

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

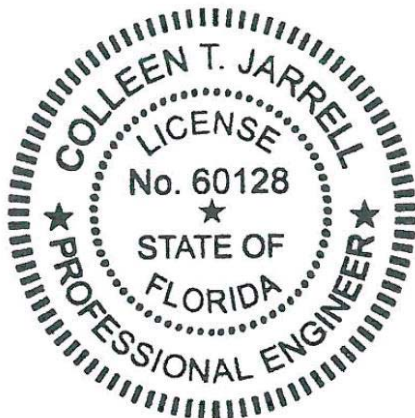


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May 2018



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EXECUTIVE SUMMARY

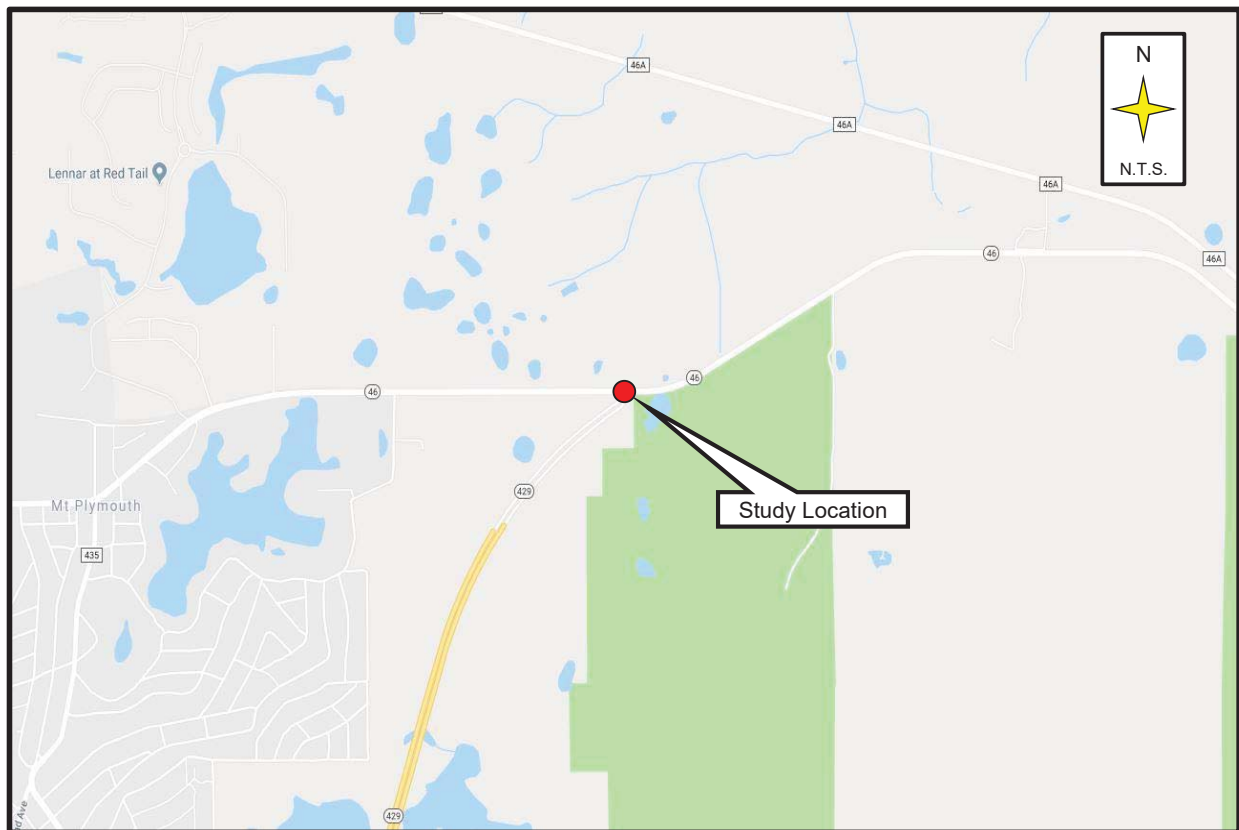
A Traffic Signal Warrant Study was conducted for the intersection of State Road 429 at State Road 46 located in Mount Plymouth (Lake County), Florida to determine if turning the existing signal from flashing mode to being fully operational would be beneficial. Based on the data collected, signal warrant analysis, field observations and engineering judgment, **a fully operational traffic signal is 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) Manual on Uniform Traffic Control Devices (MUTCD), FDOT Manual on Uniform Traffic Studies (MUTS), FDOT Traffic Engineering Manual (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

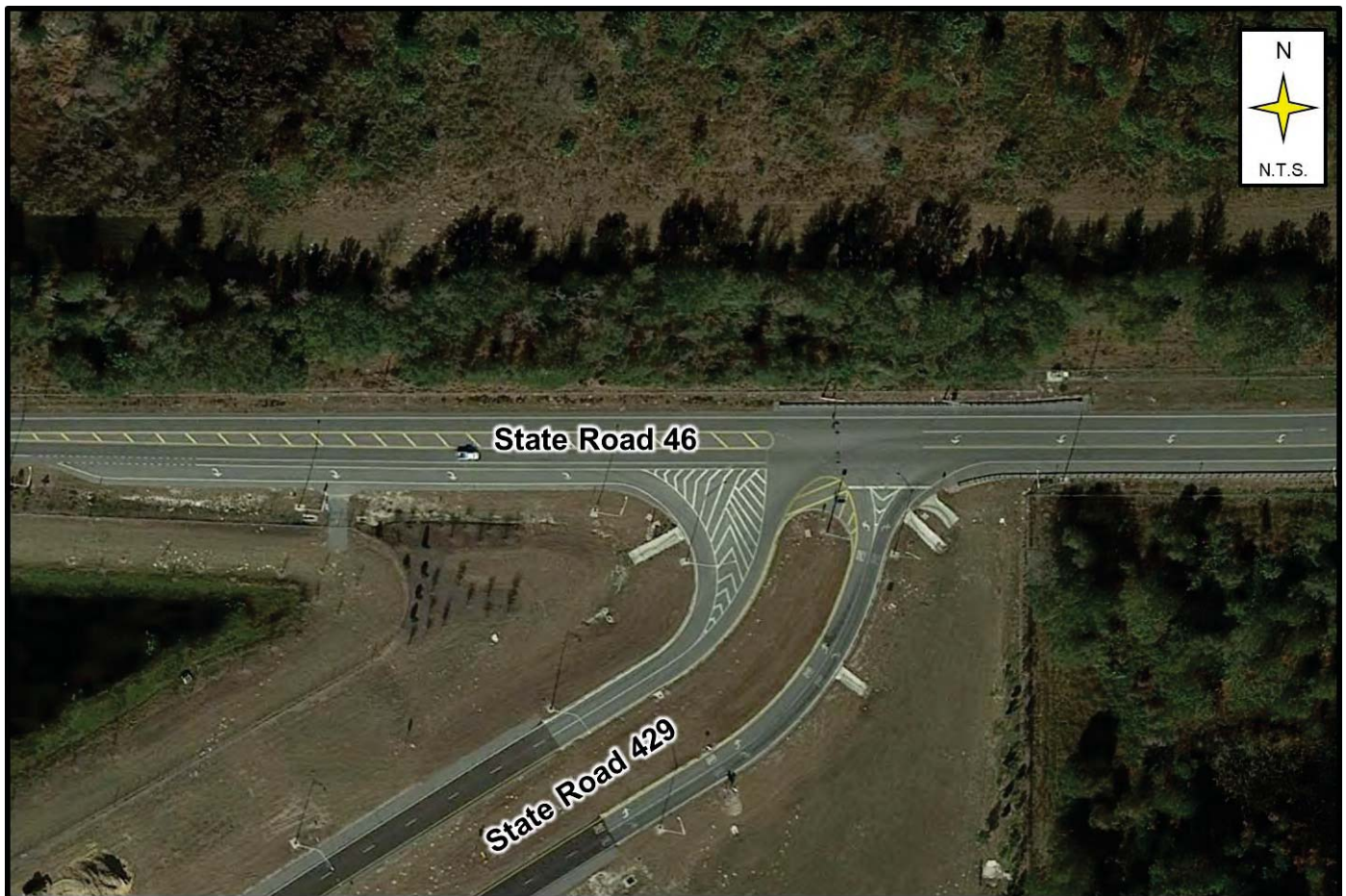


Source: Google Maps

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

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



UNDEVELOPED



SR 46

11'

11.5'

5'

11.5'

UNDEVELOPED



SR 46

11.5'

11.5'

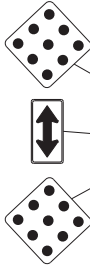
11.5'

440' TO START OF RT LANE
(INCLUDES TAPER)



ROCKSPRINGS RUN STATE RESERVE

SECTION 11320 -- MP 2.118
STATE ROAD 429 AT STATE ROAD 46
WEKIVA PARKWAY SECTION 6
MT. PLYMOUTH (LAKE) - FLORIDA



34' R

35' R

91' R

11'

11'

15' R

11'

11'



SR 429



- Symbols:
- Utility Pole
 - Traffic Sign
 - Luminaire
 - Signal Pole
 - Traffic Controller Cabinet
 - Pedestrian Signal Pole
 - Mitered End Section
 - Ditch Bottom Inlet

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FIGURE 3
EXISTING CONDITION DIAGRAM

PAGE NO.

