



APPENDIX 5.1

Attachments:

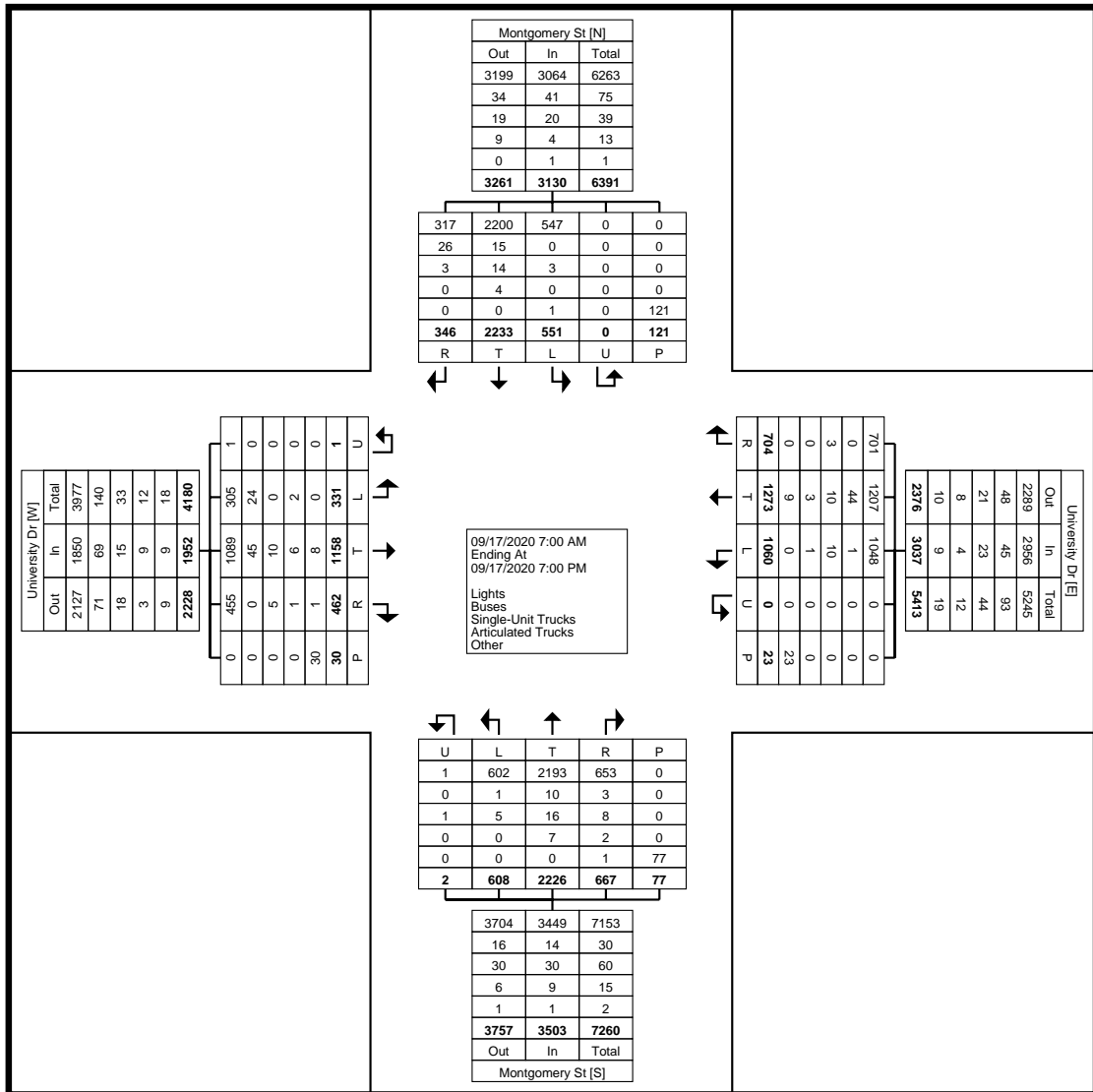
Turning Movement Traffic Counts	5.1 A1 – 5.1 A395
Existing Capacity Analysis	5.1 B1 – 5.1 B88
Area Traffic Model Volumes	5.1 C1 – 5.1 C2
Future (2045) Capacity Analysis	5.1 D1 – 5.1 D86



**TURNING MOVEMENT COUNT #2010073
MONTGOMERY ST @ UNIVERSITY DR
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A3

Lights	317	2200	547	0	-	3064	701	1207	1048	0	-	2956	653	2193	602	1	-	3449	455	1089	305	1	-	1850	11319
% Lights	91.6	98.5	99.3	-	-	97.9	99.6	94.8	98.9	-	-	97.3	97.9	98.5	99.0	50.0	-	98.5	98.5	94.0	92.1	100.0	-	94.8	97.4
Buses	26	15	0	0	-	41	0	44	1	0	-	45	3	10	1	0	-	14	0	45	24	0	-	69	169
% Buses	7.5	0.7	0.0	-	-	1.3	0.0	3.5	0.1	-	-	1.5	0.4	0.4	0.2	0.0	-	0.4	0.0	3.9	7.3	0.0	-	3.5	1.5
Single-Unit Trucks	3	14	3	0	-	20	3	10	10	0	-	23	8	16	5	1	-	30	5	10	0	0	-	15	88
% Single-Unit Trucks	0.9	0.6	0.5	-	-	0.6	0.4	0.8	0.9	-	-	0.8	1.2	0.7	0.8	50.0	-	0.9	1.1	0.9	0.0	0.0	-	0.8	0.8
Articulated Trucks	0	4	0	0	-	4	0	3	1	0	-	4	2	7	0	0	-	9	1	6	2	0	-	9	26
% Articulated Trucks	0.0	0.2	0.0	-	-	0.1	0.0	0.2	0.1	-	-	0.1	0.3	0.3	0.0	0.0	-	0.3	0.2	0.5	0.6	0.0	-	0.5	0.2
Bicycles on Road	0	0	1	0	-	1	0	9	0	0	-	9	1	0	0	0	-	1	1	8	0	0	-	9	20
% Bicycles on Road	0.0	0.0	0.2	-	-	0.0	0.0	0.7	0.0	-	-	0.3	0.1	0.0	0.0	0.0	-	0.0	0.2	0.7	0.0	0.0	-	0.5	0.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.8	-	-	-	-	-	0.0	-	-	-	-	-	2.6	-	-	-	-	-	3.3	-	-
Pedestrians	-	-	-	-	120	-	-	-	-	-	23	-	-	-	-	-	75	-	-	-	-	-	29	-	-
% Pedestrians	-	-	-	-	99.2	-	-	-	-	-	100.0	-	-	-	-	-	97.4	-	-	-	-	-	96.7	-	-



Turning Movement Data Plot

5.1 A5

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310 New Pointe Drive

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601.607.8700

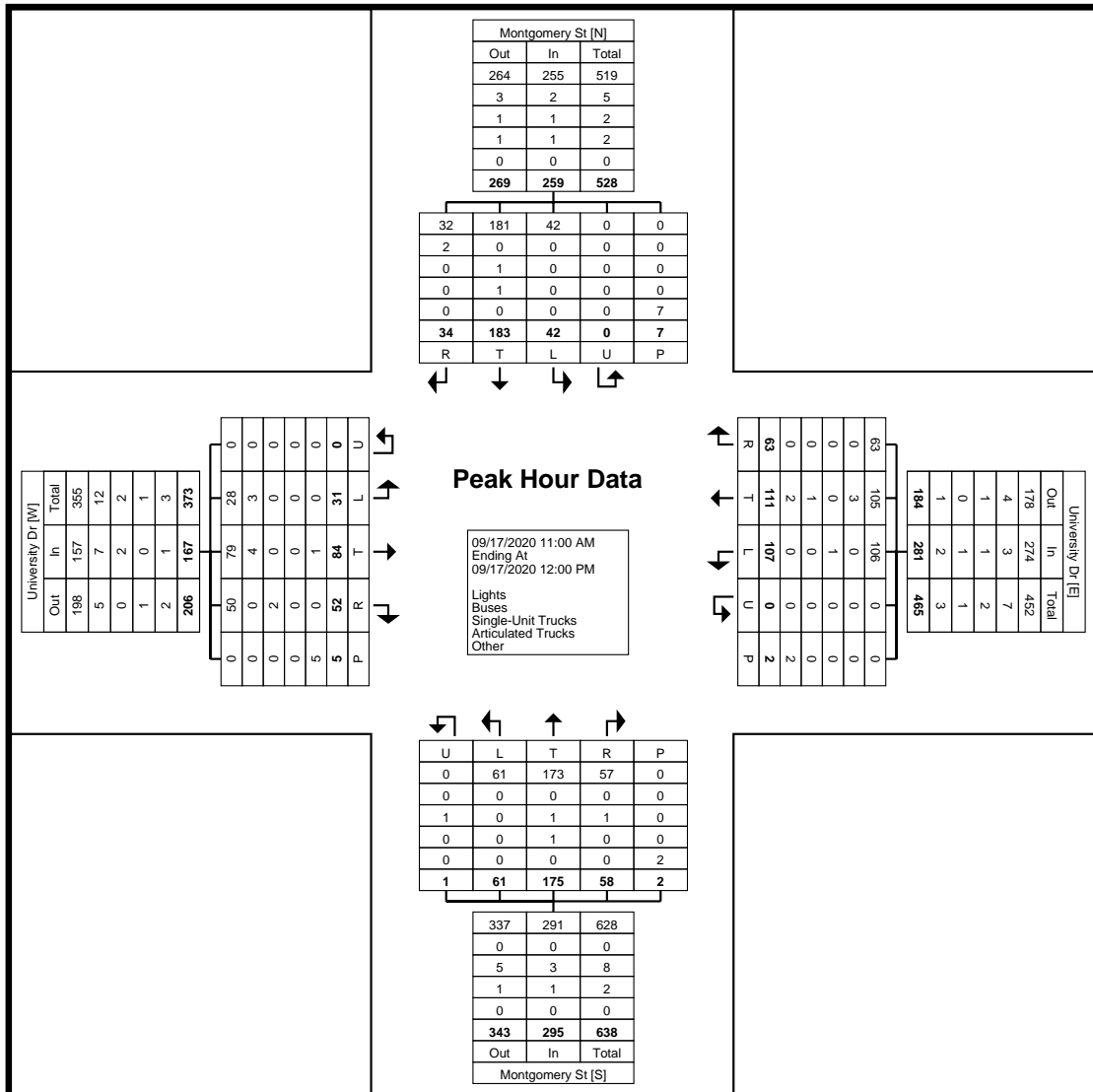
Count Name: 2010073 -
Montgomery St @ University Dr,
Starkville
Site Code: 2010073
Start Date: 09/17/2020
Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Montgomery St Southbound						University Dr Westbound						Montgomery St Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	5	44	11	0	1	60	15	28	28	0	0	71	11	37	21	1	1	70	13	18	7	0	4	38	239
11:15 AM	11	32	10	0	1	53	19	25	19	0	0	63	18	46	12	0	0	76	16	22	8	0	0	46	238
11:30 AM	11	54	10	0	5	75	18	22	26	0	2	66	19	37	15	0	0	71	8	21	6	0	0	35	247
11:45 AM	7	53	11	0	0	71	11	36	34	0	0	81	10	55	13	0	1	78	15	23	10	0	1	48	278
Total	34	183	42	0	7	259	63	111	107	0	2	281	58	175	61	1	2	295	52	84	31	0	5	167	1002
Approach %	13.1	70.7	16.2	0.0	-	-	22.4	39.5	38.1	0.0	-	-	19.7	59.3	20.7	0.3	-	-	31.1	50.3	18.6	0.0	-	-	-
Total %	3.4	18.3	4.2	0.0	-	25.8	6.3	11.1	10.7	0.0	-	28.0	5.8	17.5	6.1	0.1	-	29.4	5.2	8.4	3.1	0.0	-	16.7	-
PHF	0.773	0.847	0.955	0.000	-	0.863	0.829	0.771	0.787	0.000	-	0.867	0.763	0.795	0.726	0.250	-	0.946	0.813	0.913	0.775	0.000	-	0.870	0.901
Lights	32	181	42	0	-	255	63	105	106	0	-	274	57	173	61	0	-	291	50	79	28	0	-	157	977
% Lights	94.1	98.9	100.0	-	-	98.5	100.0	94.6	99.1	-	-	97.5	98.3	98.9	100.0	0.0	-	98.6	96.2	94.0	90.3	-	-	94.0	97.5
Buses	2	0	0	0	-	2	0	3	0	0	-	3	0	0	0	0	-	0	0	4	3	0	-	7	12
% Buses	5.9	0.0	0.0	-	-	0.8	0.0	2.7	0.0	-	-	1.1	0.0	0.0	0.0	0.0	-	0.0	0.0	4.8	9.7	-	-	4.2	1.2
Single-Unit Trucks	0	1	0	0	-	1	0	0	1	0	-	1	1	1	0	1	-	3	2	0	0	0	-	2	7
% Single-Unit Trucks	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.9	-	-	0.4	1.7	0.6	0.0	100.0	-	1.0	3.8	0.0	0.0	-	-	1.2	0.7
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.5	0.0	-	-	0.4	0.0	0.9	0.0	-	-	0.4	0.0	0.6	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.8	0.0	-	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.0	1.2	0.0	-	-	0.6	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

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 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

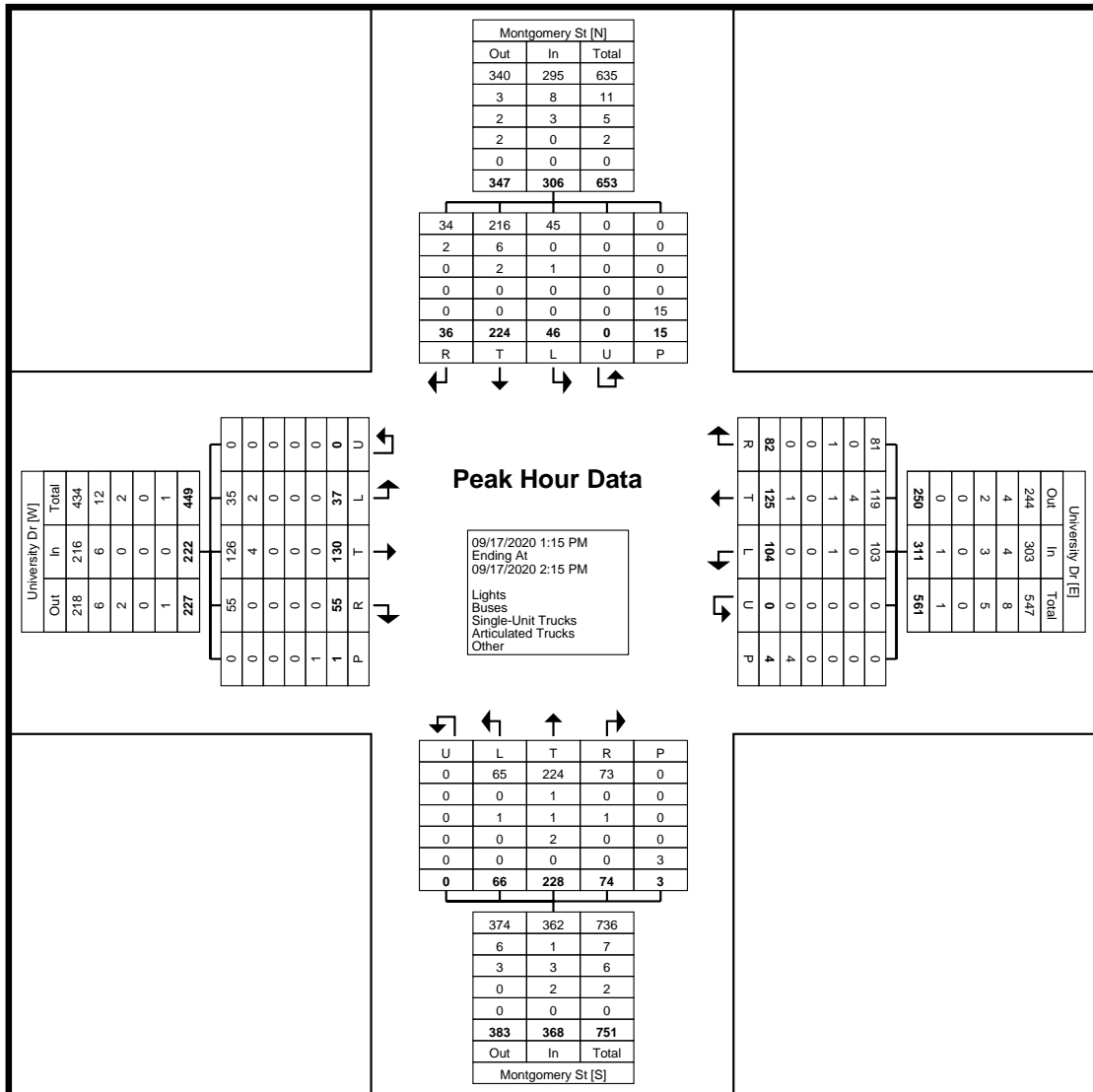
Count Name: 2010073 -
 Montgomery St @ University Dr,
 Starkville
 Site Code: 2010073
 Start Date: 09/17/2020
 Page No: 6

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Montgomery St Southbound						University Dr Westbound						Montgomery St Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
1:15 PM	10	40	8	0	7	58	18	30	34	0	3	82	24	61	20	0	0	105	11	19	13	0	1	43	288
1:30 PM	5	48	14	0	3	67	20	39	26	0	0	85	18	62	14	0	0	94	15	43	5	0	0	63	309
1:45 PM	9	72	9	0	2	90	22	31	18	0	1	71	15	49	15	0	2	79	16	26	12	0	0	54	294
2:00 PM	12	64	15	0	3	91	22	25	26	0	0	73	17	56	17	0	1	90	13	42	7	0	0	62	316
Total	36	224	46	0	15	306	82	125	104	0	4	311	74	228	66	0	3	368	55	130	37	0	1	222	1207
Approach %	11.8	73.2	15.0	0.0	-	-	26.4	40.2	33.4	0.0	-	-	20.1	62.0	17.9	0.0	-	-	24.8	58.6	16.7	0.0	-	-	-
Total %	3.0	18.6	3.8	0.0	-	25.4	6.8	10.4	8.6	0.0	-	25.8	6.1	18.9	5.5	0.0	-	30.5	4.6	10.8	3.1	0.0	-	18.4	-
PHF	0.750	0.778	0.767	0.000	-	0.841	0.932	0.801	0.765	0.000	-	0.915	0.771	0.919	0.825	0.000	-	0.876	0.859	0.756	0.712	0.000	-	0.881	0.955
Lights	34	216	45	0	-	295	81	119	103	0	-	303	73	224	65	0	-	362	55	126	35	0	-	216	1176
% Lights	94.4	96.4	97.8	-	-	96.4	98.8	95.2	99.0	-	-	97.4	98.6	98.2	98.5	-	-	98.4	100.0	96.9	94.6	-	-	97.3	97.4
Buses	2	6	0	0	-	8	0	4	0	0	-	4	0	1	0	0	-	1	0	4	2	0	-	6	19
% Buses	5.6	2.7	0.0	-	-	2.6	0.0	3.2	0.0	-	-	1.3	0.0	0.4	0.0	-	-	0.3	0.0	3.1	5.4	-	-	2.7	1.6
Single-Unit Trucks	0	2	1	0	-	3	1	1	1	0	-	3	1	1	1	0	-	3	0	0	0	0	-	0	9
% Single-Unit Trucks	0.0	0.9	2.2	-	-	1.0	1.2	0.8	1.0	-	-	1.0	1.4	0.4	1.5	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	15	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010073 -
 Montgomery St @ University Dr,
 Starkville
 Site Code: 2010073
 Start Date: 09/17/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (1:15 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				University Dr From East				Montgomery St From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	1	2	0	0	0	1	1	0	0	1	0	0	0	2	1	0	9
07:15 AM	2	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	8
07:30 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	1	0	5
07:45 AM	1	1	0	0	0	1	0	0	0	1	0	0	1	1	0	0	6
Total	4	7	0	0	1	5	1	0	0	2	0	0	1	5	2	0	28
08:00 AM	0	0	0	0	0	2	0	0	1	1	0	0	0	1	2	0	7
08:15 AM	1	2	0	0	0	1	1	0	0	1	1	0	0	1	0	0	8
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	5
08:45 AM	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	6
Total	2	3	0	0	0	5	1	0	2	3	1	0	0	6	3	0	26
09:00 AM	1	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	5
09:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	5
09:30 AM	0	1	0	0	0	2	1	0	0	2	0	0	1	1	1	0	9
09:45 AM	1	1	0	0	0	1	0	0	1	2	0	0	0	0	1	0	7
Total	2	2	0	0	0	6	1	0	1	7	0	0	1	3	3	0	26
10:00 AM	2	2	0	0	0	1	0	0	0	1	0	0	0	3	0	0	9
10:15 AM	1	0	0	0	1	2	1	0	0	0	0	0	0	2	1	0	8
10:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3
10:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	6
Total	3	2	0	0	1	5	2	0	0	2	1	0	0	9	1	0	26
11:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	2	1	1	0	7
11:15 AM	1	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	5
11:30 AM	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	4
11:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0	5
Total	2	2	0	0	0	4	1	0	1	2	0	0	2	4	3	0	21
12:00 PM	2	1	0	0	0	2	0	0	1	2	0	0	0	0	0	0	8
12:15 PM	1	1	0	0	0	0	0	0	0	2	0	0	1	1	1	0	7
12:30 PM	0	0	0	0	0	2	0	0	0	1	0	0	1	2	1	0	7
12:45 PM	1	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	7
Total	4	3	0	0	0	5	0	0	1	6	0	0	2	6	2	0	29
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
01:15 PM	0	1	1	0	0	1	0	0	1	0	1	0	0	1	1	0	7
01:30 PM	1	0	0	0	0	2	1	0	0	1	0	0	0	1	0	0	6
01:45 PM	0	4	0	0	1	1	0	0	0	1	0	0	0	1	1	0	9
Total	1	5	1	0	1	5	1	0	1	2	1	0	0	6	2	0	26
02:00 PM	1	3	0	0	0	1	0	0	0	2	0	0	0	1	0	0	8
02:15 PM	1	2	0	0	0	1	0	0	0	1	0	0	0	0	1	0	6
02:30 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	3	0	0	7
02:45 PM	0	1	0	0	0	1	0	0	4	0	0	0	0	1	0	0	7
Total	2	7	0	0	0	5	0	0	4	4	0	0	0	5	1	0	28
03:00 PM	1	0	0	0	0	1	1	0	0	1	0	0	0	2	1	0	7
03:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2	0	6
03:30 PM	2	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	6
03:45 PM	0	1	1	0	0	1	2	0	0	1	0	0	0	1	1	0	8
Total	3	1	1	0	0	4	4	0	1	3	1	0	0	5	4	0	27
04:00 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5
04:15 PM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	5
04:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
04:45 PM	0	0	0	0	0	2	0	0	1	1	0	0	0	1	1	0	6
Total	2	1	0	0	0	5	0	0	2	1	2	0	0	4	2	0	19
05:00 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	6
05:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				University Dr From East				Montgomery St From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	2	0	0	0	0	5	0	0	0	0	0	0	0	5	1	0	13
06:00 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	1	1	0	5
06:15 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
Total	2	0	1	0	0	3	1	0	0	1	0	0	0	3	2	0	13
Grand Total	29	33	3	0	3	57	12	0	13	33	6	0	6	61	26	0	282
Apprch %	44.6	50.8	4.6	0	4.2	79.2	16.7	0	25	63.5	11.5	0	6.5	65.6	28	0	
Total %	10.3	11.7	1.1	0	1.1	20.2	4.3	0	4.6	11.7	2.1	0	2.1	21.6	9.2	0	
Buses	26	15	0	0	0	44	1	0	3	10	1	0	0	45	24	0	169
% Buses	89.7	45.5	0	0	0	77.2	8.3	0	23.1	30.3	16.7	0	0	73.8	92.3	0	59.9
Single-Unit Trucks	3	14	3	0	3	10	10	0	8	16	5	0	5	10	0	0	87
% Single-Unit Trucks	10.3	42.4	100	0	100	17.5	83.3	0	61.5	48.5	83.3	0	83.3	16.4	0	0	30.9
Articulated Trucks	0	4	0	0	0	3	1	0	2	7	0	0	1	6	2	0	26
% Articulated Trucks	0	12.1	0	0	0	5.3	8.3	0	15.4	21.2	0	0	16.7	9.8	7.7	0	9.2



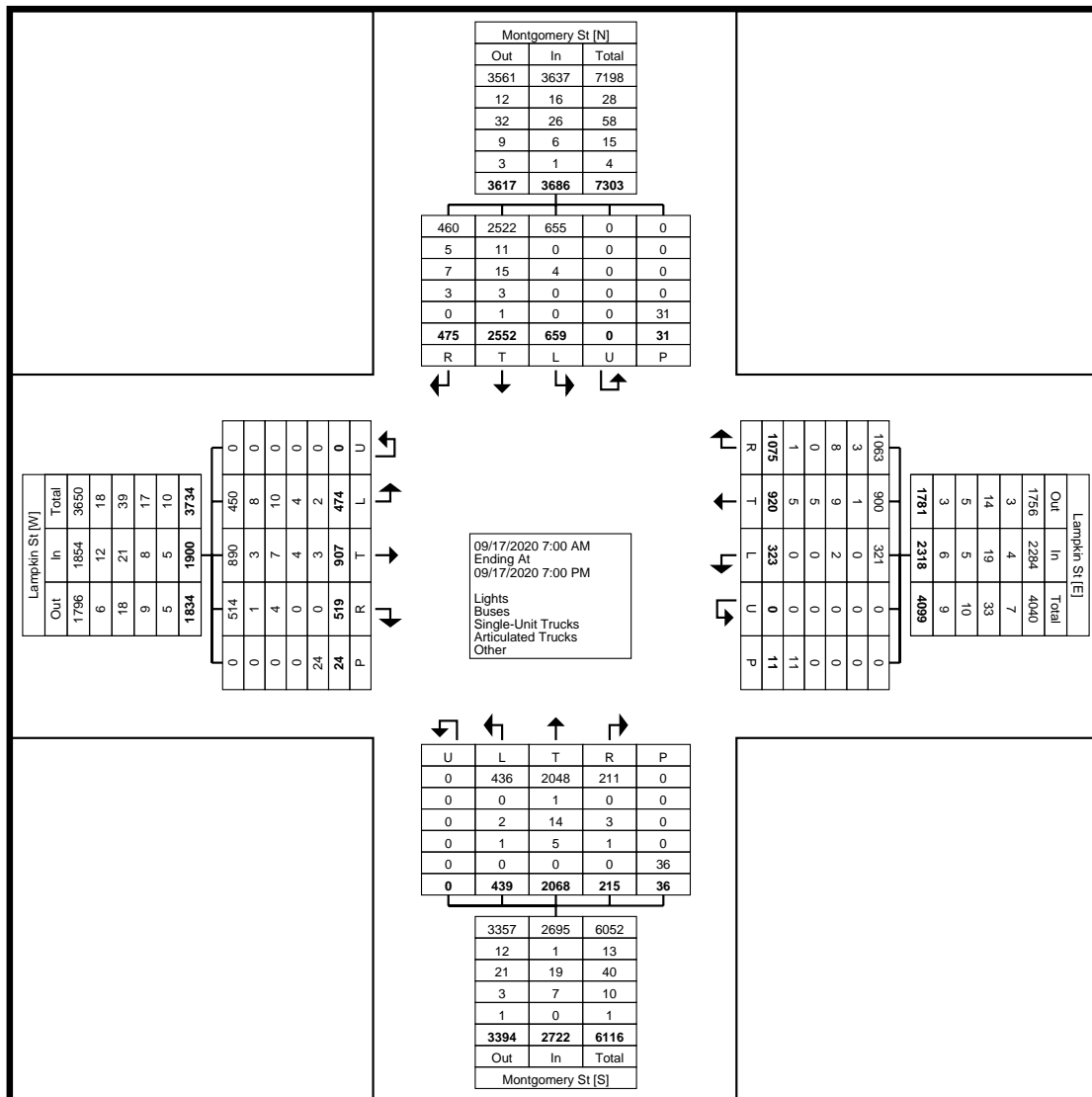
**TURNING MOVEMENT COUNT #2010072
MONTGOMERY ST @ LAMPKIN ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A13

Lights	460	2522	655	0	-	3637	1063	900	321	0	-	2284	211	2048	436	0	-	2695	514	890	450	0	-	1854	10470
% Lights	96.8	98.8	99.4	-	-	98.7	98.9	97.8	99.4	-	-	98.5	98.1	99.0	99.3	-	-	99.0	99.0	98.1	94.9	-	-	97.6	98.5
Buses	5	11	0	0	-	16	3	1	0	0	-	4	0	1	0	0	-	1	1	3	8	0	-	12	33
% Buses	1.1	0.4	0.0	-	-	0.4	0.3	0.1	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.2	0.3	1.7	-	-	0.6	0.3
Single-Unit Trucks	7	15	4	0	-	26	8	9	2	0	-	19	3	14	2	0	-	19	4	7	10	0	-	21	85
% Single-Unit Trucks	1.5	0.6	0.6	-	-	0.7	0.7	1.0	0.6	-	-	0.8	1.4	0.7	0.5	-	-	0.7	0.8	0.8	2.1	-	-	1.1	0.8
Articulated Trucks	3	3	0	0	-	6	0	5	0	0	-	5	1	5	1	0	-	7	0	4	4	0	-	8	26
% Articulated Trucks	0.6	0.1	0.0	-	-	0.2	0.0	0.5	0.0	-	-	0.2	0.5	0.2	0.2	-	-	0.3	0.0	0.4	0.8	-	-	0.4	0.2
Bicycles on Road	0	1	0	0	-	1	1	5	0	0	-	6	0	0	0	0	-	0	0	3	2	0	-	5	12
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.1	0.5	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.4	-	-	0.3	0.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	3.2	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	30	-	-	-	-	-	11	-	-	-	-	-	32	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	96.8	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-	-	-	-	100.0	-	-

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Count Name: 2010072 -
 Montgomery St @ Lampkin St,
 Starkville
 Site Code: 2010072
 Start Date: 09/17/2020
 Page No: 3



Turning Movement Data Plot

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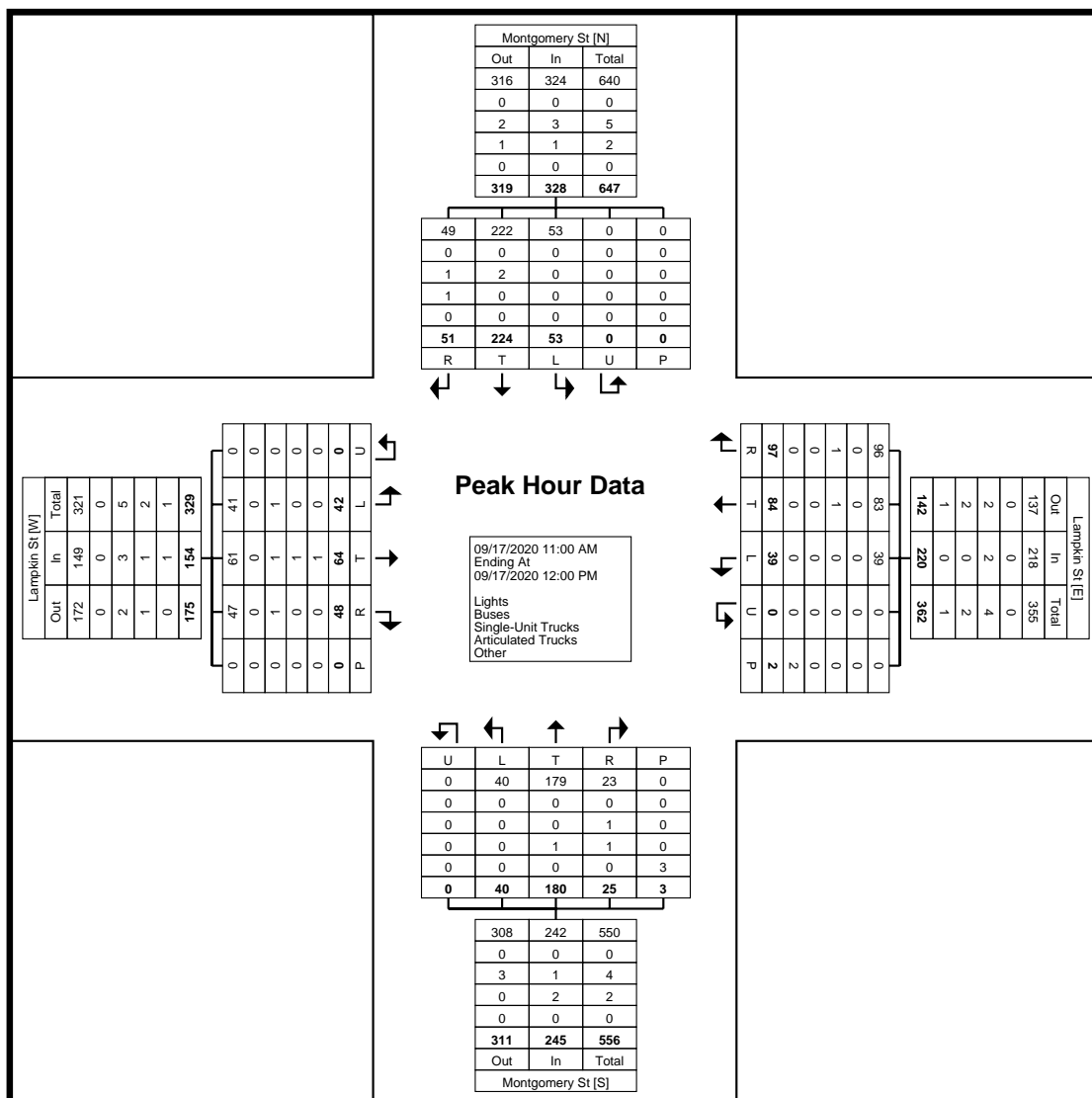
Count Name: 2010072 -
 Montgomery St @ Lampkin St,
 Starkville
 Site Code: 2010072
 Start Date: 09/17/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Montgomery St Southbound						Lampkin St Westbound						Montgomery St Northbound						Lampkin St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	12	55	13	0	0	80	34	22	10	0	0	66	7	37	11	0	1	55	12	18	15	0	0	45	246
11:15 AM	11	45	9	0	0	65	19	20	10	0	0	49	8	46	11	0	0	65	10	17	7	0	0	34	213
11:30 AM	12	57	14	0	0	83	22	22	7	0	2	51	5	43	10	0	2	58	13	7	10	0	0	30	222
11:45 AM	16	67	17	0	0	100	22	20	12	0	0	54	5	54	8	0	0	67	13	22	10	0	0	45	266
Total	51	224	53	0	0	328	97	84	39	0	2	220	25	180	40	0	3	245	48	64	42	0	0	154	947
Approach %	15.5	68.3	16.2	0.0	-	-	44.1	38.2	17.7	0.0	-	-	10.2	73.5	16.3	0.0	-	-	31.2	41.6	27.3	0.0	-	-	-
Total %	5.4	23.7	5.6	0.0	-	34.6	10.2	8.9	4.1	0.0	-	23.2	2.6	19.0	4.2	0.0	-	25.9	5.1	6.8	4.4	0.0	-	16.3	-
PHF	0.797	0.836	0.779	0.000	-	0.820	0.713	0.955	0.813	0.000	-	0.833	0.781	0.833	0.909	0.000	-	0.914	0.923	0.727	0.700	0.000	-	0.856	0.890
Lights	49	222	53	0	-	324	96	83	39	0	-	218	23	179	40	0	-	242	47	61	41	0	-	149	933
% Lights	96.1	99.1	100.0	-	-	98.8	99.0	98.8	100.0	-	-	99.1	92.0	99.4	100.0	-	-	98.8	97.9	95.3	97.6	-	-	96.8	98.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	1	2	0	0	-	3	1	1	0	0	-	2	1	0	0	0	-	1	1	1	1	0	-	3	9
% Single-Unit Trucks	2.0	0.9	0.0	-	-	0.9	1.0	1.2	0.0	-	-	0.9	4.0	0.0	0.0	-	-	0.4	2.1	1.6	2.4	-	-	1.9	1.0
Articulated Trucks	1	0	0	0	-	1	0	0	0	0	-	0	1	1	0	0	-	2	0	1	0	0	-	1	4
% Articulated Trucks	2.0	0.0	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	4.0	0.6	0.0	-	-	0.8	0.0	1.6	0.0	-	-	0.6	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	-	-	0.6	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: 2010072 -
 Montgomery St @ Lampkin St,
 Starkville
 Site Code: 2010072
 Start Date: 09/17/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

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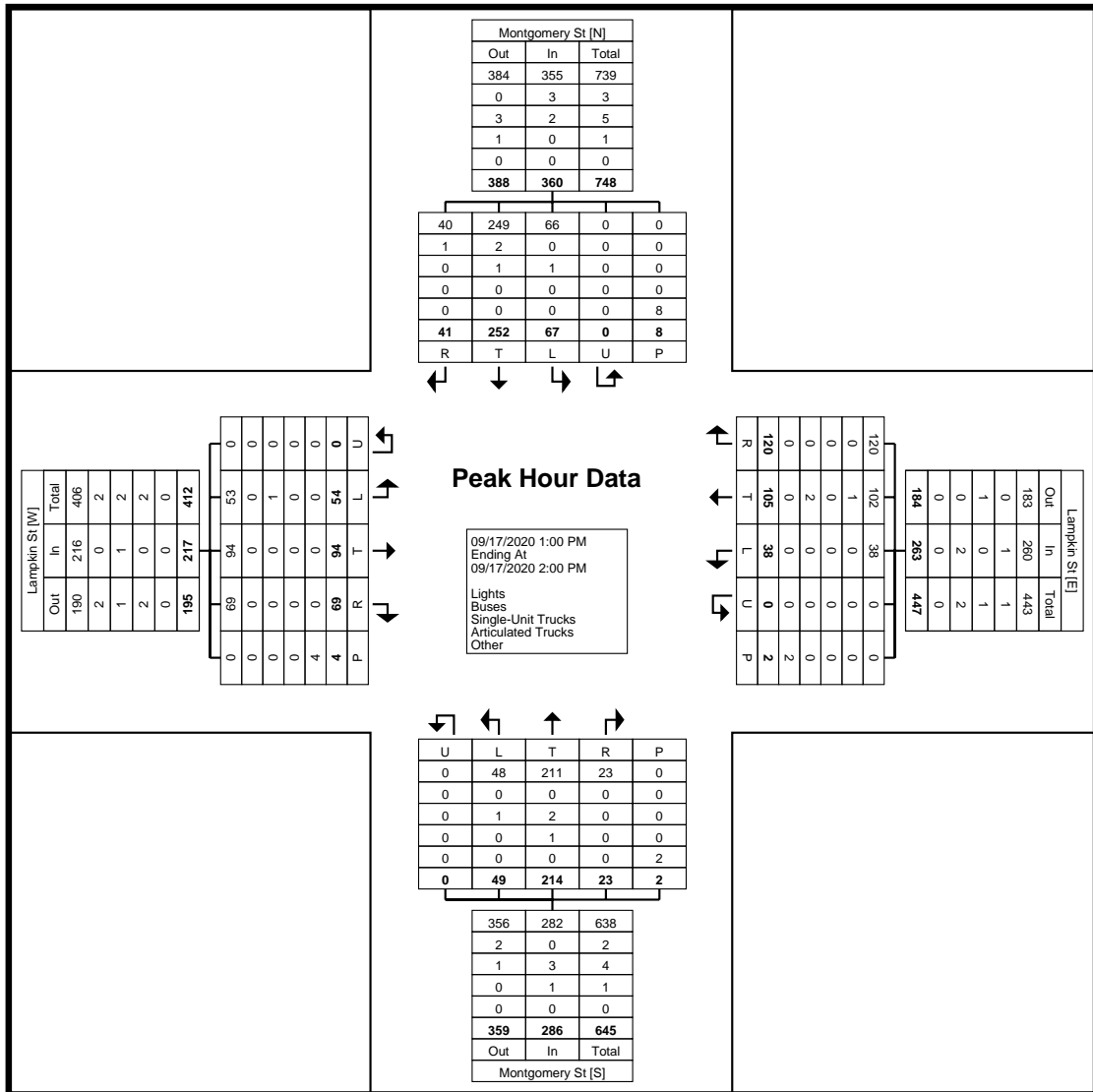
Count Name: 2010072 -
 Montgomery St @ Lampkin St,
 Starkville
 Site Code: 2010072
 Start Date: 09/17/2020
 Page No: 6

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Montgomery St Southbound						Lampkin St Westbound						Montgomery St Northbound						Lampkin St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
1:00 PM	17	48	16	0	1	81	41	29	8	0	0	78	8	53	14	0	0	75	17	27	10	0	0	54	288
1:15 PM	5	60	17	0	4	82	28	31	13	0	2	72	5	53	15	0	1	73	18	28	21	0	1	67	294
1:30 PM	11	69	12	0	2	92	24	29	4	0	0	57	7	58	9	0	0	74	14	17	14	0	3	45	268
1:45 PM	8	75	22	0	1	105	27	16	13	0	0	56	3	50	11	0	1	64	20	22	9	0	0	51	276
Total	41	252	67	0	8	360	120	105	38	0	2	263	23	214	49	0	2	286	69	94	54	0	4	217	1126
Approach %	11.4	70.0	18.6	0.0	-	-	45.6	39.9	14.4	0.0	-	-	8.0	74.8	17.1	0.0	-	-	31.8	43.3	24.9	0.0	-	-	-
Total %	3.6	22.4	6.0	0.0	-	32.0	10.7	9.3	3.4	0.0	-	23.4	2.0	19.0	4.4	0.0	-	25.4	6.1	8.3	4.8	0.0	-	19.3	-
PHF	0.603	0.840	0.761	0.000	-	0.857	0.732	0.847	0.731	0.000	-	0.843	0.719	0.922	0.817	0.000	-	0.953	0.863	0.839	0.643	0.000	-	0.810	0.957
Lights	40	249	66	0	-	355	120	102	38	0	-	260	23	211	48	0	-	282	69	94	53	0	-	216	1113
% Lights	97.6	98.8	98.5	-	-	98.6	100.0	97.1	100.0	-	-	98.9	100.0	98.6	98.0	-	-	98.6	100.0	100.0	98.1	-	-	99.5	98.8
Buses	1	2	0	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	2.4	0.8	0.0	-	-	0.8	0.0	1.0	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	2	1	0	-	3	0	0	1	0	-	1	6
% Single-Unit Trucks	0.0	0.4	1.5	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	0.9	2.0	-	-	1.0	0.0	0.0	1.9	-	-	0.5	0.5
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.9	0.0	-	-	0.8	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	12.5	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	87.5	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-

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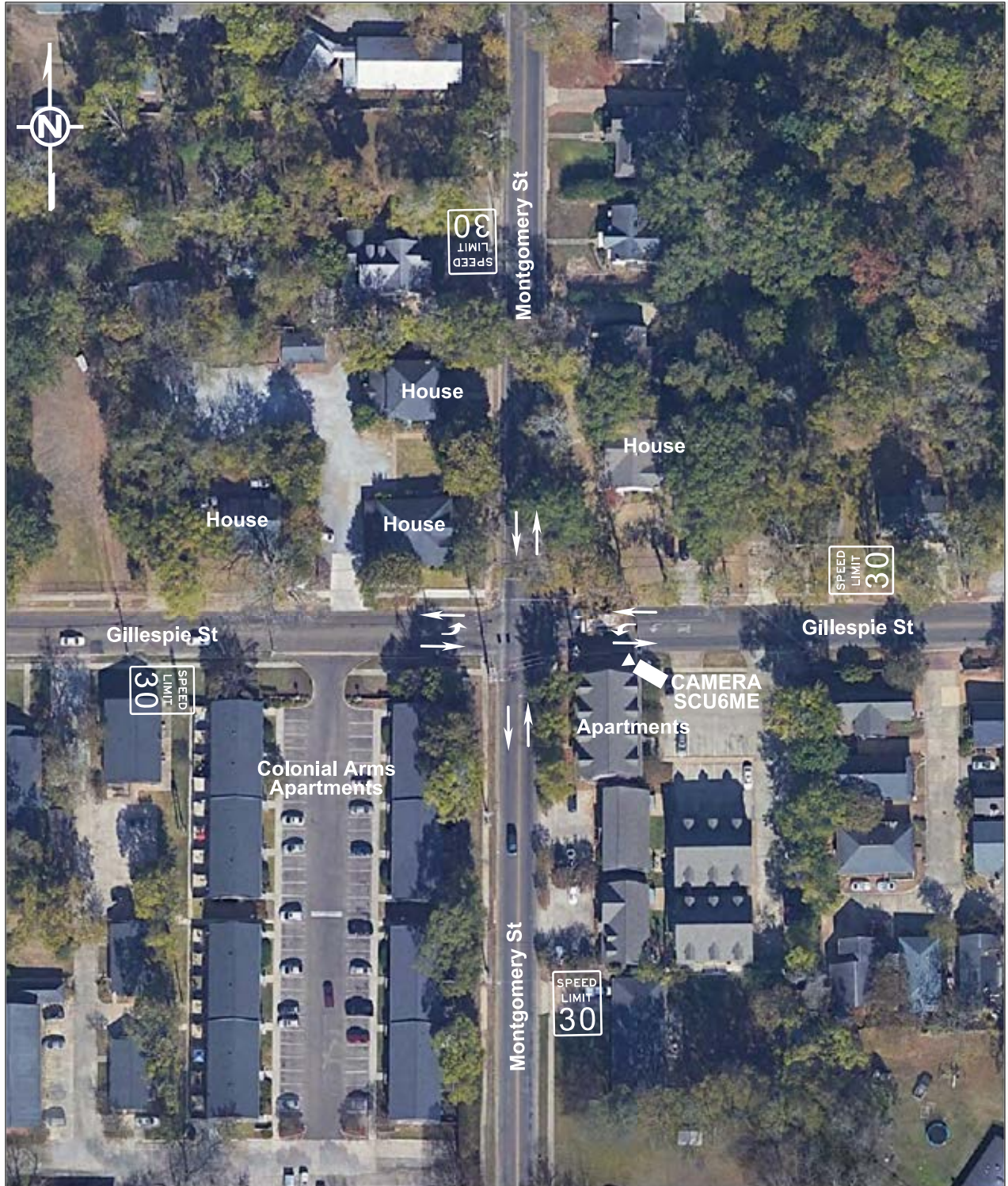
Count Name: 2010072 -
 Montgomery St @ Lampkin St,
 Starkville
 Site Code: 2010072
 Start Date: 09/17/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (1:00 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				Lampkin St From East				Montgomery St From South				Lampkin St From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Grand Total	15	29	4	0	11	15	2	0	4	20	3	0	5	14	22	0	144	
Apprch %	31.2	60.4	8.3	0	39.3	53.6	7.1	0	14.8	74.1	11.1	0	12.2	34.1	53.7	0		
Total %	10.4	20.1	2.8	0	7.6	10.4	1.4	0	2.8	13.9	2.1	0	3.5	9.7	15.3	0		
Buses	5	11	0	0	3	1	0	0	0	1	0	0	1	3	8	0	33	
% Buses	33.3	37.9	0	0	27.3	6.7	0	0	0	5	0	0	20	21.4	36.4	0	22.9	
Single-Unit Trucks	7	15	4	0	8	9	2	0	3	14	2	0	4	7	10	0	85	
% Single-Unit Trucks	46.7	51.7	100	0	72.7	60	100	0	75	70	66.7	0	80	50	45.5	0	59	
Articulated Trucks	3	3	0	0	0	5	0	0	1	5	1	0	0	4	4	0	26	
% Articulated Trucks	20	10.3	0	0	0	33.3	0	0	25	25	33.3	0	0	28.6	18.2	0	18.1	



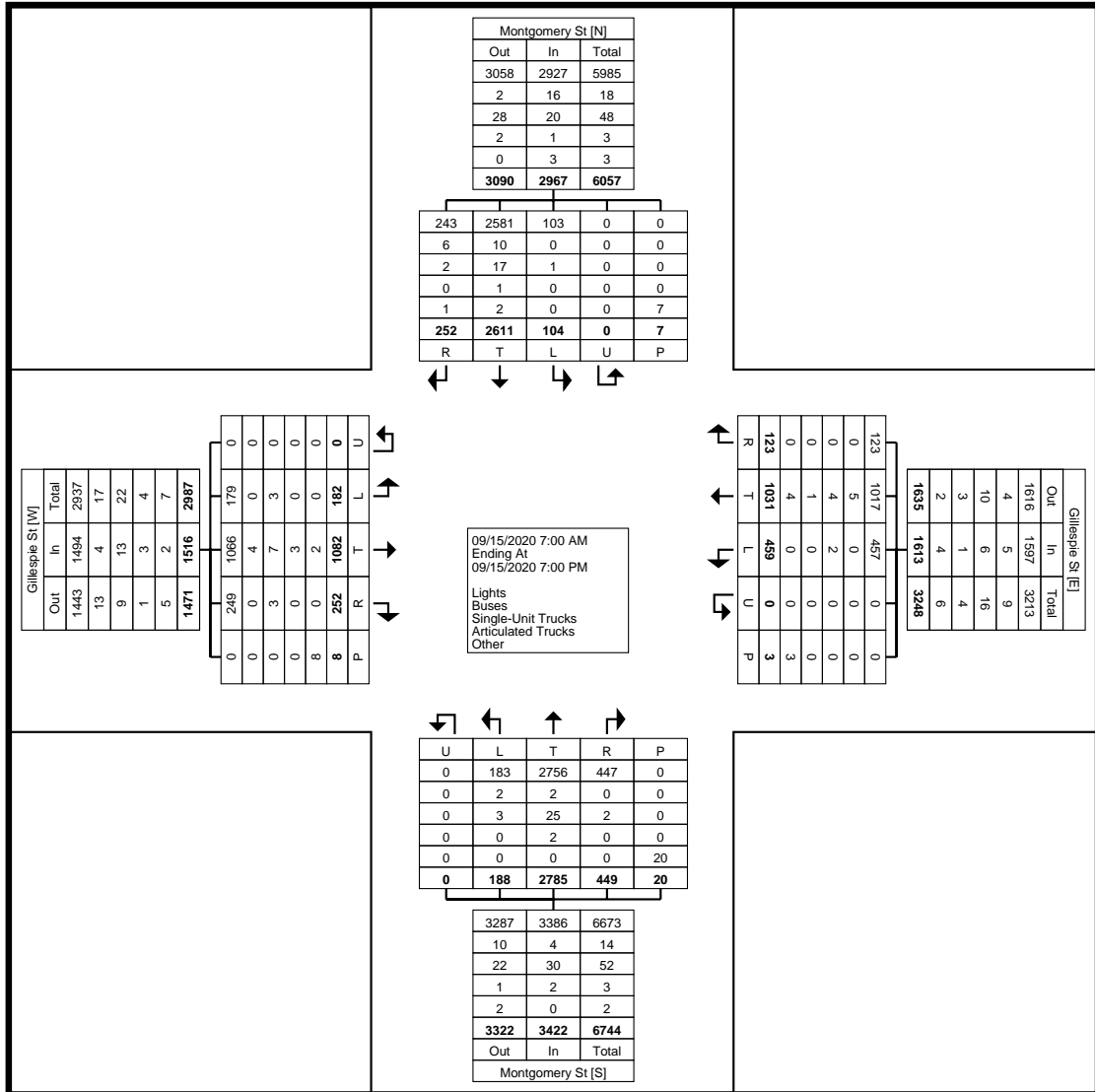
**TURNING MOVEMENT COUNT #2010068
MONTGOMERY ST @ GILLESPIE ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A23

Lights	243	2581	103	0	-	2927	123	1017	457	0	-	1597	447	2756	183	0	-	3386	249	1066	179	0	-	1494	9404
% Lights	96.4	98.9	99.0	-	-	98.7	100.0	98.6	99.6	-	-	99.0	99.6	99.0	97.3	-	-	98.9	98.8	98.5	98.4	-	-	98.5	98.8
Buses	6	10	0	0	-	16	0	5	0	0	-	5	0	2	2	0	-	4	0	4	0	0	-	4	29
% Buses	2.4	0.4	0.0	-	-	0.5	0.0	0.5	0.0	-	-	0.3	0.0	0.1	1.1	-	-	0.1	0.0	0.4	0.0	-	-	0.3	0.3
Single-Unit Trucks	2	17	1	0	-	20	0	4	2	0	-	6	2	25	3	0	-	30	3	7	3	0	-	13	69
% Single-Unit Trucks	0.8	0.7	1.0	-	-	0.7	0.0	0.4	0.4	-	-	0.4	0.4	0.9	1.6	-	-	0.9	1.2	0.6	1.6	-	-	0.9	0.7
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	2	0	0	-	2	0	3	0	0	-	3	7
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.1	0.0	-	-	0.1	0.0	0.3	0.0	-	-	0.2	0.1
Bicycles on Road	1	2	0	0	-	3	0	4	0	0	-	4	0	0	0	0	-	0	0	2	0	0	-	2	9
% Bicycles on Road	0.4	0.1	0.0	-	-	0.1	0.0	0.4	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	18	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-	-	-	-	87.5	-	-

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Count Name: 2010068 -
 Montgomery St @ Gillespie St,
 Starkville
 Site Code: 2010068
 Start Date: 09/15/2020
 Page No: 3



Turning Movement Data Plot

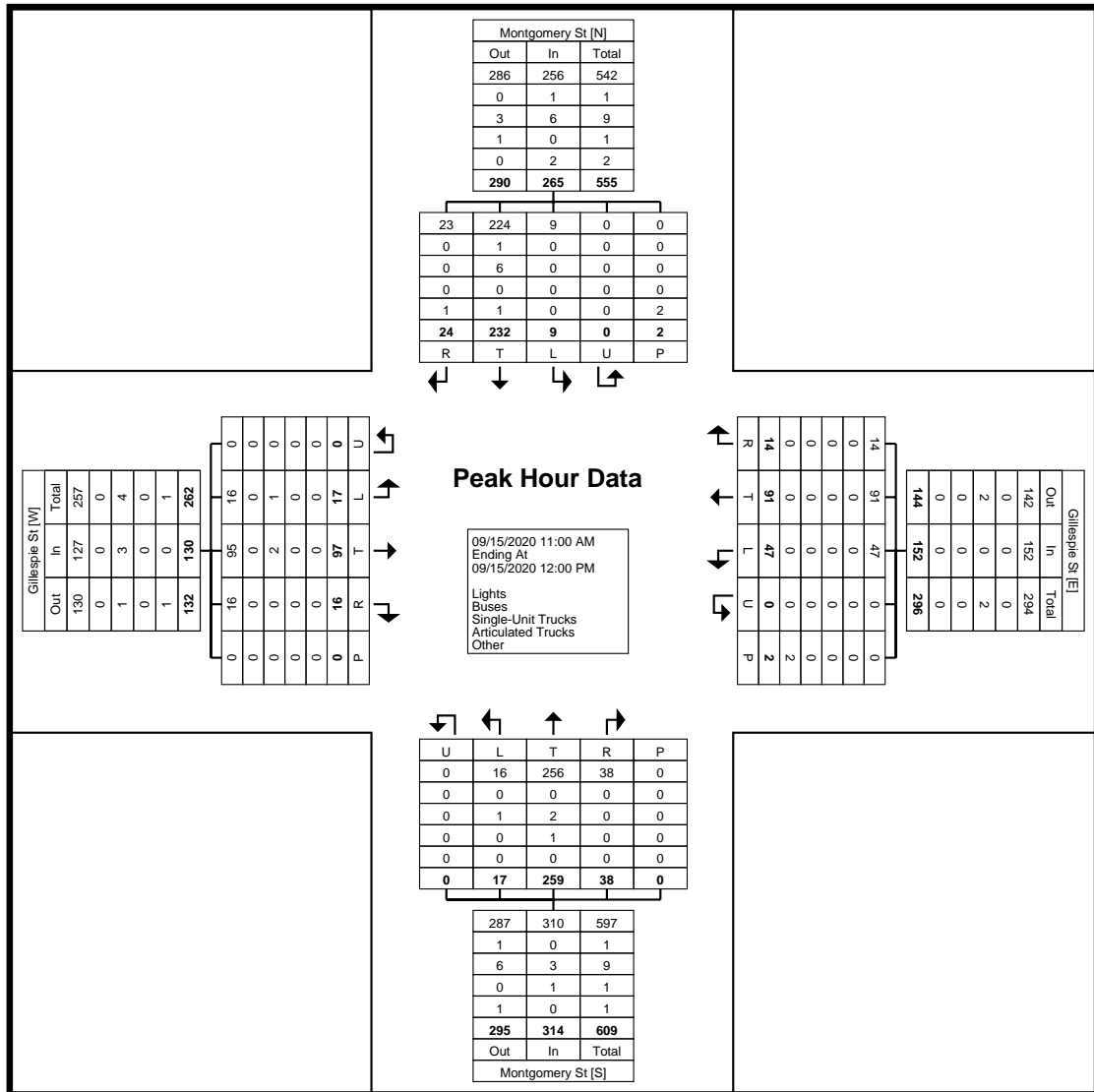
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Count Name: 2010068 -
 Montgomery St @ Gillespie St,
 Starkville
 Site Code: 2010068
 Start Date: 09/15/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Montgomery St Southbound						Gillespie St Westbound						Montgomery St Northbound						Gillespie St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	4	57	2	0	0	63	4	15	9	0	0	28	7	59	4	0	0	70	3	24	3	0	0	30	191
11:15 AM	5	50	2	0	1	57	2	21	3	0	1	26	9	60	5	0	0	74	6	16	8	0	0	30	187
11:30 AM	8	52	5	0	1	65	2	29	12	0	1	43	5	66	5	0	0	76	3	27	2	0	0	32	216
11:45 AM	7	73	0	0	0	80	6	26	23	0	0	55	17	74	3	0	0	94	4	30	4	0	0	38	267
Total	24	232	9	0	2	265	14	91	47	0	2	152	38	259	17	0	0	314	16	97	17	0	0	130	861
Approach %	9.1	87.5	3.4	0.0	-	-	9.2	59.9	30.9	0.0	-	-	12.1	82.5	5.4	0.0	-	-	12.3	74.6	13.1	0.0	-	-	-
Total %	2.8	26.9	1.0	0.0	-	30.8	1.6	10.6	5.5	0.0	-	17.7	4.4	30.1	2.0	0.0	-	36.5	1.9	11.3	2.0	0.0	-	15.1	-
PHF	0.750	0.795	0.450	0.000	-	0.828	0.583	0.784	0.511	0.000	-	0.691	0.559	0.875	0.850	0.000	-	0.835	0.667	0.808	0.531	0.000	-	0.855	0.806
Lights	23	224	9	0	-	256	14	91	47	0	-	152	38	256	16	0	-	310	16	95	16	0	-	127	845
% Lights	95.8	96.6	100.0	-	-	96.6	100.0	100.0	100.0	-	-	100.0	100.0	98.8	94.1	-	-	98.7	100.0	97.9	94.1	-	-	97.7	98.1
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.4	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Single-Unit Trucks	0	6	0	0	-	6	0	0	0	0	-	0	0	2	1	0	-	3	0	2	1	0	-	3	12
% Single-Unit Trucks	0.0	2.6	0.0	-	-	2.3	0.0	0.0	0.0	-	-	0.0	0.0	0.8	5.9	-	-	1.0	0.0	2.1	5.9	-	-	2.3	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	1	1	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	4.2	0.4	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Michael Baker International
310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700



Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

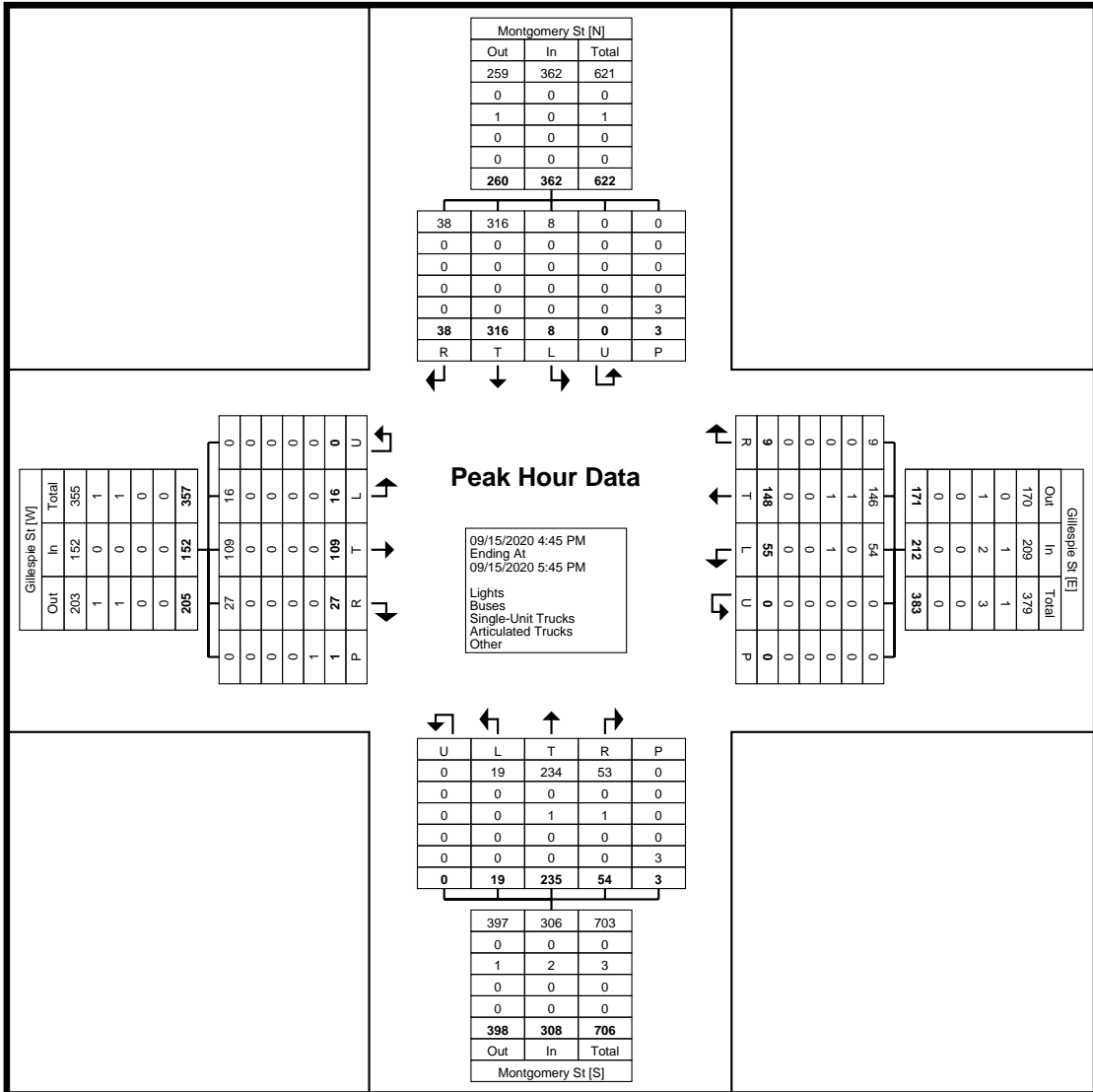
Count Name: 2010068 -
 Montgomery St @ Gillespie St,
 Starkville
 Site Code: 2010068
 Start Date: 09/15/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Montgomery St Southbound						Gillespie St Westbound						Montgomery St Northbound						Gillespie St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	9	77	2	0	0	88	2	27	13	0	0	42	14	49	4	0	0	67	4	29	3	0	0	36	233
5:00 PM	11	84	1	0	0	96	2	42	14	0	0	58	11	61	5	0	1	77	7	27	7	0	1	41	272
5:15 PM	11	80	1	0	3	92	2	48	14	0	0	64	16	63	5	0	2	84	8	30	3	0	0	41	281
5:30 PM	7	75	4	0	0	86	3	31	14	0	0	48	13	62	5	0	0	80	8	23	3	0	0	34	248
Total	38	316	8	0	3	362	9	148	55	0	0	212	54	235	19	0	3	308	27	109	16	0	1	152	1034
Approach %	10.5	87.3	2.2	0.0	-	-	4.2	69.8	25.9	0.0	-	-	17.5	76.3	6.2	0.0	-	-	17.8	71.7	10.5	0.0	-	-	-
Total %	3.7	30.6	0.8	0.0	-	35.0	0.9	14.3	5.3	0.0	-	20.5	5.2	22.7	1.8	0.0	-	29.8	2.6	10.5	1.5	0.0	-	14.7	-
PHF	0.864	0.940	0.500	0.000	-	0.943	0.750	0.771	0.982	0.000	-	0.828	0.844	0.933	0.950	0.000	-	0.917	0.844	0.908	0.571	0.000	-	0.927	0.920
Lights	38	316	8	0	-	362	9	146	54	0	-	209	53	234	19	0	-	306	27	109	16	0	-	152	1029
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	98.6	98.2	-	-	98.6	98.1	99.6	100.0	-	-	99.4	100.0	100.0	100.0	-	-	100.0	99.5
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	1	1	0	-	2	1	1	0	0	-	2	0	0	0	0	-	0	4
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.7	1.8	-	-	0.9	1.9	0.4	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010068 -
 Montgomery St @ Gillespie St,
 Starkville
 Site Code: 2010068
 Start Date: 09/15/2020
 Page No: 7



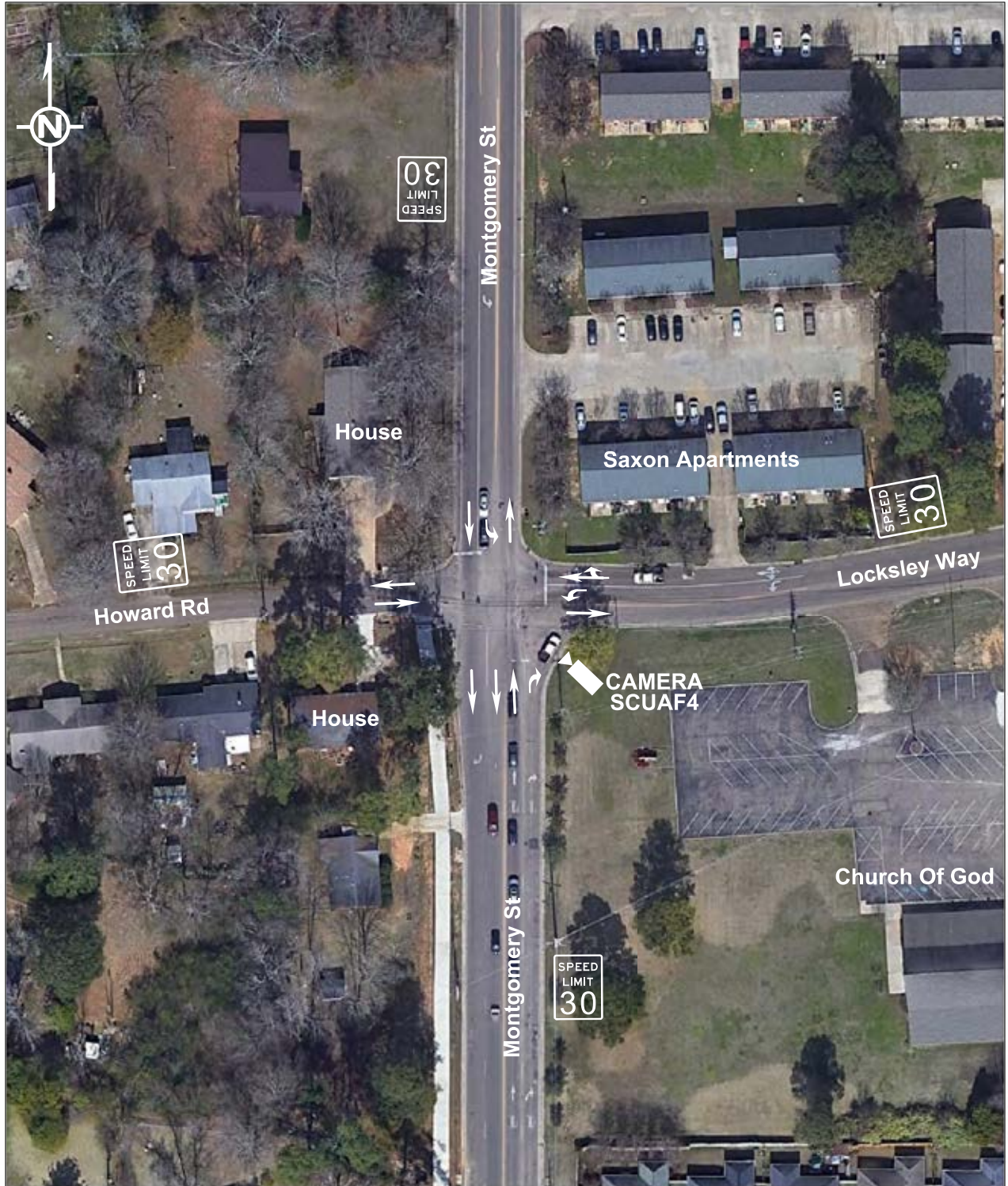
Turning Movement Peak Hour Data Plot (4:45 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				Gillespie St From East				Montgomery St From South				Gillespie St From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
07:30 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
07:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	3	2	0	0	0	1	0	0	0	0	1	0	1	2	0	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
08:30 AM	0	1	0	0	0	1	0	0	0	4	0	0	0	1	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	0	1	0	0	0	7	0	0	0	2	0	0	12
09:00 AM	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	2	0	0	0	1	2	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:30 AM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	1	0	0	1	0	0	0	2	1	0	0	1	0	0	7
11:00 AM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
11:30 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	5
11:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
Total	0	7	0	0	0	0	0	0	0	3	1	0	0	2	1	0	14
12:00 PM	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
12:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	3	0	0	0	0	0	0	0	4	0	0	1	1	1	0	12
01:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	5
01:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5
Total	0	3	0	0	0	0	1	0	0	8	0	0	0	1	1	0	14
02:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Total	2	7	0	0	0	0	0	0	0	0	0	0	1	2	0	0	12
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
03:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	1	0	0	1	0	0	0	0	3	0	0	6
04:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	3	0	0	0	2	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				Gillespie St From East				Montgomery St From South				Gillespie St From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	8	28	1	0	0	10	2	0	2	29	5	0	3	14	3	0	0	105
Apprch %	21.6	75.7	2.7	0	0	83.3	16.7	0	5.6	80.6	13.9	0	15	70	15	0	0	
Total %	7.6	26.7	1	0	0	9.5	1.9	0	1.9	27.6	4.8	0	2.9	13.3	2.9	0	0	
Buses	6	10	0	0	0	5	0	0	0	2	2	0	0	4	0	0	0	29
% Buses	75	35.7	0	0	0	50	0	0	0	6.9	40	0	0	28.6	0	0	0	27.6
Single-Unit Trucks	2	17	1	0	0	4	2	0	2	25	3	0	3	7	3	0	0	69
% Single-Unit Trucks	25	60.7	100	0	0	40	100	0	100	86.2	60	0	100	50	100	0	0	65.7
Articulated Trucks	0	1	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	7
% Articulated Trucks	0	3.6	0	0	0	10	0	0	0	6.9	0	0	0	21.4	0	0	0	6.7



