### SIGNAL WARRANT STUDY

State Road 429 at State Road 46 Section 11320 – M.P. 2.118 Lake County

Prepared for:

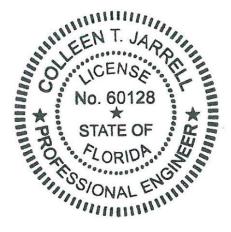
### FLORIDA DEPARTMENT OF TRANSPORTATION **DISTRICT 5 TRAFFIC OPERATIONS**

719 South Woodland Boulevard, MS 3-562 Deland, Florida 32720



Continuing Services Contract for Traffic Operations Financial Project Identification Number: 237974-1-32-15 Contract Number: C-9G59 TEDS Contract Number: 10635 Task Work Order: 111 Study: 1

Prepared by: Traffic Engineering Data Solutions, Inc. Certificate of Authorization License Number: 27392 80 Spring Vista Drive DeBary, Florida 32713



May 2018

This item has been electronically signed and sealed by Colleen T. Jarrell, PE, on 7/23/2018 using a digital signature



Digitally signed by Colleen T. Jarrell, P.E. DN: cn=Colleen T. Jarrell, P.E., o=Traffic Engineering Data Solutions, Inc., ou, Date: 2018.07.23 08:59:30 -04'00'

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### EXECUTIVE SUMMARY

A Traffic Signal Warrant Study was conducted for the intersection of State Road 429 at State Road 46 located in Mount Plymouth (Lake County), Florida to determine if turning the existing signal from flashing mode to being fully operational would be beneficial. Based on the data collected, signal warrant analysis, field observations and engineering judgment, **a fully operational traffic signal in not recommended at the intersection at this time and the existing signal should remain in flash mode with State Road 46 having the right-of-way.** 

### INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct a Traffic Signal Warrant Study at the intersection of State Road 429 and State Road 46. The study intersection is located in Mount Plymouth (Lake County), Florida as shown below in *Figure 1*.

The study was initiated after a report of an increase in traffic at the intersection after the opening of the new Wekiva Parkway section for State Road 429. The analysis methods used in completing this study are consistent with the Federal Highway Administration (FHWA) <u>Manual on Uniform Traffic Control Devices</u> (MUTCD), FDOT <u>Manual on Uniform Traffic Engineering Manual</u> (TEM), and engineering judgment. This report documents existing conditions, vehicle / pedestrian / bicycle counts, crash analysis, qualitative assessment, signal warrant analysis, and recommendations.

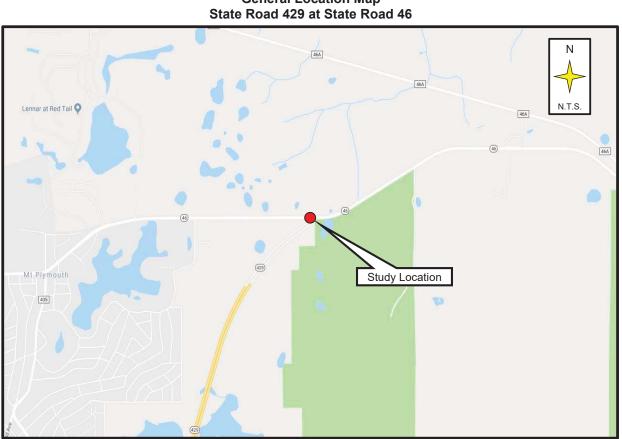


Figure 1 General Location Map State Road 429 at State Road 46

Source: Google Maps

### **EXISTING CONDITIONS**

State Road 46 is an east-west rural arterial that extends east for approximately 53 miles from U.S. 441 in Mount Dora, through the study intersection, to U.S. 17-92 (French Avenue) in Sanford. At the study intersection, State Road 46 is a two-lane undivided arterial. State Road 429 is a north-south limited access toll road maintained by the Central Florida Expressway Authority that extends from Interstate 4 in Osceola County to the study intersection at State Road 46. At the study intersection, the intersection is the north-end ramp terminal for State Road 429 which allows northbound State Road 429 traffic to access State Road 46, and State Road 46 east-west traffic to access southbound State Road 429. A location aerial is shown below in *Figure 2.* 

Figure 2 General Location Aerial State Road 429 at State Road 46

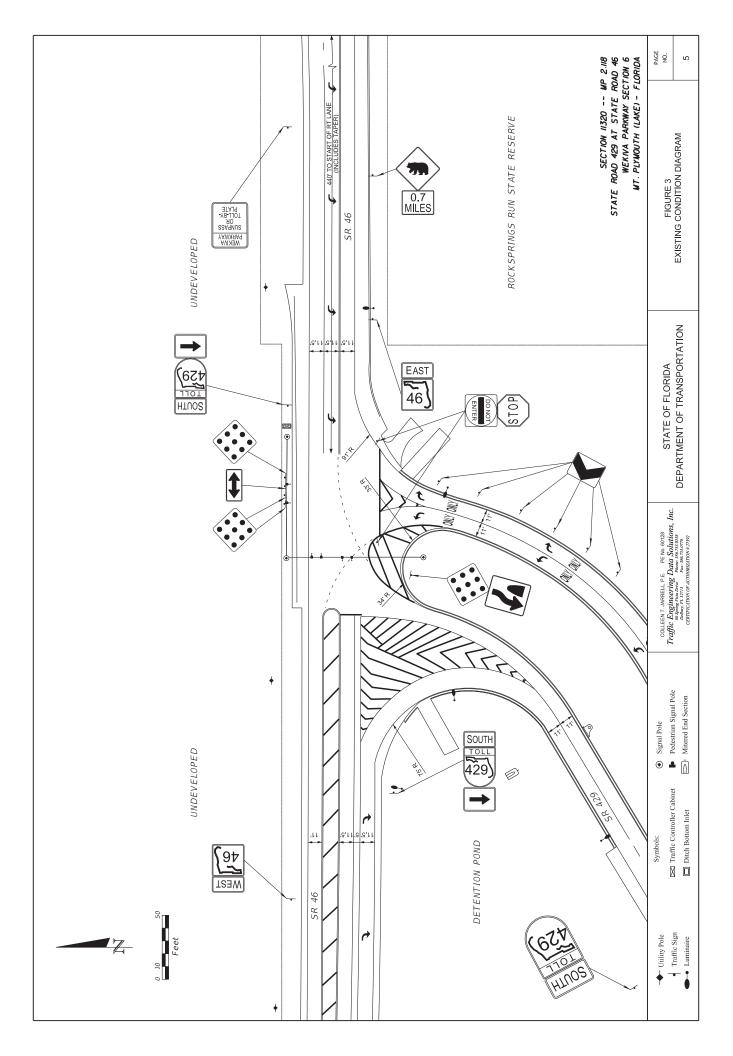


Source: Google Earth

**Table 1** on the following page summarizes the existing conditions for the study location. An existing condition diagram (*Figure 3*) and photographs of the study location are included within this study. A straight line diagram is also included in the *Appendix* 

Table 1
Summary of Existing Conditions
State Road 429 at State Road 46
State Road 429 at State Road 46

Feature	Description
Main Street	State Road 46
Side Street	State Road 429
Area Location	Mount Plymouth (Lake County), Florida
Adjacent Land Uses	<u>Northwest:</u> Undeveloped <u>Northeast</u> : Undeveloped <u>Southwest</u> : Pond <u>Southeast</u> : Rocksprings Run State Reserve
Traffic Control	One-way STOP controlled (full traffic signal in flash mode) with State     Road 46 having the right-of-way
Adjacent Signalized Intersections	<ul> <li><u>South</u>: None</li> <li><u>North</u>: None</li> <li><u>West</u>: County Road 435/Niles Street – 1.79 miles</li> <li><u>East</u>: County Road 46A – 2.88 miles</li> </ul>
State Road 46	<ul> <li><u>Cross Section:</u> 2-lane undivided rural arterial with paved shoulders</li> <li><u>Posted Speed Limit</u>: 55 mph</li> <li><u>AADT</u>: 17,400 vehicles per day (year 2017)</li> <li><u>Eastbound Approach Lanes</u>: One (1) through lane, one (1) bicycle lane, and one (1) right-turn lane</li> <li><u>Westbound Approach Lanes</u>: One (1) left-turn lane, and one (1) through lane</li> <li><u>Pedestrian Crossings</u>: None</li> <li><u>Alignment</u>: Tangent</li> <li><u>Sidewalks</u>: None</li> <li><u>Utilities</u>: Along the north side of the roadway</li> <li><u>Street Lighting</u>: Luminaires on the south side of the roadway at the intersection</li> </ul>
State Road 429	<ul> <li><u>Cross Section:</u> 4-lane divided rural toll road ramp section (curb and gutter)</li> <li><u>Posted Speed Limit:</u> 45 mph northbound and 55 mph southbound</li> <li><u>AADT:</u> 2,100 vehicles per day (year 2017)</li> <li><u>Northbound Approach Lanes:</u> One (1) left-turn lane, and one (1) right-turn lane</li> <li><u>Pedestrian Crossings:</u> None</li> <li><u>Sidewalks:</u> None</li> <li><u>Utilities:</u> None</li> <li><u>Street Lighting:</u> Luminaires along both east and west sides of the roadway on approach and travelling away from the intersection</li> </ul>



### P a g e | **6**



### Eastbound Approach Photographs State Road 429 at State Road 46

Looking East Towards Intersection



Looking West Away From Intersection

# 

### Westbound Approach Photographs State Road 429 at State Road 46

Looking West Towards Intersection



Looking East Away From Intersection



Northbound Approach Photographs State Road 429 at State Road 46

Looking North Towards Intersection

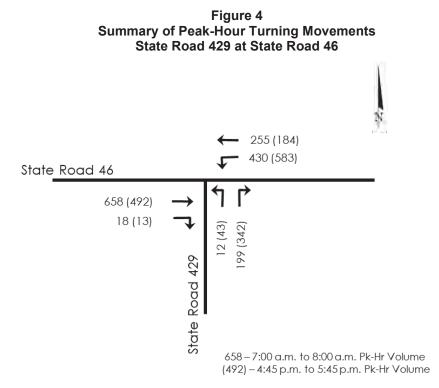


Looking South Away From Intersection

### Traffic Volumes

Eight (8) hours of manual turning movement counts were collected from 7:00 AM to 9:00 AM, 11:00 AM to 1:00 PM and 2:00 PM to 6:00 PM on a weekday.

The intersection morning peak hour occurred from 7:00 AM to 8:00 AM, while the evening peak hour occurred from 4:45 PM to 5:45 PM. As summarized below in *Figure 4*, 1,572 and 1,657 vehicles were counted entering the intersection during the morning and evening peak hours, respectively, with the following characteristics:



- During the eight (8) hours of manually collected turning movement counts, no pedestrians or bicyclists were observed traversing the intersection.
- During the eight (8) hours of manually collected turning movement counts, heavy trucks, which include single unit trucks such as delivery trucks (Class 5 to 7) and tractor-trailer trucks (Class 8 to 15), accounted for approximately 5.3% of the traffic passing through the intersection.

Summaries of turning movement count data, pedestrian, and bicycle movements are provided in the *Appendix*.

### **Collision Data**

Crash data for the study intersection for a 36-month period (January 1, 2015 to December 31, 2017) was obtained from FDOT's CAR database and the University of Florida's *Signal Four Analytics*. The 12-month period with the most crashes occurred from February 1, 2016 to January 31, 2017. Within this 12-month period there were seven (7) crashes reported consisting of the following crash types:

- Six (6) fixed object; and
- One (1) rollover
- The crashes resulted in zero (0) fatalities, four (4) injuries, and \$79,400 in estimated property damage.
- Four (4) of the crashes occurred during the day and three (3) crashes occurred at night.
- All seven (7) of the crashes occurred under dry pavement conditions.
- Four (4) of the fixed object crashes were the result of northbound drivers who failed to negotiate the curve on State Road 429, approaching State Road 46. These crashes resulted in vehicles hitting the concrete curb and a road sign, a fence, a light pole and a utility pole (followed by a stop sign and guardrail). The crash that resulted in one vehicle hitting the utility pole, stop sign and guardrail involved a stolen vehicle.
- Two (2) other fixed object crashes are explained below:
  - A northbound vehicle on State Road 429 blew a tire causing the vehicle to lose control and strike a light pole.
  - A westbound vehicle on State Road 46 made a sharp left-turn into the travel path of a right-turning vehicle on State Road 429. The right-turning vehicle swerved to the right to avoid a collision and struck the stop sign in the southeast corner of the study intersection.
- One (1) rollover crash occurred when a northbound vehicle on State Road 429 lost control after taking evasive action to avoid a collision with another vehicle that abruptly changed lanes in front it. The at-fault vehicle swerved to the right to avoid collision and in the process entered the downhill east shoulder of State Road 429 and overturned. The unknown vehicle that originally changed lanes failed to stop and left the scene of crash. This crash resulted in two (2) non-incapacitating injuries.

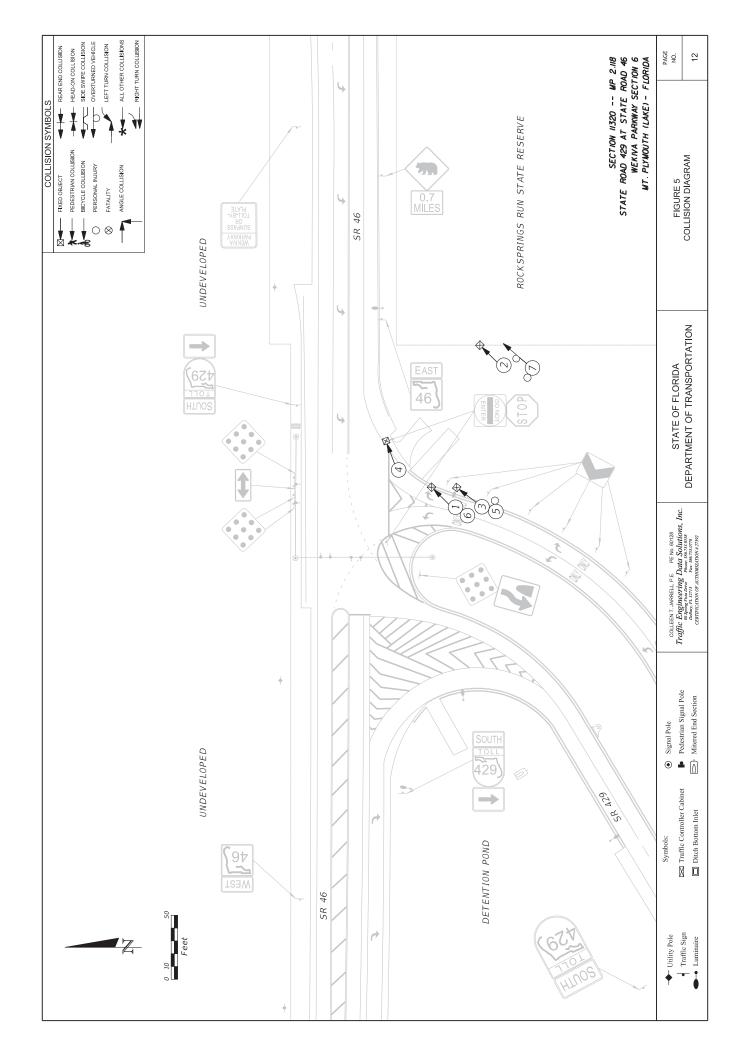
Additionally, University of Florida's *Signal Four Analytics* indicates two (2) fixed object and two (2) rear end crashes occurred within the study limits from January 1, 2018 to May 3, 2018. The crashes resulted in seven (7) injuries and \$19,050 in estimated property damage. In the two (2) fixed object crashes, both at-fault vehicles failed to properly negotiate the curve on State Road 429 and both vehicles left the roadway before striking the fence east of State Road 429 and the guardrail south of State Road 46, respectively. These two (2) crashes resulted in seven (7) incapacitating injuries.

No crashes have occurred (from February 1, 2016 through May 3, 2018) at the intersection that would be susceptible to correction with the installation of a traffic signal.

# Table 2Summary of Collision DataState Road 429 at State Road 46

### FLORIDA DEPARTMENT OF TRANSPORTATION

						COLLIS	ION SUMM	ARY					
Section:		11320					State Road:	State Road 46			County:	Lake	
Intersecting	route:	State Roa	d 429				Milepost:	2.118			Data by:	:TSH	
Study perio	d:	2/1/2016	to	1/31/2	017						Date:	5/3/2018	
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUT	ING CAUSE
1	02/22/16	Monday	10:54	0	0	1-None	\$600	Fixed Object	Ν	Day	Dry	Careless	Driving
2	05/30/16	Monday	0:55	0	0	1-None	\$13,000	Fixed Object	Ν	Night	Dry	Careless	Driving
3	11/01/16	Tuesday	15:50	0	0	1-None	\$6,500	Fixed Object	Ν	Day	Dry	Mecha	nical
4	11/10/16	Thursday	8:14	0	0	1-None	\$1,500	Fixed Object	Ν	Day	Dry	Careless	Driving
5	01/16/17	Monday	18:36	0	2	3-Non-incapacitating	\$12,800	Fixed Object	Ν	Night	Dry	Careless	Driving
6	01/17/17	Tuesday	15:07	0	0	1-None	\$29,500	Fixed Object	Ν	Day	Dry	Careless	Driving
7	01/27/17	Friday	20:50	0	2	3-Non-incapacitating	\$15,500	Rollover	Y	Night	Dry	Lost Co	ontrol
TOTAL				0	4		\$79,400						
TOTAL NO.	Fatal	Injury		operty age Only	Animal	Right-Turn	Off Road	Rollover	Fixe	d Object	Angle	Left-Turn	Sideswipe
7	0	2		5	0	0	0	1		6	0	0	0
Percent	0%	29%	7	71%	0%	0%	0%	14%		86%	0%	0%	0%
CONTRIB-	Day	Night	Pav	ement Co	ondition	FTYRW	Mechanical	Lost Control		ckless	Medical	Careless	Fell Asleer
CAUSE	Day	raight	Wet	Dry	?	1111.00	wiceflameat	Lost Control	D	riving	wiedical	Driving	1 en Asieep
Total	4	3	0	7	0	0	1	1		0	0	5	0
Percent	57%	43%	0%	100%	0%	0%	14%	14%		0%	0%	71%	0%



### Intersection Delay

Intersection delay studies were performed for the northbound left-turn and right-turn movements from State Road 429, as well as the westbound left-turn movement from State Road 46. Procedures from the <u>Manual on Uniform Traffic Studies</u> (MUTS) were applied to determine the summarized results presented in **Table 3**.

	State	Road 429 at S	tate Road 46			
Movement	Time	Maximum Queue (Veh)	Average Delay per Vehicle (Sec)	Volume (Veh/Hr)	Total Delay (Veh-Sec)	Total Delay (Veh-Hr)
	7:00 - 8:00 AM	2	39.4	11	433	0.14
Northbound Left	2:00 - 3:00 PM	2	19.1	26	496	0.15
	5:00 - 6:00 PM	4	32.4	41	1,330	0.39
	7:00 - 8:00 AM	6	16.8	202	3,401	0.96
Northbound Right	2:00 - 3:00 PM	4	8.6	111	959	0.27
	5:00 - 6:00 PM	16	36.4	330	12,019	3.35
	7:00 - 8:00 AM	9	15.5	245	3,785	1.05
Westbound Left	2:00 - 3:00 PM	2	5.7	69	393	0.12
	5:00 - 6:00 PM	4	9.4	167	1,575	0.44

Table 3Summary of Delay StudiesState Road 429 at State Road 46

Generally, an average delay in excess of 60 seconds is considered excessive at an unsignalized intersection and what could typically be expected if the intersection were signalized. As shown in **Table 3**, the average delay ranged from 19.1 seconds per vehicle to 39.4 seconds per vehicle for the northbound left-turn movement, from 8.6 seconds per vehicle to 36.4 seconds per vehicle for the northbound right-turn movement, and from 5.7 seconds per vehicle to 15.5 seconds per vehicle for the westbound left-turn movement. The maximum delay that was recorded for the northbound left-turn, right-turn, and the westbound left-turn movements was 99.0, 170.0, and 86.0 seconds, respectively. A total of 11 northbound left-turn vehicles, 62 northbound right-turn vehicles, and five (5) westbound left-turn vehicles experienced delay in excess of 60 seconds. Delay summaries are provided in the **Appendix**.

It should be noted that a crash occurred at the intersection at 5:30 p.m., while the delay study was being performed. This resulted in a significant increase in vehicle delays for approximately 7 minutes after the crash occurred and when the emergency vehicles arrived on the scene. This level of delay was not observed during the engineer's field review the following day.

### QUALITATIVE ASSESSMENT

The intersection of State Road 429 at State Road 46 was observed during the peak hours by a registered Professional Engineer to assess existing operating conditions and to determine if turning the existing signal from flashing mode to being fully operational would be potentially beneficial. The following conditions were observed:

### **Operations:**

*Observations:* The following observations were made with respect to the operations of the study intersection:

General observations:

- Wekiva Parkway construction activity is on-going within the vicinity of the study intersection. Construction barrels are present along the northbound approach of State Road 429 and the east leg of the intersection. The adjacent activity results in traffic congestion along State Road 46, typically in the eastbound direction, east of the study intersection.
- The posted speed limit on northbound State Road 429 is 55 mph and reduces to 45 mph northbound, approximately 1,100 feet south of the intersection. The posted speed limit on State Road 46 is 55 mph. Motorists passing through the intersection on State Road 46 appeared to be travelling at the posted 55 mph speed limit during non-congested periods.
- Sight distance is adequate for motorists on all approaches.
- The westbound volumes are predominant throughout the day, with eastbound and westbound traffic volumes being nearly equal during the morning and more directional in the afternoon.
- Eastbound vehicles approached the intersection in large platoons. Large gaps between the platoons were frequently available to accommodate the northbound right and westbound left-turn movement (gaps ranged from 20 to 30 seconds). During the afternoon peak period (5:30 p.m.), eastbound traffic (east of the intersection) was congested (presumably from the signal at County Road 46A) and began to queue to within 800 feet of the study intersection. This resulted in eastbound drivers slowing in advance of the intersection, presenting larger opportunities for northbound right and westbound left-turn movements.
- Frequent concurrent gaps in eastbound and westbound traffic occurred, allowing northbound left-turn movements to be completed with minimal delay.
- The westbound left-turn volumes averaged 144 vph (ranging from 66 to 245 vph) during the 8-hour count period. Westbound left-turning traffic typically arrived in platoons. The maximum observed westbound left-turn queue was six (6) vehicles in the morning and one (1) vehicle in the afternoon with minimal average delay (under 20 seconds).
- The northbound approach volumes were heavy, averaging 205 vph during the 8-hour count period, with approximately 89% northbound right-turn movements and 11% northbound left-turn/U-turn movements. The maximum observed northbound left-turn queue was two (2) vehicles (morning and afternoon) and the maximum observed northbound right-turn queue was three (3) vehicles in the morning and eight (8) vehicles

in the afternoon. The average delays for northbound left-turn and right-turn movements were both under 40 seconds.