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**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



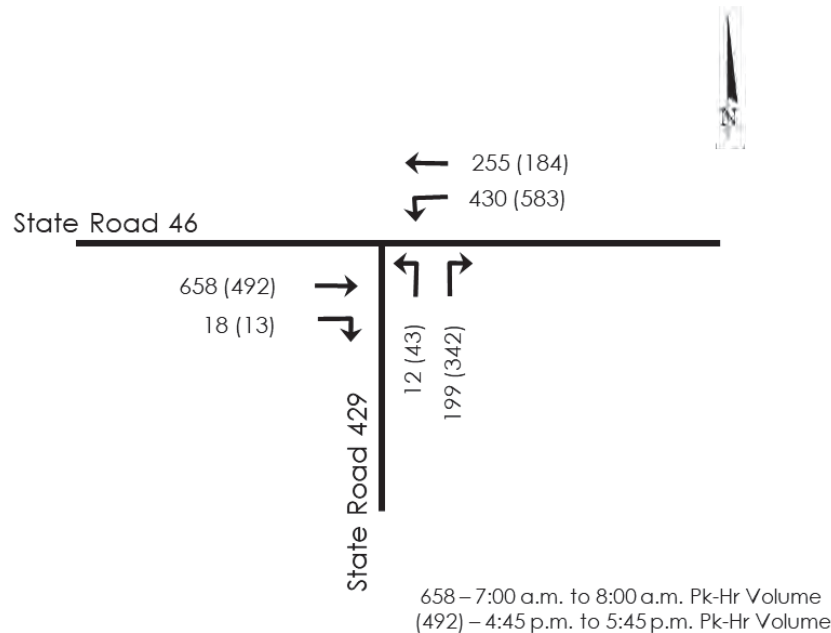
Looking South Away From Intersection

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:

Figure 4
Summary of Peak-Hour Turning Movements
State Road 429 at State Road 46



- 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.

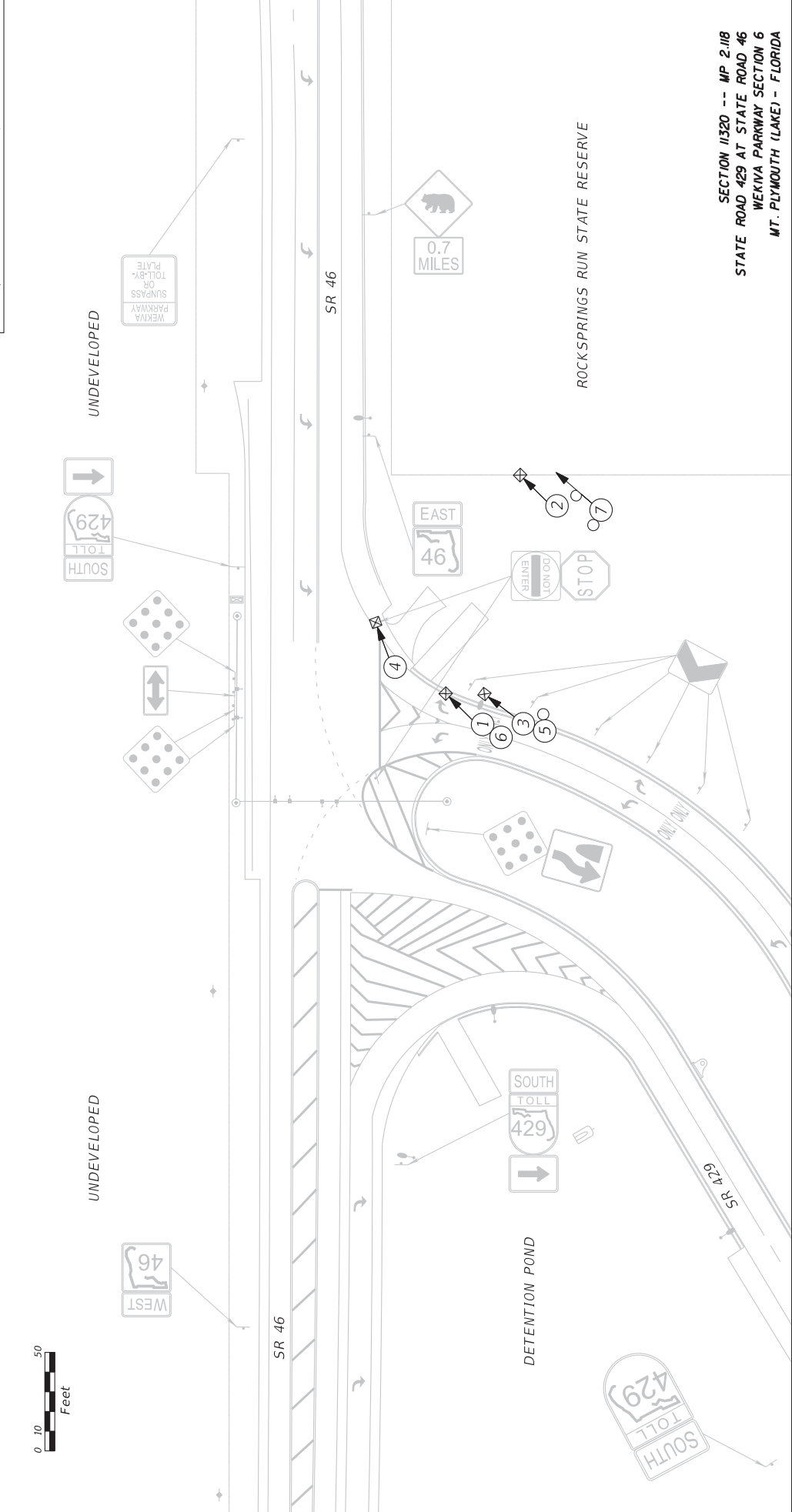
No crashes have occurred (from February 1, 2016 through May 3, 2018) at the intersection that would be susceptible to correction with the installation of a traffic signal.

**Table 2
Summary of Collision Data
State Road 429 at State Road 46**

| FLORIDA DEPARTMENT OF TRANSPORTATION | | | | | | | | | | | | |
|--------------------------------------|----------|----------|---------------------------|----------|------------|----------------------|-----------------|---------------|------------------|-------------|------------------|--------------------|
| COLLISION SUMMARY | | | | | | | | | | | | |
| Section: 11320 | | | State Road: State Road 46 | | | County: Lake | | | | | | |
| Intersecting route: State Road 429 | | | Milepost: 2.118 | | | Data by: TSH | | | | | | |
| Study period: 2/1/2016 to 1/31/2017 | | | | | | Date: 5/3/2018 | | | | | | |
| NO. | DATE | DAY | TIME | FATAL | INJURY | INJURY SEVERITY | PROPERTY DAMAGE | HARMFUL EVENT | DUI | DAY / NIGHT | WET / DRY | CONTRIBUTING CAUSE |
| 1 | 02/22/16 | Monday | 10:54 | 0 | 0 | 1-None | \$600 | Fixed Object | N | Day | Dry | Careless Driving |
| 2 | 05/30/16 | Monday | 0:55 | 0 | 0 | 1-None | \$13,000 | Fixed Object | N | Night | Dry | Careless Driving |
| 3 | 11/01/16 | Tuesday | 15:50 | 0 | 0 | 1-None | \$6,500 | Fixed Object | N | Day | Dry | Mechanical |
| 4 | 11/10/16 | Thursday | 8:14 | 0 | 0 | 1-None | \$1,500 | Fixed Object | N | Day | Dry | Careless Driving |
| 5 | 01/16/17 | Monday | 18:36 | 0 | 2 | 3-Non-incapacitating | \$12,800 | Fixed Object | N | Night | Dry | Careless Driving |
| 6 | 01/17/17 | Tuesday | 15:07 | 0 | 0 | 1-None | \$29,500 | Fixed Object | N | Day | Dry | Careless Driving |
| 7 | 01/27/17 | Friday | 20:50 | 0 | 2 | 3-Non-incapacitating | \$15,500 | Rollover | Y | Night | Dry | Lost Control |
| TOTAL | | | | 0 | 4 | | \$79,400 | | | | | |
| TOTAL NO. | Fatal | Injury | Property Damage Only | Animal | Right-Turn | Off Road | Rollover | Fixed Object | Angle | Left-Turn | Sideswipe | |
| 7 | 0 | 2 | 5 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | |
| Percent | 0% | 29% | 71% | 0% | 0% | 0% | 14% | 86% | 0% | 0% | 0% | |
| CONTRIB-CAUSE | Day | Night | Pavement Condition | | | FTYRW | Mechanical | Lost Control | Reckless Driving | Medical | Careless Driving | Fell Asleep |
| | | | Wet | Dry | ? | | | | | | | |
| 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% |

COLLISION SYMBOLS

| | |
|----------------------|----------------------|
| FIXED OBJECT | REAR END COLLISION |
| PEDESTRIAN COLLISION | HEAD-ON COLLISION |
| BICYCLE COLLISION | SIDE SWIPE COLLISION |
| PERSONAL INJURY | OVERTURNED VEHICLE |
| FATALITY | LEFT TURN COLLISION |
| ANGLE COLLISION | ALL OTHER COLLISIONS |
| | RIGHT TURN COLLISION |



SECTION 11320 -- MP 2.118
 STATE ROAD 429 AT STATE ROAD 46
 WEKIVA PARKWAY SECTION 6
 MT. PLYMOUTH (LAKE) - FLORIDA

| | | | |
|--|---|-------------------------------|----|
| STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION | COLLEEN T. HARRELL, P.E. RE No. 80128 <i>Engineering Data Solutions, Inc.</i> Tallahassee, FL 32313 Phone: 386.7337278 FAX: 386.7337278 CERTIFICATION OF AUTHORIZATION # 13192 | PAGE NO. | 12 |
| | | FIGURE 5 COLLISION DIAGRAM | |

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 Manual on Uniform Traffic Studies (MUTS) were applied to determine the summarized results presented in **Table 3**.