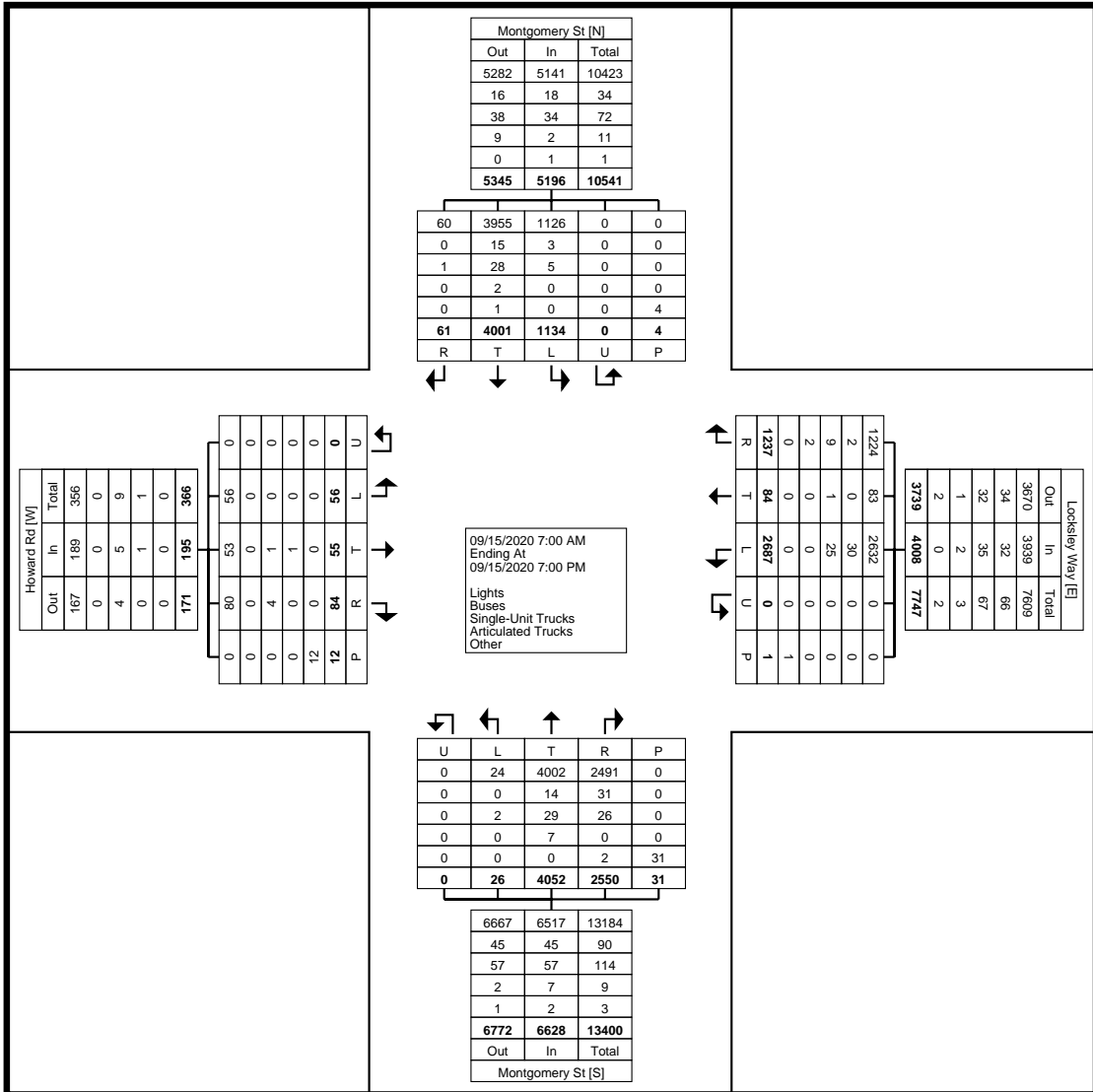
TURNING MOVEMENT COUNT #2010066
MONTGOMERY ST @ LOCKSLEY WAY / HOWARD RD
STARKVILLE, MS
OKTIBBEHA COUNTY

5.1 A33

Lights	60	3955	1126	0	-	5141	1224	83	2632	0	-	3939	2491	4002	24	0	-	6517	80	53	56	0	-	189	15786
% Lights	98.4	98.9	99.3	-	-	98.9	98.9	98.8	98.0	-	-	98.3	97.7	98.8	92.3	-	-	98.3	95.2	96.4	100.0	-	-	96.9	98.5
Buses	0	15	3	0	-	18	2	0	30	0	-	32	31	14	0	0	-	45	0	0	0	0	-	0	95
% Buses	0.0	0.4	0.3	-	-	0.3	0.2	0.0	1.1	-	-	0.8	1.2	0.3	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.6
Single-Unit Trucks	1	28	5	0	-	34	9	1	25	0	-	35	26	29	2	0	-	57	4	1	0	0	-	5	131
% Single-Unit Trucks	1.6	0.7	0.4	-	-	0.7	0.7	1.2	0.9	-	-	0.9	1.0	0.7	7.7	-	-	0.9	4.8	1.8	0.0	-	-	2.6	0.8
Articulated Trucks	0	2	0	0	-	2	2	0	0	0	-	2	0	7	0	0	-	7	0	1	0	0	-	1	12
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.2	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.0	1.8	0.0	-	-	0.5	0.1
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	2	0	0	0	-	2	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	0.0	-	-	-	-	-	-	32.3	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	1	-	-	-	-	-	-	21	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	100.0	-	-	-	-	-	-	67.7	-	-	-	-	-	75.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010066 -
 Montgomery St @ Locksley Way
 / Howard Rd, Starkville
 Site Code: 2010066
 Start Date: 09/15/2020
 Page No: 3



Turning Movement Data Plot

5.1 A35

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310 New Pointe Drive

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601.607.8700

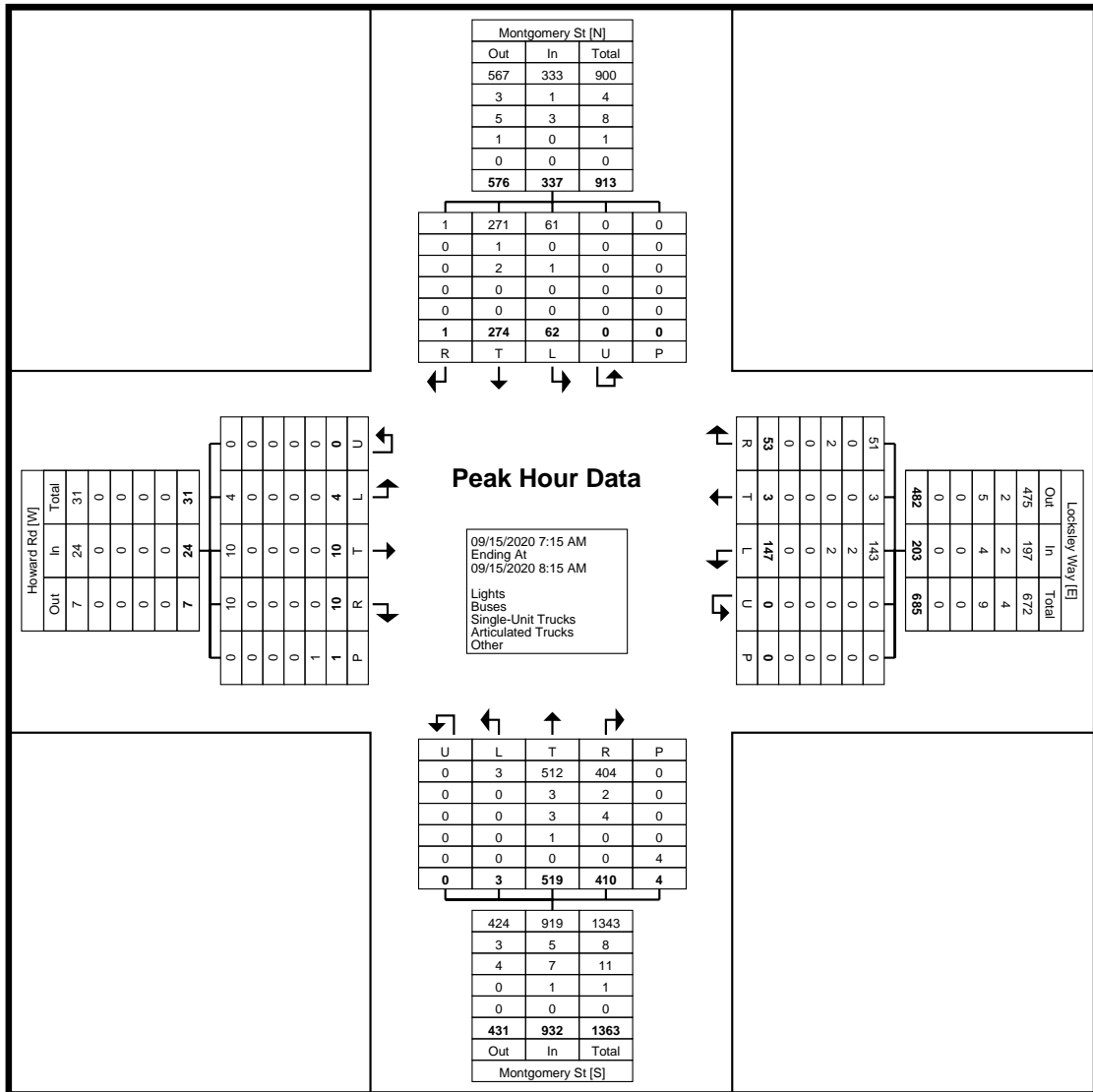
Count Name: 2010066 -
Montgomery St @ Locksley Way
/ Howard Rd, Starkville
Site Code: 2010066
Start Date: 09/15/2020
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Montgomery St Southbound						Locksley Way Westbound						Montgomery St Northbound						Howard Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	0	64	5	0	0	69	11	0	36	0	0	47	79	115	0	0	0	194	5	1	3	0	1	9	319
7:30 AM	0	92	20	0	0	112	16	2	37	0	0	55	116	140	1	0	0	257	2	2	0	0	0	4	428
7:45 AM	0	67	23	0	0	90	15	1	44	0	0	60	139	153	1	0	2	293	2	4	0	0	0	6	449
8:00 AM	1	51	14	0	0	66	11	0	30	0	0	41	76	111	1	0	2	188	1	3	1	0	0	5	300
Total	1	274	62	0	0	337	53	3	147	0	0	203	410	519	3	0	4	932	10	10	4	0	1	24	1496
Approach %	0.3	81.3	18.4	0.0	-	-	26.1	1.5	72.4	0.0	-	-	44.0	55.7	0.3	0.0	-	-	41.7	41.7	16.7	0.0	-	-	-
Total %	0.1	18.3	4.1	0.0	-	22.5	3.5	0.2	9.8	0.0	-	13.6	27.4	34.7	0.2	0.0	-	62.3	0.7	0.7	0.3	0.0	-	1.6	-
PHF	0.250	0.745	0.674	0.000	-	0.752	0.828	0.375	0.835	0.000	-	0.846	0.737	0.848	0.750	0.000	-	0.795	0.500	0.625	0.333	0.000	-	0.667	0.833
Lights	1	271	61	0	-	333	51	3	143	0	-	197	404	512	3	0	-	919	10	10	4	0	-	24	1473
% Lights	100.0	98.9	98.4	-	-	98.8	96.2	100.0	97.3	-	-	97.0	98.5	98.7	100.0	-	-	98.6	100.0	100.0	100.0	-	-	100.0	98.5
Buses	0	1	0	0	-	1	0	0	2	0	-	2	2	3	0	0	-	5	0	0	0	0	-	0	8
% Buses	0.0	0.4	0.0	-	-	0.3	0.0	0.0	1.4	-	-	1.0	0.5	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.5
Single-Unit Trucks	0	2	1	0	-	3	2	0	2	0	-	4	4	3	0	0	-	7	0	0	0	0	-	0	14
% Single-Unit Trucks	0.0	0.7	1.6	-	-	0.9	3.8	0.0	1.4	-	-	2.0	1.0	0.6	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-

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Count Name: 2010066 -
 Montgomery St @ Locksley Way
 / Howard Rd, Starkville
 Site Code: 2010066
 Start Date: 09/15/2020
 Page No: 5



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

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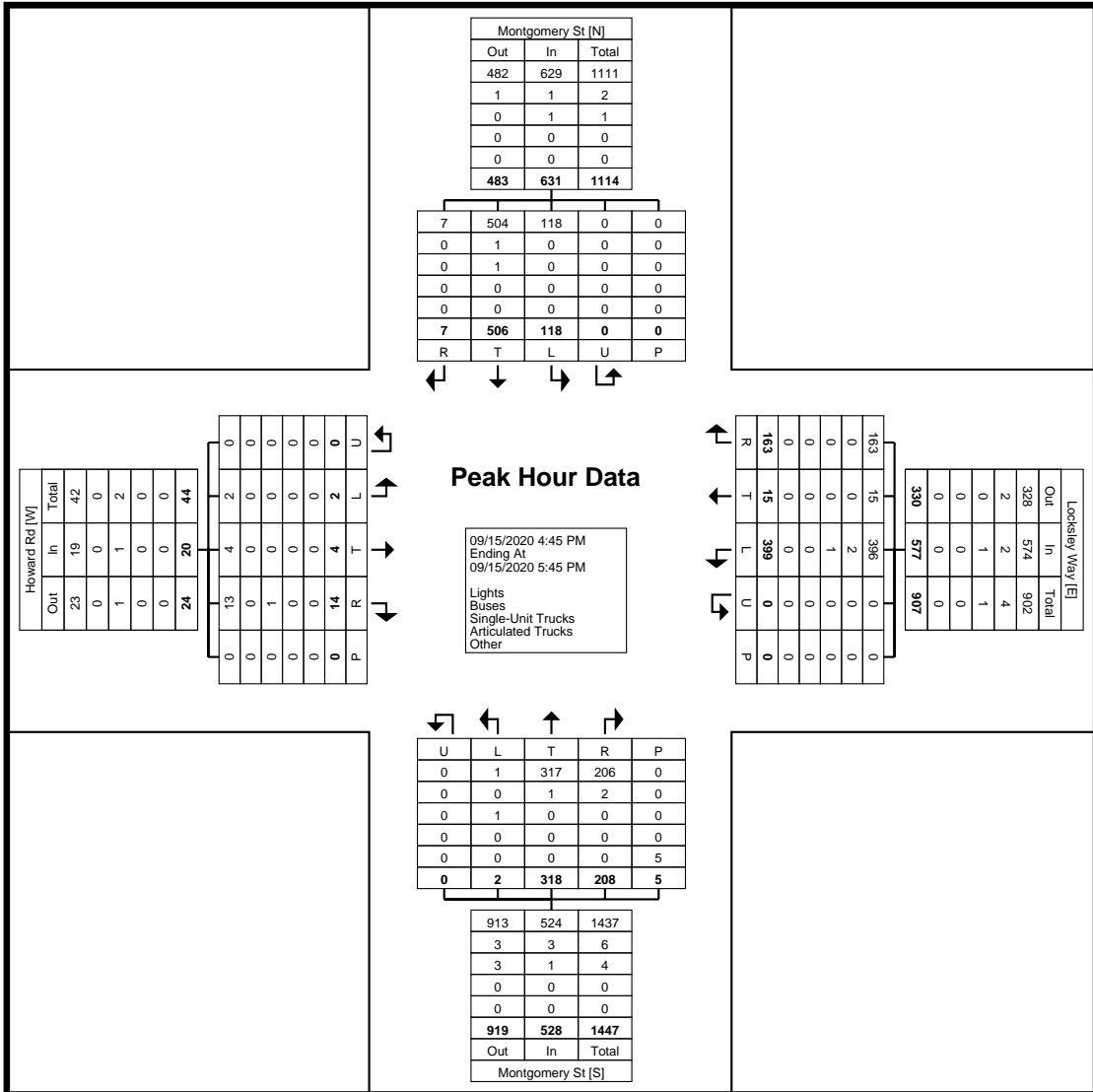
Count Name: 2010066 -
 Montgomery St @ Locksley Way
 / Howard Rd, Starkville
 Site Code: 2010066
 Start Date: 09/15/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Montgomery St Southbound						Locksley Way Westbound						Montgomery St Northbound						Howard Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	1	112	23	0	0	136	45	1	88	0	0	134	59	73	1	0	1	133	5	1	0	0	0	6	409
5:00 PM	0	138	40	0	0	178	36	6	94	0	0	136	52	84	0	0	2	136	2	0	1	0	0	3	453
5:15 PM	2	140	22	0	0	164	39	3	123	0	0	165	48	87	0	0	0	135	3	1	0	0	0	4	468
5:30 PM	4	116	33	0	0	153	43	5	94	0	0	142	49	74	1	0	2	124	4	2	1	0	0	7	426
Total	7	506	118	0	0	631	163	15	399	0	0	577	208	318	2	0	5	528	14	4	2	0	0	20	1756
Approach %	1.1	80.2	18.7	0.0	-	-	28.2	2.6	69.2	0.0	-	-	39.4	60.2	0.4	0.0	-	-	70.0	20.0	10.0	0.0	-	-	-
Total %	0.4	28.8	6.7	0.0	-	35.9	9.3	0.9	22.7	0.0	-	32.9	11.8	18.1	0.1	0.0	-	30.1	0.8	0.2	0.1	0.0	-	1.1	-
PHF	0.438	0.904	0.738	0.000	-	0.886	0.906	0.625	0.811	0.000	-	0.874	0.881	0.914	0.500	0.000	-	0.971	0.700	0.500	0.500	0.000	-	0.714	0.938
Lights	7	504	118	0	-	629	163	15	396	0	-	574	206	317	1	0	-	524	13	4	2	0	-	19	1746
% Lights	100.0	99.6	100.0	-	-	99.7	100.0	100.0	99.2	-	-	99.5	99.0	99.7	50.0	-	-	99.2	92.9	100.0	100.0	-	-	95.0	99.4
Buses	0	1	0	0	-	1	0	0	2	0	-	2	2	1	0	0	-	3	0	0	0	0	-	0	6
% Buses	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.5	-	-	0.3	1.0	0.3	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.3
Single-Unit Trucks	0	1	0	0	-	1	0	0	1	0	-	1	0	0	1	0	-	1	1	0	0	0	-	1	4
% Single-Unit Trucks	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.3	-	-	0.2	0.0	0.0	50.0	-	-	0.2	7.1	0.0	0.0	-	-	5.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-	-	-	-	-	-	-

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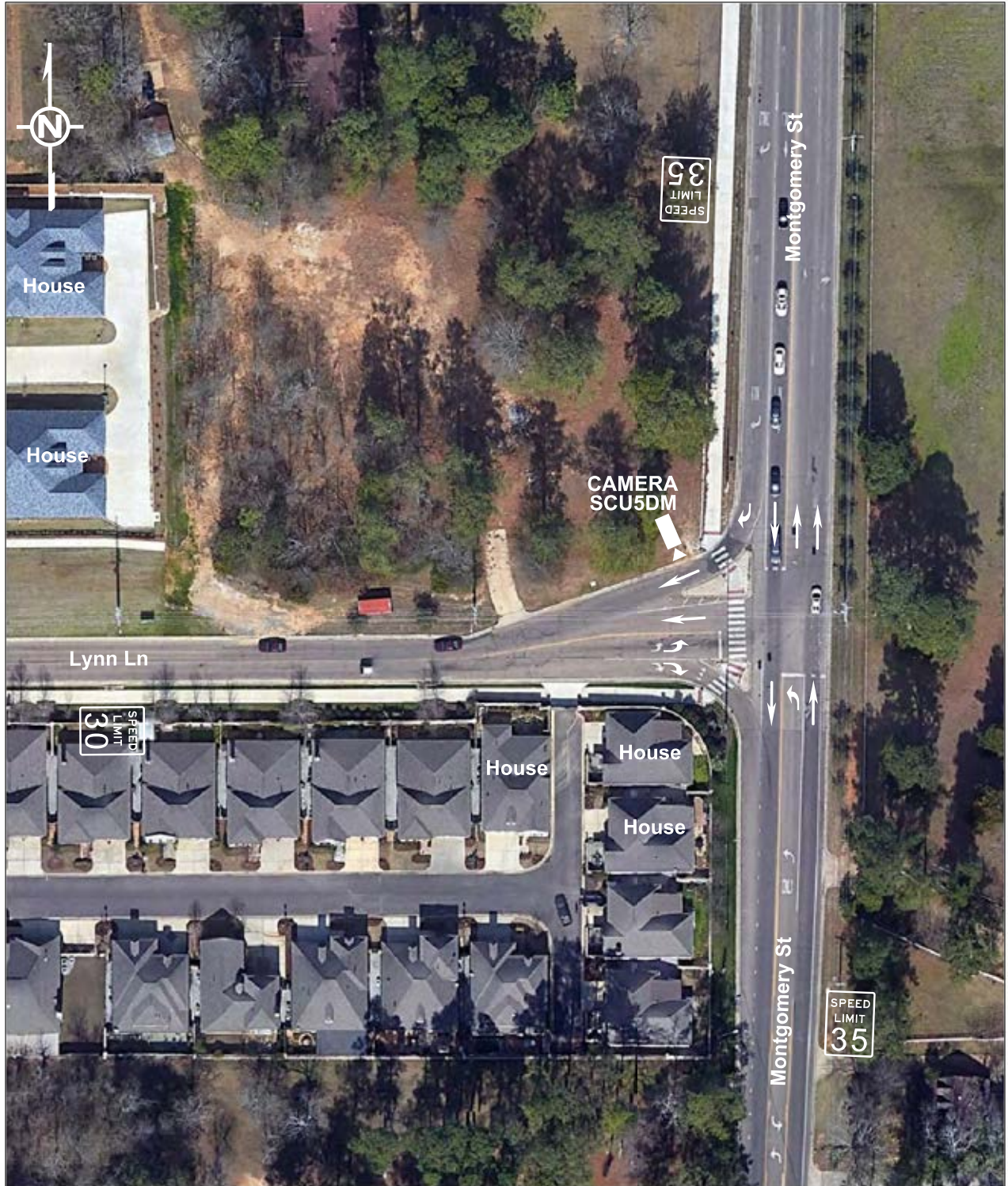
Count Name: 2010066 -
 Montgomery St @ Locksley Way
 / Howard Rd, Starkville
 Site Code: 2010066
 Start Date: 09/15/2020
 Page No: 7



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				Locksley Way From East				Montgomery St From South				Howard Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	4
Total	0	2	0	0	0	0	3	0	1	2	1	0	1	0	0	0	10
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	1	0	0	0	1	0	0	0	5
Grand Total	1	45	8	0	13	1	55	0	57	50	2	0	4	2	0	0	238
Apprch %	1.9	83.3	14.8	0	18.8	1.4	79.7	0	52.3	45.9	1.8	0	66.7	33.3	0	0	
Total %	0.4	18.9	3.4	0	5.5	0.4	23.1	0	23.9	21	0.8	0	1.7	0.8	0	0	
Buses	0	15	3	0	2	0	30	0	31	14	0	0	0	0	0	0	95
% Buses	0	33.3	37.5	0	15.4	0	54.5	0	54.4	28	0	0	0	0	0	0	39.9
Single-Unit Trucks	1	28	5	0	9	1	25	0	26	29	2	0	4	1	0	0	131
% Single-Unit Trucks	100	62.2	62.5	0	69.2	100	45.5	0	45.6	58	100	0	100	50	0	0	55
Articulated Trucks	0	2	0	0	2	0	0	0	0	7	0	0	0	1	0	0	12
% Articulated Trucks	0	4.4	0	0	15.4	0	0	0	0	14	0	0	0	50	0	0	5



TURNING MOVEMENT COUNT #2010065
MONTGOMERY ST @ LYNN LN
STARKVILLE, MS
OKTIBBEHA COUNTY

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Count Name: 2010065 -
 Montgomery St @ Lynn Ln,
 Starkville
 Site Code: 2010065
 Start Date: 09/15/2020
 Page No: 1

Turning Movement Data

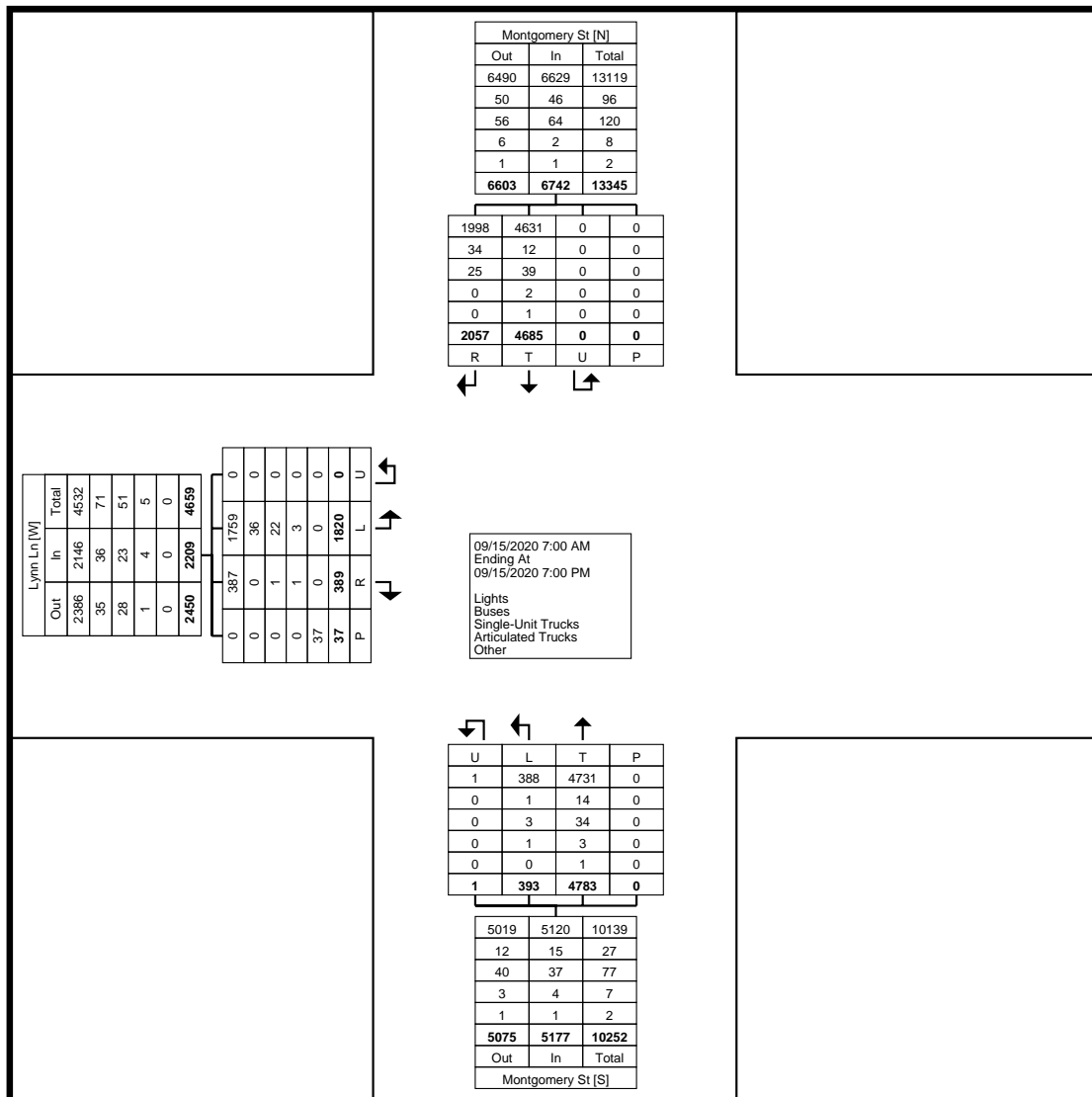
Start Time	Montgomery St Southbound					Montgomery St Northbound					Lynn Ln Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:00 AM	25	35	0	0	60	151	2	0	0	153	3	23	0	3	26	239
7:15 AM	52	45	0	0	97	150	6	0	0	156	1	43	0	0	44	297
7:30 AM	79	58	0	0	137	178	20	0	0	198	5	75	0	2	80	415
7:45 AM	38	68	0	0	106	211	16	0	0	227	8	92	0	2	100	433
Hourly Total	194	206	0	0	400	690	44	0	0	734	17	233	0	7	250	1384
8:00 AM	24	71	0	0	95	155	10	0	0	165	5	36	0	3	41	301
8:15 AM	14	69	0	0	83	138	8	0	0	146	3	25	0	0	28	257
8:30 AM	27	65	0	0	92	105	16	0	0	121	7	28	0	0	35	248
8:45 AM	30	81	0	0	111	99	10	0	0	109	4	33	0	0	37	257
Hourly Total	95	286	0	0	381	497	44	0	0	541	19	122	0	3	141	1063
9:00 AM	22	55	0	0	77	97	6	0	0	103	3	31	0	0	34	214
9:15 AM	26	53	0	0	79	85	10	0	0	95	6	28	0	0	34	208
9:30 AM	21	64	0	0	85	78	3	0	0	81	4	22	0	1	26	192
9:45 AM	31	74	0	0	105	99	5	0	0	104	1	37	0	0	38	247
Hourly Total	100	246	0	0	346	359	24	0	0	383	14	118	0	1	132	861
10:00 AM	15	61	0	0	76	70	6	0	0	76	4	25	0	1	29	181
10:15 AM	23	56	0	0	79	86	7	0	0	93	5	29	0	2	34	206
10:30 AM	19	66	0	0	85	65	6	0	0	71	1	33	0	3	34	190
10:45 AM	26	80	0	0	106	91	2	0	0	93	10	36	0	0	46	245
Hourly Total	83	263	0	0	346	312	21	0	0	333	20	123	0	6	143	822
11:00 AM	39	104	0	0	143	100	6	0	0	106	6	27	0	0	33	282
11:15 AM	32	80	0	0	112	84	11	0	0	95	3	20	0	1	23	230
11:30 AM	24	99	0	0	123	86	2	0	0	88	6	25	0	1	31	242
11:45 AM	35	121	0	0	156	94	4	0	0	98	9	46	0	0	55	309
Hourly Total	130	404	0	0	534	364	23	0	0	387	24	118	0	2	142	1063
12:00 PM	33	133	0	0	166	124	6	0	0	130	9	49	0	0	58	354
12:15 PM	53	129	0	0	182	73	4	0	0	77	4	36	0	0	40	299
12:30 PM	35	115	0	0	150	107	5	0	0	112	6	39	0	0	45	307
12:45 PM	47	112	0	0	159	109	10	0	0	119	13	36	0	0	49	327
Hourly Total	168	489	0	0	657	413	25	0	0	438	32	160	0	0	192	1287
1:00 PM	37	84	0	0	121	123	6	0	0	129	3	33	0	0	36	286
1:15 PM	48	73	0	0	121	102	4	0	0	106	6	37	0	2	43	270
1:30 PM	39	73	0	0	112	103	6	0	0	109	11	24	0	0	35	256
1:45 PM	48	93	0	0	141	106	13	0	0	119	11	42	0	0	53	313
Hourly Total	172	323	0	0	495	434	29	0	0	463	31	136	0	2	167	1125
2:00 PM	38	107	0	0	145	106	8	0	0	114	9	45	0	0	54	313
2:15 PM	40	130	0	0	170	87	4	0	0	91	4	23	0	0	27	288
2:30 PM	58	87	0	0	145	91	6	0	0	97	17	47	0	0	64	306
2:45 PM	56	109	0	0	165	92	12	0	0	104	5	40	0	0	45	314
Hourly Total	192	433	0	0	625	376	30	0	0	406	35	155	0	0	190	1221
3:00 PM	57	110	0	0	167	112	15	0	0	127	18	42	0	0	60	354
3:15 PM	56	116	0	0	172	111	12	0	0	123	24	51	0	0	75	370
3:30 PM	44	131	0	0	175	93	10	0	0	103	13	39	0	1	52	330
3:45 PM	51	126	0	0	177	78	9	0	0	87	2	30	0	0	32	296
Hourly Total	208	483	0	0	691	394	46	0	0	440	57	162	0	1	219	1350
4:00 PM	53	103	0	0	156	94	4	0	0	98	13	53	0	1	66	320
4:15 PM	53	121	0	0	174	79	5	0	0	84	5	34	0	5	39	297
4:30 PM	45	115	0	0	160	65	9	0	0	74	10	38	0	1	48	282
4:45 PM	63	131	0	0	194	96	7	1	0	104	5	40	0	1	45	343
Hourly Total	214	470	0	0	684	334	25	1	0	360	33	165	0	8	198	1242
5:00 PM	74	159	0	0	233	87	14	0	0	101	15	50	0	1	65	399
5:15 PM	79	184	0	0	263	91	12	0	0	103	12	49	0	0	61	427
5:30 PM	75	143	0	0	218	84	10	0	0	94	17	45	0	1	62	374
5:45 PM	59	133	0	0	192	88	21	0	0	109	22	46	0	0	68	369
Hourly Total	287	619	0	0	906	350	57	0	0	407	66	190	0	2	256	1569
6:00 PM	56	141	0	0	197	84	4	0	0	88	10	36	0	0	46	331
6:15 PM	54	115	0	0	169	54	7	0	0	61	7	29	0	1	36	266
6:30 PM	50	105	0	0	155	67	8	0	0	75	6	31	0	2	37	267
6:45 PM	54	102	0	0	156	55	6	0	0	61	18	42	0	2	60	277
Hourly Total	214	463	0	0	677	260	25	0	0	285	41	138	0	5	179	1141
Grand Total	2057	4685	0	0	6742	4783	393	1	0	5177	389	1820	0	37	2209	14128
Approach %	30.5	69.5	0.0	-	-	92.4	7.6	0.0	-	-	17.6	82.4	0.0	-	-	-
Total %	14.6	33.2	0.0	-	47.7	33.9	2.8	0.0	-	36.6	2.8	12.9	0.0	-	15.6	-

5.1 A43

Lights	1998	4631	0	-	6629	4731	388	1	-	5120	387	1759	0	-	2146	13895
% Lights	97.1	98.8	-	-	98.3	98.9	98.7	100.0	-	98.9	99.5	96.6	-	-	97.1	98.4
Buses	34	12	0	-	46	14	1	0	-	15	0	36	0	-	36	97
% Buses	1.7	0.3	-	-	0.7	0.3	0.3	0.0	-	0.3	0.0	2.0	-	-	1.6	0.7
Single-Unit Trucks	25	39	0	-	64	34	3	0	-	37	1	22	0	-	23	124
% Single-Unit Trucks	1.2	0.8	-	-	0.9	0.7	0.8	0.0	-	0.7	0.3	1.2	-	-	1.0	0.9
Articulated Trucks	0	2	0	-	2	3	1	0	-	4	1	3	0	-	4	10
% Articulated Trucks	0.0	0.0	-	-	0.0	0.1	0.3	0.0	-	0.1	0.3	0.2	-	-	0.2	0.1
Bicycles on Road	0	1	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	15	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	40.5	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	59.5	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010065 -
 Montgomery St @ Lynn Ln,
 Starkville
 Site Code: 2010065
 Start Date: 09/15/2020
 Page No: 3



Turning Movement Data Plot

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310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
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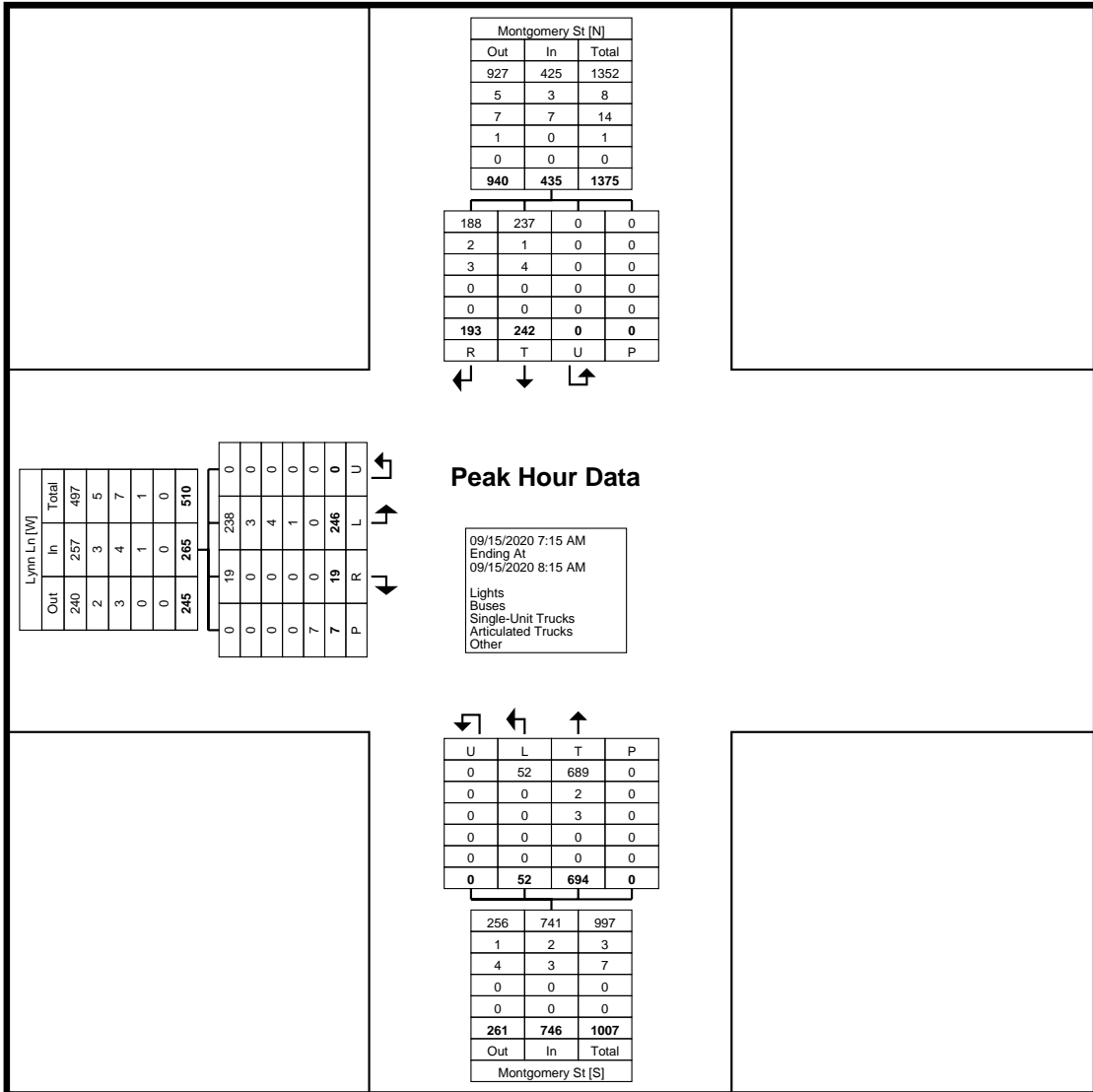
Count Name: 2010065 -
Montgomery St @ Lynn Ln,
Starkville
Site Code: 2010065
Start Date: 09/15/2020
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Montgomery St Southbound					Montgomery St Northbound					Lynn Ln Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:15 AM	52	45	0	0	97	150	6	0	0	156	1	43	0	0	44	297
7:30 AM	79	58	0	0	137	178	20	0	0	198	5	75	0	2	80	415
7:45 AM	38	68	0	0	106	211	16	0	0	227	8	92	0	2	100	433
8:00 AM	24	71	0	0	95	155	10	0	0	165	5	36	0	3	41	301
Total	193	242	0	0	435	694	52	0	0	746	19	246	0	7	265	1446
Approach %	44.4	55.6	0.0	-	-	93.0	7.0	0.0	-	-	7.2	92.8	0.0	-	-	-
Total %	13.3	16.7	0.0	-	30.1	48.0	3.6	0.0	-	51.6	1.3	17.0	0.0	-	18.3	-
PHF	0.611	0.852	0.000	-	0.794	0.822	0.650	0.000	-	0.822	0.594	0.668	0.000	-	0.663	0.835
Lights	188	237	0	-	425	689	52	0	-	741	19	238	0	-	257	1423
% Lights	97.4	97.9	-	-	97.7	99.3	100.0	-	-	99.3	100.0	96.7	-	-	97.0	98.4
Buses	2	1	0	-	3	2	0	0	-	2	0	3	0	-	3	8
% Buses	1.0	0.4	-	-	0.7	0.3	0.0	-	-	0.3	0.0	1.2	-	-	1.1	0.6
Single-Unit Trucks	3	4	0	-	7	3	0	0	-	3	0	4	0	-	4	14
% Single-Unit Trucks	1.6	1.7	-	-	1.6	0.4	0.0	-	-	0.4	0.0	1.6	-	-	1.5	1.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.4	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	3	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	42.9	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	4	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	57.1	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010065 -
 Montgomery St @ Lynn Ln,
 Starkville
 Site Code: 2010065
 Start Date: 09/15/2020
 Page No: 5



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

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

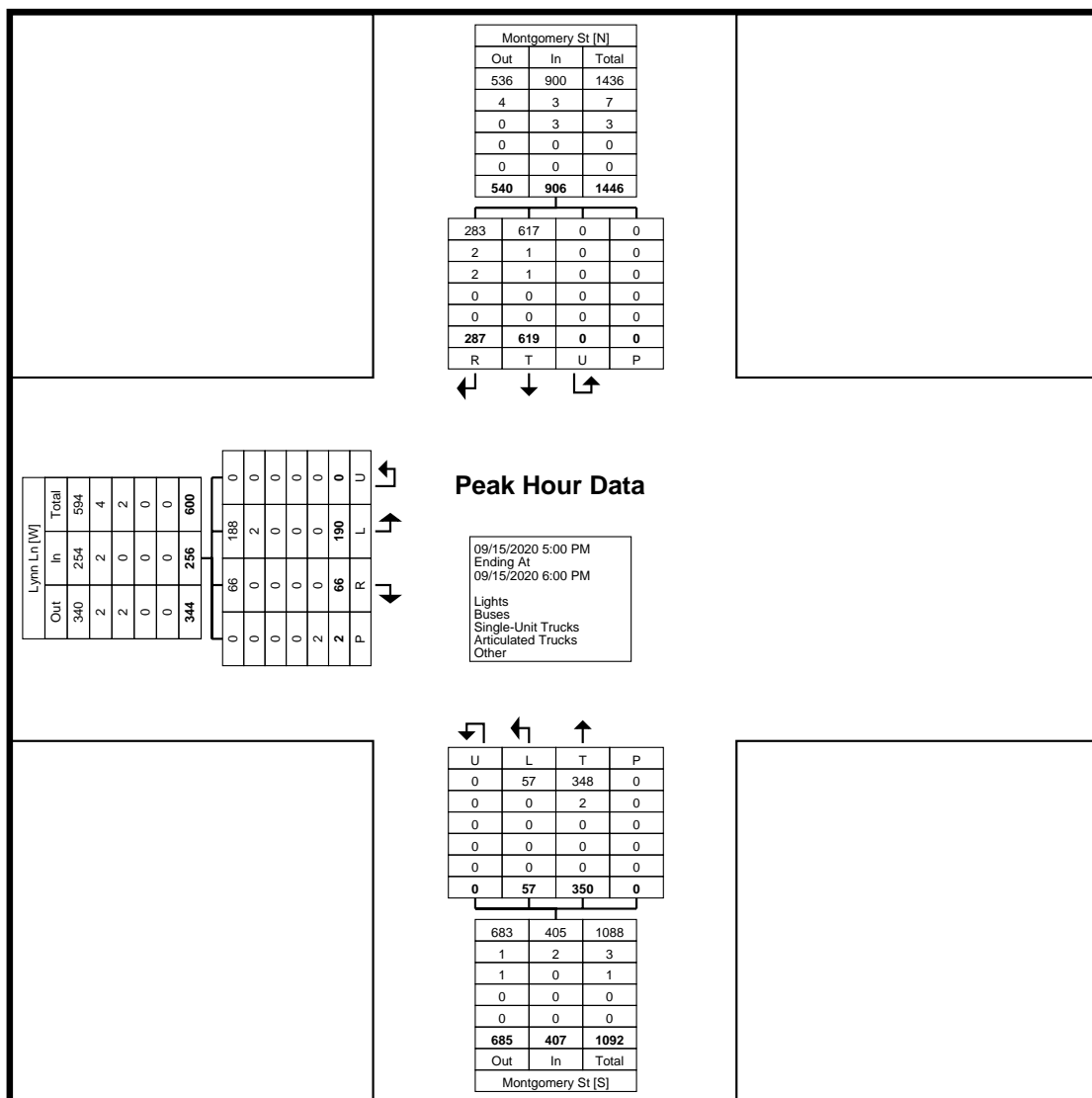
Count Name: 2010065 -
 Montgomery St @ Lynn Ln,
 Starkville
 Site Code: 2010065
 Start Date: 09/15/2020
 Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Montgomery St Southbound					Montgomery St Northbound					Lynn Ln Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
5:00 PM	74	159	0	0	233	87	14	0	0	101	15	50	0	1	65	399
5:15 PM	79	184	0	0	263	91	12	0	0	103	12	49	0	0	61	427
5:30 PM	75	143	0	0	218	84	10	0	0	94	17	45	0	1	62	374
5:45 PM	59	133	0	0	192	88	21	0	0	109	22	46	0	0	68	369
Total	287	619	0	0	906	350	57	0	0	407	66	190	0	2	256	1569
Approach %	31.7	68.3	0.0	-	-	86.0	14.0	0.0	-	-	25.8	74.2	0.0	-	-	-
Total %	18.3	39.5	0.0	-	57.7	22.3	3.6	0.0	-	25.9	4.2	12.1	0.0	-	16.3	-
PHF	0.908	0.841	0.000	-	0.861	0.962	0.679	0.000	-	0.933	0.750	0.950	0.000	-	0.941	0.919
Lights	283	617	0	-	900	348	57	0	-	405	66	188	0	-	254	1559
% Lights	98.6	99.7	-	-	99.3	99.4	100.0	-	-	99.5	100.0	98.9	-	-	99.2	99.4
Buses	2	1	0	-	3	2	0	0	-	2	0	2	0	-	2	7
% Buses	0.7	0.2	-	-	0.3	0.6	0.0	-	-	0.5	0.0	1.1	-	-	0.8	0.4
Single-Unit Trucks	2	1	0	-	3	0	0	0	-	0	0	0	0	-	0	3
% Single-Unit Trucks	0.7	0.2	-	-	0.3	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010065 -
 Montgomery St @ Lynn Ln,
 Starkville
 Site Code: 2010065
 Start Date: 09/15/2020
 Page No: 7



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North			Montgomery St From South			Lynn Ln From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
05:45 PM	1	0	0	2	0	0	0	1	0	4
Total	4	2	0	2	0	0	0	2	0	10
06:00 PM	1	0	0	0	0	0	0	1	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	1	0	0	0	0	0	0	0	2
06:45 PM	0	1	0	0	0	0	0	1	0	2
Total	2	2	0	0	0	0	0	2	0	6
Grand Total	59	53	0	51	5	0	2	61	0	231
Apprch %	52.7	47.3	0	91.1	8.9	0	3.2	96.8	0	
Total %	25.5	22.9	0	22.1	2.2	0	0.9	26.4	0	
Buses	34	12	0	14	1	0	0	36	0	97
% Buses	57.6	22.6	0	27.5	20	0	0	59	0	42
Single-Unit Trucks	25	39	0	34	3	0	1	22	0	124
% Single-Unit Trucks	42.4	73.6	0	66.7	60	0	50	36.1	0	53.7
Articulated Trucks	0	2	0	3	1	0	1	3	0	10
% Articulated Trucks	0	3.8	0	5.9	20	0	50	4.9	0	4.3

Neel-Schaffer

5.1 A51

P.O. Box 22625
Jackson, MS 39225

Intersection: 21 Apts-Shell/Oktoc
Counter: H. Hart
City/State: Starkville/MS
Weather: Cloudy/Dry

File Name : 21-Oktoc
Site Code : 00000000
Start Date : 11/6/2015
Page No : 1

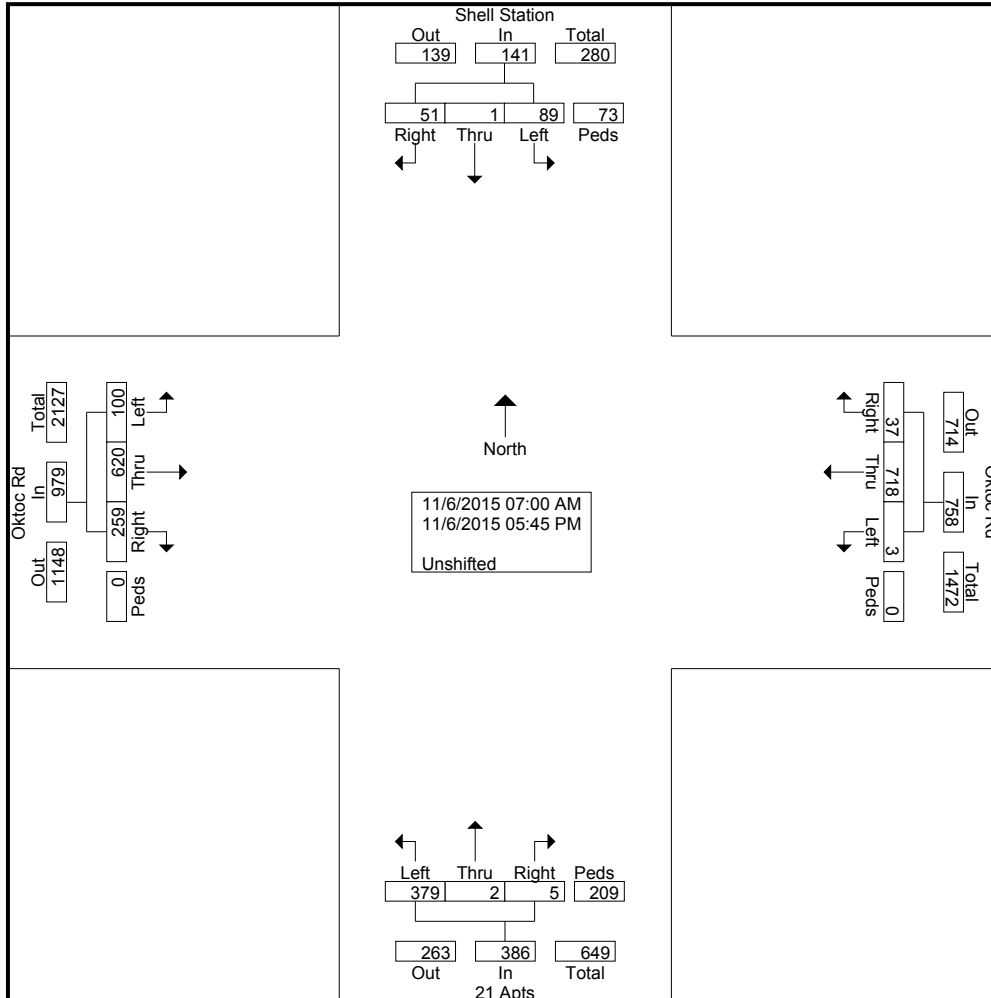
Groups Printed- Unshifted

Start Time	21 Apts Northbound					Shell Station Southbound					Oktoc Rd Eastbound					Oktoc Rd 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	4	1	0	6	11	2	0	4	0	6	3	18	10	0	31	0	59	2	0	61	109
07:15 AM	17	0	0	9	26	7	0	3	0	10	7	19	4	0	30	0	77	3	0	80	146
07:30 AM	31	0	1	35	67	1	1	7	0	9	4	20	3	0	27	0	72	0	0	72	175
07:45 AM	31	1	0	35	67	1	0	4	0	5	4	17	11	0	32	0	71	3	0	74	178
Total	83	2	1	85	171	11	1	18	0	30	18	74	28	0	120	0	279	8	0	287	608
08:00 AM	12	0	0	9	21	5	0	3	3	11	8	21	8	0	37	1	44	2	0	47	116
08:15 AM	17	0	0	14	31	1	0	2	4	7	2	17	11	0	30	0	44	2	0	46	114
08:30 AM	33	0	0	45	78	2	0	3	3	8	4	22	9	0	35	0	39	3	0	42	163
08:45 AM	27	0	0	33	60	4	0	3	13	20	2	24	15	0	41	0	34	4	0	38	159
Total	89	0	0	101	190	12	0	11	23	46	16	84	43	0	143	1	161	11	0	173	552
*** BREAK ***																					
04:00 PM	14	0	3	0	17	12	0	5	8	25	10	60	18	0	88	1	42	3	0	46	176
04:15 PM	21	0	0	3	24	14	0	5	3	22	7	54	22	0	83	0	19	4	0	23	152
04:30 PM	28	0	0	4	32	7	0	0	11	18	12	49	26	0	87	0	41	1	0	42	179
04:45 PM	33	0	0	3	36	7	0	4	2	13	7	56	20	0	83	0	33	1	0	34	166
Total	96	0	3	10	109	40	0	14	24	78	36	219	86	0	341	1	135	9	0	145	673
05:00 PM	34	0	0	5	39	8	0	1	5	14	5	82	24	0	111	1	31	0	0	32	196
05:15 PM	28	0	0	2	30	4	0	3	5	12	8	57	31	0	96	0	29	2	0	31	169
05:30 PM	24	0	0	1	25	7	0	4	8	19	7	60	19	0	86	0	39	4	0	43	173
05:45 PM	25	0	1	5	31	7	0	0	8	15	10	44	28	0	82	0	44	3	0	47	175
Total	111	0	1	13	125	26	0	8	26	60	30	243	102	0	375	1	143	9	0	153	713
Grand Total	379	2	5	209	595	89	1	51	73	214	100	620	259	0	979	3	718	37	0	758	2546
Apprch %	63.7	0.3	0.8	35.1		41.6	0.5	23.8	34.1		10.2	63.3	26.5	0		0.4	94.7	4.9	0		
Total %	14.9	0.1	0.2	8.2	23.4	3.5	0	2	2.9	8.4	3.9	24.4	10.2	0	38.5	0.1	28.2	1.5	0	29.8	

P.O. Box 22625
Jackson, MS 39225

Intersection: 21 Apts-Shell/OktoC
Counter: H. Hart
City/State: Starkville/MS
Weather: Cloudy/Dry

File Name : 21-OktoC
Site Code : 00000000
Start Date : 11/6/2015
Page No : 2



Neel-Schaffer

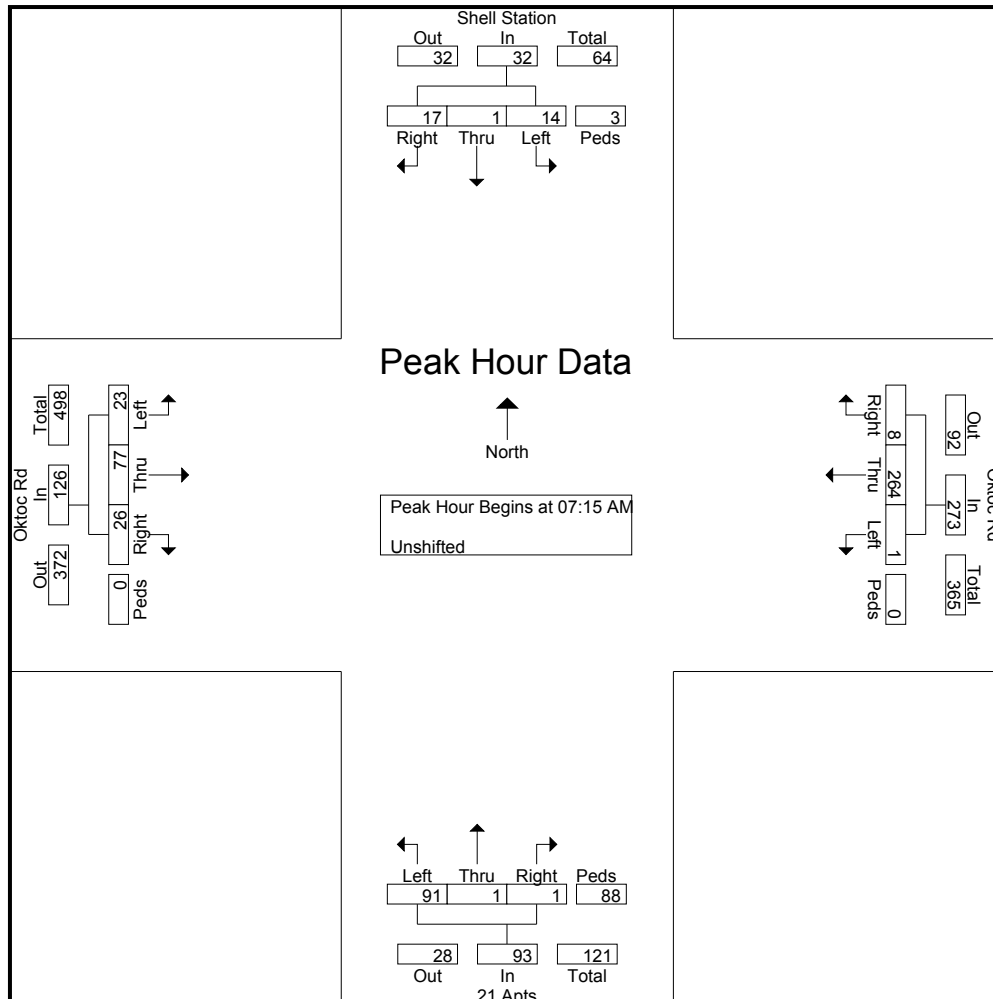
5.1 A53

P.O. Box 22625
Jackson, MS 39225

Intersection: 21 Apts-Shell/Oktoc
Counter: H. Hart
City/State: Starkville/MS
Weather: Cloudy/Dry

File Name : 21-Oktoc
Site Code : 0000000
Start Date : 11/6/2015
Page No : 3

Start Time	21 Apts Northbound					Shell Station Southbound					Oktoc Rd Eastbound					Oktoc Rd 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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	17	0	0	9	26	7	0	3	0	10	7	19	4	0	30	0	77	3		80	146
07:30 AM	31		1	35	67	1	1	7													
07:45 AM	31	1	0	35	67	1	0	4	0	5	4	17	11	0	32	0	71	3	0	74	178
08:00 AM	12	0	0	9	21	5	0	3	3	11	8	21			37	1					
Total Volume	91	1	1	88	181	14	1	17	3	35	23	77	26	0	126	1	264	8	0	273	615
% App. Total	50.3	0.6	0.6	48.6		40	2.9	48.6	8.6		18.3	61.1	20.6	0		0.4	96.7	2.9	0		
PHF	.734	.250	.250	.629	.675	.500	.250	.607	.250	.795	.719	.917	.591	.000	.851	.250	.857	.667	.000	.853	.864

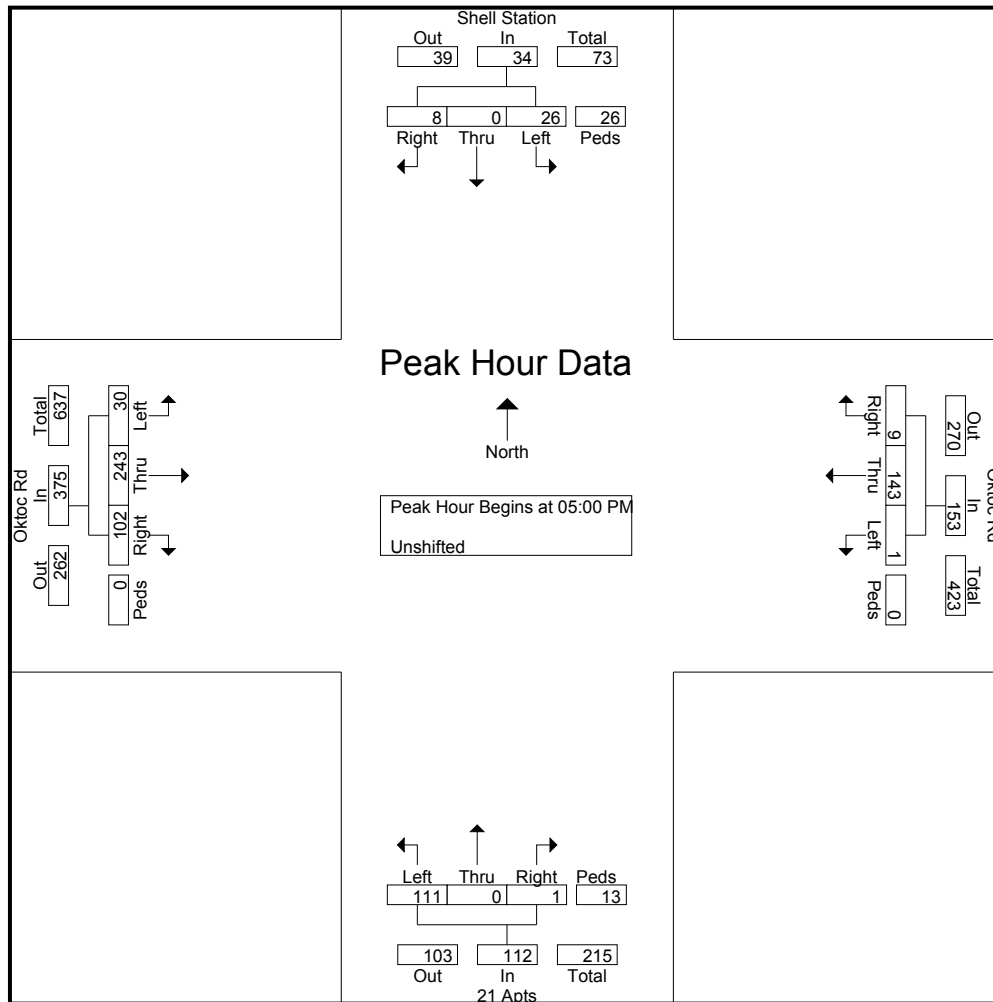


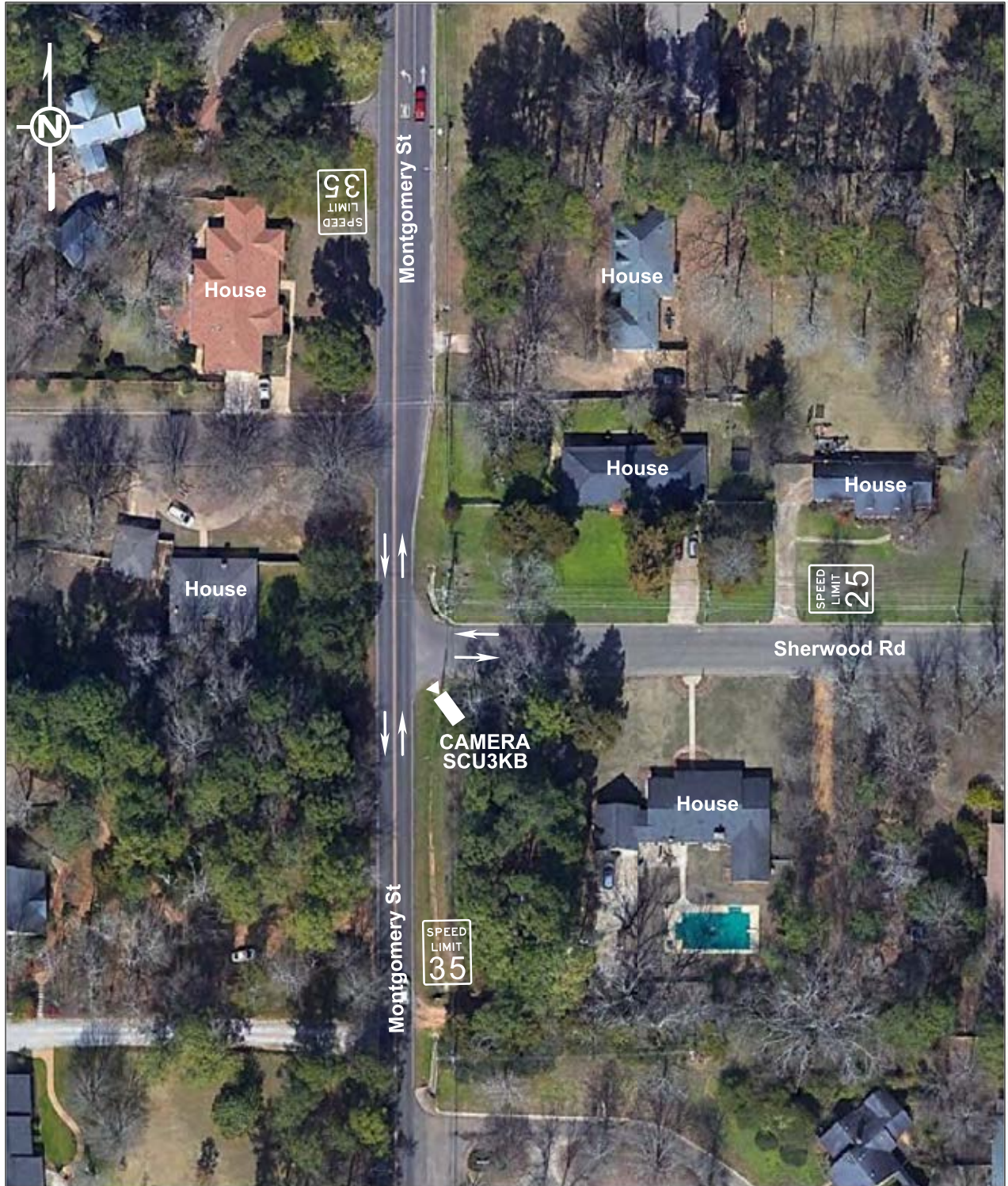
P.O. Box 22625
Jackson, MS 39225

Intersection: 21 Apts-Shell/Oktoc
Counter: H. Hart
City/State: Starkville/MS
Weather: Cloudy/Dry