- While the northbound right-turn volume is heavy, motorists were observed completing their turn without completely stopping, rolling through the turn. When a queue did form, once the lead vehicle initiated their turn, following motorists completed their turn without stopping. Generally, no conflicts were observed with this action due to the large gaps in eastbound traffic platoons. There were two instances of an eastbound through driver braking to avoid a crash with a northbound right-turning motorist who had completed their turn but had not reached the posted speed limit prior to the eastbound motorist reaching them.
- While turning volumes are high at the study intersection, no issues were noted with the operational efficiency of the turning movements.

### Safety:

The following observations were made with respect to the safety of the study intersection:

- No signs of skid marks, broken glass, plastic, or other indication of a crash were observed at the intersection.
- Eight (8) fixed object crashes occurred from February 1, 2016 to May 3, 2018 in which northbound drivers failed to negotiate the curve on State Road 429. Chevron signs were recently installed along the outside of this curve. It is unknown if any additional crashes have occurred since the installation of the chevron signs.

### Maintenance:

During the field reviews the condition of the study intersection's asphalt, striping, signing and lighting were observed. The following are observations related to the maintenance of the intersection based on the various field reviews of the intersection:

- The signs, pavement markings, and pavement conditions at the intersection are in good condition.
- Along with the flashing signal, adequate signage is present along State Road 46 to inform drivers of this intersection.

### SIGNAL WARRANT ANALYSIS

The traffic volumes, geometric conditions, and crash data at the intersection were analyzed, summarized, and then compared with the warrants for the installation of a traffic signal contained within the <u>Manual on Uniform Traffic Control Devices</u> (MUTCD 2009) and <u>Manual on Uniform Traffic Studies</u> (MUTS).

Upon conducting the Signal Warrant Analysis, the eastbound and westbound approaches on State Road 46 were used as the major street, and the northbound approach on State Road 429 was considered the minor street. For the purposes of the warrant analysis, the major street was treated as a one-lane approach. Because northbound right-turn motorists experience relatively minimal delay at the intersection, the northbound right-turn volume was not included in the warrant analysis. Therefore, the minor street was treated as a one-lane approach. Finally, based on the critical speed of 55 mph on State Road 46, the 70% volume criteria were applied to the analysis.

When considering crash history for the signal warrant analysis, during the 12-month period from February 1, 2016 to January 31, 2017, there were no crashes susceptible to correction by the installation of a traffic signal. **Table 4** below summarizes the results of the warrant analysis. The signal warrant analysis worksheets for the study intersection are also provided on the following pages.

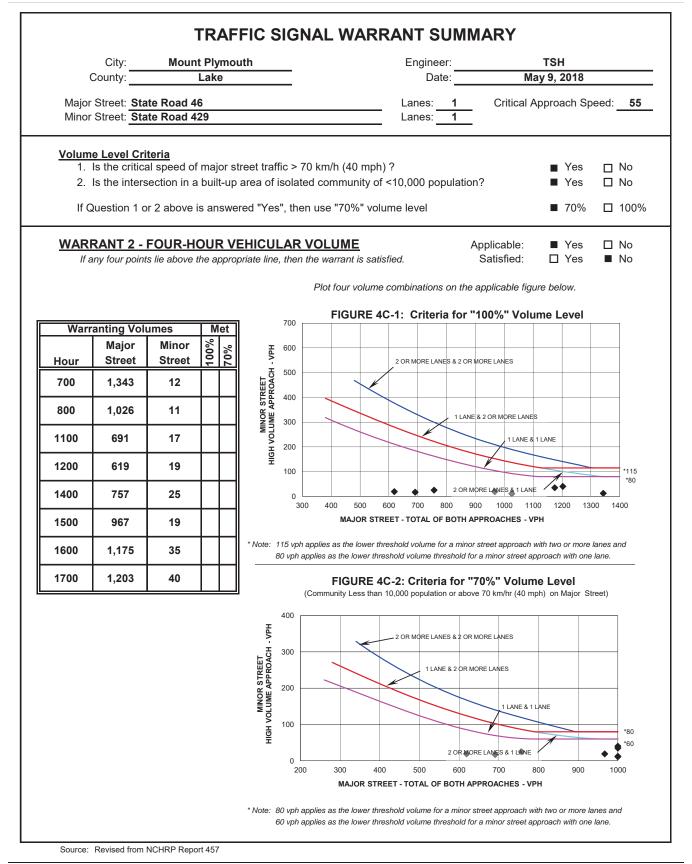
		State Road	429 at Sta	ite Road 46
Warrant		Applicable	Satisfied	Comments
1A	Minimum Vehicular Volume	Yes	No	This warrant is not met as the volumes did not meet the threshold for any of the eight (8) hours
1B	Interruption of Continuous Traffic	No	N/A	This warrant is not applicable as the minor street does not experience excessive delay.
2	Four Hour Vehicular Volume	Yes	No	The traffic volumes did not meet the requirements of this warrant (must be met for any four (4) hours of an average day).
3A	Peak Hour Delay	No	N/A	This warrant is not applicable as there is no unusual traffic generator near the study intersection.
3B	Peak Hour Volume	No	N/A	This warrant is not applicable.
4	Pedestrian Volume	Yes	No	The pedestrian volumes do not satisfy this warrant. Zero (0) pedestrians traversed the intersection.
5	School Crossing	No	N/A	This warrant is not applicable as no school zone exists at the intersection.
6	Coordinated Signal System	No	N/A	This warrant is not applicable as this intersection is not considered to be part of a coordinated network.
7	Crash Experience	Yes	No	Zero (0) crashes occurred within a 12-month period that were potentially correctable by a traffic signal, which is below the threshold of five (5) potentially correctable crashes in a 12-month period.
8	Roadway Network	No	N/A	This warrant is not applicable as this intersection is not considered to be part of a coordinated network.
9	Railroad Crossing	No	N/A	This warrant is not applicable as there is no railroad crossing near the study intersection.

Table 4 Signal Warrant Analysis Summary State Road 429 at State Road 46

Based on the signal warrant analysis, no warrants are currently met for consideration of converting the existing flashing signal to a fully operational traffic signal at the intersection of State Road 429 at State Road 46.

City: Moun		uth				En	gineer:			TSI		
County:	Lake						Date:			May 9,	2018	
or Street: State Road 4									Critical	l Appro	ach Spe	ed: <u>55</u>
or Street: State Road 4	29					Lan	es:	1				
me Level Criteria												
<ol> <li>Is the critical speed of</li> </ol>	major s	treet tra	affic > 7	0 km/h (	40 mph	)?					Yes	🗆 No
2. Is the intersection in a	-						0 popul	ation?			Yes	🗆 No
f Question 1 or 2 shows		rod "Va	o" than		00/ " vol	umo lov				_	70%	
f Question 1 or 2 above	s answe	ered re	es, ther	iuse /	0% VOI	ume iev	ei				70%	□ 1009
								A		_	Vee	
RRANT 1 - EIGHT-H Warrant 1 is satisfied if Con									licable: atisfied:		Yes Yes	□ No ■ No
Varrant is also satisfied if b						satisfied		02	ationeu.		163	
										_		
Condition A - Minimum	Vehicul	ar Volu	ime					00% Sa 56% Sa			Yes Yes	■ No ■ No
							00%/	30% 38	ausneu.		res	
							Eig	ht High	nest Ho	urs		
(volumes in voh/hr)		num Ro										
(volumes in veh/hr) Approach Lanes		Shown 1		more			0	0	0	•	0	0
Volume Level	100%	-	100%	2	700	800	1100	1200	1400	1500	1600	1700
Both Approaches	500	350	600	420	1,343		691	619	757	967		1,203
on Major Street	(400)		(480)	(336)*	1,343	1,020	691	019	151	967	1,175	1,203
Highest Approach on Minor Street	150 (120)	105 (84)*	200 (160)	140 (112)*	12	11	17	19	25	19	35	40
Record 8 highest hours and					es provia	led. Con	dition is	100% sa	atisfied if	the		
ninimum volumes are met f	or eight h	ours. Co	ondition	is (80%)	/ (56%)*	satisfied	if paren	thetical v	olumes	are met	for eight	hours.
Condition B - Interruption	on of Co	ontinuo	us Trat	ffic				App	licable:		Yes	No
Condition B is intended for a					is	Exc	essive	Delay/C			Yes	No
to heavy that traffic on the r	ninor stre	et suffer	s excess	sive dela	y or confi	lict.	1	00% Sa	atisfied:		Yes	No
							80% /	56% Sa	atisfied:		Yes	No
	Minii	num R	equirer	nents			Eig	ht High	nest Ho	urs		
		Shown	-									
(volumes in veh/hr)	-	Shown					-	-				
Approach Lanes		1		more	700	800	1100	1200	1400	1500	1600	1700
Volume Level Both Approaches	100%		100%						~	-		
on Major Street	750 (600)	525 (420)*	900 (720)	630 (504)*	1,343	1,026	691	619	757	967	1,175	1,203
-	75	53	100	70	12	11	17	19	25	19	35	40
Highest Approach					1.7	111	17	19	1/5	19	15	40

Source: Revised from NCHRP Report 457



Traffic Engineering Data Solutions, Inc.

Section 11320: State Road 429 at SR 46 Mount Plymouth (Lake County), Florida

City: Mount Plyr	nouth				Engine	eer:			TSH		
County: Lake					Da	ate:		Мау	9, 2018		
Major Street: <b>State Road 46</b> Minor Street: <b>State Road 429</b>					Lanes: Lanes:		Cri	tical Ap	proach S	speed:	55
WINDI Street. State Road 429					Lanes.		-				
olume Level Criteria											
1. Is the critical speed of major					0	lation O			■ Yes	_	No
2. Is the intersection in a built-up	o area or is	olated o	community of	<10,00	io popu	lation?			Yes		No
If Question 1 or 2 above is answ	ered "Yes"	then u	se "70%" vol	ume lev	vel				<b>70%</b>	, 🗆	100%
										_	
VARRANT 3 - PEAK HOUR If all three criteria are fullfilled or any	of the platte	d noints	lia abova tha	onnronri	ata lina		Applical Satisfi		□ Yes □ Yes		No No
then the warrant is satisfed.		u points	ne above the a	арргорпа	ale III le,		Satisti	eu.		-	NU
			Plot volu	me coml	bination o	on the a	oplicable	figure be	elow.		
Unusual condition justifying											
use of warrant:		600	FIGU	RE 4C-	3: Crit	eria fo	r "100%	" Volur	me Leve	<u>+</u>	1
None	_				- 2		ANES & 2 OR		s		
None	HAV	500									
Record hour when criteria are fulfilled					$\searrow$						
nd the corresponding delay or volume	ROA	400		$\sim$				OR MORE L		-	
n boxes provided.	STF	300		$\searrow$	$\searrow$	$\sim$			ANES	_	
	NOR				$\checkmark$	$\searrow$			I LANE & 1 LAN	١E	
Narranting Volumes	OLU	200			$\rightarrow$			$\nearrow$		_	
	MINOR STREET HIGH VOLUME APPROACH - VPH										*150
700         1,343         12           800         1,026         11	Ŧ	100									*100
1100 691 17		0	•	• •	•		COR MOR	E LANES & 1	LANE		
1200 619 19		-	00 500 600	700 800	900 1	000 1100	1200 130	00 1400 1	1500 1600	1700 18	00
1400 757 25			MAJOR ST	REET - TO	TAL OF B	ОТН АРР	ROACHES	- VPH			
1500 967 19											
1600 1,175 35 1700 1.203 40	* Note		n applies as the low n applies as the low								and
1700 1,203 40		100 001	applies as the lot	wer unesn		1110311010		Subbrapp			
1. Delay on Minor Approach			FIGUI (Community Le				"70%"			or Street)	
*(vehicle-hours)		500			J,000 popt		IDOVE 70 KI	1/11 (40 M	JT) OT Majo		٦
Approach Lanes 1 2									_		
Delay Criteria* 4.0 5.0	<u>ط</u>	400				OR MORE L	ANES & 2 OR	MORE LANE:	5	+	-
Delay* 0.0 0.0 Fulfilled?: □ Yes ■ No	ET DACH										
2. Volume on Minor Approach	MINOR STREET MIGH VOLUME APPROACH - VPH	300	$\overline{\langle}$			1 LANE & 2	OR MORE LA	INES		+	-
*(vehicles per hour)	NE A			$\searrow$			11	ANE & 1 LAM	NE		
Approach Lanes 1 2		200			$\searrow$		$\checkmark$			+	_
Volume Criteria* 100 150	2H5						$\square$				*100
Volume* 0 0	Ē	100				$\rightarrow$	-				4
Fulfilled?: ☐ Yes ■ No 3. Total Entering Volume									1.	•	*75
*(vehicles per hour)		0		4	•	•	2 OR MORE	ANES & 1 L	ANE '	Í	•
		300	400 500	600	700	800	900	1000	1100 1	200 1	1300
No. of Approaches 3 4											
No. of Approaches     3     4       Volume Criteria*     650     800       Volume*     0     0			MAJOR	STREET - 1	TOTAL OF I	BOTH APP	ROACHES -	VPH			

Source: Revised from NCHRP Report 457

Traffic Engineering Data Solutions, Inc.

Section 11320: State Road 429 at SR 46 Mount Plymouth (Lake County), Florida

City: Mount Plymouth	Engii	neer:	TSH	0
County: Lake	l	Date:	May 9, 201	8
Major Street: <b>State Road 46</b> Minor Street: <b>State Road 429</b>	Lanes		itical Approach	Speed: 5
VARRANT 4 - PEDESTRIAN VOLUME Record hours where criteria are fulfilled and the con- frequency in the boxes provided. The warrant is sat and condition 3 is fulfilled.	1 0 01	Applica Satisf ed		
Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled Yes N
1. Pedestrian volume crossing the major street is	800	0	0	
100 ped/hr or more for each of any four hours	1100	0	0	]  ,
and there are less than 60 gaps per hour in the	1200	0	0	
major street traffic stream of adequate length.	1600	0	0	
<ol> <li>Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour <u>and</u> there are less than 60 gaps per hour in the major street traffic stream of adequate length.</li> </ol>	700	0	0	'
<ol> <li>The nearest traffic signal along the major street is logis within 90 m (300 ft) but the proposed traffic signal</li> <li>VARRANT 5 - SCHOOL CROSSING</li> <li>Record hours where criteria are fulfilled and the cord</li> </ol>	will not restrict the progressive		fic. ble: □ Ye	
<ol> <li>The nearest traffic signal along the major street is lo is within 90 m (300 ft) but the proposed traffic signal VARRANT 5 - SCHOOL CROSSING</li> </ol>	will not restrict the progressive responding volume or gap isfied if all three of the criteria	e movement of traf Applica	fic. ble: □ Ye	s ■ No s ■ No
3. The nearest traffic signal along the major street is lo is within 90 m (300 ft) but the proposed traffic signal VARRANT 5 - SCHOOL CROSSING Record hours where criteria are fulfilled and the con- frequency in the boxes provided. The warrant is sate are fulfilled.	I will not restrict the progressive responding volume or gap isfied if all three of the criteria Criteria	e movement of trat Applica Satisf	fic. ble: □ Ye	s ■ No s ■ No
<ol> <li>The nearest traffic signal along the major street is loc is within 90 m (300 ft) but the proposed traffic signal</li> <li>VARRANT 5 - SCHOOL CROSSING Record hours where criteria are fulfilled and the corr frequency in the boxes provided. The warrant is sate are fulfilled.</li> <li>There are a minimum of 20 students crossing the m during the highest crossing hour.</li> </ol>	I will not restrict the progressive responding volume or gap isfied if all three of the criteria Criteria ajor street Studer	Applica Satisf	ific.	s ■ No s ■ No
<ol> <li>The nearest traffic signal along the major street is locing is within 90 m (300 ft) but the proposed traffic signal vertices and the proposed traffic signal vertices and the construction of the second hours where criteria are fulfilled and the construction of the boxes provided. The warrant is saturated for an exact fulfilled.</li> <li>There are a minimum of 20 students crossing the major street to when the children are using the crossing than the number of the second hour.</li> </ol>	will not restrict the progressive         responding volume or gap         isfied if all three of the criteria         Criteria         ajor street         Studee         raffic stream during the period         umber of minutes in the same period	Applica Satisf	ffic. ble: □ Ye ied: □ Ye 0 :: Gaps: 0	s ■ No s ■ No Fulfilled Yes N
<ol> <li>The nearest traffic signal along the major street is loc is within 90 m (300 ft) but the proposed traffic signal</li> <li>VARRANT 5 - SCHOOL CROSSING</li> <li>Record hours where criteria are fulfilled and the confrequency in the boxes provided. The warrant is satisare fulfilled.</li> <li>There are a minimum of 20 students crossing the moduring the highest crossing hour.</li> <li>There are fewer adequate gaps in the major street t</li> </ol>	will not restrict the progressive         responding volume or gap         isfied if all three of the criteria         Criteria         ajor street         studen         raffic stream during the period         umber of minutes in the same pocated more than 90 m (300 ft)	Applica Satisf	ific. ble: □ Ye ied: □ Ye 0 :: Gaps: 0 est signal	s ■ No s ■ No Fulfilled Yes N
<ol> <li>The nearest traffic signal along the major street is locities within 90 m (300 ft) but the proposed traffic signal</li> <li>VARRANT 5 - SCHOOL CROSSING</li> <li>Record hours where criteria are fulfilled and the configuration of the boxes provided. The warrant is satisfied are fulfilled.</li> <li>There are a minimum of 20 students crossing the moduring the highest crossing hour.</li> <li>There are fewer adequate gaps in the major street to when the children are using the crossing than the nut.</li> <li>The nearest traffic signal along the major street is locities.</li> </ol>	I will not restrict the progressive         responding volume or gap         isfied if all three of the criteria         Criteria         ajor street       Studer         raffic stream during the period         umber of minutes in the same proceded more than 90 m (300 ft)         will not restrict the progressive         SYSTEM         ded. The warrant is         hould not be applied when the	Applica Satisf	ific. ☐ Ye ble: ☐ Ye ied: ☐ Ye 0 s: Gaps: 0 est signal fic. ble: ☐ Ye	s INO s INO Fulfilled Yes N I I I I I I I I I I I I I I I I I I I
<ol> <li>The nearest traffic signal along the major street is locis within 90 m (300 ft) but the proposed traffic signal</li> <li>VARRANT 5 - SCHOOL CROSSING</li> <li>Record hours where criteria are fulfilled and the confrequency in the boxes provided. The warrant is satisare fulfilled.</li> <li>There are a minimum of 20 students crossing the milduring the highest crossing hour.</li> <li>There are fewer adequate gaps in the major street t when the children are using the crossing than the nut.</li> <li>The nearest traffic signal along the major street is locis within 90 m (300 ft) but the proposed traffic signal</li> <li>VARRANT 6 - COORDINATED SIGNAL SIGNAL SIGNAL is fulfilled. This warrant si</li> </ol>	I will not restrict the progressive         responding volume or gap         isfied if all three of the criteria         Criteria         ajor street       Studer         raffic stream during the period         umber of minutes in the same proceded more than 90 m (300 ft)         will not restrict the progressive         SYSTEM         ded. The warrant is         hould not be applied when the	Applica Applica Satisf nts: Hour: 0 Minutes period. 0 away, or the near e movement of traf Applica	ific. ☐ Ye ble: ☐ Ye ied: ☐ Ye 0 s: Gaps: 0 est signal fic. ble: ☐ Ye	s INO s INO Fulfilled Yes N I I I I I I I I I I I I I I I I I I I