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

| Movement | Time | Maximum Queue (Veh) | Average Delay per Vehicle (Sec) | Volume (Veh/Hr) | Total Delay (Veh-Sec) | Total Delay (Veh-Hr) |
|------------------|----------------|---------------------|---------------------------------|-----------------|-----------------------|----------------------|
| Northbound Left | 7:00 - 8:00 AM | 2 | 39.4 | 11 | 433 | 0.14 |
| | 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 |
| Northbound Right | 7:00 - 8:00 AM | 6 | 16.8 | 202 | 3,401 | 0.96 |
| | 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 |
| Westbound Left | 7:00 - 8:00 AM | 9 | 15.5 | 245 | 3,785 | 1.05 |
| | 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 |

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 Manual on Uniform Traffic Control Devices (MUTCD 2009) and Manual on Uniform Traffic Studies (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.

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

| Warrant | Applicable | Satisfied | Comments |
|---------|------------|-----------|--|
| 1A | Yes | No | This warrant is not met as the volumes did not meet the threshold for any of the eight (8) hours |
| 1B | No | N/A | This warrant is not applicable as the minor street does not experience excessive delay. |
| 2 | 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 | No | N/A | This warrant is not applicable as there is no unusual traffic generator near the study intersection. |
| 3B | No | N/A | This warrant is not applicable. |
| 4 | Yes | No | The pedestrian volumes do not satisfy this warrant. Zero (0) pedestrians traversed the intersection. |
| 5 | No | N/A | This warrant is not applicable as no school zone exists at the intersection. |
| 6 | No | N/A | This warrant is not applicable as this intersection is not considered to be part of a coordinated network. |
| 7 | 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 | No | N/A | This warrant is not applicable as this intersection is not considered to be part of a coordinated network. |
| 9 | No | N/A | This warrant is not applicable as there is no railroad crossing near the study intersection. |

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.

TRAFFIC SIGNAL WARRANT SUMMARY

City: Mount Plymouth
 County: Lake

Engineer: TSH
 Date: May 9, 2018

Major Street: State Road 46
 Minor Street: State Road 429

Lanes: 1 Critical Approach Speed: 55
 Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? Yes No
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: Yes No
 Satisfied: Yes No

*Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
 Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.*

Condition A - Minimum Vehicular Volume

100% Satisfied: Yes No
 80% / 56% Satisfied: Yes No

| (volumes in veh/hr) | Minimum Requirements (80% Shown in Brackets) | | | | Eight Highest Hours | | | | | | | | |
|----------------------------------|---|---------------|--------------|---------------|---------------------|-------|-----------|-----|-----|-----|-------|-------|------|
| | | | | | 1 | | 2 or more | | 700 | 800 | 1100 | 1200 | 1400 |
| | 100% | 70% | 100% | 70% | | | | | | | | | |
| Approach Lanes | 1 | | 2 or more | | | | | | | | | | |
| Volume Level | 100% | 70% | 100% | 70% | | | | | | | | | |
| Both Approaches on Major Street | 500 (400) | 350 (280)* | 600 (480) | 420 (336)* | 1,343 | 1,026 | 691 | 619 | 757 | 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 the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is (80%) / (56%) satisfied if parenthetical volumes are met for eight hours.*

Condition B - Interruption of Continuous Traffic

Applicable: Yes No
 Excessive Delay/Conflict: Yes No
 100% Satisfied: Yes No
 80% / 56% Satisfied: Yes No

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay or conflict.

| (volumes in veh/hr) | Minimum Requirements (80% Shown in Brackets) {56% Shown in Brackets} | | | | Eight Highest Hours | | | | | | | | |
|----------------------------------|--|---------------|--------------|---------------|---------------------|-------|-----------|-----|-----|-----|-------|-------|------|
| | | | | | 1 | | 2 or more | | 700 | 800 | 1100 | 1200 | 1400 |
| | 100% | 70% | 100% | 70% | | | | | | | | | |
| Approach Lanes | 1 | | 2 or more | | | | | | | | | | |
| Volume Level | 100% | 70% | 100% | 70% | | | | | | | | | |
| Both Approaches on Major Street | 750 (600) | 525 (420)* | 900 (720) | 630 (504)* | 1,343 | 1,026 | 691 | 619 | 757 | 967 | 1,175 | 1,203 | |
| Highest Approach on Minor Street | 75 (60) | 53 (42)* | 100 (80) | 70 (56)* | 12 | 11 | 17 | 19 | 25 | 19 | 35 | 40 | |

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is (80%) / (56%) satisfied if parenthetical volumes are met for eight hours.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: Mount Plymouth
 County: Lake

Engineer: TSH
 Date: May 9, 2018

Major Street: State Road 46
 Minor Street: State Road 429

Lanes: 1 Critical Approach Speed: 55
 Lanes: 1

Volume Level Criteria

- 1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes □ No
 - 2. Is the intersection in a built-up area of isolated community of <10,000 population? ■ Yes □ No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% □ 100%

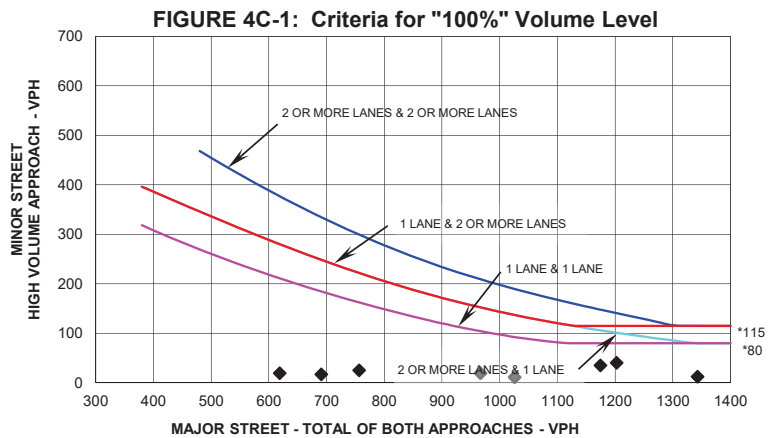
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If any four points lie above the appropriate line, then the warrant is satisfied.

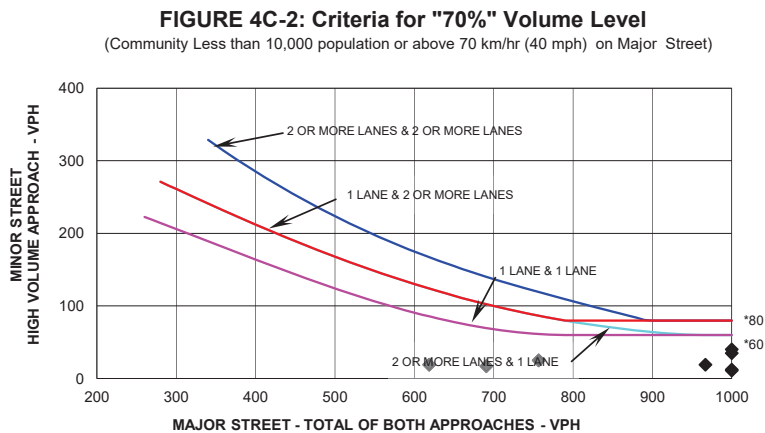
Applicable: ■ Yes □ No
 Satisfied: □ Yes ■ No

Plot four volume combinations on the applicable figure below.

| Warranting Volumes | | | Met | |
|--------------------|--------------|--------------|------|-----|
| Hour | Major Street | Minor Street | 100% | 70% |
| 700 | 1,343 | 12 | | |
| 800 | 1,026 | 11 | | |
| 1100 | 691 | 17 | | |
| 1200 | 619 | 19 | | |
| 1400 | 757 | 25 | | |
| 1500 | 967 | 19 | | |
| 1600 | 1,175 | 35 | | |
| 1700 | 1,203 | 40 | | |



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: Mount Plymouth
 County: Lake

Engineer: TSH
 Date: May 9, 2018

Major Street: State Road 46
 Minor Street: State Road 429

Lanes: 1 Critical Approach Speed: 55
 Lanes: 1

Volume Level Criteria

- 1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? Yes No
 - 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% 100%

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled or any of the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
 Satisfied: Yes No

Unusual condition justifying use of warrant:

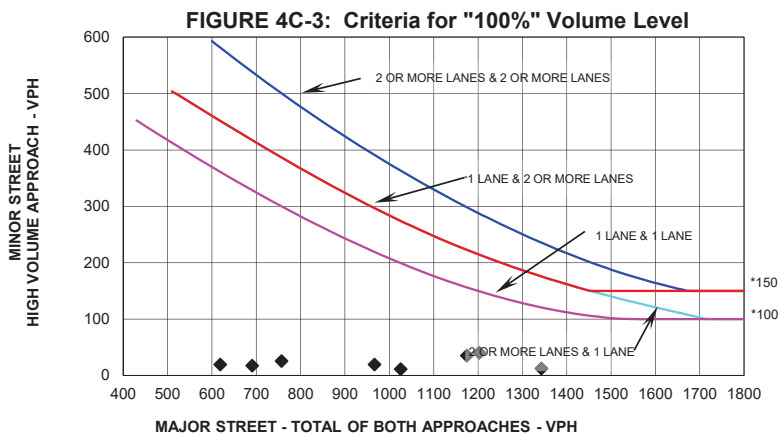
None

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

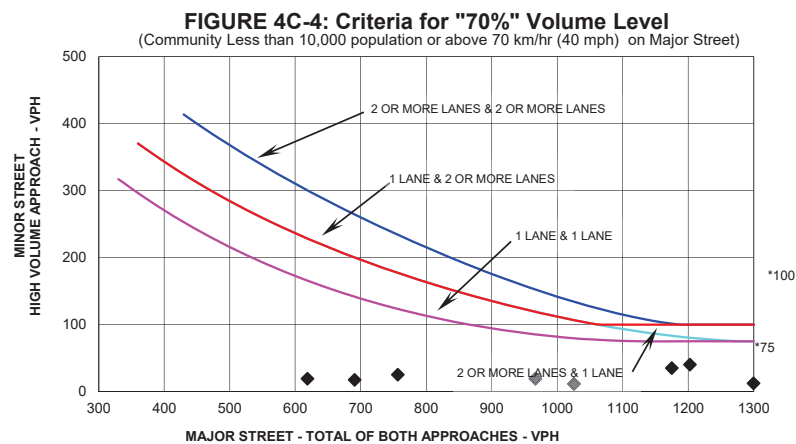
| Warranting Volumes | | | 100% | 70% |
|--------------------|-------|----|------|-----|
| 700 | 1,343 | 12 | | |
| 800 | 1,026 | 11 | | |
| 1100 | 691 | 17 | | |
| 1200 | 619 | 19 | | |
| 1400 | 757 | 25 | | |
| 1500 | 967 | 19 | | |
| 1600 | 1,175 | 35 | | |
| 1700 | 1,203 | 40 | | |

