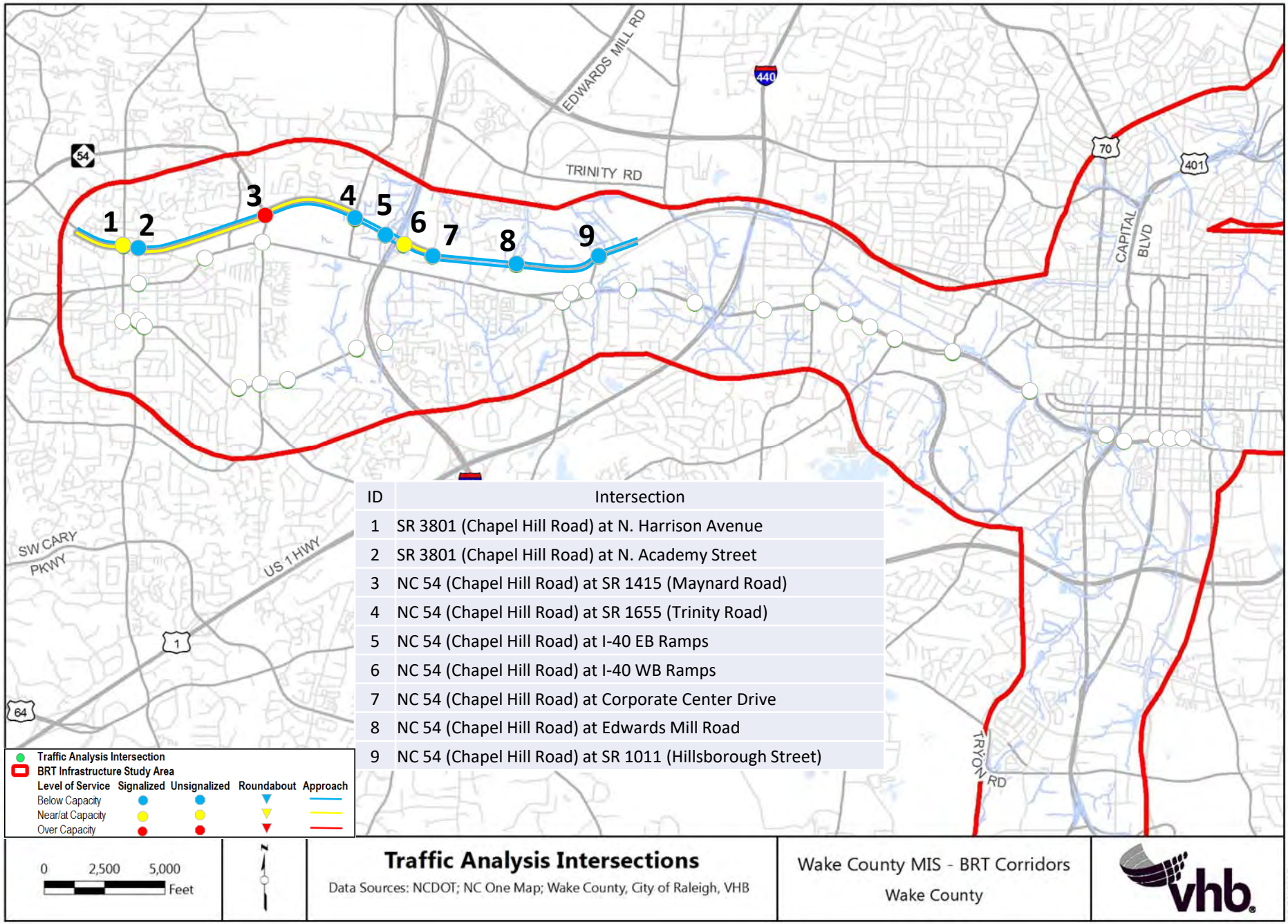
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (NC 54 Alternative) – AM Level of Service



ID	Intersection
1	SR 3801 (Chapel Hill Road) at N. Harrison Avenue
2	SR 3801 (Chapel Hill Road) at N. Academy Street
3	NC 54 (Chapel Hill Road) at SR 1415 (Maynard Road)
4	NC 54 (Chapel Hill Road) at SR 1655 (Trinity Road)
5	NC 54 (Chapel Hill Road) at I-40 EB Ramps
6	NC 54 (Chapel Hill Road) at I-40 WB Ramps
7	NC 54 (Chapel Hill Road) at Corporate Center Drive
8	NC 54 (Chapel Hill Road) at Edwards Mill Road
9	NC 54 (Chapel Hill Road) at SR 1011 (Hillsborough Street)