Source: Revised from NCHRP Report 457

City: County:	Mount Plymo Lake	uth			Engine Dat	er: te:		Мау	TSH / 9, 201	8	
	State Road 46 State Road 429				Lanes: Lanes:	1			proach	Speed:	55
Record hou	7 - CRASH EXPER rs where criteria are fulfille in the boxes provided. Th	ed, the corresp	0	,		ļ		ble: ied:	■ Ye: □ Ye:		No No
	Oritaria								et?		illed?
1. One of the	Criteria Warrant 1, Condition A (8	90% coticfied)	_	Hour		VC	olume	Yes	No	Yes	No
warrants	Warrant 1, Condition A (8	1	-							{	
to the right	Warrant 4, Pedestri	,		800			0		<u> </u>	1	_
is met.	at 80% of volume re			1100			0	1			
	80 ped/hr for four (4			1200			0	1			
	152 ped/hr for one	e (1) hour		1600			0				
2. Adequate tri	al of other remedial meas	sure	Mea	sure tried:			None				
has failed to	reduce crash frequency.						None				
	reported areabaa of tur	es suscentible t	0	Niumala		oo nor	10	hai	0		
3. Five or more	y signal, have occurred wi	•		Numbe	er of crash	ies per	12 mont	ns.	0		
3. Five or more correction b VARRANT Record hou		ithin a 12-mo. p FWORK ed, and the con	eriod. respondin	g volume or c	other			ble:	-		No No
3. Five or more correction b VARRANT Record hou information	y signal, have occurred with a signal, have occurred with a signal backware of the signal b	ithin a 12-mo. p TWORK ed, and the com ne warrant is sa	eriod. respondin tisfied if a	g volume or c	other the criteri		Applica	ble: ied:	□ Yes	S 🔳	No No
3. Five or more correction b VARRANT Record hou information	y signal, have occurred wi 8 - ROADWAY NET rs where criteria are fulfille in the boxes provided. The	ithin a 12-mo. p FWORK ed, and the com ne warrant is sa s have one or m	eriod. respondin tisfied if a ore of the	g volume or c	other the criteri		Applica	ble: ied: M	□ Yes □ Yes ■ Yes	s ∎ Fulfi	No No
3. Five or more correction b VARRANT Record hou information	y signal, have occurred wi 8 - ROADWAY NET rs where criteria are fulfille in the boxes provided. The had if all intersecting routes	ithin a 12-mo. p TWORK ed, and the com he warrant is sa have one or m Criteria	eriod. espondin tisfied if a ore of the	g volume or c at least one of e characteristi	other i the criteri cs listed.	ia	Applica Satisf	ble: ied:	□ Yes □ Yes ■ Yes ■ Yes	S 🔳	No No
3. Five or more correction b VARRANT Record hou information is fulfilled ar	y signal, have occurred wi 8 - ROADWAY NET rs where criteria are fulfille in the boxes provided. The rd if all intersecting routes a. Total entering volume	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0	respondin tisfied if a ore of the	g volume or c at least one of e characteristi	other the criteri	ia	Applica Satisf	ble: ied: M	□ Yes □ Yes ■ Yes	s ∎ Fulfi	No No Iled?
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of</li> </ol>	y signal, have occurred wi 8 - ROADWAY NET rs where criteria are fulfille in the boxes provided. The had if all intersecting routes	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0 kday peak hour	espondin tisfied if a ore of the	g volume or c at least one of e characteristi	other i the criteri cs listed.	ia Volume	Applica Satisf	ble: ied: M	□ Ye: □ Ye: ■ Ye: ■ No	s ∎ Fulfi	No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria</li> </ol>	<ul> <li>y signal, have occurred with a signal and the boxes provided. The boxes provided. The boxes provided if all intersecting routes</li> <li>a. Total entering volume during a typical week</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0 kday peak hour volumes that sa	espondin tisfied if a ore of the	g volume or c at least one of characteristi	ther the criteri cs listed.	ia Volume 0	Applica Satisf	ble: ied: M	□ Yes □ Yes ■ Yes ■ Yes	s ∎ Fulfi	No No Iled?
<ol> <li>Five or more correction b</li> <li>VARRANT</li> <li>Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> </ol>	<ul> <li>y signal, have occurred with a signal a specific and the boxes provided. The dif all intersecting routes</li> <li>a. Total entering routes</li> <li>b. Five-year projected with a signal signal signal specific and signal sign</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa- is have one or m <b>Criteria</b> e of at least 1,0 kday peak hour volumes that sa- ants 1, 2, or 3.	respondin tisfied if a ore of the 100 veh/hi tisfy	g volume or contracteristic e characteristic Warrant: Satisfied?:	ther the criteri cs listed. Entering	ia Volume 0 2 NO	Applical Satisfi : 3 NO	ble: ied: Yes	□ Yea □ Yea et? No ■	s ∎ Fulfi	No No Iled?
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>Both of the criteria to the right are met.</li> <li>Total enterir 1,000 veh/hi</li> </ol>	<ul> <li>y signal, have occurred with a signal, have occurred a signal, have occurr</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0 kday peak hour volumes that sa	espondin tisfied if a ore of the	g volume or contracteristi	ther the criteri cs listed. Entering	ia Volume 0 2 NO	Applica Satisf	ble: ied: M	□ Yea □ Yea et? No ■	s ∎ Fulfi	No No Iled?
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>Both of the criteria to the right are met.</li> <li>Total enteriri 1,000 veh/hi of a non-nor</li> </ol>	<ul> <li>a. Total entering volumed with a typical week</li> <li>b. Five-year projected with a typical week</li> <li>b. Five-year projected with a typical week</li> <li>b. Five-year broiged with a typical week</li> <li>cone or more of Warrang volume at least</li> <li>r for each of any 5 hrs mal business day</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa- is have one or m <b>Criteria</b> e of at least 1, 0 (day peak hour volumes that sa- ants 1, 2, or 3. N/A	respondin tisfied if a ore of the 100 veh/hi tisfy N/A	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO	Applica Satisfi : 3 NO N/A	ble: ied: Yes	□ Ye □ Ye • Ye • No • •	s ∎ Fulfi	No No Illed?
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>Both of the criteria to the right are met.</li> <li>Total enterir 1,000 veh/hi</li> </ol>	<ul> <li>a. Total entering volumed with a typical week</li> <li>b. Five-year projected with a typical week</li> <li>b. Five-year projected with a typical week</li> <li>b. Five-year broiged with a typical week</li> <li>cone or more of Warrang volume at least</li> <li>r for each of any 5 hrs mal business day</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa- is have one or m <b>Criteria</b> e of at least 1,0 kday peak hour volumes that sa- ants 1, 2, or 3.	respondin tisfied if a ore of the 100 veh/hi tisfy	g volume or contracteristic e characteristic Warrant: Satisfied?:	ther the criteri cs listed. Entering	Volume 0 2 NO	Applical Satisfi : 3 NO	ble: ied: Yes ← Ho	□ Ye □ Ye • Ye • No • •	s ∎ Fulfi	No No Illed?
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>Both of the criteria to the right are met.</li> <li>Total enteriri 1,000 veh/hi of a non-nor</li> </ol>	<ul> <li>a. Total entering volumed during a typical week</li> <li>b. Five-year projected work on a for a constraint of a const</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa- is have one or m <b>Criteria</b> e of at least 1,0 kday peak hour volumes that sa- ants 1, 2, or 3. N/A N/A	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO	Applica Satisfi : 3 NO N/A	ble: ied: Yes ← Ho ← Vo	□ Ye □ Ye • Ye • No • •	s ∎ Fulfi Yes	No No Illed?
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>Both of the criteria to the right are met.</li> <li>Total enteriri 1,000 veh/hi of a non-nor</li> </ol>	<ul> <li>a. Total entering volumed during a typical week</li> <li>b. Five-year projected work on a for a constraint of a const</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa- is have one or m <b>Criteria</b> e of at least 1, 0 (day peak hour volumes that sa- ants 1, 2, or 3. N/A	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO	Applica Satisfi : NO N/A	ble: ied: Yes ← Ho ← Vo	□ Yes □ Yes et? No ■ ur lume	s ∎ Fulfi Yes	No No No
<ol> <li>Five or more correction b</li> <li>VARRANT         Record hour information is fulfilled ar     </li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enteriri 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s</li> </ol>	<ul> <li>y signal, have occurred wi</li> <li>8 - ROADWAY NET</li> <li>rs where criteria are fulfilled</li> <li>in the boxes provided. The boxes provided. The dif all intersecting routes</li> <li>a. Total entering volumed</li> <li>during a typical week</li> <li>b. Five-year projected work one or more of Warrang volume at least</li> <li>r for each of any 5 hrs mal business day</li> <li>.)</li> <li>Charac</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa- is have one or m <b>Criteria</b> e of at least 1, 0 (day peak hour volumes that sa- ants 1, 2, or 3. N/A N/A N/A	respondin tisfied if a ore of the 100 veh/ht tisfy N/A N/A N/A	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major S	Applica Satisfi : NO N/A N/A Street:	ble: ied: Yes ← Ho ← Vo	et?	S ■ Fulfi Yes	No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enterir 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for the second second</li></ol>	<ul> <li>y signal, have occurred with the second secon</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0 (xday peak hour volumes that sa ants 1, 2, or 3. N/A N/A N/A teristics of M hat serves as t	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major S Minor S	Applica Satisfi : N/A N/A Street: Street:	ble: ied: Yes ← Ho ← Vol	et?	S ■ Fulfi Yes	No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enterir 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for the second second</li></ol>	<ul> <li>y signal, have occurred wi</li> <li>8 - ROADWAY NET</li> <li>rs where criteria are fulfilled</li> <li>in the boxes provided. The boxes provided. The dif all intersecting routes</li> <li>a. Total entering volumed</li> <li>during a typical week</li> <li>b. Five-year projected work one or more of Warrang volume at least</li> <li>r for each of any 5 hrs mal business day</li> <li>.)</li> <li>Charac</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0 (xday peak hour volumes that sa ants 1, 2, or 3. N/A N/A N/A teristics of M hat serves as t	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major S	Applica Satisfi : N/A N/A Street: Street:	ble: ied: Yes ← Ho ← Vol	□ Ye: □ Ye: ■ Ye: ■ ■ ur ur ur ur • • • •	S ■ Fulfi Yes	No No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enterir 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for the second second</li></ol>	<ul> <li>y signal, have occurred with the second secon</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sa is have one or m <b>Criteria</b> e of at least 1,0 (xday peak hour volumes that sa ants 1, 2, or 3. N/A N/A N/A teristics of M hat serves as t	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major S Minor S	Applica Satisfi Satisfi N/A N/A N/A Street: Street:	ble: ied: Yes ← Ho ← Vol	□ Ye: □ Ye: ■ Ye: ■ ■ ur ur ur ur • • • •	S ■ Fulfi Yes	No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enteriri 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for 1</li> <li>2. Rural or sub</li> </ol>	<ul> <li>y signal, have occurred with the second secon</li></ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sat is have one or m <b>Criteria</b> e of at least 1,0 (day peak hour volumes that sat ants 1, 2, or 3. N/A N/A <b>Steristics of M</b> hat serves as the performance of the set of the	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major s Major s	Applical Satisfi Satisfi NO N/A N/A Street: Street: Street: Street:	ble: ied: Yes ← Ho ← Vol	et? No ur lume et? No	S ■ Fulfi Yes	No No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enteriri 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for 1</li> <li>2. Rural or sub</li> </ol>	<ul> <li>a. Total entering volume during a typical week</li> <li>b. Five-year projected volume at least</li> <li>r for each of any 5 hrs mal business day</li> <li>.)</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sat is have one or m <b>Criteria</b> e of at least 1,0 (day peak hour volumes that sat ants 1, 2, or 3. N/A N/A <b>Steristics of M</b> hat serves as the performance of the set of the	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major S Minor S Minor S	Applica Satisfi : 3 N/A N/A Street: Street: Street: Street: Street:	ble: ied: Yes ← Ho ← Vol	et? No ur lume et? No	S ■ Fulfi Yes	No No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enteriri 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for 1</li> <li>2. Rural or sub</li> </ol>	<ul> <li>a. Total entering volume during a typical week</li> <li>b. Five-year projected volume at least</li> <li>r for each of any 5 hrs mal business day</li> <li>.)</li> </ul>	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sat is have one or m <b>Criteria</b> e of at least 1,0 (day peak hour volumes that sat ants 1, 2, or 3. N/A N/A <b>Steristics of M</b> hat serves as the performance of the set of the	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ther the criterics listed. Entering 1 NO N/A	Volume 0 2 NO Major \$ Minor \$ Major \$	Applica Satisfi : 3 N/A N/A Street: Street: Street: Street: Street:	ble: ied: Yes ← Ho ← Vol	et? No ur lume et? No	S ■ Fulfi Yes	No No No No No No
<ol> <li>Five or more correction b</li> <li>VARRANT Record hour information is fulfilled ar</li> <li>1. Both of the criteria to the right are met.</li> <li>2. Total enteriri 1,000 veh/hi of a non-nor (Sat. or Sun</li> <li>1. Part of the s network for 1</li> <li>2. Rural or sub</li> </ol>	y signal, have occurred wi 8 - ROADWAY NET rs where criteria are fulfille in the boxes provided. The di fall intersecting routes a. Total entering volume during a typical week b. Five-year projected vone or more of Warra one or more of Warra ng volume at least r for each of any 5 hrs mal business day .) Charac threet or highway system to through traffic flow. urban highway outside of a major route on an official content of the system of the system of the system of the system of the system of the sy	ithin a 12-mo. p <b>FWORK</b> ed, and the com- ne warrant is sat is have one or m <b>Criteria</b> e of at least 1,0 (day peak hour volumes that sat ants 1, 2, or 3. N/A N/A <b>Steristics of M</b> hat serves as the performance of the set of the	respondin tisfied if a ore of the 100 veh/hi tisfy N/A N/A <b>Iajor Ro</b> ne princip	g volume or contracteristic e characteristic Warrant: Satisfied?: N/A N/A N/A al roadway	ether the criterics listed.	Volume 0 2 NO Major \$ Minor \$ Minor \$	Applica Satisfi : 3 N/A N/A Street: Street: Street: Street: Street:	ble: ied: Yes ← Ho ← Vol	et? No ur lume et? No	S ■ Fulfi Yes	No No No No No No

Traffic Engineering Data Solutions, Inc.

Section 11320: State Road 429 at SR 46 Mount Plymouth (Lake County), Florida

	City: County:	Moun	t Ply Lake		h			E	Enginee Date				TS May 9,			
			Lan						Dut				may o,	2010		
-	or Street: Sta									umber o			t Appro	ach La	ines	0
IVIING	or Street: Sta	te Road 429								ossing l ear Stor			(D) fee	et:		0
											9		(-)			
	bility Criteria	-	a in i	the n	roximity of the inters	oction										
	U		•											Yes		No
					her eight traffic sign									Yes		No
					o other alternatives o rade crossing. Amor											
	-				ould enable vehicles	s to cle	ear the t	rack or	that we	ould pro	ovide					
•		asive maneu				4h a a										
	assigning the		is at	ine I	ntersection to make	ine a	pproach	across	ine tra	аска п	un-			Yes		No
											• ••					
									W	arrant	Applica	able:		Yes	-	No
War	rranting Volu			let			rigure	4C-9. V (One A		: 9 Inter ch Lane					ssing	
			L —													
	Major	Minor St.	L	S LN		350										
Hour	Street	Equiv.	1 LN	2 LN		300										
Hour 800	-				MINOR STREET CROSSING		D=130'									
	Street	Equiv.			MINOR STREET CROSSING APPROACH- EQUIVALENT VPH**	300	D=130' D=110' D=90'									
800	Street 2,217	Equiv.			CROSSING APPROACH-	300 250	D=110'									
800 900 1000	Street 2,217 1,926 1,923	Equiv. 11 15 19			CROSSING APPROACH-	300 250 200	D=110' D=90'									
800 900	Street 2,217 1,926	Equiv. 11 15			CROSSING APPROACH-	300 250 200 150	-D=110' D=90' <del>D=70'</del>									
800 900 1000	Street 2,217 1,926 1,923	Equiv. 11 15 19			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110' D=90' D=70' D=50' D=30'		200	300	400	500	6		700	800
800 900 1000 1100	Street           2,217           1,926           1,923           2,143	Equiv. 11 15 19 17			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110' D=90' D=70' D=50' D=30'	00 MAJOR S						00	700	800
800 900 1000 1100 1200	Street           2,217           1,926           1,923           2,143           2,186	Equiv. 11 15 19 17 15			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110' D=90' D=70' D=50' D=30'	MAJOR S	TREET-T VEHICL ph applie	OTAL OF	BOTH A HOUR (VI lower the	APPROA PH) reshold	ACHES volume	00	700	800
800           900           1000           1100           1200           1300	Street           2,217           1,926           1,923           2,143           2,186           2,056           2,230	Equiv.           11           15           19           17           15           14			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110' D=90' D=70' D=50' D=30' 0 1	MAJOR S Note: 25 v **VP	TREET-T VEHICL ph applie H After a	OTAL OF ES PER H es as the pplying a	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor	ACHES volume rs			800
800           900           1000           1100           1200           1300           1400	Street           2,217           1,926           1,923           2,143           2,186           2,056	Equiv.           11           15           19           17           15           14           11           16			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110 D=90' D=70' D=50' D=50' 0 1	MAJOR S Note: 25 v **VP 4C-10. V	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800           900           1000           1100           1200           1300           1400	Street           2,217           1,926           1,923           2,143           2,186           2,056           2,230	Equiv.           11           15           19           17           15           14           11			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110 D=90 D=70 D=50 0 1 Figure (Tw	MAJOR S Note: 25 v **VP	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800           900           1000           1100           1200           1300           1400           1700	Street           2,217           1,926           1,923           2,143           2,186           2,056           2,230           2,548	Equiv.           11           15           19           17           15           14           11           16           Satisfied			CROSSING APPROACH-	300 250 200 150 100 50 0	D=110 D=90 D=70 D=50 0 1 Figure (Tw	MAJOR S Note: 25 v **VP 4C-10. V 70 or Mo	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800 900 1000 1100 1200 1300 1400 1700	Street           2,217           1,926           1,923           2,143           2,143           2,186           2,056           2,230           2,548	Equiv.           11           15           19           17           15           14           11           16           Satisfied			CROSSING APPROACH- EQUIVALENT VPH**	300 250 200 150 100 50 0	D=110 D=90' D=70' D=50' D=30' Figure (Tw D=	MAJOR S Note: 25 v **VP 4C-10. V 70 or Mo	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800 900 1000 1100 1200 1300 1400 1700	Street           2,217           1,926           1,923           2,143           2,186           2,056           2,230           2,548	Equiv.           11           15           19           17           15           14           11           16           Satisfied			CROSSING APPROACH- EQUIVALENT VPH**	300 250 200 150 100 50 0 0 350 300	D=110 D=90' D=70' D=50' D=30' 0 1 Figure (Tw D=11	MAJOR S Note: 25 v **VP 4C-10. V 70 or Mo	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800           900           1000           1100           1200           1300           1400           1700	Street           2,217           1,926           1,923           2,143           2,146           2,056           2,230           2,548           Factor for D           f Rail Traffic           Factor for P           of Rail Traffic           Factor for P           ancy Buses	Equiv. 11 15 19 17 15 14 11 16 Satisfied aily		R           Image: Contract of the second se	CROSSING APPROACH- EQUIVALENT VPH**	300 250 200 150 50 0 350 350 300 250	D=110 D=90' D=70' D=50' D=50' D=30' 0 1 Figure (Tw D= D=11 D=90'	MAJOR S Note: 25 v **VP 4C-10. V 70 or Mo	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800           900           1000           1100           1200           1300           1400           1700	Street 2,217 1,926 1,923 2,143 2,143 2,186 2,056 2,230 2,548 Factor for D of Rail Traffic Factor for Por factor for factor for Por factor for Por factor for Por factor for	Equiv.           11           15           19           17           15           14           11           16           Satisfied		67	CROSSING APPROACH- EQUIVALENT VPH**	300 250 150 50 0 0 350 300 250 200	D=110 D=90' D=70' D=50' D=50' D=30' 0 1 Figure (Tw D= D=11 D=90'	MAJOR S Note: 25 v **VP 4C-10. V 70 or Mo	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800 900 1000 1100 1200 1300 1400 1700 Adjustment High Occupp	Street 2,217 1,926 1,923 2,143 2,143 2,186 2,056 2,230 2,548 Factor for D of Rail Traffic Factor for Por factor for factor for Por factor for Por factor for Por factor for	Equiv. 11 15 19 17 15 14 11 16 Satisfied aily		R           Image: Contract of the second se	CROSSING APPROACH- EQUIVALENT VPH**	300 250 150 50 0 350 350 250 250 150	D=110 D=90' D=70' D=50' D=30' 0 1 Figure (Tw D= D=11 D=90' D=70'	MAJOR S Note: 25 v **VP 4C-10. V 70 or Mo	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	volume rs	de Cro	ossing	800
800 900 1000 1100 1200 1300 1400 1700 Adjustment High Occupp	Street 2,217 1,926 1,923 2,143 2,143 2,186 2,056 2,230 2,548 Factor for D of Rail Traffic Factor for Por factor for factor for Por factor for Por factor for Por factor for	Equiv. 11 15 19 17 15 14 11 16 Satisfied aily		R           Image: Contract of the second se	CROSSING APPROACH- EQUIVALENT VPH**	300 250 150 50 0 350 250 250 250 150 100 50 0	D=140 D=90' D=70' D=50' D=30' 0 1 Figure (Tw D=11 D=90' D=70' D=50' D=50' D=30'	MAJOR S Note: 25 \ **VP 4C-10. \ 730'	TREET-T VEHICL rph applid H After a Warran	OTAL OF ES PER H es as the pplying a t 9 Inter	BOTH A HOUR (VI lower thi djustmer	APPROA PH) reshold nt factor n Nea	ACHES volume rs r a Gra rack C	de Cro	ossing	800

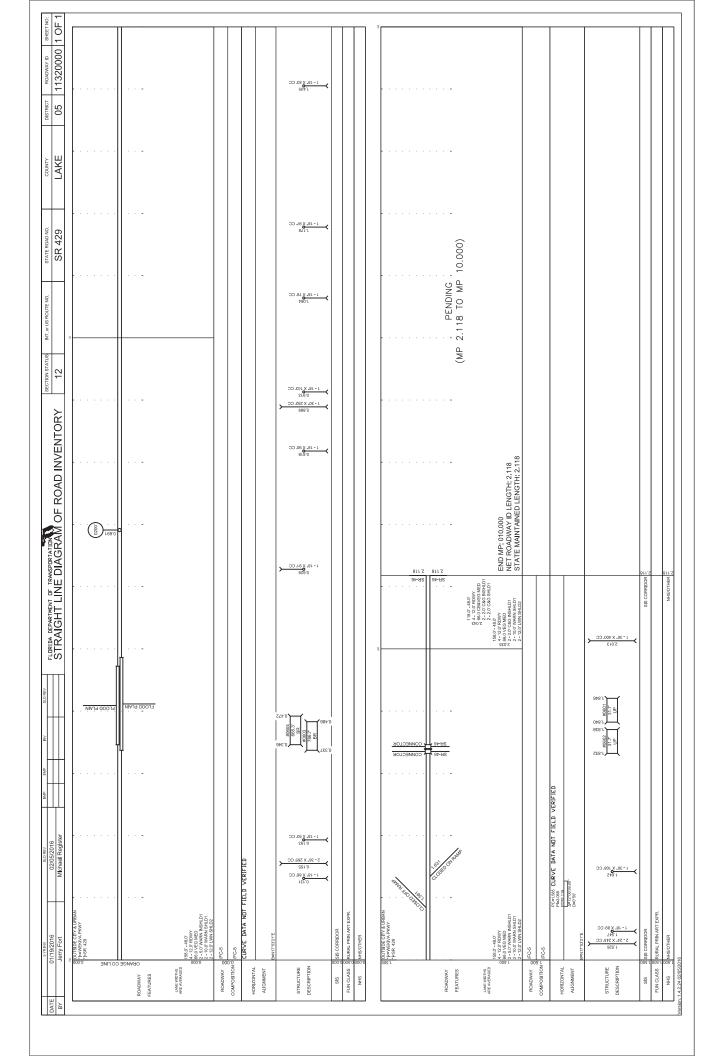
Traffic Engineering Data Solutions, Inc.