| | | |
|--|------------------------------|--|
| 1. Delay on Minor Approach *(vehicle-hours) | | |
| Approach Lanes | 1 | 2 |
| Delay Criteria* | 4.0 | 5.0 |
| Delay* | 0.0 | 0.0 |
| Fulfilled?: | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 2. Volume on Minor Approach *(vehicles per hour) | | |
| Approach Lanes | 1 | 2 |
| Volume Criteria* | 100 | 150 |
| Volume* | 0 | 0 |
| Fulfilled?: | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| 3. Total Entering Volume *(vehicles per hour) | | |
| No. of Approaches | 3 | 4 |
| Volume Criteria* | 650 | 800 |
| Volume* | 0 | 0 |
| Fulfilled?: | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

Plot volume combination on the applicable figure below.



* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: Mount Plymouth
County: Lake

Engineer: TSH
Date: May 9, 2018

Major Street: State Road 46
Minor Street: State Road 429

Lanes: 1 Critical Approach Speed: 55
Lanes: 1

WARRANT 4 - PEDESTRIAN VOLUME

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if condition 1 or 2 is fulfilled and condition 3 is fulfilled.

Applicable: Yes No
Satisfied: Yes No

| Criteria | Hour | Pedestrian Volume | Pedestrian Gaps | Fulfilled? | |
|--|------|-------------------|-----------------|-------------------------------------|-------------------------------------|
| | | | | Yes | No |
| 1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours <u>and</u> there are less than 60 gaps per hour in the major street traffic stream of adequate length. | 800 | 0 | 0 | | |
| | 1100 | 0 | 0 | | <input checked="" type="checkbox"/> |
| | 1200 | 0 | 0 | | |
| | 1600 | 0 | 0 | | |
| 2. 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. | 700 | 0 | 0 | | <input checked="" type="checkbox"/> |
| 3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic. | | | | <input checked="" type="checkbox"/> | |

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No
Satisfied: Yes No

| Criteria | | | Fulfilled? | |
|--|----------------|------------|-------------------------------------|-------------------------------------|
| | Yes | No | Yes | No |
| 1. There are a minimum of 20 students crossing the major street during the highest crossing hour. | Students: 0 | Hour: 0 | | <input checked="" type="checkbox"/> |
| 2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period. | Minutes: 0 | Gaps: 0 | | <input checked="" type="checkbox"/> |
| 3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic. | | | <input checked="" type="checkbox"/> | |

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Applicable: Yes No
Satisfied: Yes No

| Criteria | Fulfilled? | |
|--|-------------------------------------|-------------------------------------|
| | Yes | No |
| 1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning. | | <input checked="" type="checkbox"/> |
| 2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation. | <input checked="" type="checkbox"/> | |

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: Mount Plymouth
 County: Lake

Engineer: TSH
 Date: May 9, 2018

Major Street: State Road 46
 Minor Street: State Road 429

Lanes: 1 Critical Approach Speed: 55
 Lanes: 1

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No
 Satisfied: Yes No

| Criteria | Hour | Volume | Met? | | Fulfilled? | |
|---|---|--------|------|----|------------|----|
| | | | Yes | No | Yes | No |
| 1. One of the warrants to the right is met. | Warrant 1, Condition A (80% satisfied) | | | ■ | | |
| | Warrant 1, Condition B (80% satisfied) | | | ■ | | |
| | Warrant 4, Pedestrian Volume at 80% of volume requirements: | 800 | 0 | | | |
| | 80 ped/hr for four (4) hours or | 1100 | 0 | | ■ | ■ |
| | 152 ped/hr for one (1) hour | 1200 | 0 | | | |
| | | 1600 | 0 | | | |
| 2. Adequate trial of other remedial measure has failed to reduce crash frequency. | Measure tried: | None | | | | ■ |
| 3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period. | Number of crashes per 12 months: | 0 | | | | ■ |

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Applicable: Yes No
 Satisfied: Yes No

| Criteria | | | | Met? | | Fulfilled? | | |
|--|---|------------------|-----|------|-----|------------|----|---|
| | | | | Yes | No | Yes | No | |
| 1. Both of the criteria to the right are met. | a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour. | Entering Volume: | | | | ■ | | ■ |
| | b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3. | Warrant: | 1 | 2 | 3 | | ■ | |
| | Satisfied?: | NO | NO | NO | | | | |
| 2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.) | N/A | N/A | N/A | N/A | N/A | ← Hour | | |
| | N/A | N/A | N/A | N/A | N/A | ← Volume | | ■ |

| Characteristics of Major Routes | Met? | | Fulfilled? | |
|--|---------------|----|------------|----|
| | Yes | No | Yes | No |
| 1. Part of the street or highway system that serves as the principal roadway network for through traffic flow. | Major Street: | ■ | | |
| | Minor Street: | | ■ | |
| 2. Rural or suburban highway outside of, entering, or traversing a city. | Major Street: | ■ | | |
| | Minor Street: | | ■ | ■ |
| 3. Appears as a major route on an official plan. | Major Street: | ■ | | |
| | Minor Street: | | ■ | |

CONCLUSIONS

Warrants Satisfied:

| | | | | | | | |
|--|--|--|--|--|--|--|--|
| | | | | | | | |
|--|--|--|--|--|--|--|--|

Remarks: _____

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: Mount Plymouth
 County: Lake

Engineer: TSH
 Date: May 9, 2018

Major Street: State Road 46
 Minor Street: State Road 429

Number of Minor Street Approach Lanes 0
 Crossing RXR Tracks: 0
 Clear Storage Distance (D) feet: 0

Applicability Criteria

Is there a railroad grade crossing in the proximity of the intersection? Yes No

None of the conditions described in the other eight traffic signal warrants are met. Yes No

Adequate consideration has been given to other alternatives or a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that were considered or tried are:

- A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or Yes No
- B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach. Yes No

Warrant Applicable: Yes No

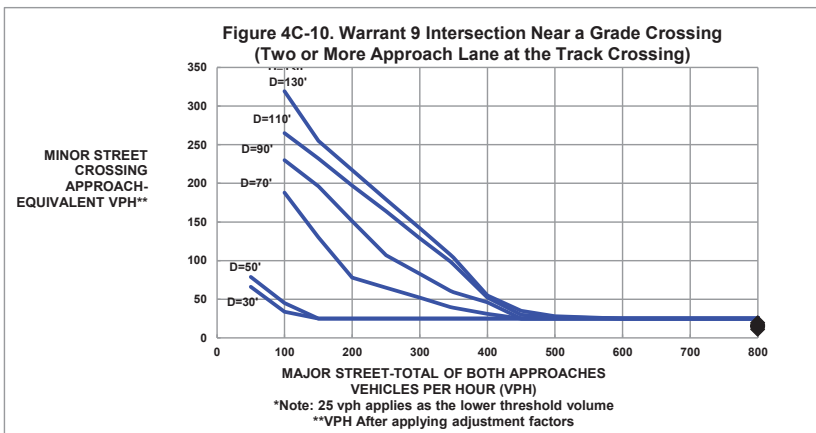
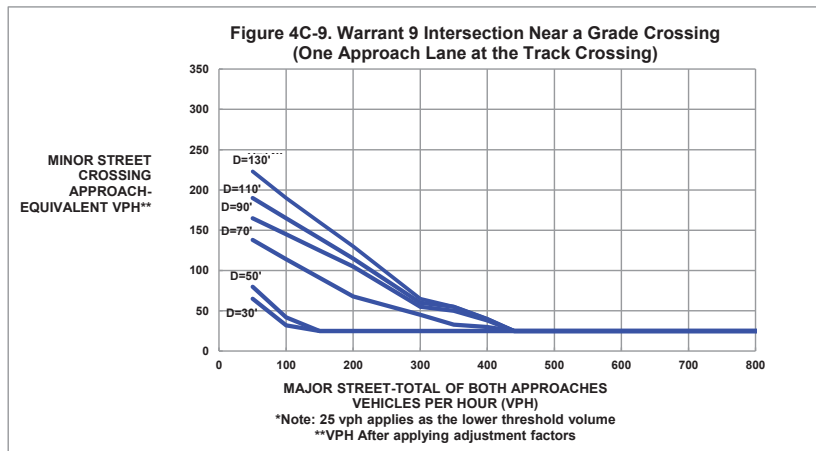
WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

If there is a railroad grade crossing on an approach controlled by a STOP or YIELD sign and the center of the track nearest the intersection is within 140 feet of the stop line or yield line on the approach, and any point lies above the appropriate line, then the warrant is satisfied.