File Name : 21-Oktoc
Site Code : 00000000
Start Date : 11/6/2015
Page No : 4

Start Time	21 Apts Northbound					Shell Station Southbound					Oktoc Rd Eastbound					Oktoc Rd 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 12:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	34	0	0	5	39	8	0	1	5	14	5	82	31	0	111	1	0	29	2	0	31	196
05:15 PM	28	0	0	2	30	4	0	3	5	12	8	57	19	0	96	0	29	4	0	31	169	
05:30 PM	24	0	0	1	25	7	0	4	8	19	7	60	19	0	86	0	39	4	0	31	169	
05:45 PM	25	0	1	5	31	7	0	0	8	15	10	44	28	0	82	0	44	3	0	47	175	
Total Volume	111	0	1	13	125	26	0	8	26	60	30	243	102	0	375	1	143	9	0	153	713	
% App. Total	88.8	0	0.8	10.4		43.3	0	13.3	43.3		8	64.8	27.2	0		0.7	93.5	5.9	0			
PHF	.816	.000	.250	.650	.801	.813	.000	.500	.813	.789	.750	.741	.823	.000	.845	.250	.813	.563	.000	.814	.909	





**TURNING MOVEMENT COUNT #2010063
MONTGOMERY ST @ SHERWOOD RD
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A56

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010063 -
 Montgomery St @ Sherwood
 Rd, Starkville
 Site Code: 2010063
 Start Date: 09/15/2020
 Page No: 1

Turning Movement Data

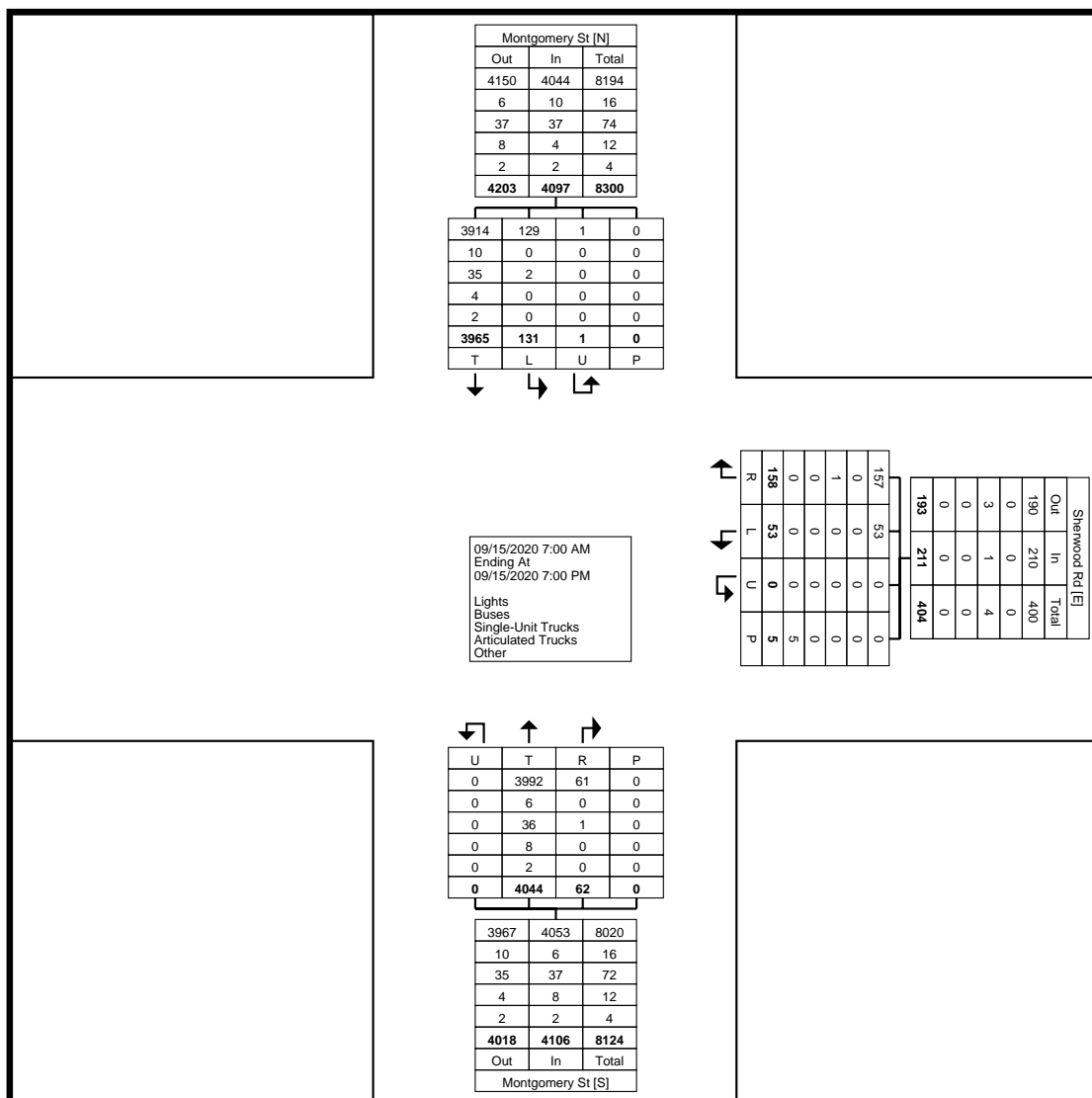
Start Time	Montgomery St Southbound					Sherwood Rd Westbound					Montgomery St Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	23	4	0	0	27	3	0	0	0	3	1	134	0	0	135	165
7:15 AM	33	0	0	0	33	5	1	0	0	6	1	146	0	0	147	186
7:30 AM	64	1	0	0	65	9	1	0	0	10	0	197	0	0	197	272
7:45 AM	78	5	0	0	83	8	3	0	0	11	1	155	0	0	156	250
Hourly Total	198	10	0	0	208	25	5	0	0	30	3	632	0	0	635	873
8:00 AM	54	4	0	0	58	5	0	0	0	5	1	123	0	0	124	187
8:15 AM	56	2	0	0	58	3	0	0	0	3	1	115	0	0	116	177
8:30 AM	55	1	0	0	56	2	0	0	0	2	0	96	0	0	96	154
8:45 AM	73	2	0	0	75	3	0	0	0	3	0	97	0	0	97	175
Hourly Total	238	9	0	0	247	13	0	0	0	13	2	431	0	0	433	693
9:00 AM	55	0	0	0	55	2	0	0	0	2	0	62	0	0	62	119
9:15 AM	49	3	0	0	52	3	1	0	0	4	1	71	0	0	72	128
9:30 AM	52	2	0	0	54	4	2	0	0	6	0	70	0	0	70	130
9:45 AM	56	1	0	0	57	2	0	0	0	2	1	88	0	0	89	148
Hourly Total	212	6	0	0	218	11	3	0	0	14	2	291	0	0	293	525
10:00 AM	44	5	0	0	49	1	0	0	0	1	2	66	0	0	68	118
10:15 AM	53	2	0	0	55	0	1	0	2	1	0	62	0	0	62	118
10:30 AM	62	1	0	0	63	3	1	0	1	4	3	51	0	0	54	121
10:45 AM	59	0	0	0	59	2	0	0	0	2	1	61	0	0	62	123
Hourly Total	218	8	0	0	226	6	2	0	3	8	6	240	0	0	246	480
11:00 AM	71	3	0	0	74	5	0	0	0	5	2	79	0	0	81	160
11:15 AM	68	1	0	0	69	6	1	0	0	7	1	91	0	0	92	168
11:30 AM	76	2	0	0	78	0	0	0	0	0	0	66	0	0	66	144
11:45 AM	104	1	0	0	105	3	2	0	0	5	2	68	0	0	70	180
Hourly Total	319	7	0	0	326	14	3	0	0	17	5	304	0	0	309	652
12:00 PM	105	8	0	0	113	4	2	0	0	6	1	89	0	0	90	209
12:15 PM	96	3	0	0	99	2	1	0	0	3	0	56	0	0	56	158
12:30 PM	76	3	0	0	79	3	0	0	0	3	1	71	0	0	72	154
12:45 PM	83	1	0	0	84	5	0	0	0	5	1	95	0	0	96	185
Hourly Total	360	15	0	0	375	14	3	0	0	17	3	311	0	0	314	706
1:00 PM	64	0	0	0	64	7	1	0	0	8	0	98	0	0	98	170
1:15 PM	59	2	0	0	61	4	1	0	0	5	0	81	0	0	81	147
1:30 PM	63	6	0	0	69	2	2	0	0	4	1	93	0	0	94	167
1:45 PM	79	2	0	0	81	4	0	0	0	4	3	100	0	0	103	188
Hourly Total	265	10	0	0	275	17	4	0	0	21	4	372	0	0	376	672
2:00 PM	84	5	0	0	89	5	4	0	0	9	4	88	0	0	92	190
2:15 PM	94	3	0	0	97	1	1	0	0	2	0	79	0	0	79	178
2:30 PM	79	5	0	0	84	1	1	0	0	2	0	88	0	0	88	174
2:45 PM	87	5	0	0	92	5	2	0	0	7	0	85	0	0	85	184
Hourly Total	344	18	0	0	362	12	8	0	0	20	4	340	0	0	344	726
3:00 PM	113	5	0	0	118	4	3	0	1	7	1	91	0	0	92	217
3:15 PM	124	3	1	0	128	3	3	0	0	6	0	89	0	0	89	223
3:30 PM	106	5	0	0	111	2	2	0	0	4	3	73	0	0	76	191
3:45 PM	92	4	0	0	96	4	1	0	0	5	0	61	0	0	61	162
Hourly Total	435	17	1	0	453	13	9	0	1	22	4	314	0	0	318	793
4:00 PM	115	2	0	0	117	0	0	0	0	0	2	72	0	0	74	191
4:15 PM	108	2	0	0	110	1	0	0	0	1	2	57	0	0	59	170
4:30 PM	101	3	0	0	104	3	2	0	1	5	4	67	0	0	71	180
4:45 PM	108	2	0	0	110	2	6	0	0	8	5	80	0	0	85	203
Hourly Total	432	9	0	0	441	6	8	0	1	14	13	276	0	0	289	744
5:00 PM	145	2	0	0	147	2	1	0	0	3	1	89	0	0	90	240
5:15 PM	160	5	0	0	165	8	2	0	0	10	4	85	0	0	89	264
5:30 PM	136	5	0	0	141	7	0	0	0	7	1	60	0	0	61	209
5:45 PM	125	3	0	0	128	1	1	0	0	2	2	89	0	0	91	221
Hourly Total	566	15	0	0	581	18	4	0	0	22	8	323	0	0	331	934
6:00 PM	106	2	0	0	108	2	1	0	0	3	2	51	0	0	53	164
6:15 PM	87	0	0	0	87	0	2	0	0	2	3	51	0	0	54	143
6:30 PM	83	0	0	0	83	4	1	0	0	5	2	60	0	0	62	150
6:45 PM	102	5	0	0	107	3	0	0	0	3	1	48	0	0	49	159
Hourly Total	378	7	0	0	385	9	4	0	0	13	8	210	0	0	218	616
Grand Total	3965	131	1	0	4097	158	53	0	5	211	62	4044	0	0	4106	8414
Approach %	96.8	3.2	0.0	-	-	74.9	25.1	0.0	-	-	1.5	98.5	0.0	-	-	-
Total %	47.1	1.6	0.0	-	48.7	1.9	0.6	0.0	-	2.5	0.7	48.1	0.0	-	48.8	-

5.1 A57

Lights	3914	129	1	-	4044	157	53	0	-	210	61	3992	0	-	4053	8307
% Lights	98.7	98.5	100.0	-	98.7	99.4	100.0	-	-	99.5	98.4	98.7	-	-	98.7	98.7
Buses	10	0	0	-	10	0	0	0	-	0	0	6	0	-	6	16
% Buses	0.3	0.0	0.0	-	0.2	0.0	0.0	-	-	0.0	0.0	0.1	-	-	0.1	0.2
Single-Unit Trucks	35	2	0	-	37	1	0	0	-	1	1	36	0	-	37	75
% Single-Unit Trucks	0.9	1.5	0.0	-	0.9	0.6	0.0	-	-	0.5	1.6	0.9	-	-	0.9	0.9
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	8	0	-	8	12
% Articulated Trucks	0.1	0.0	0.0	-	0.1	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.2	0.1
Bicycles on Road	2	0	0	-	2	0	0	0	-	0	0	2	0	-	2	4
% Bicycles on Road	0.1	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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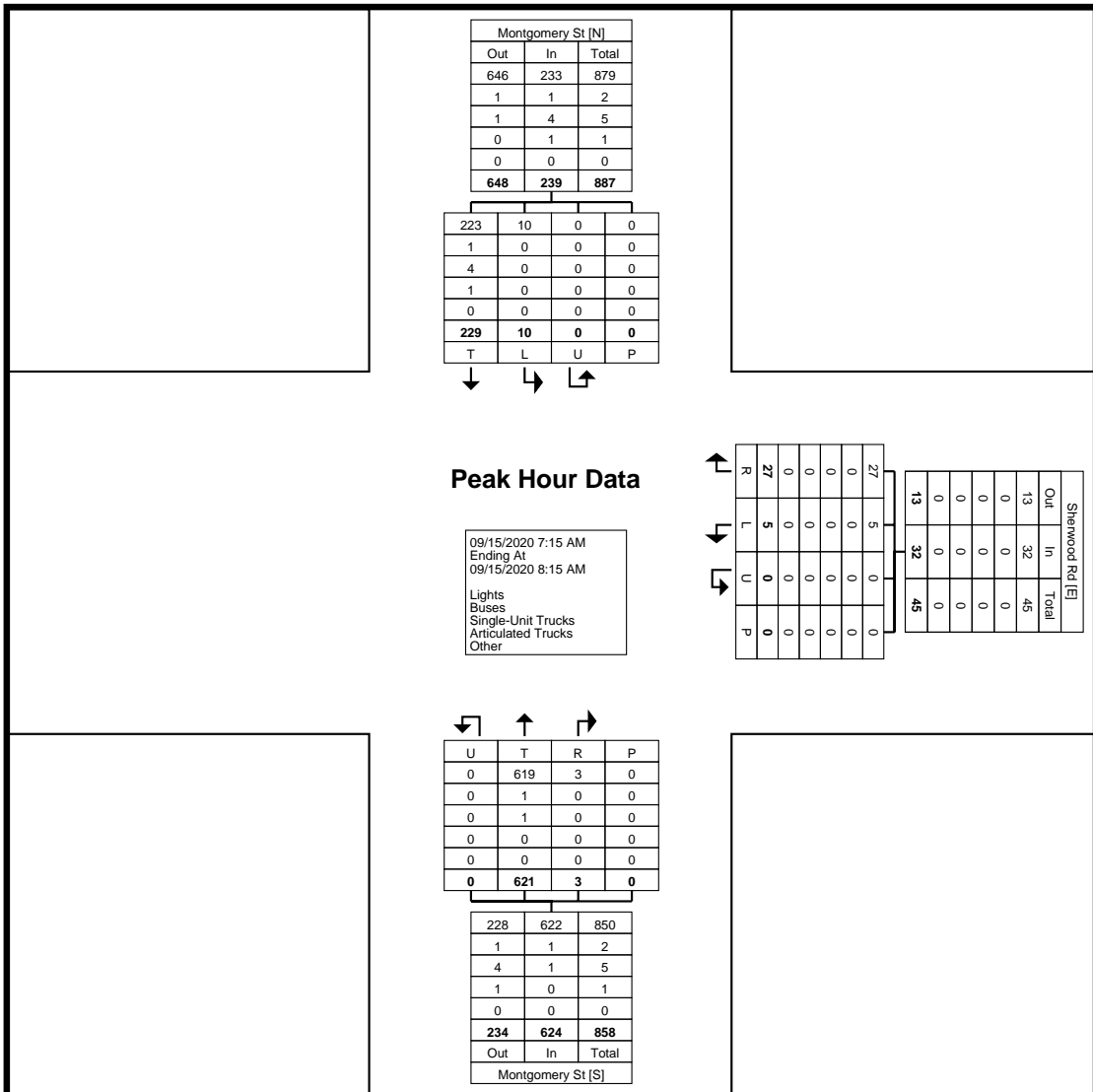
Count Name: 2010063 -
 Montgomery St @ Sherwood
 Rd, Starkville
 Site Code: 2010063
 Start Date: 09/15/2020
 Page No: 3



Turning Movement Data Plot

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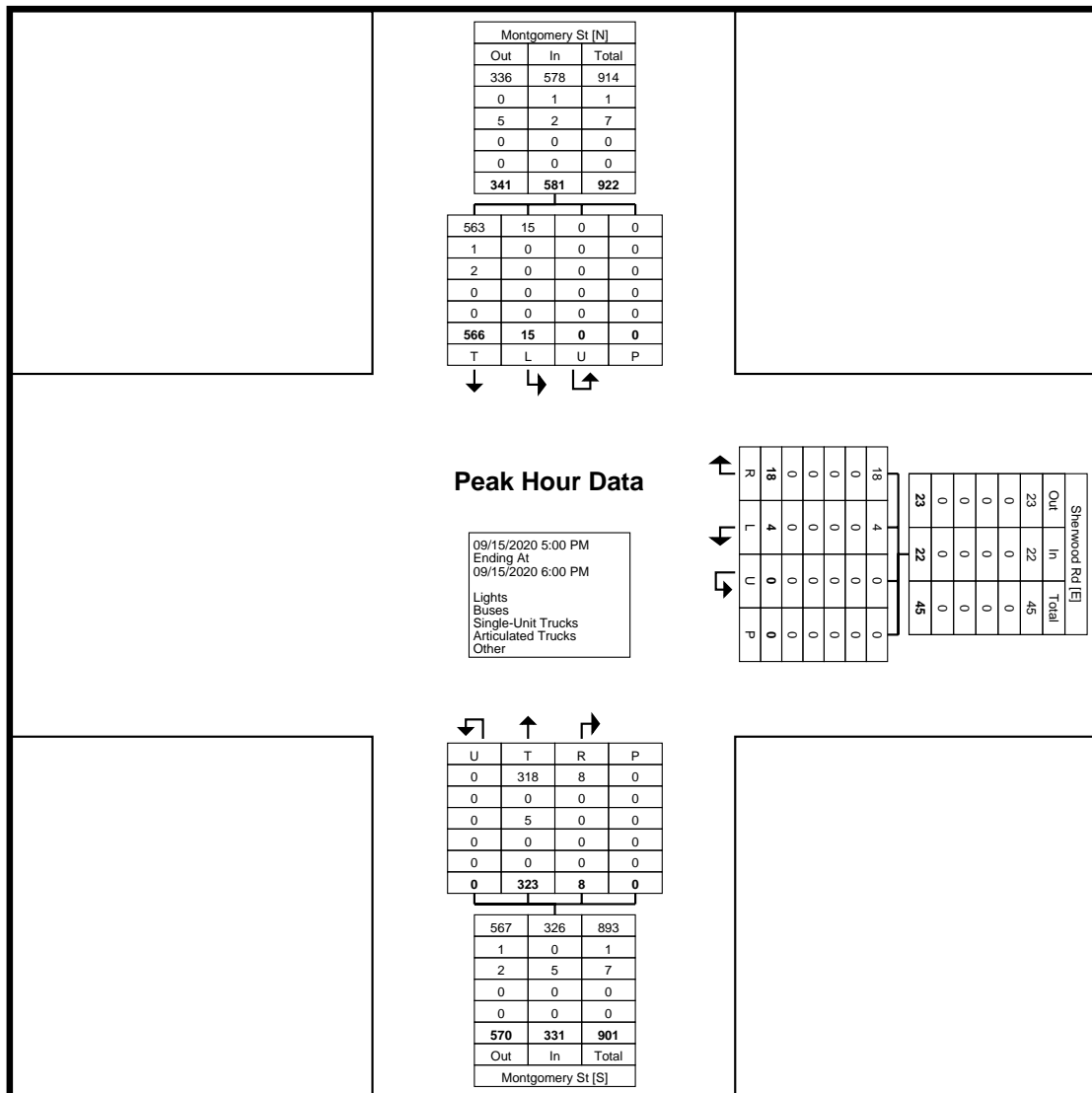
Count Name: 2010063 -
 Montgomery St @ Sherwood
 Rd, Starkville
 Site Code: 2010063
 Start Date: 09/15/2020
 Page No: 5



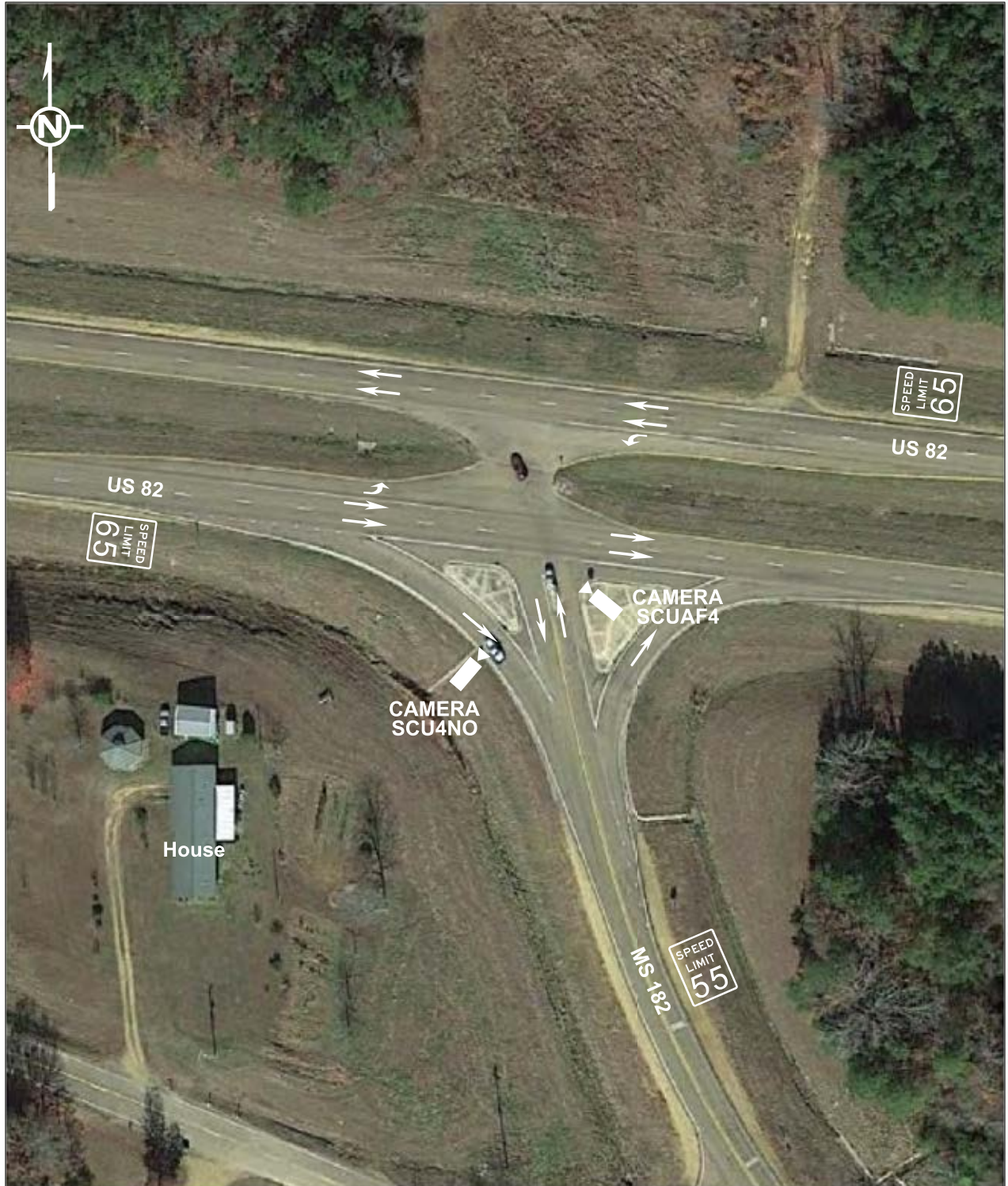
Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 2010063 -
 Montgomery St @ Sherwood
 Rd, Starkville
 Site Code: 2010063
 Start Date: 09/15/2020
 Page No: 7



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



TURNING MOVEMENT COUNT #2010050
US 82 @ MS 182
STARKVILLE, MS
OKTIBBEHA COUNTY

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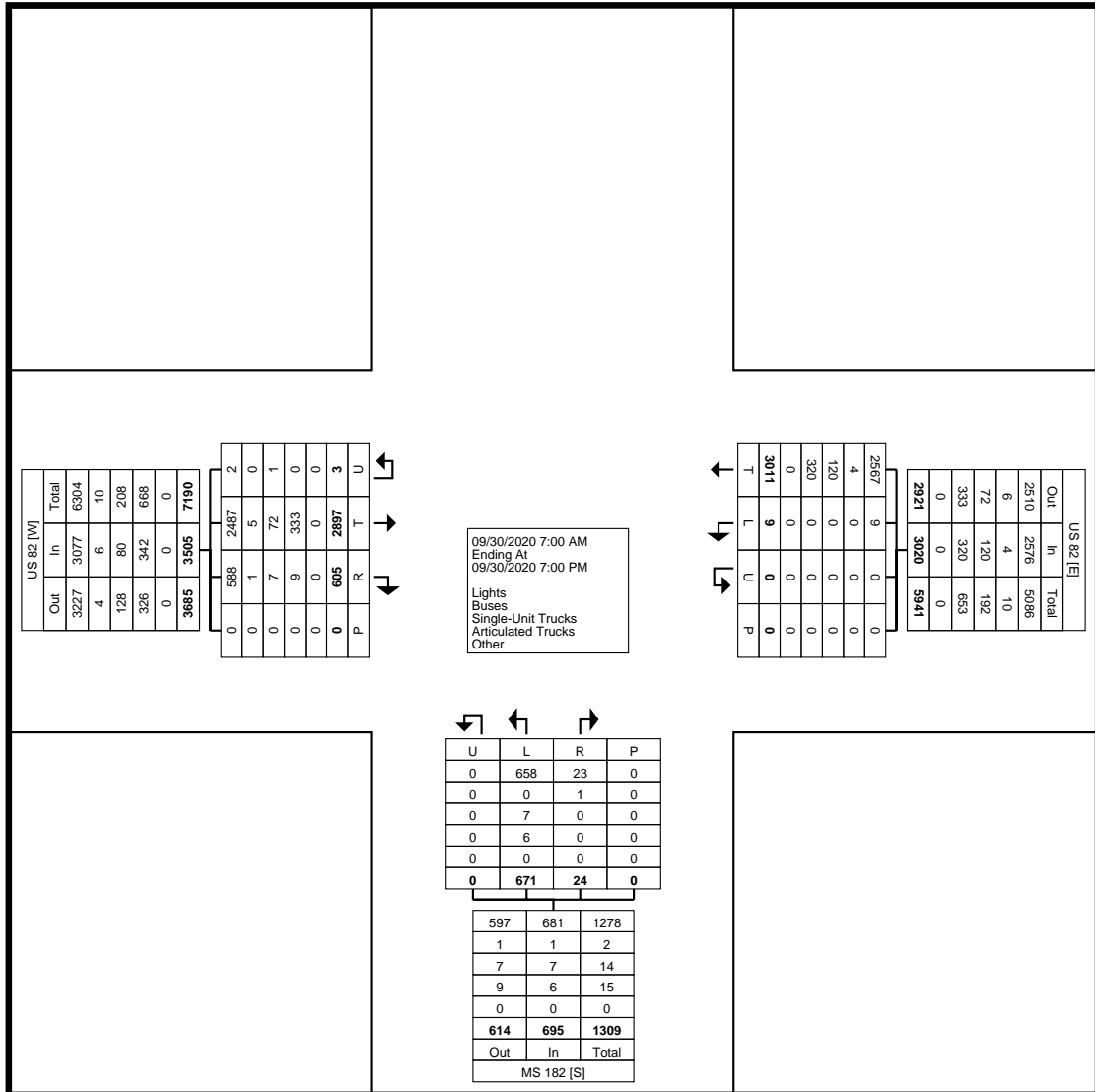
Count Name: 2010050 - US 82
 @ MS 182, Starkville
 Site Code: 2010050
 Start Date: 09/30/2020
 Page No: 1

Turning Movement Data

Start Time	US 82 Westbound					MS 182 Northbound					US 82 Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	34	0	0	0	34	1	5	0	0	6	18	98	1	0	117	157
7:15 AM	53	0	0	0	53	0	10	0	0	10	23	131	0	0	154	217
7:30 AM	35	0	0	0	35	0	3	0	0	3	29	184	0	0	213	251
7:45 AM	45	0	0	0	45	2	12	0	0	14	16	152	0	0	168	227
Hourly Total	167	0	0	0	167	3	30	0	0	33	86	565	1	0	652	852
8:00 AM	42	0	0	0	42	0	8	0	0	8	13	85	0	0	98	148
8:15 AM	43	0	0	0	43	1	10	0	0	11	12	71	0	0	83	137
8:30 AM	51	0	0	0	51	0	9	0	0	9	18	57	0	0	75	135
8:45 AM	40	0	0	0	40	0	7	0	0	7	13	63	0	0	76	123
Hourly Total	176	0	0	0	176	1	34	0	0	35	56	276	0	0	332	543
9:00 AM	50	0	0	0	50	1	10	0	0	11	9	52	0	0	61	122
9:15 AM	41	0	0	0	41	1	11	0	0	12	11	57	0	0	68	121
9:30 AM	41	1	0	0	42	0	3	0	0	3	13	69	0	0	82	127
9:45 AM	34	0	0	0	34	2	4	0	0	6	13	48	0	0	61	101
Hourly Total	166	1	0	0	167	4	28	0	0	32	46	226	0	0	272	471
10:00 AM	43	0	0	0	43	0	8	0	0	8	17	50	0	0	67	118
10:15 AM	53	0	0	0	53	1	6	0	0	7	7	53	0	0	60	120
10:30 AM	41	0	0	0	41	0	9	0	0	9	12	57	0	0	69	119
10:45 AM	60	0	0	0	60	0	11	0	0	11	11	60	0	0	71	142
Hourly Total	197	0	0	0	197	1	34	0	0	35	47	220	0	0	267	499
11:00 AM	61	0	0	0	61	0	8	0	0	8	15	54	0	0	69	138
11:15 AM	38	0	0	0	38	0	8	0	0	8	10	47	1	0	58	104
11:30 AM	59	1	0	0	60	0	12	0	0	12	13	42	0	0	55	127
11:45 AM	49	0	0	0	49	0	13	0	0	13	10	49	0	0	59	121
Hourly Total	207	1	0	0	208	0	41	0	0	41	48	192	1	0	241	490
12:00 PM	66	0	0	0	66	1	17	0	0	18	12	44	0	0	56	140
12:15 PM	43	0	0	0	43	0	22	0	0	22	9	33	0	0	42	107
12:30 PM	48	0	0	0	48	0	13	0	0	13	9	51	0	0	60	121
12:45 PM	62	0	0	0	62	2	12	0	0	14	18	42	0	0	60	136
Hourly Total	219	0	0	0	219	3	64	0	0	67	48	170	0	0	218	504
1:00 PM	48	1	0	0	49	2	11	0	0	13	11	51	0	0	62	124
1:15 PM	68	0	0	0	68	2	14	0	0	16	10	48	0	0	58	142
1:30 PM	51	1	0	0	52	0	10	0	0	10	16	58	0	0	74	136
1:45 PM	58	0	0	0	58	0	15	0	0	15	11	58	0	0	69	142
Hourly Total	225	2	0	0	227	4	50	0	0	54	48	215	0	0	263	544
2:00 PM	57	0	0	0	57	1	16	0	0	17	12	47	0	0	59	133
2:15 PM	62	0	0	0	62	0	17	0	0	17	17	55	0	0	72	151
2:30 PM	70	0	0	0	70	0	19	0	0	19	15	56	0	0	71	160
2:45 PM	61	0	0	0	61	1	20	0	0	21	8	67	0	0	75	157
Hourly Total	250	0	0	0	250	2	72	0	0	74	52	225	0	0	277	601
3:00 PM	67	0	0	0	67	0	16	0	0	16	9	54	0	0	63	146
3:15 PM	73	0	0	0	73	1	24	0	0	25	21	57	0	0	78	176
3:30 PM	75	0	0	0	75	0	21	0	0	21	21	61	0	0	82	178
3:45 PM	66	0	0	0	66	1	18	0	0	19	15	66	1	0	82	167
Hourly Total	281	0	0	0	281	2	79	0	0	81	66	238	1	0	305	667
4:00 PM	91	0	0	0	91	1	14	0	0	15	9	48	0	0	57	163
4:15 PM	87	0	0	0	87	0	25	0	0	25	5	56	0	0	61	173
4:30 PM	105	0	0	0	105	1	21	0	0	22	10	56	0	0	66	193
4:45 PM	103	1	0	0	104	0	25	0	0	25	8	46	0	0	54	183
Hourly Total	386	1	0	0	387	2	85	0	0	87	32	206	0	0	238	712
5:00 PM	121	0	0	0	121	1	18	0	0	19	12	40	0	0	52	192
5:15 PM	175	2	0	0	177	0	28	0	0	28	7	58	0	0	65	270
5:30 PM	114	0	0	0	114	1	21	0	0	22	7	54	0	0	61	197
5:45 PM	94	1	0	0	95	0	19	0	0	19	13	39	0	0	52	166
Hourly Total	504	3	0	0	507	2	86	0	0	88	39	191	0	0	230	825
6:00 PM	64	1	0	0	65	0	20	0	0	20	16	51	0	0	67	152
6:15 PM	67	0	0	0	67	0	18	0	0	18	8	50	0	0	58	143
6:30 PM	54	0	0	0	54	0	17	0	0	17	5	30	0	0	35	106
6:45 PM	48	0	0	0	48	0	13	0	0	13	8	42	0	0	50	111
Hourly Total	233	1	0	0	234	0	68	0	0	68	37	173	0	0	210	512
Grand Total	3011	9	0	0	3020	24	671	0	0	695	605	2897	3	0	3505	7220
Approach %	99.7	0.3	0.0	-	-	3.5	96.5	0.0	-	-	17.3	82.7	0.1	-	-	-
Total %	41.7	0.1	0.0	-	41.8	0.3	9.3	0.0	-	9.6	8.4	40.1	0.0	-	48.5	-

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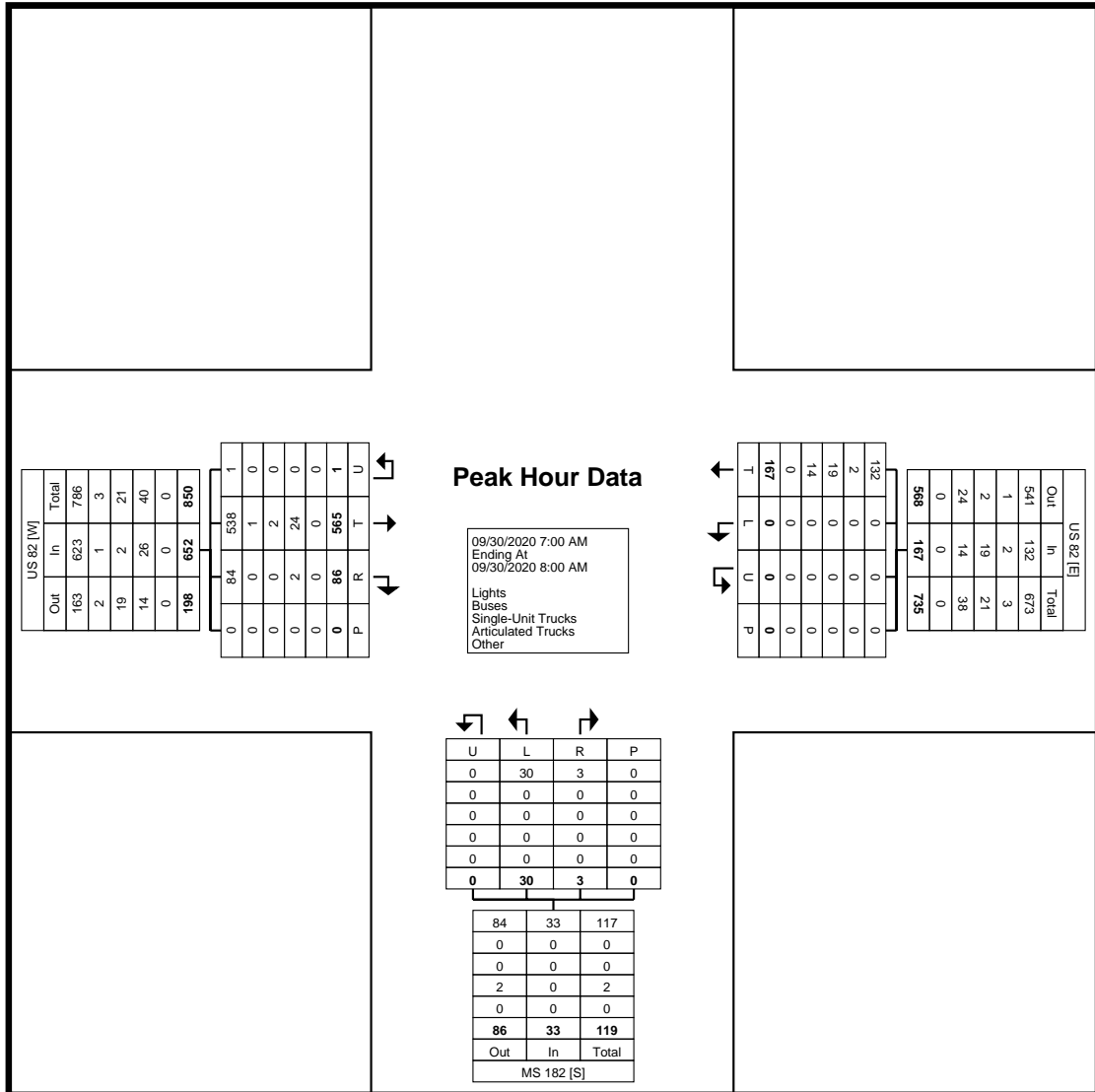
Count Name: 2010050 - US 82
 @ MS 182, Starkville
 Site Code: 2010050
 Start Date: 09/30/2020
 Page No: 3



Turning Movement Data Plot

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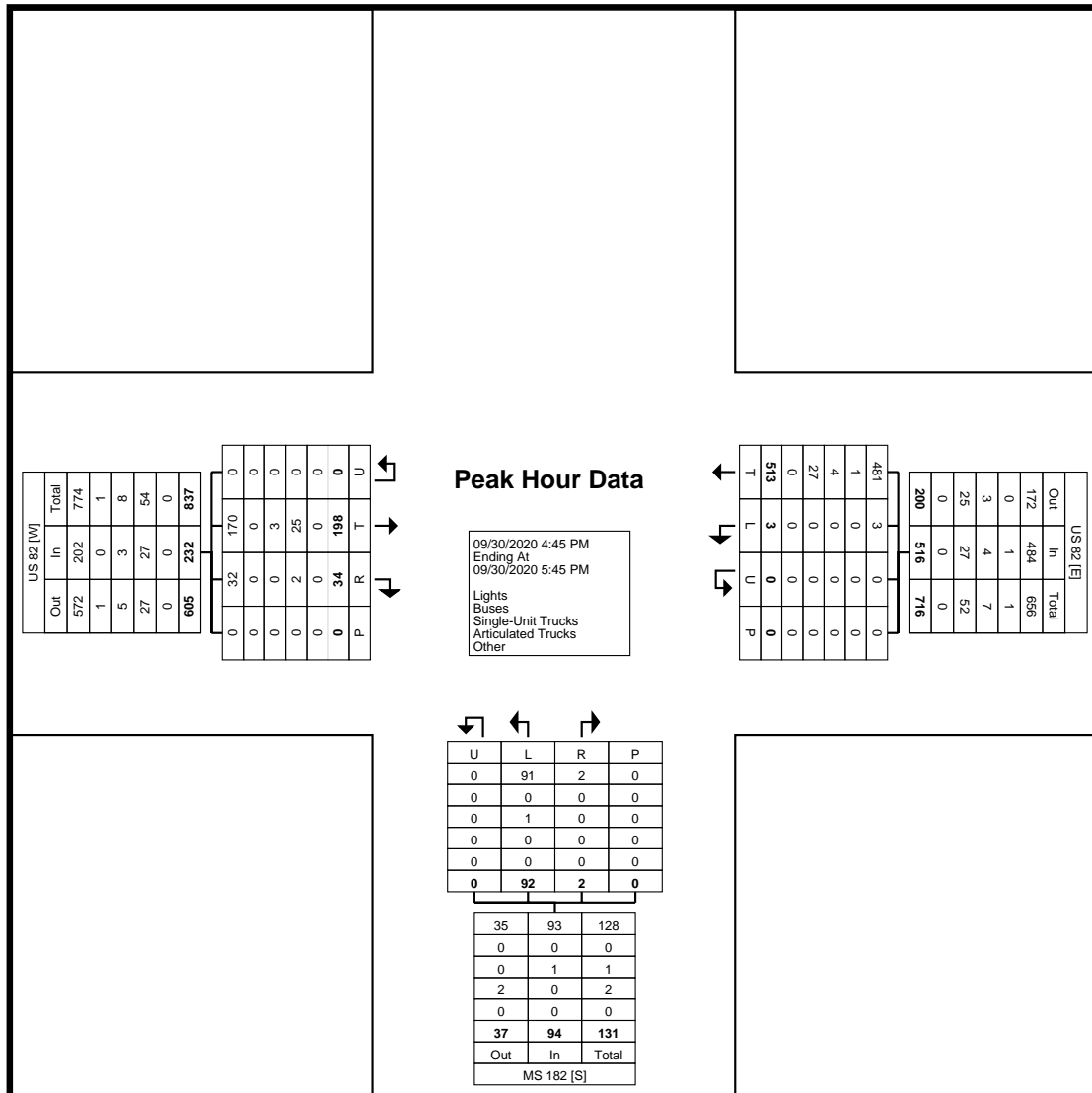
Count Name: 2010050 - US 82
 @ MS 182, Starkville
 Site Code: 2010050
 Start Date: 09/30/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

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Count Name: 2010050 - US 82
 @ MS 182, Starkville
 Site Code: 2010050
 Start Date: 09/30/2020
 Page No: 7



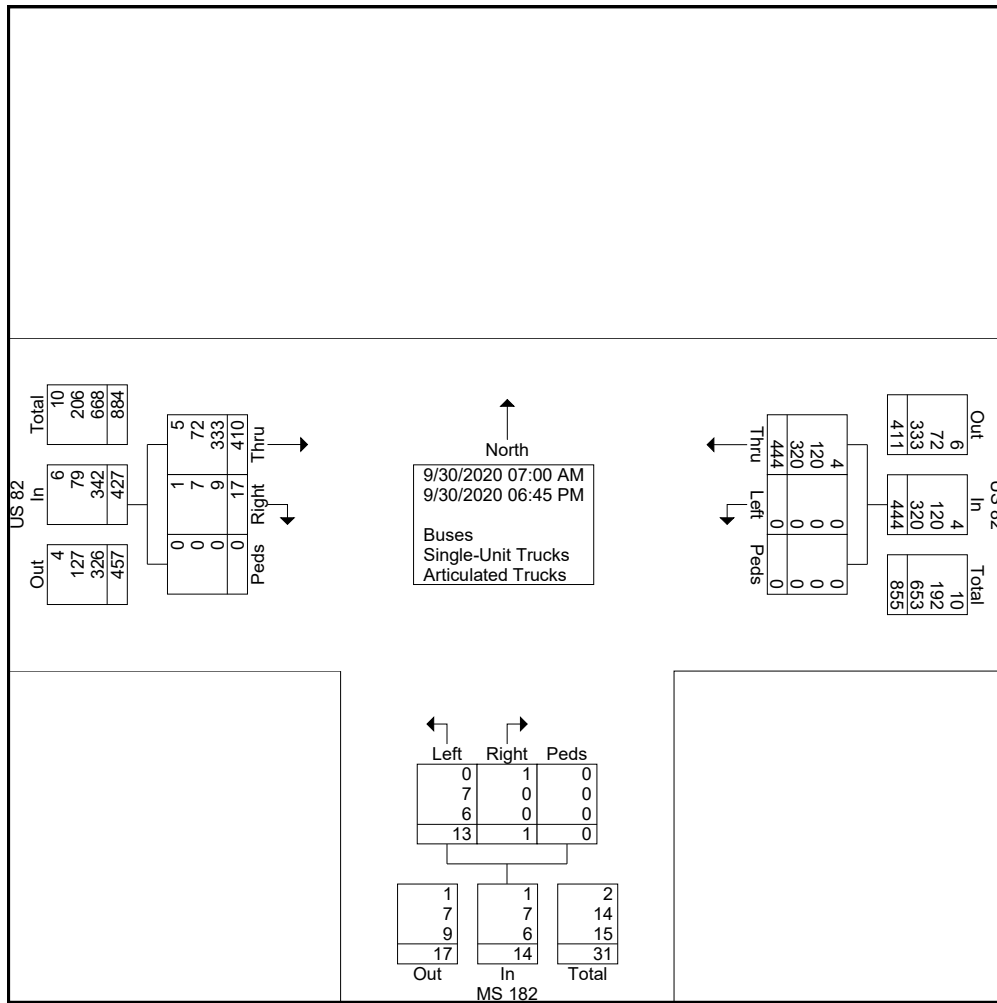
Turning Movement Peak Hour Data Plot (4:45 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	US 82 From East			MS 182 From South			US 82 From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	12	0	0	0	0	0	1	1	0	14
07:15 AM	9	0	0	0	0	0	0	4	0	13
07:30 AM	7	0	0	0	0	0	1	9	0	17
07:45 AM	7	0	0	0	0	0	0	13	0	20
Total	35	0	0	0	0	0	2	27	0	64
08:00 AM	7	0	0	0	0	0	0	7	0	14
08:15 AM	10	0	0	0	1	0	0	7	0	18
08:30 AM	14	0	0	0	1	0	1	5	0	21
08:45 AM	12	0	0	0	1	0	1	8	0	22
Total	43	0	0	0	3	0	2	27	0	75
09:00 AM	22	0	0	0	0	0	0	10	0	32
09:15 AM	12	0	0	0	0	0	0	11	0	23
09:30 AM	6	0	0	0	0	0	0	14	0	20
09:45 AM	12	0	0	0	0	0	0	5	0	17
Total	52	0	0	0	0	0	0	40	0	92
10:00 AM	5	0	0	0	0	0	1	11	0	17
10:15 AM	9	0	0	0	0	0	0	8	0	17
10:30 AM	4	0	0	0	0	0	0	15	0	19
10:45 AM	18	0	0	0	1	0	1	14	0	34
Total	36	0	0	0	1	0	2	48	0	87
11:00 AM	12	0	0	0	0	0	0	8	0	20
11:15 AM	7	0	0	0	0	0	0	15	0	22
11:30 AM	20	0	0	0	1	0	0	7	0	28
11:45 AM	9	0	0	0	0	0	1	14	0	24
Total	48	0	0	0	1	0	1	44	0	94
12:00 PM	7	0	0	0	0	0	0	6	0	13
12:15 PM	8	0	0	0	0	0	0	7	0	15
12:30 PM	8	0	0	0	0	0	0	10	0	18
12:45 PM	8	0	0	0	0	0	1	6	0	15
Total	31	0	0	0	0	0	1	29	0	61
01:00 PM	6	0	0	0	0	0	0	7	0	13
01:15 PM	14	0	0	0	1	0	1	9	0	25
01:30 PM	7	0	0	0	1	0	1	5	0	14
01:45 PM	8	0	0	0	0	0	0	7	0	15
Total	35	0	0	0	2	0	2	28	0	67
02:00 PM	16	0	0	0	1	0	0	12	0	29
02:15 PM	7	0	0	0	2	0	0	10	0	19
02:30 PM	5	0	0	0	0	0	0	7	0	12
02:45 PM	10	0	0	0	0	0	0	17	0	27
Total	38	0	0	0	3	0	0	46	0	87
03:00 PM	15	0	0	0	0	0	1	11	0	27
03:15 PM	8	0	0	0	0	0	1	13	0	22
03:30 PM	9	0	0	0	0	0	1	10	0	20
03:45 PM	9	0	0	1	0	0	1	13	0	24
Total	41	0	0	1	0	0	4	47	0	93
04:00 PM	2	0	0	0	0	0	1	5	0	8
04:15 PM	9	0	0	0	1	0	0	8	0	18
04:30 PM	10	0	0	0	0	0	0	8	0	18
04:45 PM	7	0	0	0	1	0	0	8	0	16
Total	28	0	0	0	2	0	1	29	0	60
05:00 PM	10	0	0	0	0	0	2	7	0	19
05:15 PM	6	0	0	0	0	0	0	5	0	11
05:30 PM	9	0	0	0	0	0	0	8	0	17

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	US 82 From East			MS 182 From South			US 82 From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	3	0	0	0	0	0	0	3	0	6
Total	28	0	0	0	0	0	2	23	0	53
06:00 PM	8	0	0	0	0	0	0	5	0	13
06:15 PM	6	0	0	0	0	0	0	9	0	15
06:30 PM	11	0	0	0	1	0	0	1	0	13
06:45 PM	4	0	0	0	0	0	0	7	0	11
Total	29	0	0	0	1	0	0	22	0	52
Grand Total	444	0	0	1	13	0	17	410	0	885
Apprch %	100	0	0	7.1	92.9	0	4	96	0	
Total %	50.2	0	0	0.1	1.5	0	1.9	46.3	0	
Buses	4	0	0	1	0	0	1	5	0	11
% Buses	0.9	0	0	100	0	0	5.9	1.2	0	1.2
Single-Unit Trucks	120	0	0	0	7	0	7	72	0	206
% Single-Unit Trucks	27	0	0	0	53.8	0	41.2	17.6	0	23.3
Articulated Trucks	320	0	0	0	6	0	9	333	0	668
% Articulated Trucks	72.1	0	0	0	46.2	0	52.9	81.2	0	75.5





**TURNING MOVEMENT COUNT #2010051
MS 25 @ OLD MS 25
STARKVILLE, MS
OKTIBBEHA COUNTY**

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 Ridgeland, Mississippi, United States 39157
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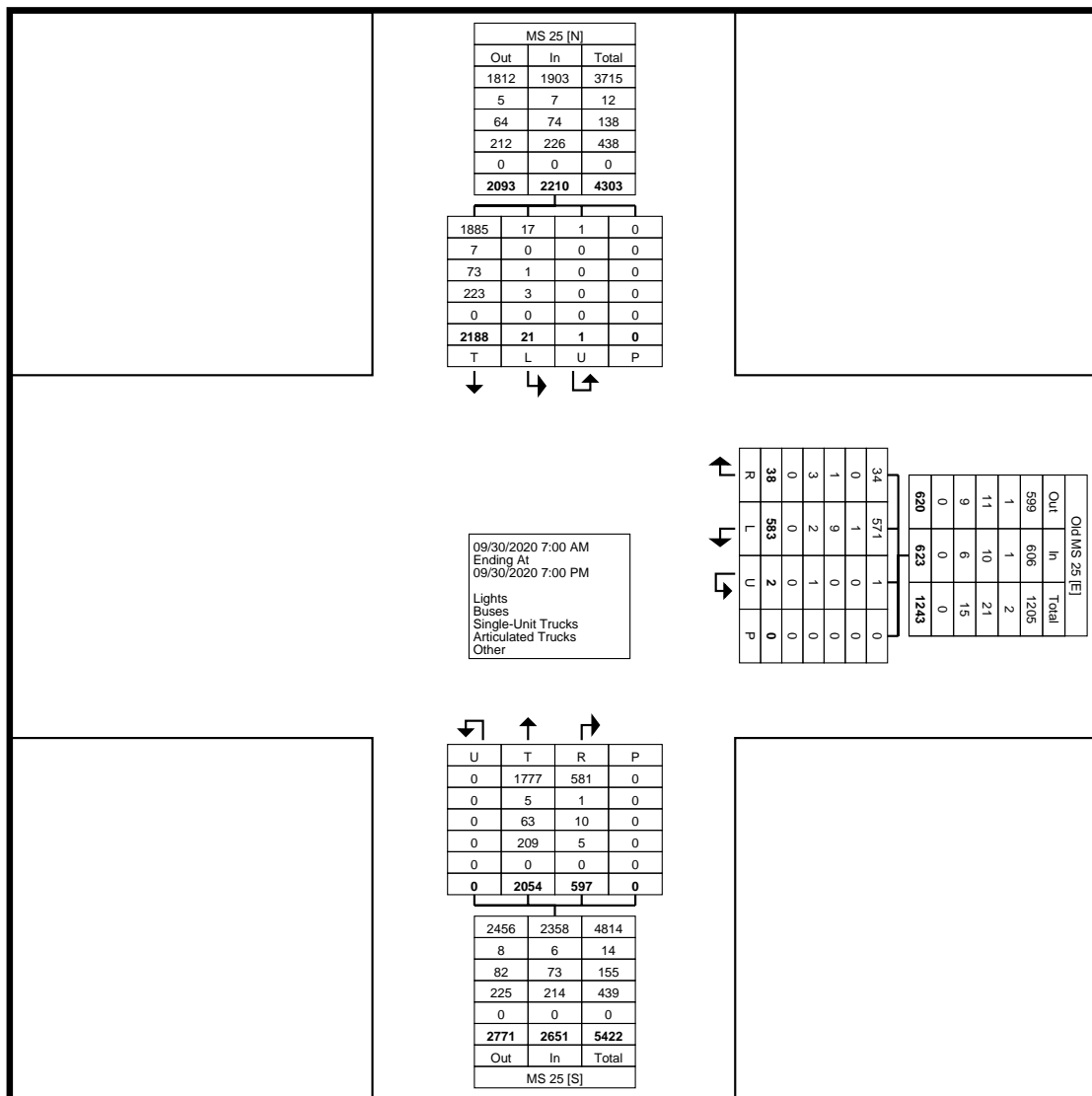
Count Name: 2010051 - MS 25
 @ Old MS 25, Starkville
 Site Code: 2010051
 Start Date: 09/30/2020
 Page No: 1

Turning Movement Data

Start Time	MS 25 Southbound					Old MS 25 Westbound					MS 25 Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	35	1	0	0	36	1	3	0	0	4	17	35	0	0	52	92
7:15 AM	36	0	0	0	36	1	15	0	0	16	26	45	0	0	71	123
7:30 AM	37	0	0	0	37	0	12	0	0	12	31	59	0	0	90	139
7:45 AM	40	2	0	0	42	0	11	0	0	11	29	71	0	0	100	153
Hourly Total	148	3	0	0	151	2	41	0	0	43	103	210	0	0	313	507
8:00 AM	33	0	0	0	33	1	4	0	0	5	18	61	0	0	79	117
8:15 AM	42	0	0	0	42	1	8	0	0	9	17	38	0	0	55	106
8:30 AM	36	0	0	0	36	0	5	1	0	6	17	44	0	0	61	103
8:45 AM	28	0	0	0	28	1	12	0	0	13	11	32	0	0	43	84
Hourly Total	139	0	0	0	139	3	29	1	0	33	63	175	0	0	238	410
9:00 AM	33	0	0	0	33	1	4	0	0	5	8	41	0	0	49	87
9:15 AM	36	0	0	0	36	0	6	0	0	6	11	38	0	0	49	91
9:30 AM	38	0	0	0	38	3	7	0	0	10	12	50	0	0	62	110
9:45 AM	48	0	0	0	48	1	6	0	0	7	12	50	0	0	62	117
Hourly Total	155	0	0	0	155	5	23	0	0	28	43	179	0	0	222	405
10:00 AM	47	0	0	0	47	1	6	0	0	7	16	36	0	0	52	106
10:15 AM	37	0	0	0	37	0	9	0	0	9	9	50	0	0	59	105
10:30 AM	30	0	0	0	30	2	6	0	0	8	11	28	0	0	39	77
10:45 AM	48	0	0	0	48	0	11	0	0	11	7	36	0	0	43	102
Hourly Total	162	0	0	0	162	3	32	0	0	35	43	150	0	0	193	390
11:00 AM	31	1	0	0	32	0	11	0	0	11	10	41	0	0	51	94
11:15 AM	47	0	0	0	47	1	9	0	0	10	10	31	0	0	41	98
11:30 AM	34	1	0	0	35	1	15	0	0	16	4	44	0	0	48	99
11:45 AM	33	0	0	0	33	1	6	0	0	7	15	41	0	0	56	96
Hourly Total	145	2	0	0	147	3	41	0	0	44	39	157	0	0	196	387
12:00 PM	41	1	0	0	42	1	3	0	0	4	12	53	0	0	65	111
12:15 PM	45	0	0	0	45	2	12	0	0	14	9	43	0	0	52	111
12:30 PM	33	0	0	0	33	1	11	0	0	12	5	46	0	0	51	96
12:45 PM	48	1	0	0	49	1	15	0	0	16	11	36	0	0	47	112
Hourly Total	167	2	0	0	169	5	41	0	0	46	37	178	0	0	215	430
1:00 PM	54	1	0	0	55	0	13	0	0	13	5	41	0	0	46	114
1:15 PM	53	1	0	0	54	0	11	0	0	11	5	33	0	0	38	103
1:30 PM	48	0	0	0	48	0	6	0	0	6	9	41	0	0	50	104
1:45 PM	40	0	0	0	40	2	13	0	0	15	12	45	0	0	57	112
Hourly Total	195	2	0	0	197	2	43	0	0	45	31	160	0	0	191	433
2:00 PM	51	1	0	0	52	0	16	0	0	16	9	47	0	0	56	124
2:15 PM	56	0	0	0	56	1	11	0	0	12	8	50	0	0	58	126
2:30 PM	47	0	0	0	47	0	10	1	0	11	8	48	0	0	56	114
2:45 PM	61	0	0	0	61	0	19	0	0	19	11	39	0	0	50	130
Hourly Total	215	1	0	0	216	1	56	1	0	58	36	184	0	0	220	494
3:00 PM	50	2	0	0	52	2	12	0	0	14	13	43	0	0	56	122
3:15 PM	45	0	0	0	45	1	16	0	0	17	13	49	0	0	62	124
3:30 PM	59	1	0	0	60	0	23	0	0	23	10	27	0	0	37	120
3:45 PM	70	1	0	0	71	2	19	0	0	21	18	51	0	0	69	161
Hourly Total	224	4	0	0	228	5	70	0	0	75	54	170	0	0	224	527
4:00 PM	53	0	0	0	53	2	21	0	0	23	17	44	0	0	61	137
4:15 PM	63	1	0	0	64	0	17	0	0	17	10	40	0	0	50	131
4:30 PM	70	0	0	0	70	2	20	0	0	22	15	44	0	0	59	151
4:45 PM	70	1	0	0	71	1	19	0	0	20	12	45	0	0	57	148
Hourly Total	256	2	0	0	258	5	77	0	0	82	54	173	0	0	227	567
5:00 PM	51	1	0	0	52	0	20	0	0	20	20	47	0	0	67	139
5:15 PM	76	0	0	0	76	0	22	0	0	22	15	43	0	0	58	156
5:30 PM	52	0	0	0	52	1	20	0	0	21	16	42	0	0	58	131
5:45 PM	41	1	0	0	42	0	15	0	0	15	10	41	0	0	51	108
Hourly Total	220	2	0	0	222	1	77	0	0	78	61	173	0	0	234	534
6:00 PM	34	1	0	0	35	0	18	0	0	18	6	40	0	0	46	99
6:15 PM	40	2	1	0	43	2	10	0	0	12	13	38	0	0	51	106
6:30 PM	45	0	0	0	45	1	10	0	0	11	11	40	0	0	51	107
6:45 PM	43	0	0	0	43	0	15	0	0	15	3	27	0	0	30	88
Hourly Total	162	3	1	0	166	3	53	0	0	56	33	145	0	0	178	400
Grand Total	2188	21	1	0	2210	38	583	2	0	623	597	2054	0	0	2651	5484
Approach %	99.0	1.0	0.0	-	-	6.1	93.6	0.3	-	-	22.5	77.5	0.0	-	-	-
Total %	39.9	0.4	0.0	-	40.3	0.7	10.6	0.0	-	11.4	10.9	37.5	0.0	-	48.3	-

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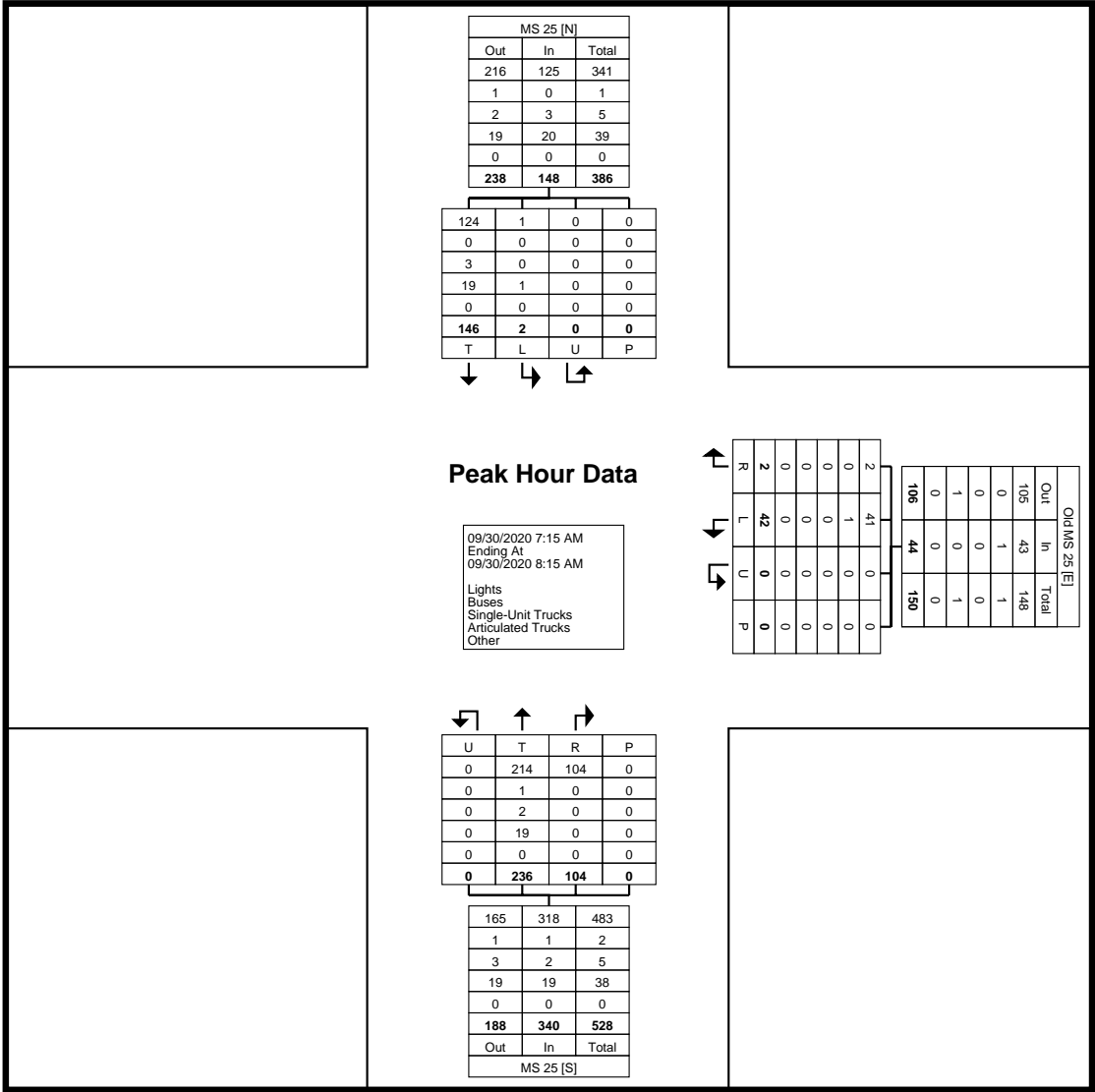
Count Name: 2010051 - MS 25
 @ Old MS 25, Starkville
 Site Code: 2010051
 Start Date: 09/30/2020
 Page No: 3



Turning Movement Data Plot

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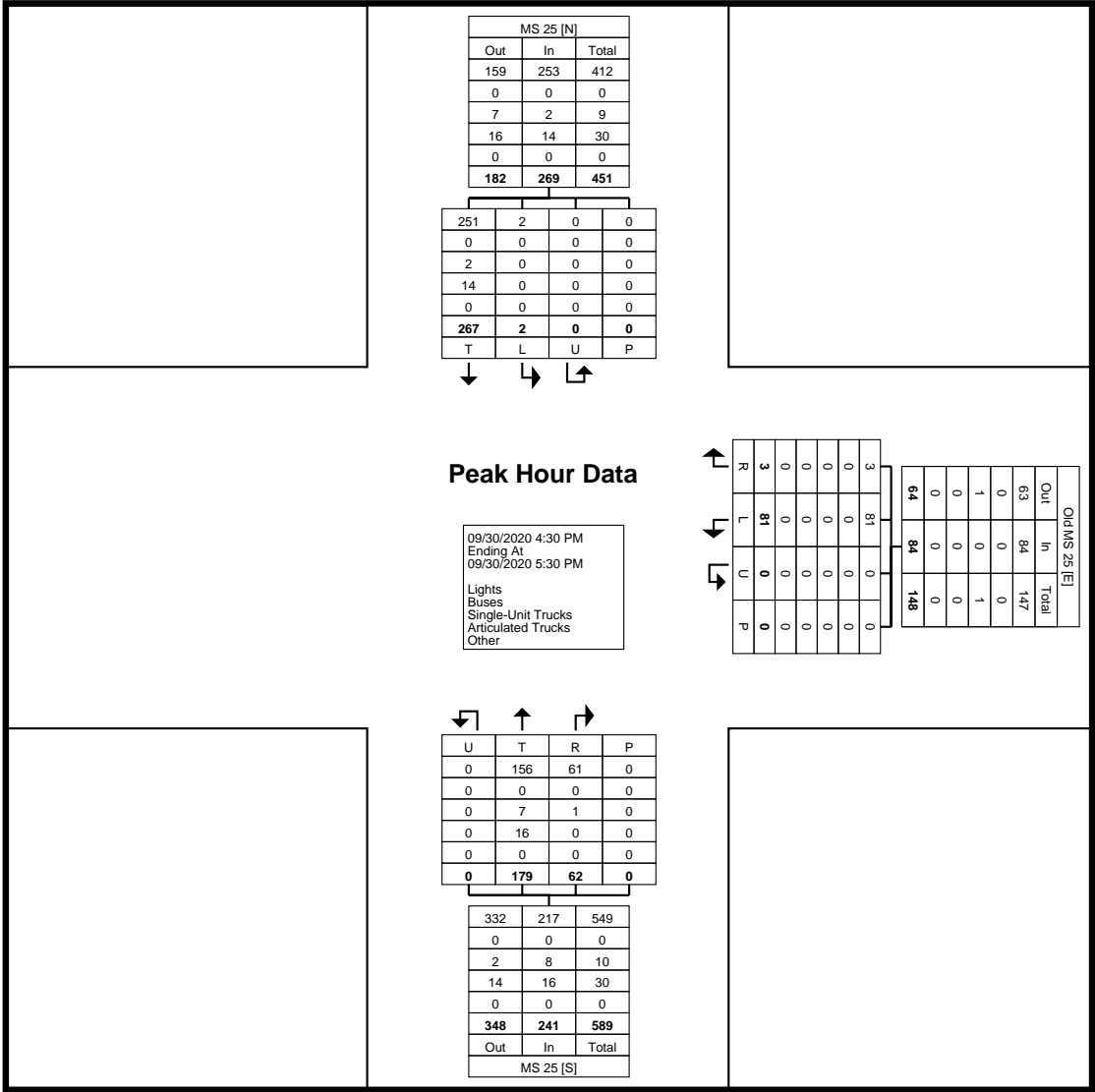
Count Name: 2010051 - MS 25
 @ Old MS 25, Starkville
 Site Code: 2010051
 Start Date: 09/30/2020
 Page No: 5



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

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Count Name: 2010051 - MS 25
 @ Old MS 25, Starkville
 Site Code: 2010051
 Start Date: 09/30/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