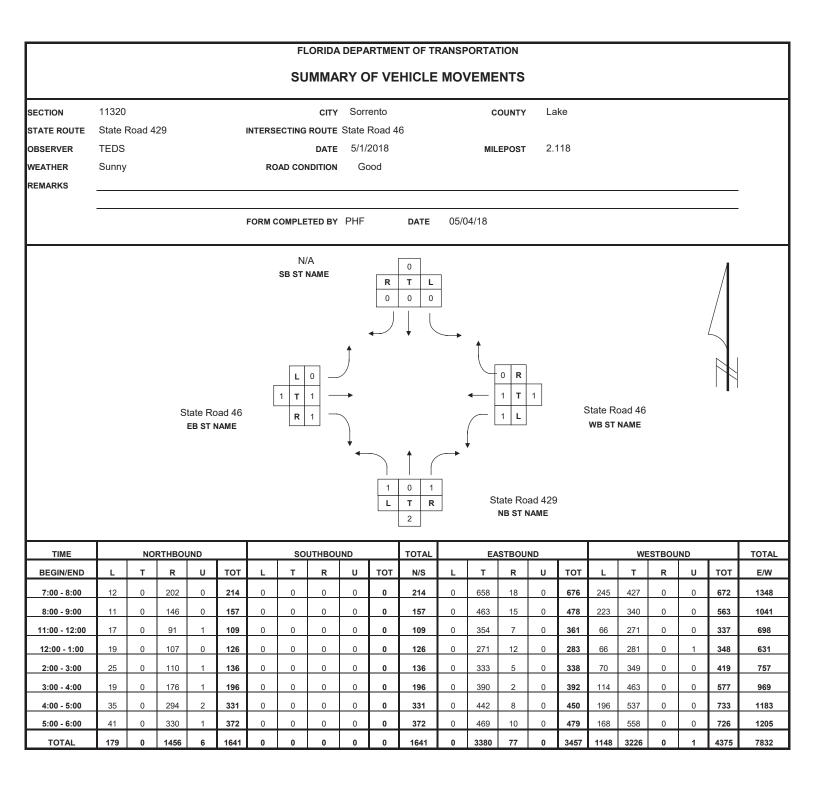
Section 11320: State Road 429 at SR 46 Mount Plymouth (Lake County), Florida

### RECOMMENDATIONS

Based on the signal warrant analysis, field observations and engineering judgment, it is <u>not</u> recommended the existing traffic signal be changed from flash mode to being fully operational. The existing traffic signal should remain in flash mode with State Road 46 having the right-of-way. No other improvement recommendations are being provided at this time.

## **APPENDIX**





SECTION STATE ROUTE DBSERVER	11320 State Road 42 TEDS	9				INTE	RSECTING	ROUTE	Sorrento State Ro 5/1/2018	ad 46				COUNTY Lake
REMARK	S						M COMPLE	ETED BY	PHF		DATE	05/04/18		
	H O U		Vest side			East side ate Road			orth side			outh side		
	R	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	<u>GRAND</u> TOTAL
	7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>
	8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>
	11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>
	12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>
	2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>
	3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>
	4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>
	5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>

ECTION	11320 State Road 42	9				INTE	RSECTING		Sorrento State Ro				1	COUNTY Lake	
SERVER	TEDS	-							5/1/2018						
REMARK	S														
						FOR	M COMPLE	TED BY	PHF		DATE	05/04/18			
														/	
	н	v	Vest side	of		East side	of	N	orth side	of	s	outh side	of		
	O U		ate Road			ate Road			ate Road			tate Road			
	R S	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	GRAND TOTAL	
	7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>	
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	<u>o</u>	

File Name: Not Named 2Site Code: 00000000Start Date: 5/1/2018Page No: 1

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			orthbo	AD 429 und			So	N/A uthbo	und				TE RO astboi					estboi			
Start Time	Left	Thru	Right	Peds	App. Total	Left		Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	0	41	0	44	0	0	0	0	0	0	169	6	0	175	53	103	3	0	159	378
07:15 AM	4	0	47	0	51	0	0	0	0	0	0	203	4	0	207	52	111	0	0	163	421
07:30 AM	3	0	64	0	67	0	0	0	0	0	0	170	2	0	172	67	115	0	0	182	421
07:45 AM	2	0	50	0	52	0	0	0	0	0	0	116	6	0	122	73	98	0	0	171	345
Total	12	0	202	0	214	0	0	0	0	0	0	658	18	0	676	245	427	3	0	675	1565
08:00 AM	2	0	31	0	33	0	0	0	0	0	0	133	5	0	138	66	91	0	0	157	328
08:15 AM	5	0	32	0	37	0	0	0	0	0	0	109	4	0	113	59	92	0	0	151	301
08:30 AM	3	0	51	0	54	0	0	0	0	0	0	122	3	0	125	47	76	0	0	123	302
08:45 AM	1	0	32	0	33	0	0	0	0	0	0	99	3	0	102	51	81	0	0	132	267
Total	11	0	146	0	157	0	0	0	0	0	0	463	15	0	478	223	340	0	0	563	1198
*** BREAK ***	¢																				
11:00 AM	2	0	20	0	22	0	0	0	0	0	0	95	3	0	98	18	61	0	0	79	199
11:15 AM	3	0	26	0	29	0	0	0	0	0	0	89	1	0	90	19	81	0	0	100	219
11:30 AM	5	0	23	0	28	0	0	0	0	0	0	76	2	0	78	19	58	0	0	77	183
11:45 AM	8	0	22	0	30	0	0	0	0	0	0	94	1	0	95	10	71	0	0	81	206
Total	18	0	91	0	109	0	0	0	0	0	0	354	7	0	361	66	271	0	0	337	807
12:00 PM	4	0	29	0	33	0	0	0	0	0	0	64	1	0	65	17	67	0	0	84	182
12:15 PM	5	0	28	0	33	0	Õ	Õ	0	Õ	0	74	3	0	77	12	68	0	Õ	80	190
12:30 PM	8	0	32	Ő	40	0	Ő	Ő	õ	0	Ő	56	5	Ő	61	20	70	Ő	Ő	90	191
12:45 PM	2	0	18	0	20	0	0	Õ	0	0	0	77	3	0	80	18	76	0	0	94	194
Total	19	0	107	0	126	0	0	0	0	0	0	271	12	0	283	67	281	0	0	348	757
*** BREAK ***	¢																				
02:00 PM	6	0	25	0	31	0	0	0	0	0	0	78	0	0	78	17	88	0	0	105	214
02:15 PM	7	0	27	0	34	0	0	0	0	0	0	86	3	0	89	15	76	0	0	91	214
02:30 PM	8	0	34	0	42	0	0	0	0	0	0	77	2	0	79	18	104	0	0	122	243
02:45 PM	5	0	24	0	29	0	0	0	0	0	0	92	0	0	92	20	81	0	0	101	222
Total	26	0	110	0	136	0	0	0	0	0	0	333	5	0	338	70	349	0	0	419	893
03:00 PM	7	0	32	0	39	0	0	0	0	0	0	83	0	0	83	22	108	0	0	130	252
03:15 PM	6	0	45	0	51	0	0	0	0	0	0	98	0	0	98	23	103	0	0	126	275
03:30 PM	2	0	42	0	44	0	0	0	0	0	0	102	1	0	103	36	113	0	0	149	296
03:45 PM	5	0	57	0	62	0	0	0	0	0	0	107	1	0	108	33	139	0	0	172	342
Total	20	0	176	0	196	0	0	0	0	0	0	390	2	0	392	114	463	0	0	577	1165
04:00 PM	7	0	67	0	74	0	0	0	0	0	0	102	1	0	103	42	135	0	0	177	354
04:15 PM	8	0	70	0	78	0	0	0	0	0	0	111	2	0	113	41	128	0	0	169	360
04:30 PM	9	0	84	0	93	0	0	0	0	0	0	108	2	0	110	62	125	0	0	187	390
04:45 PM	13	0	73	0	86	0	0	0	0	0	0	121	3	0	124	51	149	0	0	200	410
Total	37	0	294	0	331	0	0	0	0	0	0	442	8	0	450	196	537	0	0	733	1514
05:00 PM	15	0	89	0	104	0	0	0	0	0	0	125	5	0	130	45	150	0	0	195	429
05:15 PM	6	0	78	0	84	0	0	0	0	0	0	111	3	0	114	44	138	0	0	182	380
05:30 PM	10	0	85	0	95	0	0	0	0	0	0	135	2	0	137	37	146	0	0	183	415
05:45 PM	11	0	78	0	89	0	0	0	0	0	0	98	0	0	98	42	124	0	0	166	353
Total	42	0	330	0	372	0	0	0	0	0	0	469	10	0	479	168	558	0	0	726	1577
Grand Total	185	0		0	1641	0	0	0	0	0	0	3380	77	0	3457	1149	3226	3	0	4378	9476
Apprch %	11.3	0	88.7	0		0	0	0	0	_	0	97.8	2.2	0		26.2	73.7	0.1	0		
Total %	2	0	15.4	0	17.3	0	0	0	0	0	0	35.7	0.8	0	36.5	12.1	34	0	0	46.2	

### File Name : Not Named 2 Site Code : 00000000 Start Date : 5/1/2018 Page No : 2

		STA	ΓE ROA	AD 429				N/A				STA	TE RO	AD 46			STA	TE RO	AD 46		]
			orthbo				So	uthbo	und				astbou					/estbo			
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 Ar	alysis l	From 0	7:00 A	M to 09:	45 AM -	Peak 1	l of 1														
Peak Hour for	r Entire	Inters	ection	Begins a	at 07:00																
07:00 AM	3	0	41	0	44	0	0	0	0	0	0	169	6	0	175	53	103	3	0	159	378
07:15 AM	4	0	47	0	51	0	0	0	0	0	0	203	4	0	207	52	111	0	0	163	421
07:30 AM	3	0	64	0	67	0	0	0	0	0	0	170	2	0	172	67	115	0	0	182	421
07:45 AM	2	0	50	0	52	0	0	0	0	0	0	116	6	0	122	73	98	0	0	171	345
Total Volume	12	0	202	0	214	0	0	0	0	0	0	658	18	0	676	245	427	3	0	675	1565
<u>% App. Total</u> PHF	5.6 .750	0.000	<u>94.4</u> .789	0.000	.799	0.000	0.000	0.000	0.000	.000	0.000	<u>97.3</u> .810	<u>2.7</u> .750	0.000.	.816	36.3 .839	<u>63.3</u> .928	0.4	0.000	.927	.929
ГПГ	.730	.000	./09	.000	./99	.000	.000	.000	.000	.000	.000	.010	.750	.000	.010	.039	.920	.230	.000	.947	.929
Peak Hour Ar	alvsis I	From (	7.00 A	M to 09	45 AM -	Peak 1	of 1														
Peak Hour for	5				15 1101	I can I															
<u>r cun nour io</u>	07:00 AM	- · ·	ien beg	ino ut.		07:00 AM					07:00 AM	1				07:00 AM	1				]
+0 mins.	3	0	41	0	44	0	0	0	0	0	0	169	6	0	175	53	103	3	0	159	
+15 mins.	4	0	47	0	51	0	0	0	Õ	0	0	203	4	Õ	207	52	111	0	0	163	
+30 mins.	3	0	64	0	67	0	0	0	0	0	0	170	2	0	172	67	115	0	0	182	
+45 mins.	2	0	50	0	52	0	0	0	0	0	0	116	6	0	122	73	98	0	0	171	
Total Volume	12	0	202	0	214	0	0	0	0	0	0	658	18	0	676	245	427	3	0	675	
% App. Total	5.6	0	94.4	0		0	0	0	0		0	97.3	2.7	0		36.3	63.3	0.4	0		
PHF	.750	.000	.789	.000	.799	.000	.000	.000	.000	.000	.000	.810	.750	.000	.816	.839	.928	.250	.000	.927	
Peak Hour Ar	alysis l	From 1	0:00 A	M to 01:	:45 PM -	Peak 1	of 1														
Peak Hour for	r Entire	Inters		Begins a	at 11:00																
11:00 AM	2	0	20	0	22	0	0	0	0	0	0	95	3	0	98	18	61	0	0	79	199
11:15 AM	3	0	26	0	29	0	0	0	0	0	0	89	1	0	90	19	81	0	0	100	219
11:30 AM	5	0	23	0	28	0	0	0	0	0	0	76	2	0	78	19	58	0	0	77	183
11:45 AM	8	0	22	0	30	0	0	0	0	0	0	94	1	0	95	10	71	0	0	81	206
Total Volume	18	0	91	0	109	0	0	0	0	0	0	354	7	0	361	66	271	0	0	337	807
% App. Total	16.5	0	83.5	0	0.00	0	0	0	0		0	98.1	1.9	0	0.04	19.6	80.4	0	0	0.40	0.04
PHF	.563	.000	.875	.000	.908	.000	.000	.000	.000	.000	.000	.932	.583	.000	.921	.868	.836	.000	.000	.843	.921
Peak Hour Ar	alucic I	Trom 1	0.00 4	M to 01	45 DM	Dools 1	of 1														
Peak Hour for	2				45 FM -	- Feak 1	. 01 1														
reak nour ion	11:45 AM	- · ·	icii beg	1115 at.		10:00 AM					11:00 AM	,				12:00 PM					1
+0 mins.	11:45 AM	0	22	0	30	10:00 AM	0	0	0	0	0	95	3	0	98	12:00 PM	67	0	0	84	
+15 mins.	4	0	29	0	33	0	0	0	0	0	0	89	1	0	90	12	68	0	0	80	
+30 mins.	5	0	28	0	33	0	0	0	0	0	0	76	2	0	78	20	70	0	0	90	
+45 mins.	8	0	32	0	40	0	0	0	0	0	0	94	1	0	95	18	76	0	0	94	
Total Volume	25	0	111	0	136	0	0	0	0	0	0	354	7	0	361	67	281	0	0	348	
% App. Total	18.4	Ő	81.6	Ő	100	0	0	õ	0	U	0	98.1	1.9	0	001	19.3	80.7	Ő	Ő	010	
PHF	.781	.000	.867	.000	.850	.000	.000	.000	.000	.000	.000	.932	.583	.000	.921	.838	.924	.000	.000	.926	
Peak Hour Ar																					1
Peak Hour for																					
04:45 PM	13	0	73	0	86	0	0	0	0	0	0	121	3	0	124	51	149	0	0	200	410
05:00 PM	15	0	89	0	104	0	0	0	0	0	0	125	5	0	130	45	150	0	0	195	429
05:15 PM	6	0	78	0	84	0	0	0	0	0	0	111	3	0	114	44	138	0	0	182	380
05:30 PM	10	0	85	0	95	0	0	0	0	0	0	135	2	0	137	37	146	0	0	183	415
Total Volume	44	0	325	0	369	0	0	0	0	0	0	492	13	0	505	177	583	0	0	760	1634
% App. Total		0	88.1	0		0	0	0	0		0	97.4	2.6	0		23.3	76.7	0	0		
PHF	.733	.000	.913	.000	.887	.000	.000	.000	.000	.000	.000	.911	.650	.000	.922	.868	.972	.000	.000	.950	.952
Peak Hour Ar					45 PM -	Peak 1	of 1														
Peak Hour for			ich Beg	ins at:																	1
	05:00 PM			_		02:00 PM		-	-		04:45 PM		_	-		04:30 PM		-	-		
+0 mins.	15	0	89	0	104	0	0	0	0	0	0	121	3	0	124	62	125	0	0	187	
+15 mins.	6	0	78	0	84	0	0	0	0	0	0	125	5	0	130	51	149	0	0	200	
+30 mins.	10	0	85	0	95	0	0	0	0	0	0	111	3	0	114	45	150	0	0	195	
+45 mins.	11	0	78	0	89	0	0	0	0	0	0	135	2	0	137	44	138	0	0	182	
Total Volume % App. Total	42	0 0	330 88.7	0 0	372	0	0 0	0 0	0 0	0	0	492 97.4	13 2.6	0 0	505	202	562 73.6	0 0	0 0	764	
70 AUD. TUIdl	1 11.J	0	00.7	U		U U	U	U	U		1 U	7/.4	2.0	U		40.4	10.0	U	U 1		

Total Volume42% App. Total11.3

0 330 0 88.7

PHF .700 .000 .927 .000

0

0 0

0 0

.894 .000 .000 .000 .000

0

0 0

0 492 0 97.4

.000 .000 .911

0 0

.000

2.6

.650

202 562 26.4 73.6

.922 .815 .937

0

.000 .000

0

.955

File Name : TMC (8-hr) Site Code : 00000000 Start Date : 5/1/2018 Page No : 1

								<b>C</b> -	T			T	_				Pag	enc	. (	I	
		ST A	ГЕ ROA	n 420				N/A		rinted-	Heavy			AD 46			ST A	TE RO	AD 46		]
			orthbo				So	uthbo					astboi					estboi			
Start Time	Left	Thru	Right		App. Total	Left		Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	3	0	3	0	0	0	0	0	0	6	0	0	6	4	10	0	0	14	23
07:15 AM	2	0	2	0	4	0	0	0	0	0	0	7	0	0	7	6	5	0	0	11	22
07:30 AM	1	0	4	0	5	0	0	0	0	0	0	5	0	0	5	6	6	0	0	12	22
07:45 AM	1	0	8	0	9	0	0	0	0	0	0	1	0	0	1	7	4	0	0	11	21
Total	4	0	17	0	21	0	0	0	0	0	0	19	0	0	19	23	25	0	0	48	88
08:00 AM	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5	4	6	0	0	10	17
08:15 AM	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	5	5	0	0	10	16
08:30 AM	0	0	4	0	4	0	0	0	0	0	0	7	0	0	7	4	6	0	0	10	21
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	7	5	0	0	12	17
Total	1	0	10	0	11	0	0	0	0	0	0	18	0	0	18	20	22	0	0	42	71
*** BREAK ***	k																				
11:00 AM	0	0	5	0	5	0	0	0	0	0	0	4	0	0	4	2	6	0	0	8	17
11:15 AM	1	0	7	0	8	0	0	0	0	0	0	6	0	0	6	3	3	0	0	6	20
11:30 AM	2	0	3	0	5	0	0	0	0	0	0	4	1	0	5	2	2	0	0	4	14
11:45 AM	1	0	2	0	3	0	0	0	0	0	0	5	0	0	5	1	3	0	0	4	12
Total	4	0	17	0	21	0	0	0	0	0	0	19	1	0	20	8	14	0	0	22	63
12:00 PM	0	0	4	0	4	0	0	0	0	0	0	6	0	0	6	5	10	0	0	15	25
12:15 PM	Õ	0	2	Õ	2	0	0	0	0	0	0	5	0	Õ	5	0	4	Õ	0	4	11
12:30 PM	Õ	0	10	Õ	10	0	0	0	Ő	0	0	1	1	Õ	2	6	5	Õ	0	11	23
12:45 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	9
Total	1	0	18	0	19	0	0	0	0	0	0	12	1	0	13	14	22	0	0	36	68
*** BREAK ***	k																				
02:00 PM	0	0	7	0	7	0	0	0	0	0	0	4	0	0	4	4	3	0	0	7	18
02:15 PM	1	0	5	0	6	0	0	0	0	0	0	1	0	0	1	3	2	0	0	5	12
02:30 PM	1	0	5	0	6	0	0	0	0	0	0	1	0	0	1	5	4	0	0	9	16
02:45 PM	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	3	2	0	0	5	11
Total	2	0	20	0	22	0	0	0	0	0	0	9	0	0	9	15	11	0	0	26	57
03:00 PM	0	0	10	0	10	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	15
03:15 PM	0	0	9	0	9	0	0	0	0	0	0	4	0	0	4	3	4	0	0	7	20
03:30 PM	0	0	3	0	3	0	0	0	0	0	0	4	0	0	4	4	6	0	0	10	17
03:45 PM	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	2	3	0	0	5	13
Total	0	0	29	0	29	0	0	0	0	0	0	11	0	0	11	10	15	0	0	25	65
04:00 PM	0	0	3	0	3	0	0	0	0	0	0	4	0	0	4	5	3	0	0	8	15
04:15 PM	0	0	5	0	5	0	0	0	0	0	0	4	0	0	4	5	3	0	0	8	17
04:30 PM	0	0	5	0	5	0	0	0	0	0	0	4	1	0	5	2	4	0	0	6	16
04:45 PM	Ő	0	3	0	3	0	Ő	0	0	0	0	3	0	0	3	3	3	0	Ő	6	12
Total	0	0	16	0	16	0	0	0	0	0	0	15	1	0	16	15	13	0	0	28	60
05.00 DM	1	0	6	0	7	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0
05:00 PM 05:15 PM	1 0	0 0	6 1	0 0	7 1	0	0 0	0 0	0 0	0 0	0	1 4	0 0	0 0	1 4	1	0 4	0 0	0	1 5	9 10
05:15 PM 05:30 PM	1	0	4	0	5	0	0	0	0	0	0	4	0	0	4	2	4	0	0	5 4	9
05:30 PM 05:45 PM	0	0	43	0	э З	0	0	0	0	0	0	0	0	0	0	5	2	0	0	4 5	8
Total	2	0	14	0	16	0	0	0	0	0	0	5	0	0	5	9	6	0	0	15	36
Crond T-L.1	14	0	1 4 1	0	155		0	0	0	0		100	2	0	111	114	120	0	0	242	<b>_ _ _ _ _ _ _ _ _ _</b>
Grand Total Apprch %	14 9	0	141 91	0 0	155	0	0 0	0 0	0 0	0	0	108 97.3	3 2.7	0 0	111	114 47.1	128 52.9	0 0	0 0	242	508
Total %	2.8	0	27.8	0	30.5	0	0	0	0	0	0	21.3	0.6	0	21 9	22.4	25.2	0	0	47.6	
10121 70	2.0	0	27.0	0	50.5	0	0	0	0	0	0	21.3	0.0	0	41.7	LL.T	23.2	0	0	т/.0	I