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

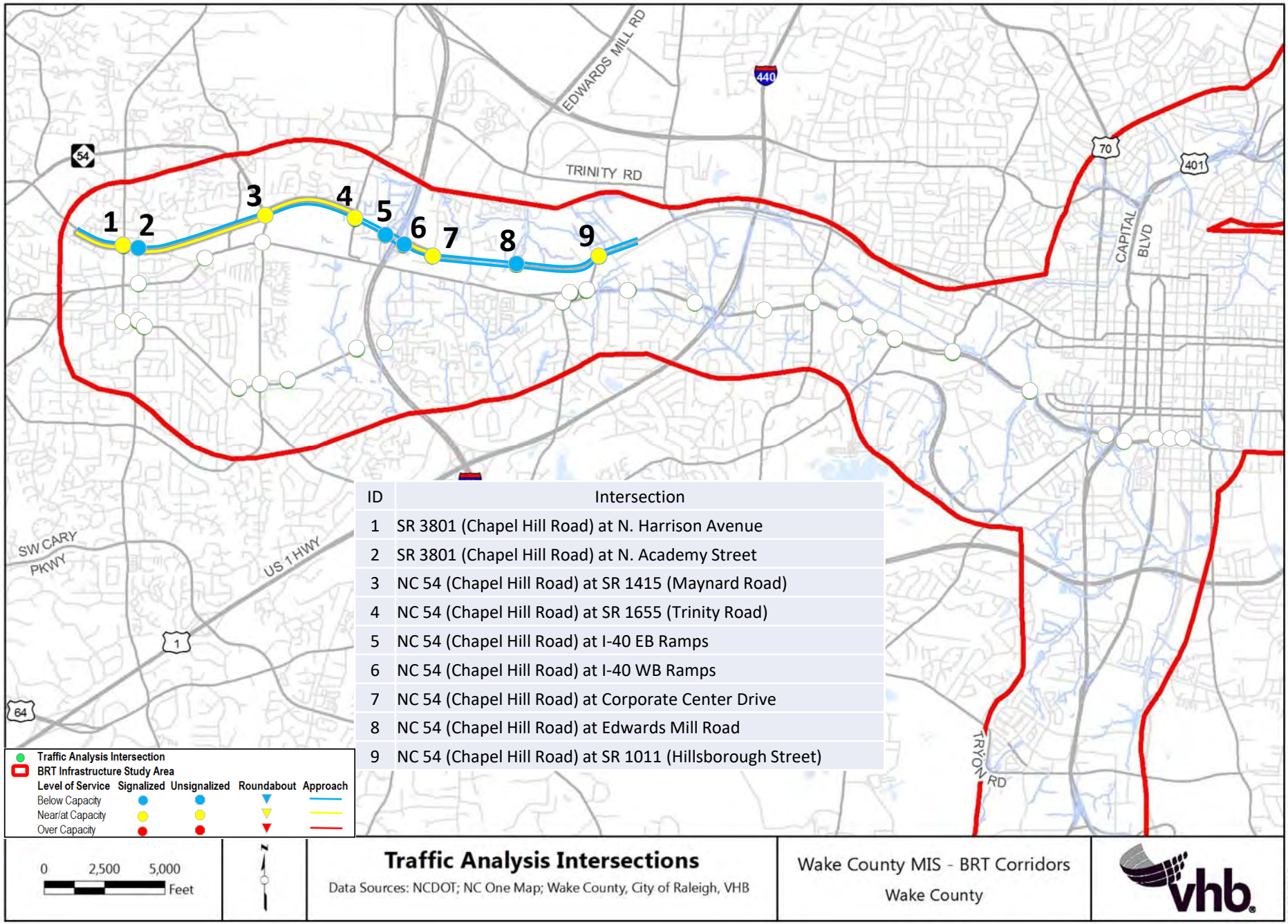
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (NC 54 Alternative) – PM Level of Service



ID	Intersection
1	SR 3801 (Chapel Hill Road) at N. Harrison Avenue
2	SR 3801 (Chapel Hill Road) at N. Academy Street
3	NC 54 (Chapel Hill Road) at SR 1415 (Maynard Road)
4	NC 54 (Chapel Hill Road) at SR 1655 (Trinity Road)
5	NC 54 (Chapel Hill Road) at I-40 EB Ramps
6	NC 54 (Chapel Hill Road) at I-40 WB Ramps
7	NC 54 (Chapel Hill Road) at Corporate Center Drive
8	NC 54 (Chapel Hill Road) at Edwards Mill Road
9	NC 54 (Chapel Hill Road) at SR 1011 (Hillsborough Street)