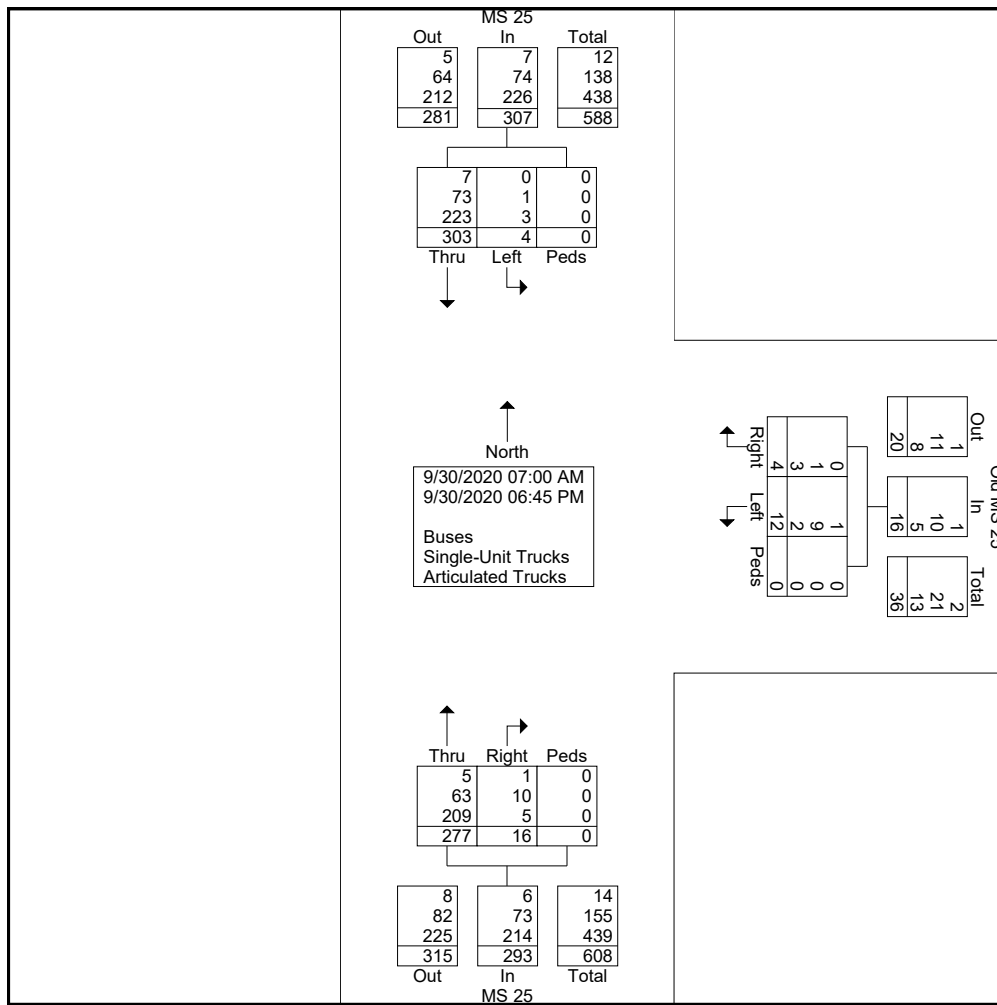
5.1 A83

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 From North			Old MS 25 From East			MS 25 From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	3	1	0	0	0	0	3	1	0	8
07:15 AM	4	0	0	0	1	0	0	2	0	7
07:30 AM	4	0	0	0	0	0	0	5	0	9
07:45 AM	10	1	0	0	0	0	0	9	0	20
Total	21	2	0	0	1	0	3	17	0	44
08:00 AM	4	0	0	0	0	0	0	6	0	10
08:15 AM	7	0	0	0	0	0	0	11	0	18
08:30 AM	11	0	0	0	1	0	0	2	0	14
08:45 AM	4	0	0	0	0	0	0	3	0	7
Total	26	0	0	0	1	0	0	22	0	49
09:00 AM	8	0	0	0	0	0	0	7	0	15
09:15 AM	3	0	0	0	0	0	1	6	0	10
09:30 AM	4	0	0	1	1	0	0	5	0	11
09:45 AM	6	0	0	0	0	0	0	8	0	14
Total	21	0	0	1	1	0	1	26	0	50
10:00 AM	17	0	0	0	0	0	1	3	0	21
10:15 AM	12	0	0	0	1	0	0	10	0	23
10:30 AM	7	0	0	0	0	0	0	4	0	11
10:45 AM	8	0	0	0	1	0	0	6	0	15
Total	44	0	0	0	2	0	1	23	0	70
11:00 AM	8	0	0	0	1	0	2	7	0	18
11:15 AM	13	0	0	0	0	0	0	5	0	18
11:30 AM	4	1	0	1	0	0	0	7	0	13
11:45 AM	4	0	0	0	0	0	1	5	0	10
Total	29	1	0	1	1	0	3	24	0	59
12:00 PM	10	0	0	0	0	0	0	8	0	18
12:15 PM	7	0	0	1	1	0	0	11	0	20
12:30 PM	6	0	0	0	0	0	0	8	0	14
12:45 PM	11	0	0	0	1	0	0	9	0	21
Total	34	0	0	1	2	0	0	36	0	73
01:00 PM	9	0	0	0	0	0	0	7	0	16
01:15 PM	9	1	0	0	1	0	0	6	0	17
01:30 PM	9	0	0	0	0	0	1	5	0	15
01:45 PM	6	0	0	0	1	0	2	4	0	13
Total	33	1	0	0	2	0	3	22	0	61
02:00 PM	5	0	0	0	0	0	1	7	0	13
02:15 PM	4	0	0	0	0	0	0	8	0	12
02:30 PM	2	0	0	0	0	0	0	11	0	13
02:45 PM	9	0	0	0	0	0	0	2	0	11
Total	20	0	0	0	0	0	1	28	0	49
03:00 PM	3	0	0	1	0	0	0	2	0	6
03:15 PM	4	0	0	0	0	0	0	8	0	12
03:30 PM	8	0	0	0	1	0	0	4	0	13
03:45 PM	11	0	0	0	1	0	2	6	0	20
Total	26	0	0	1	2	0	2	20	0	51
04:00 PM	3	0	0	0	0	0	0	3	0	6
04:15 PM	11	0	0	0	0	0	0	10	0	21
04:30 PM	7	0	0	0	0	0	1	1	0	9
04:45 PM	4	0	0	0	0	0	0	5	0	9
Total	25	0	0	0	0	0	1	19	0	45
05:00 PM	1	0	0	0	0	0	0	12	0	13
05:15 PM	4	0	0	0	0	0	0	5	0	9
05:30 PM	5	0	0	0	0	0	1	3	0	9

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 From North			Old MS 25 From East			MS 25 From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	4	0	0	0	0	0	0	4	0	8
Total	14	0	0	0	0	0	1	24	0	39
06:00 PM	0	0	0	0	0	0	0	4	0	4
06:15 PM	1	0	0	0	0	0	0	5	0	6
06:30 PM	4	0	0	0	0	0	0	2	0	6
06:45 PM	5	0	0	0	0	0	0	5	0	10
Total	10	0	0	0	0	0	0	16	0	26
Grand Total	303	4	0	4	12	0	16	277	0	616
Apprch %	98.7	1.3	0	25	75	0	5.5	94.5	0	
Total %	49.2	0.6	0	0.6	1.9	0	2.6	45	0	
Buses	7	0	0	0	1	0	1	5	0	14
% Buses	2.3	0	0	0	8.3	0	6.2	1.8	0	2.3
Single-Unit Trucks	73	1	0	1	9	0	10	63	0	157
% Single-Unit Trucks	24.1	25	0	25	75	0	62.5	22.7	0	25.5
Articulated Trucks	223	3	0	3	2	0	5	209	0	445
% Articulated Trucks	73.6	75	0	75	16.7	0	31.2	75.5	0	72.2





TURNING MOVEMENT COUNT #2010052
MS 25 @ ABERNATHY DR / WEST FRONTAGE RD
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 From North				Abernathy Dr From East				MS 25 From South				West Frontage Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	24	402	44	0	19	2	11	0	21	521	0	0	1	3	127	0	1175
08:00 AM	18	330	35	0	11	6	11	0	12	370	0	0	3	8	80	0	884
09:00 AM	17	300	20	0	10	3	7	0	20	284	0	0	0	2	47	0	710
10:00 AM	25	304	24	0	6	4	11	0	26	327	1	0	0	5	41	0	774
11:00 AM	19	329	20	0	27	3	14	0	16	326	0	0	1	8	39	0	802
12:00 PM	24	370	35	0	22	5	10	0	21	402	1	0	0	2	45	0	937
01:00 PM	31	364	19	0	20	7	11	0	18	442	0	0	0	4	68	0	984
02:00 PM	40	424	27	0	17	4	9	0	18	442	1	0	3	7	60	0	1052
03:00 PM	44	464	33	0	30	5	13	0	21	444	1	0	1	8	43	0	1107
04:00 PM	48	504	36	0	28	9	15	0	16	518	1	0	0	3	45	0	1223
05:00 PM	92	525	39	0	33	12	18	0	20	494	28	0	1	11	35	0	1308
06:00 PM	116	338	21	0	17	9	7	0	24	367	68	0	3	10	51	0	1031
Grand Total	498	4654	353	0	240	69	137	0	233	4937	101	0	13	71	681	0	11987
Apprch %	9	84.5	6.4	0	53.8	15.5	30.7	0	4.4	93.7	1.9	0	1.7	9.3	89	0	
Total %	4.2	38.8	2.9	0	2	0.6	1.1	0	1.9	41.2	0.8	0	0.1	0.6	5.7	0	
Lights	492	4123	348	0	232	69	133	0	206	4431	101	0	13	69	674	0	10891
% Lights	98.8	88.6	98.6	0	96.7	100	97.1	0	88.4	89.8	100	0	100	97.2	99	0	90.9
Buses	0	12	0	0	0	0	0	0	22	19	0	0	0	0	0	0	53
% Buses	0	0.3	0	0	0	0	0	0	9.4	0.4	0	0	0	0	0	0	0.4
Single-Unit Trucks	6	131	2	0	6	0	3	0	4	137	0	0	0	2	5	0	296
% Single-Unit Trucks	1.2	2.8	0.6	0	2.5	0	2.2	0	1.7	2.8	0	0	0	2.8	0.7	0	2.5
Articulated Trucks	0	388	3	0	2	0	1	0	1	350	0	0	0	0	2	0	747
% Articulated Trucks	0	8.3	0.8	0	0.8	0	0.7	0	0.4	7.1	0	0	0	0	0.3	0	6.2

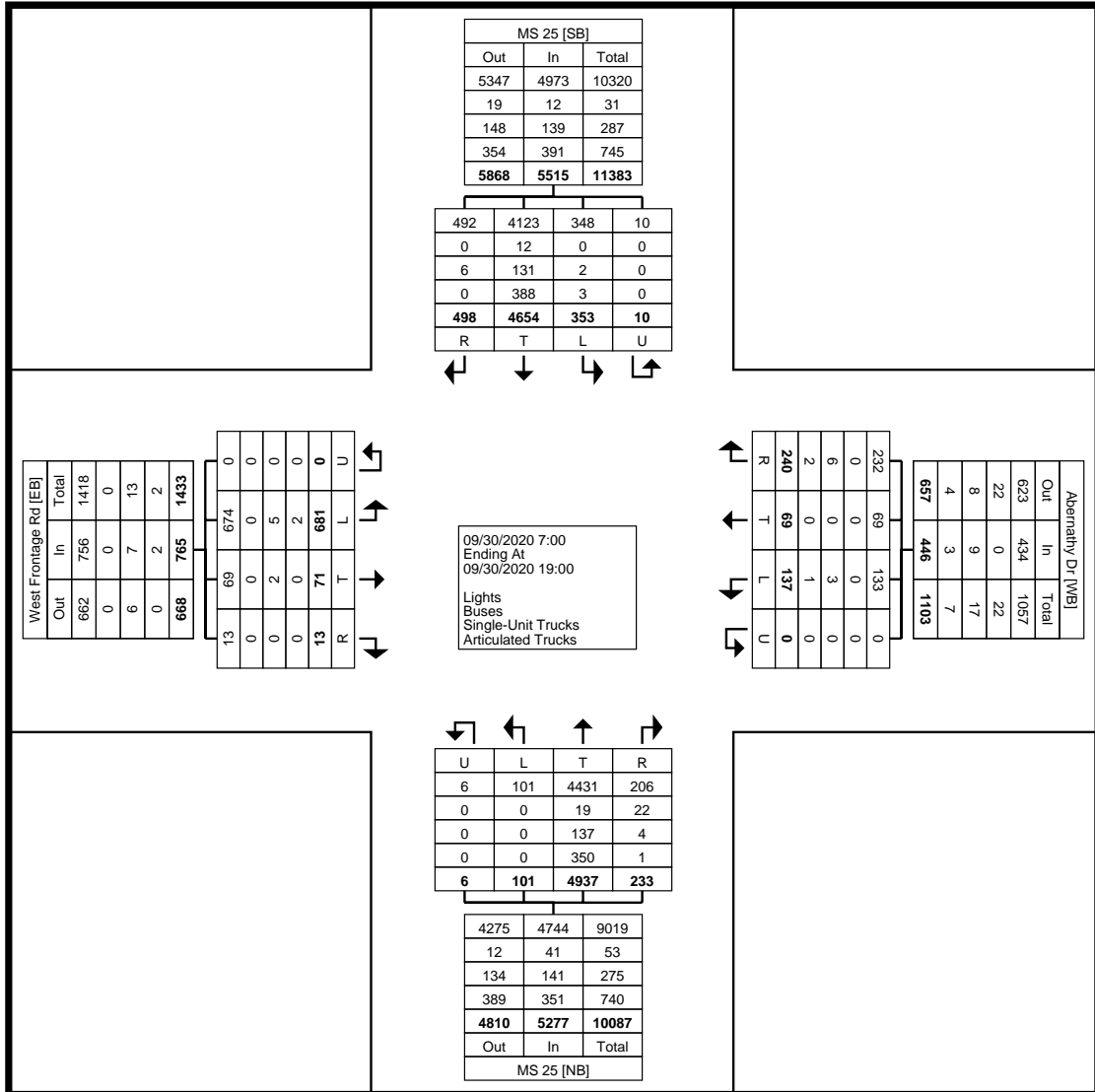
5.1 A88

Lights	492	4123	348	10	4973	232	69	133	0	434	206	4431	101	6	4744	13	69	674	0	756	10907
% Lights	98.8	88.6	98.6	100.0	90.2	96.7	100.0	97.1	-	97.3	88.4	89.8	100.0	100.0	89.9	100.0	97.2	99.0	-	98.8	90.9
Buses	0	12	0	0	12	0	0	0	0	0	22	19	0	0	41	0	0	0	0	0	53
% Buses	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	-	0.0	9.4	0.4	0.0	0.0	0.8	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	6	131	2	0	139	6	0	3	0	9	4	137	0	0	141	0	2	5	0	7	296
% Single-Unit Trucks	1.2	2.8	0.6	0.0	2.5	2.5	0.0	2.2	-	2.0	1.7	2.8	0.0	0.0	2.7	0.0	2.8	0.7	-	0.9	2.5
Articulated Trucks	0	388	3	0	391	2	0	1	0	3	1	350	0	0	351	0	0	2	0	2	747
% Articulated Trucks	0.0	8.3	0.8	0.0	7.1	0.8	0.0	0.7	-	0.7	0.4	7.1	0.0	0.0	6.7	0.0	0.0	0.3	-	0.3	6.2

5.1 A89

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Count Name: 2010052 - MS 25
 @ Abernathy Dr / West Frontage
 Rd, Starkville
 Site Code: 2010052
 Start Date: 09/30/2020
 Page No: 3



Turning Movement Data Plot

5.1 A90

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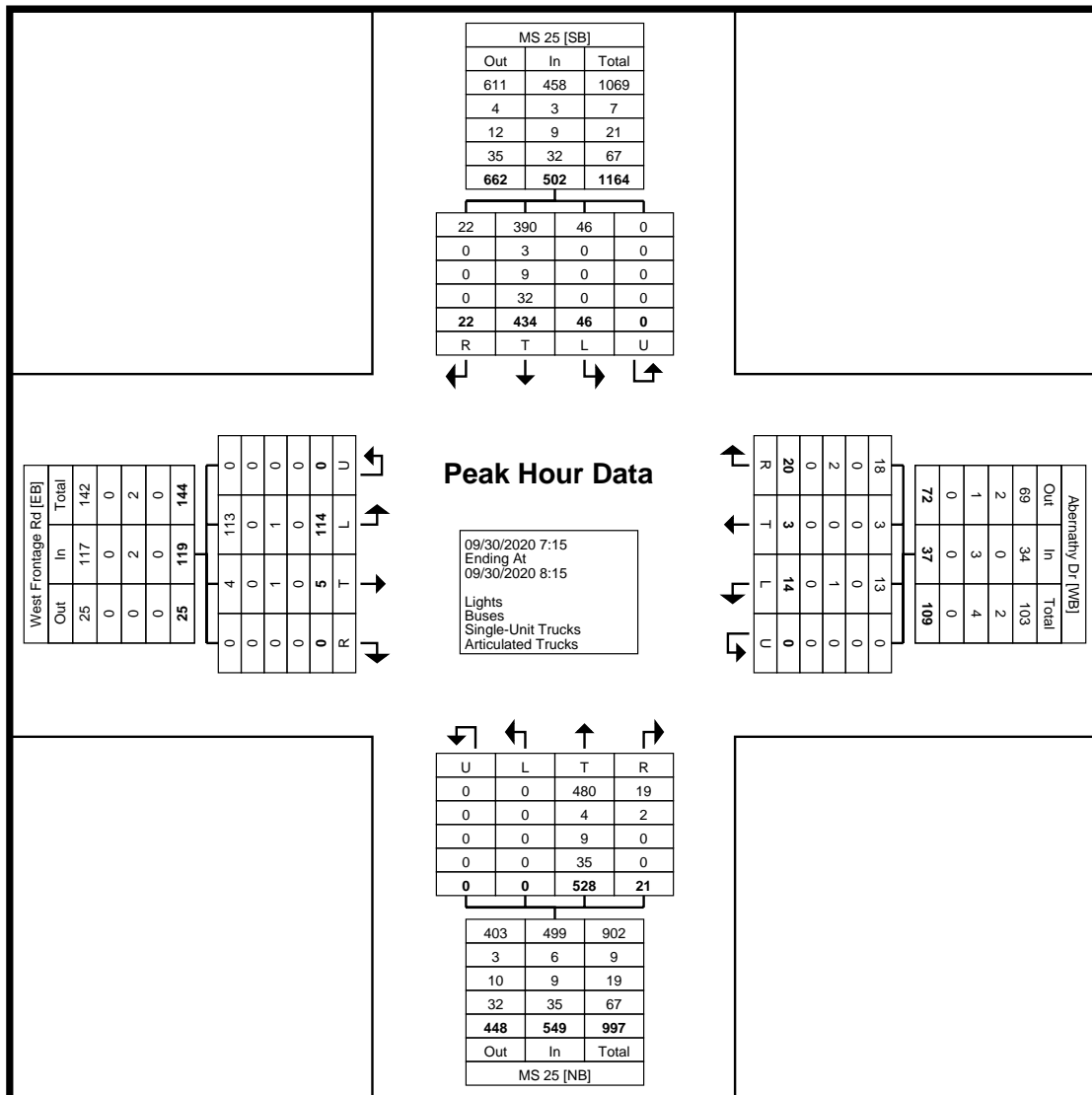
Count Name: 2010052 - MS 25
 @ Abernathy Dr / West Frontage
 Rd, Starkville
 Site Code: 2010052
 Start Date: 09/30/2020
 Page No: 4

Turning Movement Peak Hour Data (7:15)

Start Time	MS 25 Southbound					Abernathy Dr Westbound					MS 25 Northbound					West Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:15	3	102	7	0	112	7	0	3	0	10	6	122	0	0	128	0	1	36	0	37	287
7:30	10	121	10	0	141	6	1	4	0	11	2	144	0	0	146	0	1	29	0	30	328
7:45	8	118	20	0	146	4	1	2	0	7	8	148	0	0	156	0	1	33	0	34	343
8:00	1	93	9	0	103	3	1	5	0	9	5	114	0	0	119	0	2	16	0	18	249
Total	22	434	46	0	502	20	3	14	0	37	21	528	0	0	549	0	5	114	0	119	1207
Approach %	4.4	86.5	9.2	0.0	-	54.1	8.1	37.8	0.0	-	3.8	96.2	0.0	0.0	-	0.0	4.2	95.8	0.0	-	-
Total %	1.8	36.0	3.8	0.0	41.6	1.7	0.2	1.2	0.0	3.1	1.7	43.7	0.0	0.0	45.5	0.0	0.4	9.4	0.0	9.9	-
PHF	0.550	0.897	0.575	0.000	0.860	0.714	0.750	0.700	0.000	0.841	0.656	0.892	0.000	0.000	0.880	0.000	0.625	0.792	0.000	0.804	0.880
Lights	22	390	46	0	458	18	3	13	0	34	19	480	0	0	499	0	4	113	0	117	1108
% Lights	100.0	89.9	100.0	-	91.2	90.0	100.0	92.9	-	91.9	90.5	90.9	-	-	90.9	-	80.0	99.1	-	98.3	91.8
Buses	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
% Buses	0.0	0.7	0.0	-	0.6	0.0	0.0	0.0	-	0.0	9.5	0.8	-	-	1.1	-	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	9	0	0	9	2	0	1	0	3	0	9	0	0	9	0	1	1	0	2	23
% Single-Unit Trucks	0.0	2.1	0.0	-	1.8	10.0	0.0	7.1	-	8.1	0.0	1.7	-	-	1.6	-	20.0	0.9	-	1.7	1.9
Articulated Trucks	0	32	0	0	32	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	67
% Articulated Trucks	0.0	7.4	0.0	-	6.4	0.0	0.0	0.0	-	0.0	0.0	6.6	-	-	6.4	-	0.0	0.0	-	0.0	5.6

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 310 New Pointe Drive
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 601.607.8700

Count Name: 2010052 - MS 25
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 Site Code: 2010052
 Start Date: 09/30/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (7:15)

5.1 A92

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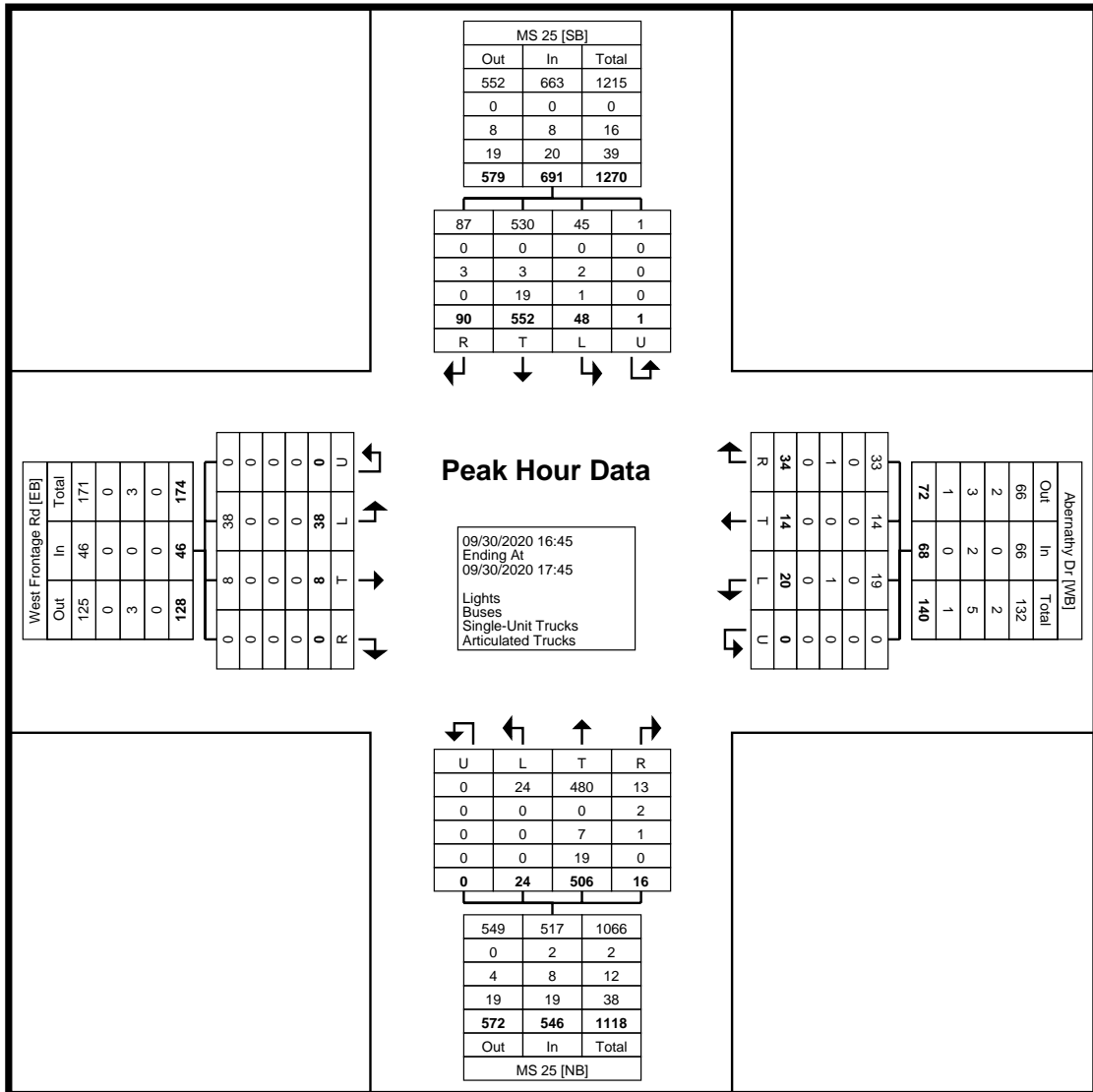
Count Name: 2010052 - MS 25
 @ Abernathy Dr / West Frontage
 Rd, Starkville
 Site Code: 2010052
 Start Date: 09/30/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	MS 25 Southbound					Abernathy Dr Westbound					MS 25 Northbound					West Frontage Rd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
16:45	17	128	14	1	160	7	4	4	0	15	2	120	1	0	123	0	1	14	0	15	313
17:00	18	141	12	0	171	10	1	10	0	21	6	147	5	0	158	0	0	10	0	10	360
17:15	31	154	16	0	201	8	4	4	0	16	6	119	6	0	131	0	4	5	0	9	357
17:30	24	129	6	0	159	9	5	2	0	16	2	120	12	0	134	0	3	9	0	12	321
Total	90	552	48	1	691	34	14	20	0	68	16	506	24	0	546	0	8	38	0	46	1351
Approach %	13.0	79.9	6.9	0.1	-	50.0	20.6	29.4	0.0	-	2.9	92.7	4.4	0.0	-	0.0	17.4	82.6	0.0	-	-
Total %	6.7	40.9	3.6	0.1	51.1	2.5	1.0	1.5	0.0	5.0	1.2	37.5	1.8	0.0	40.4	0.0	0.6	2.8	0.0	3.4	-
PHF	0.726	0.896	0.750	0.250	0.859	0.850	0.700	0.500	0.000	0.810	0.667	0.861	0.500	0.000	0.864	0.000	0.500	0.679	0.000	0.767	0.938
Lights	87	530	45	1	663	33	14	19	0	66	13	480	24	0	517	0	8	38	0	46	1292
% Lights	96.7	96.0	93.8	100.0	95.9	97.1	100.0	95.0	-	97.1	81.3	94.9	100.0	-	94.7	-	100.0	100.0	-	100.0	95.6
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	12.5	0.0	0.0	-	0.4	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	3	3	2	0	8	1	0	1	0	2	1	7	0	0	8	0	0	0	0	0	18
% Single-Unit Trucks	3.3	0.5	4.2	0.0	1.2	2.9	0.0	5.0	-	2.9	6.3	1.4	0.0	-	1.5	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	19	1	0	20	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	39
% Articulated Trucks	0.0	3.4	2.1	0.0	2.9	0.0	0.0	0.0	-	0.0	0.0	3.8	0.0	-	3.5	-	0.0	0.0	-	0.0	2.9

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010052 - MS 25
 @ Abernathy Dr / West Frontage
 Rd, Starkville
 Site Code: 2010052
 Start Date: 09/30/2020
 Page No: 7



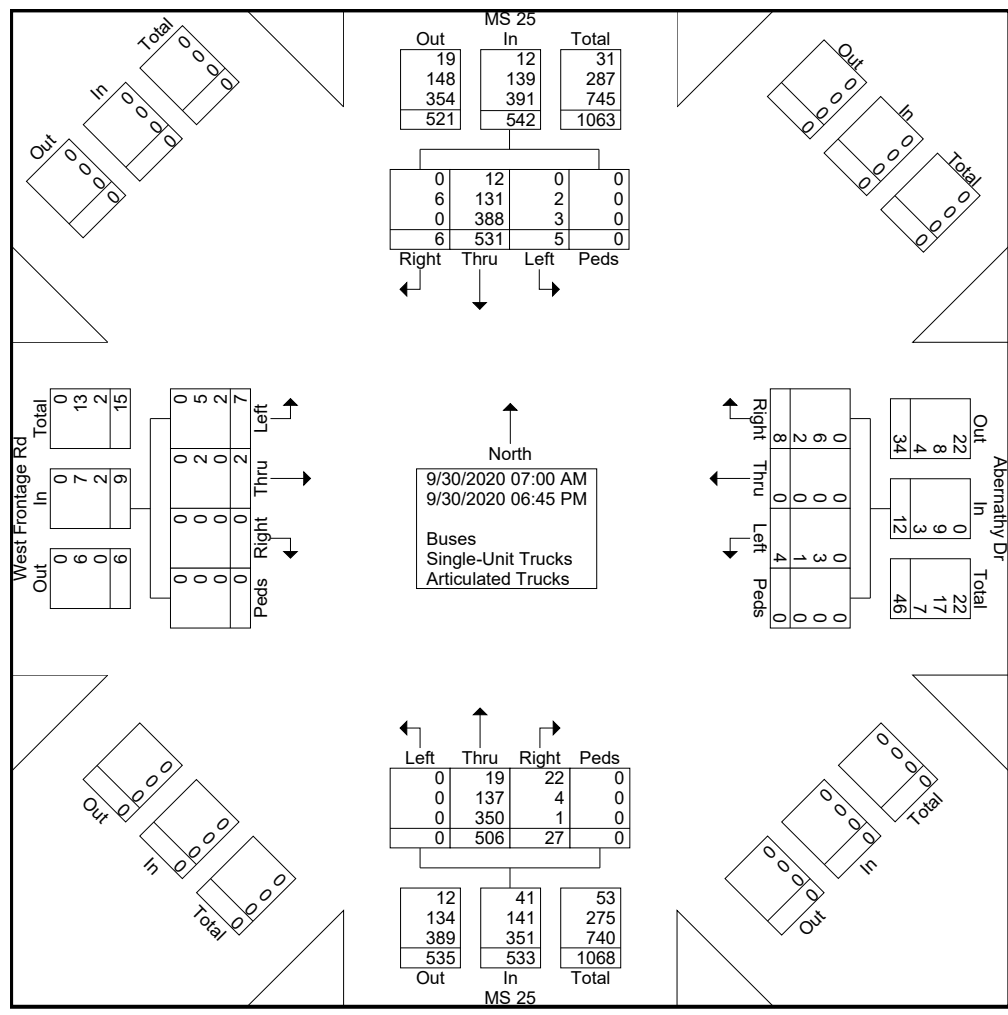
Turning Movement Peak Hour Data Plot (16:45)

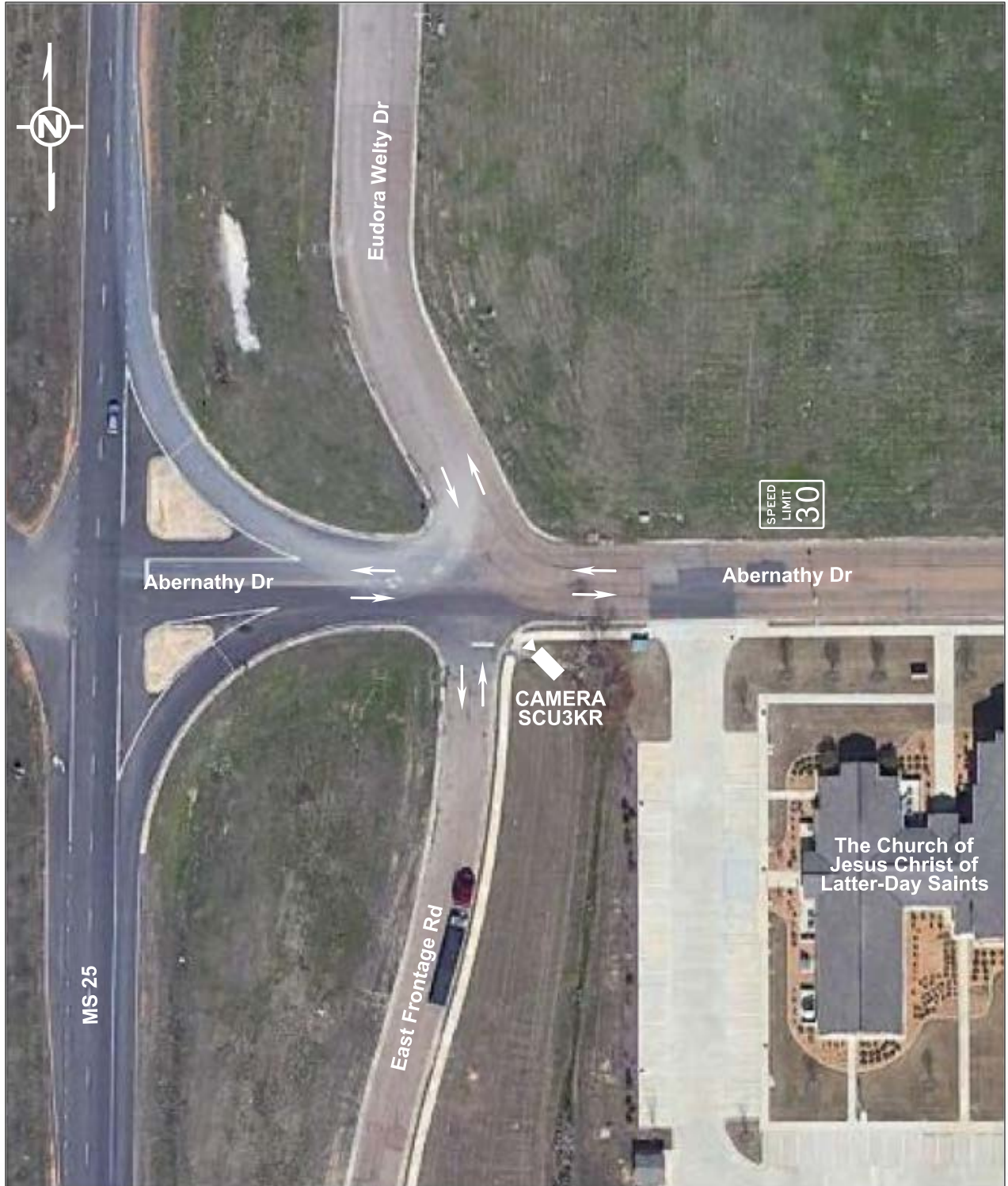
Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 From North				Abernathy Dr From East				MS 25 From South				West Frontage Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	5	0	0	0	0	0	0	1	8	0	0	0	0	0	0	14
07:15 AM	0	6	0	0	1	0	0	0	0	8	0	0	0	1	1	0	17
07:30 AM	0	10	0	0	1	0	0	0	1	11	0	0	0	0	0	0	23
07:45 AM	0	15	0	0	0	0	0	0	0	16	0	0	0	0	0	0	31
Total	0	36	0	0	2	0	0	0	2	43	0	0	0	1	1	0	85
08:00 AM	0	13	0	0	0	0	1	0	1	13	0	0	0	0	0	0	28
08:15 AM	0	9	0	0	0	0	0	0	0	15	0	0	0	0	0	0	24
08:30 AM	0	11	0	0	0	0	0	0	0	7	0	0	0	0	2	0	20
08:45 AM	0	9	0	0	0	0	0	0	1	6	0	0	0	0	0	0	16
Total	0	42	0	0	0	0	1	0	2	41	0	0	0	0	2	0	88
09:00 AM	0	11	0	0	0	0	0	0	0	12	0	0	0	0	1	0	24
09:15 AM	0	12	0	0	0	0	0	0	2	11	0	0	0	0	1	0	26
09:30 AM	0	12	0	0	0	0	0	0	0	13	0	0	0	0	0	0	25
09:45 AM	1	18	0	0	0	0	0	0	1	9	0	0	0	0	0	0	29
Total	1	53	0	0	0	0	0	0	3	45	0	0	0	0	2	0	104
10:00 AM	0	15	0	0	0	0	0	0	0	6	0	0	0	0	0	0	21
10:15 AM	0	13	0	0	0	0	1	0	1	15	0	0	0	0	0	0	30
10:30 AM	0	15	0	0	0	0	0	0	0	13	0	0	0	0	0	0	28
10:45 AM	0	8	0	0	0	0	0	0	0	14	0	0	0	0	0	0	22
Total	0	51	0	0	0	0	1	0	1	48	0	0	0	0	0	0	101
11:00 AM	0	15	0	0	0	0	0	0	2	11	0	0	0	0	0	0	28
11:15 AM	0	19	0	0	0	0	0	0	0	11	0	0	0	0	0	0	30
11:30 AM	0	9	0	0	1	0	0	0	1	11	0	0	0	1	1	0	24
11:45 AM	0	8	0	0	0	0	0	0	0	11	0	0	0	0	0	0	19
Total	0	51	0	0	1	0	0	0	3	44	0	0	0	1	1	0	101
12:00 PM	0	16	1	0	0	0	0	0	1	10	0	0	0	0	0	0	28
12:15 PM	1	14	0	0	1	0	0	0	0	20	0	0	0	0	0	0	36
12:30 PM	0	12	0	0	0	0	0	0	2	12	0	0	0	0	0	0	26
12:45 PM	0	16	0	0	1	0	1	0	2	15	0	0	0	0	0	0	35
Total	1	58	1	0	2	0	1	0	5	57	0	0	0	0	0	0	125
01:00 PM	0	13	0	0	0	0	0	0	0	14	0	0	0	0	0	0	27
01:15 PM	0	11	0	0	0	0	0	0	0	15	0	0	0	0	0	0	26
01:30 PM	0	12	0	0	0	0	0	0	1	17	0	0	0	0	0	0	30
01:45 PM	0	13	1	0	0	0	0	0	0	8	0	0	0	0	0	0	22
Total	0	49	1	0	0	0	0	0	1	54	0	0	0	0	0	0	105
02:00 PM	0	8	0	0	1	0	0	0	1	13	0	0	0	0	0	0	23
02:15 PM	0	11	0	0	1	0	0	0	0	13	0	0	0	0	0	0	25
02:30 PM	0	14	0	0	0	0	0	0	0	13	0	0	0	0	0	0	27
02:45 PM	0	11	0	0	0	0	0	0	0	11	0	0	0	0	0	0	22
Total	0	44	0	0	2	0	0	0	1	50	0	0	0	0	0	0	97
03:00 PM	0	11	0	0	0	0	0	0	1	8	0	0	0	0	0	0	20
03:15 PM	0	15	0	0	0	0	0	0	0	14	0	0	0	0	0	0	29
03:30 PM	0	15	0	0	0	0	0	0	1	9	0	0	0	0	0	0	25
03:45 PM	0	19	0	0	0	0	0	0	0	13	0	0	0	0	0	0	32
Total	0	60	0	0	0	0	0	0	2	44	0	0	0	0	0	0	106
04:00 PM	0	12	0	0	0	0	0	0	1	5	0	0	0	0	0	0	18
04:15 PM	0	14	0	0	0	0	0	0	0	14	0	0	0	0	0	0	28
04:30 PM	0	7	0	0	0	0	0	0	0	9	0	0	0	0	0	0	16
04:45 PM	1	7	0	0	0	0	0	0	1	6	0	0	0	0	0	0	15
Total	1	40	0	0	0	0	0	0	2	34	0	0	0	0	0	0	77
05:00 PM	1	6	1	0	0	0	0	0	1	9	0	0	0	0	0	0	18
05:15 PM	0	7	2	0	1	0	0	0	1	5	0	0	0	0	0	0	16
05:30 PM	1	2	0	0	0	0	1	0	0	6	0	0	0	0	0	0	10

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 From North				Abernathy Dr From East				MS 25 From South				West Frontage Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	8	0	0	0	0	0	0	1	3	0	0	0	0	0	0	12
Total	2	23	3	0	1	0	1	0	3	23	0	0	0	0	0	0	56
06:00 PM	1	4	0	0	0	0	0	0	0	9	0	0	0	0	0	0	14
06:15 PM	0	7	0	0	0	0	0	0	1	4	0	0	0	0	0	0	12
06:30 PM	0	5	0	0	0	0	0	0	0	5	0	0	0	0	1	0	11
06:45 PM	0	8	0	0	0	0	0	0	1	5	0	0	0	0	0	0	14
Total	1	24	0	0	0	0	0	0	2	23	0	0	0	0	1	0	51
Grand Total	6	531	5	0	8	0	4	0	27	506	0	0	0	2	7	0	1096
Apprch %	1.1	98	0.9	0	66.7	0	33.3	0	5.1	94.9	0	0	0	22.2	77.8	0	
Total %	0.5	48.4	0.5	0	0.7	0	0.4	0	2.5	46.2	0	0	0	0.2	0.6	0	
Buses	0	12	0	0	0	0	0	0	22	19	0	0	0	0	0	0	53
% Buses	0	2.3	0	0	0	0	0	0	81.5	3.8	0	0	0	0	0	0	4.8
Single-Unit Trucks	6	131	2	0	6	0	3	0	4	137	0	0	0	2	5	0	296
% Single-Unit Trucks	100	24.7	40	0	75	0	75	0	14.8	27.1	0	0	0	100	71.4	0	27
Articulated Trucks	0	388	3	0	2	0	1	0	1	350	0	0	0	0	2	0	747
% Articulated Trucks	0	73.1	60	0	25	0	25	0	3.7	69.2	0	0	0	0	28.6	0	68.2





TURNING MOVEMENT COUNT #2010053
ABERNATHY DR @ EUDORA WELTY DR / EAST
FRONTAGE RD
STARKVILLE, MS
OKTIBBEHA COUNTY

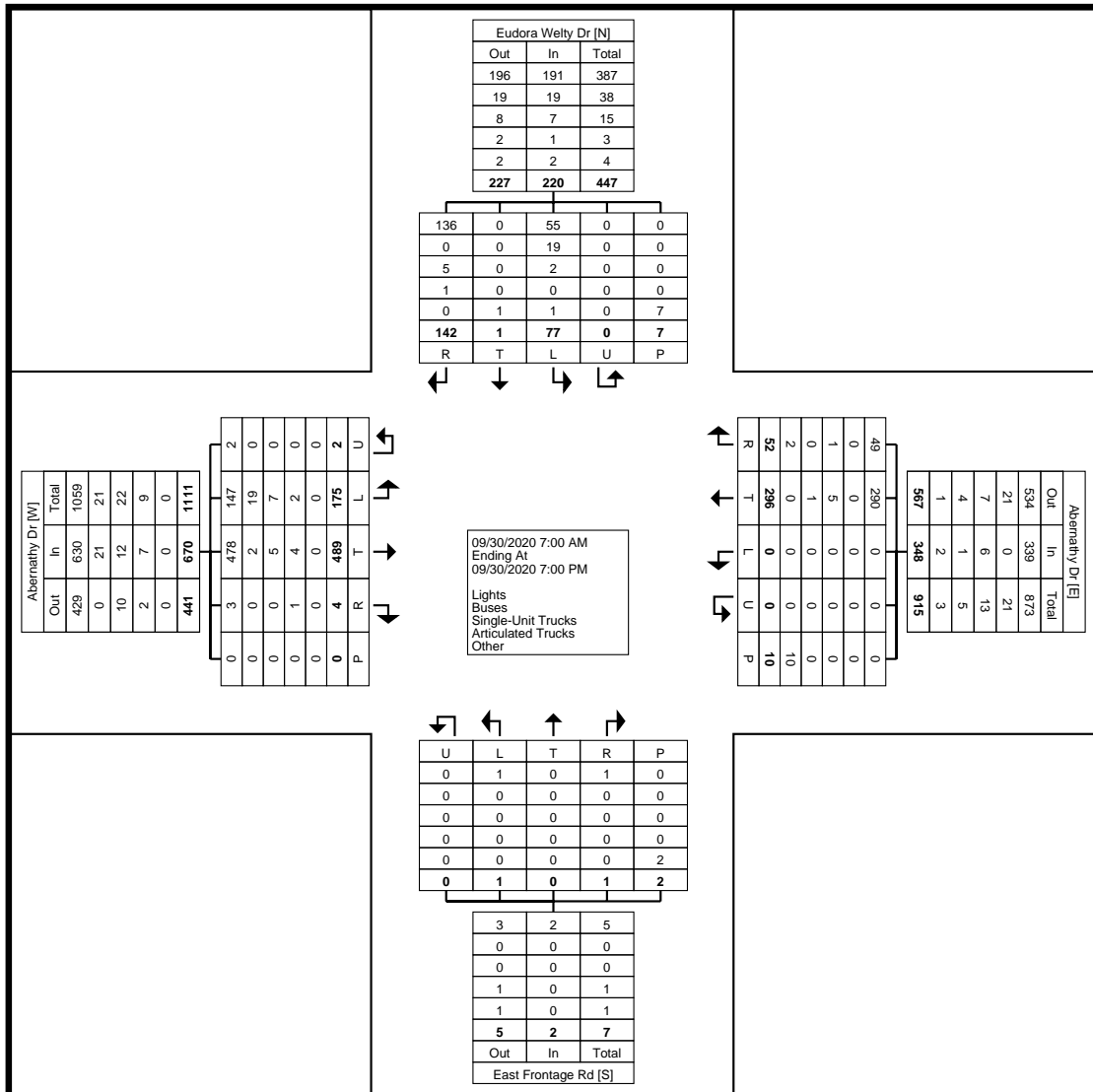
Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Eudora Welty Dr From North				Abernathy Dr From East				East Frontage Rd From South				Abernathy Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	15	0	8	0	4	18	0	0	0	0	0	0	0	58	10	0	113
08:00 AM	10	0	2	0	5	16	0	1	0	0	0	0	0	43	12	0	89
09:00 AM	8	1	5	0	4	15	0	0	0	0	0	0	0	36	10	0	79
10:00 AM	13	0	7	0	3	11	0	0	1	0	0	0	1	32	23	0	91
11:00 AM	15	0	9	0	6	26	0	1	0	0	0	0	0	34	9	0	100
12:00 PM	11	0	4	0	6	26	0	2	0	0	0	0	0	45	15	0	109
01:00 PM	10	0	7	0	2	26	0	0	0	0	0	0	0	29	13	0	87
02:00 PM	6	0	6	0	3	27	0	0	0	0	0	0	0	39	14	0	95
03:00 PM	14	0	11	2	5	30	0	1	0	0	0	0	1	51	13	0	128
04:00 PM	19	0	9	1	3	30	0	0	0	0	1	0	1	39	15	0	118
05:00 PM	12	0	5	3	6	48	0	3	0	0	0	2	1	49	20	0	149
06:00 PM	9	0	4	1	5	23	0	2	0	0	0	0	0	34	21	0	99
Grand Total	142	1	77	7	52	296	0	10	1	0	1	2	4	489	175	0	1257
Apprch %	62.6	0.4	33.9	3.1	14.5	82.7	0	2.8	25	0	25	50	0.6	73.2	26.2	0	
Total %	11.3	0.1	6.1	0.6	4.1	23.5	0	0.8	0.1	0	0.1	0.2	0.3	38.9	13.9	0	
Lights	136	0	55	0	49	290	0	0	1	0	1	0	3	478	147	0	1160
% Lights	95.8	0	71.4	0	94.2	98	0	0	100	0	100	0	75	97.8	84	0	92.3
Buses	0	0	19	0	0	0	0	0	0	0	0	0	0	2	19	0	40
% Buses	0	0	24.7	0	0	0	0	0	0	0	0	0	0	0.4	10.9	0	3.2
Single-Unit Trucks	5	0	2	0	1	5	0	0	0	0	0	0	0	5	7	0	25
% Single-Unit Trucks	3.5	0	2.6	0	1.9	1.7	0	0	0	0	0	0	0	1	4	0	2
Articulated Trucks	1	0	0	0	0	1	0	0	0	0	0	0	1	4	2	0	9
% Articulated Trucks	0.7	0	0	0	0	0.3	0	0	0	0	0	0	25	0.8	1.1	0	0.7
Bicycles on Road	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4
% Bicycles on Road	0	100	1.3	0	3.8	0	0	0	0	0	0	0	0	0	0	0	0.3
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	7	0	0	0	10	0	0	0	2	0	0	0	0	19
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	0	1.5

5.1 A100

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010053 -
 Abernathy Dr @ Eudora Welty
 Dr / East Frontage Rd, Starkville
 Site Code: 2010053
 Start Date: 09/30/2020
 Page No: 3



Turning Movement Data Plot

5.1 A101

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010053 -
Abernathy Dr @ Eudora Welty
Dr / East Frontage Rd, Starkville
Site Code: 2010053
Start Date: 09/30/2020
Page No: 4

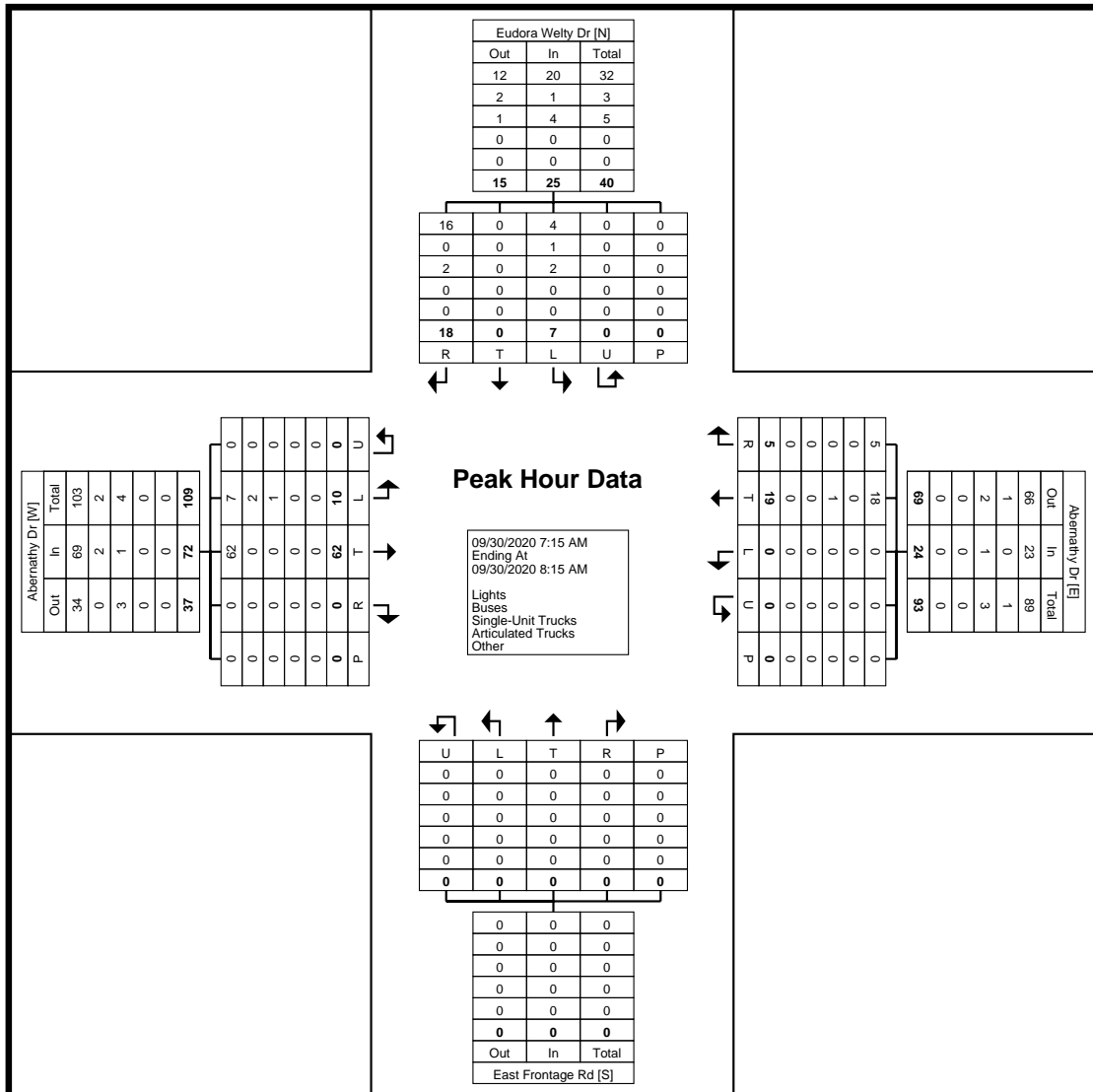
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Eudora Welty Dr Southbound						Abernathy Dr Westbound						East Frontage Rd Northbound						Abernathy Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	4	0	3	0	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	11	3	0	0	14	28
7:30 AM	8	0	2	0	0	10	2	3	0	0	0	5	0	0	0	0	0	0	0	10	3	0	0	13	28
7:45 AM	3	0	2	0	0	5	1	4	0	0	0	5	0	0	0	0	0	0	0	28	1	0	0	29	39
8:00 AM	3	0	0	0	0	3	2	5	0	0	0	7	0	0	0	0	0	0	0	13	3	0	0	16	26
Total	18	0	7	0	0	25	5	19	0	0	0	24	0	0	0	0	0	0	0	62	10	0	0	72	121
Approach %	72.0	0.0	28.0	0.0	-	-	20.8	79.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	86.1	13.9	0.0	-	-	-
Total %	14.9	0.0	5.8	0.0	-	20.7	4.1	15.7	0.0	0.0	-	19.8	0.0	0.0	0.0	0.0	-	0.0	0.0	51.2	8.3	0.0	-	59.5	-
PHF	0.563	0.000	0.583	0.000	-	0.625	0.625	0.679	0.000	0.000	-	0.857	0.000	0.000	0.000	0.000	-	0.000	0.000	0.554	0.833	0.000	-	0.621	0.776
Lights	16	0	4	0	-	20	5	18	0	0	-	23	0	0	0	0	-	0	0	62	7	0	-	69	112
% Lights	88.9	-	57.1	-	-	80.0	100.0	94.7	-	-	-	95.8	-	-	-	-	-	-	-	100.0	70.0	-	-	95.8	92.6
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	3
% Buses	0.0	-	14.3	-	-	4.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	0.0	20.0	-	-	2.8	2.5
Single-Unit Trucks	2	0	2	0	-	4	0	1	0	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	6
% Single-Unit Trucks	11.1	-	28.6	-	-	16.0	0.0	5.3	-	-	-	4.2	-	-	-	-	-	-	-	0.0	10.0	-	-	1.4	5.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.1 A102

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010053 -
 Abernathy Dr @ Eudora Welty
 Dr / East Frontage Rd, Starkville
 Site Code: 2010053
 Start Date: 09/30/2020
 Page No: 5



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

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010053 -
 Abernathy Dr @ Eudora Welty
 Dr / East Frontage Rd, Starkville
 Site Code: 2010053
 Start Date: 09/30/2020
 Page No: 6

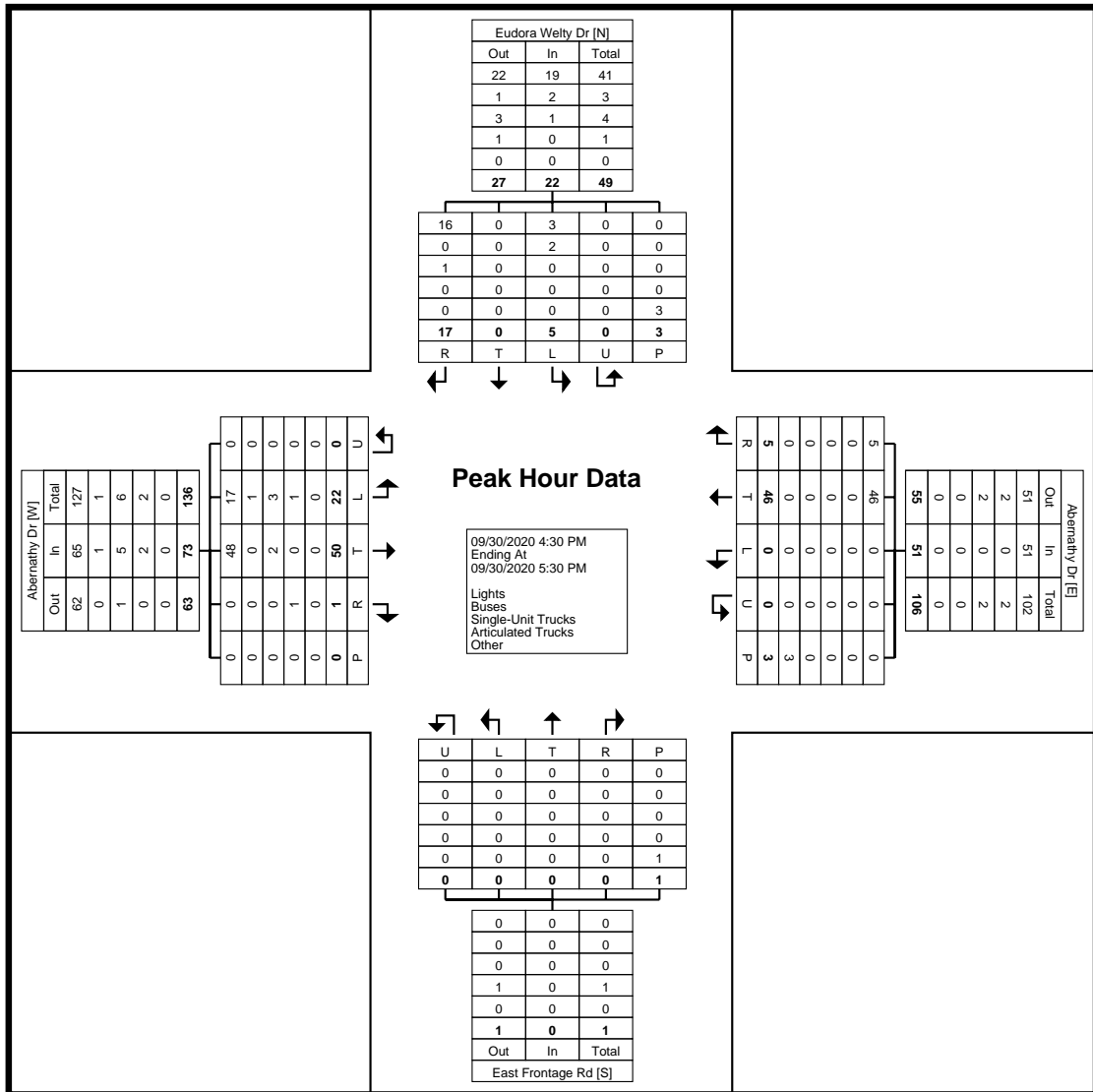
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Eudora Welty Dr Southbound						Abernathy Dr Westbound						East Frontage Rd Northbound						Abernathy Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:30 PM	6	0	3	0	0	9	1	9	0	0	0	10	0	0	0	0	0	0	0	10	2	0	0	12	31
4:45 PM	6	0	0	0	1	6	1	8	0	0	0	9	0	0	0	0	0	0	0	12	6	0	0	18	33
5:00 PM	3	0	1	0	2	4	1	19	0	0	3	20	0	0	0	0	0	0	0	11	6	0	0	17	41
5:15 PM	2	0	1	0	0	3	2	10	0	0	0	12	0	0	0	0	1	0	1	17	8	0	0	26	41
Total	17	0	5	0	3	22	5	46	0	0	3	51	0	0	0	0	1	0	1	50	22	0	0	73	146
Approach %	77.3	0.0	22.7	0.0	-	-	9.8	90.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	1.4	68.5	30.1	0.0	-	-	-
Total %	11.6	0.0	3.4	0.0	-	15.1	3.4	31.5	0.0	0.0	-	34.9	0.0	0.0	0.0	0.0	-	0.0	0.7	34.2	15.1	0.0	-	50.0	-
PHF	0.708	0.000	0.417	0.000	-	0.611	0.625	0.605	0.000	0.000	-	0.638	0.000	0.000	0.000	0.000	-	0.000	0.250	0.735	0.688	0.000	-	0.702	0.890
Lights	16	0	3	0	-	19	5	46	0	0	-	51	0	0	0	0	-	0	0	48	17	0	-	65	135
% Lights	94.1	-	60.0	-	-	86.4	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	0.0	96.0	77.3	-	-	89.0	92.5
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Buses	0.0	-	40.0	-	-	9.1	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0	0.0	4.5	-	-	1.4	2.1
Single-Unit Trucks	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	2	3	0	-	5	6
% Single-Unit Trucks	5.9	-	0.0	-	-	4.5	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0	4.0	13.6	-	-	6.8	4.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	1	0	-	2	2
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	100.0	0.0	4.5	-	-	2.7	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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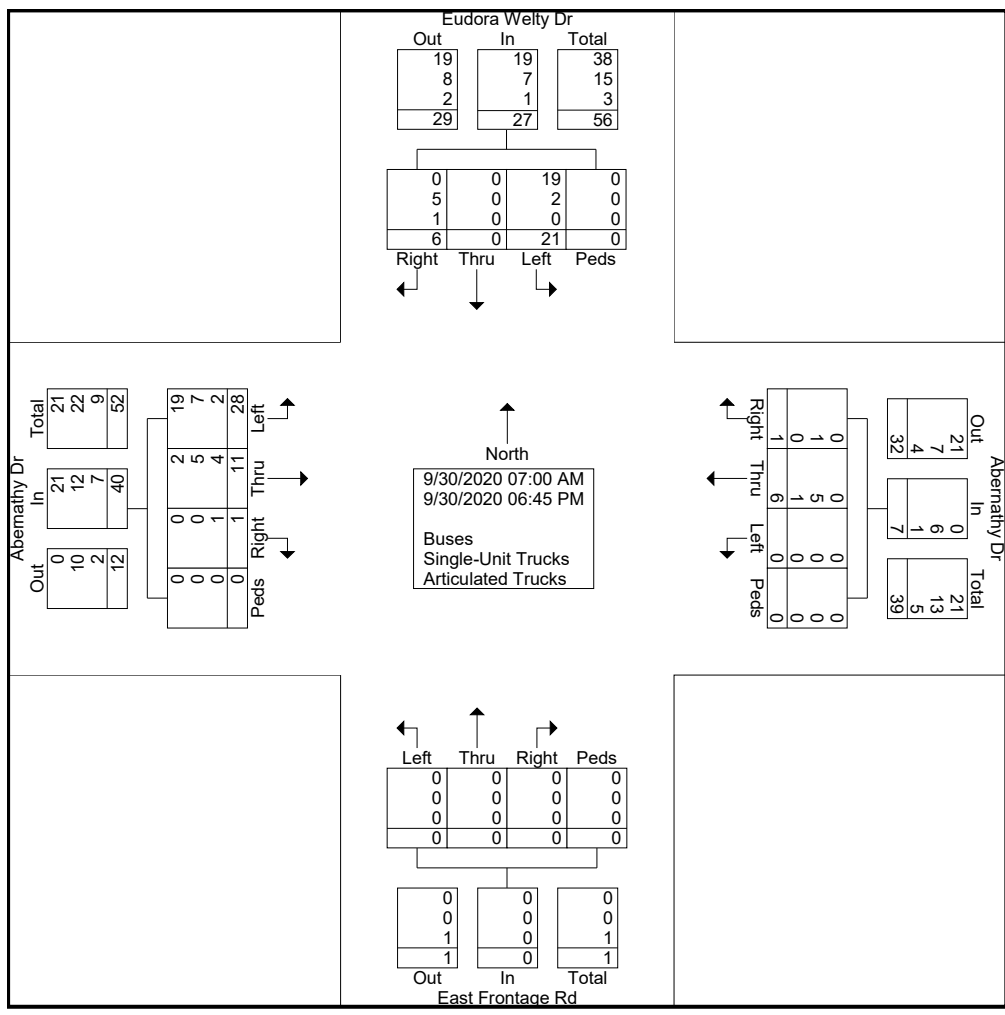
Count Name: 2010053 -
Abernathy Dr @ Eudora Welty
Dr / East Frontage Rd, Starkville
Site Code: 2010053
Start Date: 09/30/2020
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Eudora Welty Dr From North				Abernathy Dr From East				East Frontage Rd From South				Abernathy Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	2	0	2	0	0	0	0	0	0	0	0	0	1	2	5	0	12
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
06:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4
Grand Total	6	0	21	0	1	6	0	0	0	0	0	0	1	11	28	0	74
Apprch %	22.2	0	77.8	0	14.3	85.7	0	0	0	0	0	0	2.5	27.5	70	0	
Total %	8.1	0	28.4	0	1.4	8.1	0	0	0	0	0	0	1.4	14.9	37.8	0	
Buses	0	0	19	0	0	0	0	0	0	0	0	0	0	2	19	0	40
% Buses	0	0	90.5	0	0	0	0	0	0	0	0	0	0	18.2	67.9	0	54.1
Single-Unit Trucks	5	0	2	0	1	5	0	0	0	0	0	0	0	5	7	0	25
% Single-Unit Trucks	83.3	0	9.5	0	100	83.3	0	0	0	0	0	0	0	45.5	25	0	33.8
Articulated Trucks	1	0	0	0	0	1	0	0	0	0	0	0	1	4	2	0	9
% Articulated Trucks	16.7	0	0	0	0	16.7	0	0	0	0	0	0	100	36.4	7.1	0	12.2





**TURNING MOVEMENT COUNT #2010054
MS 182 @ MS 25 NB RAMPS
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks

Start Time	MS 182 From East				MS 25 NB Off Ramp From South				MS 182 From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
07:00 AM	58	133	0	0	238	0	24	0	0	334	19	0	806
08:00 AM	60	140	0	0	155	0	13	0	0	258	22	0	648
09:00 AM	49	150	0	0	128	2	34	0	0	173	16	0	552
10:00 AM	48	161	0	0	97	0	26	0	0	146	18	0	496
11:00 AM	57	189	0	0	101	0	31	0	0	165	9	0	552
12:00 PM	83	220	0	0	134	0	39	0	0	199	14	0	689
01:00 PM	76	218	0	0	119	0	32	0	0	195	21	0	661
02:00 PM	72	255	0	0	130	1	42	0	0	181	15	0	696
03:00 PM	93	319	0	0	120	0	53	0	0	158	13	0	756
04:00 PM	108	380	0	0	114	0	56	0	0	159	8	0	825
05:00 PM	120	429	0	0	112	2	57	0	0	189	13	0	922
06:00 PM	61	239	0	0	104	1	30	0	0	143	9	0	587
Grand Total	885	2833	0	0	1552	6	437	0	0	2300	177	0	8190
Apprch %	23.8	76.2	0	0	77.8	0.3	21.9	0	0	92.9	7.1	0	
Total %	10.8	34.6	0	0	18.9	0.1	5.3	0	0	28.1	2.2	0	
Lights	855	2780	0	0	1513	6	429	0	0	2250	139	0	7972
% Lights	96.6	98.1	0	0	97.5	100	98.2	0	0	97.8	78.5	0	97.3
Buses	1	12	0	0	12	0	0	0	0	10	1	0	36
% Buses	0.1	0.4	0	0	0.8	0	0	0	0	0.4	0.6	0	0.4
Single-Unit Trucks	18	29	0	0	13	0	4	0	0	27	21	0	112
% Single-Unit Trucks	2	1	0	0	0.8	0	0.9	0	0	1.2	11.9	0	1.4
Articulated Trucks	11	12	0	0	14	0	4	0	0	13	16	0	70
% Articulated Trucks	1.2	0.4	0	0	0.9	0	0.9	0	0	0.6	9	0	0.9

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Count Name: 2010054 - MS 182
@ MS 25 NB Ramps, Starkville
Site Code: 2010054
Start Date: 10/07/2020
Page No: 1