Warrant Satisfied: Yes No

| Warranting Volumes | | | Met | |
|--------------------|--------------|------------------|-----|---|
| Hour | Major Street | Minor St. Equiv. | 1 | 2 |
| 800 | 2,217 | 11 | | |
| 900 | 1,926 | 15 | | |
| 1000 | 1,923 | 19 | | |
| 1100 | 2,143 | 17 | | |
| 1200 | 2,186 | 15 | | |
| 1300 | 2,056 | 14 | | |
| 1400 | 2,230 | 11 | | |
| 1700 | 2,548 | 16 | | |
| Satisfied | | | | |

| | |
|--|------|
| Adjustment Factor for Daily Frequency of Rail Traffic | 0.67 |
| Adjustment Factor for Percentage of High Occupancy Buses | 1.00 |
| Adjustment Factor for Percentage of Tractor-Trailer Trucks | 0.50 |



Source: 2009 MUTCD

RECOMMENDATIONS

Based on the signal warrant analysis, field observations and engineering judgment, **it is not 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.**

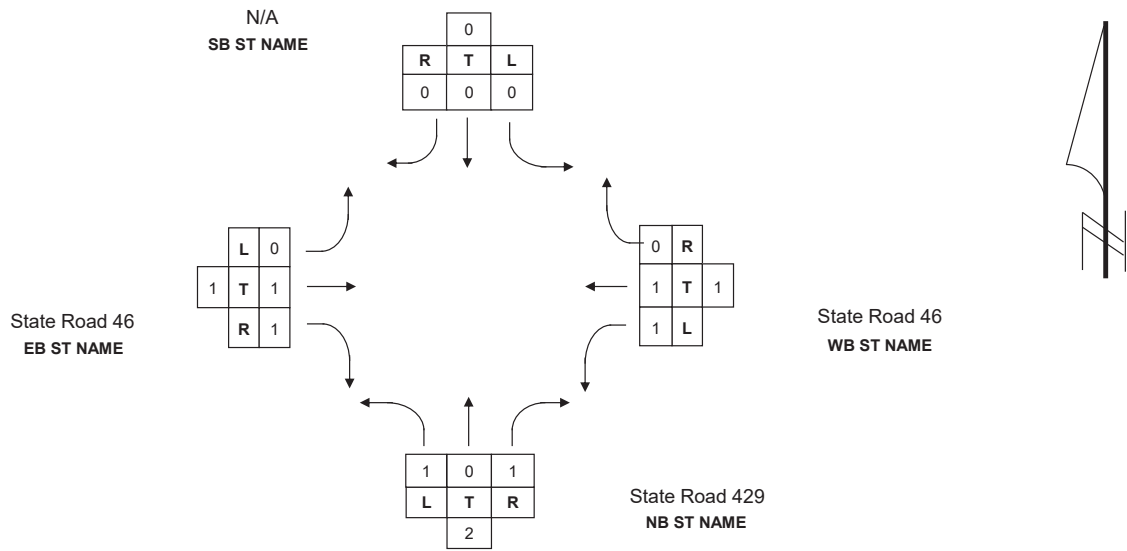
APPENDIX

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 11320 CITY Sorrento COUNTY Lake
 STATE ROUTE State Road 429 INTERSECTING ROUTE State Road 46
 OBSERVER TEDS DATE 5/1/2018 MILEPOST 2.118
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY PHF DATE 05/04/18



| TIME | NORTHBOUND | | | | | SOUTHBOUND | | | | | TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | TOTAL |
|---------------|------------|----------|-------------|----------|-------------|------------|----------|----------|----------|----------|-------------|-----------|-------------|-----------|----------|-------------|-------------|-------------|----------|----------|-------------|-------------|
| | L | T | R | U | TOT | L | T | R | U | TOT | | N/S | L | T | R | U | TOT | L | T | R | U | |
| 7:00 - 8:00 | 12 | 0 | 202 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 214 | 0 | 658 | 18 | 0 | 676 | 245 | 427 | 0 | 0 | 672 | 1348 |
| 8:00 - 9:00 | 11 | 0 | 146 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 157 | 0 | 463 | 15 | 0 | 478 | 223 | 340 | 0 | 0 | 563 | 1041 |
| 11:00 - 12:00 | 17 | 0 | 91 | 1 | 109 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 354 | 7 | 0 | 361 | 66 | 271 | 0 | 0 | 337 | 698 |
| 12:00 - 1:00 | 19 | 0 | 107 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 271 | 12 | 0 | 283 | 66 | 281 | 0 | 1 | 348 | 631 |
| 2:00 - 3:00 | 25 | 0 | 110 | 1 | 136 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 333 | 5 | 0 | 338 | 70 | 349 | 0 | 0 | 419 | 757 |
| 3:00 - 4:00 | 19 | 0 | 176 | 1 | 196 | 0 | 0 | 0 | 0 | 0 | 196 | 0 | 390 | 2 | 0 | 392 | 114 | 463 | 0 | 0 | 577 | 969 |
| 4:00 - 5:00 | 35 | 0 | 294 | 2 | 331 | 0 | 0 | 0 | 0 | 0 | 331 | 0 | 442 | 8 | 0 | 450 | 196 | 537 | 0 | 0 | 733 | 1183 |
| 5:00 - 6:00 | 41 | 0 | 330 | 1 | 372 | 0 | 0 | 0 | 0 | 0 | 372 | 0 | 469 | 10 | 0 | 479 | 168 | 558 | 0 | 0 | 726 | 1205 |
| TOTAL | 179 | 0 | 1456 | 6 | 1641 | 0 | 0 | 0 | 0 | 0 | 1641 | 0 | 3380 | 77 | 0 | 3457 | 1148 | 3226 | 0 | 1 | 4375 | 7832 |

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 11320 CITY Sorrento COUNTY Lake
 STATE ROUTE State Road 429 INTERSECTING ROUTE State Road 46
 OBSERVER TEDS DATE 5/1/2018

REMARKS _____

FORM COMPLETED BY PHF DATE 05/04/18

| H O U R S | West side of | | | East side of | | | North side of | | | South side of | | | GRAND TOTAL |
|-----------------------|----------------|----|-------|----------------|----|-------|---------------|----|-------|---------------|----|-------|----------------|
| | State Road 429 | | | State Road 429 | | | State Road 46 | | | State Road 46 | | | |
| | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL | |
| 7:00 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 - 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 - 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 - 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 - 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 11320 CITY Sorrento COUNTY Lake
 STATE ROUTE State Road 429 INTERSECTING ROUTE State Road 46
 OBSERVER TEDS DATE 5/1/2018

REMARKS _____

FORM COMPLETED BY PHF DATE 05/04/18

| H O U R S | West side of | | | East side of | | | North side of | | | South side of | | | GRAND TOTAL |
|-----------------------|----------------|----|-------|----------------|----|-------|---------------|----|-------|---------------|----|-------|----------------|
| | State Road 429 | | | State Road 429 | | | State Road 46 | | | State Road 46 | | | |
| | NB | SB | TOTAL | NB | SB | TOTAL | EB | WB | TOTAL | EB | WB | TOTAL | |
| 7:00 - 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 - 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 - 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 - 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 - 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 - 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Groups Printed- All Vehicles

| Start Time | STATE ROAD 429 Northbound | | | | | N/A Southbound | | | | | STATE ROAD 46 Eastbound | | | | | STATE ROAD 46 Westbound | | | | | Int. Total |
|---------------|------------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. 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 | 0 | 0 | 0 | 0 | 0 | 74 | 3 | 0 | 77 | 12 | 68 | 0 | 0 | 80 | 190 |
| 12:30 PM | 8 | 0 | 32 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 5 | 0 | 61 | 20 | 70 | 0 | 0 | 90 | 191 |
| 12:45 PM | 2 | 0 | 18 | 0 | 20 | 0 | 0 | 0 | 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 | 1456 | 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 | |

| Start Time | STATE ROAD 429 Northbound | | | | | N/A Southbound | | | | | STATE ROAD 46 Eastbound | | | | | STATE ROAD 46 Westbound | | | | | Int. Total |
|--|------------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 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 |
| % App. Total | 5.6 | 0 | 94.4 | 0 | | 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 | .929 |

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

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|
| +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 | 0 | 0 | 0 | 203 | 4 | 0 | 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 | 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 | .929 |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 | 0 | 0 | 0 | 0 | 0 | 98.1 | 1.9 | 0 | | 19.6 | 80.4 | 0 | 0 | | |
| PHF | .563 | .000 | .875 | .000 | .908 | .000 | .000 | .000 | .000 | .000 | .000 | .932 | .583 | .000 | .921 | .868 | .836 | .000 | .000 | .843 | .921 |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 11:45 AM | | | | | 10:00 AM | | | | | 11:00 AM | | | | | 12:00 PM | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|
| +0 mins. | 8 | 0 | 22 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 3 | 0 | 98 | 17 | 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 | 0 | 81.6 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 98.1 | 1.9 | 0 | | 19.3 | 80.7 | 0 | 0 | | |
| PHF | .781 | .000 | .867 | .000 | .850 | .000 | .000 | .000 | .000 | .000 | .000 | .932 | .583 | .000 | .921 | .838 | .924 | .000 | .000 | .843 | .926 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 | 11.9 | 0 | 88.1 | 0 | | 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 Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 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 | 42 | 0 | 330 | 0 | 372 | 0 | 0 | 0 | 0 | 0 | 0 | 492 | 13 | 0 | 505 | 202 | 562 | 0 | 0 | 764 | |
| % App. Total | 11.3 | 0 | 88.7 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 97.4 | 2.6 | 0 | | 26.4 | 73.6 | 0 | 0 | | |
| PHF | .700 | .000 | .927 | .000 | .894 | .000 | .000 | .000 | .000 | .000 | .000 | .911 | .650 | .000 | .922 | .815 | .937 | .000 | .000 | .955 | |