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

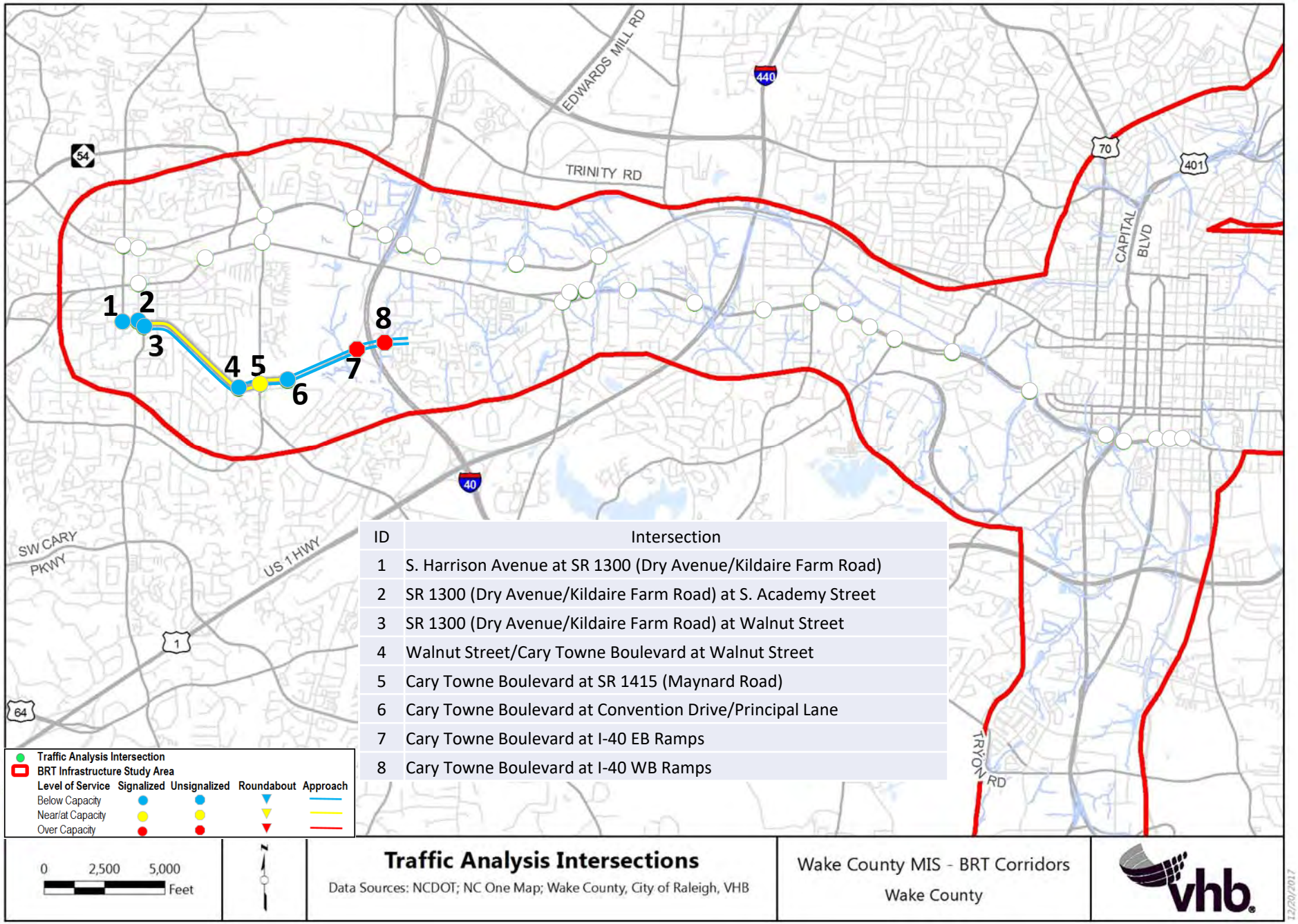
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (Walnut Alternative) - AM Level of Service



ID	Intersection
1	S. Harrison Avenue at SR 1300 (Dry Avenue/Kildaire Farm Road)
2	SR 1300 (Dry Avenue/Kildaire Farm Road) at S. Academy Street
3	SR 1300 (Dry Avenue/Kildaire Farm Road) at Walnut Street
4	Walnut Street/Cary Towne Boulevard at Walnut Street
5	Cary Towne Boulevard at SR 1415 (Maynard Road)
6	Cary Towne Boulevard at Convention Drive/Principal Lane
7	Cary Towne Boulevard at I-40 EB Ramps
8	Cary Towne Boulevard at I-40 WB Ramps