Turning Movement Data

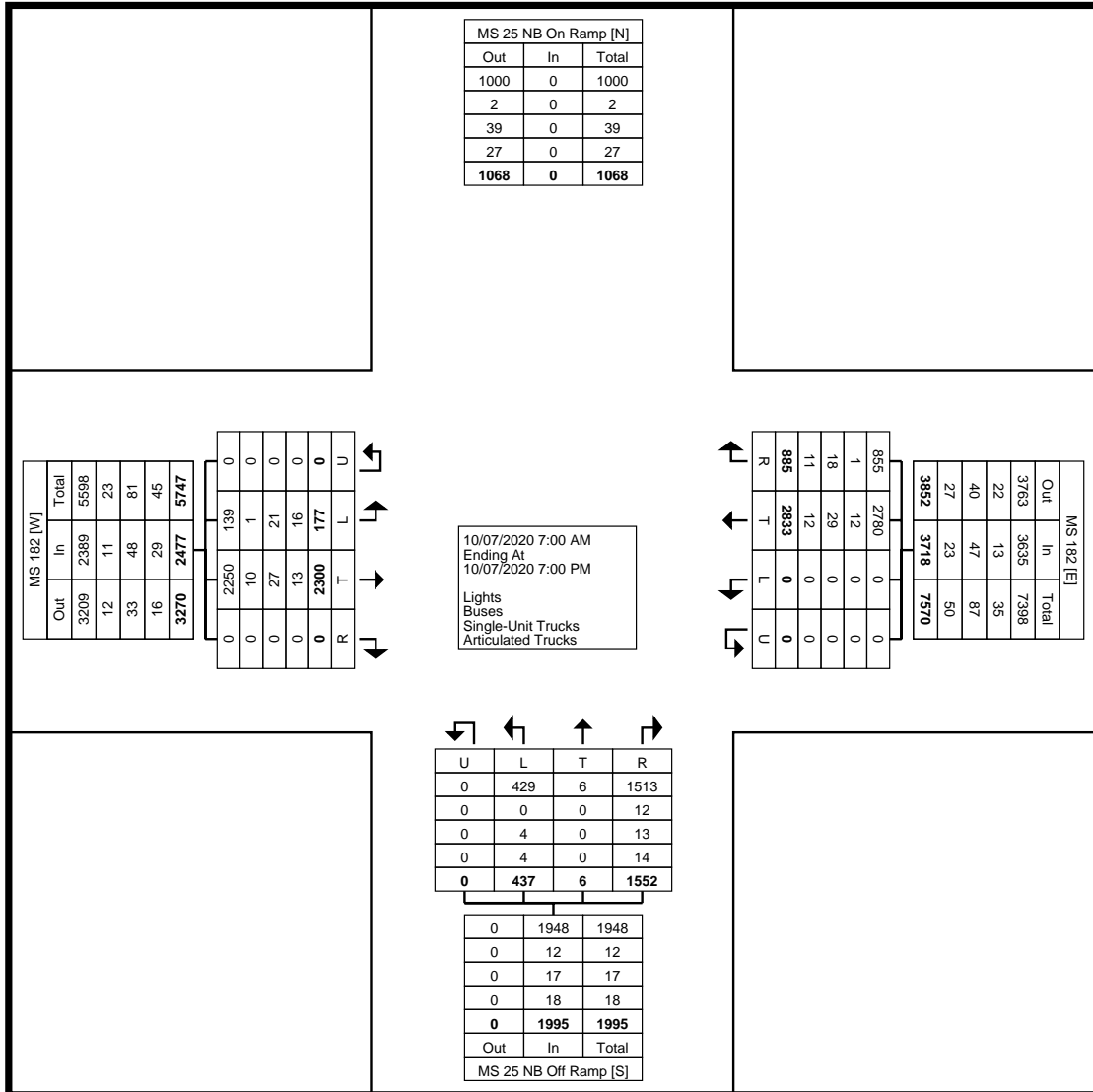
Start Time	MS 182 Westbound					MS 25 NB Off Ramp Northbound					MS 182 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	10	24	0	0	34	40	0	2	0	42	0	56	4	0	60	136
7:15 AM	17	27	0	0	44	64	0	5	0	69	0	74	3	0	77	190
7:30 AM	12	53	0	0	65	59	0	7	0	66	0	94	4	0	98	229
7:45 AM	19	29	0	0	48	75	0	10	0	85	0	110	8	0	118	251
Hourly Total	58	133	0	0	191	238	0	24	0	262	0	334	19	0	353	806
8:00 AM	14	25	0	0	39	48	0	2	0	50	0	70	9	0	79	168
8:15 AM	11	37	0	0	48	40	0	6	0	46	0	74	7	0	81	175
8:30 AM	18	49	0	0	67	42	0	3	0	45	0	49	2	0	51	163
8:45 AM	17	29	0	0	46	25	0	2	0	27	0	65	4	0	69	142
Hourly Total	60	140	0	0	200	155	0	13	0	168	0	258	22	0	280	648
9:00 AM	12	36	0	0	48	25	1	7	0	33	0	46	3	0	49	130
9:15 AM	6	37	0	0	43	28	1	11	0	40	0	37	8	0	45	128
9:30 AM	16	40	0	0	56	41	0	12	0	53	0	46	3	0	49	158
9:45 AM	15	37	0	0	52	34	0	4	0	38	0	44	2	0	46	136
Hourly Total	49	150	0	0	199	128	2	34	0	164	0	173	16	0	189	552
10:00 AM	12	29	0	0	41	25	0	9	0	34	0	34	2	0	36	111
10:15 AM	10	33	0	0	43	20	0	9	0	29	0	46	3	0	49	121
10:30 AM	13	47	0	0	60	23	0	7	0	30	0	27	7	0	34	124
10:45 AM	13	52	0	0	65	29	0	1	0	30	0	39	6	0	45	140
Hourly Total	48	161	0	0	209	97	0	26	0	123	0	146	18	0	164	496
11:00 AM	9	39	0	0	48	17	0	4	0	21	0	43	0	0	43	112
11:15 AM	16	45	0	0	61	21	0	11	0	32	0	42	4	0	46	139
11:30 AM	17	56	0	0	73	36	0	8	0	44	0	37	1	0	38	155
11:45 AM	15	49	0	0	64	27	0	8	0	35	0	43	4	0	47	146
Hourly Total	57	189	0	0	246	101	0	31	0	132	0	165	9	0	174	552
12:00 PM	20	66	0	0	86	27	0	10	0	37	0	45	1	0	46	169
12:15 PM	20	48	0	0	68	30	0	15	0	45	0	43	3	0	46	159
12:30 PM	22	55	0	0	77	33	0	5	0	38	0	53	6	0	59	174
12:45 PM	21	51	0	0	72	44	0	9	0	53	0	58	4	0	62	187
Hourly Total	83	220	0	0	303	134	0	39	0	173	0	199	14	0	213	689
1:00 PM	20	55	0	0	75	24	0	5	0	29	0	54	4	0	58	162
1:15 PM	17	62	0	0	79	34	0	10	0	44	0	46	7	0	53	176
1:30 PM	22	54	0	0	76	31	0	8	0	39	0	40	4	0	44	159
1:45 PM	17	47	0	0	64	30	0	9	0	39	0	55	6	0	61	164
Hourly Total	76	218	0	0	294	119	0	32	0	151	0	195	21	0	216	661
2:00 PM	16	70	0	0	86	29	0	9	0	38	0	38	5	0	43	167
2:15 PM	20	52	0	0	72	30	0	9	0	39	0	52	3	0	55	166
2:30 PM	20	64	0	0	84	34	1	18	0	53	0	44	4	0	48	185
2:45 PM	16	69	0	0	85	37	0	6	0	43	0	47	3	0	50	178
Hourly Total	72	255	0	0	327	130	1	42	0	173	0	181	15	0	196	696
3:00 PM	27	76	0	0	103	32	0	11	0	43	0	28	3	0	31	177
3:15 PM	20	79	0	0	99	24	0	12	0	36	0	36	4	0	40	175
3:30 PM	25	90	0	0	115	32	0	12	0	44	0	47	3	0	50	209
3:45 PM	21	74	0	0	95	32	0	18	0	50	0	47	3	0	50	195
Hourly Total	93	319	0	0	412	120	0	53	0	173	0	158	13	0	171	756
4:00 PM	21	103	0	0	124	34	0	15	0	49	0	35	4	0	39	212
4:15 PM	34	83	0	0	117	22	0	11	0	33	0	36	1	0	37	187
4:30 PM	27	96	0	0	123	32	0	14	0	46	0	45	1	0	46	215
4:45 PM	26	98	0	0	124	26	0	16	0	42	0	43	2	0	45	211
Hourly Total	108	380	0	0	488	114	0	56	0	170	0	159	8	0	167	825
5:00 PM	35	130	0	0	165	25	1	19	0	45	0	48	3	0	51	261
5:15 PM	29	126	0	0	155	35	0	15	0	50	0	51	2	0	53	258
5:30 PM	37	99	0	0	136	28	0	6	0	34	0	50	5	0	55	225
5:45 PM	19	74	0	0	93	24	1	17	0	42	0	40	3	0	43	178
Hourly Total	120	429	0	0	549	112	2	57	0	171	0	189	13	0	202	922
6:00 PM	21	78	0	0	99	33	1	13	0	47	0	44	2	0	46	192
6:15 PM	13	66	0	0	79	21	0	6	0	27	0	37	5	0	42	148
6:30 PM	17	41	0	0	58	27	0	5	0	32	0	27	2	0	29	119
6:45 PM	10	54	0	0	64	23	0	6	0	29	0	35	0	0	35	128
Hourly Total	61	239	0	0	300	104	1	30	0	135	0	143	9	0	152	587
Grand Total	885	2833	0	0	3718	1552	6	437	0	1995	0	2300	177	0	2477	8190
Approach %	23.8	76.2	0.0	0.0	-	77.8	0.3	21.9	0.0	-	0.0	92.9	7.1	0.0	-	-
Total %	10.8	34.6	0.0	0.0	45.4	18.9	0.1	5.3	0.0	24.4	0.0	28.1	2.2	0.0	30.2	-

5.1 A110

Lights	855	2780	0	0	3635	1513	6	429	0	1948	0	2250	139	0	2389	7972
% Lights	96.6	98.1	-	-	97.8	97.5	100.0	98.2	-	97.6	-	97.8	78.5	-	96.4	97.3
Buses	1	12	0	0	13	12	0	0	0	12	0	10	1	0	11	36
% Buses	0.1	0.4	-	-	0.3	0.8	0.0	0.0	-	0.6	-	0.4	0.6	-	0.4	0.4
Single-Unit Trucks	18	29	0	0	47	13	0	4	0	17	0	27	21	0	48	112
% Single-Unit Trucks	2.0	1.0	-	-	1.3	0.8	0.0	0.9	-	0.9	-	1.2	11.9	-	1.9	1.4
Articulated Trucks	11	12	0	0	23	14	0	4	0	18	0	13	16	0	29	70
% Articulated Trucks	1.2	0.4	-	-	0.6	0.9	0.0	0.9	-	0.9	-	0.6	9.0	-	1.2	0.9

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Count Name: 2010054 - MS 182
 @ MS 25 NB Ramps, Starkville
 Site Code: 2010054
 Start Date: 10/07/2020
 Page No: 3



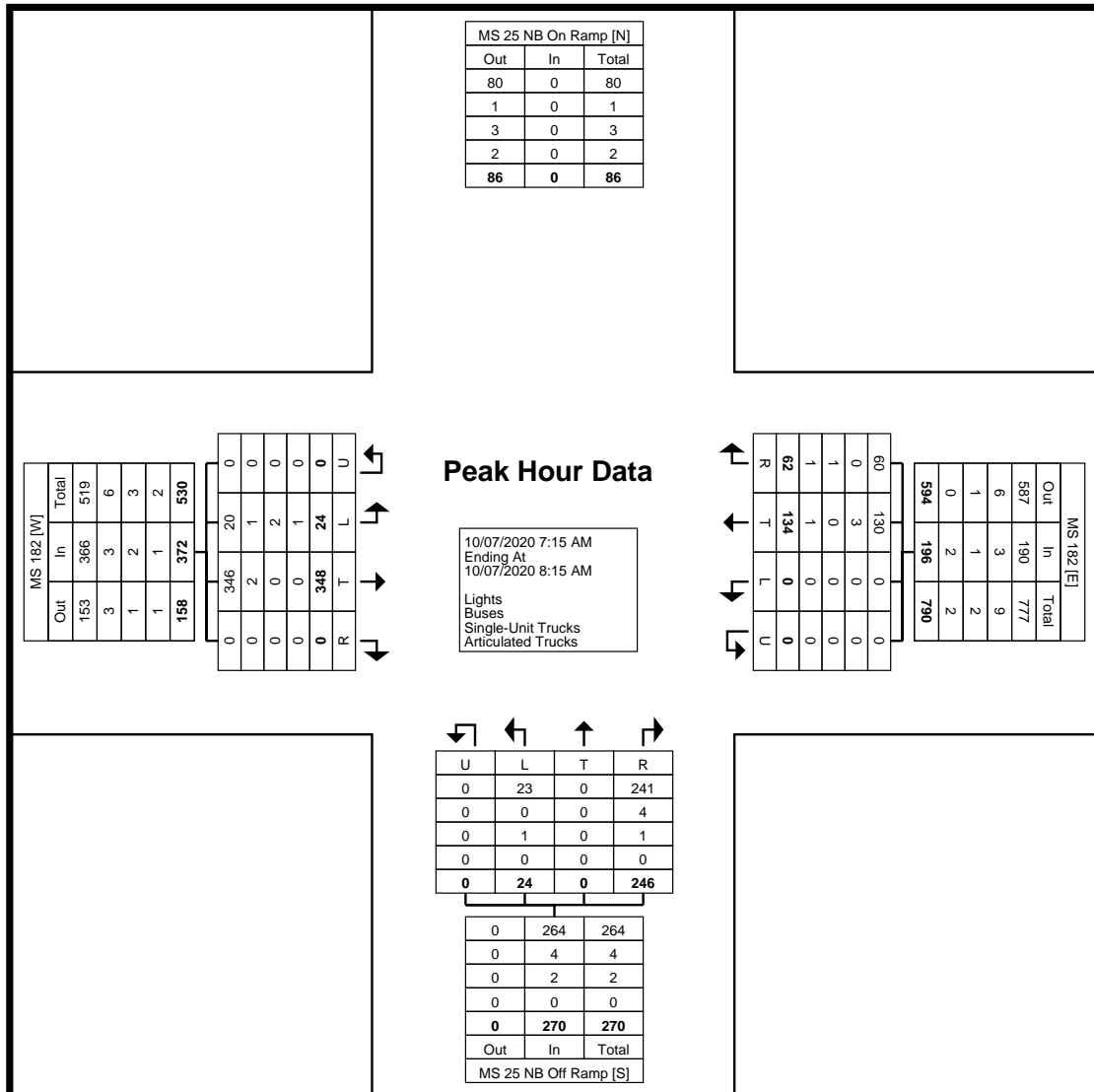
Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010054 - MS 182
 @ MS 25 NB Ramps, Starkville
 Site Code: 2010054
 Start Date: 10/07/2020
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	MS 182 Westbound					MS 25 NB Off Ramp Northbound					MS 182 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:15 AM	17	27	0	0	44	64	0	5	0	69	0	74	3	0	77	190
7:30 AM	12	53	0	0	65	59	0	7	0	66	0	94	4	0	98	229
7:45 AM	19	29	0	0	48	75	0	10	0	85	0	110	8	0	118	251
8:00 AM	14	25	0	0	39	48	0	2	0	50	0	70	9	0	79	168
Total	62	134	0	0	196	246	0	24	0	270	0	348	24	0	372	838
Approach %	31.6	68.4	0.0	0.0	-	91.1	0.0	8.9	0.0	-	0.0	93.5	6.5	0.0	-	-
Total %	7.4	16.0	0.0	0.0	23.4	29.4	0.0	2.9	0.0	32.2	0.0	41.5	2.9	0.0	44.4	-
PHF	0.816	0.632	0.000	0.000	0.754	0.820	0.000	0.600	0.000	0.794	0.000	0.791	0.667	0.000	0.788	0.835
Lights	60	130	0	0	190	241	0	23	0	264	0	346	20	0	366	820
% Lights	96.8	97.0	-	-	96.9	98.0	-	95.8	-	97.8	-	99.4	83.3	-	98.4	97.9
Buses	0	3	0	0	3	4	0	0	0	4	0	2	1	0	3	10
% Buses	0.0	2.2	-	-	1.5	1.6	-	0.0	-	1.5	-	0.6	4.2	-	0.8	1.2
Single-Unit Trucks	1	0	0	0	1	1	0	1	0	2	0	0	2	0	2	5
% Single-Unit Trucks	1.6	0.0	-	-	0.5	0.4	-	4.2	-	0.7	-	0.0	8.3	-	0.5	0.6
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
% Articulated Trucks	1.6	0.7	-	-	1.0	0.0	-	0.0	-	0.0	-	0.0	4.2	-	0.3	0.4



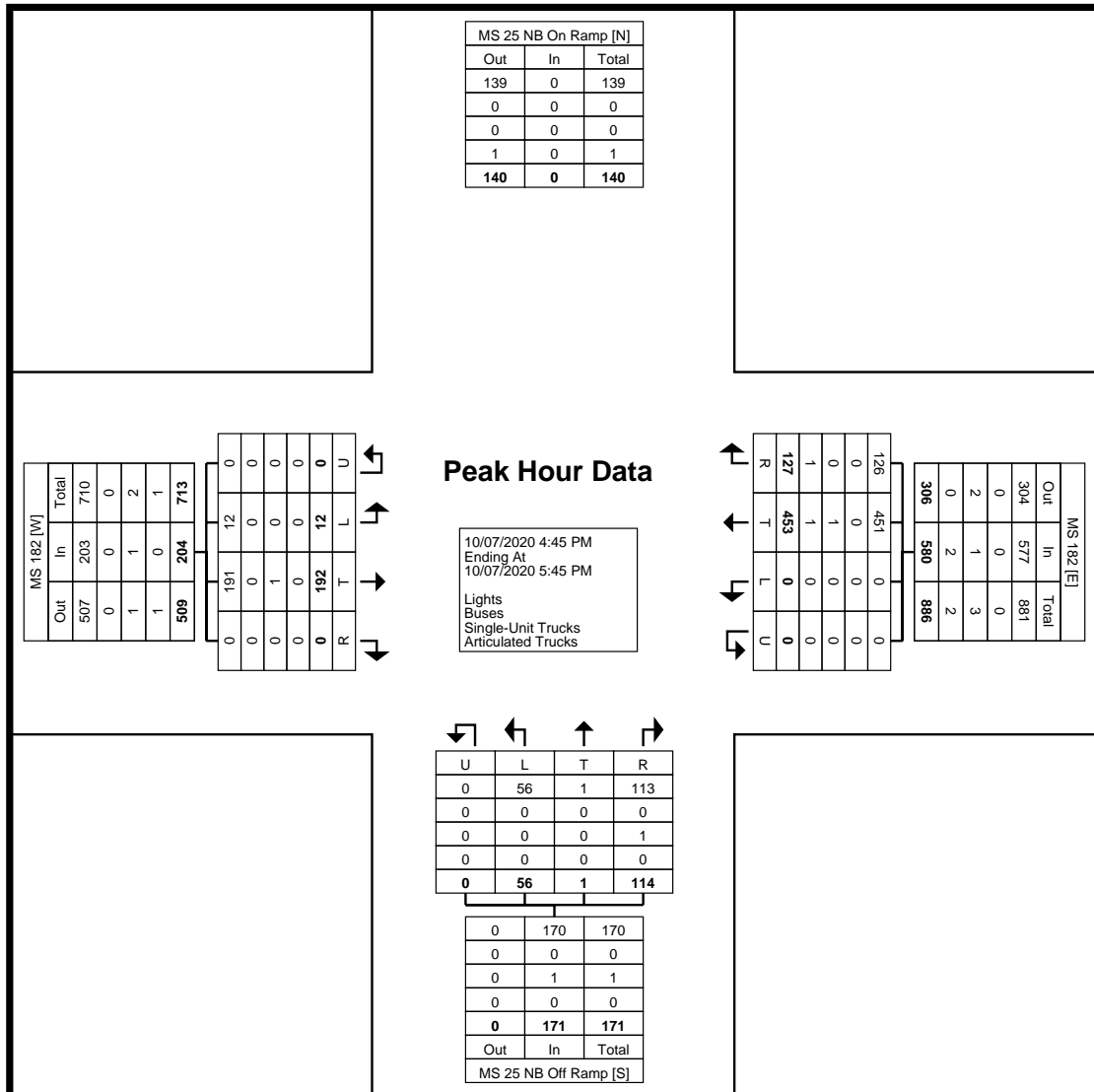
Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 2010054 - MS 182
 @ MS 25 NB Ramps, Starkville
 Site Code: 2010054
 Start Date: 10/07/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

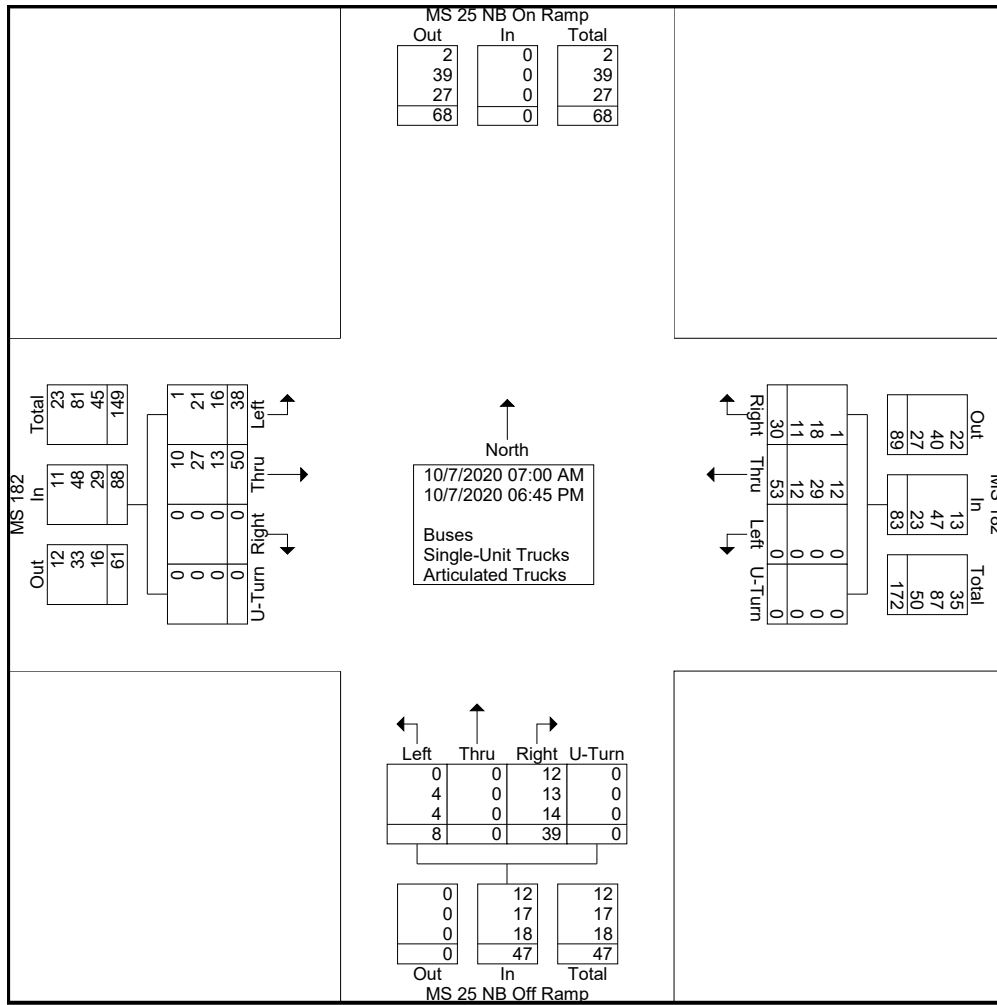
Start Time	MS 182 Westbound					MS 25 NB Off Ramp Northbound					MS 182 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:45 PM	26	98	0	0	124	26	0	16	0	42	0	43	2	0	45	211
5:00 PM	35	130	0	0	165	25	1	19	0	45	0	48	3	0	51	261
5:15 PM	29	126	0	0	155	35	0	15	0	50	0	51	2	0	53	258
5:30 PM	37	99	0	0	136	28	0	6	0	34	0	50	5	0	55	225
Total	127	453	0	0	580	114	1	56	0	171	0	192	12	0	204	955
Approach %	21.9	78.1	0.0	0.0	-	66.7	0.6	32.7	0.0	-	0.0	94.1	5.9	0.0	-	-
Total %	13.3	47.4	0.0	0.0	60.7	11.9	0.1	5.9	0.0	17.9	0.0	20.1	1.3	0.0	21.4	-
PHF	0.858	0.871	0.000	0.000	0.879	0.814	0.250	0.737	0.000	0.855	0.000	0.941	0.600	0.000	0.927	0.915
Lights	126	451	0	0	577	113	1	56	0	170	0	191	12	0	203	950
% Lights	99.2	99.6	-	-	99.5	99.1	100.0	100.0	-	99.4	-	99.5	100.0	-	99.5	99.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Single-Unit Trucks	0.0	0.2	-	-	0.2	0.9	0.0	0.0	-	0.6	-	0.5	0.0	-	0.5	0.3
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	0.8	0.2	-	-	0.3	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 182 From East				MS 25 NB Off Ramp From South				MS 182 From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	1	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
06:45 PM	1	0	0	0	1	0	0	0	0	1	0	0	3
Total	1	2	0	0	1	0	0	0	0	2	0	0	6
Grand Total	30	53	0	0	39	0	8	0	0	50	38	0	218
Apprch %	36.1	63.9	0	0	83	0	17	0	0	56.8	43.2	0	
Total %	13.8	24.3	0	0	17.9	0	3.7	0	0	22.9	17.4	0	
Buses	1	12	0	0	12	0	0	0	0	10	1	0	36
% Buses	3.3	22.6	0	0	30.8	0	0	0	0	20	2.6	0	16.5
Single-Unit Trucks	18	29	0	0	13	0	4	0	0	27	21	0	112
% Single-Unit Trucks	60	54.7	0	0	33.3	0	50	0	0	54	55.3	0	51.4
Articulated Trucks	11	12	0	0	14	0	4	0	0	13	16	0	70
% Articulated Trucks	36.7	22.6	0	0	35.9	0	50	0	0	26	42.1	0	32.1





TURNING MOVEMENT COUNT #2010055
MS 182 @ MS 25 SB RAMPS
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 SB Off Ramp From North			MS 182 From East			MS 182 From West			Int. Total
	Right	Thru	Left	Thru	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	15	1	95	81	79	0	38	259	0	568
08:00 AM	11	2	82	95	58	0	29	195	0	472
09:00 AM	13	1	57	115	71	0	29	129	0	415
10:00 AM	14	0	49	118	67	0	30	111	0	389
11:00 AM	15	0	66	142	76	0	33	108	0	440
12:00 PM	15	2	74	156	99	0	31	140	0	517
01:00 PM	13	2	63	142	108	0	31	148	0	507
02:00 PM	16	0	49	177	114	0	33	130	0	519
03:00 PM	17	1	57	228	142	0	41	114	0	600
04:00 PM	14	2	74	260	176	0	35	110	0	671
05:00 PM	28	0	77	277	205	0	38	123	0	748
06:00 PM	12	0	49	151	121	0	41	98	0	472
Grand Total	183	11	792	1942	1316	0	409	1665	0	6318
Apprch %	18.6	1.1	80.3	59.6	40.4	0	19.7	80.3	0	
Total %	2.9	0.2	12.5	30.7	20.8	0	6.5	26.4	0	
Lights	141	11	769	1906	1284	0	396	1595	0	6102
% Lights	77	100	97.1	98.1	97.6	0	96.8	95.8	0	96.6
Buses	2	0	2	4	8	0	0	9	0	25
% Buses	1.1	0	0.3	0.2	0.6	0	0	0.5	0	0.4
Single-Unit Trucks	24	0	12	26	10	0	8	39	0	119
% Single-Unit Trucks	13.1	0	1.5	1.3	0.8	0	2	2.3	0	1.9
Articulated Trucks	16	0	9	6	14	0	5	22	0	72
% Articulated Trucks	8.7	0	1.1	0.3	1.1	0	1.2	1.3	0	1.1

5.1 A120

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010055 - MS 182
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010055
 Start Date: 10/07/2020
 Page No: 1

Turning Movement Data

Start Time	MS 25 SB Off Ramp Southbound				MS 182 Westbound				MS 182 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:00 AM	2	0	17	19	11	17	0	28	8	45	0	53	100
7:15 AM	3	0	15	18	20	12	0	32	11	58	0	69	119
7:30 AM	3	1	25	29	27	34	0	61	10	76	0	86	176
7:45 AM	7	0	38	45	23	16	0	39	9	80	0	89	173
Hourly Total	15	1	95	111	81	79	0	160	38	259	0	297	568
8:00 AM	0	1	22	23	17	9	0	26	6	54	0	60	109
8:15 AM	1	0	21	22	26	17	0	43	6	62	0	68	133
8:30 AM	4	1	14	19	33	19	0	52	8	34	0	42	113
8:45 AM	6	0	25	31	19	13	0	32	9	45	0	54	117
Hourly Total	11	2	82	95	95	58	0	153	29	195	0	224	472
9:00 AM	3	0	15	18	22	21	0	43	7	29	0	36	97
9:15 AM	0	1	10	11	29	19	0	48	6	33	0	39	98
9:30 AM	5	0	15	20	40	15	0	55	8	35	0	43	118
9:45 AM	5	0	17	22	24	16	0	40	8	32	0	40	102
Hourly Total	13	1	57	71	115	71	0	186	29	129	0	158	415
10:00 AM	6	0	8	14	30	9	0	39	14	28	0	42	95
10:15 AM	2	0	17	19	25	16	0	41	9	30	0	39	99
10:30 AM	3	0	9	12	34	20	0	54	5	23	0	28	94
10:45 AM	3	0	15	18	29	22	0	51	2	30	0	32	101
Hourly Total	14	0	49	63	118	67	0	185	30	111	0	141	389
11:00 AM	3	0	18	21	28	14	0	42	9	25	0	34	97
11:15 AM	4	0	20	24	36	19	0	55	8	25	0	33	112
11:30 AM	5	0	13	18	37	24	0	61	8	26	0	34	113
11:45 AM	3	0	15	18	41	19	0	60	8	32	0	40	118
Hourly Total	15	0	66	81	142	76	0	218	33	108	0	141	440
12:00 PM	5	1	19	25	41	35	0	76	7	25	0	32	133
12:15 PM	5	0	14	19	45	19	0	64	7	33	0	40	123
12:30 PM	3	1	21	25	32	25	0	57	9	43	0	52	134
12:45 PM	2	0	20	22	38	20	0	58	8	39	0	47	127
Hourly Total	15	2	74	91	156	99	0	255	31	140	0	171	517
1:00 PM	2	0	18	20	33	28	0	61	8	39	0	47	128
1:15 PM	3	1	13	17	43	30	0	73	6	40	0	46	136
1:30 PM	5	0	13	18	33	27	0	60	9	33	0	42	120
1:45 PM	3	1	19	23	33	23	0	56	8	36	0	44	123
Hourly Total	13	2	63	78	142	108	0	250	31	148	0	179	507
2:00 PM	6	0	3	9	45	30	0	75	8	31	0	39	123
2:15 PM	3	0	11	14	37	25	0	62	7	39	0	46	122
2:30 PM	3	0	20	23	57	26	0	83	8	28	0	36	142
2:45 PM	4	0	15	19	38	33	0	71	10	32	0	42	132
Hourly Total	16	0	49	65	177	114	0	291	33	130	0	163	519
3:00 PM	5	0	10	15	49	34	0	83	12	23	0	35	133
3:15 PM	6	1	20	27	56	40	0	96	6	19	0	25	148
3:30 PM	5	0	15	20	70	31	0	101	14	36	0	50	171
3:45 PM	1	0	12	13	53	37	0	90	9	36	0	45	148
Hourly Total	17	1	57	75	228	142	0	370	41	114	0	155	600
4:00 PM	3	0	16	19	73	45	0	118	8	23	0	31	168
4:15 PM	3	0	14	17	58	38	0	96	9	28	0	37	150
4:30 PM	3	1	21	25	65	41	0	106	13	35	0	48	179
4:45 PM	5	1	23	29	64	52	0	116	5	24	0	29	174
Hourly Total	14	2	74	90	260	176	0	436	35	110	0	145	671
5:00 PM	10	0	19	29	81	64	0	145	8	29	0	37	211
5:15 PM	7	0	26	33	85	57	0	142	7	29	0	36	211
5:30 PM	7	0	15	22	58	45	0	103	11	39	0	50	175
5:45 PM	4	0	17	21	53	39	0	92	12	26	0	38	151
Hourly Total	28	0	77	105	277	205	0	482	38	123	0	161	748
6:00 PM	1	0	16	17	49	43	0	92	13	29	0	42	151
6:15 PM	4	0	14	18	40	28	0	68	11	27	0	38	124
6:30 PM	5	0	9	14	29	23	0	52	10	20	0	30	96
6:45 PM	2	0	10	12	33	27	0	60	7	22	0	29	101
Hourly Total	12	0	49	61	151	121	0	272	41	98	0	139	472
Grand Total	183	11	792	986	1942	1316	0	3258	409	1665	0	2074	6318
Approach %	18.6	1.1	80.3	-	59.6	40.4	0.0	-	19.7	80.3	0.0	-	-
Total %	2.9	0.2	12.5	15.6	30.7	20.8	0.0	51.6	6.5	26.4	0.0	32.8	-
Lights	141	11	769	921	1906	1284	0	3190	396	1595	0	1991	6102

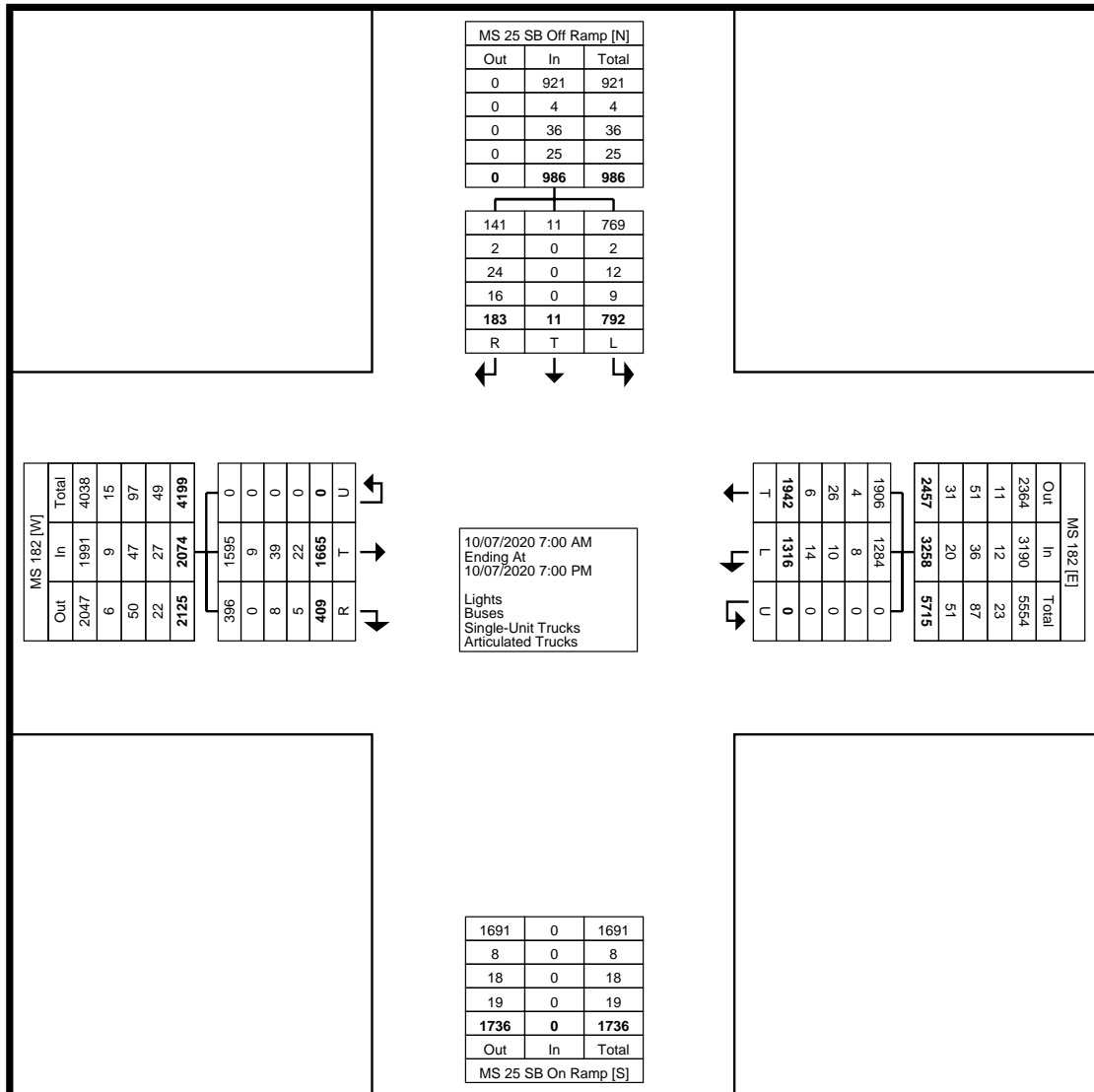
5.1 A121

% Lights	77.0	100.0	97.1	93.4	98.1	97.6	-	97.9	96.8	95.8	-	96.0	96.6
Buses	2	0	2	4	4	8	0	12	0	9	0	9	25
% Buses	1.1	0.0	0.3	0.4	0.2	0.6	-	0.4	0.0	0.5	-	0.4	0.4
Single-Unit Trucks	24	0	12	36	26	10	0	36	8	39	0	47	119
% Single-Unit Trucks	13.1	0.0	1.5	3.7	1.3	0.8	-	1.1	2.0	2.3	-	2.3	1.9
Articulated Trucks	16	0	9	25	6	14	0	20	5	22	0	27	72
% Articulated Trucks	8.7	0.0	1.1	2.5	0.3	1.1	-	0.6	1.2	1.3	-	1.3	1.1

5.1 A122

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010055 - MS 182
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010055
 Start Date: 10/07/2020
 Page No: 3



Turning Movement Data Plot

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 601.607.8700

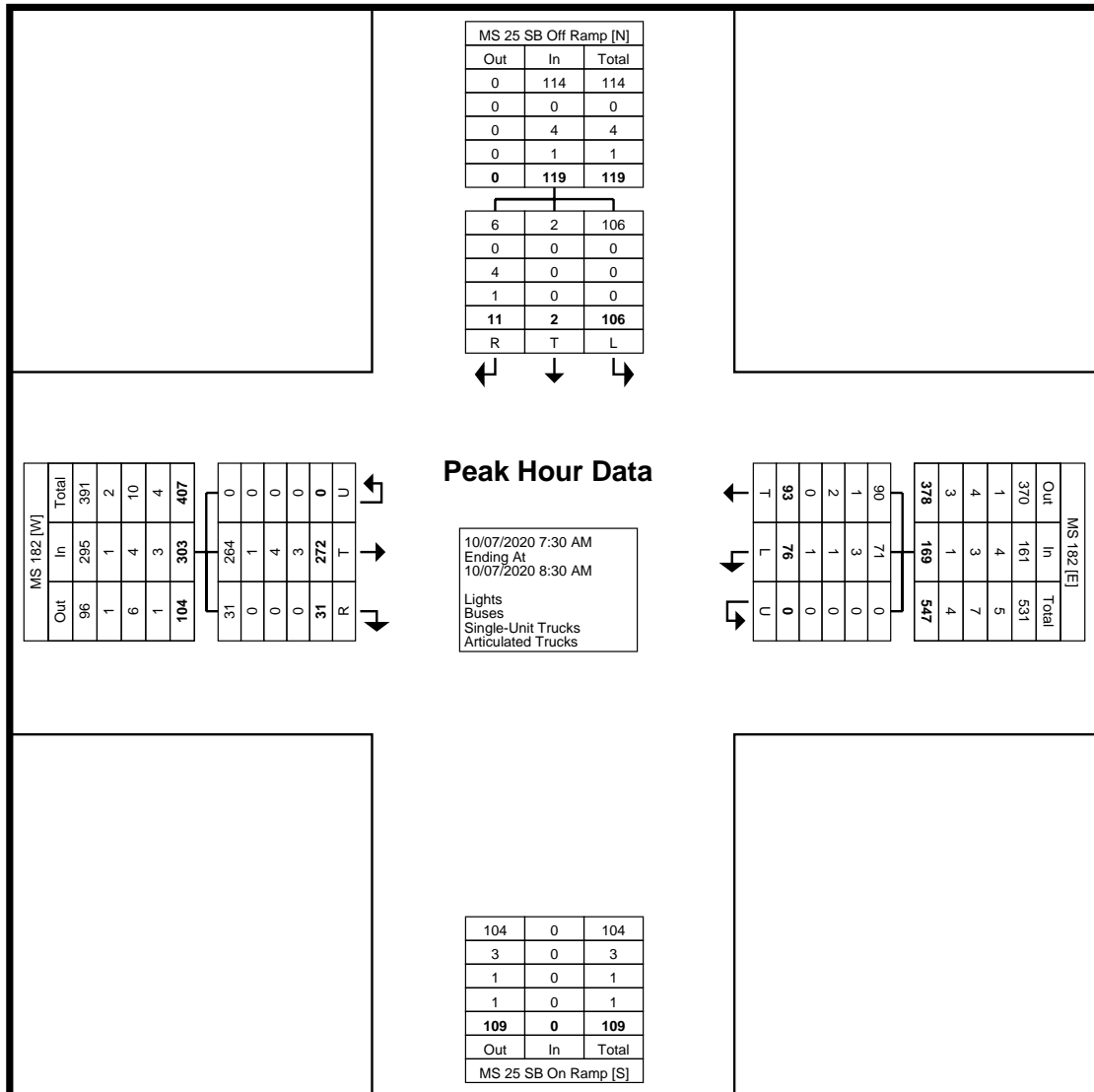
Count Name: 2010055 - MS 182
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010055
 Start Date: 10/07/2020
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	MS 25 SB Off Ramp Southbound				MS 182 Westbound				MS 182 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:30 AM	3	1	25	29	27	34	0	61	10	76	0	86	176
7:45 AM	7	0	38	45	23	16	0	39	9	80	0	89	173
8:00 AM	0	1	22	23	17	9	0	26	6	54	0	60	109
8:15 AM	1	0	21	22	26	17	0	43	6	62	0	68	133
Total	11	2	106	119	93	76	0	169	31	272	0	303	591
Approach %	9.2	1.7	89.1	-	55.0	45.0	0.0	-	10.2	89.8	0.0	-	-
Total %	1.9	0.3	17.9	20.1	15.7	12.9	0.0	28.6	5.2	46.0	0.0	51.3	-
PHF	0.393	0.500	0.697	0.661	0.861	0.559	0.000	0.693	0.775	0.850	0.000	0.851	0.839
Lights	6	2	106	114	90	71	0	161	31	264	0	295	570
% Lights	54.5	100.0	100.0	95.8	96.8	93.4	-	95.3	100.0	97.1	-	97.4	96.4
Buses	0	0	0	0	1	3	0	4	0	1	0	1	5
% Buses	0.0	0.0	0.0	0.0	1.1	3.9	-	2.4	0.0	0.4	-	0.3	0.8
Single-Unit Trucks	4	0	0	4	2	1	0	3	0	4	0	4	11
% Single-Unit Trucks	36.4	0.0	0.0	3.4	2.2	1.3	-	1.8	0.0	1.5	-	1.3	1.9
Articulated Trucks	1	0	0	1	0	1	0	1	0	3	0	3	5
% Articulated Trucks	9.1	0.0	0.0	0.8	0.0	1.3	-	0.6	0.0	1.1	-	1.0	0.8

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010055 - MS 182
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010055
 Start Date: 10/07/2020
 Page No: 5



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

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 601.607.8700

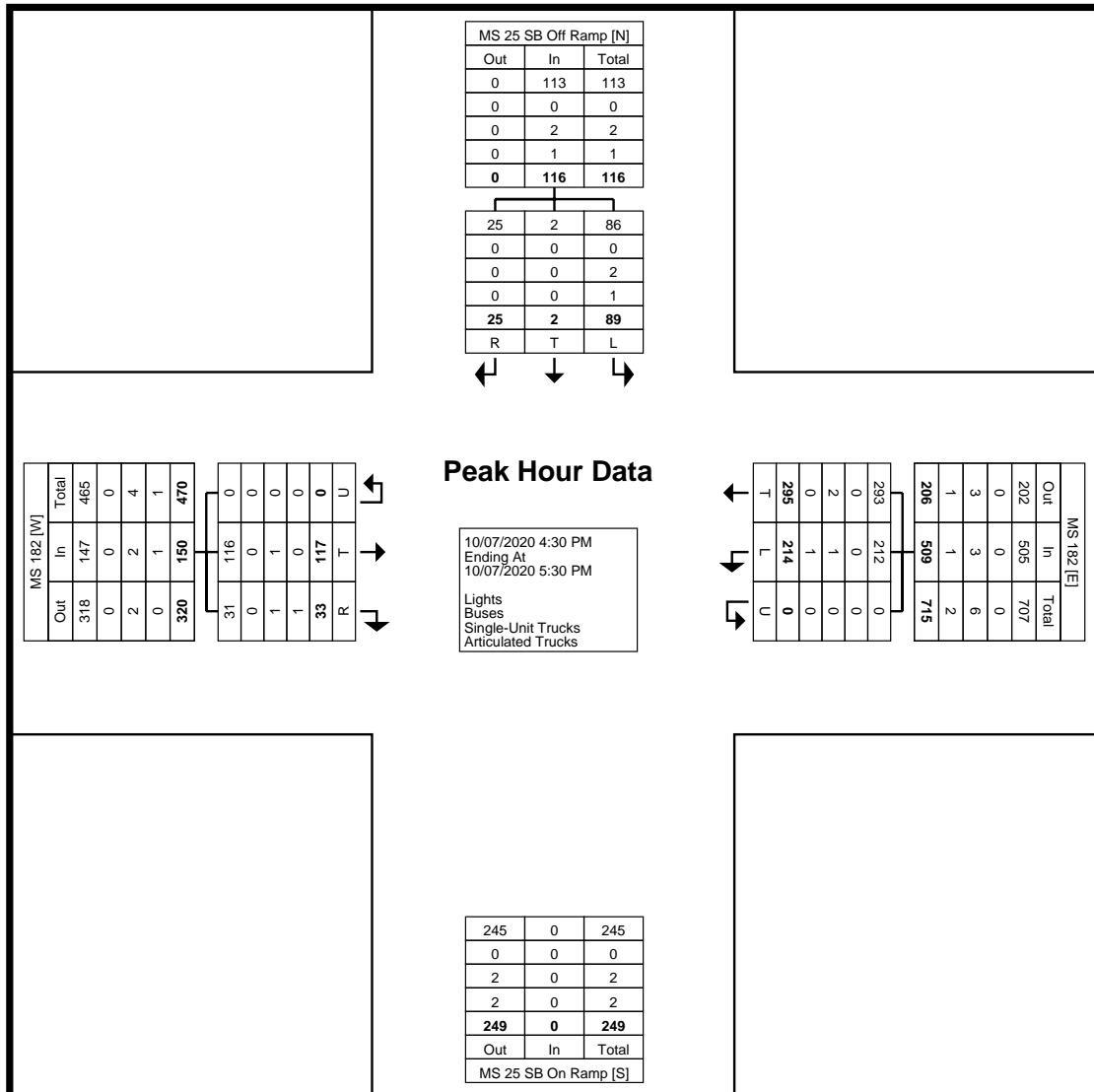
Count Name: 2010055 - MS 182
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010055
 Start Date: 10/07/2020
 Page No: 6

Turning Movement Peak Hour Data (4:30 PM)

Start Time	MS 25 SB Off Ramp Southbound				MS 182 Westbound				MS 182 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:30 PM	3	1	21	25	65	41	0	106	13	35	0	48	179
4:45 PM	5	1	23	29	64	52	0	116	5	24	0	29	174
5:00 PM	10	0	19	29	81	64	0	145	8	29	0	37	211
5:15 PM	7	0	26	33	85	57	0	142	7	29	0	36	211
Total	25	2	89	116	295	214	0	509	33	117	0	150	775
Approach %	21.6	1.7	76.7	-	58.0	42.0	0.0	-	22.0	78.0	0.0	-	-
Total %	3.2	0.3	11.5	15.0	38.1	27.6	0.0	65.7	4.3	15.1	0.0	19.4	-
PHF	0.625	0.500	0.856	0.879	0.868	0.836	0.000	0.878	0.635	0.836	0.000	0.781	0.918
Lights	25	2	86	113	293	212	0	505	31	116	0	147	765
% Lights	100.0	100.0	96.6	97.4	99.3	99.1	-	99.2	93.9	99.1	-	98.0	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	2	2	1	0	3	1	1	0	2	7
% Single-Unit Trucks	0.0	0.0	2.2	1.7	0.7	0.5	-	0.6	3.0	0.9	-	1.3	0.9
Articulated Trucks	0	0	1	1	0	1	0	1	1	0	0	1	3
% Articulated Trucks	0.0	0.0	1.1	0.9	0.0	0.5	-	0.2	3.0	0.0	-	0.7	0.4

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010055 - MS 182
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010055
 Start Date: 10/07/2020
 Page No: 7



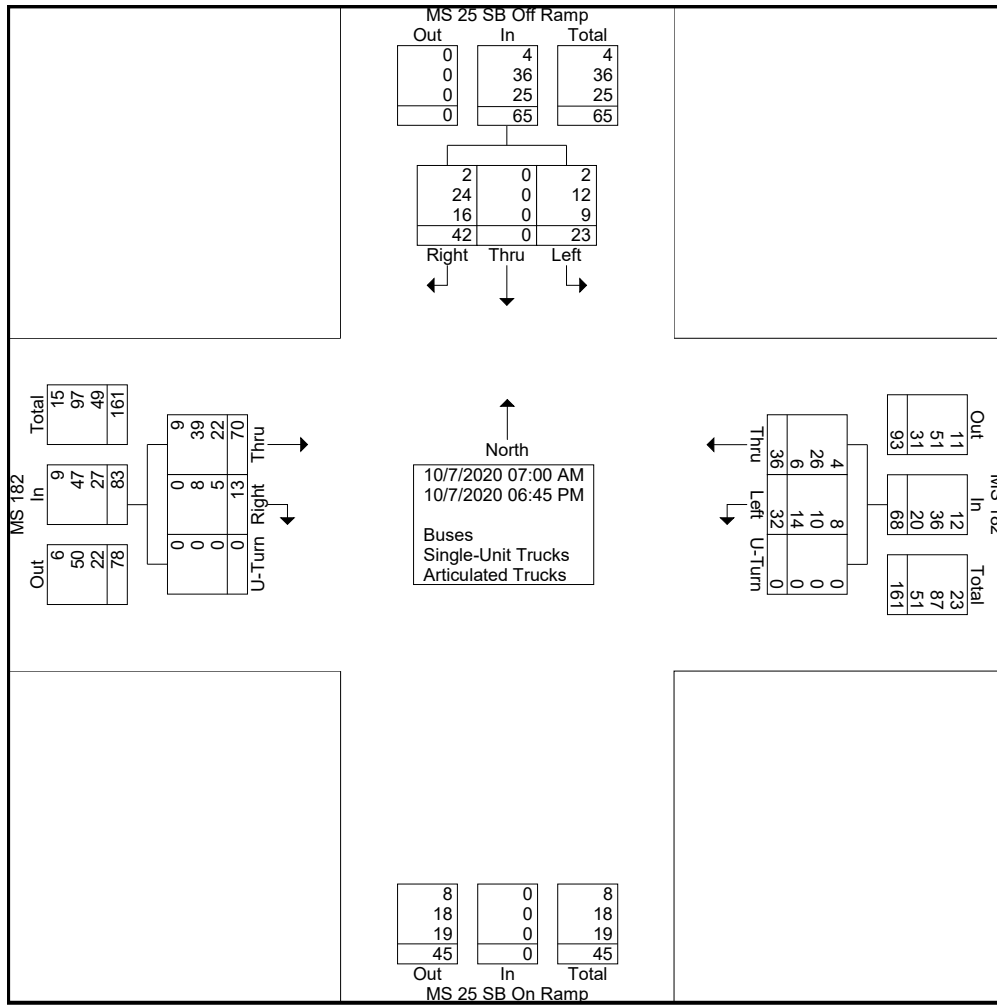
Turning Movement Peak Hour Data Plot (4:30 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 SB Off Ramp From North			MS 182 From East			MS 182 From West			Int. Total
	Right	Thru	Left	Thru	Left	U-Turn	Right	Thru	U-Turn	
07:00 AM	1	0	0	0	0	0	0	1	0	2
07:15 AM	0	0	0	0	0	0	0	1	0	1
07:30 AM	3	0	0	1	2	0	0	1	0	7
07:45 AM	2	0	0	1	1	0	0	4	0	8
Total	6	0	0	2	3	0	0	7	0	18
08:00 AM	0	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	1	1	0	0	3	0	5
08:30 AM	4	0	2	0	0	0	0	1	0	7
08:45 AM	2	0	2	1	0	0	0	2	0	7
Total	6	0	4	2	2	0	0	6	0	20
09:00 AM	2	0	1	1	0	0	0	2	0	6
09:15 AM	0	0	1	2	1	0	0	5	0	9
09:30 AM	4	0	1	1	0	0	0	3	0	9
09:45 AM	1	0	0	1	0	0	0	2	0	4
Total	7	0	3	5	1	0	0	12	0	28
10:00 AM	1	0	0	0	0	0	0	1	0	2
10:15 AM	0	0	1	1	0	0	0	1	0	3
10:30 AM	0	0	0	1	1	0	0	1	0	3
10:45 AM	2	0	0	2	0	0	0	1	0	5
Total	3	0	1	4	1	0	0	4	0	13
11:00 AM	1	0	0	0	1	0	2	2	0	6
11:15 AM	2	0	3	1	1	0	0	3	0	10
11:30 AM	4	0	1	1	1	0	1	1	0	9
11:45 AM	1	0	0	2	4	0	1	2	0	10
Total	8	0	4	4	7	0	4	8	0	35
12:00 PM	1	0	0	0	2	0	1	0	0	4
12:15 PM	1	0	1	0	0	0	0	5	0	7
12:30 PM	1	0	0	0	0	0	0	1	0	2
12:45 PM	1	0	0	1	1	0	0	2	0	5
Total	4	0	1	1	3	0	1	8	0	18
01:00 PM	0	0	2	0	1	0	2	2	0	7
01:15 PM	1	0	1	1	0	0	0	2	0	5
01:30 PM	0	0	0	1	1	0	1	3	0	6
01:45 PM	1	0	0	0	0	0	0	1	0	2
Total	2	0	3	2	2	0	3	8	0	20
02:00 PM	1	0	0	1	0	0	1	0	0	3
02:15 PM	1	0	0	3	3	0	0	0	0	7
02:30 PM	1	0	1	0	0	0	0	4	0	6
02:45 PM	1	0	0	2	0	0	0	2	0	5
Total	4	0	1	6	3	0	1	6	0	21
03:00 PM	0	0	0	1	0	0	0	1	0	2
03:15 PM	1	0	1	1	1	0	1	0	0	5
03:30 PM	1	0	1	1	2	0	1	2	0	8
03:45 PM	0	0	0	1	1	0	0	3	0	5
Total	2	0	2	4	4	0	2	6	0	20
04:00 PM	0	0	0	0	1	0	0	2	0	3
04:15 PM	0	0	0	1	2	0	0	1	0	4
04:30 PM	0	0	1	1	0	0	2	1	0	5
04:45 PM	0	0	0	0	1	0	0	0	0	1
Total	0	0	1	2	4	0	2	4	0	13
05:00 PM	0	0	1	1	1	0	0	0	0	3
05:15 PM	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	0	0	0	0	0	1

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 SB Off Ramp From North			MS 182 From East			MS 182 From West			Int. Total
	Right	Thru	Left	Thru	Left	U-Turn	Right	Thru	U-Turn	
05:45 PM	0	0	0	1	0	0	0	0	0	1
Total	0	0	2	3	1	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	1
06:30 PM	0	0	1	1	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	1	1	0	0	1	0	4
Grand Total	42	0	23	36	32	0	13	70	0	216
Apprch %	64.6	0	35.4	52.9	47.1	0	15.7	84.3	0	
Total %	19.4	0	10.6	16.7	14.8	0	6	32.4	0	
Buses	2	0	2	4	8	0	0	9	0	25
% Buses	4.8	0	8.7	11.1	25	0	0	12.9	0	11.6
Single-Unit Trucks	24	0	12	26	10	0	8	39	0	119
% Single-Unit Trucks	57.1	0	52.2	72.2	31.2	0	61.5	55.7	0	55.1
Articulated Trucks	16	0	9	6	14	0	5	22	0	72
% Articulated Trucks	38.1	0	39.1	16.7	43.8	0	38.5	31.4	0	33.3



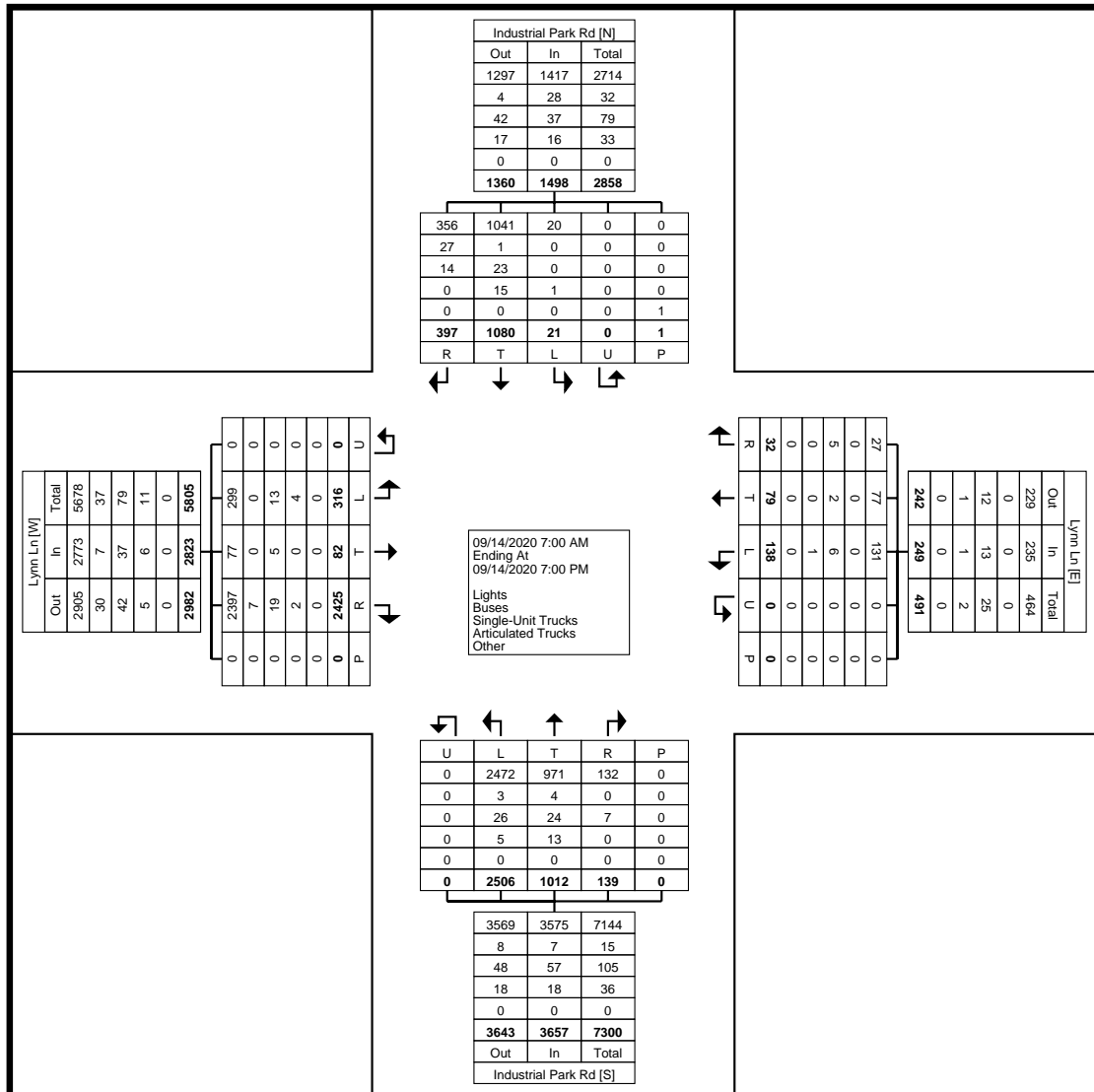


**TURNING MOVEMENT COUNT #2010057
INDUSTRIAL PARK RD @ LYNN LN
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A132

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010057 -
 Industrial Park Rd @ Lynn Ln,
 Starkville
 Site Code: 2010057
 Start Date: 09/14/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010057 -
Industrial Park Rd @ Lynn Ln,
Starkville
Site Code: 2010057
Start Date: 09/14/2020
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Industrial Park Rd Southbound						Lynn Ln Westbound						Industrial Park Rd Northbound						Lynn Ln Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	12	19	0	0	1	31	0	2	3	0	0	5	9	20	58	0	0	87	36	5	5	0	0	46	169
7:30 AM	12	9	0	0	0	21	0	0	4	0	0	4	6	15	82	0	0	103	52	0	7	0	0	59	187
7:45 AM	13	27	0	0	0	40	0	0	1	0	0	1	5	36	53	0	0	94	58	0	9	0	0	67	202
8:00 AM	6	31	2	0	0	39	0	0	1	0	0	1	7	21	39	0	0	67	33	6	7	0	0	46	153
Total	43	86	2	0	1	131	0	2	9	0	0	11	27	92	232	0	0	351	179	11	28	0	0	218	711
Approach %	32.8	65.6	1.5	0.0	-	-	0.0	18.2	81.8	0.0	-	-	7.7	26.2	66.1	0.0	-	-	82.1	5.0	12.8	0.0	-	-	-
Total %	6.0	12.1	0.3	0.0	-	18.4	0.0	0.3	1.3	0.0	-	1.5	3.8	12.9	32.6	0.0	-	49.4	25.2	1.5	3.9	0.0	-	30.7	-
PHF	0.827	0.694	0.250	0.000	-	0.819	0.000	0.250	0.563	0.000	-	0.550	0.750	0.639	0.707	0.000	-	0.852	0.772	0.458	0.778	0.000	-	0.813	0.880
Lights	40	75	2	0	-	117	0	2	9	0	-	11	26	87	227	0	-	340	176	10	27	0	-	213	681
% Lights	93.0	87.2	100.0	-	-	89.3	-	100.0	100.0	-	-	100.0	96.3	94.6	97.8	-	-	96.9	98.3	90.9	96.4	-	-	97.7	95.8
Buses	2	1	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	4
% Buses	4.7	1.2	0.0	-	-	2.3	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.6	0.0	0.0	-	-	0.5	0.6
Single-Unit Trucks	1	4	0	0	-	5	0	0	0	0	-	0	1	3	5	0	-	9	1	1	1	0	-	3	17
% Single-Unit Trucks	2.3	4.7	0.0	-	-	3.8	-	0.0	0.0	-	-	0.0	3.7	3.3	2.2	-	-	2.6	0.6	9.1	3.6	-	-	1.4	2.4
Articulated Trucks	0	6	0	0	-	6	0	0	0	0	-	0	0	2	0	0	-	2	1	0	0	0	-	1	9
% Articulated Trucks	0.0	7.0	0.0	-	-	4.6	-	0.0	0.0	-	-	0.0	0.0	2.2	0.0	-	-	0.6	0.6	0.0	0.0	-	-	0.5	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.1 A135

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

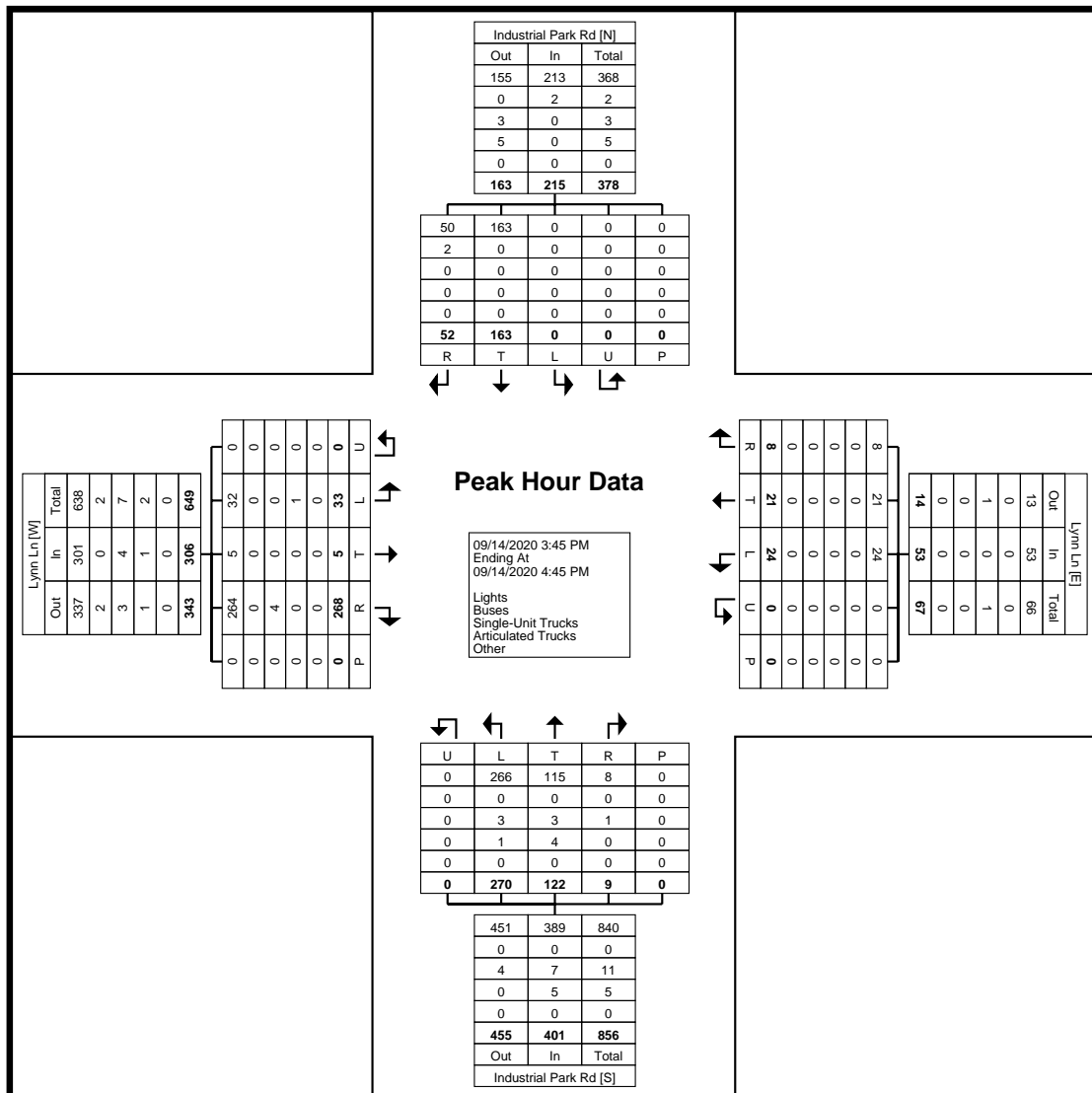
Count Name: 2010057 -
Industrial Park Rd @ Lynn Ln,
Starkville
Site Code: 2010057
Start Date: 09/14/2020
Page No: 6

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Industrial Park Rd Southbound						Lynn Ln Westbound						Industrial Park Rd Northbound						Lynn Ln Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	10	27	0	0	0	37	0	1	3	0	0	4	5	23	66	0	0	94	61	2	11	0	0	74	209
4:00 PM	20	59	0	0	0	79	7	17	16	0	0	40	3	28	58	0	0	89	77	1	12	0	0	90	298
4:15 PM	5	23	0	0	0	28	1	1	2	0	0	4	1	39	83	0	0	123	55	2	3	0	0	60	215
4:30 PM	17	54	0	0	0	71	0	2	3	0	0	5	0	32	63	0	0	95	75	0	7	0	0	82	253
Total	52	163	0	0	0	215	8	21	24	0	0	53	9	122	270	0	0	401	268	5	33	0	0	306	975
Approach %	24.2	75.8	0.0	0.0	-	-	15.1	39.6	45.3	0.0	-	-	2.2	30.4	67.3	0.0	-	-	87.6	1.6	10.8	0.0	-	-	-
Total %	5.3	16.7	0.0	0.0	-	22.1	0.8	2.2	2.5	0.0	-	5.4	0.9	12.5	27.7	0.0	-	41.1	27.5	0.5	3.4	0.0	-	31.4	-
PHF	0.650	0.691	0.000	0.000	-	0.680	0.286	0.309	0.375	0.000	-	0.331	0.450	0.782	0.813	0.000	-	0.815	0.870	0.625	0.688	0.000	-	0.850	0.818
Lights	50	163	0	0	-	213	8	21	24	0	-	53	8	115	266	0	-	389	264	5	32	0	-	301	956
% Lights	96.2	100.0	-	-	-	99.1	100.0	100.0	100.0	-	-	100.0	88.9	94.3	98.5	-	-	97.0	98.5	100.0	97.0	-	-	98.4	98.1
Buses	2	0	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	3.8	0.0	-	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	1	3	3	0	-	7	4	0	0	0	-	4	11
% Single-Unit Trucks	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	11.1	2.5	1.1	-	-	1.7	1.5	0.0	0.0	-	-	1.3	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	4	1	0	-	5	0	0	1	0	-	1	6
% Articulated Trucks	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	3.3	0.4	-	-	1.2	0.0	0.0	3.0	-	-	0.3	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