Groups Printed- Heavy Trucks

| Start Time | STATE ROAD 429 Northbound | | | | | N/A Southbound | | | | | STATE ROAD 46 Eastbound | | | | | STATE ROAD 46 Westbound | | | | | Int. Total |
|---------------|------------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. 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 *** | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 11 |
| 12:30 PM | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 6 | 5 | 0 | 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 *** | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 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 PM | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 9 |
| 05:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 5 | 10 |
| 05:30 PM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 9 |
| 05:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 8 |
| Total | 2 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 9 | 6 | 0 | 0 | 15 | 36 |
| Grand Total | 14 | 0 | 141 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 3 | 0 | 111 | 114 | 128 | 0 | 0 | 242 | 508 |
| Apprch % | 9 | 0 | 91 | 0 | | 0 | 0 | 0 | 0 | | 0 | 97.3 | 2.7 | 0 | | 47.1 | 52.9 | 0 | 0 | | |
| 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 | |

| Start Time | STATE ROAD 429 Northbound | | | | | N/A Southbound | | | | | STATE ROAD 46 Eastbound | | | | | STATE ROAD 46 Westbound | | | | | Int. Total |
|--|------------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 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 Volume | 4 | 0 | 17 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 23 | 25 | 0 | 0 | 48 | 88 |
| % App. Total | 19 | 0 | 81 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 47.9 | 52.1 | 0 | 0 | | |
| PHF | .500 | .000 | .531 | .000 | .583 | .000 | .000 | .000 | .000 | .000 | .000 | .679 | .000 | .000 | .679 | .821 | .625 | .000 | .000 | .857 | .957 |

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

Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | | 07:00 AM | | | | | 07:00 AM | | | | | 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 | .500 | .000 | .531 | .000 | .583 | .000 | .000 | .000 | .000 | .000 | .000 | .679 | .000 | .000 | .679 | .821 | .625 | .000 | .000 | .857 | |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:15 AM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 |
| 12:00 PM | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 5 | 10 | 0 | 0 | 15 | 25 |
| Total Volume | 4 | 0 | 16 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 22 | 11 | 18 | 0 | 0 | 29 | 71 |
| % App. Total | 20 | 0 | 80 | 0 | | 0 | 0 | 0 | 0 | | 0 | 95.5 | 4.5 | 0 | | 37.9 | 62.1 | 0 | 0 | | |
| PHF | .500 | .000 | .571 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .875 | .250 | .000 | .917 | .550 | .450 | .000 | .000 | .483 | .710 |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | | 10:00 AM | | | | | 11:15 AM | | | | | 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 | .500 | .000 | .607 | .000 | .656 | .000 | .000 | .000 | .000 | .000 | .000 | .875 | .250 | .000 | .917 | .583 | .550 | .000 | .000 | .600 | |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 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 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 40 | 60 | 0 | 0 | | |
| PHF | .000 | .000 | .725 | .000 | .725 | .000 | .000 | .000 | .000 | .000 | .000 | .688 | .000 | .000 | .688 | .625 | .625 | .000 | .000 | .625 | .813 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | | 02:00 PM | | | | | 04:00 PM | | | | | 03:30 PM | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|--|
| +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 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 8 | |
| Total Volume | 0 | 0 | 29 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 | 16 | 15 | 0 | 0 | 31 | |
| % App. Total | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 0 | 93.8 | 6.2 | 0 | | 51.6 | 48.4 | 0 | 0 | | |
| PHF | .000 | .000 | .725 | .000 | .725 | .000 | .000 | .000 | .000 | .000 | .000 | .938 | .250 | .000 | .800 | .800 | .625 | .000 | .000 | .775 | |

| Start Time | STATE ROAD 429 Northbound | | | | | N/A Southbound | | | | | STATE ROAD 46 Eastbound | | | | | STATE ROAD 46 Westbound | | | | | Int. Total |
|--|------------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 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 Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins 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 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 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 | 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 Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:30 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | | 02:00 PM | | | | | 02:00 PM | | | | | 02:00 PM | | | | | |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|------|
| +0 mins. | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 0 | 0 | 1 | 0 | 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 | 0 |
| % 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 | .000 |

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 | 7:00:56 AM | 7:01:15 AM | 19 |
| 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 | 7:06:49 AM | 7:07:31 AM | 42 |
| 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 | 46 | 7:14:29 AM | 7:15:14 AM | 45 |
| 2 | 47 | 7:15:20 AM | 7:15:24 AM | 4 |
| 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 | 59 | 7:20:16 AM | 7:20:33 AM | 17 |

File Name : NBR and NBL Delays 7-8am
 Site Code : 00000000
 Start Date : 5/1/2018
 Page No : 2

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 2 | 60 | 7:20:21 AM | 7:20:38 AM | 17 |
| 2 | 61 | 7:20:27 AM | 7:20:40 AM | 13 |
| 2 | 62 | 7:20:35 AM | 7:20:44 AM | 9 |
| 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 | 7:21:56 AM | 42 |
| 2 | 67 | 7:21:24 AM | 7:22:11 AM | 47 |
| 2 | 68 | 7:22:14 AM | 7:22:20 AM | 6 |
| 2 | 69 | 7:22:24 AM | 7:22:51 AM | 27 |
| 2 | 70 | 7:22:59 AM | 7:23:22 AM | 23 |
| 2 | 71 | 7:23:14 AM | 7:23:24 AM | 10 |
| 2 | 72 | 7:23:16 AM | 7:23:29 AM | 13 |
| 2 | 73 | 7:23:31 AM | 7:23:37 AM | 6 |
| 2 | 74 | 7:23:41 AM | 7:23:57 AM | 16 |
| 2 | 75 | 7:24:27 AM | 7:24:35 AM | 8 |
| 2 | 76 | 7:24:39 AM | 7:24:45 AM | 6 |
| 2 | 77 | 7:24:41 AM | 7:24:51 AM | 10 |
| 2 | 78 | 7:24:47 AM | 7:25:03 AM | 16 |
| 2 | 79 | 7:25:20 AM | 7:25:45 AM | 25 |
| 2 | 80 | 7:25:37 AM | 7:25:58 AM | 21 |
| 2 | 81 | 7:26:03 AM | 7:26:10 AM | 7 |
| 2 | 82 | 7:26:14 AM | 7:26:22 AM | 8 |
| 2 | 83 | 7:26:16 AM | 7:26:23 AM | 7 |
| 2 | 84 | 7:26:21 AM | 7:26:38 AM | 17 |
| 2 | 85 | 7:26:27 AM | 7:26:42 AM | 15 |
| 2 | 86 | 7:26:42 AM | 7:26:48 AM | 6 |
| 2 | 87 | 7:27:32 AM | 7:27:37 AM | 5 |
| 2 | 88 | 7:28:32 AM | 7:28:42 AM | 10 |
| 2 | 89 | 7:28:32 AM | 7:28:48 AM | 16 |
| 2 | 90 | 7:28:34 AM | 7:29:05 AM | 31 |
| 2 | 91 | 7:29:00 AM | 7:29:23 AM | 23 |
| 2 | 92 | 7:29:10 AM | 7:29:26 AM | 16 |
| 2 | 93 | 7:29:17 AM | 7:29:35 AM | 18 |
| 2 | 94 | 7:29:28 AM | 7:29:53 AM | 25 |
| 2 | 95 | 7:29:53 AM | 7:30:11 AM | 18 |
| 2 | 96 | 7:30:10 AM | 7:30:32 AM | 22 |
| 2 | 97 | 7:30:28 AM | 7:30:34 AM | 6 |
| 2 | 98 | 7:30:47 AM | 7:30:57 AM | 10 |
| 2 | 99 | 7:31:03 AM | 7:31:09 AM | 6 |
| 2 | 100 | 7:31:05 AM | 7:31:11 AM | 6 |
| 2 | 101 | 7:31:12 AM | 7:31:31 AM | 19 |
| 2 | 102 | 7:31:22 AM | 7:31:36 AM | 14 |
| 2 | 103 | 7:31:28 AM | 7:31:41 AM | 13 |
| 2 | 104 | 7:32:02 AM | 7:32:11 AM | 9 |
| 2 | 105 | 7:32:04 AM | 7:32:12 AM | 8 |
| 2 | 106 | 7:32:08 AM | 7:32:18 AM | 10 |
| 2 | 107 | 7:32:18 AM | 7:32:23 AM | 5 |
| 2 | 108 | 7:32:19 AM | 7:32:26 AM | 7 |
| 2 | 109 | 7:32:27 AM | 7:33:07 AM | 40 |
| 2 | 110 | 7:32:28 AM | 7:33:15 AM | 47 |
| 2 | 111 | 7:32:31 AM | 7:33:26 AM | 55 |
| 2 | 112 | 7:33:56 AM | 7:34:01 AM | 5 |
| 2 | 113 | 7:33:57 AM | 7:34:03 AM | 6 |
| 2 | 114 | 7:33:59 AM | 7:34:06 AM | 7 |
| 2 | 115 | 7:34:08 AM | 7:34:13 AM | 5 |
| 2 | 116 | 7:34:44 AM | 7:34:50 AM | 6 |
| 2 | 117 | 7:34:45 AM | 7:34:53 AM | 8 |
| 2 | 118 | 7:34:47 AM | 7:34:56 AM | 9 |
| 2 | 119 | 7:34:49 AM | 7:35:00 AM | 11 |
| 2 | 120 | 7:35:04 AM | 7:35:05 AM | 1 |
| 2 | 121 | 7:35:05 AM | 7:35:16 AM | 11 |
| 2 | 122 | 7:35:06 AM | 7:35:16 AM | 10 |
| 2 | 123 | 7:35:06 AM | 7:35:21 AM | 15 |
| 2 | 124 | 7:35:30 AM | 7:35:47 AM | 17 |
| 2 | 125 | 7:35:42 AM | 7:35:57 AM | 15 |
| 2 | 126 | 7:35:48 AM | 7:35:58 AM | 10 |
| 2 | 127 | 7:36:53 AM | 7:36:59 AM | 6 |
| 2 | 128 | 7:37:01 AM | 7:37:04 AM | 3 |
| 2 | 129 | 7:37:02 AM | 7:37:07 AM | 5 |