### File Name : TMC (8-hr) Site Code : 00000000 Start Date : 5/1/2018 Page No : 2

		STA	ГЕ ROA	AD 429				N/A				STA	TE RO	AD 46			STA	TE RO.	AD 46		
			orthbo					outhbo					astboı					estbo			
Start Time					App. Total		Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour An	5						1 of 1														
Peak Hour for	1			0			0	0	0	0			0	0			4.0	0	0		22
07:00 AM	0	0	3	0	3	0	0	0	0	0	0	6	0	0	6	4	10	0	0	14	23
07:15 AM	2	0	2 4	0 0	4 5	0	0	0	0	0	0	7 5	0	0	7 5	6	5	0	0	11	22 22
07:30 AM	1	0	4 8	0	5 9	0	0	0 0	0	0 0		5	0 0	0	5	6 7	6 4	0	0	12 11	22
07:45 AM Total Volume	4	0	<b>0</b>	0	21	0	0	0	0	0	0	19	0	0	19	23	25	0	0	48	88
% App. Total	19	0	81	0	21	0	0	0	0	0	0	100	0	0	19	47.9	52.1	0	0	40	00
PHF	.500	.000	.531	.000	.583	.000	.000	.000	.000	.000	.000	.679	.000	.000	.679	.821	.625	.000	.000	.857	.957
Peak Hour An Peak Hour for	alysis I	From 0	7:00 A	M to 09				.000	.000	.000	1.000	.07 5	.000	.000	.077	.021	.025	.000	.000	.037	
	07:00 AM					07:00 AN	1				07:00 AM	1				07:00 AM					
+0 mins.	0	0	3	0	3	0	0	0	0	0	0	6	0	0	6	4	10	0	0	14	
+15 mins.	2	0	2	0	4	0	0	0	0	0	0	7	0	0	7	6	5	0	0	11	
+30 mins.	1	0	4	0	5	0	0	0	0	0	0	5	0	0	5	6	6	0	0	12	
+45 mins.	1	0	8	0	9	0	0	0	0	0	0	1	0	0	1	7	4	0	0	11	
Total Volume	4	0	17	0	21	0	0	0	0	0	0	19	0	0	19	23	25	0	0	48	
% App. Total	19	0	81	0		0	0	0	0		0	100	0	0		47.9	52.1	0	0		
PHF		.000	.531	.000	.583	.000	.000	.000	.000	.000	.000	.679	.000	.000	.679	.821	.625	.000	.000	.857	
Peak Hour An	5						1 01 1														
Peak Hour for	1			0			0	0	0	0		(	0	0	(	2	2	0	0	(	20
11:15 AM	1 2	0	7 3	0 0	<b>8</b> 5	0	0	0 0	0 0	0	0	6 4	0 1	0	6	3 2	3 2	0 0	0 0	6 4	20 14
11:30 AM 11:45 AM	2	0	2 2	0	э З	0	0	0	0	0 0	0	4 5	0	0	5 5	2 1	2	0	0	4	14 12
11:45 AM 12:00 PM	0	0	2 4	0	3 4	0	0	0	0	0	0	5	0	0	5	5	3 10	0	0	4 15	25
Total Volume	4	0	16	0	20	0	0	0	0	0	0	21	1	0	22	<u> </u>	18	0	0	29	71
% App. Total	20	0	80	0	20	0	0	0	0	0	0	95.5	4.5	0	22	37.9	62.1	0	0	29	/1
PHF	.500	.000	.571	.000	.625	.000	.000	.000	.000	.000	.000	.875	.250	.000	.917	.550	.450	.000	.000	.483	.710
	.500	.000	.071	.000	.010	.000	.000	.000	.000	.000	.000	.070	.200	.000	.917	.000	.100	.000	.000	.105	./10
Peak Hour An	alysis I	From 1	0:00 A	M to 01	:45 PM -	Peak 1	1 of 1														
Peak Hour for	Each A	Approa	ch Beg	ins at:																	
	11:00 AM					10:00 AM	1				11:15 AM	1				12:00 PM					
+0 mins.	0	0	5	0	5	0	0	0	0	0	0	6	0	0	6	5	10	0	0	15	
+15 mins.	1	0	7	0	8	0	0	0	0	0	0	4	1	0	5	0	4	0	0	4	
+30 mins.	2	0	3	0	5	0	0	0	0	0	0	5	0	0	5	6	5	0	0	11	
+45 mins.	1	0	2	0	3	0	0	0	0	0	0	6	0	0	6	3	3	0	0	6	
Total Volume	4	0	17	0	21	0	0	0	0	0	0	21	1	0	22	14	22	0	0	36	
% App. Total	19	0	81	0		0	0	0	0		0	95.5	4.5	0		38.9	61.1	0	0		
PHF		.000	.607	.000	.656	.000	.000	.000	.000	.000	.000	.875	.250	.000	.917	.583	.550	.000	.000	.600	
Peak Hour An	5						L 0f 1														
Peak Hour for 03:00 PM	1			0			0	0	0	0	0	2	0	0	2	1	2	0	0	2	15
	0	0 0	<b>10</b> 9	0 0	<b>10</b> 9	0	0	0 0	0 0	0 0	0	2 4	0 0	0	2 4	1 3	2 4	0 0	0 0	3 7	15 20
03:15 PM 03:30 PM	0	0	3	0	3	0	0	0	0	0	0	4 4	0	0	<b>4</b> 4	э 4	4 6	0	0	10	20 17
03:30 PM 03:45 PM	0	0	3 7	0	3 7	0	0	0	0	0		4	0	0	4	4 2	3	0	0	10	17
Total Volume	0	0	29	0	29	0	0	0	0	0	0	11	0	0	11	10	15	0	0	25	65
% App. Total	0	0	100	0	2)	0	0	0	0	0	0	100	0	0	11	40	60	0	0	25	05
PHF	.000	.000	.725	.000	.725	-	.000	.000	.000	.000	-	.688	.000	.000	.688	.625	.625	.000	.000	.625	.813
	.000	.000	.720	.000	.7 20	.000	.000	.000	.000	.000	1.000	.000	.000	.000	.000	.010	.020	.000	.000	.010	.010
Peak Hour An <u>Peak Hour fo</u> r	Each A	Approa			:45 PM -		-				1										
	03:00 PM			0	4.0	02:00 PM		~	~	~	04:00 PM		~	~		03:30 PM	,	~	~	4.0	
+0 mins.	0	0	10	0	10	0	0	0	0	0	0	4	0	0	4	4	6	0	0	10	
+15 mins.	0	0	9	0	9	0	0	0	0	0	0	4	0	0	4	2	3	0	0	5	
+30 mins.	0	0	3	0	3	0	0	0	0	0	0	4	1	0	5	5	3	0	0	8	
+45 mins.	0	0	7	0	7 29	0	0	0	0	0	0	1	0	0	3	16	1	0	0	8	
Total Volume % App. Total	0	0 0	29 100	0 0	29	0	0	0 0	0 0	0	00	15 93.8	1 6.2	0 0	16	16 51.6	15 48.4	0 0	0 0	31	
<u>% App. Total</u> PHF	.000	.000	.725	.000	.725	.000	.000	.000	.000	.000	.000	.938	.250	.000	.800	.800	.625	.000	.000	.775	
F11F	.000	.000	.143	.000	.143	.000	.000	.000	.000	.000	.000	.,50	.230	.000	.000	.000	.025	.000	.000	.//3	

# File Name : TMC (8-hr) Site Code : 00000000 Start Date : 5/1/2018 Page No : 1

											_						' ag	• • • • •		•	
									Grou	os Printe	d- UT										
		STAT	E ROA	D 429				N/A				STA	TE ROA	AD 46			STA	TE RO.	AD 46		
		No	orthbo	und			So	uthbo	und			E	astbou	nd			W	estbo	und		
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
*** BREAK ***			0		- opp. to an			0		-ipp: com			0		- pp. com			0		- pp - total	
DIGHIN																					
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***	-	0	Ū	0	- 1	Ũ	0	0	0	0	0	0	0	0	0	Ū	Ū	0	Ū	Ū	-
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10tal	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
12:45 PM	0	0	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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
*** BREAK ***																					
DREAK																					
02:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***		0	0	0	Τļ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10tal	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																					
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
*** BREAK ***																					
04:30 PM		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	0 0	0 0	0	1	0 0	0	0 0	0	0	0	0		0	0	0	0		0		1
04:45 PM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	Z	0	0	0	Z	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** 00041/***																					
*** BREAK ***																					
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***															-						
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
		c	c	c	_	0	c	C	0		c	c	c	0		1	c	0	0		
Grand Total	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	85.7	0	0	0	85.7	0	0	0	0	0	0	0	0	0	0	14.3	0	0	0	14.3	

			E ROA				6	N/A						AD 46				TE RO			
		NO	orthbo	una			50	uthbo	una			E	astbou	ina				estbo	ina		
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 An	alysis I	From 0	7:00 Al	M to 09	9:45 AM -	Peak	1 of 1														
Peak Hour for	Entire	Inters	ection	Begins	at 07:00	AM															
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 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

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for	Each A	Approa	ch Beg	ins at:																
	07:00 AM					07:00 AM	I				07:00 AM	I				07:00 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

### File Name : TMC (8-hr) Site Code : 00000000 Start Date : 5/1/2018 Page No : 2

			<b>FE ROA</b>				-	N/A					TE RO					TE RO			
			orthbo					uthbo					astbou					estbo			
Start Time					App. Total			Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour An							of 1														
Peak Hour for	1			0	at 10:15	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	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
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250
Peak Hour An	alysis I	From 1	0:00 Al	M to 01	45 PM -	Peak 1	of 1														
Peak Hour for	Each A	Approa	ch Begi	ins at:																	
	10:15 AM					10:00 AM					10:00 AM					12:00 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.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	
Peak Hour An	alysis I	From 0	2:00 PI	4 to 05:	45 PM -	Peak 1	of 1														
Peak Hour for	Entire	Inters	ection	Begins a	at 02:30	РМ															
02:30 PM	1	0	0	0	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
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0	-	0	0	0	0	-	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500
Peak Hour An	alvsis F	From 0	2:00 PI	I to 05	45 PM -	Peak 1	of 1														
Peak Hour for					10111	1 0011 1	011														
<u>r cun nour ion</u>	02:30 PM		en begi	ino uc.		02:00 PM					02:00 PM					02:00 PM					
+0 mins.	1 U2.30 PM	0	0	0	1	02.00 PM	0	0	0	0	02.00 PM	0	0	0	0	02.00 PM	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.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	100	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ларр. тотат	500	000	000	000	500	000	000	000		000	000	000	000	000	000	000	000	000	000	000	

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File Name	: NBR and NBL Delays 7-8am
Site Code	: 0000000
Start Date	: 5/1/2018
Page No	: 1

L	No.	Joined Queue	Released From Queue	Delay
<u>n.</u> 1	1	7:05:25 AM	7:05:48 AM	23
1	2	7:11:38 AM	7:11:50 AM	12
1	3	7:13:39 AM	7:13:46 AM	7
1	4	7:17:32 AM	7:19:11 AM	99
1	5	7:17:40 AM	7:19:18 AM	98
1	6	7:23:23 AM	7:23:59 AM	36
1	7	7:28:54 AM	7:29:55 AM	61
1	8	7:32:08 AM	7:32:16 AM	8
1	9	7:33:04 AM	7:34:00 AM	56
1	10	7:52:13 AM	7:52:28 AM	15
1	11	7:56:24 AM	7:56:42 AM	18
2	1	7:00:01 AM	7:00:03 AM	2
2	2	7:00:54 AM	7:00:59 AM	5
2	3			19
		7:00:56 AM	7:01:15 AM	
2	4	7:00:57 AM	7:01:25 AM	28
2	5	7:01:02 AM	7:01:29 AM	27
2	6	7:01:47 AM	7:01:54 AM	7
2	7	7:01:47 AM	7:01:58 AM	11
2	8	7:02:36 AM	7:02:48 AM	12
2	9	7:02:40 AM	7:03:23 AM	43
2	10	7:02:42 AM	7:03:26 AM	44
2	11	7:02:55 AM	7:03:34 AM	39
2	12	7:03:35 AM	7:03:40 AM	5
2	13	7:03:52 AM	7:04:23 AM	31
2	14	7:04:41 AM	7:04:52 AM	11
2	15	7:04:57 AM	7:04:59 AM	2
2	16	7:04:59 AM	7:05:08 AM	9
2	17	7:05:30 AM	7:05:34 AM	4
2	18	7:05:37 AM	7:05:43 AM	6
2	19	7:05:52 AM	7:06:06 AM	14
2	20	7:06:33 AM	7:06:39 AM	6
2	21	7:06:44 AM	7:07:00 AM	16
2	22	7:06:46 AM	7:07:01 AM	15
2	23		7:07:31 AM	42
		7:06:49 AM		
2	24	7:07:27 AM	7:07:35 AM	8
2	25	7:07:42 AM	7:07:46 AM	4
2	26	7:07:42 AM	7:07:51 AM	9
2	27	7:08:10 AM	7:08:15 AM	5
2	28	7:08:38 AM	7:08:50 AM	12
2	29	7:09:06 AM	7:09:11 AM	5
2	30	7:09:26 AM	7:09:29 AM	3
2	31	7:09:28 AM	7:09:40 AM	12
2	32	7:09:30 AM	7:09:56 AM	26
2	33	7:09:36 AM	7:10:27 AM	51
2	34	7:11:16 AM	7:11:19 AM	3
2	35	7:11:17 AM	7:11:23 AM	6
2	36	7:12:02 AM	7:12:26 AM	24
2	37	7:12:55 AM	7:12:58 AM	3
2	38	7:13:05 AM	7:13:16 AM	11
2	39	7:13:07 AM	7:13:30 AM	23
2	40	7:13:09 AM	7:13:38 AM	29
2	41	7:13:38 AM	7:13:41 AM	3
2	42	7:13:45 AM	7:14:36 AM	51
2	43	7:13:53 AM	7:14:39 AM	46
2	44	7:14:04 AM	7:14:45 AM	41
2	45	7:14:18 AM	7:15:13 AM	55
2	45	7:14:18 AM 7:14:29 AM	7:15:13 AM 7:15:14 AM	45
2	40	7:14:29 AM 7:15:20 AM	7:15:14 AM 7:15:24 AM	45
2	48	7:15:47 AM	7:15:53 AM	6
2	49	7:16:01 AM	7:16:04 AM	3
2	50	7:17:22 AM	7:17:24 AM	2
2	51	7:17:22 AM	7:17:27 AM	5
2	52	7:17:33 AM	7:17:35 AM	2
2	53	7:18:08 AM	7:18:18 AM	10
2	54	7:18:19 AM	7:18:25 AM	6
2	55	7:19:06 AM	7:19:16 AM	10
2	56	7:19:19 AM	7:19:24 AM	5
2	57	7:19:27 AM	7:19:33 AM	6
2	58	7:20:06 AM	7:20:31 AM	25
2				

File Name	: NBR and NBL Delays 7-8am
Site Code	: 0000000
Start Date	: 5/1/2018
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2         60         7:20:21 AM         7:20:40 AM         13           2         61         7:20:27 AM         7:20:40 AM         9           2         62         7:20:55 AM         7:21:18 AM         22           2         64         7:20:55 AM         7:21:18 AM         22           2         65         7:21:05 AM         7:21:10 AM         22           2         65         7:21:14 AM         7:21:14 AM         7:22:11 AM         47           2         69         7:22:24 AM         7:22:11 AM         47           2         69         7:22:44 AM         7:22:51 AM         23           2         70         7:22:44 AM         7:23:24 AM         10           2         72         7:23:16 AM         7:23:29 AM         13           2         70         7:24:31 AM         7:23:29 AM         13           2         74         7:23:31 AM         7:23:37 AM         6           2         77         7:24:47 AM         7:23:37 AM         6           2         75         7:24:47 AM         7:25:33 AM         16           2         76         7:24:47 AM         7:25:58 AM         21	L n.	No.	Joined Queue	Released From Queue	Delay
2         62         7:20:35 AM         7:20:44 AM         9           2         64         7:20:56 AM         7:21:18 AM         22           2         64         7:20:55 AM         7:21:20 AM         22           2         65         7:21:14 AM         7:21:36 AM         42           2         67         7:21:44 AM         7:22:211 AM         47           2         68         7:22:44 AM         7:22:251 AM         27           2         70         7:22:59 AM         7:22:251 AM         27           2         70         7:22:36 AM         7:23:22 AM         23           2         71         7:23:31 AM         7:23:37 AM         6           2         72         7:2:3:31 AM         7:23:37 AM         6           2         74         7:23:41 AM         7:23:37 AM         8           2         75         7:24:47 AM         7:25:33 AM         8           2         76         7:24:47 AM         7:25:36 AM         10           2         78         7:26:20 AM         7:25:58 AM         21           2         80         7:26:20 AM         7:26:23 AM         7           2		60	7:20:21 AM	7:20:38 AM	17
2         63         7:20:56 AM         7:21:18 AM         22           2         64         7:20:58 AM         7:21:20 AM         22           2         65         7:21:05 AM         7:21:43 AM         38           2         66         7:21:14 AM         7:21:55 AM         42           2         67         7:21:24 AM         7:22:51 AM         47           2         68         7:22:14 AM         7:22:52 AM         23           2         70         7:22:54 AM         7:23:22 AM         23           2         71         7:23:14 AM         7:23:22 AM         23           2         71         7:23:14 AM         7:23:37 AM         6           2         73         7:23:31 AM         7:23:37 AM         6           2         74         7:23:31 AM         7:23:37 AM         6           2         75         7:24:47 AM         7:24:35 AM         8           2         76         7:24:27 AM         7:24:35 AM         16           2         76         7:24:27 AM         7:24:35 AM         25           80         7:25:20 AM         7:25:50 AM         16           2         79         <	2	61	7:20:27 AM	7:20:40 AM	13
2         64         7:20:58 AM         7:21:42 AM         22           2         65         7:21:15 AM         7:21:43 AM         38           2         66         7:21:14 AM         7:22:11 AM         47           2         68         7:22:14 AM         7:22:20 AM         6           2         69         7:22:24 AM         7:22:20 AM         23           2         70         7:22:59 AM         7:22:21 AM         23           2         70         7:22:59 AM         7:23:22 AM         23           2         71         7:23:16 AM         7:23:29 AM         10           2         72         7:23:16 AM         7:23:37 AM         6           2         74         7:23:41 AM         7:23:45 AM         8           2         76         7:24:42 AM         7:24:45 AM         6           2         79         7:25:20 AM         7:25:53 AM         21           2         80         7:26:14 AM         7:26:22 AM         8           2         81         7:26:12 AM         7:26:22 AM         8           2         84         7:26:12 AM         7:26:22 AM         8           2         8		62		7:20:44 AM	
2         65         7:21:05 AM         7:21:56 AM         42           2         66         7:21:14 AM         7:21:56 AM         42           2         67         7:21:24 AM         7:22:11 AM         47           2         68         7:22:14 AM         7:22:11 AM         47           2         69         7:22:29 AM         7:23:20 AM         23           2         70         7:22:59 AM         7:23:24 AM         10           2         72         7:23:31 AM         7:23:37 AM         6           2         74         7:23:31 AM         7:23:37 AM         6           2         75         7:24:27 AM         7:24:35 AM         8           2         76         7:24:47 AM         7:25:37 AM         16           2         79         7:25:20 AM         7:25:58 AM         21           30         7:25:37 AM         7:26:22 AM         8         25           2         80         7:26:14 AM         7:26:23 AM         7           2         81         7:26:14 AM         7:26:42 AM         15           2         84         7:26:27 AM         7:26:42 AM         17           2 <t< td=""><td></td><td>63</td><td></td><td>7:21:18 AM</td><td></td></t<>		63		7:21:18 AM	
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File Name	: NBR and NBL Delays 7-8am
Site Code	: 0000000
Start Date	: 5/1/2018
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2         168         7:49:15 AM         7:49:33 AM         18           2         169         7:49:17 AM         7:49:39 AM         22           2         170         7:49:20 AM         7:49:39 AM         22           2         171         7:49:20 AM         7:49:42 AM         22           2         171         7:49:23 AM         7:49:45 AM         22           2         172         7:49:35 AM         7:49:49 AM         14           2         173         7:49:36 AM         7:49:53 AM         7           2         174         7:50:28 AM         7:50:35 AM         7           2         175         7:50:29 AM         7:50:39 AM         10           2         176         7:50:31 AM         7:50:43 AM         12           2         177         7:50:34 AM         7:50:47 AM         13           2         178         7:50:52 AM         7:51:17 AM         5           2         180         7:51:47 AM         7:51:46 AM         12           2         181         7:51:47 AM         7:52:19 AM         32           2         182         7:51:47 AM         7:52:19 AM         4           2<		1		7:48:59 AM	
2         169         7:49:17 AM         7:49:39 AM         22           2         170         7:49:20 AM         7:49:42 AM         22           2         171         7:49:20 AM         7:49:42 AM         22           2         171         7:49:20 AM         7:49:45 AM         22           2         172         7:49:35 AM         7:49:49 AM         14           2         173         7:49:36 AM         7:49:53 AM         17           2         174         7:50:28 AM         7:50:35 AM         7           2         175         7:50:29 AM         7:50:35 AM         10           2         176         7:50:31 AM         7:50:47 AM         13           2         177         7:50:34 AM         7:51:41 AM         9           2         178         7:50:52 AM         7:51:17 AM         5           2         180         7:51:12 AM         7:51:17 AM         12           2         181         7:51:41 AM         7:52:14 AM         32           2         182         7:51:47 AM         7:52:14 AM         4           2         184         7:53:26 AM         7:54:27 AM         4           2 </td <td></td> <td>1</td> <td></td> <td></td> <td></td>		1			
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2         172         7:49:35 AM         7:49:49 AM         14           2         173         7:49:36 AM         7:49:53 AM         17           2         174         7:50:28 AM         7:50:35 AM         7           2         175         7:50:29 AM         7:50:39 AM         10           2         176         7:50:31 AM         7:50:43 AM         12           2         177         7:50:34 AM         7:50:47 AM         13           2         178         7:50:52 AM         7:51:01 AM         9           2         179         7:51:12 AM         7:51:17 AM         5           2         180         7:51:44 AM         7:52:14 AM         33           2         182         7:51:47 AM         7:52:44 AM         4           2         183         7:52:40 AM         7:52:44 AM         4           2         184         7:53:26 AM         7:53:54 AM         28           2         185         7:54:03 AM         7:54:07 AM         4           2         186         7:54:03 AM         7:54:27 AM         19           2         187         7:54:46 AM         7:54:34 AM         16           2 <td></td> <td>1</td> <td></td> <td></td> <td></td>		1			
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2         182         7:51:47 AM         7:52:19 AM         32           2         183         7:52:40 AM         7:52:44 AM         4           2         184         7:53:26 AM         7:53:54 AM         28           2         184         7:53:26 AM         7:53:54 AM         28           2         185         7:54:03 AM         7:54:07 AM         4           2         186         7:54:08 AM         7:54:27 AM         19           2         187         7:54:18 AM         7:54:34 AM         16           2         188         7:54:46 AM         7:54:48 AM         2           2         189         7:54:47 AM         7:55:50 AM         5           2         190         7:55:55 AM         7:56:00 AM         5           2         191         7:55:55 AM         7:56:01 AM         4           2         192         7:56:10 AM         7:56:14 AM         4           2         193         7:56:54 AM         7:57:13 AM         19           2         194         7:56:57 AM         7:57:30 AM         22           2         194         7:56:57 AM         7:57:30 AM         22           2 <td></td> <td></td> <td></td> <td></td> <td></td>					
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	2	198	7:57:45 AM	7:57:47 AM	2