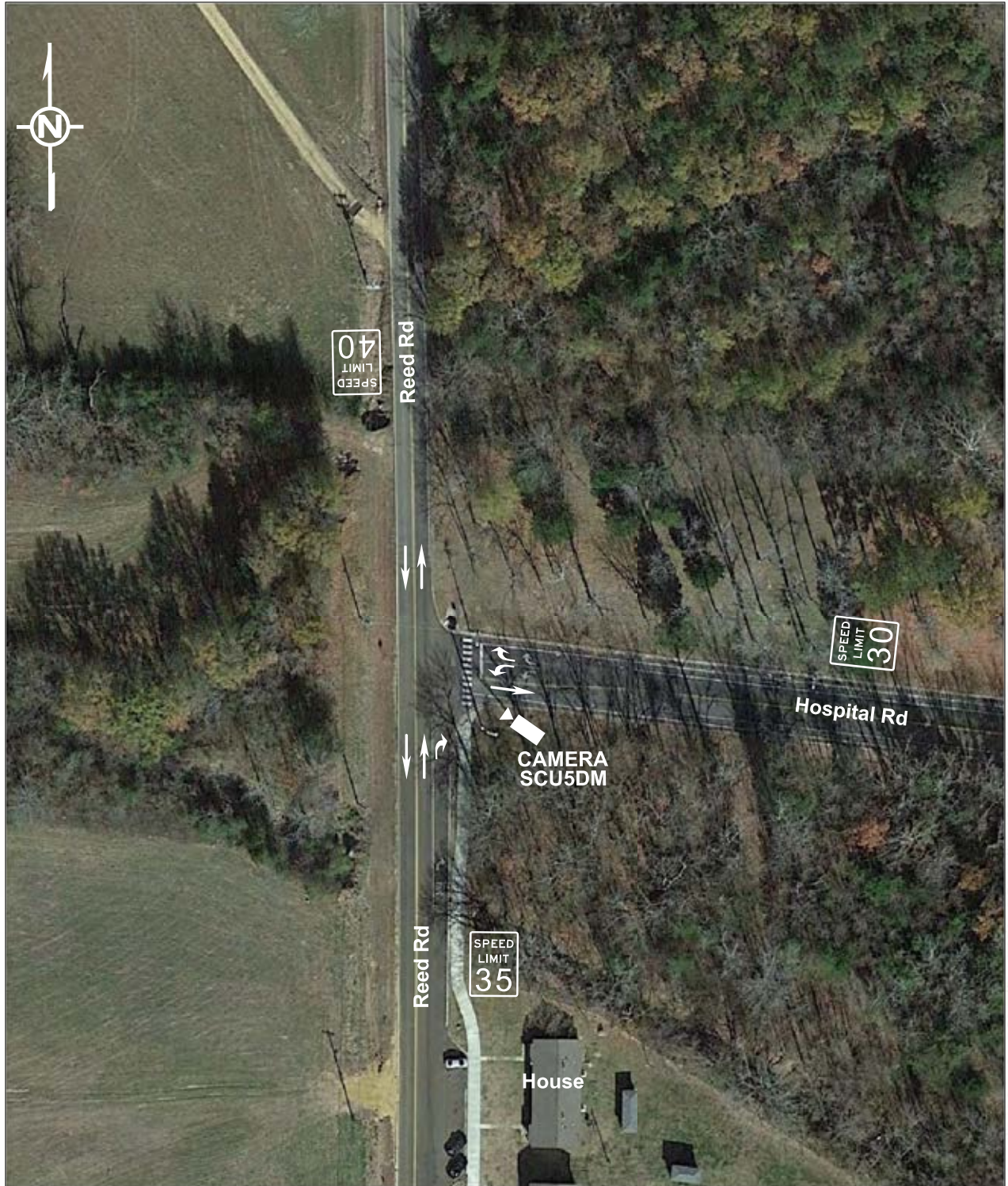
Count Name: 2010057 -
 Industrial Park Rd @ Lynn Ln,
 Starkville
 Site Code: 2010057
 Start Date: 09/14/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (3:45 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Industrial Park Rd From North				Lynn Ln From East				Industrial Park Rd From South				Lynn Ln From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	0	1	0	0	0	0	1	0	2	1	1	0	0	9
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
06:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	5
Grand Total	41	39	1	0	5	2	7	0	7	41	34	0	28	5	17	0	0	227
Apprch %	50.6	48.1	1.2	0	35.7	14.3	50	0	8.5	50	41.5	0	56	10	34	0	0	
Total %	18.1	17.2	0.4	0	2.2	0.9	3.1	0	3.1	18.1	15	0	12.3	2.2	7.5	0	0	
Buses	27	1	0	0	0	0	0	0	0	4	3	0	7	0	0	0	0	42
% Buses	65.9	2.6	0	0	0	0	0	0	0	9.8	8.8	0	25	0	0	0	0	18.5
Single-Unit Trucks	14	23	0	0	5	2	6	0	7	24	26	0	19	5	13	0	0	144
% Single-Unit Trucks	34.1	59	0	0	100	100	85.7	0	100	58.5	76.5	0	67.9	100	76.5	0	0	63.4
Articulated Trucks	0	15	1	0	0	0	1	0	0	13	5	0	2	0	4	0	0	41
% Articulated Trucks	0	38.5	100	0	0	0	14.3	0	0	31.7	14.7	0	7.1	0	23.5	0	0	18.1



TURNING MOVEMENT COUNT #2010058
REED RD @ HOSPITAL RD
STARKVILLE, MS
OKTIBBEHA COUNTY

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010058 - Reed Rd @ Hospital Rd, Starkville
 Site Code: 2010058
 Start Date: 09/14/2020
 Page No: 1

Turning Movement Data

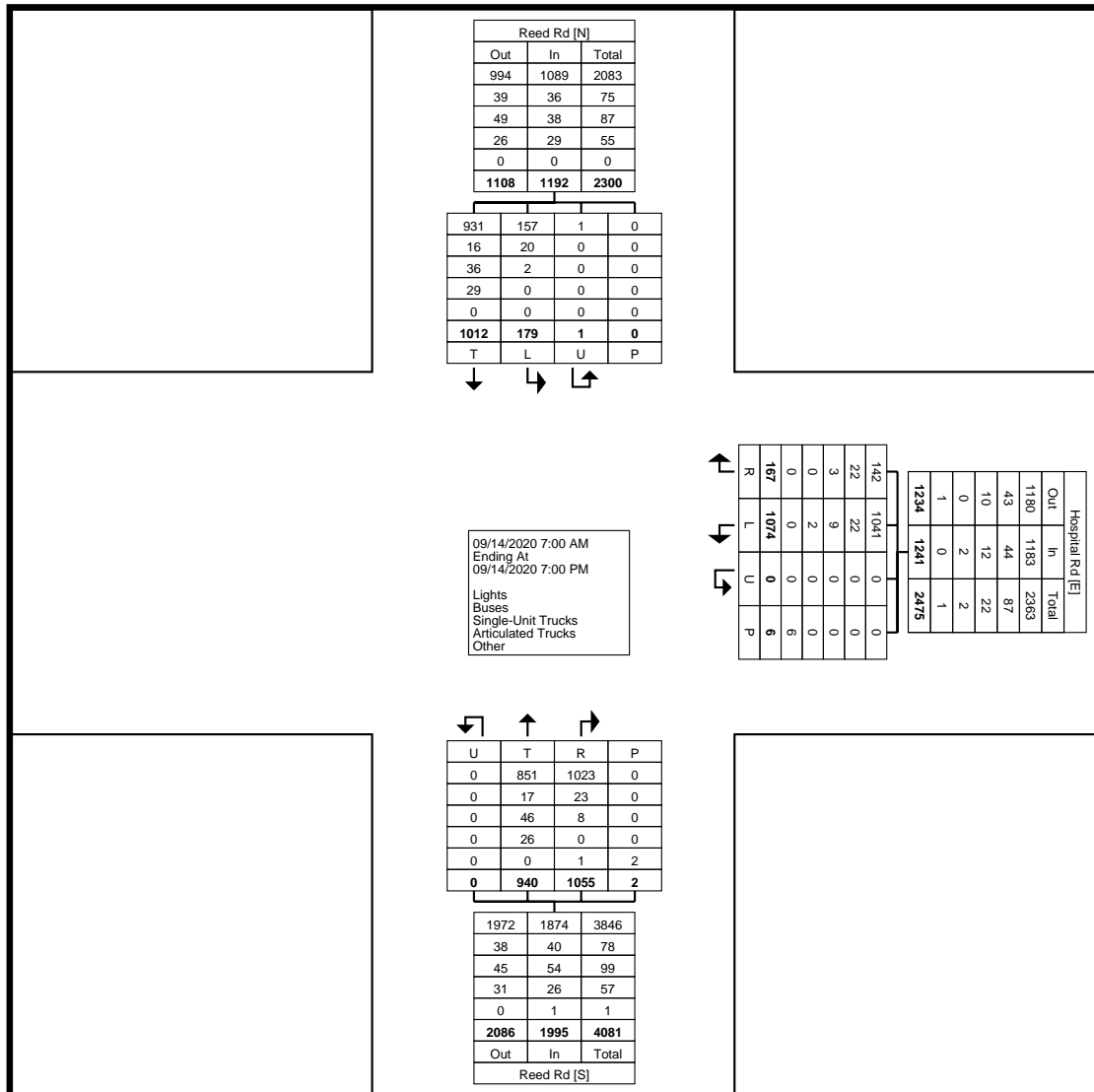
Start Time	Reed Rd Southbound					Hospital Rd Westbound					Reed Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	19	8	0	0	27	2	12	0	0	14	31	7	0	0	38	79
7:15 AM	23	5	0	0	28	2	14	0	0	16	34	19	0	0	53	97
7:30 AM	27	14	0	0	41	5	23	0	1	28	32	16	0	0	48	117
7:45 AM	32	16	0	0	48	5	19	0	0	24	60	19	0	0	79	151
Hourly Total	101	43	0	0	144	14	68	0	1	82	157	61	0	0	218	444
8:00 AM	18	5	0	0	23	1	7	0	0	8	35	5	0	0	40	71
8:15 AM	35	2	1	0	38	3	13	0	0	16	37	5	0	0	42	96
8:30 AM	24	5	0	0	29	1	14	0	1	15	24	18	0	0	42	86
8:45 AM	12	6	0	0	18	2	30	0	0	32	27	12	0	0	39	89
Hourly Total	89	18	1	0	108	7	64	0	1	71	123	40	0	0	163	342
9:00 AM	16	5	0	0	21	3	20	0	0	23	24	6	0	0	30	74
9:15 AM	15	1	0	0	16	3	10	0	0	13	23	12	0	0	35	64
9:30 AM	10	2	0	0	12	2	19	0	0	21	20	9	0	0	29	62
9:45 AM	12	2	0	0	14	2	21	0	0	23	25	10	0	0	35	72
Hourly Total	53	10	0	0	63	10	70	0	0	80	92	37	0	0	129	272
10:00 AM	21	3	0	0	24	3	28	0	0	31	20	16	0	0	36	91
10:15 AM	17	8	0	0	25	2	18	0	0	20	22	10	0	0	32	77
10:30 AM	18	6	0	0	24	2	18	0	0	20	21	17	0	0	38	82
10:45 AM	21	3	0	0	24	4	13	0	1	17	19	14	0	0	33	74
Hourly Total	77	20	0	0	97	11	77	0	1	88	82	57	0	0	139	324
11:00 AM	17	2	0	0	19	4	25	0	0	29	14	13	0	0	27	75
11:15 AM	21	4	0	0	25	2	20	0	0	22	11	16	0	0	27	74
11:30 AM	20	2	0	0	22	1	33	0	0	34	23	16	0	0	39	95
11:45 AM	16	1	0	0	17	1	20	0	0	21	17	26	0	0	43	81
Hourly Total	74	9	0	0	83	8	98	0	0	106	65	71	0	0	136	325
12:00 PM	23	1	0	0	24	5	32	0	0	37	13	20	0	0	33	94
12:15 PM	15	0	0	0	15	4	27	0	0	31	21	19	0	0	40	86
12:30 PM	17	3	0	0	20	4	14	0	0	18	26	25	0	0	51	89
12:45 PM	27	2	0	0	29	2	15	0	0	17	38	23	0	0	61	107
Hourly Total	82	6	0	0	88	15	88	0	0	103	98	87	0	0	185	376
1:00 PM	19	4	0	0	23	1	25	0	0	26	24	25	0	0	49	98
1:15 PM	18	3	0	0	21	4	18	0	0	22	22	15	0	0	37	80
1:30 PM	31	4	0	0	35	1	21	0	0	22	19	21	0	0	40	97
1:45 PM	16	2	0	0	18	3	27	0	0	30	34	30	0	0	64	112
Hourly Total	84	13	0	0	97	9	91	0	0	100	99	91	0	0	190	387
2:00 PM	20	4	0	0	24	3	36	0	0	39	28	19	0	2	47	110
2:15 PM	27	1	0	0	28	3	31	0	0	34	26	16	0	0	42	104
2:30 PM	26	6	0	0	32	8	28	0	1	36	19	30	0	0	49	117
2:45 PM	19	1	0	0	20	5	31	0	0	36	23	13	0	0	36	92
Hourly Total	92	12	0	0	104	19	126	0	1	145	96	78	0	2	174	423
3:00 PM	25	2	0	0	27	8	26	0	0	34	28	26	0	0	54	115
3:15 PM	20	4	0	0	24	4	33	0	0	37	18	27	0	0	45	106
3:30 PM	31	2	0	0	33	9	36	0	0	45	24	27	0	0	51	129
3:45 PM	25	2	0	0	27	1	28	0	0	29	17	26	0	0	43	99
Hourly Total	101	10	0	0	111	22	123	0	0	145	87	106	0	0	193	449
4:00 PM	20	2	0	0	22	8	33	0	0	41	16	34	0	0	50	113
4:15 PM	27	6	0	0	33	5	32	0	0	37	19	25	0	0	44	114
4:30 PM	20	2	0	0	22	4	36	0	0	40	18	23	0	0	41	103
4:45 PM	24	3	0	0	27	4	25	0	0	29	16	32	0	0	48	104
Hourly Total	91	13	0	0	104	21	126	0	0	147	69	114	0	0	183	434
5:00 PM	34	1	0	0	35	8	47	0	2	55	9	34	0	0	43	133
5:15 PM	25	2	0	0	27	7	24	0	0	31	13	34	0	0	47	105
5:30 PM	20	6	0	0	26	4	15	0	0	19	13	30	0	0	43	88
5:45 PM	16	2	0	0	18	3	9	0	0	12	13	23	0	0	36	66
Hourly Total	95	11	0	0	106	22	95	0	2	117	48	121	0	0	169	392
6:00 PM	16	6	0	0	22	1	11	0	0	12	7	16	0	0	23	57
6:15 PM	20	3	0	0	23	6	11	0	0	17	10	12	0	0	22	62
6:30 PM	18	3	0	0	21	1	17	0	0	18	7	23	0	0	30	69
6:45 PM	19	2	0	0	21	1	9	0	0	10	15	26	0	0	41	72
Hourly Total	73	14	0	0	87	9	48	0	0	57	39	77	0	0	116	260
Grand Total	1012	179	1	0	1192	167	1074	0	6	1241	1055	940	0	2	1995	4428
Approach %	84.9	15.0	0.1	-	-	13.5	86.5	0.0	-	-	52.9	47.1	0.0	-	-	-
Total %	22.9	4.0	0.0	-	26.9	3.8	24.3	0.0	-	28.0	23.8	21.2	0.0	-	45.1	-

5.1 A141

Lights	931	157	1	-	1089	142	1041	0	-	1183	1023	851	0	-	1874	4146
% Lights	92.0	87.7	100.0	-	91.4	85.0	96.9	-	-	95.3	97.0	90.5	-	-	93.9	93.6
Buses	16	20	0	-	36	22	22	0	-	44	23	17	0	-	40	120
% Buses	1.6	11.2	0.0	-	3.0	13.2	2.0	-	-	3.5	2.2	1.8	-	-	2.0	2.7
Single-Unit Trucks	36	2	0	-	38	3	9	0	-	12	8	46	0	-	54	104
% Single-Unit Trucks	3.6	1.1	0.0	-	3.2	1.8	0.8	-	-	1.0	0.8	4.9	-	-	2.7	2.3
Articulated Trucks	29	0	0	-	29	0	2	0	-	2	0	26	0	-	26	57
% Articulated Trucks	2.9	0.0	0.0	-	2.4	0.0	0.2	-	-	0.2	0.0	2.8	-	-	1.3	1.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	1	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.1	0.0	-	-	0.1	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	0	-	-	-	6	-	-	-	-	2	-	-	-
% Pedestrians	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-

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Count Name: 2010058 - Reed
 Rd @ Hospital Rd, Starkville
 Site Code: 2010058
 Start Date: 09/14/2020
 Page No: 3



Turning Movement Data Plot

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 Ridgeland, Mississippi, United States 39157
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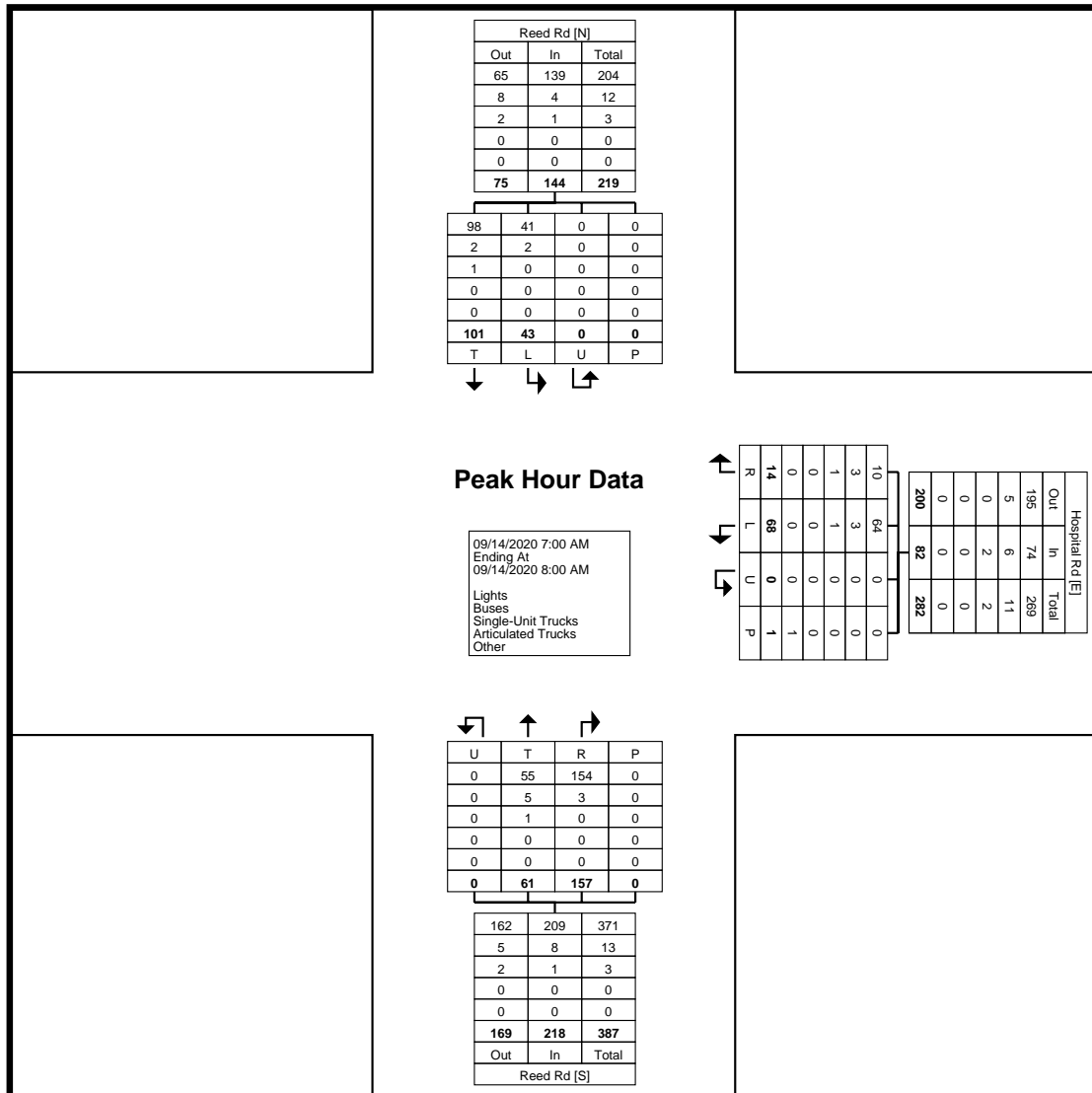
Count Name: 2010058 - Reed
 Rd @ Hospital Rd, Starkville
 Site Code: 2010058
 Start Date: 09/14/2020
 Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Reed Rd Southbound					Hospital Rd Westbound					Reed Rd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	19	8	0	0	27	2	12	0	0	14	31	7	0	0	38	79
7:15 AM	23	5	0	0	28	2	14	0	0	16	34	19	0	0	53	97
7:30 AM	27	14	0	0	41	5	23	0	1	28	32	16	0	0	48	117
7:45 AM	32	16	0	0	48	5	19	0	0	24	60	19	0	0	79	151
Total	101	43	0	0	144	14	68	0	1	82	157	61	0	0	218	444
Approach %	70.1	29.9	0.0	-	-	17.1	82.9	0.0	-	-	72.0	28.0	0.0	-	-	-
Total %	22.7	9.7	0.0	-	32.4	3.2	15.3	0.0	-	18.5	35.4	13.7	0.0	-	49.1	-
PHF	0.789	0.672	0.000	-	0.750	0.700	0.739	0.000	-	0.732	0.654	0.803	0.000	-	0.690	0.735
Lights	98	41	0	-	139	10	64	0	-	74	154	55	0	-	209	422
% Lights	97.0	95.3	-	-	96.5	71.4	94.1	-	-	90.2	98.1	90.2	-	-	95.9	95.0
Buses	2	2	0	-	4	3	3	0	-	6	3	5	0	-	8	18
% Buses	2.0	4.7	-	-	2.8	21.4	4.4	-	-	7.3	1.9	8.2	-	-	3.7	4.1
Single-Unit Trucks	1	0	0	-	1	1	1	0	-	2	0	1	0	-	1	4
% Single-Unit Trucks	1.0	0.0	-	-	0.7	7.1	1.5	-	-	2.4	0.0	1.6	-	-	0.5	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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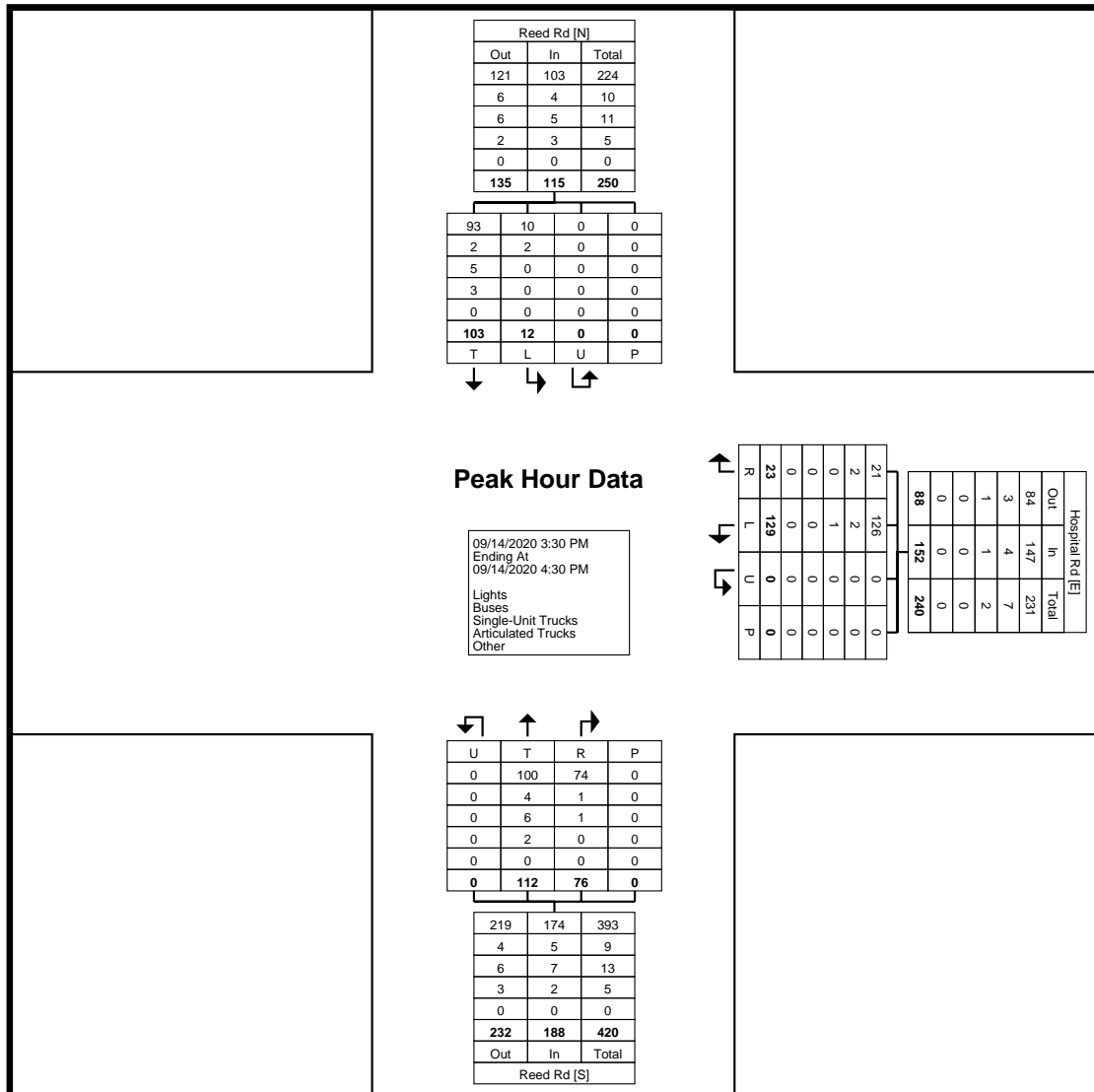
Count Name: 2010058 - Reed
 Rd @ Hospital Rd, Starkville
 Site Code: 2010058
 Start Date: 09/14/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

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 601.607.8700

Count Name: 2010058 - Reed
 Rd @ Hospital Rd, Starkville
 Site Code: 2010058
 Start Date: 09/14/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (3:30 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Reed Rd From North			Hospital Rd From East			Reed Rd From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	1	1	0	1	1	0	0	1	0	5
07:15 AM	1	0	0	1	0	0	2	1	0	5
07:30 AM	1	1	0	1	0	0	0	2	0	5
07:45 AM	0	0	0	1	3	0	1	2	0	7
Total	3	2	0	4	4	0	3	6	0	22
08:00 AM	3	0	0	0	0	0	0	1	0	4
08:15 AM	2	1	0	1	1	0	1	0	0	6
08:30 AM	0	0	0	0	0	0	1	0	0	1
08:45 AM	0	1	0	0	1	0	1	0	0	3
Total	5	2	0	1	2	0	3	1	0	14
09:00 AM	0	0	0	2	2	0	0	0	0	4
09:15 AM	1	1	0	0	1	0	0	3	0	6
09:30 AM	2	0	0	1	2	0	2	1	0	8
09:45 AM	1	1	0	0	1	0	0	2	0	5
Total	4	2	0	3	6	0	2	6	0	23
10:00 AM	2	0	0	1	2	0	2	4	0	11
10:15 AM	2	1	0	0	0	0	1	2	0	6
10:30 AM	2	1	0	0	1	0	1	2	0	7
10:45 AM	3	0	0	1	1	0	0	3	0	8
Total	9	2	0	2	4	0	4	11	0	32
11:00 AM	2	1	0	0	1	0	0	2	0	6
11:15 AM	3	0	0	1	1	0	1	2	0	8
11:30 AM	1	1	0	0	0	0	0	2	0	4
11:45 AM	2	0	0	0	0	0	1	3	0	6
Total	8	2	0	1	2	0	2	9	0	24
12:00 PM	3	0	0	0	1	0	0	3	0	7
12:15 PM	2	0	0	1	1	0	0	1	0	5
12:30 PM	2	1	0	0	1	0	0	2	0	6
12:45 PM	2	0	0	1	0	0	1	2	0	6
Total	9	1	0	2	3	0	1	8	0	24
01:00 PM	2	1	0	0	0	0	2	2	0	7
01:15 PM	2	0	0	1	1	0	0	1	0	5
01:30 PM	2	1	0	0	1	0	0	3	0	7
01:45 PM	0	0	0	1	0	0	1	5	0	7
Total	6	2	0	2	2	0	3	11	0	26
02:00 PM	4	1	0	0	0	0	0	4	0	9
02:15 PM	1	1	0	0	0	0	2	3	0	7
02:30 PM	7	0	0	0	0	0	1	2	0	10
02:45 PM	0	0	0	3	1	0	0	2	0	6
Total	12	2	0	3	1	0	3	11	0	32
03:00 PM	5	0	0	0	0	0	1	2	0	8
03:15 PM	0	1	0	0	1	0	1	3	0	6
03:30 PM	5	0	0	1	1	0	0	3	0	10
03:45 PM	0	1	0	0	1	0	1	4	0	7
Total	10	2	0	1	3	0	3	12	0	31
04:00 PM	5	0	0	1	0	0	1	2	0	9
04:15 PM	0	1	0	0	1	0	0	3	0	5
04:30 PM	4	0	0	1	0	0	1	0	0	6
04:45 PM	1	1	0	0	1	0	0	5	0	8
Total	10	2	0	2	2	0	2	10	0	28
05:00 PM	4	0	0	1	1	0	1	0	0	7
05:15 PM	0	1	0	0	0	0	0	3	0	4
05:30 PM	0	0	0	1	1	0	1	0	0	3

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Reed Rd From North			Hospital Rd From East			Reed Rd From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	4	1	0	2	2	0	2	3	0	14
06:00 PM	0	1	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	1	1	0	2	1	0	5
06:30 PM	1	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	1	1	0	1	0	0	4
Total	1	2	0	2	2	0	3	1	0	11
Grand Total	81	22	0	25	33	0	31	89	0	281
Apprch %	78.6	21.4	0	43.1	56.9	0	25.8	74.2	0	
Total %	28.8	7.8	0	8.9	11.7	0	11	31.7	0	
Buses	16	20	0	22	22	0	23	17	0	120
% Buses	19.8	90.9	0	88	66.7	0	74.2	19.1	0	42.7
Single-Unit Trucks	36	2	0	3	9	0	8	46	0	104
% Single-Unit Trucks	44.4	9.1	0	12	27.3	0	25.8	51.7	0	37
Articulated Trucks	29	0	0	0	2	0	0	26	0	57
% Articulated Trucks	35.8	0	0	0	6.1	0	0	29.2	0	20.3



**TURNING MOVEMENT COUNT #2010059
OLD MS 25 @ ACADEMY RD /
ST LUKE LUTHERAN CHURCH ENTRANCE
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A151

Total %	0.0	22.8	18.3	0.0	-	41.1	18.4	0.0	8.4	0.0	-	26.8	7.3	24.7	0.0	0.0	-	32.0	0.0	0.0	0.0	-	0.0	-	
Lights	3	1934	1589	1	-	3527	1597	0	731	0	-	2328	641	2129	0	0	-	2770	2	0	1	0	-	3	8628
% Lights	100.0	96.4	98.3	100.0	-	97.3	98.5	-	98.8	-	-	98.6	99.1	97.8	-	-	-	98.1	100.0	-	100.0	-	-	100.0	97.9
Buses	0	43	0	0	-	43	2	0	3	0	-	5	3	20	0	0	-	23	0	0	0	0	-	0	71
% Buses	0.0	2.1	0.0	0.0	-	1.2	0.1	-	0.4	-	-	0.2	0.5	0.9	-	-	-	0.8	0.0	-	0.0	-	-	0.0	0.8
Single-Unit Trucks	0	25	24	0	-	49	20	0	5	0	-	25	3	21	0	0	-	24	0	0	0	0	-	0	98
% Single-Unit Trucks	0.0	1.2	1.5	0.0	-	1.4	1.2	-	0.7	-	-	1.1	0.5	1.0	-	-	-	0.9	0.0	-	0.0	-	-	0.0	1.1
Articulated Trucks	0	4	3	0	-	7	1	0	1	0	-	2	0	6	0	0	-	6	0	0	0	0	-	0	15
% Articulated Trucks	0.0	0.2	0.2	0.0	-	0.2	0.1	-	0.1	-	-	0.1	0.0	0.3	-	-	-	0.2	0.0	-	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.1	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	12	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	11.8	-	-	-	-	-	33.3	-	-	-	-	-	25.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	2	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	88.2	-	-	-	-	-	66.7	-	-	-	-	-	74.5	-	-

5.1 A153

Count Name: 2010059 - Old MS
 25 @ Academy Rd / St Luke
 Lutheran Church Entrance,
 Starkville
 Site Code: 2010059
 Start Date: 09/14/2020
 Page No: 4

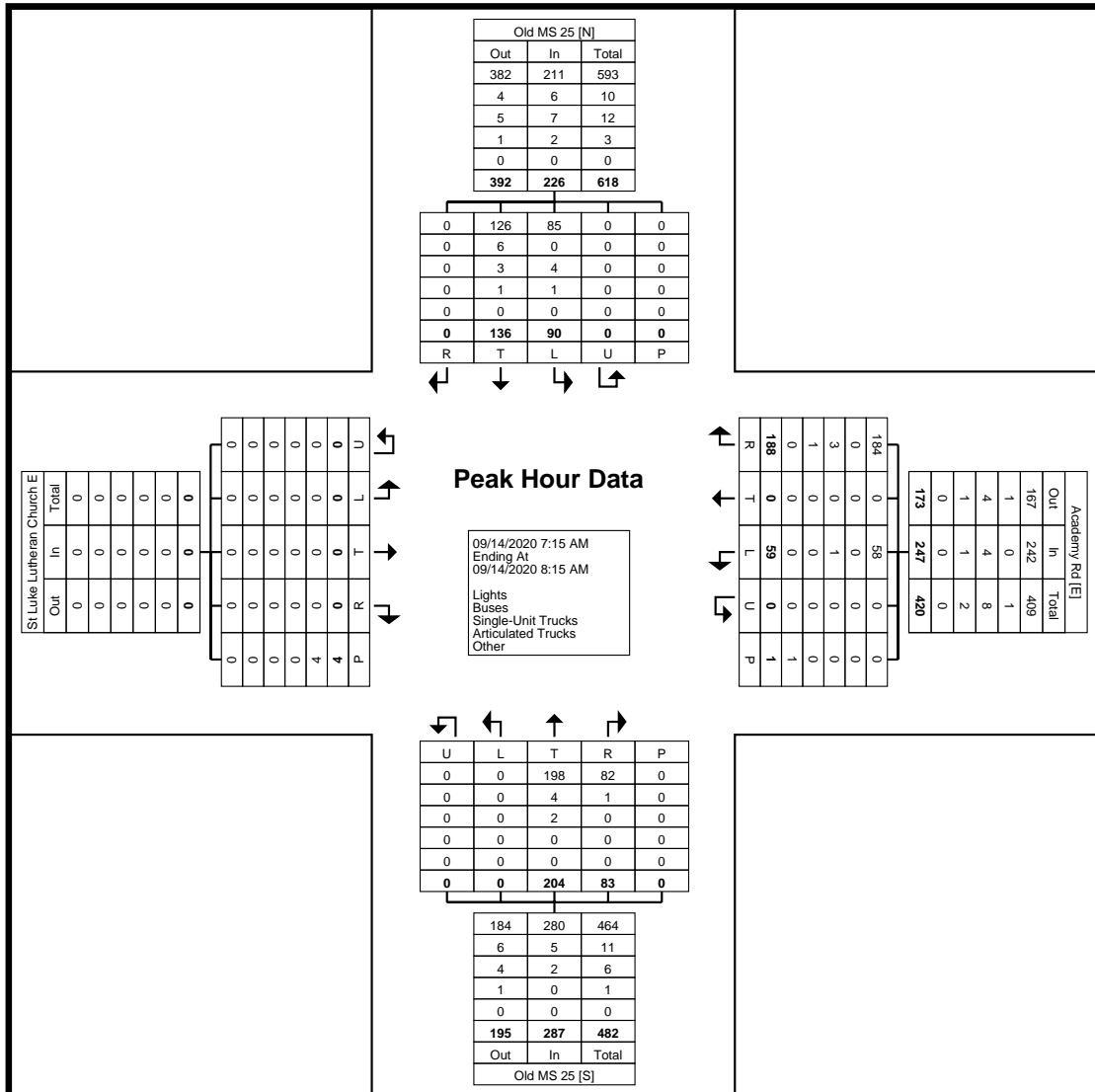
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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Old MS 25 Southbound						Academy Rd Westbound						Old MS 25 Northbound						St Luke Lutheran Church Entrance Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
7:15 AM	0	31	24	0	0	55	20	0	14	0	0	34	25	49	0	0	0	74	0	0	0	0	0	0	0	163
7:30 AM	0	40	22	0	0	62	67	0	14	0	1	81	26	52	0	0	0	78	0	0	0	0	1	0	0	221
7:45 AM	0	41	20	0	0	61	78	0	19	0	0	97	18	54	0	0	0	72	0	0	0	0	1	0	0	230
8:00 AM	0	24	24	0	0	48	23	0	12	0	0	35	14	49	0	0	0	63	0	0	0	0	2	0	0	146
Total	0	136	90	0	0	226	188	0	59	0	1	247	83	204	0	0	0	287	0	0	0	0	4	0	0	760
Approach %	0.0	60.2	39.8	0.0	-	-	76.1	0.0	23.9	0.0	-	-	28.9	71.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-	-
Total %	0.0	17.9	11.8	0.0	-	29.7	24.7	0.0	7.8	0.0	-	32.5	10.9	26.8	0.0	0.0	-	37.8	0.0	0.0	0.0	0.0	-	0.0	-	-
PHF	0.000	0.829	0.938	0.000	-	0.911	0.603	0.000	0.776	0.000	-	0.637	0.798	0.944	0.000	0.000	-	0.920	0.000	0.000	0.000	0.000	-	0.000	-	0.826
Lights	0	126	85	0	-	211	184	0	58	0	-	242	82	198	0	0	-	280	0	0	0	0	-	0	-	733
% Lights	-	92.6	94.4	-	-	93.4	97.9	-	98.3	-	-	98.0	98.8	97.1	-	-	-	97.6	-	-	-	-	-	-	-	96.4
Buses	0	6	0	0	-	6	0	0	0	0	-	0	1	4	0	0	-	5	0	0	0	0	-	0	-	11
% Buses	-	4.4	0.0	-	-	2.7	0.0	-	0.0	-	-	0.0	1.2	2.0	-	-	-	1.7	-	-	-	-	-	-	-	1.4
Single-Unit Trucks	0	3	4	0	-	7	3	0	1	0	-	4	0	2	0	0	-	2	0	0	0	0	-	0	-	13
% Single-Unit Trucks	-	2.2	4.4	-	-	3.1	1.6	-	1.7	-	-	1.6	0.0	1.0	-	-	-	0.7	-	-	-	-	-	-	-	1.7
Articulated Trucks	0	1	1	0	-	2	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	-	3
% Articulated Trucks	-	0.7	1.1	-	-	0.9	0.5	-	0.0	-	-	0.4	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	25.0	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	75.0	-	-	-

Michael Baker International
 310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
 601.607.8700



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

5.1 A155

Count Name: 2010059 - Old MS
 25 @ Academy Rd / St Luke
 Lutheran Church Entrance,
 Starkville
 Site Code: 2010059
 Start Date: 09/14/2020
 Page No: 6

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 Ridgeland, Mississippi, United States 39157
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Turning Movement Peak Hour Data (4:45 PM)

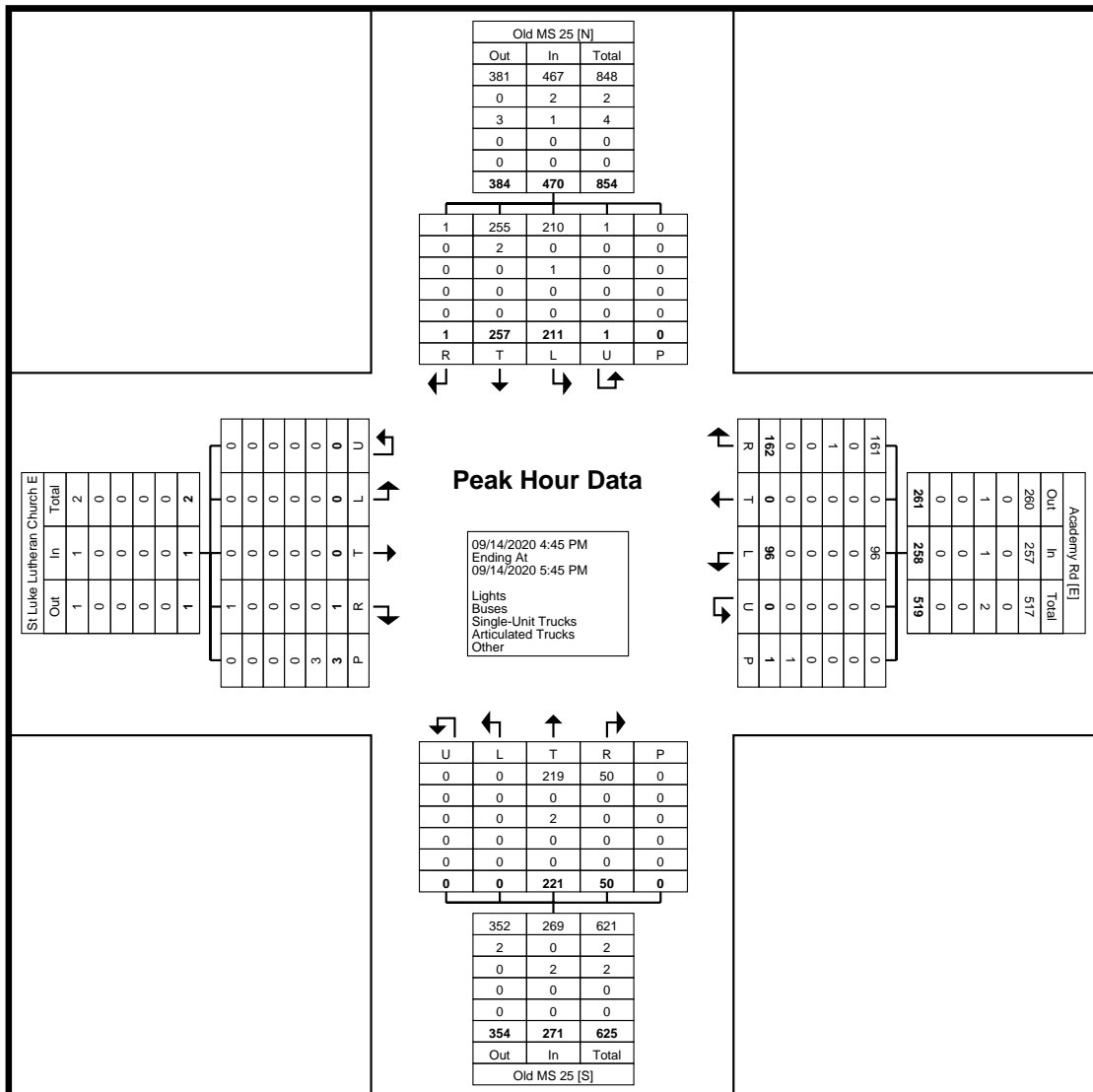
Start Time	Old MS 25 Southbound						Academy Rd Westbound						Old MS 25 Northbound						St Luke Lutheran Church Entrance Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
4:45 PM	1	60	44	0	0	105	33	0	24	0	0	57	10	47	0	0	0	57	0	0	0	0	0	0	0	219
5:00 PM	0	68	46	0	0	114	46	0	27	0	0	73	15	50	0	0	0	65	1	0	0	0	3	1	253	
5:15 PM	0	68	55	1	0	124	42	0	27	0	0	69	10	56	0	0	0	66	0	0	0	0	0	0	259	
5:30 PM	0	61	66	0	0	127	41	0	18	0	1	59	15	68	0	0	0	83	0	0	0	0	0	0	269	
Total	1	257	211	1	0	470	162	0	96	0	1	258	50	221	0	0	0	271	1	0	0	0	3	1	1000	
Approach %	0.2	54.7	44.9	0.2	-	-	62.8	0.0	37.2	0.0	-	-	18.5	81.5	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	-	
Total %	0.1	25.7	21.1	0.1	-	47.0	16.2	0.0	9.6	0.0	-	25.8	5.0	22.1	0.0	0.0	-	27.1	0.1	0.0	0.0	0.0	-	0.1	-	
PHF	0.250	0.945	0.799	0.250	-	0.925	0.880	0.000	0.889	0.000	-	0.884	0.833	0.813	0.000	0.000	-	0.816	0.250	0.000	0.000	0.000	-	0.250	0.929	
Lights	1	255	210	1	-	467	161	0	96	0	-	257	50	219	0	0	-	269	1	0	0	0	-	1	994	
% Lights	100.0	99.2	99.5	100.0	-	99.4	99.4	-	100.0	-	-	99.6	100.0	99.1	-	-	-	99.3	100.0	-	-	-	-	100.0	99.4	
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Buses	0.0	0.8	0.0	0.0	-	0.4	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.2	
Single-Unit Trucks	0	0	1	0	-	1	1	0	0	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	4	
% Single-Unit Trucks	0.0	0.0	0.5	0.0	-	0.2	0.6	-	0.0	-	-	0.4	0.0	0.9	-	-	-	0.7	0.0	-	-	-	-	0.0	0.4	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	

5.1 A156

Count Name: 2010059 - Old MS
 25 @ Academy Rd / St Luke
 Lutheran Church Entrance,
 Starkville
 Site Code: 2010059
 Start Date: 09/14/2020
 Page No: 7

Michael Baker International
 310 New Pointe Drive

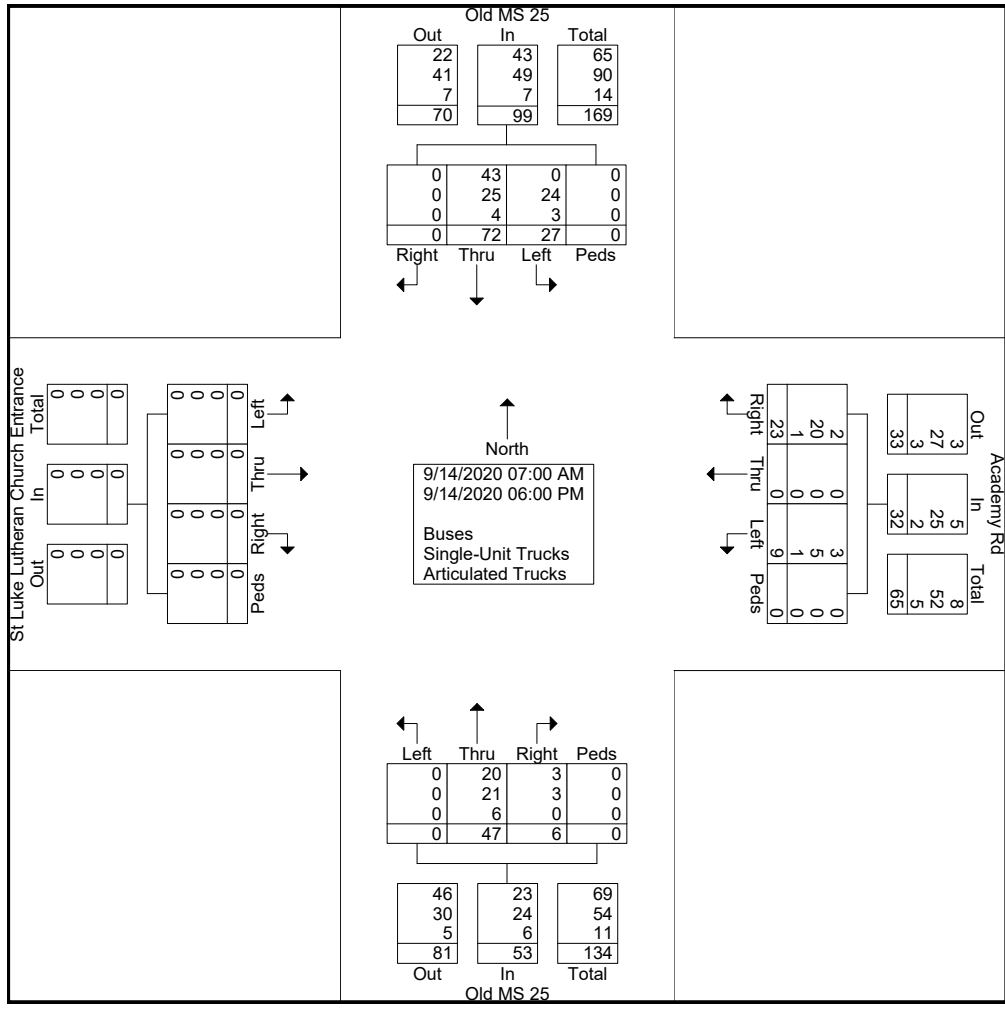
Ridgeland, Mississippi, United States 39157
 601.607.8700



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Old MS 25 From North				Academy Rd From East				Old MS 25 From South				St Luke Lutheran Church Entrance From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
07:00 AM	0	10	3	0	4	0	0	0	1	2	0	0	0	0	0	0	0	20
08:00 AM	0	5	4	0	4	0	2	0	0	8	0	0	0	0	0	0	0	23
09:00 AM	0	8	3	0	3	0	0	0	1	6	0	0	0	0	0	0	0	21
10:00 AM	0	6	1	0	2	0	2	0	0	3	0	0	0	0	0	0	0	14
11:00 AM	0	3	2	0	3	0	0	0	1	4	0	0	0	0	0	0	0	13
12:00 PM	0	10	4	0	1	0	1	0	0	2	0	0	0	0	0	0	0	18
01:00 PM	0	5	3	0	1	0	1	0	0	5	0	0	0	0	0	0	0	15
02:00 PM	0	6	2	0	0	0	2	0	2	8	0	0	0	0	0	0	0	20
03:00 PM	0	10	2	0	2	0	0	0	1	4	0	0	0	0	0	0	0	19
04:00 PM	0	4	1	0	2	0	1	0	0	4	0	0	0	0	0	0	0	12
05:00 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
06:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	72	27	0	23	0	9	0	6	47	0	0	0	0	0	0	0	184
Aprpch %	0	72.7	27.3	0	71.9	0	28.1	0	11.3	88.7	0	0	0	0	0	0	0	
Total %	0	39.1	14.7	0	12.5	0	4.9	0	3.3	25.5	0	0	0	0	0	0	0	
Buses	0	43	0	0	2	0	3	0	3	20	0	0	0	0	0	0	0	71
% Buses	0	59.7	0	0	8.7	0	33.3	0	50	42.6	0	0	0	0	0	0	0	38.6
Single-Unit Trucks	0	25	24	0	20	0	5	0	3	21	0	0	0	0	0	0	0	98
% Single-Unit Trucks	0	34.7	88.9	0	87	0	55.6	0	50	44.7	0	0	0	0	0	0	0	53.3
Articulated Trucks	0	4	3	0	1	0	1	0	0	6	0	0	0	0	0	0	0	15
% Articulated Trucks	0	5.6	11.1	0	4.3	0	11.1	0	0	12.8	0	0	0	0	0	0	0	8.2





**TURNING MOVEMENT COUNT #2010060
OLD MS 25 @ LYNN LN
STARKVILLE, MS
OKTIBBEHA COUNTY**

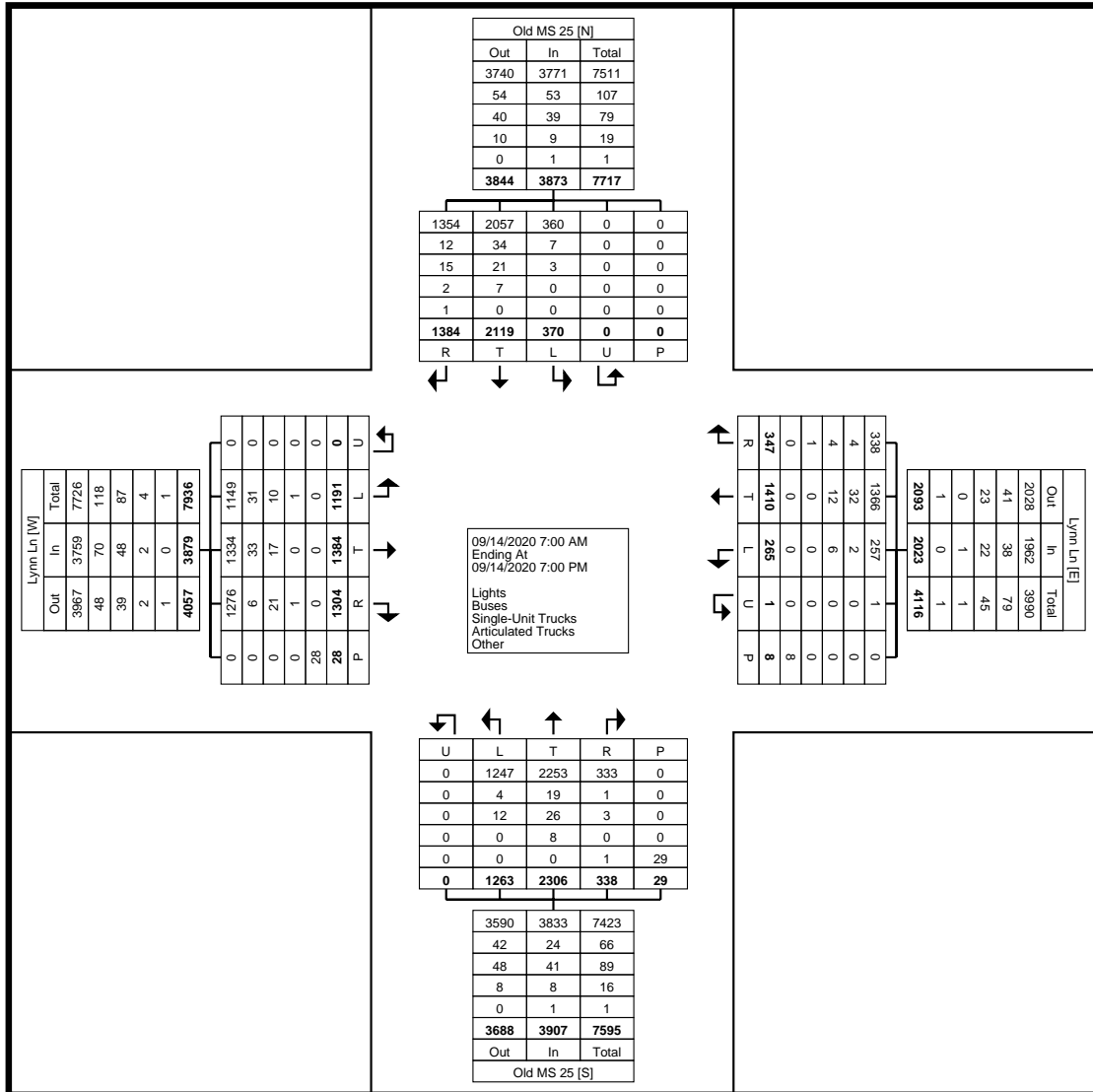
5.1 A160

Lights	1354	2057	360	0	-	3771	338	1366	257	1	-	1962	333	2253	1247	0	-	3833	1276	1334	1149	0	-	3759	13325
% Lights	97.8	97.1	97.3	-	-	97.4	97.4	96.9	97.0	100.0	-	97.0	98.5	97.7	98.7	-	-	98.1	97.9	96.4	96.5	-	-	96.9	97.4
Buses	12	34	7	0	-	53	4	32	2	0	-	38	1	19	4	0	-	24	6	33	31	0	-	70	185
% Buses	0.9	1.6	1.9	-	-	1.4	1.2	2.3	0.8	0.0	-	1.9	0.3	0.8	0.3	-	-	0.6	0.5	2.4	2.6	-	-	1.8	1.4
Single-Unit Trucks	15	21	3	0	-	39	4	12	6	0	-	22	3	26	12	0	-	41	21	17	10	0	-	48	150
% Single-Unit Trucks	1.1	1.0	0.8	-	-	1.0	1.2	0.9	2.3	0.0	-	1.1	0.9	1.1	1.0	-	-	1.0	1.6	1.2	0.8	-	-	1.2	1.1
Articulated Trucks	2	7	0	0	-	9	1	0	0	0	-	1	0	8	0	0	-	8	1	0	1	0	-	2	20
% Articulated Trucks	0.1	0.3	0.0	-	-	0.2	0.3	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	-	0.2	0.1	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	1	0	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.1	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	7	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	24.1	-	-	-	-	-	7.1	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	8	-	-	-	-	-	-	22	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	75.9	-	-	-	-	-	92.9	-	-

5.1 A161

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010060 - Old MS
 25 @ Lynn Ln, Starkville
 Site Code: 2010060
 Start Date: 09/14/2020
 Page No: 3



Turning Movement Data Plot

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

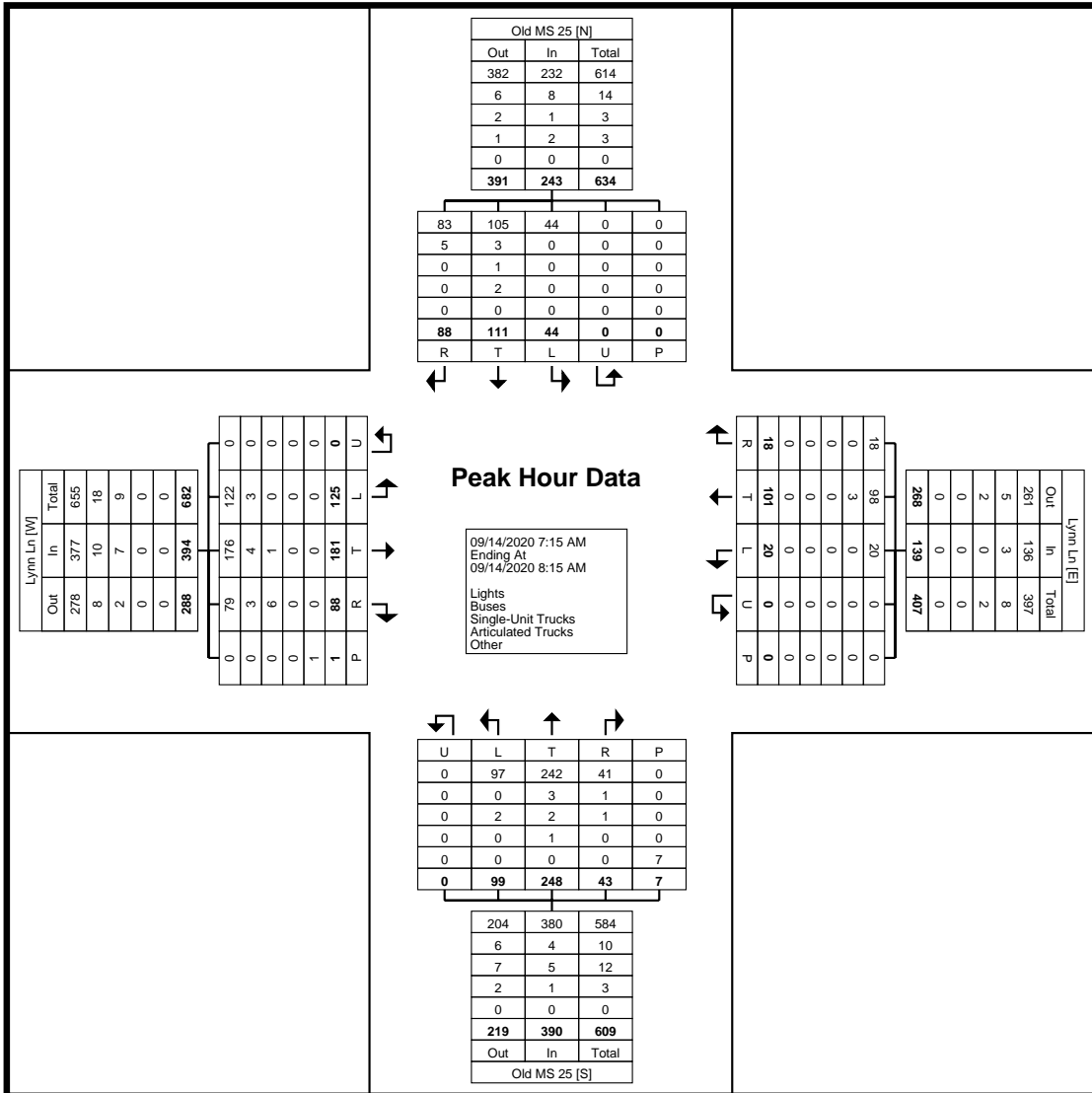
Count Name: 2010060 - Old MS
 25 @ Lynn Ln, Starkville
 Site Code: 2010060
 Start Date: 09/14/2020
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Old MS 25 Southbound						Lynn Ln Westbound						Old MS 25 Northbound						Lynn Ln Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	24	33	11	0	0	68	4	19	5	0	0	28	7	32	19	0	1	58	23	40	42	0	0	105	259
7:30 AM	27	33	23	0	0	83	5	22	6	0	0	33	10	83	27	0	0	120	14	57	32	0	1	103	339
7:45 AM	25	23	6	0	0	54	4	39	7	0	0	50	13	90	37	0	4	140	28	58	30	0	0	116	360
8:00 AM	12	22	4	0	0	38	5	21	2	0	0	28	13	43	16	0	2	72	23	26	21	0	0	70	208
Total	88	111	44	0	0	243	18	101	20	0	0	139	43	248	99	0	7	390	88	181	125	0	1	394	1166
Approach %	36.2	45.7	18.1	0.0	-	-	12.9	72.7	14.4	0.0	-	-	11.0	63.6	25.4	0.0	-	-	22.3	45.9	31.7	0.0	-	-	-
Total %	7.5	9.5	3.8	0.0	-	20.8	1.5	8.7	1.7	0.0	-	11.9	3.7	21.3	8.5	0.0	-	33.4	7.5	15.5	10.7	0.0	-	33.8	-
PHF	0.815	0.841	0.478	0.000	-	0.732	0.900	0.647	0.714	0.000	-	0.695	0.827	0.689	0.669	0.000	-	0.696	0.786	0.780	0.744	0.000	-	0.849	0.810
Lights	83	105	44	0	-	232	18	98	20	0	-	136	41	242	97	0	-	380	79	176	122	0	-	377	1125
% Lights	94.3	94.6	100.0	-	-	95.5	100.0	97.0	100.0	-	-	97.8	95.3	97.6	98.0	-	-	97.4	89.8	97.2	97.6	-	-	95.7	96.5
Buses	5	3	0	0	-	8	0	3	0	0	-	3	1	3	0	0	-	4	3	4	3	0	-	10	25
% Buses	5.7	2.7	0.0	-	-	3.3	0.0	3.0	0.0	-	-	2.2	2.3	1.2	0.0	-	-	1.0	3.4	2.2	2.4	-	-	2.5	2.1
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	1	2	2	0	-	5	6	1	0	0	-	7	13
% Single-Unit Trucks	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	2.3	0.8	2.0	-	-	1.3	6.8	0.6	0.0	-	-	1.8	1.1
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	0.0	1.8	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85.7	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010060 - Old MS
 25 @ Lynn Ln, Starkville
 Site Code: 2010060
 Start Date: 09/14/2020
 Page No: 5



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

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

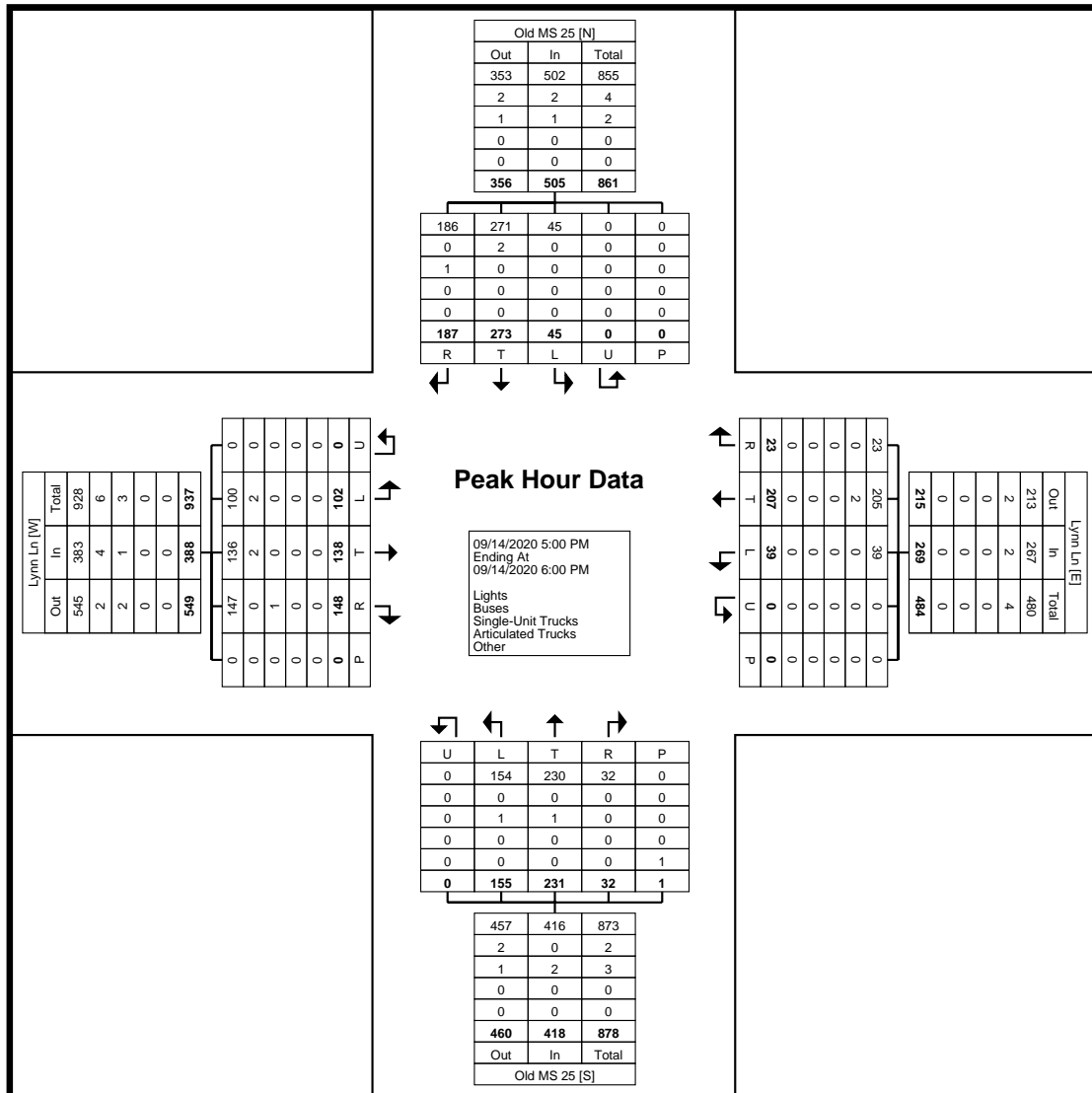
Count Name: 2010060 - Old MS
 25 @ Lynn Ln, Starkville
 Site Code: 2010060
 Start Date: 09/14/2020
 Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Old MS 25 Southbound						Lynn Ln Westbound						Old MS 25 Northbound						Lynn Ln Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:00 PM	43	64	12	0	0	119	5	51	10	0	0	66	11	63	36	0	0	110	37	49	25	0	0	111	406
5:15 PM	49	73	11	0	0	133	9	64	8	0	0	81	10	45	40	0	1	95	59	30	29	0	0	118	427
5:30 PM	50	69	9	0	0	128	5	50	15	0	0	70	7	67	38	0	0	112	33	31	25	0	0	89	399
5:45 PM	45	67	13	0	0	125	4	42	6	0	0	52	4	56	41	0	0	101	19	28	23	0	0	70	348
Total	187	273	45	0	0	505	23	207	39	0	0	269	32	231	155	0	1	418	148	138	102	0	0	388	1580
Approach %	37.0	54.1	8.9	0.0	-	-	8.6	77.0	14.5	0.0	-	-	7.7	55.3	37.1	0.0	-	-	38.1	35.6	26.3	0.0	-	-	-
Total %	11.8	17.3	2.8	0.0	-	32.0	1.5	13.1	2.5	0.0	-	17.0	2.0	14.6	9.8	0.0	-	26.5	9.4	8.7	6.5	0.0	-	24.6	-
PHF	0.935	0.935	0.865	0.000	-	0.949	0.639	0.809	0.650	0.000	-	0.830	0.727	0.862	0.945	0.000	-	0.933	0.627	0.704	0.879	0.000	-	0.822	0.925
Lights	186	271	45	0	-	502	23	205	39	0	-	267	32	230	154	0	-	416	147	136	100	0	-	383	1568
% Lights	99.5	99.3	100.0	-	-	99.4	100.0	99.0	100.0	-	-	99.3	100.0	99.6	99.4	-	-	99.5	99.3	98.6	98.0	-	-	98.7	99.2
Buses	0	2	0	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	0	2	2	0	-	4	8
% Buses	0.0	0.7	0.0	-	-	0.4	0.0	1.0	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	1.4	2.0	-	-	1.0	0.5
Single-Unit Trucks	1	0	0	0	-	1	0	0	0	0	-	0	0	1	1	0	-	2	1	0	0	0	-	1	4
% Single-Unit Trucks	0.5	0.0	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.6	-	-	0.5	0.7	0.0	0.0	-	-	0.3	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-