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

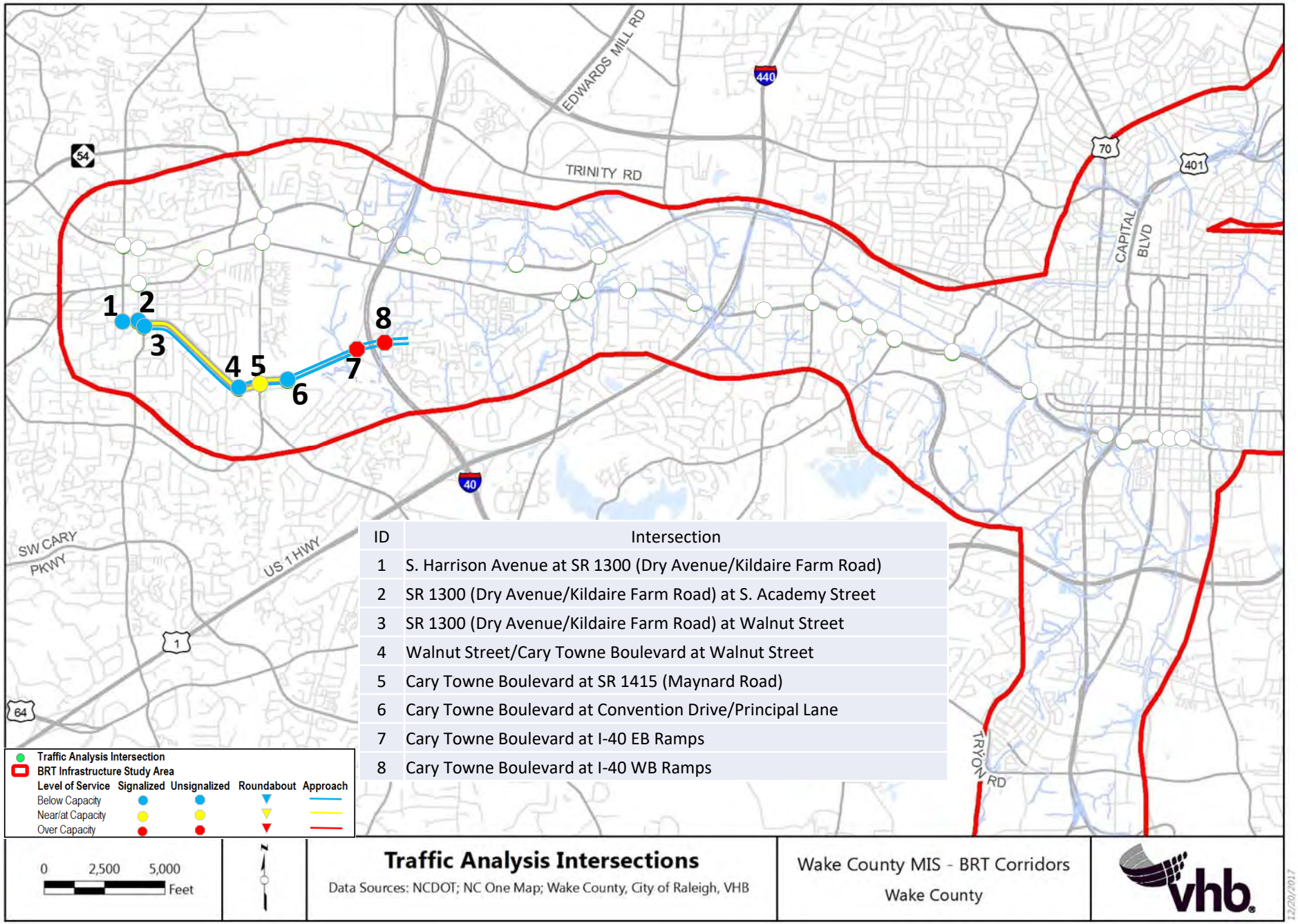
Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017

Western Blvd / Chatham Corridor (Walnut Alternative) - PM Level of Service



ID	Intersection
1	S. Harrison Avenue at SR 1300 (Dry Avenue/Kildaire Farm Road)
2	SR 1300 (Dry Avenue/Kildaire Farm Road) at S. Academy Street
3	SR 1300 (Dry Avenue/Kildaire Farm Road) at Walnut Street
4	Walnut Street/Cary Towne Boulevard at Walnut Street
5	Cary Towne Boulevard at SR 1415 (Maynard Road)
6	Cary Towne Boulevard at Convention Drive/Principal Lane
7	Cary Towne Boulevard at I-40 EB Ramps
8	Cary Towne Boulevard at I-40 WB Ramps

Traffic Analysis Intersections

Data Sources: NCDOT; NC One Map; Wake County, City of Raleigh, VHB

Wake County MIS - BRT Corridors

Wake County

vhb

12/20/2017