File Name	: NBR and NBL Delays 7-8am
Site Code	: 0000000
Start Date	: 5/1/2018
Page No	: 4

L	No.	Joined Queue	Released From Queue	Delay
n.				
2	200	7:57:50 AM	7:57:56 AM	6
2	201	7:58:17 AM	7:58:25 AM	8
2	202	7:59:02 AM	7:59:06 AM	4

7:00:00 AM - 8:00:00 AM	Northbound Lefts	Northbound Rights
Total Vehicle Count:	11	202
Delayed Vehicle Count:	11	202
Through Vehicle Count:	0	0
Average Stopped Time:	39.36	16.837
Maximum Stopped Time:	99	80
Min. Secs. for Delay:	0	0
Average Queue:	0.14	0.959
Queue Density:	1.27	1.839
Maximum Queue:	2	6
Delay in Vehicle Hour:	0.14	0.96
Total Delay:	433	3401

File Name	: NBR and NBL Delays 2-3pm
Site Code	: 0000000
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L	No.	Joined Queue	Released From Queue	Delay
n. 1	1	2:00:00 PM	2:00:04 PM	4
1	2	2:03:24 PM	2:03:36 PM	12
1	3	2:05:20 PM	2:05:31 PM	11
1	4	2:10:23 PM	2:10:55 PM	32
1	5	2:10:37 PM	2:10:57 PM	20
1	6	2:12:38 PM	2:12:43 PM	5
1	7	2:15:02 PM	2:15:09 PM	7
1	8	2:15:53 PM	2:15:57 PM	4
1	9	2:16:00 PM	2:16:05 PM	5
1	10	2:19:33 PM	2:20:00 PM	27
1	11	2:19:53 PM	2:20:13 PM	20
1	12	2:20:17 PM	2:20:25 PM	8
1	13	2:28:28 PM	2:28:43 PM	15
1	14	2:29:26 PM	2:29:51 PM	25
1	15	2:30:18 PM	2:30:50 PM	32
1	16	2:33:39 PM	2:34:04 PM	25
1	17 18	2:34:27 PM	2:34:40 PM	13
1	18	2:34:55 PM	2:35:02 PM	7 16
1	20	2:38:11 PM 2:39:37 PM	2:38:27 PM 2:39:45 PM	8
1	20	2:39:37 PM 2:42:44 PM	2:43:02 PM	18
1	22	2:44:25 PM	2:44:45 PM	20
1	23	2:45:10 PM	2:45:13 PM	3
1	24	2:45:52 PM	2:45:58 PM	6
1	25	2:53:22 PM	2:54:54 PM	92
1	26	2:54:01 PM	2:55:02 PM	61
2	1	2:00:28 PM	2:00:33 PM	5
2	2	2:01:02 PM	2:01:11 PM	9
2	3	2:01:12 PM	2:01:22 PM	10
2	4	2:01:24 PM	2:01:27 PM	3
2	5	2:01:26 PM	2:01:33 PM	7
2	6	2:01:46 PM	2:02:03 PM	17
2	7	2:02:03 PM	2:02:10 PM	7
2	8	2:02:48 PM	2:02:52 PM	4
2	9	2:02:54 PM	2:02:58 PM	4
2	10	2:03:02 PM	2:03:06 PM	4
2	11	2:03:16 PM	2:03:31 PM	15
2	12	2:03:41 PM	2:03:52 PM	11
2	<u>13</u> 14	2:04:03 PM 2:04:05 PM	2:04:11 PM 2:04:12 PM	8 7
2	15	2:04:34 PM	2:04:36 PM	2
2	16	2:05:17 PM	2:05:25 PM	8
2	17	2:08:29 PM	2:08:32 PM	3
2	18	2:08:46 PM	2:08:59 PM	13
2	19	2:10:44 PM	2:10:48 PM	4
2	20	2:11:41 PM	2:11:50 PM	9
2	21	2:11:54 PM	2:12:03 PM	9
2	22	2:12:38 PM	2:12:42 PM	4
2	23	2:13:13 PM	2:13:19 PM	6
2	24	2:13:18 PM	2:13:22 PM	4
2	25	2:13:30 PM	2:13:35 PM	5
2	26	2:14:14 PM	2:14:17 PM	3
2	27	2:14:21 PM	2:14:27 PM	6
2	28	2:14:22 PM	2:14:32 PM	10
2	29	2:16:06 PM	2:16:12 PM	6
2	30	2:16:14 PM	2:16:17 PM	3
2	31	2:16:15 PM	2:16:20 PM 2:16:43 PM	5
22	32 33	2:16:22 PM 2:16:55 PM	2:16:43 PM 2:16:58 PM	21 3
2	34	2:10:55 PM 2:17:01 PM	2:10:58 PM 2:17:14 PM	13
2	35	2:20:35 PM	2:20:39 PM	4
2	36	2:20:33 PM	2:20:59 PM	12
2	37	2:22:07 PM	2:22:12 PM	5
2	38	2:22:08 PM	2:22:15 PM	7
2	39	2:23:09 PM	2:23:14 PM	5
2	40	2:23:40 PM	2:23:54 PM	14
2	41	2:23:44 PM	2:24:10 PM	26
	42	2:24:42 PM	2:24:55 PM	13
2				
2	43	2:25:43 PM	2:26:01 PM	18

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L n.	No.	Joined Queue	Released From Queue	Delay
2	45	2:26:10 PM	2:26:14 PM	4
2	46	2:26:37 PM	2:26:39 PM	2
2	47	2:26:57 PM	2:27:01 PM	4
2	48	2:27:18 PM	2:27:25 PM	7
2	49	2:28:13 PM	2:28:19 PM	6
2	50	2:28:15 PM	2:28:20 PM	5
2	51	2:28:16 PM	2:28:24 PM	8
2	52	2:28:18 PM	2:28:29 PM	11
2	53	2:30:32 PM	2:30:35 PM	3
2	54	2:30:52 PM	2:31:03 PM	11
2	55	2:31:00 PM	2:31:06 PM	6
2	56	2:31:09 PM	2:31:17 PM	8
2	57	2:31:10 PM	2:31:21 PM	11
2	58	2:31:16 PM	2:31:24 PM	8
2	59	2:31:20 PM	2:31:28 PM	8 42
2	60 61	2:32:08 PM	2:32:50 PM	42
-		2:32:10 PM	2:32:55 PM	8
2	62 63	2:33:08 PM 2:33:20 PM	2:33:16 PM 2:33:23 PM	3
2	64	2:33:20 PM 2:33:20 PM	2:33:25 PM 2:33:25 PM	5
2	65	2:33:22 PM	2:33:34 PM	12
2	66	2:33:40 PM	2:33:59 PM	12
2	67	2:34:15 PM	2:34:25 PM	10
2	68	2:34:54 PM	2:34:57 PM	3
2	69	2:35:53 PM	2:35:57 PM	4
2	70	2:35:54 PM	2:36:00 PM	6
2	71	2:36:16 PM	2:36:35 PM	19
2	72	2:36:51 PM	2:36:57 PM	6
2	73	2:36:56 PM	2:37:02 PM	6
2	74	2:37:35 PM	2:37:42 PM	7
2	75	2:37:59 PM	2:38:03 PM	4
2	76	2:38:09 PM	2:38:17 PM	8
2	77	2:38:12 PM	2:38:20 PM	8
2	78	2:38:13 PM	2:38:22 PM	9
2	79	2:38:39 PM	2:38:47 PM	8
2	80	2:39:50 PM	2:39:56 PM	6
2	81	2:40:05 PM	2:40:22 PM	17
2	82	2:40:57 PM	2:41:30 PM	33
2	83	2:41:59 PM	2:42:05 PM	6
2	84	2:42:29 PM	2:42:31 PM	2
2	85	2:43:11 PM	2:43:20 PM	9
2	86	2:43:57 PM	2:44:00 PM	3
2	87	2:44:22 PM	2:44:24 PM	2
2	88	2:45:14 PM	2:45:18 PM	4
2	89	2:45:32 PM	2:45:36 PM	4
2	90	2:45:52 PM	2:45:55 PM	3
2	91 92	2:46:38 PM	2:46:40 PM 2:47:38 PM	2
<u> </u>		2:47:23 PM	BIIIII	
2	93	2:48:13 PM	2:48:25 PM	12
2	94 95	2:50:22 PM 2:50:30 PM	2:50:25 PM 2:50:44 PM	3
2	95	2:50:30 PM 2:50:44 PM	2:50:44 PM 2:50:46 PM	2
2	96	2:50:44 PM 2:51:12 PM	2:51:23 PM	11
2	97	2:51:12 PM 2:51:30 PM	2:51:23 PM 2:51:32 PM	2
2	98	2:52:38 PM	2:52:41 PM	3
2	100	2:52:40 PM	2:52:41 PM 2:52:49 PM	9
2	100	2:52:49 PM	2:52:50 PM	1
2	101	2:53:18 PM	2:53:34 PM	16
2	102	2:53:33 PM	2:53:38 PM	5
2	103	2:54:08 PM	2:54:36 PM	28
2	101	2:54:48 PM	2:55:00 PM	12
2	106	2:55:17 PM	2:55:22 PM	5
2	100	2:55:38 PM	2:55:42 PM	4
2	108	2:56:40 PM	2:56:42 PM	2
2	109	2:56:41 PM	2:57:01 PM	20
2	110	2:57:50 PM	2:57:55 PM	5
2	111	2:58:58 PM	2:59:05 PM	7

File Name: NBR and NBL Delays 2-3pmSite Code: 00000000Start Date: 5/1/2018Page No: 3

2:00:00 PM - 3:00:00 PM	Northbound Lefts	Northbound Rights
Total Vehicle Count:	26	111
Delayed Vehicle Count:	26	111
Through Vehicle Count:	0	0
Average Stopped Time:	19.08	8.640
Maximum Stopped Time:	92	45
Min. Secs. for Delay:	0	0
Average Queue:	0.15	0.272
Queue Density:	1.19	1.153
Maximum Queue:	2	4
Delay in Vehicle Hour:	0.15	0.27
Total Delay:	496	959

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L	No.	Joined Queue	Released From Queue	Delay
n. 1	1	5:00:30 PM	5:00:37 PM	7
1	2	5:01:23 PM	5:02:05 PM	42
1	3	5:02:04 PM	5:02:12 PM	8
1	4	5:02:25 PM	5:03:04 PM	39
1	5	5:04:41 PM	5:05:13 PM	32
1	6	5:05:17 PM	5:06:09 PM	52
1	7	5:05:23 PM	5:06:26 PM	63
1	8	5:05:30 PM	5:06:39 PM	69
1	9	5:05:59 PM	5:06:40 PM	41
1	10	5:06:34 PM	5:06:46 PM	12
1	11	5:07:15 PM	5:07:33 PM	18
1	12	5:09:31 PM	5:09:42 PM	11
1	12	5:10:35 PM	5:10:56 PM	21
1	13	5:12:13 PM	5:12:31 PM	18
1	15	5:13:08 PM	5:14:27 PM	79
1	16		5:14:27 PM 5:15:03 PM	82
1		5:13:41 PM		
	17	5:19:06 PM	5:19:23 PM	17
1	18	5:19:26 PM	5:19:50 PM	24
1	19	5:20:01 PM	5:20:12 PM	11
1	20	5:21:41 PM	5:22:28 PM	47
1	21	5:25:01 PM	5:25:09 PM	8
1	22	5:30:13 PM	5:30:44 PM	31
1	23	5:31:46 PM	5:33:02 PM	76
1	24	5:32:09 PM	5:33:08 PM	59
1	25	5:33:26 PM	5:33:37 PM	11
1	26	5:37:50 PM	5:38:42 PM	52
1	27	5:38:59 PM	5:39:07 PM	8
1	28	5:40:12 PM	5:40:45 PM	33
1	29	5:40:25 PM	5:41:21 PM	56
1	30	5:40:56 PM	5:41:26 PM	30
1	31	5:46:42 PM	5:46:58 PM	16
1	32	5:49:04 PM	5:49:10 PM	6
1	33	5:49:06 PM	5:49:14 PM	8
1	34	5:50:09 PM	5:51:26 PM	77
1	35	5:51:07 PM	5:51:37 PM	30
1	36	5:52:01 PM	5:52:21 PM	20
1	37	5:53:12 PM	5:53:17 PM	5
1	38	5:54:47 PM	5:55:47 PM	60
1	39	5:56:32 PM	5:56:46 PM	14
1	40	5:56:59 PM	5:57:19 PM	20
1	41	5:57:10 PM	5:57:27 PM	17
2	1	5:00:00 PM	5:00:17 PM	17
2	2	5:00:01 PM	5:00:22 PM	21
2	3	5:00:13 PM	5:00:29 PM	16
2	4	5:00:40 PM	5:00:45 PM	5
2	5	5:00:41 PM	5:00:47 PM	6
2	6	5:00:57 PM	5:01:01 PM	4
2	7	5:00:58 PM	5:01:04 PM	6
2	8	5:00:58 PM	5:01:07 PM	9
2	9	5:00:59 PM	5:01:10 PM	11
2	10	5:01:06 PM	5:01:15 PM	9
2	11	5:01:11 PM	5:01:24 PM	13
2	12	5:01:12 PM	5:01:57 PM	45
2	13	5:01:21 PM	5:02:00 PM	39
2	14	5:01:30 PM	5:02:03 PM	33
2	15	5:01:32 PM	5:02:07 PM	35
2	16	5:01:43 PM	5:02:20 PM	37
2	17	5:01:47 PM	5:02:21 PM	34
2	18	5:02:10 PM	5:02:41 PM	31
2	19	5:02:10 PM	5:02:44 PM	34
2	20	5:02:22 PM	5:02:48 PM	26
2	21	5:03:06 PM	5:03:08 PM	2
2	22	5:03:07 PM	5:03:18 PM	11
2	23	5:03:46 PM	5:03:48 PM	2
2	24	5:03:48 PM	5:04:03 PM	15
2	25	5:04:15 PM	5:04:21 PM	6
2	26	5:04:23 PM	5:04:34 PM	11
			5:04:41 PM	15
	2.7	5:04:26 PW		
22	27 28	5:04:26 PM 5:04:30 PM	5:04:47 PM	17

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L	No.	Joined Queue	Released From Queue	Delay
n. 2	30	5:04:39 PM	5:04:53 PM	14
2	31	5:04:50 PM	5:05:01 PM	11
2	32	5:04:50 PM	5:05:10 PM	20
2	33	5:04:53 PM	5:05:11 PM	18
2	34	5:05:15 PM	5:05:54 PM	39
2	35	5:05:16 PM	5:06:11 PM	55
2	36	5:05:16 PM	5:06:15 PM	59
2	37	5:05:32 PM	5:06:25 PM	53
2	38	5:05:32 PM	5:06:27 PM	55
2	39 40	5:06:22 PM 5:06:23 PM	5:06:30 PM 5:06:35 PM	8 12
2	40	5:06:23 PM	5:06:40 PM	12
2	42	5:06:24 PM	5:06:43 PM	19
2	43	5:06:50 PM	5:06:56 PM	6
2	44	5:07:00 PM	5:07:05 PM	5
2	45	5:07:16 PM	5:07:18 PM	2
2	46	5:07:16 PM	5:07:30 PM	14
2	47	5:07:16 PM	5:07:34 PM	18
2	48	5:07:49 PM	5:07:54 PM	5
2	49	5:07:50 PM	5:07:57 PM	7
2	50	5:08:08 PM	5:08:13 PM	5
2	51	5:08:08 PM	5:09:31 PM	83
2	52	5:08:14 PM	5:09:32 PM	78 86
2	53 54	5:08:14 PM 5:08:16 PM	5:09:40 PM 5:09:41 PM	85
2	54	5:08:38 PM	5:09:51 PM	73
2	56	5:09:36 PM	5:10:01 PM	25
2	57	5:09:55 PM	5:10:13 PM	18
2	58	5:09:56 PM	5:10:22 PM	26
2	59	5:09:57 PM	5:10:33 PM	36
2	60	5:09:57 PM	5:10:51 PM	54
2	61	5:10:07 PM	5:11:16 PM	69
2	62	5:10:37 PM	5:11:25 PM	48
2	63	5:10:37 PM	5:11:27 PM	50
2	64	5:10:37 PM	5:11:31 PM	54
2	65	5:10:38 PM	5:11:42 PM	64
2	66 67	5:10:47 PM	5:11:46 PM 5:11:48 PM	59 60
2	68	5:10:48 PM 5:11:08 PM	5:11:48 PM	44
2	69	5:11:09 PM	5:11:56 PM	47
2	70	5:11:21 PM	5:12:02 PM	41
2	71	5:11:21 PM	5:12:20 PM	59
2	72	5:11:22 PM	5:12:30 PM	68
2	73	5:12:04 PM	5:12:38 PM	34
2	74	5:12:05 PM	5:12:39 PM	34
2	75	5:12:09 PM	5:12:41 PM	32
2	76	5:13:06 PM	5:13:09 PM	3
2	77	5:13:07 PM	5:13:26 PM	19
2	78	5:13:07 PM	5:13:29 PM	22
2	79	5:13:22 PM	5:13:34 PM	12
2	80 81	5:13:40 PM 5:13:58 PM	5:13:57 PM 5:14:01 PM	17 3
2	81	5:13:58 PM 5:13:59 PM	5:14:01 PM 5:14:05 PM	6
2	83	5:14:04 PM	5:14:13 PM	9
2	84	5:14:29 PM	5:14:33 PM	4
2	85	5:14:40 PM	5:14:54 PM	14
2	86	5:14:41 PM	5:15:01 PM	20
2	87	5:14:42 PM	5:15:13 PM	31
2	88	5:14:51 PM	5:15:20 PM	29
2	89	5:15:22 PM	5:15:27 PM	5
2	90	5:15:41 PM	5:15:46 PM	5
2	91	5:15:42 PM	5:15:48 PM	6
2	92	5:15:42 PM	5:15:51 PM	9
2	93	5:15:52 PM	5:16:04 PM 5:16:07 PM	12
27				15
2	94	5:15:52 PM		
2	94 95	5:16:46 PM	5:16:49 PM	3
22	94 95 96	5:16:46 PM 5:16:48 PM	5:16:49 PM 5:16:51 PM	3 3
2	94 95	5:16:46 PM	5:16:49 PM	3