Michael Baker International
310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010060 - Old MS
25 @ Lynn Ln, Starkville
Site Code: 2010060
Start Date: 09/14/2020
Page No: 7



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

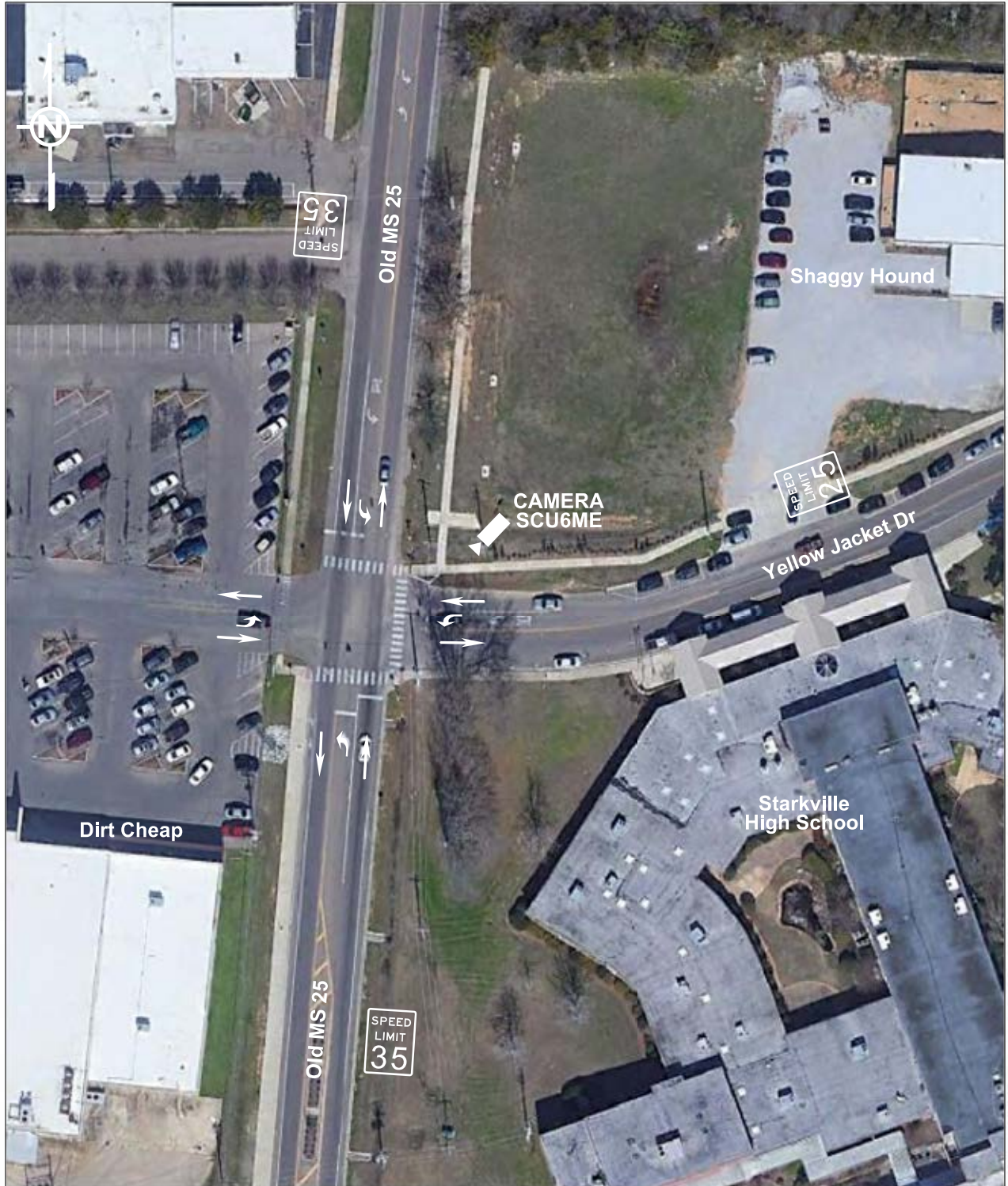
5.1 A166

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Old MS 25 From North				Lynn Ln From East				Old MS 25 From South				Lynn Ln From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	4	1	0	9
07:15 AM	1	3	0	0	0	1	0	0	0	1	0	0	4	1	0	0	11
07:30 AM	1	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	5
07:45 AM	3	2	0	0	0	1	0	0	0	2	2	0	3	2	1	0	16
Total	5	7	0	0	0	3	0	0	1	5	2	0	7	8	3	0	41
08:00 AM	0	0	0	0	0	1	0	0	1	3	0	0	2	1	1	0	9
08:15 AM	0	1	0	0	1	2	0	0	0	1	0	0	0	1	1	0	7
08:30 AM	0	0	0	0	1	0	1	0	0	1	1	0	2	2	0	0	8
08:45 AM	0	1	1	0	0	1	0	0	1	2	1	0	1	1	1	0	10
Total	0	2	1	0	2	4	1	0	2	7	2	0	5	5	3	0	34
09:00 AM	0	2	1	0	1	2	1	0	0	2	3	0	2	0	1	0	15
09:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	4
09:30 AM	0	3	0	0	0	1	0	0	0	1	0	0	0	2	0	0	7
09:45 AM	0	0	0	0	0	2	1	0	0	2	0	0	1	3	1	0	10
Total	0	6	1	0	1	6	2	0	0	5	4	0	3	5	3	0	36
10:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
10:15 AM	0	2	0	0	0	2	0	0	0	1	1	0	0	2	0	0	8
10:30 AM	0	2	0	0	1	0	0	0	0	0	1	0	0	0	2	0	6
10:45 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	1	1	0	6
Total	1	7	0	0	1	3	0	0	0	3	2	0	0	3	4	0	24
11:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
11:15 AM	0	1	0	0	0	1	0	0	0	4	1	0	0	1	0	0	8
11:30 AM	1	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	5
11:45 AM	2	1	0	0	1	2	1	0	0	2	0	0	0	4	3	0	16
Total	4	3	0	0	1	4	1	0	0	7	1	0	0	6	5	0	32
12:00 PM	1	1	0	0	0	1	1	0	0	0	0	0	1	2	1	0	8
12:15 PM	1	2	0	0	0	2	1	0	0	1	0	0	1	1	1	0	10
12:30 PM	0	1	2	0	0	1	0	0	0	2	0	0	1	1	1	0	9
12:45 PM	1	3	0	0	0	1	0	0	0	0	0	0	1	2	1	0	9
Total	3	7	2	0	0	5	2	0	0	3	0	0	4	6	4	0	36
01:00 PM	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
01:15 PM	0	3	0	0	0	2	0	0	0	2	0	0	0	1	0	0	8
01:30 PM	1	2	0	0	0	0	0	0	0	2	0	0	0	3	1	0	9
01:45 PM	1	2	0	0	0	2	0	0	0	0	0	0	1	1	1	0	8
Total	3	8	0	0	0	5	0	0	0	5	0	0	1	5	2	0	29
02:00 PM	1	1	0	0	0	1	0	0	0	1	1	0	0	1	2	0	8
02:15 PM	2	2	1	0	1	1	0	0	0	0	0	0	0	1	2	0	10
02:30 PM	2	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	6
02:45 PM	0	4	0	0	0	1	0	0	0	3	0	0	1	1	2	0	12
Total	5	7	1	0	1	3	0	0	0	6	2	0	2	3	6	0	36
03:00 PM	3	1	0	0	1	0	0	0	0	2	0	0	0	1	1	0	9
03:15 PM	1	3	3	0	0	1	0	0	1	3	0	0	1	0	3	0	16
03:30 PM	1	4	1	0	2	0	1	0	0	0	0	0	0	1	0	0	10
03:45 PM	1	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	5
Total	6	8	4	0	3	2	1	0	1	6	0	0	2	2	5	0	40
04:00 PM	0	1	0	0	0	1	0	0	0	2	0	0	1	1	0	0	6
04:15 PM	1	0	0	0	0	2	0	0	0	1	0	0	0	0	2	0	6
04:30 PM	0	1	1	0	0	0	1	0	0	1	0	0	1	2	1	0	8
04:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
Total	1	2	1	0	0	5	1	0	0	4	1	0	2	3	3	0	23
05:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	1	1	0	5
05:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Old MS 25 From North				Lynn Ln From East				Old MS 25 From South				Lynn Ln From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	1	2	0	0	0	2	0	0	0	1	1	0	1	2	2	0	0	12
06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
06:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	5
06:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	3	0	0	0	2	0	0	0	1	1	0	1	2	2	0	0	12
Grand Total	29	62	10	0	9	44	8	0	4	53	16	0	28	50	42	0	0	355
Apprch %	28.7	61.4	9.9	0	14.8	72.1	13.1	0	5.5	72.6	21.9	0	23.3	41.7	35	0	0	
Total %	8.2	17.5	2.8	0	2.5	12.4	2.3	0	1.1	14.9	4.5	0	7.9	14.1	11.8	0	0	
Buses	12	34	7	0	4	32	2	0	1	19	4	0	6	33	31	0	0	185
% Buses	41.4	54.8	70	0	44.4	72.7	25	0	25	35.8	25	0	21.4	66	73.8	0	0	52.1
Single-Unit Trucks	15	21	3	0	4	12	6	0	3	26	12	0	21	17	10	0	0	150
% Single-Unit Trucks	51.7	33.9	30	0	44.4	27.3	75	0	75	49.1	75	0	75	34	23.8	0	0	42.3
Articulated Trucks	2	7	0	0	1	0	0	0	0	8	0	0	1	0	1	0	0	20
% Articulated Trucks	6.9	11.3	0	0	11.1	0	0	0	0	15.1	0	0	3.6	0	2.4	0	0	5.6



**TURNING MOVEMENT COUNT #2010061
OLD MS 25 @ YELLOW JACKET DR /
DIRT CHEAP ENTRANCE
STARKVILLE, MS
OKTIBBEHA COUNTY**

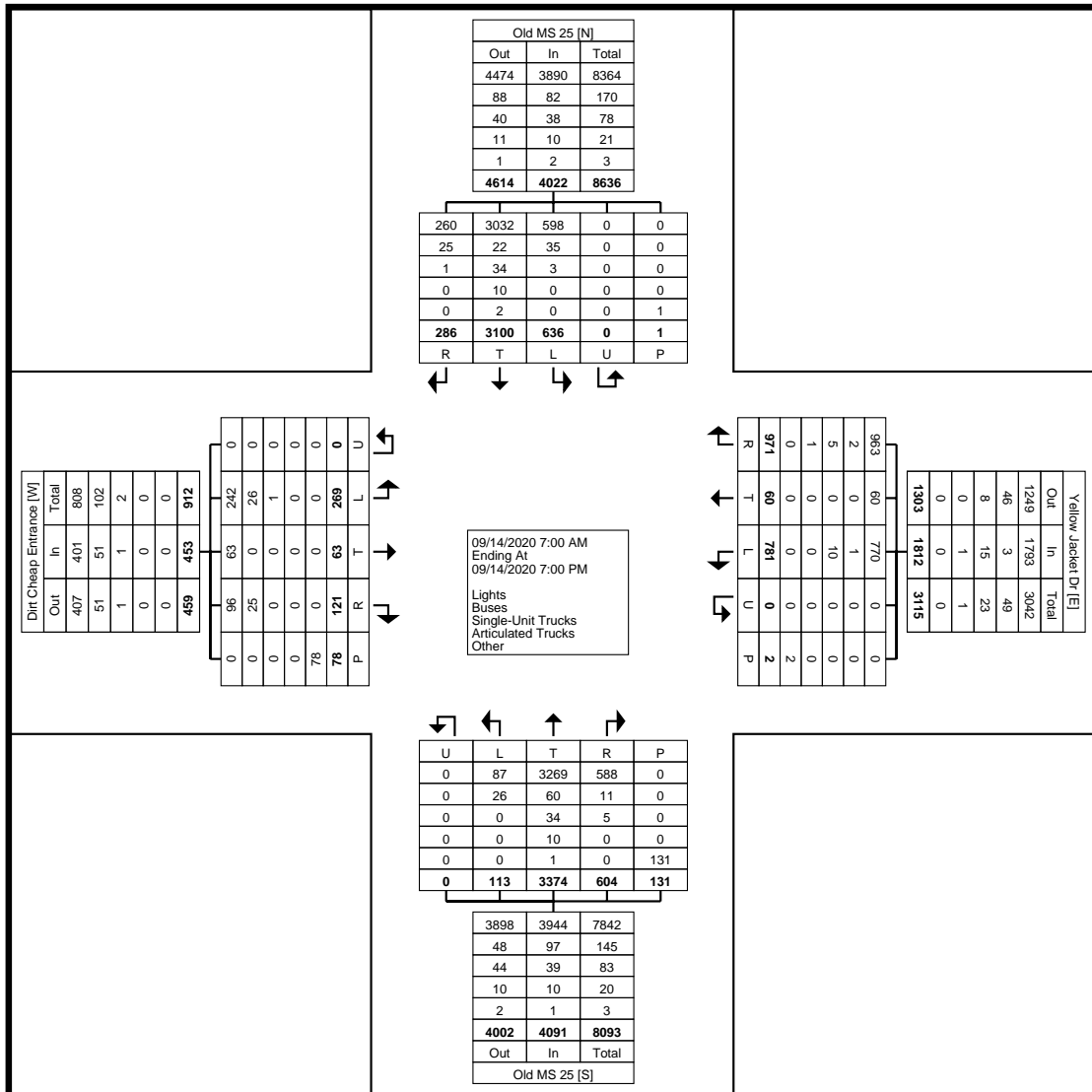
5.1 A170

Lights	260	3032	598	0	-	3890	963	60	770	0	-	1793	588	3269	87	0	-	3944	96	63	242	0	-	401	10028
% Lights	90.9	97.8	94.0	-	-	96.7	99.2	100.0	98.6	-	-	99.0	97.4	96.9	77.0	-	-	96.4	79.3	100.0	90.0	-	-	88.5	96.6
Buses	25	22	35	0	-	82	2	0	1	0	-	3	11	60	26	0	-	97	25	0	26	0	-	51	233
% Buses	8.7	0.7	5.5	-	-	2.0	0.2	0.0	0.1	-	-	0.2	1.8	1.8	23.0	-	-	2.4	20.7	0.0	9.7	-	-	11.3	2.2
Single-Unit Trucks	1	34	3	0	-	38	5	0	10	0	-	15	5	34	0	0	-	39	0	0	1	0	-	1	93
% Single-Unit Trucks	0.3	1.1	0.5	-	-	0.9	0.5	0.0	1.3	-	-	0.8	0.8	1.0	0.0	-	-	1.0	0.0	0.0	0.4	-	-	0.2	0.9
Articulated Trucks	0	10	0	0	-	10	1	0	0	0	-	1	0	10	0	0	-	10	0	0	0	0	-	0	21
% Articulated Trucks	0.0	0.3	0.0	-	-	0.2	0.1	0.0	0.0	-	-	0.1	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	131	-	-	-	-	-	78	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010061 - Old MS
25 @ Yellow Jacket Dr / Dirt
Cheap Entrance, Starkville
Site Code: 2010061
Start Date: 09/14/2020
Page No: 3



Turning Movement Data Plot

5.1 A172

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601.607.8700

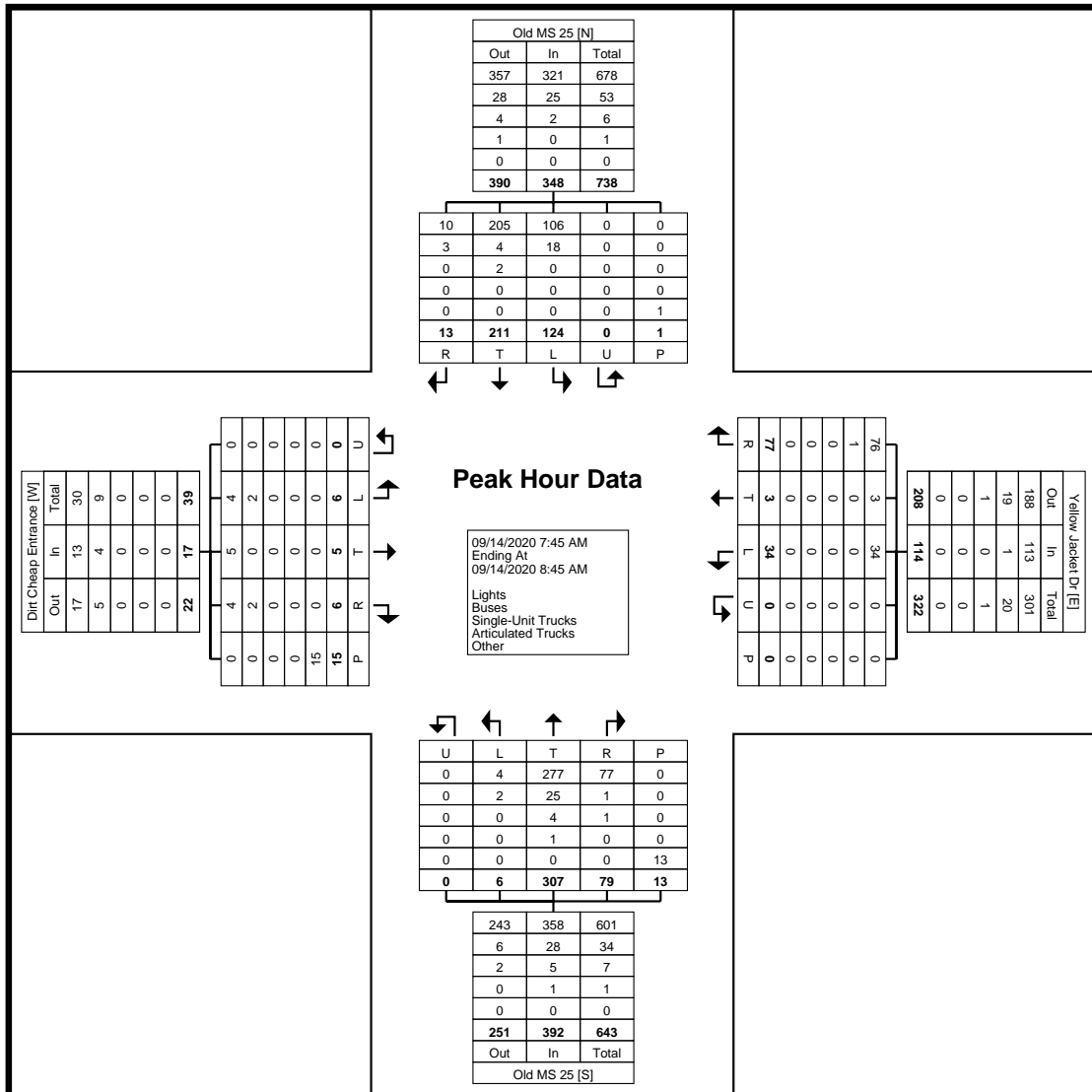
Count Name: 2010061 - Old MS
25 @ Yellow Jacket Dr / Dirt
Cheap Entrance, Starkville
Site Code: 2010061
Start Date: 09/14/2020
Page No: 4

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Old MS 25 Southbound						Yellow Jacket Dr Westbound						Old MS 25 Northbound						Dirt Cheap Entrance Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	4	49	24	0	0	77	18	0	11	0	0	29	23	99	3	0	1	125	2	1	0	0	1	3	234
8:00 AM	1	36	19	0	0	56	18	1	2	0	0	21	14	59	1	0	2	74	1	1	1	0	0	3	154
8:15 AM	3	51	37	0	1	91	22	0	11	0	0	33	22	80	0	0	2	102	3	2	0	0	2	5	231
8:30 AM	5	75	44	0	0	124	19	2	10	0	0	31	20	69	2	0	8	91	0	1	5	0	12	6	252
Total	13	211	124	0	1	348	77	3	34	0	0	114	79	307	6	0	13	392	6	5	6	0	15	17	871
Approach %	3.7	60.6	35.6	0.0	-	-	67.5	2.6	29.8	0.0	-	-	20.2	78.3	1.5	0.0	-	-	35.3	29.4	35.3	0.0	-	-	-
Total %	1.5	24.2	14.2	0.0	-	40.0	8.8	0.3	3.9	0.0	-	13.1	9.1	35.2	0.7	0.0	-	45.0	0.7	0.6	0.7	0.0	-	2.0	-
PHF	0.650	0.703	0.705	0.000	-	0.702	0.875	0.375	0.773	0.000	-	0.864	0.859	0.775	0.500	0.000	-	0.784	0.500	0.625	0.300	0.000	-	0.708	0.864
Lights	10	205	106	0	-	321	76	3	34	0	-	113	77	277	4	0	-	358	4	5	4	0	-	13	805
% Lights	76.9	97.2	85.5	-	-	92.2	98.7	100.0	100.0	-	-	99.1	97.5	90.2	66.7	-	-	91.3	66.7	100.0	66.7	-	-	76.5	92.4
Buses	3	4	18	0	-	25	1	0	0	0	-	1	1	25	2	0	-	28	2	0	2	0	-	4	58
% Buses	23.1	1.9	14.5	-	-	7.2	1.3	0.0	0.0	-	-	0.9	1.3	8.1	33.3	-	-	7.1	33.3	0.0	33.3	-	-	23.5	6.7
Single-Unit Trucks	0	2	0	0	-	2	0	0	0	0	-	0	1	4	0	0	-	5	0	0	0	0	-	0	7
% Single-Unit Trucks	0.0	0.9	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	1.3	1.3	0.0	-	-	1.3	0.0	0.0	0.0	-	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010061 - Old MS
 25 @ Yellow Jacket Dr / Dirt
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 Site Code: 2010061
 Start Date: 09/14/2020
 Page No: 5



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

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
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Count Name: 2010061 - Old MS
 25 @ Yellow Jacket Dr / Dirt
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 Page No: 6

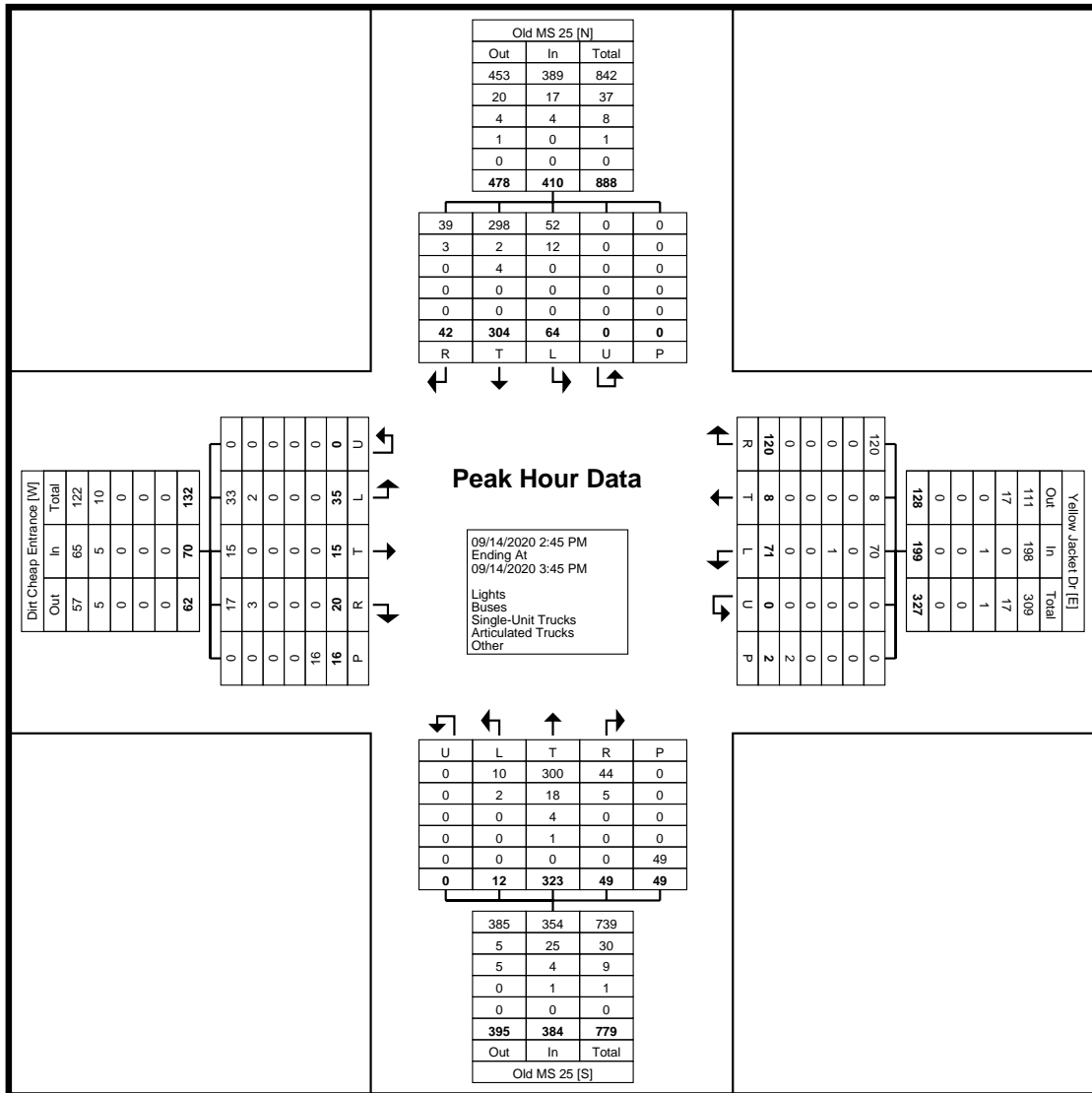
Turning Movement Peak Hour Data (2:45 PM)

Start Time	Old MS 25 Southbound						Yellow Jacket Dr Westbound						Old MS 25 Northbound						Dirt Cheap Entrance Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:45 PM	15	84	16	0	0	115	17	1	21	0	0	39	9	74	4	0	0	87	2	2	8	0	1	12	253
3:00 PM	11	72	19	0	0	102	53	2	15	0	2	70	18	90	3	0	47	111	15	5	9	0	12	29	312
3:15 PM	7	81	14	0	0	102	18	1	13	0	0	32	14	77	4	0	2	95	2	4	10	0	1	16	245
3:30 PM	9	67	15	0	0	91	32	4	22	0	0	58	8	82	1	0	0	91	1	4	8	0	2	13	253
Total	42	304	64	0	0	410	120	8	71	0	2	199	49	323	12	0	49	384	20	15	35	0	16	70	1063
Approach %	10.2	74.1	15.6	0.0	-	-	60.3	4.0	35.7	0.0	-	-	12.8	84.1	3.1	0.0	-	-	28.6	21.4	50.0	0.0	-	-	-
Total %	4.0	28.6	6.0	0.0	-	38.6	11.3	0.8	6.7	0.0	-	18.7	4.6	30.4	1.1	0.0	-	36.1	1.9	1.4	3.3	0.0	-	6.6	-
PHF	0.700	0.905	0.842	0.000	-	0.891	0.566	0.500	0.807	0.000	-	0.711	0.681	0.897	0.750	0.000	-	0.865	0.333	0.750	0.875	0.000	-	0.603	0.852
Lights	39	298	52	0	-	389	120	8	70	0	-	198	44	300	10	0	-	354	17	15	33	0	-	65	1006
% Lights	92.9	98.0	81.3	-	-	94.9	100.0	100.0	98.6	-	-	99.5	89.8	92.9	83.3	-	-	92.2	85.0	100.0	94.3	-	-	92.9	94.6
Buses	3	2	12	0	-	17	0	0	0	0	-	0	5	18	2	0	-	25	3	0	2	0	-	5	47
% Buses	7.1	0.7	18.8	-	-	4.1	0.0	0.0	0.0	-	-	0.0	10.2	5.6	16.7	-	-	6.5	15.0	0.0	5.7	-	-	7.1	4.4
Single-Unit Trucks	0	4	0	0	-	4	0	0	1	0	-	1	0	4	0	0	-	4	0	0	0	0	-	0	9
% Single-Unit Trucks	0.0	1.3	0.0	-	-	1.0	0.0	0.0	1.4	-	-	0.5	0.0	1.2	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	49	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

5.1 A175

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

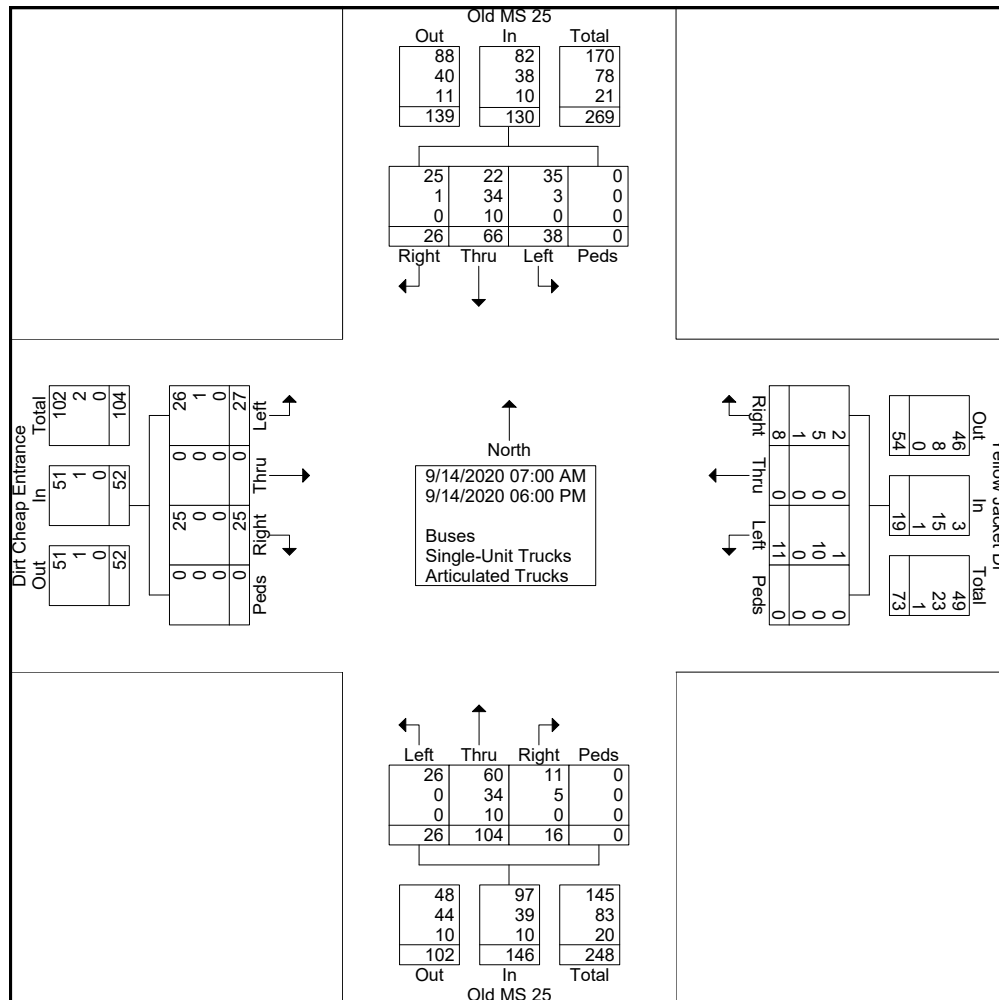
Count Name: 2010061 - Old MS
 25 @ Yellow Jacket Dr / Dirt
 Cheap Entrance, Starkville
 Site Code: 2010061
 Start Date: 09/14/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (2:45 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Old MS 25 From North				Yellow Jacket Dr From East				Old MS 25 From South				Dirt Cheap Entrance From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	2	11	0	0	0	0	0	0	0	6	2	0	2	0	2	0	25
08:00 AM	2	3	20	0	1	0	0	0	3	30	3	0	2	0	2	0	66
09:00 AM	3	8	0	0	1	0	0	0	1	5	2	0	2	0	3	0	25
10:00 AM	2	3	1	0	0	0	1	0	2	4	2	0	3	0	2	0	20
11:00 AM	3	2	0	0	1	0	4	0	1	9	3	0	2	0	2	0	27
12:00 PM	2	11	0	0	0	0	0	0	1	6	2	0	2	0	3	0	27
01:00 PM	2	9	2	0	2	0	0	0	2	6	1	0	2	0	2	0	28
02:00 PM	2	9	2	0	2	0	4	0	1	8	2	0	2	0	2	0	34
03:00 PM	2	5	12	0	0	0	0	0	5	23	3	0	2	0	3	0	55
04:00 PM	3	0	1	0	1	0	1	0	0	5	2	0	3	0	2	0	18
05:00 PM	1	3	0	0	0	0	0	0	0	1	2	0	1	0	2	0	10
06:00 PM	2	2	0	0	0	0	1	0	0	1	2	0	2	0	2	0	12
Grand Total	26	66	38	0	8	0	11	0	16	104	26	0	25	0	27	0	347
Apprch %	20	50.8	29.2	0	42.1	0	57.9	0	11	71.2	17.8	0	48.1	0	51.9	0	
Total %	7.5	19	11	0	2.3	0	3.2	0	4.6	30	7.5	0	7.2	0	7.8	0	
Buses	25	22	35	0	2	0	1	0	11	60	26	0	25	0	26	0	233
% Buses	96.2	33.3	92.1	0	25	0	9.1	0	68.8	57.7	100	0	100	0	96.3	0	67.1
Single-Unit Trucks	1	34	3	0	5	0	10	0	5	34	0	0	0	0	1	0	93
% Single-Unit Trucks	3.8	51.5	7.9	0	62.5	0	90.9	0	31.2	32.7	0	0	0	0	3.7	0	26.8
Articulated Trucks	0	10	0	0	1	0	0	0	0	10	0	0	0	0	0	0	21
% Articulated Trucks	0	15.2	0	0	12.5	0	0	0	0	9.6	0	0	0	0	0	0	6.1





TURNING MOVEMENT COUNT #2010062
LOUISVILLE ST @ GILLESPIE ST / SCALES ST
STARKVILLE, MS
OKTIBBEHA COUNTY

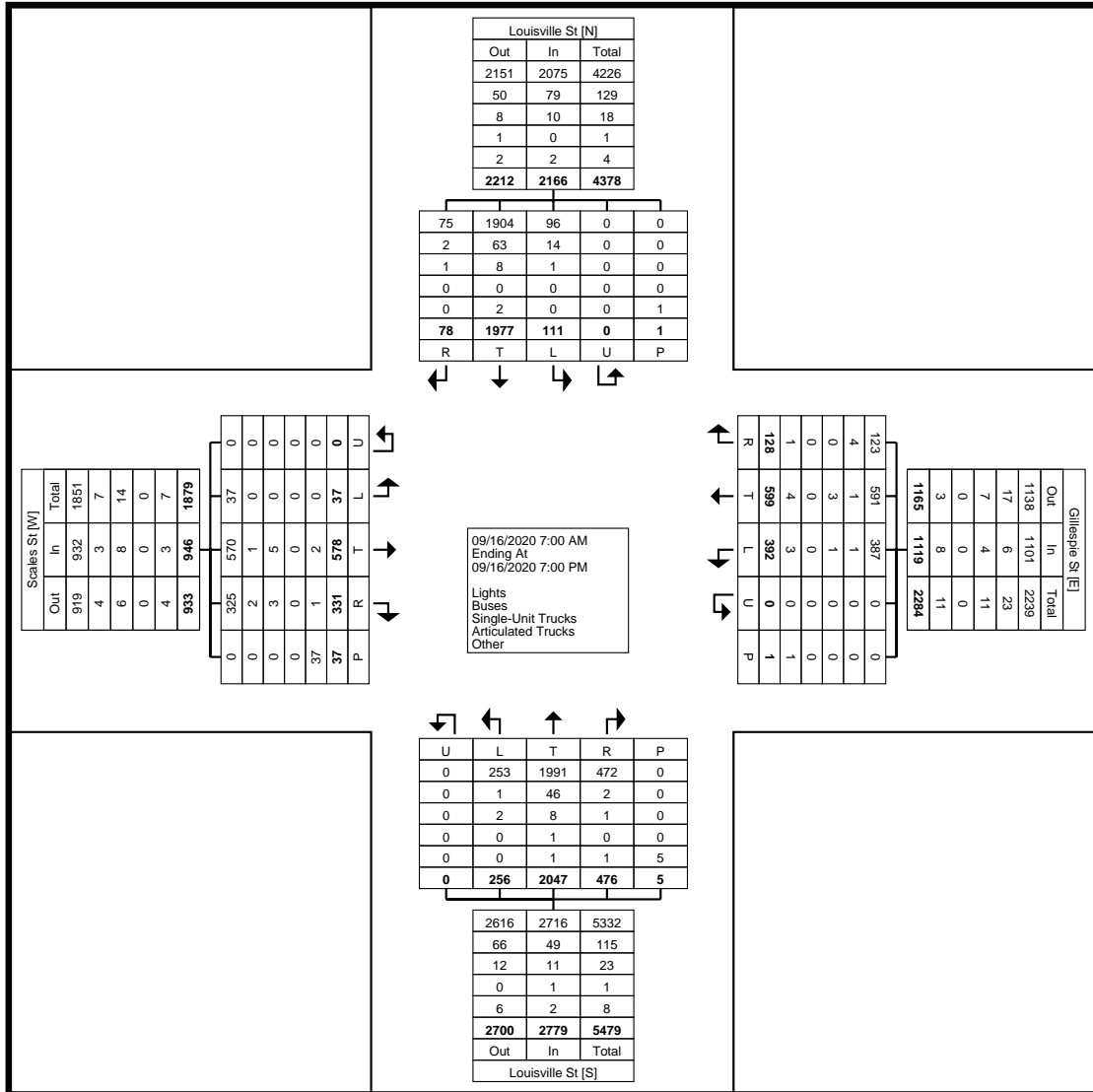
5.1 A179

Lights	75	1904	96	0	-	2075	123	591	387	0	-	1101	472	1991	253	0	-	2716	325	570	37	0	-	932	6824
% Lights	96.2	96.3	86.5	-	-	95.8	96.1	98.7	98.7	-	-	98.4	99.2	97.3	98.8	-	-	97.7	98.2	98.6	100.0	-	-	98.5	97.3
Buses	2	63	14	0	-	79	4	1	1	0	-	6	2	46	1	0	-	49	2	1	0	0	-	3	137
% Buses	2.6	3.2	12.6	-	-	3.6	3.1	0.2	0.3	-	-	0.5	0.4	2.2	0.4	-	-	1.8	0.6	0.2	0.0	-	-	0.3	2.0
Single-Unit Trucks	1	8	1	0	-	10	0	3	1	0	-	4	1	8	2	0	-	11	3	5	0	0	-	8	33
% Single-Unit Trucks	1.3	0.4	0.9	-	-	0.5	0.0	0.5	0.3	-	-	0.4	0.2	0.4	0.8	-	-	0.4	0.9	0.9	0.0	-	-	0.8	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	2	0	0	-	2	1	4	3	0	-	8	1	1	0	0	-	2	1	2	0	0	-	3	15
% Bicycles on Road	0.0	0.1	0.0	-	-	0.1	0.8	0.7	0.8	-	-	0.7	0.2	0.0	0.0	-	-	0.1	0.3	0.3	0.0	-	-	0.3	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	2.7	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	36	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	97.3	-	-

5.1 A180

Count Name: 2010062 -
 Louisville St @ Gillespie St /
 Scales St, Starkville
 Site Code: 2010062
 Start Date: 09/16/2020
 Page No: 3

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 Ridgeland, Mississippi, United States 39157
 601.607.8700



Turning Movement Data Plot

5.1 A181

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601.607.8700

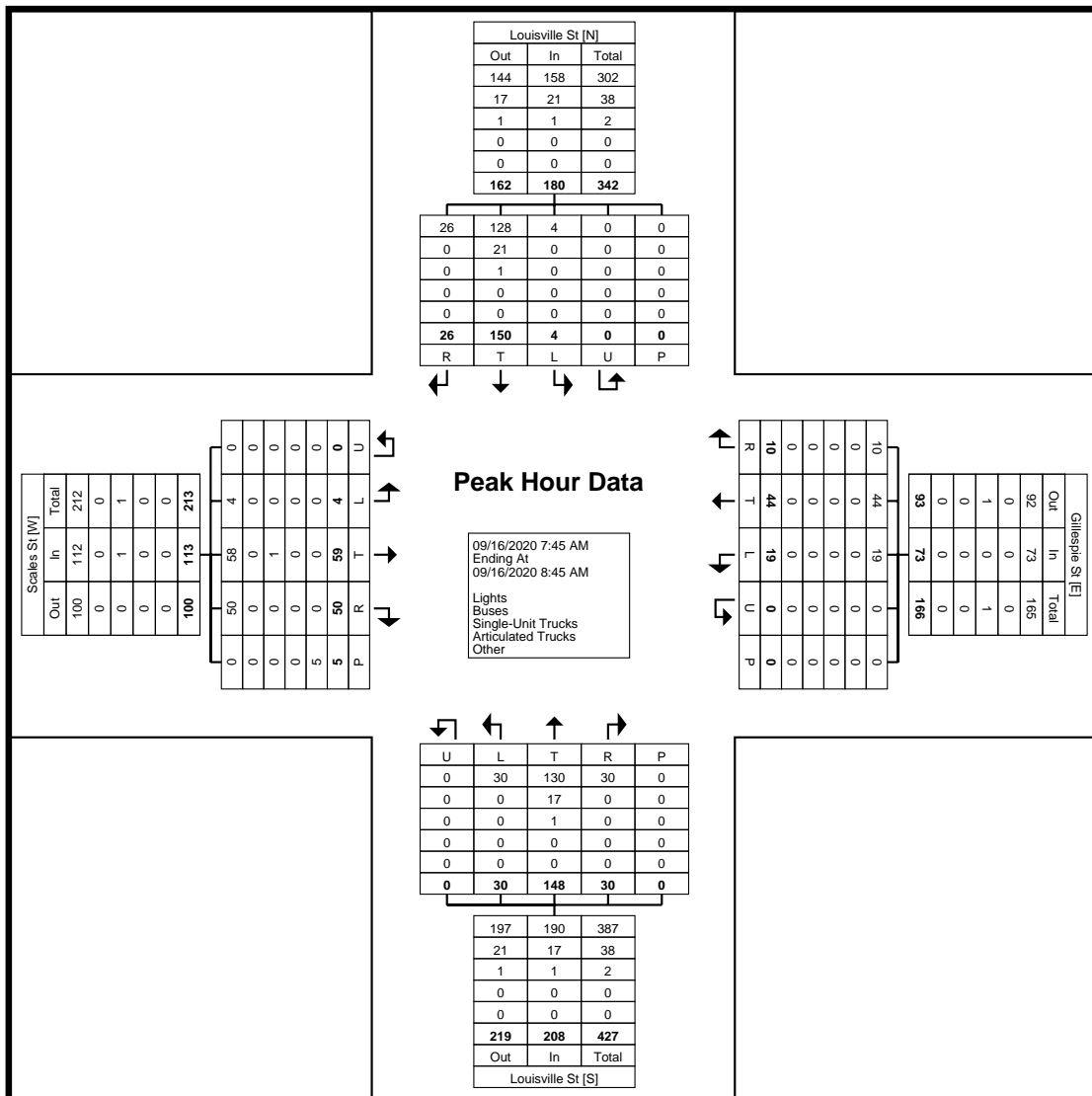
Count Name: 2010062 -
Louisville St @ Gillespie St /
Scales St, Starkville
Site Code: 2010062
Start Date: 09/16/2020
Page No: 4

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Louisville St Southbound						Gillespie St Westbound						Louisville St Northbound						Scales St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	4	33	0	0	0	37	4	7	9	0	0	20	14	42	3	0	0	59	7	18	0	0	0	25	141
8:00 AM	5	25	2	0	0	32	1	12	4	0	0	17	7	33	3	0	0	43	6	9	3	0	4	18	110
8:15 AM	6	46	0	0	0	52	1	10	5	0	0	16	5	40	15	0	0	60	15	17	0	0	1	32	160
8:30 AM	11	46	2	0	0	59	4	15	1	0	0	20	4	33	9	0	0	46	22	15	1	0	0	38	163
Total	26	150	4	0	0	180	10	44	19	0	0	73	30	148	30	0	0	208	50	59	4	0	5	113	574
Approach %	14.4	83.3	2.2	0.0	-	-	13.7	60.3	26.0	0.0	-	-	14.4	71.2	14.4	0.0	-	-	44.2	52.2	3.5	0.0	-	-	-
Total %	4.5	26.1	0.7	0.0	-	31.4	1.7	7.7	3.3	0.0	-	12.7	5.2	25.8	5.2	0.0	-	36.2	8.7	10.3	0.7	0.0	-	19.7	-
PHF	0.591	0.815	0.500	0.000	-	0.763	0.625	0.733	0.528	0.000	-	0.913	0.536	0.881	0.500	0.000	-	0.867	0.568	0.819	0.333	0.000	-	0.743	0.880
Lights	26	128	4	0	-	158	10	44	19	0	-	73	30	130	30	0	-	190	50	58	4	0	-	112	533
% Lights	100.0	85.3	100.0	-	-	87.8	100.0	100.0	100.0	-	-	100.0	100.0	87.8	100.0	-	-	91.3	100.0	98.3	100.0	-	-	99.1	92.9
Buses	0	21	0	0	-	21	0	0	0	0	-	0	0	17	0	0	-	17	0	0	0	0	-	0	38
% Buses	0.0	14.0	0.0	-	-	11.7	0.0	0.0	0.0	-	-	0.0	0.0	11.5	0.0	-	-	8.2	0.0	0.0	0.0	-	-	0.0	6.6
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	3
% Single-Unit Trucks	0.0	0.7	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.5	0.0	1.7	0.0	-	-	0.9	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010062 -
 Louisville St @ Gillespie St /
 Scales St, Starkville
 Site Code: 2010062
 Start Date: 09/16/2020
 Page No: 5



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

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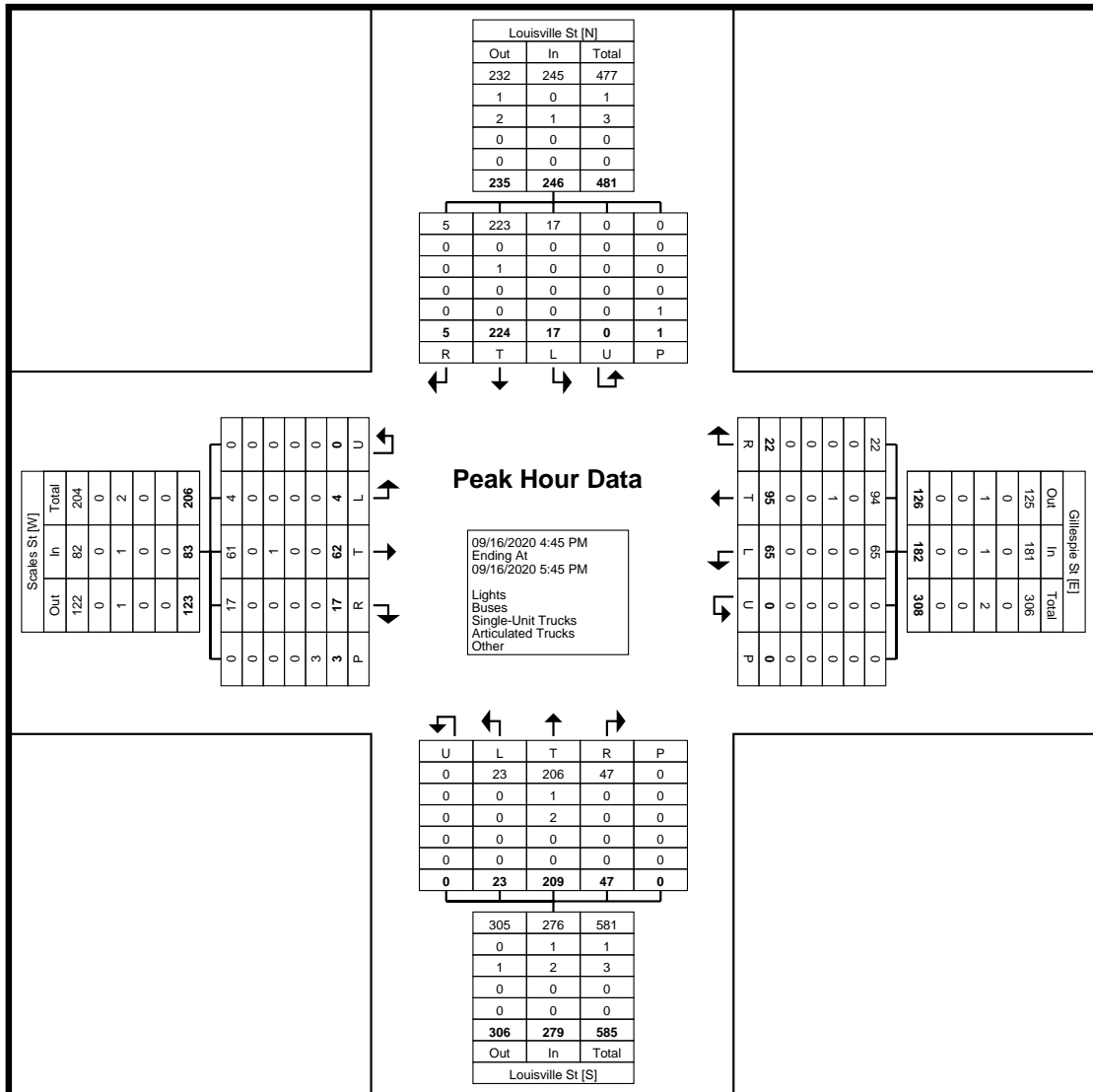
Count Name: 2010062 -
 Louisville St @ Gillespie St /
 Scales St, Starkville
 Site Code: 2010062
 Start Date: 09/16/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

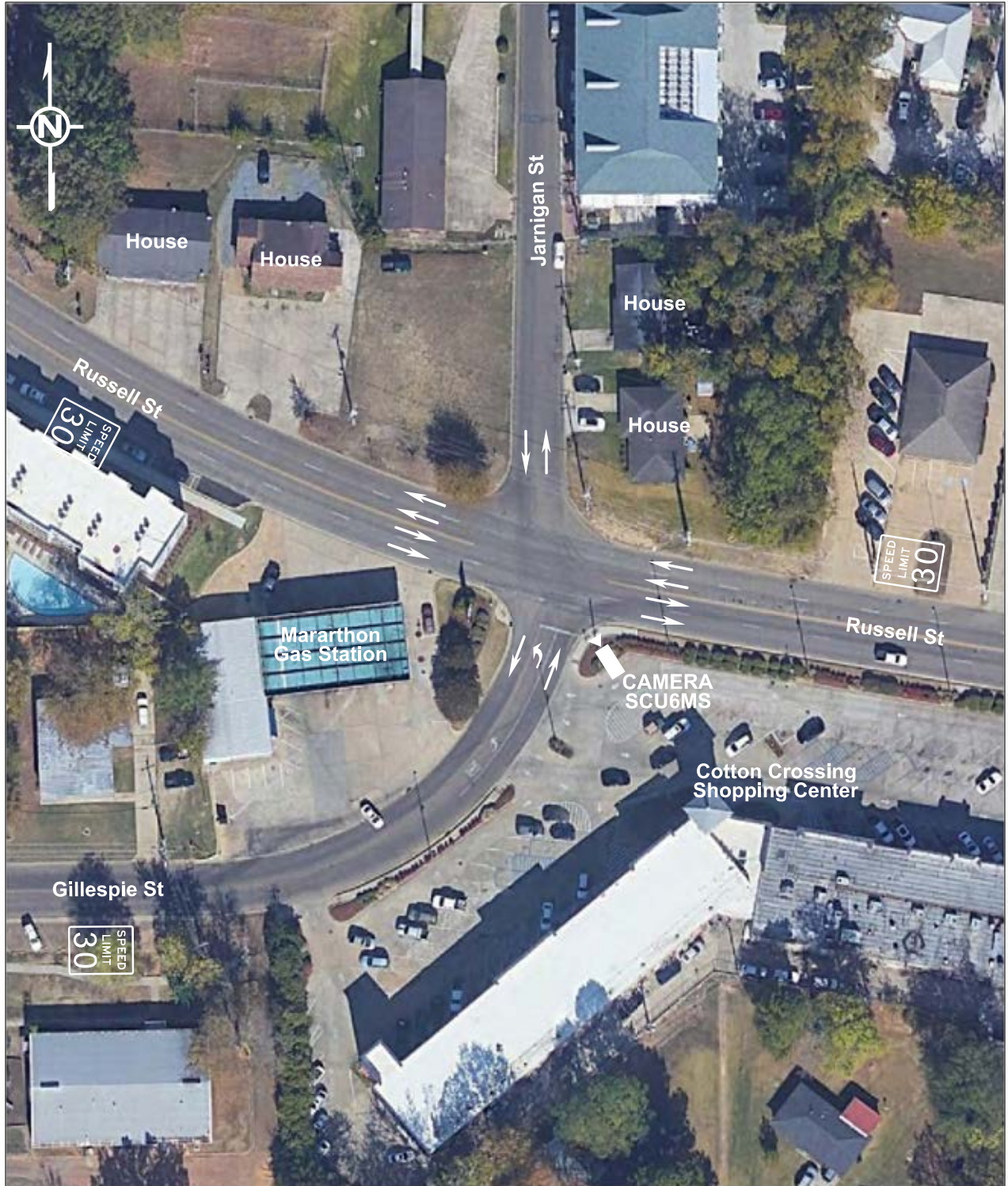
Start Time	Louisville St Southbound						Gillespie St Westbound						Louisville St Northbound						Scales St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	1	67	3	0	0	71	4	25	12	0	0	41	9	54	1	0	0	64	2	14	1	0	0	17	193
5:00 PM	2	59	9	0	0	70	5	22	20	0	0	47	12	41	10	0	0	63	4	20	3	0	0	27	207
5:15 PM	2	40	2	0	1	44	5	31	15	0	0	51	16	52	6	0	0	74	4	14	0	0	2	18	187
5:30 PM	0	58	3	0	0	61	8	17	18	0	0	43	10	62	6	0	0	78	7	14	0	0	1	21	203
Total	5	224	17	0	1	246	22	95	65	0	0	182	47	209	23	0	0	279	17	62	4	0	3	83	790
Approach %	2.0	91.1	6.9	0.0	-	-	12.1	52.2	35.7	0.0	-	-	16.8	74.9	8.2	0.0	-	-	20.5	74.7	4.8	0.0	-	-	-
Total %	0.6	28.4	2.2	0.0	-	31.1	2.8	12.0	8.2	0.0	-	23.0	5.9	26.5	2.9	0.0	-	35.3	2.2	7.8	0.5	0.0	-	10.5	-
PHF	0.625	0.836	0.472	0.000	-	0.866	0.688	0.766	0.813	0.000	-	0.892	0.734	0.843	0.575	0.000	-	0.894	0.607	0.775	0.333	0.000	-	0.769	0.954
Lights	5	223	17	0	-	245	22	94	65	0	-	181	47	206	23	0	-	276	17	61	4	0	-	82	784
% Lights	100.0	99.6	100.0	-	-	99.6	100.0	98.9	100.0	-	-	99.5	100.0	98.6	100.0	-	-	98.9	100.0	98.4	100.0	-	-	98.8	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.1
Single-Unit Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	2	0	0	-	2	0	1	0	0	-	1	5
% Single-Unit Trucks	0.0	0.4	0.0	-	-	0.4	0.0	1.1	0.0	-	-	0.5	0.0	1.0	0.0	-	-	0.7	0.0	1.6	0.0	-	-	1.2	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010062 -
 Louisville St @ Gillespie St /
 Scales St, Starkville
 Site Code: 2010062
 Start Date: 09/16/2020
 Page No: 7



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



**TURNING MOVEMENT COUNT #2010069
JARNIGAN ST / GILLESPIE ST @ RUSSELL ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

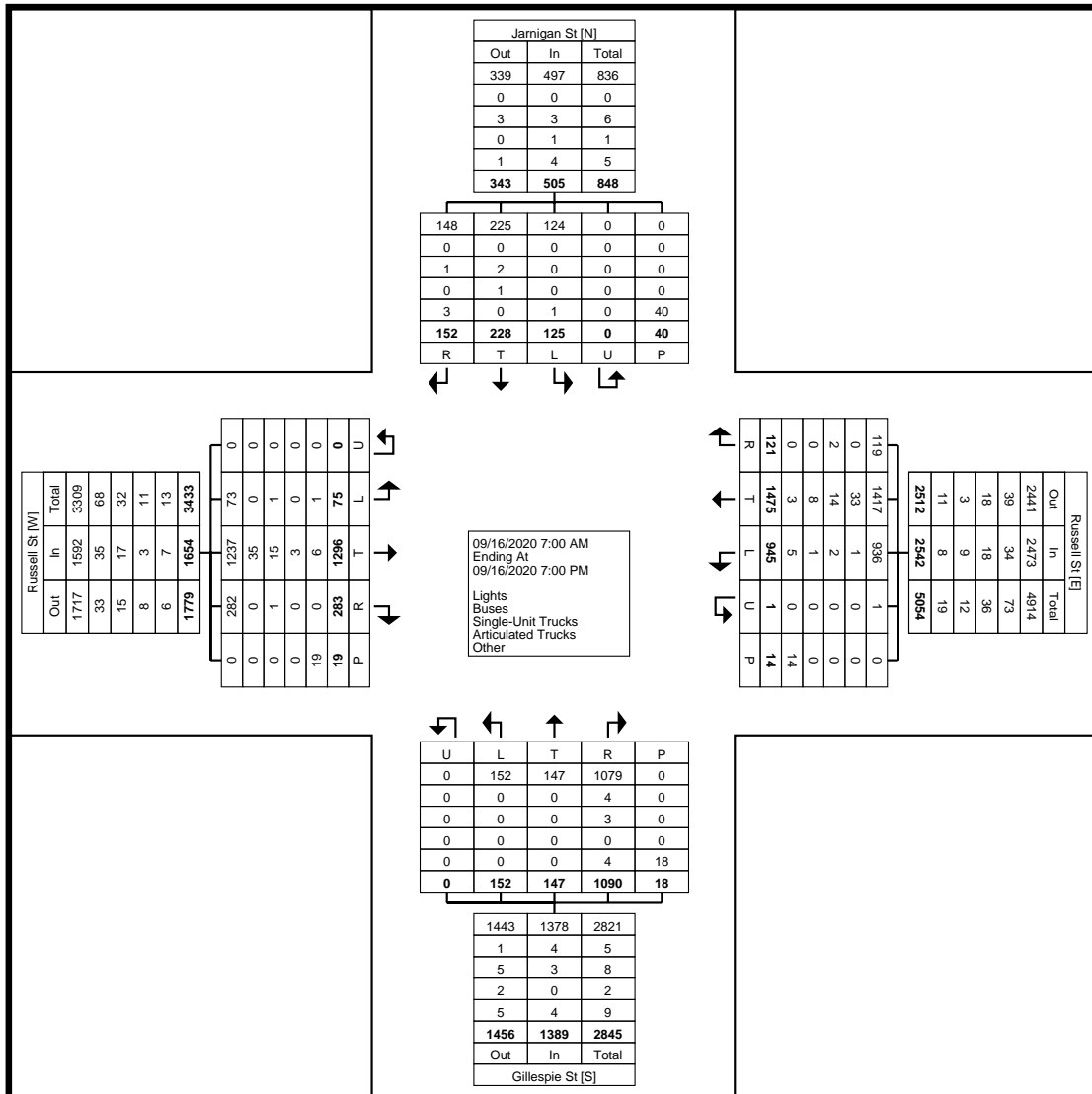
5.1 A189

Lights	148	225	124	0	-	497	119	1417	936	1	-	2473	1079	147	152	0	-	1378	282	1237	73	0	-	1592	5940
% Lights	97.4	98.7	99.2	-	-	98.4	98.3	96.1	99.0	100.0	-	97.3	99.0	100.0	100.0	-	-	99.2	99.6	95.4	97.3	-	-	96.3	97.5
Buses	0	0	0	0	-	0	0	33	1	0	-	34	4	0	0	0	-	4	0	35	0	0	-	35	73
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	2.2	0.1	0.0	-	1.3	0.4	0.0	0.0	-	-	0.3	0.0	2.7	0.0	-	-	2.1	1.2
Single-Unit Trucks	1	2	0	0	-	3	2	14	2	0	-	18	3	0	0	0	-	3	1	15	1	0	-	17	41
% Single-Unit Trucks	0.7	0.9	0.0	-	-	0.6	1.7	0.9	0.2	0.0	-	0.7	0.3	0.0	0.0	-	-	0.2	0.4	1.2	1.3	-	-	1.0	0.7
Articulated Trucks	0	1	0	0	-	1	0	8	1	0	-	9	0	0	0	0	-	0	0	3	0	0	-	3	13
% Articulated Trucks	0.0	0.4	0.0	-	-	0.2	0.0	0.5	0.1	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.2
Bicycles on Road	3	0	1	0	-	4	0	3	5	0	-	8	4	0	0	0	-	4	0	6	1	0	-	7	23
% Bicycles on Road	2.0	0.0	0.8	-	-	0.8	0.0	0.2	0.5	0.0	-	0.3	0.4	0.0	0.0	-	-	0.3	0.0	0.5	1.3	-	-	0.4	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-	-	-	-	5.3	-	-
Pedestrians	-	-	-	-	40	-	-	-	-	-	14	-	-	-	-	-	15	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-	-	-	-	94.7	-	-

5.1 A190

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010069 -
 Jarnigan St / Gillespie St @
 Russell St, Starkville
 Site Code: 2010069
 Start Date: 09/16/2020
 Page No: 3



Turning Movement Data Plot

5.1 A191

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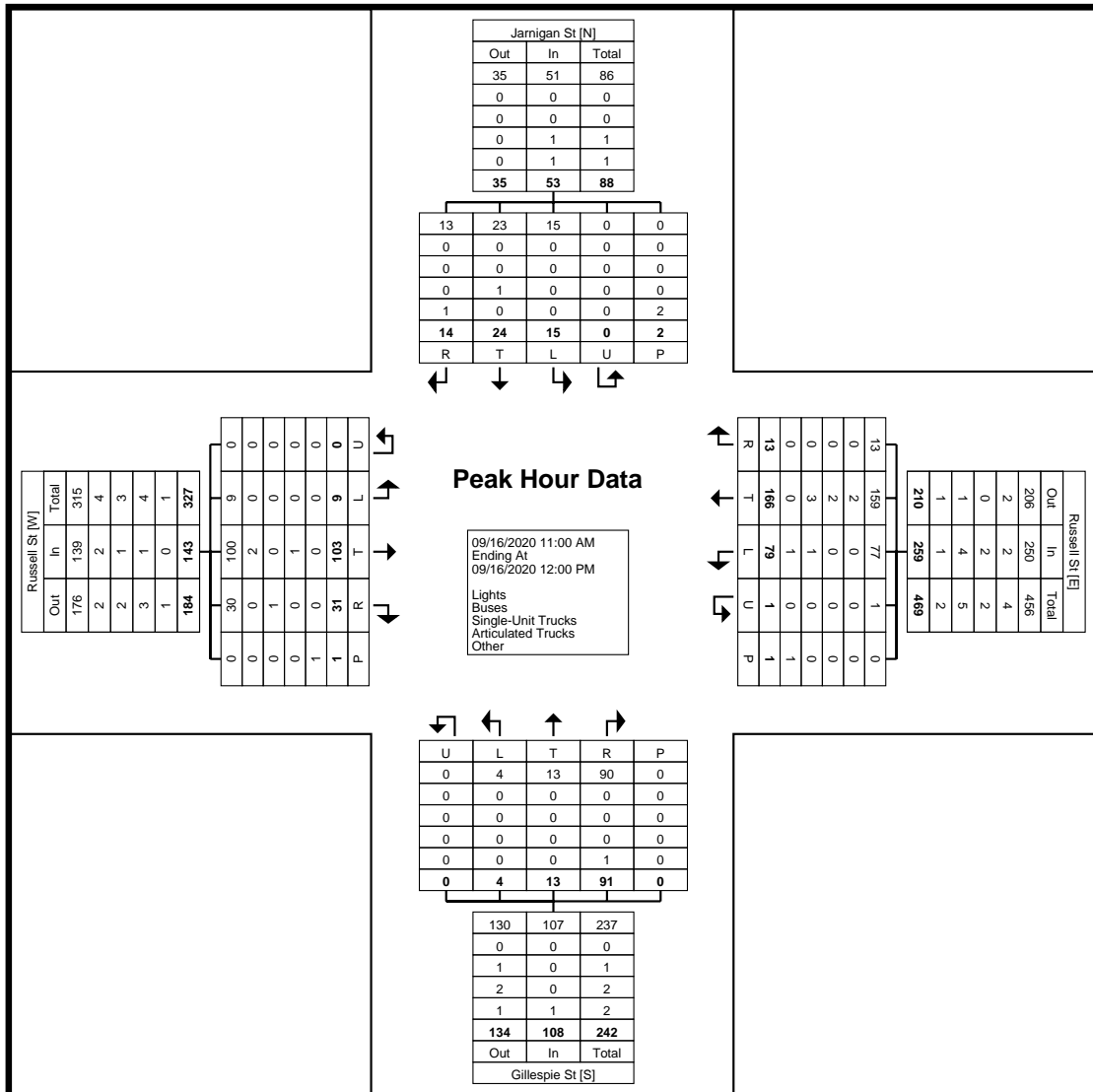
Count Name: 2010069 -
Jarnigan St / Gillespie St @
Russell St, Starkville
Site Code: 2010069
Start Date: 09/16/2020
Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Jarnigan St Southbound						Russell St Westbound						Gillespie St Northbound						Russell St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	3	8	2	0	0	13	6	23	7	0	0	36	16	1	1	0	0	18	6	13	5	0	0	24	91
11:15 AM	1	6	5	0	0	12	2	45	26	0	1	73	30	5	2	0	0	37	7	27	1	0	1	35	157
11:30 AM	7	5	4	0	1	16	3	50	15	1	0	69	16	5	0	0	0	21	8	26	2	0	0	36	142
11:45 AM	3	5	4	0	1	12	2	48	31	0	0	81	29	2	1	0	0	32	10	37	1	0	0	48	173
Total	14	24	15	0	2	53	13	166	79	1	1	259	91	13	4	0	0	108	31	103	9	0	1	143	563
Approach %	26.4	45.3	28.3	0.0	-	-	5.0	64.1	30.5	0.4	-	-	84.3	12.0	3.7	0.0	-	-	21.7	72.0	6.3	0.0	-	-	-
Total %	2.5	4.3	2.7	0.0	-	9.4	2.3	29.5	14.0	0.2	-	46.0	16.2	2.3	0.7	0.0	-	19.2	5.5	18.3	1.6	0.0	-	25.4	-
PHF	0.500	0.750	0.750	0.000	-	0.828	0.542	0.830	0.637	0.250	-	0.799	0.758	0.650	0.500	0.000	-	0.730	0.775	0.696	0.450	0.000	-	0.745	0.814
Lights	13	23	15	0	-	51	13	159	77	1	-	250	90	13	4	0	-	107	30	100	9	0	-	139	547
% Lights	92.9	95.8	100.0	-	-	96.2	100.0	95.8	97.5	100.0	-	96.5	98.9	100.0	100.0	-	-	99.1	96.8	97.1	100.0	-	-	97.2	97.2
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.0	0.0	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	1.9	0.0	-	-	1.4	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	1	0	0	0	-	1	3
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.0	0.0	-	0.8	0.0	0.0	0.0	-	-	0.0	3.2	0.0	0.0	-	-	0.7	0.5
Articulated Trucks	0	1	0	0	-	1	0	3	1	0	-	4	0	0	0	0	-	0	0	1	0	0	-	1	6
% Articulated Trucks	0.0	4.2	0.0	-	-	1.9	0.0	1.8	1.3	0.0	-	1.5	0.0	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	-	0.7	1.1
Bicycles on Road	1	0	0	0	-	1	0	0	1	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	3
% Bicycles on Road	7.1	0.0	0.0	-	-	1.9	0.0	0.0	1.3	0.0	-	0.4	1.1	0.0	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010069 -
 Jarnigan St / Gillespie St @
 Russell St, Starkville
 Site Code: 2010069
 Start Date: 09/16/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