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 2 | 130 | 7:37:10 AM | 7:37:32 AM | 22 |
| 2 | 131 | 7:37:14 AM | 7:37:35 AM | 21 |
| 2 | 132 | 7:39:10 AM | 7:39:18 AM | 8 |
| 2 | 133 | 7:39:21 AM | 7:39:25 AM | 4 |
| 2 | 134 | 7:39:28 AM | 7:39:37 AM | 9 |
| 2 | 135 | 7:39:57 AM | 7:40:05 AM | 8 |
| 2 | 136 | 7:39:57 AM | 7:40:09 AM | 12 |
| 2 | 137 | 7:40:18 AM | 7:41:17 AM | 59 |
| 2 | 138 | 7:40:19 AM | 7:41:39 AM | 80 |
| 2 | 139 | 7:40:42 AM | 7:41:53 AM | 71 |
| 2 | 140 | 7:40:46 AM | 7:41:56 AM | 70 |
| 2 | 141 | 7:41:21 AM | 7:42:05 AM | 44 |
| 2 | 142 | 7:41:42 AM | 7:42:08 AM | 26 |
| 2 | 143 | 7:41:46 AM | 7:42:47 AM | 61 |
| 2 | 144 | 7:42:00 AM | 7:42:52 AM | 52 |
| 2 | 145 | 7:42:01 AM | 7:42:55 AM | 54 |
| 2 | 146 | 7:42:25 AM | 7:42:59 AM | 34 |
| 2 | 147 | 7:42:31 AM | 7:43:02 AM | 31 |
| 2 | 148 | 7:42:44 AM | 7:43:04 AM | 20 |
| 2 | 149 | 7:43:00 AM | 7:43:08 AM | 8 |
| 2 | 150 | 7:43:01 AM | 7:43:17 AM | 16 |
| 2 | 151 | 7:43:11 AM | 7:43:43 AM | 32 |
| 2 | 152 | 7:43:14 AM | 7:43:43 AM | 29 |
| 2 | 153 | 7:44:09 AM | 7:44:16 AM | 7 |
| 2 | 154 | 7:44:24 AM | 7:44:30 AM | 6 |
| 2 | 155 | 7:44:30 AM | 7:44:38 AM | 8 |
| 2 | 156 | 7:44:31 AM | 7:44:42 AM | 11 |
| 2 | 157 | 7:44:40 AM | 7:44:47 AM | 7 |
| 2 | 158 | 7:45:22 AM | 7:45:27 AM | 5 |
| 2 | 159 | 7:45:23 AM | 7:45:31 AM | 8 |
| 2 | 160 | 7:46:18 AM | 7:46:25 AM | 7 |
| 2 | 161 | 7:47:40 AM | 7:47:58 AM | 18 |
| 2 | 162 | 7:47:41 AM | 7:47:59 AM | 18 |
| 2 | 163 | 7:47:43 AM | 7:48:10 AM | 27 |
| 2 | 164 | 7:48:03 AM | 7:48:12 AM | 9 |
| 2 | 165 | 7:48:13 AM | 7:48:15 AM | 2 |
| 2 | 166 | 7:48:21 AM | 7:48:59 AM | 38 |
| 2 | 167 | 7:49:14 AM | 7:49:15 AM | 1 |
| 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 | 7:49:42 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 | 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 | 7:51:34 AM | 7:51:46 AM | 12 |
| 2 | 181 | 7:51:41 AM | 7:52:14 AM | 33 |
| 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 | 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 | 7:54:52 AM | 5 |
| 2 | 190 | 7:55:45 AM | 7:55:50 AM | 5 |
| 2 | 191 | 7:55:55 AM | 7:56:00 AM | 5 |
| 2 | 192 | 7:56:10 AM | 7:56:14 AM | 4 |
| 2 | 193 | 7:56:42 AM | 7:56:45 AM | 3 |
| 2 | 194 | 7:56:54 AM | 7:57:13 AM | 19 |
| 2 | 195 | 7:56:57 AM | 7:57:25 AM | 28 |
| 2 | 196 | 7:57:08 AM | 7:57:30 AM | 22 |
| 2 | 197 | 7:57:37 AM | 7:57:39 AM | 2 |
| 2 | 198 | 7:57:37 AM | 7:57:41 AM | 4 |
| 2 | 199 | 7:57:45 AM | 7:57:47 AM | 2 |

File Name : NBR and NBL Delays 7-8am
 Site Code : 00000000
 Start Date : 5/1/2018
 Page No : 4

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 |

Summary Information:

| 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 |

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 | 2:34:27 PM | 2:34:40 PM | 13 |
| 1 | 18 | 2:34:55 PM | 2:35:02 PM | 7 |
| 1 | 19 | 2:38:11 PM | 2:38:27 PM | 16 |
| 1 | 20 | 2:39:37 PM | 2:39:45 PM | 8 |
| 1 | 21 | 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 | 13 | 2:04:03 PM | 2:04:11 PM | 8 |
| 2 | 14 | 2:04:05 PM | 2:04:12 PM | 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 | 5 |
| 2 | 32 | 2:16:22 PM | 2:16:43 PM | 21 |
| 2 | 33 | 2:16:55 PM | 2:16:58 PM | 3 |
| 2 | 34 | 2:17:01 PM | 2:17:14 PM | 13 |
| 2 | 35 | 2:20:35 PM | 2:20:39 PM | 4 |
| 2 | 36 | 2:20:42 PM | 2:20:54 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 |
| 2 | 42 | 2:24:42 PM | 2:24:55 PM | 13 |
| 2 | 43 | 2:25:43 PM | 2:26:01 PM | 18 |
| 2 | 44 | 2:26:02 PM | 2:26:08 PM | 6 |

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

| 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 |
| 2 | 60 | 2:32:08 PM | 2:32:50 PM | 42 |
| 2 | 61 | 2:32:10 PM | 2:32:55 PM | 45 |
| 2 | 62 | 2:33:08 PM | 2:33:16 PM | 8 |
| 2 | 63 | 2:33:20 PM | 2:33:23 PM | 3 |
| 2 | 64 | 2:33:20 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 | 19 |
| 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 | 2:46:38 PM | 2:46:40 PM | 2 |
| 2 | 92 | 2:47:23 PM | 2:47:38 PM | 15 |
| 2 | 93 | 2:48:13 PM | 2:48:25 PM | 12 |
| 2 | 94 | 2:50:22 PM | 2:50:25 PM | 3 |
| 2 | 95 | 2:50:30 PM | 2:50:44 PM | 14 |
| 2 | 96 | 2:50:44 PM | 2:50:46 PM | 2 |
| 2 | 97 | 2:51:12 PM | 2:51:23 PM | 11 |
| 2 | 98 | 2:51:30 PM | 2:51:32 PM | 2 |
| 2 | 99 | 2:52:38 PM | 2:52:41 PM | 3 |
| 2 | 100 | 2:52:40 PM | 2:52:49 PM | 9 |
| 2 | 101 | 2:52:49 PM | 2:52:50 PM | 1 |
| 2 | 102 | 2:53:18 PM | 2:53:34 PM | 16 |
| 2 | 103 | 2:53:33 PM | 2:53:38 PM | 5 |
| 2 | 104 | 2:54:08 PM | 2:54:36 PM | 28 |
| 2 | 105 | 2:54:48 PM | 2:55:00 PM | 12 |
| 2 | 106 | 2:55:17 PM | 2:55:22 PM | 5 |
| 2 | 107 | 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 2-3pm
Site Code : 00000000
Start Date : 5/1/2018
Page No : 3

Summary Information:

| 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 |

File Name : NBR and NBL Delays 5-6pm
 Site Code : 00000000
 Start Date : 5/1/2018
 Page No : 1

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 | 13 | 5:10:35 PM | 5:10:56 PM | 21 |
| 1 | 14 | 5:12:13 PM | 5:12:31 PM | 18 |
| 1 | 15 | 5:13:08 PM | 5:14:27 PM | 79 |
| 1 | 16 | 5:13:41 PM | 5:15:03 PM | 82 |
| 1 | 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 |
| 2 | 27 | 5:04:26 PM | 5:04:41 PM | 15 |
| 2 | 28 | 5:04:30 PM | 5:04:47 PM | 17 |
| 2 | 29 | 5:04:38 PM | 5:04:48 PM | 10 |

File Name : NBR and NBL Delays 5-6pm
 Site Code : 00000000
 Start Date : 5/1/2018
 Page No : 2

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 | 5:06:22 PM | 5:06:30 PM | 8 |
| 2 | 40 | 5:06:23 PM | 5:06:35 PM | 12 |
| 2 | 41 | 5:06:23 PM | 5:06:40 PM | 17 |
| 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 |
| 2 | 53 | 5:08:14 PM | 5:09:40 PM | 86 |
| 2 | 54 | 5:08:16 PM | 5:09:41 PM | 85 |
| 2 | 55 | 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 | 5:10:47 PM | 5:11:46 PM | 59 |
| 2 | 67 | 5:10:48 PM | 5:11:48 PM | 60 |
| 2 | 68 | 5:11:08 PM | 5:11:52 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 | 5:13:40 PM | 5:13:57 PM | 17 |
| 2 | 81 | 5:13:58 PM | 5:14:01 PM | 3 |
| 2 | 82 | 5:13:59 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 | 12 |
| 2 | 94 | 5:15:52 PM | 5:16:07 PM | 15 |
| 2 | 95 | 5:16:46 PM | 5:16:49 PM | 3 |
| 2 | 96 | 5:16:48 PM | 5:16:51 PM | 3 |
| 2 | 97 | 5:17:12 PM | 5:17:17 PM | 5 |
| 2 | 98 | 5:17:12 PM | 5:17:21 PM | 9 |
| 2 | 99 | 5:17:19 PM | 5:17:27 PM | 8 |