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L	No.	Joined Queue	Released From Queue	Delay
n. 2	100	5:17:44 PM	5:17:48 PM	4
2	100	5:17:44 PM 5:17:50 PM	5:17:48 PM 5:17:55 PM	5
2	101	5:17:50 PM	5:18:18 PM	8
2	102	5:19:05 PM	5:19:13 PM	8
2	103	5:19:17 PM	5:19:31 PM	14
2	104	5:19:27 PM	5:19:43 PM	16
2	105	5:19:28 PM	5:19:48 PM	20
2	107	5:19:44 PM	5:19:53 PM	9
2	108	5:20:02 PM	5:20:11 PM	9
2	109	5:20:18 PM	5:20:20 PM	2
2	110	5:20:19 PM	5:20:23 PM	4
2	111	5:20:22 PM	5:20:28 PM	6
2	112	5:20:34 PM	5:21:07 PM	33
2	112	5:20:34 PM	5:21:08 PM	34
2	114	5:21:08 PM	5:21:13 PM	5
2	115	5:21:25 PM	5:21:27 PM	2
2	116	5:21:28 PM	5:21:35 PM	7
2	117	5:21:28 PM	5:21:38 PM	10
2	118	5:21:41 PM	5:22:15 PM	34
2	110	5:22:01 PM	5:22:20 PM	19
2	120	5:22:01 PM	5:22:20 PM	8
2	120	5:22:21 PM	5:22:30 PM	9
2	122	5:22:23 PM	5:22:36 PM	13
2	123	5:22:49 PM	5:23:24 PM	35
2	123	5:22:49 PM	5:23:28 PM	39
2	125	5:22:50 PM	5:23:38 PM	48
2	126	5:22:50 PM	5:23:42 PM	52
2	127	5:22:50 PM	5:23:49 PM	59
2	128	5:23:24 PM	5:23:58 PM	34
2	129	5:23:25 PM	5:24:03 PM	38
2	130	5:23:26 PM	5:24:07 PM	41
2	131	5:23:26 PM	5:24:11 PM	45
2	132	5:23:32 PM	5:24:25 PM	53
2	133	5:23:33 PM	5:24:33 PM	60
2	134	5:23:50 PM	5:24:40 PM	50
2	135	5:23:56 PM	5:24:42 PM	46
2	136	5:23:57 PM	5:24:51 PM	54
2	137	5:24:11 PM	5:25:11 PM	60
2	138	5:24:11 PM	5:25:13 PM	62
2	139	5:24:15 PM	5:25:32 PM	77
2	140	5:24:18 PM	5:25:41 PM	83
2	141	5:24:48 PM	5:26:25 PM	97
2	142	5:24:48 PM	5:26:32 PM	104
2	143	5:24:49 PM	5:26:36 PM	107
2	144	5:25:36 PM	5:26:40 PM	64
2	145	5:25:43 PM	5:27:02 PM	79
2	146	5:26:06 PM	5:27:09 PM	63
2	147	5:26:06 PM	5:27:16 PM	70
2	148	5:26:06 PM	5:27:21 PM	75
2	149	5:26:16 PM	5:27:40 PM	84
2	150	5:26:17 PM	5:27:45 PM	88
2	151	5:26:53 PM	5:28:01 PM	68
2	152	5:27:24 PM	5:28:04 PM	40
2	153	5:27:24 PM	5:28:16 PM	52
2	154	5:27:39 PM	5:28:26 PM	47
2	155	5:28:01 PM	5:28:30 PM	29
2	156	5:28:22 PM	5:28:33 PM	11
2	157	5:28:23 PM	5:28:40 PM	17
2	158	5:28:36 PM	5:29:10 PM	34
2	159	5:28:45 PM	5:29:28 PM	43
2	160	5:28:45 PM	5:29:43 PM	58
2	161	5:29:01 PM	5:29:53 PM	52
2	162	5:29:01 PM	5:30:07 PM	66
2	163	5:29:08 PM	5:30:18 PM	70
2	164	5:29:08 PM	5:30:30 PM	82
2	165	5:29:24 PM	5:30:44 PM	80
2	166	5:29:24 PM	5:30:49 PM	85
	1 ( 7	5:29:46 PM	5:30:56 PM	70
2	167	J.29.40 FM	0100100111	
2 2	167	5:29:46 PM	5:31:03 PM	77

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L	No.	Joined Queue	Released From Queue	Delay
<u>n.</u>	170	5 00 45 DM	F 21 20 DM	110
2	170	5:29:47 PM	5:31:39 PM	112
2	171 172	5:29:47 PM 5:29:59 PM	5:31:50 PM 5:32:27 PM	123 148
2	172	5:30:46 PM	5:32:45 PM	119
2	174	5:30:46 PM	5:32:48 PM	122
2	175	5:30:47 PM	5:32:53 PM	126
2	176	5:30:47 PM	5:32:55 PM	128
2	177	5:31:44 PM	5:33:00 PM	76
2	178	5:31:44 PM	5:33:01 PM	77
2	179	5:32:14 PM	5:33:07 PM	53
2	180	5:32:15 PM	5:33:09 PM	54
2	181	5:32:15 PM	5:33:11 PM	56
2	182	5:32:16 PM	5:33:12 PM	56
2	183	5:32:16 PM	5:33:18 PM	62
2	184	5:32:47 PM	5:33:20 PM	33
2	185	5:33:14 PM	5:33:22 PM	8
2	186	5:33:14 PM	5:34:41 PM	87
2	187	5:33:16 PM	5:35:04 PM	108
2	188 189	5:33:16 PM	5:35:12 PM	116
2	189	5:33:16 PM 5:33:17 PM	5:35:17 PM 5:35:35 PM	121 138
2	190	5:33:17 PM 5:33:17 PM	5:35:43 PM	138
2	191	5:33:17 PM	5:35:47 PM	150
2	193	5:33:40 PM	5:35:53 PM	133
2	194	5:33:40 PM	5:35:57 PM	137
2	195	5:33:41 PM	5:36:28 PM	167
2	196	5:33:45 PM	5:36:30 PM	165
2	197	5:33:46 PM	5:36:34 PM	168
2	198	5:33:58 PM	5:36:44 PM	166
2	199	5:34:00 PM	5:36:50 PM	170
2	200	5:34:43 PM	5:36:54 PM	131
2	201	5:34:44 PM	5:36:59 PM	135
2	202	5:34:48 PM	5:37:04 PM	136
2	203	5:36:17 PM	5:37:15 PM	58
2	204	5:36:35 PM	5:37:20 PM	45
2	205	5:36:36 PM	5:37:23 PM	47
2	206	5:37:05 PM	5:37:49 PM	44
2	207	5:37:24 PM	5:37:59 PM	35
2	208 209	5:37:25 PM 5:37:29 PM	5:38:20 PM 5:38:22 PM	55 53
2	210	5:37:52 PM	5:39:00 PM	68
2	210	5:38:08 PM	5:39:02 PM	54
2	212	5:38:51 PM	5:39:06 PM	15
2	212	5:38:55 PM	5:39:13 PM	18
2	214	5:39:03 PM	5:39:16 PM	13
2	215	5:39:09 PM	5:39:20 PM	11
2	216	5:39:10 PM	5:39:26 PM	16
2	217	5:39:10 PM	5:39:31 PM	21
2	218	5:39:42 PM	5:39:49 PM	7
2	219	5:39:43 PM	5:39:52 PM	9
2	220	5:39:51 PM	5:40:05 PM	14
2	221	5:39:52 PM	5:40:06 PM	14
2	222	5:39:53 PM	5:40:11 PM	18
2	223	5:40:04 PM	5:40:16 PM	12
2	224	5:40:22 PM	5:40:37 PM	15
2	225 226	5:40:27 PM 5:40:36 PM	5:40:43 PM 5:41:06 PM	16 30
2	226	5:40:36 PM 5:40:49 PM	5:41:06 PM 5:41:18 PM	29
2	228	5:41:08 PM	5:41:19 PM	11
2	229	5:41:32 PM	5:41:38 PM	6
2	230	5:41:34 PM	5:41:43 PM	9
2	231	5:41:37 PM	5:41:50 PM	13
2	232	5:42:15 PM	5:42:36 PM	21
2	233	5:42:17 PM	5:42:43 PM	26
2	234	5:42:31 PM	5:42:44 PM	13
2	235	5:42:39 PM	5:42:56 PM	17
2	236	5:42:56 PM	5:43:06 PM	10
2	237	5:43:26 PM	5:43:37 PM	11
2	238	5:43:26 PM	5:43:40 PM	14
2	239	5:43:27 PM	5:43:43 PM	16

File Name	: NBR and NBL Delays 5-6pm
Site Code	: 0000000
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L n.	No.	Joined Queue	Released From Queue	Delay
2	240	5:43:27 PM	5:43:47 PM	20
2	241	5:43:35 PM	5:43:51 PM	16
2	242	5:43:48 PM	5:43:58 PM	10
2	243	5:43:48 PM	5:44:02 PM	14
2	244	5:44:00 PM	5:44:08 PM	8
2	245	5:44:01 PM	5:44:14 PM	13
2	246	5:44:36 PM	5:45:07 PM	31
2	247	5:44:40 PM	5:45:09 PM	29
2	248	5:44:41 PM	5:45:11 PM	30
2	249	5:44:48 PM	5:45:25 PM	37
2	250	5:45:53 PM	5:45:55 PM	2
2	251	5:45:54 PM	5:46:12 PM	18
2	252	5:46:04 PM	5:46:34 PM	30
2	253	5:46:05 PM	5:46:56 PM	51
2	254	5:46:05 PM	5:47:00 PM	55
2	255	5:46:14 PM	5:47:06 PM	52
2	256	5:46:16 PM	5:47:12 PM	56
	257			53
2		5:46:21 PM	5:47:14 PM	
2	258	5:46:26 PM	5:47:20 PM	54
2	259	5:46:38 PM	5:47:23 PM	45
2	260	5:46:39 PM	5:47:26 PM	47
2	261	5:46:39 PM	5:47:30 PM	51
2	262	5:46:44 PM	5:47:33 PM	49
2	263	5:47:16 PM	5:47:57 PM	41
2	264	5:47:18 PM	5:48:01 PM	43
2	265	5:48:20 PM	5:48:28 PM	8
2	266	5:48:21 PM	5:48:31 PM	10
2	267	5:48:24 PM	5:48:37 PM	13
2	268	5:48:34 PM	5:48:41 PM	7
	1			
2	269	5:48:58 PM	5:49:07 PM	9
2	270	5:48:58 PM	5:49:07 PM	9
2	271	5:48:59 PM	5:49:11 PM	12
2	272	5:49:05 PM	5:49:34 PM	29
2	273	5:49:16 PM	5:49:37 PM	21
2	274	5:49:16 PM	5:49:40 PM	24
2	275	5:49:29 PM	5:49:46 PM	17
2	276	5:49:32 PM	5:49:51 PM	19
2	277	5:49:36 PM	5:50:01 PM	25
2	278	5:49:53 PM	5:50:01 PM	8
2	279	5:49:54 PM	5:50:08 PM	14
	1			
2	280	5:50:08 PM	5:50:10 PM	2
2	281	5:50:17 PM	5:50:19 PM	2
2	282	5:50:19 PM	5:50:39 PM	20
2	283	5:51:34 PM	5:51:48 PM	14
2	284	5:51:39 PM	5:51:58 PM	19
2	285	5:51:41 PM	5:52:00 PM	19
2	286	5:51:47 PM	5:52:08 PM	21
2	287	5:51:50 PM	5:52:20 PM	30
2	288	5:52:07 PM	5:52:24 PM	17
2	289	5:52:07 PM	5:52:26 PM	19
2	290	5:52:23 PM	5:52:29 PM	6
2	290	5:52:23 PM	5:52:40 PM	17
2	292	5:52:41 PM	5:52:57 PM	16
2	293	5:52:41 PM	5:53:02 PM	21
2	294	5:52:42 PM	5:53:13 PM	31
2	295	5:52:48 PM	5:53:21 PM	33
2	296	5:54:06 PM	5:54:12 PM	6
2	297	5:54:13 PM	5:54:20 PM	7
2	298	5:54:13 PM	5:54:24 PM	11
2	299	5:54:25 PM	5:54:31 PM	6
2	300	5:54:26 PM	5:54:36 PM	10
2	301	5:54:27 PM	5:54:40 PM	13
2				12
	302	5:54:43 PM	5:54:55 PM	
2	303	5:54:44 PM	5:54:58 PM	14
2	304	5:54:59 PM	5:55:24 PM	25
2	305	5:56:08 PM	5:56:16 PM	8
2	306	5:56:23 PM	5:56:31 PM	8
2	307	5:56:24 PM	5:56:34 PM	10
	1			
2	308	5:56:35 PM	5:56:38 PM	3

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L	No.	Joined Queue	Released From Queue	Delay
n.				
2	310	5:56:48 PM	5:56:58 PM	10
2	311	5:56:58 PM	5:57:06 PM	8
2	312	5:57:00 PM	5:57:11 PM	11
2	313	5:57:05 PM	5:57:14 PM	9
2	314	5:57:17 PM	5:57:29 PM	12
2	315	5:57:20 PM	5:57:33 PM	13
2	316	5:57:21 PM	5:57:34 PM	13
2	317	5:57:22 PM	5:57:35 PM	13
2	318	5:57:25 PM	5:57:57 PM	32
2	319	5:57:58 PM	5:58:02 PM	4
2	320	5:58:04 PM	5:58:07 PM	3
2	321	5:58:23 PM	5:58:27 PM	4
2	322	5:58:26 PM	5:58:35 PM	9
2	323	5:58:31 PM	5:58:44 PM	13
2	324	5:58:36 PM	5:58:45 PM	9
2	325	5:58:41 PM	5:58:48 PM	7
2	326	5:58:54 PM	5:58:59 PM	5
2	327	5:59:17 PM	5:59:40 PM	23
2	328	5:59:25 PM	5:59:47 PM	22
2	329	5:59:41 PM	5:59:49 PM	8
2	330	5:59:42 PM	5:59:51 PM	9

5:00:00 PM - 6:00:00 PM	Northbound Lefts	Northbound Rights
Total Vehicle Count:	41	330
Delayed Vehicle Count:	41	330
Through Vehicle Count:	0	0
Average Stopped Time:	32.44	36.421
Maximum Stopped Time:	82	170
Min. Secs. for Delay:	0	0
Average Queue:	0.39	3.347
Queue Density:	1.32	4.283
Maximum Queue:	4	16
Delay in Vehicle Hour:	0.39	3.35
Total Delay:	1330	12019

L	No.	Joined Queue	Released From Queue	Delay
n.	1	7.00.01.414	7.00.11.434	10
1 1	1 2	7:00:01 AM	7:00:11 AM	10 8
1	3	7:00:04 AM 7:00:35 AM	7:00:12 AM 7:00:40 AM	5
1	4	7:00:52 AM	7:00:54 AM	2
1	5	7:01:12 AM	7:01:23 AM	11
1	6	7:01:30 AM	7:01:34 AM	4
1	7	7:01:33 AM	7:01:37 AM	4
1	8	7:01:42 AM	7:01:48 AM	6
1	9	7:01:48 AM	7:01:52 AM	4
1	10	7:01:54 AM	7:02:11 AM	17
1	11	7:01:55 AM	7:02:16 AM	21
1	12	7:02:12 AM	7:02:20 AM	8
1	13	7:02:16 AM	7:02:23 AM	7
1	14	7:02:24 AM	7:02:28 AM	4
1	15 16	7:02:34 AM 7:04:06 AM	7:02:38 AM 7:04:10 AM	4
1	17	7:04:14 AM	7:04:24 AM	10
1	18	7:04:32 AM	7:04:34 AM	2
1	19	7:04:32 AM	7:05:03 AM	30
1	20	7:04:44 AM	7:05:05 AM	21
1	21	7:04:50 AM	7:05:16 AM	26
1	22	7:04:52 AM	7:05:17 AM	25
1	23	7:04:52 AM	7:05:20 AM	28
1	24	7:05:48 AM	7:05:51 AM	3
1	25	7:06:10 AM	7:06:17 AM	7
1	26	7:06:18 AM	7:06:19 AM	1
1	27	7:06:19 AM	7:06:22 AM	3
1	28	7:06:33 AM	7:06:38 AM	5
1	29	7:06:41 AM	7:06:43 AM	2
1	30	7:06:42 AM	7:06:44 AM	2
1	31 32	7:06:52 AM 7:07:03 AM	7:06:55 AM 7:07:23 AM	20
1	33	7:07:04 AM	7:07:27 AM	23
1	34	7:07:51 AM	7:07:53 AM	2
1	35	7:07:52 AM	7:07:58 AM	6
1	36	7:08:20 AM	7:08:29 AM	9
1	37	7:08:20 AM	7:08:30 AM	10
1	38	7:09:37 AM	7:09:49 AM	12
1	39	7:10:02 AM	7:10:07 AM	5
1	40	7:10:18 AM	7:10:20 AM	2
1	41	7:10:19 AM	7:10:29 AM	10
1	42	7:11:25 AM	7:11:28 AM	3
1	43	7:11:30 AM	7:11:44 AM	14
1	44	7:11:45 AM	7:12:09 AM	24
1	45	7:12:11 AM	7:12:23 AM	12 14
1 1	46 47	7:13:02 AM 7:13:03 AM	7:13:16 AM 7:13:20 AM	14
1	47	7:13:03 AM 7:13:03 AM	7:13:20 AM 7:13:44 AM	41
1	49	7:13:10 AM	7:13:47 AM	37
1	50	7:13:10 AM	7:13:49 AM	39
1	51	7:13:18 AM	7:13:52 AM	34
1	52	7:13:18 AM	7:13:55 AM	37
1	53	7:13:34 AM	7:14:04 AM	30
1	54	7:15:17 AM	7:15:22 AM	5
1	55	7:15:28 AM	7:15:31 AM	3
1	56	7:15:30 AM	7:15:35 AM	5
1	57	7:16:07 AM	7:16:12 AM	5
1	58	7:17:02 AM	7:17:34 AM	32
1 1	59 60	7:17:10 AM 7:17:33 AM	7:17:47 AM 7:17:53 AM	37 20
1	60 61	7:17:33 AM	7:17:55 AM 7:17:56 AM	20
1	62	7:17:39 AM	7:17:59 AM	20
1	63	7:17:46 AM	7:18:01 AM	15
1	64	7:18:30 AM	7:18:39 AM	9
1	65	7:18:34 AM	7:18:41 AM	7
1	66	7:18:42 AM	7:18:51 AM	9
1	67	7:19:22 AM	7:19:24 AM	2
1	68	7:19:27 AM	7:19:31 AM	4
1	69	7:19:32 AM	7:19:58 AM	26
1	70	7:19:43 AM	7:19:59 AM	16

L n.	No.	Joined Queue	Released From Queue	Delay
1	71	7:19:51 AM	7:20:11 AM	20
1	72	7:20:32 AM	7:20:38 AM	6
1	73	7:20:41 AM	7:21:20 AM	39
1	74	7:20:41 AM	7:21:23 AM	42
1	75	7:20:42 AM	7:21:25 AM	43
1	76	7:20:43 AM	7:21:28 AM	45
1	77	7:21:09 AM	7:21:33 AM	24
1	78	7:21:10 AM	7:21:41 AM	31
1	79	7:21:27 AM	7:21:46 AM	19
1	80	7:21:35 AM	7:21:56 AM	21
1	81	7:22:05 AM	7:22:11 AM	6
1	82	7:22:31 AM	7:22:47 AM	16
1	83	7:22:37 AM	7:22:55 AM	18
1	84	7:22:37 AM	7:23:00 AM	23
1	85	7:22:46 AM	7:23:03 AM	17
1	86	7:22:52 AM	7:23:07 AM	15
1	87	7:23:43 AM	7:23:45 AM	2
1	88	7:23:53 AM	7:24:07 AM	14
1	89	7:23:56 AM	7:24:08 AM	12
1	90	7:24:11 AM	7:24:14 AM	3
1	91	7:24:15 AM	7:24:21 AM	6
1	92	7:24:15 AM	7:24:23 AM	8
1	93	7:24:27 AM	7:24:33 AM	6
1	94	7:25:06 AM	7:25:12 AM	6
1	95	7:26:12 AM	7:26:34 AM	22
1	96	7:26:12 AM	7:27:01 AM	49
1	97	7:27:05 AM	7:27:13 AM	8
1	98	7:27:06 AM	7:27:13 AM	7
1	99	7:28:05 AM	7:28:28 AM	23
1	100	7:28:14 AM	7:28:29 AM	15
1	101	7:28:25 AM	7:28:33 AM	8
1	102	7:28:29 AM	7:28:34 AM	5
1	103	7:28:39 AM	7:29:35 AM	56
1	104	7:28:40 AM	7:29:35 AM	55
1	105	7:29:37 AM	7:29:43 AM	6
1	106	7:29:45 AM	7:30:13 AM	28
1	107	7:30:03 AM	7:30:14 AM	11
1	108	7:30:04 AM	7:30:21 AM	17
1	109	7:30:14 AM	7:30:28 AM	14 31
1 1	110 111	7:30:15 AM	7:30:46 AM 7:30:59 AM	
	111	7:30:37 AM 7:31:41 AM		22 5
1 1	112		7:31:46 AM	
1 1	115	7:31:46 AM	7:31:51 AM	5
1 1		7:31:51 AM	7:31:57 AM	
1 1	115 116	7:32:14 AM 7:32:16 AM	7:32:20 AM 7:32:23 AM	6 7
1 1	-		7:32:23 AM 7:32:28 AM	7
1 1	117 118	7:32:21 AM 7:33:41 AM	7:32:28 AM 7:34:03 AM	22
1 1	118	7:33:41 AM 7:33:42 AM	7:34:03 AM 7:34:04 AM	22
1 1	120	7:34:05 AM	7:34:15 AM	10
1 1	120	7:34:05 AM 7:34:06 AM	7:34:15 AM 7:34:20 AM	10
1 1	121	7:34:32 AM	7:34:38 AM	6
1 1	122	7:34:32 AM 7:34:39 AM	7:34:47 AM	8
1	123	7:36:51 AM	7:37:23 AM	32
1 1	124	7:36:51 AM	7:37:26 AM	35
1	125	7:36:52 AM	7:37:38 AM	46
1	120	7:36:52 AM	7:37:43 AM	51
1 1	127	7:37:03 AM	7:37:45 AM	42
1	120	7:37:04 AM	7:37:47 AM	43
1 1	130	7:37:14 AM	7:37:51 AM	37
1	131	7:37:41 AM	7:37:51 AM	10
1	131	7:37:48 AM	7:37:54 AM	6
1	132	7:37:49 AM	7:37:55 AM	6
1	134	7:37:49 AM	7:37:58 AM	9
1	135	7:37:55 AM	7:38:04 AM	9
1	136	7:37:57 AM	7:38:07 AM	10
1	130	7:38:02 AM	7:38:08 AM	6
1	138	7:38:06 AM	7:38:14 AM	8
1	139	7:38:10 AM	7:38:21 AM	11
	~ ~			

L n.	No.	Joined Queue	Released From Queue	Delay
1	141	7:39:29 AM	7:39:30 AM	1
1	142	7:39:31 AM	7:39:39 AM	8
1	143	7:39:31 AM	7:39:40 AM	9
1	144	7:39:33 AM	7:39:45 AM	12
1	145	7:39:46 AM	7:39:49 AM	3
1	146	7:39:46 AM	7:39:53 AM	7
1	147	7:39:55 AM	7:40:00 AM	5
1	148	7:40:31 AM	7:40:36 AM	5
1	149	7:40:36 AM	7:40:40 AM	4
1	150	7:40:40 AM	7:40:42 AM	2
1	151	7:40:41 AM	7:40:55 AM	14
1	152	7:41:10 AM	7:41:18 AM	8
1	153	7:42:08 AM	7:42:48 AM	40
1	154	7:42:08 AM	7:42:58 AM	50
1	155	7:42:09 AM	7:43:01 AM	52
1	155	7:42:10 AM	7:43:05 AM	55
1	157	7:42:10 AM 7:42:13 AM	7:43:39 AM	86
	157			
1		7:42:19 AM	7:43:42 AM	83
L	159	7:42:25 AM	7:43:47 AM	82
1	160	7:42:44 AM	7:43:52 AM	68
1	161	7:42:44 AM	7:43:54 AM	70
1	162	7:43:46 AM	7:43:56 AM	10
1	163	7:43:50 AM	7:43:59 AM	9
1	164	7:43:50 AM	7:44:02 AM	12
1	165	7:43:51 AM	7:44:03 AM	12
1	166	7:43:58 AM	7:44:08 AM	10
1	167	7:44:42 AM	7:44:44 AM	2
1	168	7:44:45 AM	7:44:54 AM	9
1	169	7:44:46 AM	7:45:03 AM	17
1	170	7:44:46 AM	7:45:04 AM	18
1	171	7:44:49 AM	7:45:07 AM	18
1	172	7:44:51 AM	7:45:08 AM	17
1	173	7:45:00 AM	7:45:11 AM	11
1	174	7:45:01 AM	7:45:13 AM	12
1	175	7:45:05 AM	7:45:17 AM	12
1	176	7:46:12 AM	7:46:13 AM	1
1	177	7:46:12 AM	7:46:18 AM	6
1	178	7:46:21 AM	7:46:22 AM	1
1	179	7:46:22 AM	7:46:25 AM	3
1	180	7:46:24 AM	7:46:29 AM	5
1	181	7:46:29 AM	7:46:34 AM	5
1	182	7:46:30 AM	7:46:35 AM	5
1	183	7:46:41 AM	7:46:47 AM	6
1	184	7:46:46 AM	7:46:49 AM	3
1	185	7:46:52 AM	7:46:59 AM	7
1	186	7:46:52 AM	7:47:03 AM	11
1	187	7:47:31 AM	7:47:34 AM	3
1	188	F 40 00 414	7:48:07 AM	-
1	189	7:48:02 AM 7:48:03 AM	7:48:11 AM	8
1	190	7:48:26 AM	7:48:28 AM	2
1 1	190	7:48:29 AM	7:48:28 AM 7:48:38 AM	9
1 1				9
	192	7:48:30 AM 7:48:43 AM	7:48:44 AM 7:48:48 AM	
1	193			5
1	194	7:48:46 AM	7:48:56 AM	10
1	195	7:48:50 AM	7:49:03 AM	13
1	196	7:49:07 AM	7:49:12 AM	5
1	197	7:49:10 AM	7:49:48 AM	38
1	198	7:50:24 AM	7:50:33 AM	9
1	199	7:50:40 AM	7:50:44 AM	4
1	200	7:50:41 AM	7:50:54 AM	13
1	201	7:50:55 AM	7:51:21 AM	26
1	202	7:50:57 AM	7:51:26 AM	29
1	203	7:51:11 AM	7:51:34 AM	23
1	204	7:51:12 AM	7:51:36 AM	24
1	205	7:51:14 AM	7:51:38 AM	24
1	206	7:51:14 AM	7:51:44 AM	30
1	207	7:51:28 AM	7:51:47 AM	19
1	208	7:51:29 AM	7:51:49 AM	20
1	209	7:51:33 AM	7:51:51 AM	18
1				

L	No.	Joined Queue	Released From Queue	Delay
n.		, ·		
1	211	7:52:16 AM	7:52:19 AM	3
1	212	7:52:30 AM	7:52:37 AM	7
1	213	7:52:38 AM	7:52:48 AM	10
1	214	7:52:39 AM	7:53:05 AM	26
1	215	7:53:06 AM	7:53:10 AM	4
1	216	7:53:07 AM	7:53:12 AM	5
1	217	7:53:09 AM	7:53:14 AM	5
1	218	7:54:13 AM	7:54:14 AM	1
1	219	7:54:14 AM	7:54:23 AM	9
1	220	7:54:18 AM	7:54:44 AM	26
1	221	7:54:35 AM	7:54:46 AM	11
1	222	7:55:32 AM	7:55:35 AM	3
1	223	7:55:39 AM	7:55:43 AM	4
1	224	7:55:40 AM	7:55:45 AM	5
1	225	7:55:41 AM	7:55:47 AM	6
1	226	7:56:02 AM	7:56:17 AM	15
1	227	7:56:03 AM	7:56:23 AM	20
1	228	7:56:16 AM	7:56:26 AM	10
1	229	7:56:28 AM	7:56:35 AM	7
1	230	7:56:33 AM	7:56:40 AM	7
1	231	7:56:34 AM	7:56:43 AM	9
1	232	7:56:45 AM	7:56:51 AM	6
1	233	7:56:52 AM	7:56:57 AM	5
1	234	7:56:52 AM	7:57:05 AM	13
1	235	7:57:48 AM	7:57:52 AM	4
1	236	7:57:49 AM	7:57:58 AM	9
1	237	7:57:54 AM	7:58:01 AM	7
1	238	7:58:02 AM	7:58:04 AM	2
1	239	7:58:17 AM	7:58:19 AM	2
1	240	7:58:19 AM	7:58:24 AM	5
1	241	7:58:47 AM	7:58:51 AM	4
1	242	7:58:48 AM	7:59:01 AM	13
1	243	7:59:18 AM	7:59:22 AM	4
1	244	7:59:33 AM	7:59:46 AM	13
1	245	7:59:41 AM	7:59:52 AM	11

7:00:00 AM - 8:00:00 AM	Westbound Lefts
Total Vehicle Count:	245
Delayed Vehicle Count:	245
Through Vehicle Count:	0
Average Stopped Time:	15.45
Maximum Stopped Time:	86
Min. Secs. for Delay:	0
Average Queue:	1.05
Queue Density:	2.25
Maximum Queue:	9
Delay in Vehicle Hour:	1.05
Total Delay:	3785

L	No.	Joined Queue	Released From Queue	Delay
ь n.	INO.	Joineu Queue	Released From Queue	Delay
1	1	2:02:01 PM	2:02:06 PM	5
1	2	2:02:09 PM	2:02:20 PM	11
1	3	2:02:25 PM	2:02:25 PM	0
1	4	2:03:19 PM	2:03:29 PM	10
1	5	2:03:20 PM	2:03:34 PM	14
1	6	2:04:17 PM	2:04:24 PM	7
1	7	2:04:51 PM	2:04:57 PM	6
1	8	2:05:46 PM	2:05:50 PM	4
1 1	9 10	2:07:03 PM 2:07:04 PM	2:07:19 PM 2:07:21 PM	16 17
1	10	2:10:16 PM	2:10:18 PM	2
1	11	2:10:10 PM 2:12:05 PM	2:10:18 PM 2:12:11 PM	6
1	13	2:12:16 PM	2:12:19 PM	3
1	14	2:12:21 PM	2:12:25 PM	4
1	15	2:12:32 PM	2:12:36 PM	4
1	16	2:12:35 PM	2:12:39 PM	4
1	17	2:13:43 PM	2:13:52 PM	9
1	18	2:16:31 PM	2:16:35 PM	4
1	19	2:18:24 PM	2:18:37 PM	13
1	20	2:18:34 PM	2:18:39 PM	5
1	21	2:18:37 PM	2:18:42 PM	5
1	22	2:19:02 PM	2:19:06 PM	4
1	23	2:20:49 PM	2:20:53 PM	4
1	24	2:21:22 PM	2:21:25 PM	3
1	25	2:21:31 PM	2:21:35 PM	4
1	26	2:24:24 PM	2:24:28 PM	4
1	27	2:24:49 PM	2:24:54 PM	5
1	28	2:24:57 PM	2:25:00 PM	3
1	29	2:25:01 PM	2:25:08 PM	7
1	30	2:25:34 PM	2:25:59 PM	25
1	31	2:26:49 PM	2:26:51 PM	2
1	32	2:26:52 PM	2:26:54 PM	2
1	33	2:28:36 PM	2:28:40 PM	4
1	34	2:29:13 PM	2:29:15 PM	2
1	35	2:29:44 PM	2:29:48 PM	4
1	36 37	2:31:29 PM 2:31:30 PM	2:31:32 PM 2:31:33 PM	3
1	37	2:32:30 PM		10
1	39	2:35:24 PM	2:32:42 PM 2:35:27 PM	3
1	40	2:37:14 PM	2:37:17 PM	3
1	41	2:37:18 PM	2:37:26 PM	8
1	42	2:39:00 PM	2:39:03 PM	3
1	43	2:39:38 PM	2:39:40 PM	2
1	44	2:40:40 PM	2:40:43 PM	3
1	45	2:41:23 PM	2:41:26 PM	3
1	46	2:41:41 PM	2:41:45 PM	4
1	47	2:41:47 PM	2:42:01 PM	14
1	48	2:42:25 PM	2:42:28 PM	3
1	49	2:43:03 PM	2:43:05 PM	2
1	50	2:43:42 PM	2:43:48 PM	6
1	51	2:44:20 PM	2:44:21 PM	1
1	52	2:46:17 PM	2:46:20 PM	3
1	53	2:46:32 PM	2:46:42 PM	10
1	54	2:46:42 PM	2:46:47 PM	5
1	55	2:48:54 PM	2:48:56 PM	2
1	56	2:48:55 PM	2:48:59 PM	4
1	57	2:50:32 PM	2:50:33 PM	1
1	58	2:50:40 PM	2:50:46 PM	6
1	59	2:51:16 PM	2:51:24 PM	8
1	60	2:51:26 PM	2:51:28 PM	2
1	61	2:51:28 PM	2:51:31 PM	3
1	62	2:53:19 PM	2:53:34 PM	15
1	63	2:53:23 PM	2:53:38 PM 2:53:49 PM	15 7
1			1 / 11147 PIVI	
1	64	2:53:42 PM		
1 1	64 65	2:53:50 PM	2:53:57 PM	7
1 1 1	64 65 66	2:53:50 PM 2:54:04 PM	2:53:57 PM 2:54:06 PM	7 2
1 1	64 65	2:53:50 PM	2:53:57 PM	7

Summary Information:	
2:02:00 PM - 2:56:00 PM	Westbound Lefts
Total Vehicle Count:	69
Delayed Vehicle Count:	69
Through Vehicle Count:	0
Average Stopped Time:	5.70
Maximum Stopped Time:	25
Min. Secs. for Delay:	0
Average Queue:	0.12
Queue Density:	1.13
Maximum Queue:	2
Delay in Vehicle Hour:	0.12
Total Delay:	393

L n.	No.	Joined Queue	Released From Queue	Delay
1	1	5:00:01 PM	5:00:08 PM	7
1	2	5:00:02 PM	5:00:22 PM	20
1	3	5:00:11 PM	5:00:35 PM	24
1	4	5:00:12 PM	5:00:36 PM	24
1	5	5:01:57 PM	5:02:03 PM	6
1	6	5:03:13 PM	5:03:15 PM	2
1	7	5:03:17 PM	5:03:20 PM	3
1	8	5:03:56 PM	5:03:58 PM	2
1	9	5:04:21 PM	5:04:23 PM	2
1	10	5:04:24 PM	5:04:31 PM	7
1	11	5:04:47 PM	5:04:48 PM	1
1	12	5:05:00 PM	5:05:03 PM	3
1	13	5:05:03 PM	5:05:06 PM	3
1	14	5:05:11 PM	5:05:13 PM	2
1	15	5:05:12 PM	5:05:13 PM	1
1				2
	16	5:05:55 PM	5:05:57 PM	
1	17	5:07:49 PM	5:07:55 PM	6
1	18	5:07:55 PM	5:08:01 PM	6
1	19	5:08:24 PM	5:08:30 PM	6
1	20	5:08:54 PM	5:09:29 PM	35
1	21	5:09:06 PM	5:09:30 PM	24
1	22	5:09:07 PM	5:09:32 PM	25
1	23	5:09:48 PM	5:09:53 PM	5
1	24	5:10:14 PM	5:10:18 PM	4
1	25	5:10:23 PM	5:10:24 PM	1
1	26	5:10:24 PM	5:10:32 PM	8
1	27	5:10:31 PM	5:10:34 PM	3
1	28	5:10:32 PM	5:10:36 PM	4
1	29	5:11:34 PM	5:11:38 PM	4
1	30	5:11:42 PM	5:11:46 PM	4
1	31	5:11:44 PM	5:11:49 PM	5
1	32			
		5:12:40 PM	5:12:41 PM	1
1	33	5:12:48 PM	5:12:56 PM	8
1	34	5:13:19 PM	5:13:29 PM	10
1	35	5:13:20 PM	5:13:34 PM	14
1	36	5:13:35 PM	5:13:39 PM	4
1	37	5:14:11 PM	5:14:12 PM	1
1	38	5:14:12 PM	5:14:17 PM	5
1	39	5:14:20 PM	5:14:24 PM	4
1	40	5:14:20 PM	5:14:26 PM	6
1	41	5:15:21 PM	5:15:24 PM	3
1	42	5:15:22 PM	5:15:30 PM	8
1	43	5:15:37 PM	5:15:40 PM	3
1	44	5:16:12 PM	5:16:15 PM	3
1	45	5:16:16 PM	5:16:21 PM	5
1	46	5:17:14 PM	5:17:19 PM	5
1		5:17:34 PM		
	47		5:17:40 PM	6
1	48	5:17:39 PM	5:17:43 PM	4
1	49	5:17:55 PM	5:17:57 PM	2
1	50	5:17:56 PM	5:18:03 PM	7
1	51	5:18:05 PM	5:18:18 PM	13
1	52	5:18:16 PM	5:18:25 PM	9
1	53	5:19:07 PM	5:19:11 PM	4
1	54	5:19:07 PM	5:19:12 PM	5
1	55	5:19:15 PM	5:19:23 PM	8
1	56	5:19:43 PM	5:19:50 PM	7
1	57	5:20:08 PM	5:20:12 PM	4
1	58	5:20:09 PM	5:20:14 PM	5
1	59	5:21:01 PM	5:21:10 PM	9
1	60	5:21:14 PM	5:21:16 PM	2
1	61	5:21:14 PM	5:21:21 PM	7
				3
1	62	5:21:28 PM	5:21:31 PM	
1	63	5:21:33 PM	5:21:36 PM	3
1	64	5:21:33 PM	5:21:37 PM	4
1	65	5:21:35 PM	5:21:41 PM	6
1	66	5:22:16 PM	5:22:19 PM	3
1	67	5:22:22 PM	5:22:29 PM	7
1	68	5:22:29 PM	5:22:34 PM	5
1	69	5:22:46 PM	5:22:49 PM	3
	70	5:23:02 PM	5:23:08 PM	6

L n.	No.	Joined Queue	Released From Queue	Delay
1	71	5:23:05 PM	5:23:19 PM	14
1	72	5:23:08 PM	5:23:22 PM	14
1	73	5:24:39 PM	5:24:47 PM	8
1	74	5:24:54 PM	5:25:02 PM	8
1	75	5:25:51 PM	5:26:00 PM	9
1	76	5:25:51 PM	5:26:26 PM	35
1	77	5:26:13 PM	5:26:31 PM	18
1	78	5:26:15 PM	5:26:33 PM	18
1	79	5:26:35 PM	5:26:37 PM	2
1	80	5:26:48 PM	5:27:01 PM	13
1	81	5:27:15 PM	5:27:21 PM	6
1	82	5:27:16 PM	5:27:24 PM	8
1	83	5:27:24 PM	5:27:32 PM	8
1	84	5:28:56 PM	5:29:09 PM	13
1	85	5:29:15 PM	5:29:19 PM	4
1	86	5:29:20 PM	5:29:34 PM	14
1	87	5:29:31 PM	5:29:36 PM	5
1	88	5:30:10 PM	5:30:37 PM	27
1	89	5:30:18 PM	5:30:41 PM	23
1	90	5:30:24 PM	5:30:47 PM	23
1	91	5:31:12 PM	5:31:33 PM	21
1	92	5:31:12 PM	5:31:42 PM	30
1	93	5:31:15 PM	5:31:51 PM	36
1	94	5:31:52 PM	5:31:57 PM	5
1	95	5:31:57 PM	5:32:31 PM	34
1	96	5:32:22 PM	5:32:33 PM	11
1	97	5:32:23 PM	5:32:53 PM	30
1	98	5:32:43 PM	5:32:54 PM	11
1	99	5:32:48 PM	5:32:56 PM	8
1	100	5:32:57 PM	5:33:02 PM	5
1	101	5:34:12 PM	5:34:43 PM	31
1	102	5:34:25 PM	5:34:52 PM	27
1	103	5:34:26 PM	5:35:05 PM	39
1	104	5:35:46 PM	5:35:54 PM	8
1	105	5:35:55 PM	5:36:03 PM	8
1	106	5:35:59 PM	5:36:05 PM	6
1	107	5:36:28 PM	5:36:31 PM	3
1	108	5:36:30 PM	5:36:37 PM	7
1	109	5:36:45 PM	5:36:47 PM	2
1	110	5:37:46 PM	5:37:51 PM	5
1	111	5:39:49 PM	5:39:52 PM	3
1	112	5:39:51 PM	5:39:57 PM	6
1	113	5:40:37 PM	5:40:43 PM	6
1	114	5:41:04 PM	5:41:20 PM	16
1	115	5:41:53 PM	5:41:57 PM	4
1	116	5:42:28 PM	5:42:39 PM	11
1	117	5:42:29 PM	5:42:42 PM	13
1	118	5:42:30 PM	5:42:44 PM	14
1	119	5:42:32 PM	5:42:50 PM	18
1	120	5:42:50 PM	5:42:59 PM	9
1	121	5:43:15 PM	5:43:18 PM	3
1	122	5:43:17 PM	5:43:24 PM	7
1	123	5:43:58 PM	5:44:02 PM	4
1	124	5:44:38 PM	5:45:09 PM	31
1	125	5:44:39 PM	5:45:10 PM	31
1	126	5:45:51 PM	5:45:52 PM	1
1	127	5:45:51 PM	5:45:53 PM	2
1	128	5:45:54 PM	5:45:59 PM	5
1	129	5:45:55 PM	5:46:01 PM	6
1	130	5:45:55 PM	5:46:10 PM	15
1	131	5:46:01 PM	5:46:13 PM	12
1	132	5:46:37 PM	5:46:40 PM	3
1	133	5:47:08 PM	5:47:12 PM	4
1	134	5:48:04 PM	5:48:08 PM	4
1	135	5:48:17 PM	5:48:23 PM	6
1	135	5:48:30 PM	5:48:33 PM	3
1	130	5:48:30 PM	5:48:35 PM	5
1	137	5:49:34 PM	5:49:38 PM	4
1	130	5:50:00 PM	5:50:03 PM	3
		1 111111111111111	0.00.001 11	

L	No.	Joined Queue	Released From Queue	Delay
n.		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
1	141	5:50:26 PM	5:50:42 PM	16
1	142	5:50:41 PM	5:50:47 PM	6
1	143	5:50:51 PM	5:51:20 PM	29
1	144	5:51:58 PM	5:52:01 PM	3
1	145	5:52:14 PM	5:52:22 PM	8
1	146	5:52:42 PM	5:52:58 PM	16
1	147	5:52:51 PM	5:53:04 PM	13
1	148	5:53:26 PM	5:54:08 PM	42
1	149	5:54:19 PM	5:54:24 PM	5
1	150	5:55:06 PM	5:55:10 PM	4
1	151	5:55:33 PM	5:55:50 PM	17
1	152	5:56:01 PM	5:56:04 PM	3
1	153	5:56:01 PM	5:56:08 PM	7
1	154	5:56:24 PM	5:56:27 PM	3
1	155	5:56:31 PM	5:56:36 PM	5
1	156	5:56:40 PM	5:56:42 PM	2
1	157	5:57:43 PM	5:57:49 PM	6
1	158	5:57:44 PM	5:57:57 PM	13
1	159	5:57:44 PM	5:58:00 PM	16
1	160	5:57:54 PM	5:58:03 PM	9
1	161	5:57:55 PM	5:58:06 PM	11
1	162	5:58:11 PM	5:58:13 PM	2
1	163	5:58:42 PM	5:58:47 PM	5
1	164	5:59:04 PM	5:59:10 PM	6
1	165	5:59:32 PM	5:59:39 PM	7
1	166	5:59:57 PM	6:00:00 PM	3
1	167	5:59:59 PM	6:00:03 PM	4

5:00:00 PM - 6:01:00 PM	Westbound Lefts
Total Vehicle Count:	167
Delayed Vehicle Count:	167
Through Vehicle Count:	0
Average Stopped Time:	9.43
Maximum Stopped Time:	42
Min. Secs. for Delay:	0
Average Queue:	0.44
Queue Density:	1.45
Maximum Queue:	4
Delay in Vehicle Hour:	0.44
Total Delay:	1575