File Name : NBR and NBL Delays 5-6pm
 Site Code : 00000000
 Start Date : 5/1/2018
 Page No : 3

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 2 | 100 | 5:17:44 PM | 5:17:48 PM | 4 |
| 2 | 101 | 5:17:50 PM | 5:17:55 PM | 5 |
| 2 | 102 | 5:18:10 PM | 5:18:18 PM | 8 |
| 2 | 103 | 5:19:05 PM | 5:19:13 PM | 8 |
| 2 | 104 | 5:19:17 PM | 5:19:31 PM | 14 |
| 2 | 105 | 5:19:27 PM | 5:19:43 PM | 16 |
| 2 | 106 | 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 | 113 | 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 | 119 | 5:22:01 PM | 5:22:20 PM | 19 |
| 2 | 120 | 5:22:21 PM | 5:22:29 PM | 8 |
| 2 | 121 | 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 | 124 | 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 |
| 2 | 167 | 5:29:46 PM | 5:30:56 PM | 70 |
| 2 | 168 | 5:29:46 PM | 5:31:03 PM | 77 |
| 2 | 169 | 5:29:47 PM | 5:31:12 PM | 85 |

File Name : NBR and NBL Delays 5-6pm
 Site Code : 00000000
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| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 2 | 170 | 5:29:47 PM | 5:31:39 PM | 112 |
| 2 | 171 | 5:29:47 PM | 5:31:50 PM | 123 |
| 2 | 172 | 5:29:59 PM | 5:32:27 PM | 148 |
| 2 | 173 | 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 | 5:33:16 PM | 5:35:12 PM | 116 |
| 2 | 189 | 5:33:16 PM | 5:35:17 PM | 121 |
| 2 | 190 | 5:33:17 PM | 5:35:35 PM | 138 |
| 2 | 191 | 5:33:17 PM | 5:35:43 PM | 146 |
| 2 | 192 | 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 | 5:37:25 PM | 5:38:20 PM | 55 |
| 2 | 209 | 5:37:29 PM | 5:38:22 PM | 53 |
| 2 | 210 | 5:37:52 PM | 5:39:00 PM | 68 |
| 2 | 211 | 5:38:08 PM | 5:39:02 PM | 54 |
| 2 | 212 | 5:38:51 PM | 5:39:06 PM | 15 |
| 2 | 213 | 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 | 5:40:27 PM | 5:40:43 PM | 16 |
| 2 | 226 | 5:40:36 PM | 5:41:06 PM | 30 |
| 2 | 227 | 5:40:49 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 : 00000000
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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 |
| 2 | 257 | 5:46:21 PM | 5:47:14 PM | 53 |
| 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 |
| 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 |
| 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 | 291 | 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 | 302 | 5:54:43 PM | 5:54:55 PM | 12 |
| 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 |
| 2 | 308 | 5:56:35 PM | 5:56:38 PM | 3 |
| 2 | 309 | 5:56:46 PM | 5:56:47 PM | 1 |

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 Site Code : 00000000
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| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 |

Summary Information:

| 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 n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 1 | 1 | 7:00:01 AM | 7:00:11 AM | 10 |
| 1 | 2 | 7:00:04 AM | 7:00:12 AM | 8 |
| 1 | 3 | 7:00:35 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 | 7:02:34 AM | 7:02:38 AM | 4 |
| 1 | 16 | 7:04:06 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 | 7:04:33 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 | 7:06:52 AM | 7:06:55 AM | 3 |
| 1 | 32 | 7:07:03 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 |
| 1 | 46 | 7:13:02 AM | 7:13:16 AM | 14 |
| 1 | 47 | 7:13:03 AM | 7:13:20 AM | 17 |
| 1 | 48 | 7:13:03 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 | 59 | 7:17:10 AM | 7:17:47 AM | 37 |
| 1 | 60 | 7:17:33 AM | 7:17:53 AM | 20 |
| 1 | 61 | 7:17:33 AM | 7:17:56 AM | 23 |
| 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 |
| 1 | 110 | 7:30:15 AM | 7:30:46 AM | 31 |
| 1 | 111 | 7:30:37 AM | 7:30:59 AM | 22 |
| 1 | 112 | 7:31:41 AM | 7:31:46 AM | 5 |
| 1 | 113 | 7:31:46 AM | 7:31:51 AM | 5 |
| 1 | 114 | 7:31:51 AM | 7:31:57 AM | 6 |
| 1 | 115 | 7:32:14 AM | 7:32:20 AM | 6 |
| 1 | 116 | 7:32:16 AM | 7:32:23 AM | 7 |
| 1 | 117 | 7:32:21 AM | 7:32:28 AM | 7 |
| 1 | 118 | 7:33:41 AM | 7:34:03 AM | 22 |
| 1 | 119 | 7:33:42 AM | 7:34:04 AM | 22 |
| 1 | 120 | 7:34:05 AM | 7:34:15 AM | 10 |
| 1 | 121 | 7:34:06 AM | 7:34:20 AM | 14 |
| 1 | 122 | 7:34:32 AM | 7:34:38 AM | 6 |
| 1 | 123 | 7:34:39 AM | 7:34:47 AM | 8 |
| 1 | 124 | 7:36:51 AM | 7:37:23 AM | 32 |
| 1 | 125 | 7:36:51 AM | 7:37:26 AM | 35 |
| 1 | 126 | 7:36:52 AM | 7:37:38 AM | 46 |
| 1 | 127 | 7:36:52 AM | 7:37:43 AM | 51 |
| 1 | 128 | 7:37:03 AM | 7:37:45 AM | 42 |
| 1 | 129 | 7:37:04 AM | 7:37:47 AM | 43 |
| 1 | 130 | 7:37:14 AM | 7:37:51 AM | 37 |
| 1 | 131 | 7:37:41 AM | 7:37:51 AM | 10 |
| 1 | 132 | 7:37:48 AM | 7:37:54 AM | 6 |
| 1 | 133 | 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 | 137 | 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 |
| 1 | 140 | 7:38:12 AM | 7:38:25 AM | 13 |

| 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 | 156 | 7:42:10 AM | 7:43:05 AM | 55 |
| 1 | 157 | 7:42:13 AM | 7:43:39 AM | 86 |
| 1 | 158 | 7:42:19 AM | 7:43:42 AM | 83 |
| 1 | 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 | 7:48:02 AM | 7:48:07 AM | 5 |
| 1 | 189 | 7:48:03 AM | 7:48:11 AM | 8 |
| 1 | 190 | 7:48:26 AM | 7:48:28 AM | 2 |
| 1 | 191 | 7:48:29 AM | 7:48:38 AM | 9 |
| 1 | 192 | 7:48:30 AM | 7:48:44 AM | 14 |
| 1 | 193 | 7:48:43 AM | 7:48:48 AM | 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 | 210 | 7:51:34 AM | 7:51:54 AM | 20 |

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 |

Summary Information:

| 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 n. | No. | Joined 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 | 9 | 2:07:03 PM | 2:07:19 PM | 16 |
| 1 | 10 | 2:07:04 PM | 2:07:21 PM | 17 |
| 1 | 11 | 2:10:16 PM | 2:10:18 PM | 2 |
| 1 | 12 | 2:12:05 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 | 2:31:29 PM | 2:31:32 PM | 3 |
| 1 | 37 | 2:31:30 PM | 2:31:33 PM | 3 |
| 1 | 38 | 2:32:32 PM | 2:32:42 PM | 10 |
| 1 | 39 | 2:35:24 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 | 15 |
| 1 | 64 | 2:53:42 PM | 2:53:49 PM | 7 |
| 1 | 65 | 2:53:50 PM | 2:53:57 PM | 7 |
| 1 | 66 | 2:54:04 PM | 2:54:06 PM | 2 |
| 1 | 67 | 2:55:18 PM | 2:55:22 PM | 4 |
| 1 | 68 | 2:55:30 PM | 2:55:32 PM | 2 |
| 1 | 69 | 2:55:33 PM | 2:55:37 PM | 4 |

File Name : WBL Delay 2-3pm
Site Code : 00000000
Start Date : 5/1/2018
Page No : 2

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 | 16 | 5:05:55 PM | 5:05:57 PM | 2 |
| 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 | 47 | 5:17:34 PM | 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 |
| 1 | 62 | 5:21:28 PM | 5:21:31 PM | 3 |
| 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 |
| 1 | 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 | 136 | 5:48:30 PM | 5:48:33 PM | 3 |
| 1 | 137 | 5:48:30 PM | 5:48:35 PM | 5 |
| 1 | 138 | 5:49:34 PM | 5:49:38 PM | 4 |
| 1 | 139 | 5:50:00 PM | 5:50:03 PM | 3 |
| 1 | 140 | 5:50:03 PM | 5:50:10 PM | 7 |

File Name : WBL Delay 5-6pm
 Site Code : 00000000
 Start Date : 5/1/2018
 Page No : 3

| L n. | No. | Joined Queue | Released From Queue | Delay |
|------|-----|--------------|---------------------|-------|
| 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 |

Summary Information:

| 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 |