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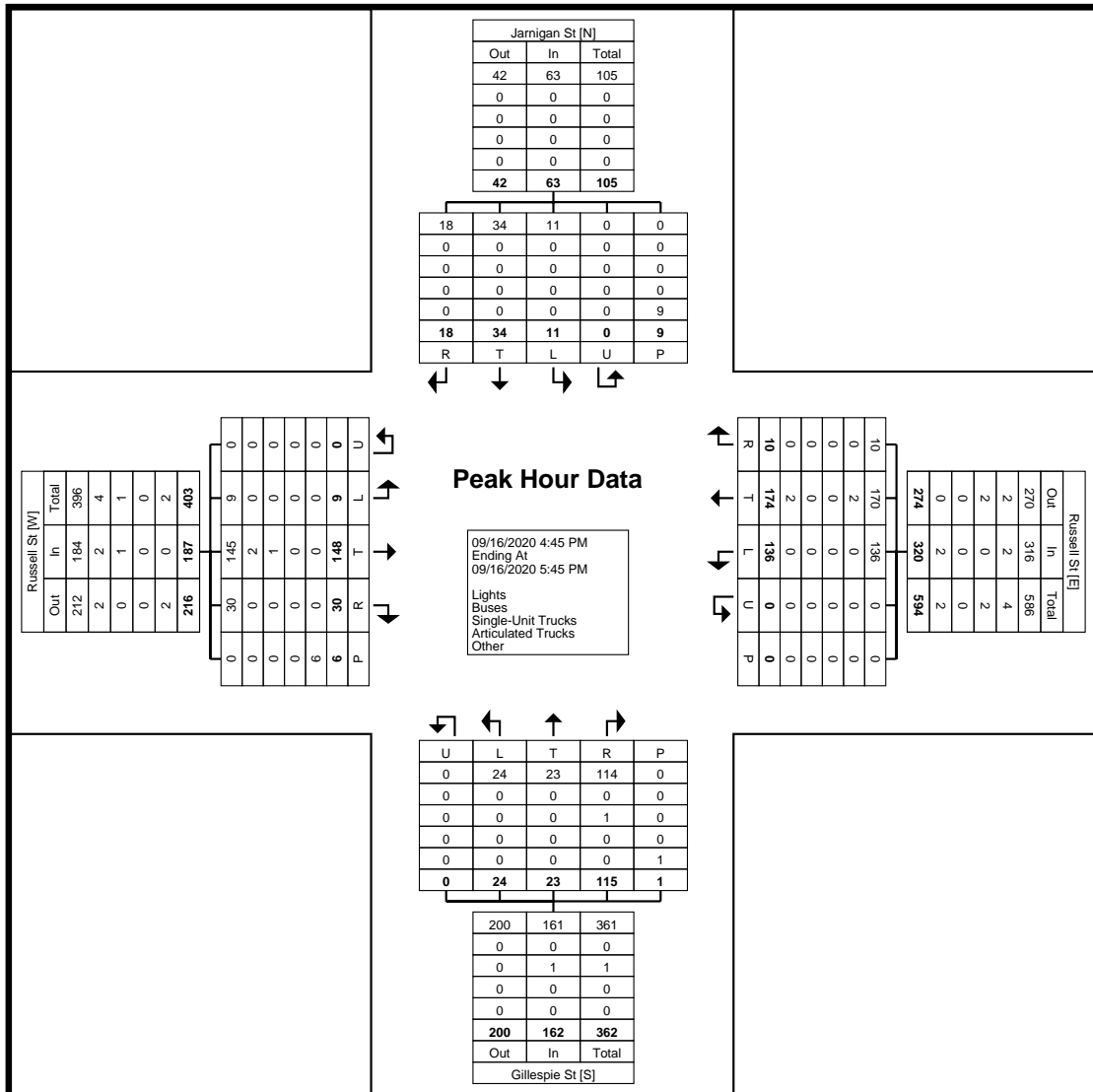
Count Name: 2010069 -
Jarnigan St / Gillespie St @
Russell St, Starkville
Site Code: 2010069
Start Date: 09/16/2020
Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Jarnigan St Southbound						Russell St Westbound						Gillespie St Northbound						Russell St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	5	10	5	0	4	20	6	38	14	0	0	58	21	6	3	0	0	30	10	43	1	0	4	54	162
5:00 PM	7	5	2	0	2	14	1	54	50	0	0	105	27	3	9	0	0	39	9	41	2	0	0	52	210
5:15 PM	6	8	2	0	3	16	3	45	39	0	0	87	32	6	7	0	1	45	9	38	1	0	2	48	196
5:30 PM	0	11	2	0	0	13	0	37	33	0	0	70	35	8	5	0	0	48	2	26	5	0	0	33	164
Total	18	34	11	0	9	63	10	174	136	0	0	320	115	23	24	0	1	162	30	148	9	0	6	187	732
Approach %	28.6	54.0	17.5	0.0	-	-	3.1	54.4	42.5	0.0	-	-	71.0	14.2	14.8	0.0	-	-	16.0	79.1	4.8	0.0	-	-	-
Total %	2.5	4.6	1.5	0.0	-	8.6	1.4	23.8	18.6	0.0	-	43.7	15.7	3.1	3.3	0.0	-	22.1	4.1	20.2	1.2	0.0	-	25.5	-
PHF	0.643	0.773	0.550	0.000	-	0.788	0.417	0.806	0.680	0.000	-	0.762	0.821	0.719	0.667	0.000	-	0.844	0.750	0.860	0.450	0.000	-	0.866	0.871
Lights	18	34	11	0	-	63	10	170	136	0	-	316	114	23	24	0	-	161	30	145	9	0	-	184	724
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	97.7	100.0	-	-	98.8	99.1	100.0	100.0	-	-	99.4	100.0	98.0	100.0	-	-	98.4	98.9
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	1.4	0.0	-	-	1.1	0.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	1	0	0	-	1	2
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9	0.0	0.0	-	-	0.6	0.0	0.7	0.0	-	-	0.5	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010069 -
 Jarnigan St / Gillespie St @
 Russell St, Starkville
 Site Code: 2010069
 Start Date: 09/16/2020
 Page No: 7



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Jarnigan St From North				Russell St From East				Gillespie St From South				Russell St From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0	6
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
Grand Total	1	3	0	0	2	55	4	0	7	0	0	0	1	53	1	0	127
Apprch %	25	75	0	0	3.3	90.2	6.6	0	100	0	0	0	1.8	96.4	1.8	0	
Total %	0.8	2.4	0	0	1.6	43.3	3.1	0	5.5	0	0	0	0.8	41.7	0.8	0	
Buses	0	0	0	0	0	33	1	0	4	0	0	0	0	35	0	0	73
% Buses	0	0	0	0	0	60	25	0	57.1	0	0	0	0	66	0	0	57.5
Single-Unit Trucks	1	2	0	0	2	14	2	0	3	0	0	0	1	15	1	0	41
% Single-Unit Trucks	100	66.7	0	0	100	25.5	50	0	42.9	0	0	0	100	28.3	100	0	32.3
Articulated Trucks	0	1	0	0	0	8	1	0	0	0	0	0	0	3	0	0	13
% Articulated Trucks	0	33.3	0	0	0	14.5	25	0	0	0	0	0	0	5.7	0	0	10.2



TURNING MOVEMENT COUNT #2010074
MS 182 @ HERBERT ST
STARKVILLE, MS
OKTIBBEHA COUNTY

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010074 - MS 182
 @ Herbert St, Starkville
 Site Code: 2010074
 Start Date: 09/17/2020
 Page No: 1

Turning Movement Data

Start Time	MS 182 Westbound					Herbert St Northbound					MS 182 Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	65	1	0	0	66	0	1	0	0	1	2	53	0	0	55	122
7:15 AM	60	1	0	0	61	2	1	0	0	3	2	101	0	0	103	167
7:30 AM	59	0	0	0	59	1	1	0	0	2	10	147	0	0	157	218
7:45 AM	71	2	0	0	73	0	3	0	0	3	13	127	0	0	140	216
Hourly Total	255	4	0	0	259	3	6	0	0	9	27	428	0	0	455	723
8:00 AM	116	2	0	0	118	2	1	0	0	3	12	96	0	0	108	229
8:15 AM	84	0	0	0	84	1	0	0	0	1	5	68	0	0	73	158
8:30 AM	67	1	0	0	68	3	1	0	1	4	5	67	0	0	72	144
8:45 AM	63	1	0	0	64	1	2	0	0	3	2	92	0	0	94	161
Hourly Total	330	4	0	0	334	7	4	0	1	11	24	323	0	0	347	692
9:00 AM	69	1	0	0	70	1	0	0	0	1	9	81	0	0	90	161
9:15 AM	77	2	0	0	79	1	2	0	0	3	2	57	1	0	60	142
9:30 AM	65	3	0	0	68	0	1	0	0	1	1	76	0	0	77	146
9:45 AM	57	2	0	0	59	1	3	0	0	4	4	51	0	0	55	118
Hourly Total	268	8	0	0	276	3	6	0	0	9	16	265	1	0	282	567
10:00 AM	60	0	0	0	60	1	0	0	0	1	0	60	0	0	60	121
10:15 AM	57	1	0	0	58	1	2	0	0	3	2	73	0	0	75	136
10:30 AM	75	3	0	0	78	2	1	0	0	3	1	77	0	0	78	159
10:45 AM	82	0	0	0	82	0	6	0	0	6	4	93	0	0	97	185
Hourly Total	274	4	0	0	278	4	9	0	0	13	7	303	0	0	310	601
11:00 AM	87	0	1	0	88	0	2	0	0	2	2	66	0	0	68	158
11:15 AM	75	0	0	0	75	3	4	0	0	7	2	87	0	0	89	171
11:30 AM	74	2	1	0	77	0	3	0	0	3	3	70	0	0	73	153
11:45 AM	103	1	0	0	104	1	7	0	0	8	3	80	0	0	83	195
Hourly Total	339	3	2	0	344	4	16	0	0	20	10	303	0	0	313	677
12:00 PM	105	1	1	0	107	3	2	0	0	5	4	95	0	0	99	211
12:15 PM	116	1	0	0	117	1	4	0	0	5	7	107	0	0	114	236
12:30 PM	91	6	0	0	97	2	3	0	0	5	6	109	0	0	115	217
12:45 PM	101	1	0	0	102	0	9	0	0	9	5	84	0	0	89	200
Hourly Total	413	9	1	0	423	6	18	0	0	24	22	395	0	0	417	864
1:00 PM	117	1	0	0	118	3	5	0	0	8	9	108	0	0	117	243
1:15 PM	95	3	0	0	98	3	2	0	0	5	4	92	0	0	96	199
1:30 PM	89	1	0	0	90	2	4	0	0	6	3	89	0	0	92	188
1:45 PM	85	0	0	0	85	3	7	0	0	10	4	114	0	0	118	213
Hourly Total	386	5	0	0	391	11	18	0	0	29	20	403	0	0	423	843
2:00 PM	83	3	0	0	86	2	5	0	0	7	6	128	0	0	134	227
2:15 PM	96	0	0	0	96	1	1	0	0	2	5	111	0	0	116	214
2:30 PM	107	1	0	0	108	0	4	0	0	4	2	88	0	0	90	202
2:45 PM	89	2	0	0	91	6	2	0	0	8	0	104	0	0	104	203
Hourly Total	375	6	0	0	381	9	12	0	0	21	13	431	0	0	444	846
3:00 PM	100	4	0	0	104	3	7	0	0	10	2	99	0	0	101	215
3:15 PM	111	1	0	0	112	1	4	0	0	5	4	94	0	0	98	215
3:30 PM	131	2	0	0	133	1	4	0	1	5	5	82	0	0	87	225
3:45 PM	130	4	0	0	134	2	4	0	0	6	2	110	0	0	112	252
Hourly Total	472	11	0	0	483	7	19	0	1	26	13	385	0	0	398	907
4:00 PM	95	3	0	0	98	1	4	0	0	5	4	106	1	0	111	214
4:15 PM	90	5	0	0	95	3	5	0	0	8	2	88	0	0	90	193
4:30 PM	114	4	0	0	118	6	8	0	0	14	3	88	0	0	91	223
4:45 PM	119	2	0	0	121	1	8	0	0	9	4	91	0	0	95	225
Hourly Total	418	14	0	0	432	11	25	0	0	36	13	373	1	0	387	855
5:00 PM	169	10	0	0	179	4	9	0	0	13	5	113	0	0	118	310
5:15 PM	143	5	0	0	148	5	5	0	0	10	8	105	0	0	113	271
5:30 PM	101	3	0	0	104	3	8	0	0	11	4	95	0	0	99	214
5:45 PM	112	5	0	0	117	0	5	0	0	5	5	74	0	0	79	201
Hourly Total	525	23	0	0	548	12	27	0	0	39	22	387	0	0	409	996
6:00 PM	105	2	0	0	107	0	1	0	0	1	3	95	0	0	98	206
6:15 PM	94	4	0	0	98	3	4	0	0	7	4	98	0	0	102	207
6:30 PM	62	1	0	0	63	0	3	0	0	3	4	72	0	0	76	142
6:45 PM	87	5	0	0	92	1	2	0	0	3	0	57	0	0	57	152
Hourly Total	348	12	0	0	360	4	10	0	0	14	11	322	0	0	333	707
Grand Total	4403	103	3	0	4509	81	170	0	2	251	198	4318	2	0	4518	9278
Approach %	97.6	2.3	0.1	-	-	32.3	67.7	0.0	-	-	4.4	95.6	0.0	-	-	-
Total %	47.5	1.1	0.0	-	48.6	0.9	1.8	0.0	-	2.7	2.1	46.5	0.0	-	48.7	-

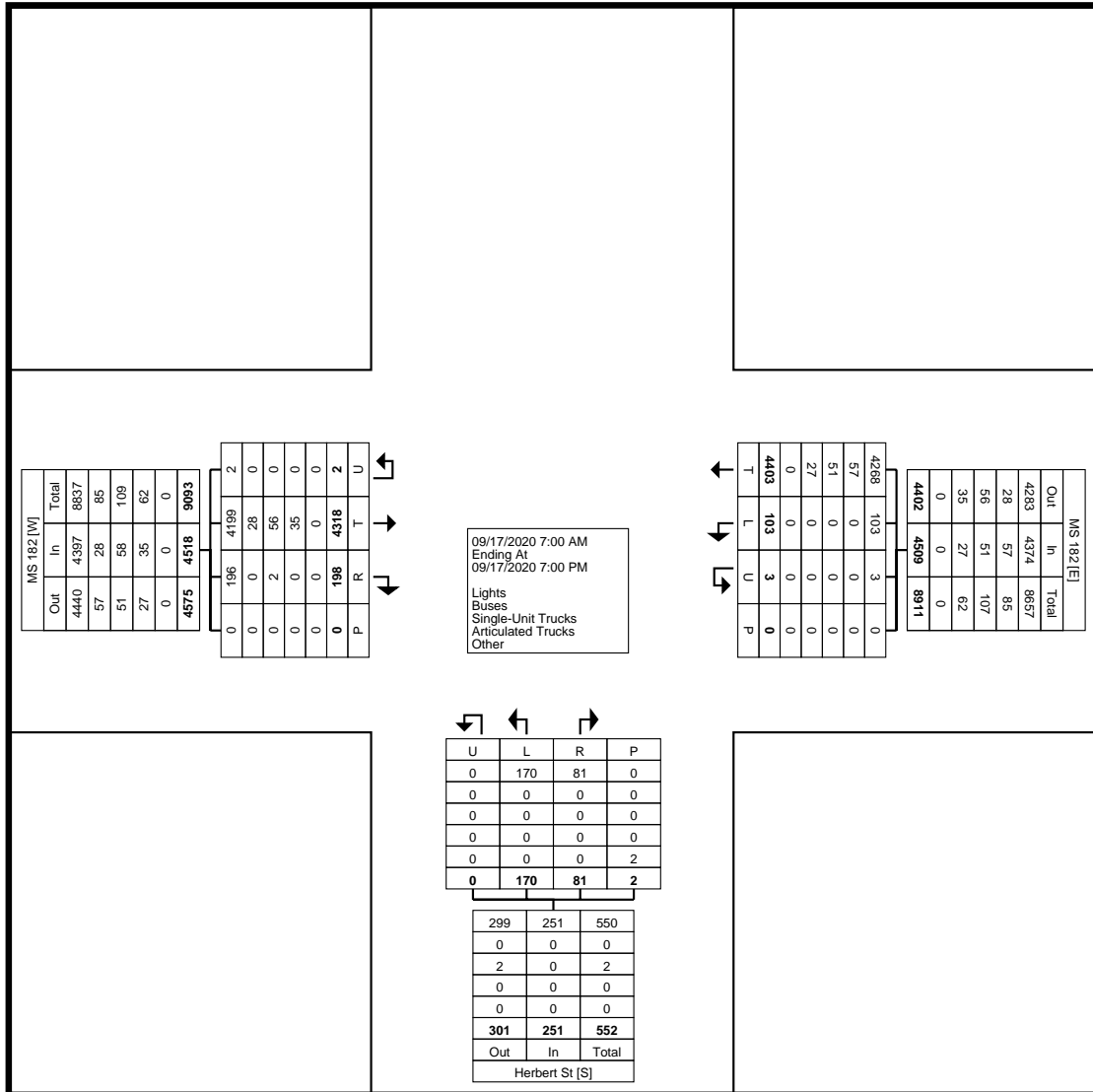
5.1 A199

Lights	4268	103	3	-	4374	81	170	0	-	251	196	4199	2	-	4397	9022
% Lights	96.9	100.0	100.0	-	97.0	100.0	100.0	-	-	100.0	99.0	97.2	100.0	-	97.3	97.2
Buses	57	0	0	-	57	0	0	0	-	0	0	28	0	-	28	85
% Buses	1.3	0.0	0.0	-	1.3	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	0.6	0.9
Single-Unit Trucks	51	0	0	-	51	0	0	0	-	0	2	56	0	-	58	109
% Single-Unit Trucks	1.2	0.0	0.0	-	1.1	0.0	0.0	-	-	0.0	1.0	1.3	0.0	-	1.3	1.2
Articulated Trucks	27	0	0	-	27	0	0	0	-	0	0	35	0	-	35	62
% Articulated Trucks	0.6	0.0	0.0	-	0.6	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	0.8	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

5.1 A200

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

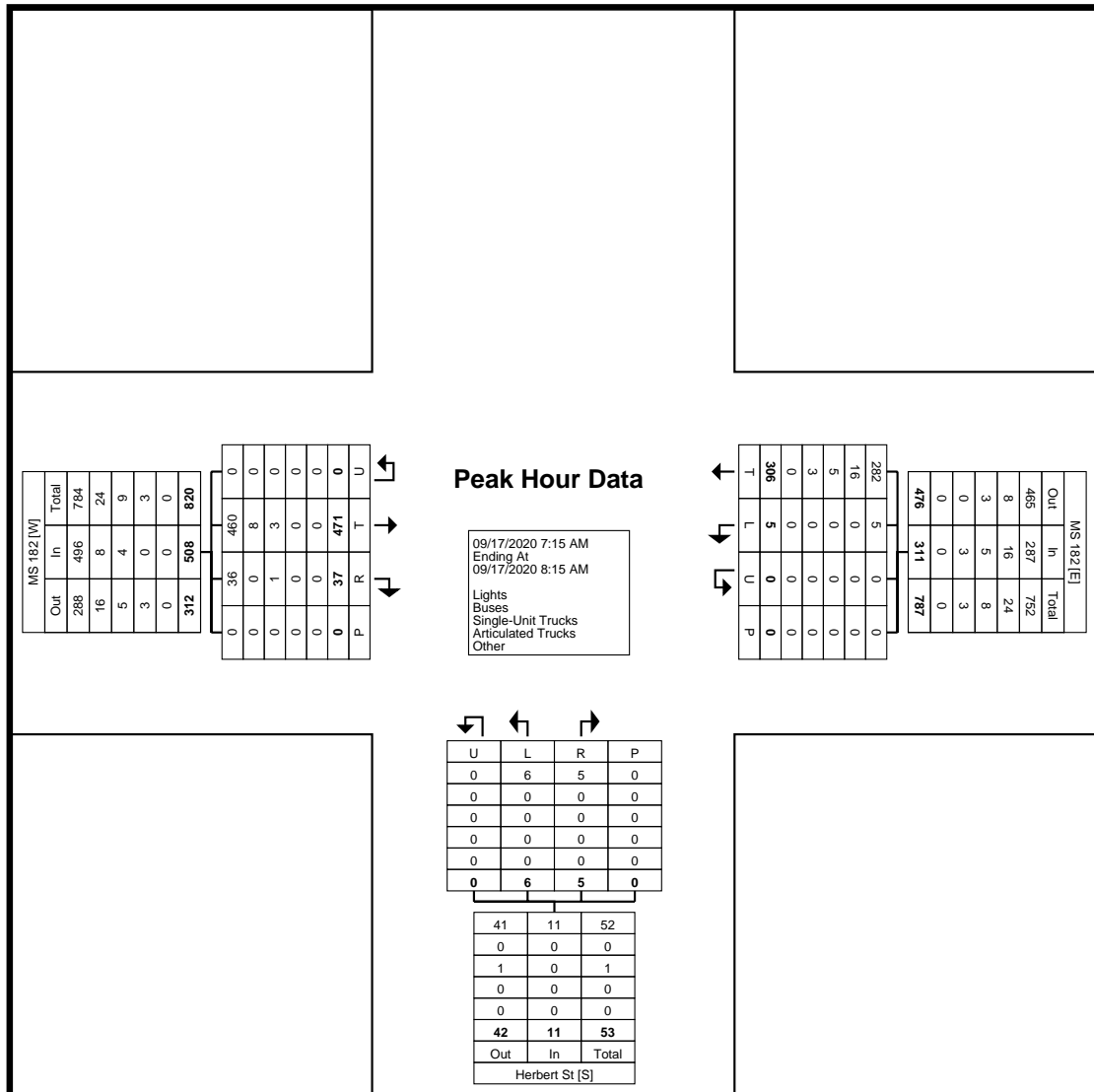
Count Name: 2010074 - MS 182
 @ Herbert St, Starkville
 Site Code: 2010074
 Start Date: 09/17/2020
 Page No: 3



Turning Movement Data Plot

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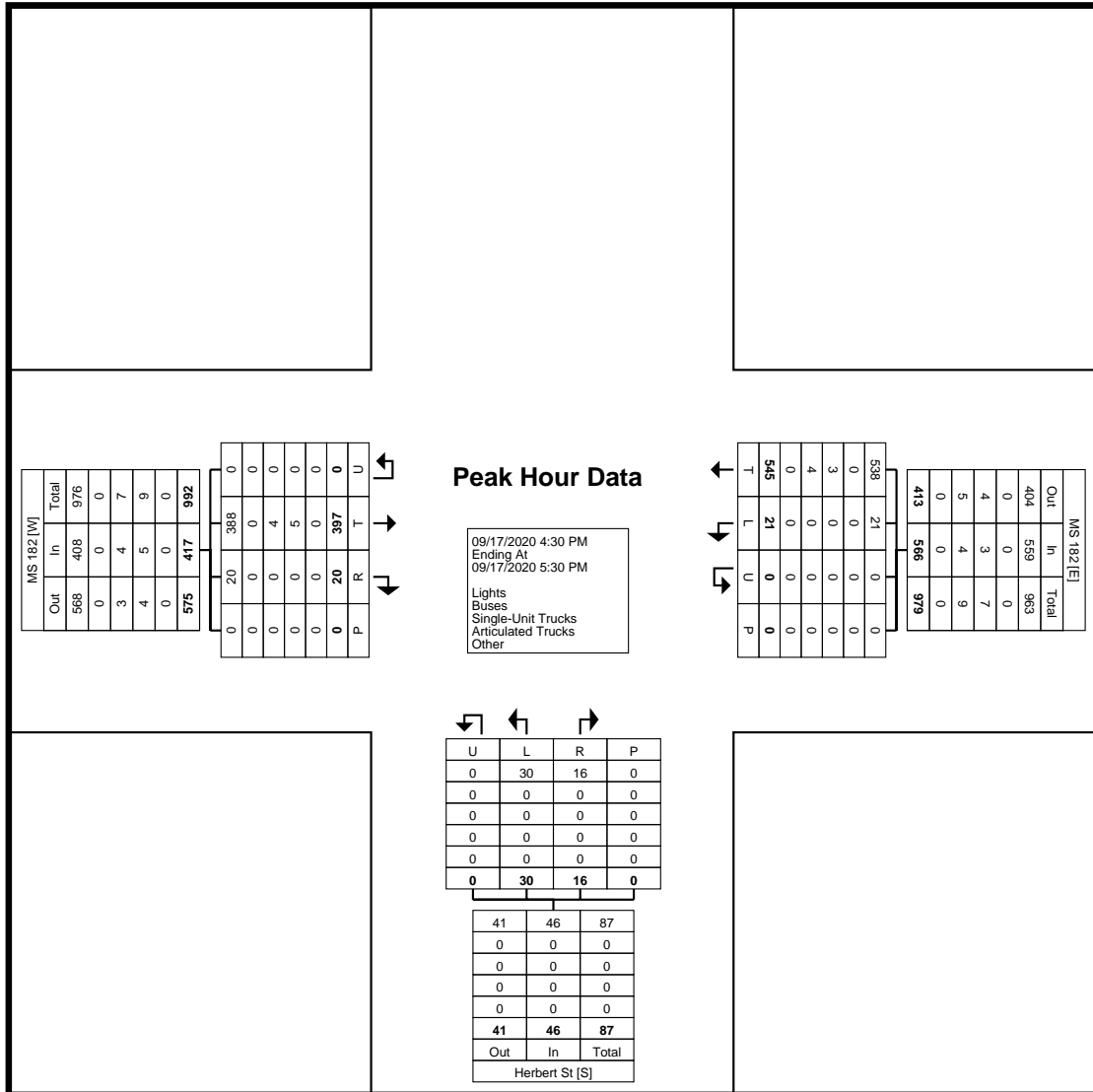
Count Name: 2010074 - MS 182
 @ Herbert St, Starkville
 Site Code: 2010074
 Start Date: 09/17/2020
 Page No: 5



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

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010074 - MS 182
 @ Herbert St, Starkville
 Site Code: 2010074
 Start Date: 09/17/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 182 From East			Herbert St From South			MS 182 From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	3	0	0	0	0	0	0	3	0	6
07:15 AM	1	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	0	0	0	0	1	2	0	5
07:45 AM	2	0	0	0	0	0	0	4	0	6
Total	8	0	0	0	0	0	1	9	0	18
08:00 AM	19	0	0	0	0	0	0	5	0	24
08:15 AM	9	0	0	0	0	0	0	0	0	9
08:30 AM	2	0	0	0	0	0	0	1	0	3
08:45 AM	1	0	0	0	0	0	0	2	0	3
Total	31	0	0	0	0	0	0	8	0	39
09:00 AM	2	0	0	0	0	0	0	3	0	5
09:15 AM	3	0	0	0	0	0	0	0	0	3
09:30 AM	1	0	0	0	0	0	1	0	0	2
09:45 AM	1	0	0	0	0	0	0	3	0	4
Total	7	0	0	0	0	0	1	6	0	14
10:00 AM	8	0	0	0	0	0	0	3	0	11
10:15 AM	2	0	0	0	0	0	0	4	0	6
10:30 AM	1	0	0	0	0	0	0	2	0	3
10:45 AM	4	0	0	0	0	0	0	4	0	8
Total	15	0	0	0	0	0	0	13	0	28
11:00 AM	3	0	0	0	0	0	0	2	0	5
11:15 AM	2	0	0	0	0	0	0	3	0	5
11:30 AM	0	0	0	0	0	0	0	3	0	3
11:45 AM	2	0	0	0	0	0	0	1	0	3
Total	7	0	0	0	0	0	0	9	0	16
12:00 PM	4	0	0	0	0	0	0	1	0	5
12:15 PM	1	0	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	3	0	3
12:45 PM	2	0	0	0	0	0	0	3	0	5
Total	7	0	0	0	0	0	0	8	0	15
01:00 PM	3	0	0	0	0	0	0	4	0	7
01:15 PM	5	0	0	0	0	0	0	0	0	5
01:30 PM	1	0	0	0	0	0	0	0	0	1
01:45 PM	2	0	0	0	0	0	0	7	0	9
Total	11	0	0	0	0	0	0	11	0	22
02:00 PM	5	0	0	0	0	0	0	5	0	10
02:15 PM	1	0	0	0	0	0	0	6	0	7
02:30 PM	7	0	0	0	0	0	0	8	0	15
02:45 PM	8	0	0	0	0	0	0	3	0	11
Total	21	0	0	0	0	0	0	22	0	43
03:00 PM	7	0	0	0	0	0	0	7	0	14
03:15 PM	4	0	0	0	0	0	0	3	0	7
03:30 PM	3	0	0	0	0	0	0	2	0	5
03:45 PM	4	0	0	0	0	0	0	2	0	6
Total	18	0	0	0	0	0	0	14	0	32
04:00 PM	0	0	0	0	0	0	0	2	0	2
04:15 PM	1	0	0	0	0	0	0	2	0	3
04:30 PM	1	0	0	0	0	0	0	1	0	2
04:45 PM	1	0	0	0	0	0	0	2	0	3
Total	3	0	0	0	0	0	0	7	0	10
05:00 PM	2	0	0	0	0	0	0	4	0	6
05:15 PM	3	0	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	0	0	0	0	3	0	3

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 182 From East			Herbert St From South			MS 182 From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	1	0	0	0	0	0	0	0	0	1
Total	6	0	0	0	0	0	0	9	0	15
06:00 PM	1	0	0	0	0	0	0	1	0	2
06:15 PM	0	0	0	0	0	0	0	1	0	1
06:30 PM	0	0	0	0	0	0	0	1	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	3	0	4
Grand Total	135	0	0	0	0	0	2	119	0	256
Apprch %	100	0	0	0	0	0	1.7	98.3	0	
Total %	52.7	0	0	0	0	0	0.8	46.5	0	
Buses	57	0	0	0	0	0	0	28	0	85
% Buses	42.2	0	0	0	0	0	0	23.5	0	33.2
Single-Unit Trucks	51	0	0	0	0	0	2	56	0	109
% Single-Unit Trucks	37.8	0	0	0	0	0	100	47.1	0	42.6
Articulated Trucks	27	0	0	0	0	0	0	35	0	62
% Articulated Trucks	20	0	0	0	0	0	0	29.4	0	24.2



**TURNING MOVEMENT COUNT #2010080
UNIVERSITY DR @ NORTH NASH ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A208

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010080 -
 University Dr @ North Nash St,
 Starkville
 Site Code: 2010080
 Start Date: 09/24/2020
 Page No: 1

Turning Movement Data

Start Time	North Nash St Southbound					University Dr Westbound					University Dr Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	5	3	0	0	8	3	11	0	0	14	11	5	0	0	16	38
7:15 AM	1	5	0	0	6	0	13	0	0	13	22	1	0	0	23	42
7:30 AM	7	1	0	12	8	2	8	0	0	10	21	16	0	0	37	55
7:45 AM	6	3	0	0	9	5	8	0	0	13	35	6	0	1	41	63
Hourly Total	19	12	0	12	31	10	40	0	0	50	89	28	0	1	117	198
8:00 AM	6	4	0	0	10	0	24	0	0	24	26	11	0	0	37	71
8:15 AM	7	2	0	0	9	2	17	0	0	19	26	7	0	0	33	61
8:30 AM	6	1	0	0	7	3	16	0	0	19	20	5	0	0	25	51
8:45 AM	6	2	0	0	8	1	7	0	0	8	23	6	0	0	29	45
Hourly Total	25	9	0	0	34	6	64	0	0	70	95	29	0	0	124	228
9:00 AM	7	7	0	0	14	4	17	0	1	21	23	7	0	0	30	65
9:15 AM	2	1	0	0	3	6	14	0	1	20	31	8	0	0	39	62
9:30 AM	12	6	0	0	18	4	14	0	0	18	21	7	0	0	28	64
9:45 AM	7	7	0	0	14	4	17	0	0	21	27	4	0	0	31	66
Hourly Total	28	21	0	0	49	18	62	0	2	80	102	26	0	0	128	257
10:00 AM	7	1	0	0	8	2	24	0	0	26	20	6	0	0	26	60
10:15 AM	7	5	0	0	12	2	12	0	0	14	23	7	0	0	30	56
10:30 AM	5	4	0	0	9	2	19	0	0	21	30	5	0	1	35	65
10:45 AM	11	4	0	1	15	3	29	0	0	32	34	8	0	0	42	89
Hourly Total	30	14	0	1	44	9	84	0	0	93	107	26	0	1	133	270
11:00 AM	14	6	0	0	20	8	32	0	0	40	36	8	0	0	44	104
11:15 AM	12	10	0	2	22	2	28	0	0	30	39	11	0	0	50	102
11:30 AM	11	7	0	0	18	4	45	0	0	49	37	6	0	0	43	110
11:45 AM	8	12	0	0	20	3	41	0	0	44	36	11	0	0	47	111
Hourly Total	45	35	0	2	80	17	146	0	0	163	148	36	0	0	184	427
12:00 PM	12	4	0	1	16	7	47	0	0	54	38	18	0	0	56	126
12:15 PM	16	10	0	5	26	4	54	0	0	58	53	10	0	0	63	147
12:30 PM	5	9	0	0	14	8	42	0	2	50	55	8	0	0	63	127
12:45 PM	15	8	0	0	23	10	41	0	0	51	41	7	0	0	48	122
Hourly Total	48	31	0	6	79	29	184	0	2	213	187	43	0	0	230	522
1:00 PM	17	3	0	0	20	5	48	0	0	53	55	15	0	0	70	143
1:15 PM	14	4	0	1	18	2	21	0	0	23	51	9	0	0	60	101
1:30 PM	6	4	0	0	10	6	36	0	0	42	39	9	0	1	48	100
1:45 PM	11	9	0	0	20	12	46	0	0	58	48	11	0	0	59	137
Hourly Total	48	20	0	1	68	25	151	0	0	176	193	44	0	1	237	481
2:00 PM	11	11	0	0	22	7	44	0	0	51	48	8	0	0	56	129
2:15 PM	12	5	0	0	17	6	48	0	0	54	53	17	0	0	70	141
2:30 PM	16	13	0	0	29	9	29	0	0	38	44	9	0	0	53	120
2:45 PM	11	10	0	2	21	12	38	0	0	50	41	7	0	0	48	119
Hourly Total	50	39	0	2	89	34	159	0	0	193	186	41	0	0	227	509
3:00 PM	12	9	0	1	21	4	36	0	0	40	33	11	0	1	44	105
3:15 PM	14	12	0	0	26	11	46	0	1	57	40	10	0	0	50	133
3:30 PM	20	7	0	1	27	8	49	0	2	57	33	11	0	0	44	128
3:45 PM	12	14	0	1	26	6	44	0	0	50	49	11	0	0	60	136
Hourly Total	58	42	0	3	100	29	175	0	3	204	155	43	0	1	198	502
4:00 PM	8	11	0	0	19	4	37	0	1	41	46	10	0	0	56	116
4:15 PM	18	5	0	0	23	10	41	0	0	51	33	10	0	0	43	117
4:30 PM	23	4	0	3	27	5	41	0	0	46	52	9	0	0	61	134
4:45 PM	9	6	0	0	15	3	51	0	0	54	55	9	0	0	64	133
Hourly Total	58	26	0	3	84	22	170	0	1	192	186	38	0	0	224	500
5:00 PM	27	7	0	0	34	11	74	0	0	85	39	16	0	0	55	174
5:15 PM	15	6	0	4	21	9	65	0	0	74	66	6	0	0	72	167
5:30 PM	13	9	0	0	22	7	54	0	0	61	53	15	0	0	68	151
5:45 PM	8	13	0	5	21	3	44	0	1	47	45	4	0	0	49	117
Hourly Total	63	35	0	9	98	30	237	0	1	267	203	41	0	0	244	609
6:00 PM	19	12	0	0	31	3	55	0	2	58	51	13	0	0	64	153
6:15 PM	13	5	0	1	18	7	40	0	0	47	48	8	0	0	56	121
6:30 PM	10	3	0	6	13	3	48	0	3	51	38	13	0	2	51	115
6:45 PM	10	7	0	4	17	7	47	0	0	54	60	17	0	0	77	148
Hourly Total	52	27	0	11	79	20	190	0	5	210	197	51	0	2	248	537
Grand Total	524	311	0	50	835	249	1662	0	14	1911	1848	446	0	6	2294	5040
Approach %	62.8	37.2	0.0	-	-	13.0	87.0	0.0	-	-	80.6	19.4	0.0	-	-	-
Total %	10.4	6.2	0.0	-	16.6	4.9	33.0	0.0	-	37.9	36.7	8.8	0.0	-	45.5	-

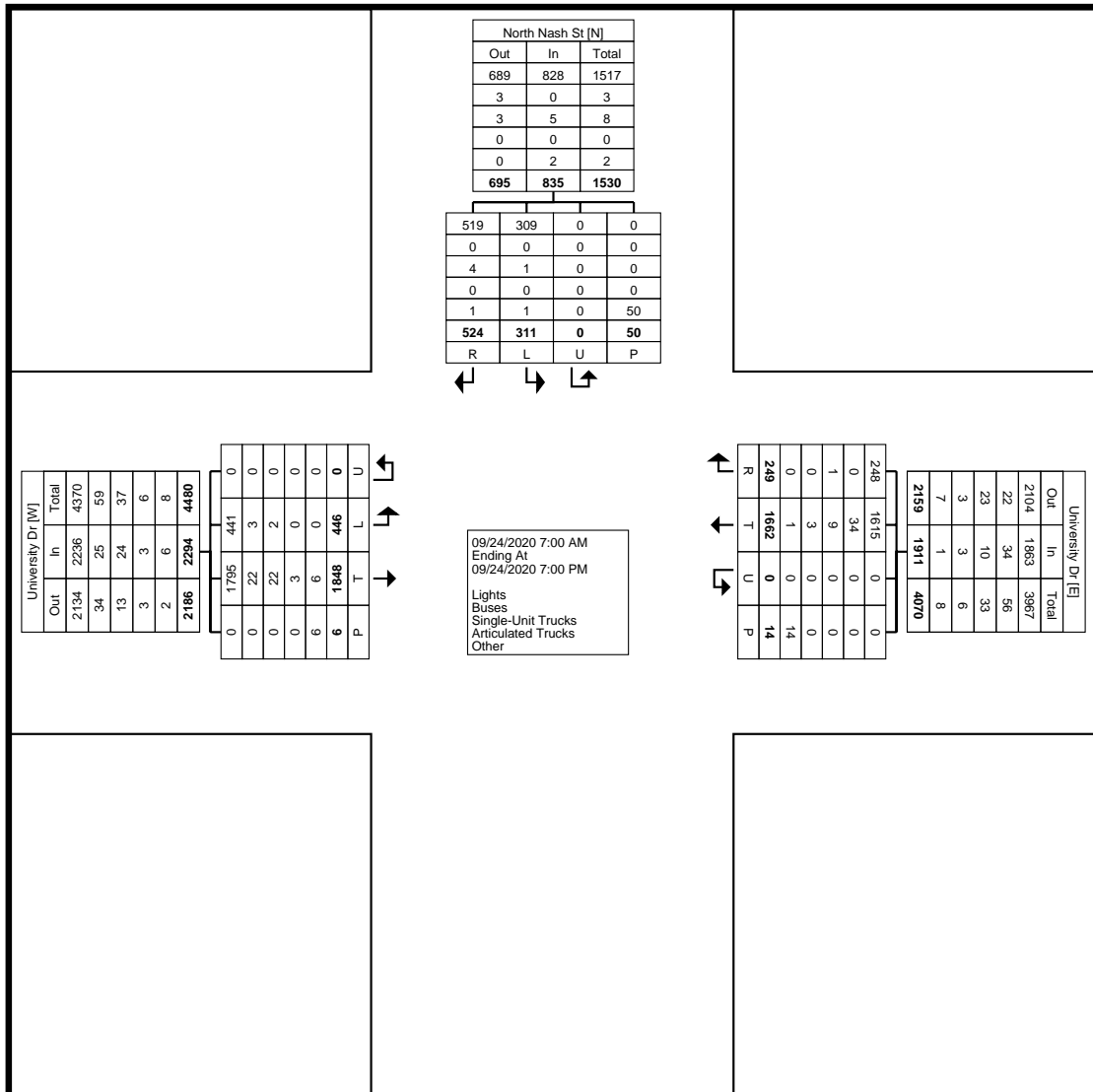
5.1 A209

Lights	519	309	0	-	828	248	1615	0	-	1863	1795	441	0	-	2236	4927
% Lights	99.0	99.4	-	-	99.2	99.6	97.2	-	-	97.5	97.1	98.9	-	-	97.5	97.8
Buses	0	0	0	-	0	0	34	0	-	34	22	3	0	-	25	59
% Buses	0.0	0.0	-	-	0.0	0.0	2.0	-	-	1.8	1.2	0.7	-	-	1.1	1.2
Single-Unit Trucks	4	1	0	-	5	1	9	0	-	10	22	2	0	-	24	39
% Single-Unit Trucks	0.8	0.3	-	-	0.6	0.4	0.5	-	-	0.5	1.2	0.4	-	-	1.0	0.8
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	3	0	0	-	3	6
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.2	-	-	0.2	0.2	0.0	-	-	0.1	0.1
Bicycles on Road	1	1	0	-	2	0	1	0	-	1	6	0	0	-	6	9
% Bicycles on Road	0.2	0.3	-	-	0.2	0.0	0.1	-	-	0.1	0.3	0.0	-	-	0.3	0.2
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	2.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	49	-	-	-	-	14	-	-	-	-	6	-	-
% Pedestrians	-	-	-	98.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

5.1 A210

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

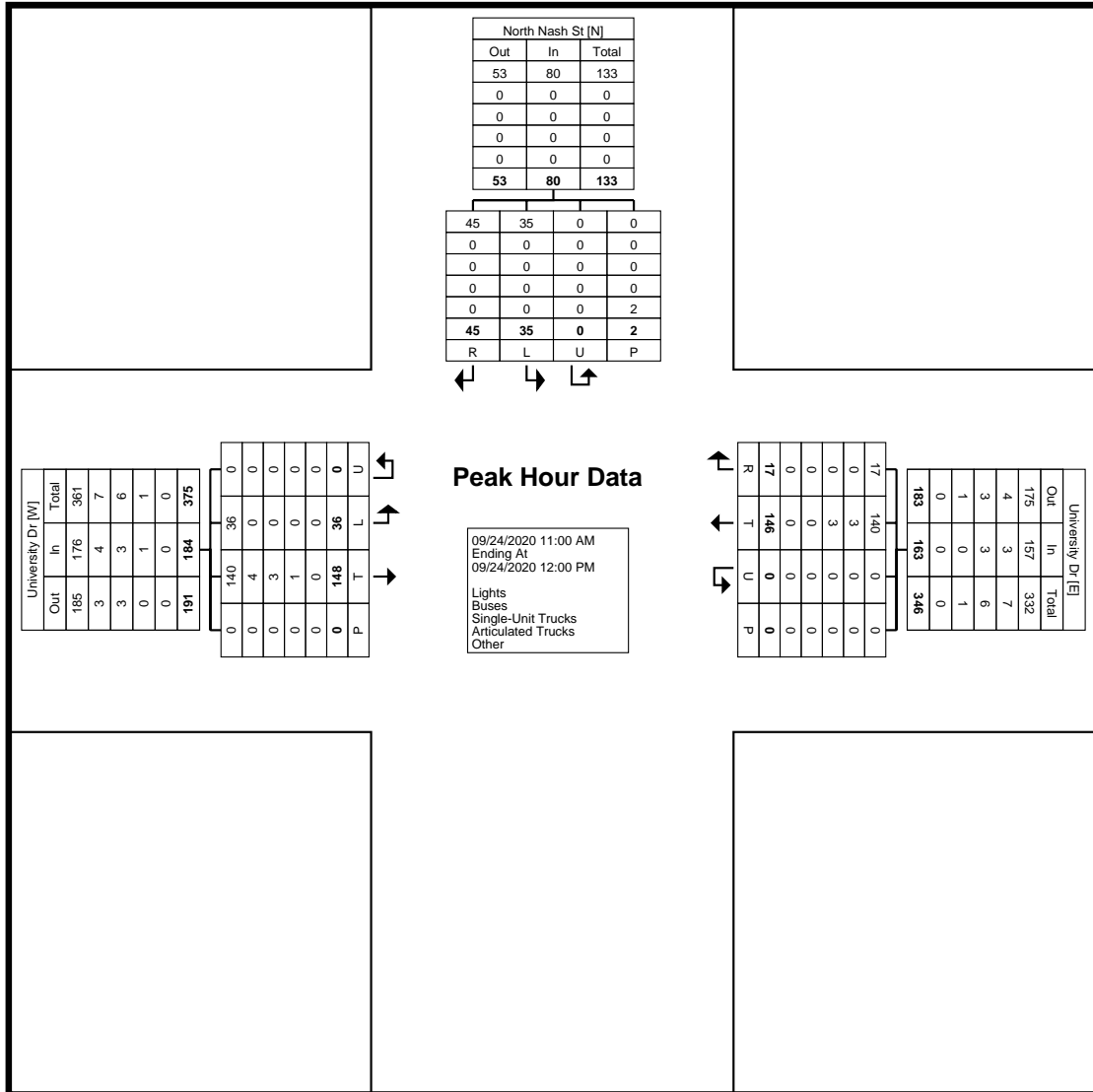
Count Name: 2010080 -
 University Dr @ North Nash St,
 Starkville
 Site Code: 2010080
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

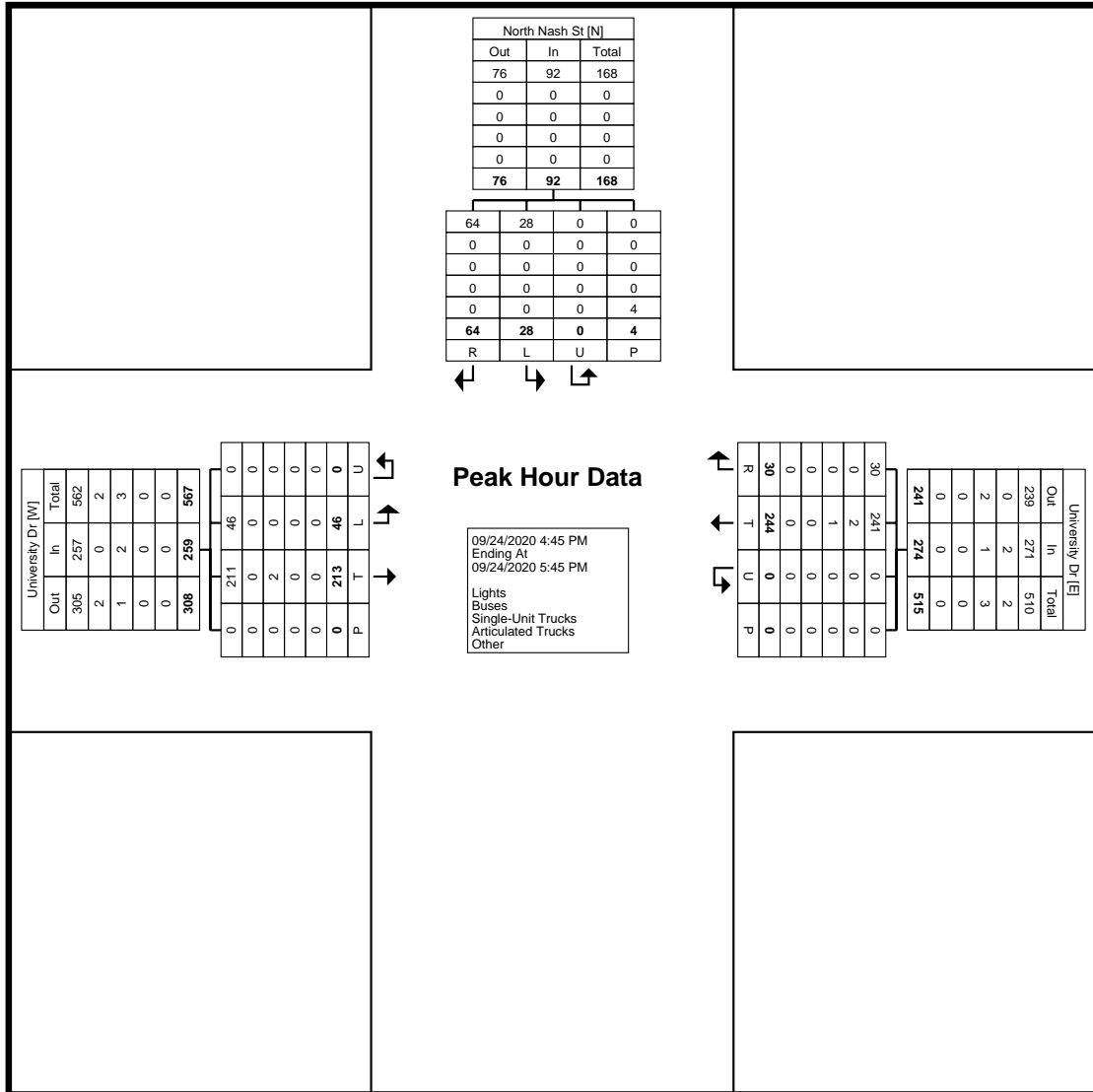
Count Name: 2010080 -
 University Dr @ North Nash St,
 Starkville
 Site Code: 2010080
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

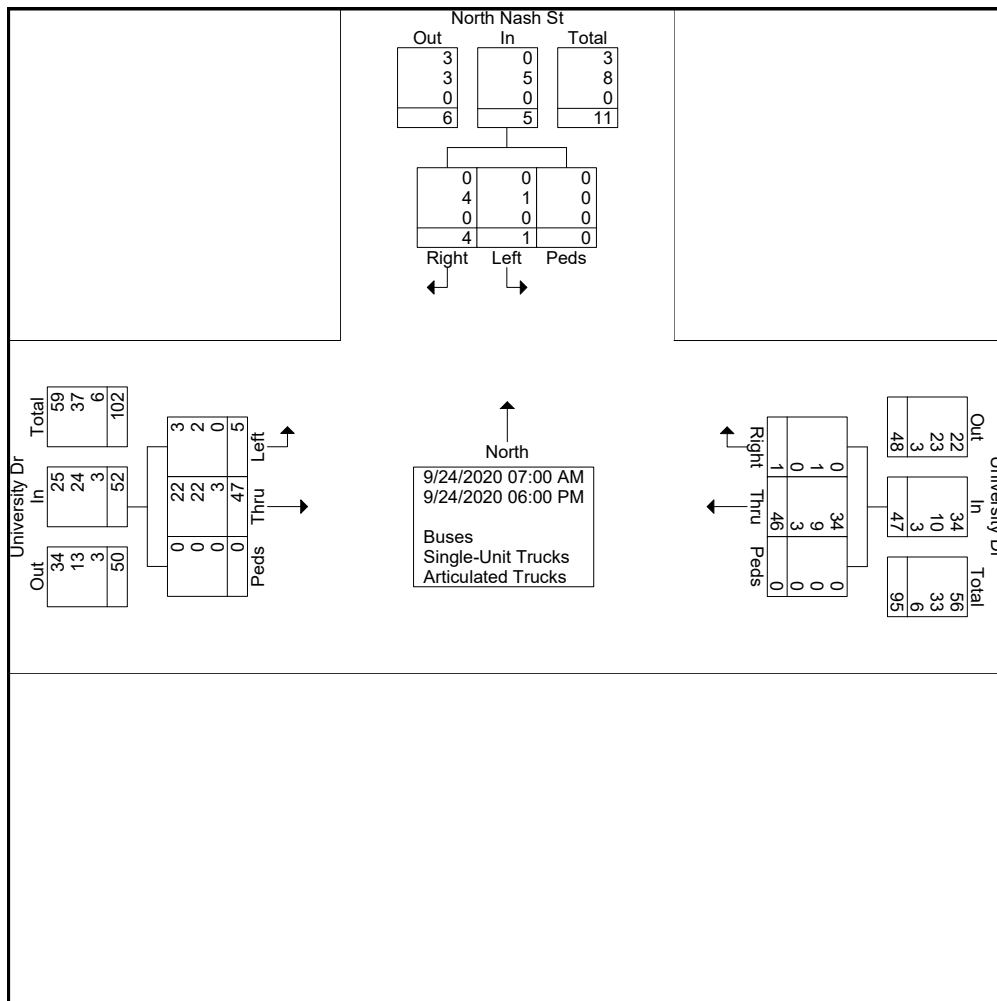
Count Name: 2010080 -
 University Dr @ North Nash St,
 Starkville
 Site Code: 2010080
 Start Date: 09/24/2020
 Page No: 7

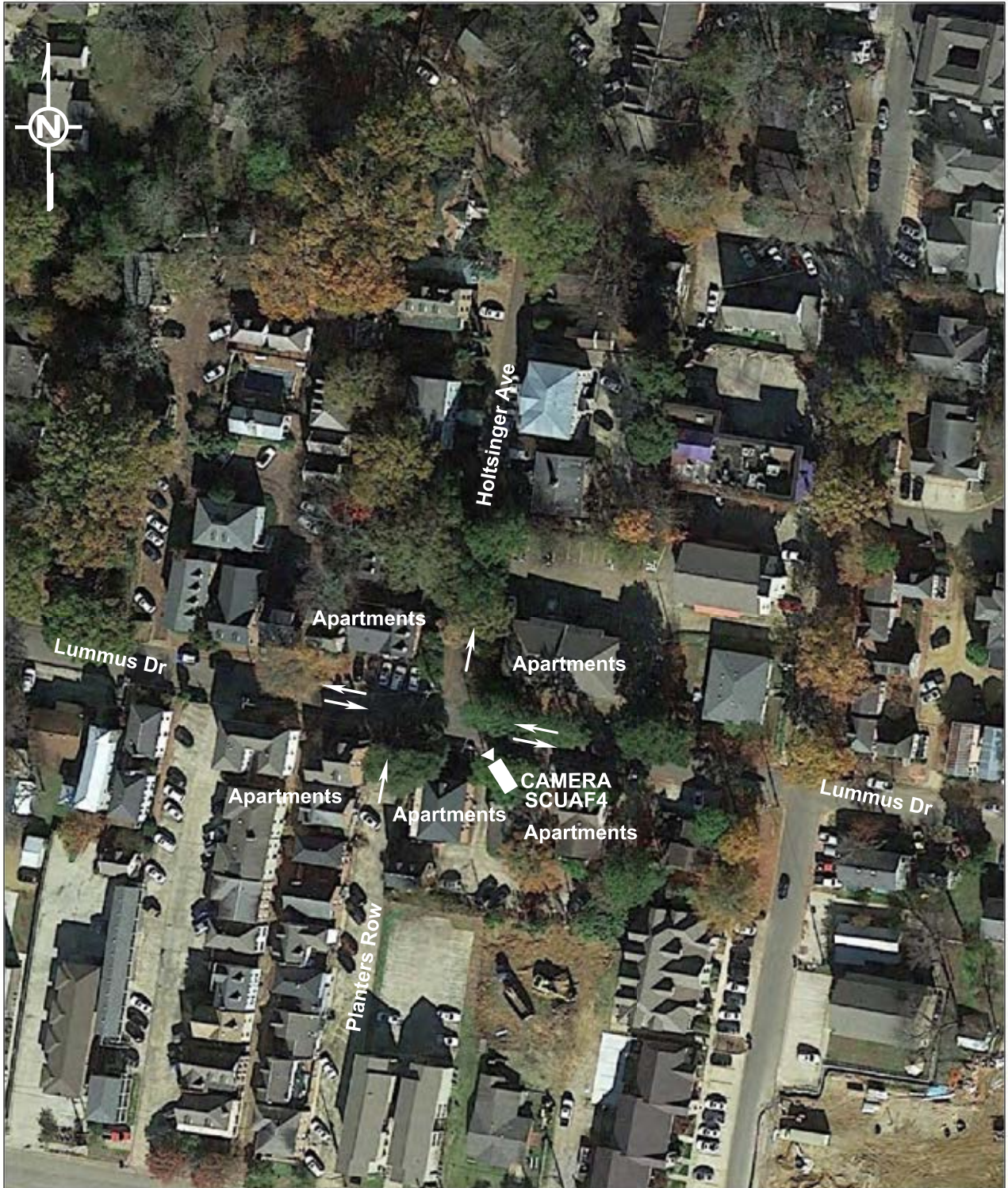


Turning Movement Peak Hour Data Plot (4:45 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	North Nash St From North			University Dr From East			University Dr From West			Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds	
07:00 AM	0	0	0	1	4	0	6	0	0	11
08:00 AM	0	0	0	0	5	0	6	1	0	12
09:00 AM	1	0	0	0	4	0	3	0	0	8
10:00 AM	0	0	0	0	7	0	7	0	0	14
11:00 AM	0	0	0	0	6	0	8	0	0	14
12:00 PM	2	0	0	0	3	0	1	0	0	6
01:00 PM	1	0	0	0	4	0	5	1	0	11
02:00 PM	0	0	0	0	3	0	3	3	0	9
03:00 PM	0	0	0	0	4	0	2	0	0	6
04:00 PM	0	0	0	0	2	0	2	0	0	4
05:00 PM	0	1	0	0	2	0	3	0	0	6
06:00 PM	0	0	0	0	2	0	1	0	0	3
Grand Total	4	1	0	1	46	0	47	5	0	104
Apprch %	80	20	0	2.1	97.9	0	90.4	9.6	0	
Total %	3.8	1	0	1	44.2	0	45.2	4.8	0	
Buses	0	0	0	0	34	0	22	3	0	59
% Buses	0	0	0	0	73.9	0	46.8	60	0	56.7
Single-Unit Trucks	4	1	0	1	9	0	22	2	0	39
% Single-Unit Trucks	100	100	0	100	19.6	0	46.8	40	0	37.5
Articulated Trucks	0	0	0	0	3	0	3	0	0	6
% Articulated Trucks	0	0	0	0	6.5	0	6.4	0	0	5.8





TURNING MOVEMENT COUNT #2010081
LUMMUS DR @ HOLTSINGER ST / PLANTERS ROW
STARKVILLE, MS
OKTIBBEHA COUNTY

5.1 A217

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010081 -
 Lummus Dr @ Holtsinger St /
 Planters Row, Starkville
 Site Code: 2010081
 Start Date: 09/24/2020
 Page No: 1

Turning Movement Data

Start Time	Holtsinger Ave Southbound						Lummus Dr Westbound						Planters Row Northbound						Lummus Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	5	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	
Hourly Total	0	0	0	0	0	0	0	12	0	0	0	12	0	0	1	0	0	1	0	7	0	0	0	7	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	
Hourly Total	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	4	2	0	0	6	
9:00 AM	0	0	0	0	0	0	3	1	0	0	0	4	1	0	0	0	0	1	0	4	0	0	0	4	
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	3	0	0	0	3	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
9:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	4	2	0	0	0	6	2	0	0	0	0	2	0	9	0	0	0	9	
10:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	
10:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
10:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	
10:45 AM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	2	2	0	0	4	
Hourly Total	0	0	0	0	0	0	2	8	0	0	0	10	0	0	0	0	0	0	0	4	6	0	0	10	
11:00 AM	0	0	0	0	0	0	1	5	0	0	0	6	0	0	1	0	0	1	0	5	0	0	0	5	
11:15 AM	0	0	0	0	0	0	2	1	0	0	0	3	1	1	0	0	0	2	0	1	1	0	0	2	
11:30 AM	1	0	0	0	0	1	1	3	0	0	0	4	1	0	0	0	0	1	0	4	1	0	0	5	
11:45 AM	0	0	0	0	0	0	2	7	0	0	0	9	0	0	0	0	0	0	0	3	1	0	0	4	
Hourly Total	1	0	0	0	0	1	6	16	0	0	0	22	2	1	1	0	0	4	0	13	3	0	0	16	
12:00 PM	0	0	0	0	2	0	3	2	0	0	0	5	2	0	0	0	0	2	0	4	1	0	0	5	
12:15 PM	0	0	0	0	0	0	2	4	0	0	0	6	1	0	1	0	0	2	0	5	2	0	0	7	
12:30 PM	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	1	0	0	3	0	0	0	3	
12:45 PM	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	2	1	0	0	3	
Hourly Total	0	0	0	0	2	0	10	10	0	0	0	20	3	0	1	0	1	4	0	14	4	0	0	18	
1:00 PM	0	0	0	0	1	0	0	4	0	0	0	4	1	0	0	0	0	1	0	6	2	0	0	8	
1:15 PM	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	
1:30 PM	0	0	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	
1:45 PM	0	0	0	0	1	0	2	5	0	0	0	7	0	0	0	0	0	0	0	6	0	0	1	6	
Hourly Total	0	0	0	0	3	0	5	13	0	0	0	18	1	0	0	0	0	1	0	17	3	0	1	20	
2:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	0	4	0	0	2	4	
2:15 PM	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	0	2	2	0	0	4	
2:30 PM	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	
2:45 PM	0	0	0	0	0	0	2	7	0	0	1	9	0	0	0	0	1	0	0	4	1	0	5	5	
Hourly Total	0	0	0	0	0	0	5	12	0	0	1	17	1	1	0	0	1	2	0	12	3	0	7	15	
3:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	1	0	0	2	0	2	0	0	0	2	
3:15 PM	0	0	0	0	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	1	2	0	0	3	
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	1	0	2	1	0	0	3	
3:45 PM	0	0	1	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	3	3	0	1	6	
Hourly Total	0	0	1	0	0	1	5	11	0	0	0	16	1	0	2	0	0	3	0	8	6	0	1	14	
4:00 PM	0	0	0	0	1	0	3	1	0	0	0	4	0	0	0	0	0	0	0	3	1	0	0	4	
4:15 PM	0	0	0	0	1	0	1	9	0	0	0	10	0	0	0	0	0	0	0	2	3	1	0	6	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	
4:45 PM	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	0	0	2	1	0	0	3	
Hourly Total	0	0	0	0	2	0	5	16	0	0	0	21	0	0	0	0	0	0	0	11	6	1	0	18	
5:00 PM	0	0	0	0	0	0	1	8	0	0	0	9	1	0	0	0	0	1	0	3	2	0	0	5	
5:15 PM	0	0	0	0	0	0	2	5	0	0	0	7	1	0	1	0	0	2	0	3	0	0	0	3	
5:30 PM	0	0	0	0	0	0	3	0	0	0	0	3	0	0	1	0	0	1	0	2	0	0	0	2	
5:45 PM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	7	16	0	0	0	23	2	0	2	0	0	4	0	9	2	0	0	11	
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	2	1	0	0	3	
6:15 PM	0	0	0	0	0	0	1	3	0	0	0	4	0	0	2	0	0	2	0	6	2	0	0	8	
6:30 PM	0	0	0	0	0	0	2	1	0	1	0	4	0	0	0	0	0	0	0	3	1	0	0	4	
6:45 PM	0	0	0	0	0	0	3	4	0	0	0	7	0	0	0	0	0	0	0	1	1	0	0	2	
Hourly Total	0	0	0	0	0	0	7	8	0	1	0	16	0	0	3	0	0	3	0	12	5	0	0	17	
Grand Total	1	0	1	0	7	2	56	129	0	1	1	186	12	2	10	0	2	24	0	120	40	1	9	161	
Approach %	50.0	0.0	50.0	0.0	-	-	30.1	69.4	0.0	0.5	-	-	50.0	8.3	41.7	0.0	-	-	0.0	74.5	24.8	0.6	-	-	
Total %	0.3	0.0	0.3	0.0	-	0.5	15.0	34.6	0.0	0.3	-	49.9	3.2	0.5	2.7	0.0	-	6.4	0.0	32.2	10.7	0.3	-	43.2	

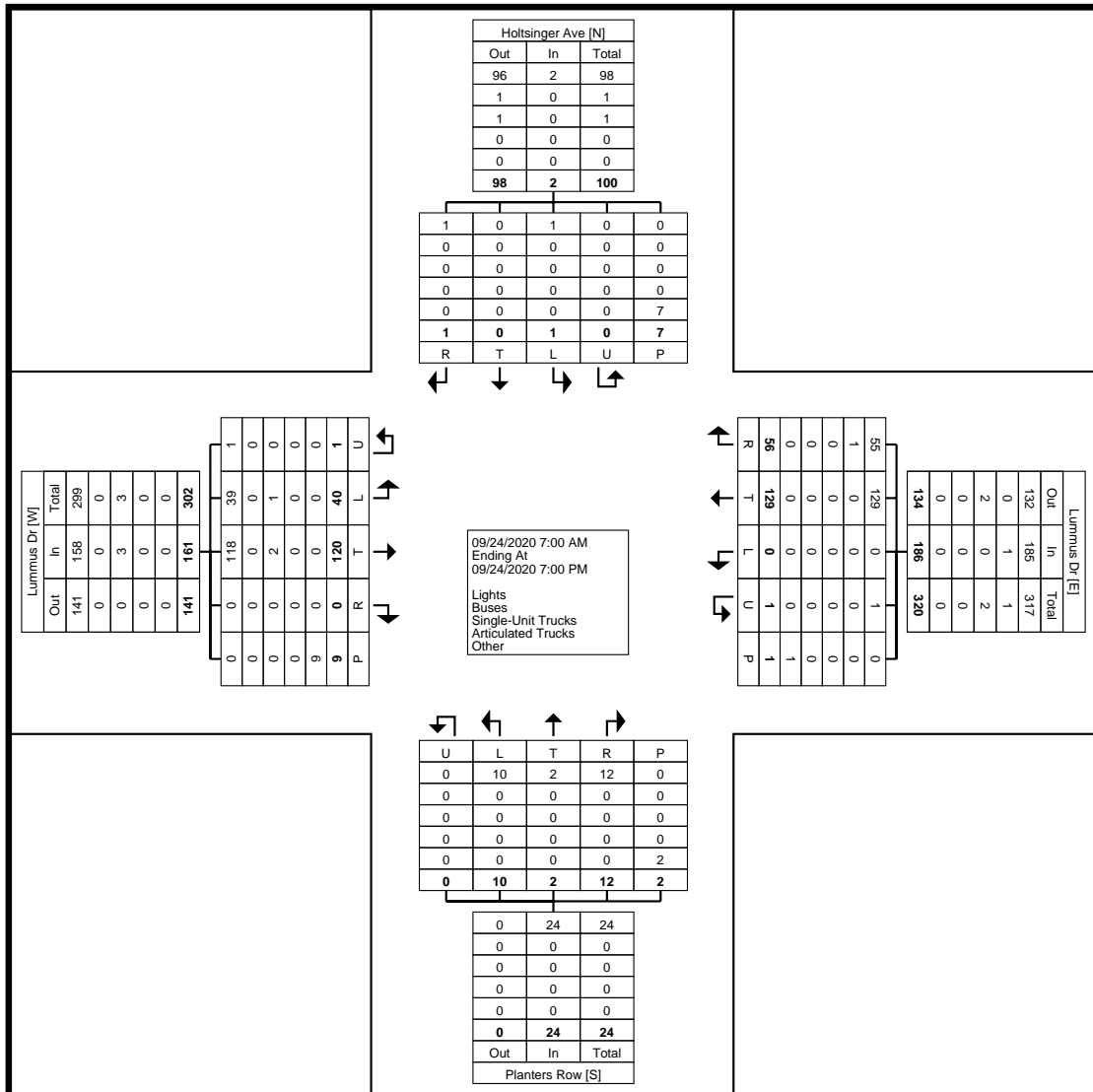
5.1 A218

Lights	1	0	1	0	-	2	55	129	0	1	-	185	12	2	10	0	-	24	0	118	39	1	-	158	369
% Lights	100.0	-	100.0	-	-	100.0	98.2	100.0	-	100.0	-	99.5	100.0	100.0	100.0	-	-	100.0	-	98.3	97.5	100.0	-	98.1	98.9
Buses	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	-	0.0	-	-	0.0	1.8	0.0	-	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	1	0	-	3	3
% Single-Unit Trucks	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	1.7	2.5	0.0	-	1.9	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

5.1 A219

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010081 -
 Lummus Dr @ Holtsinger St /
 Planters Row, Starkville
 Site Code: 2010081
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

5.1 A220

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010081 -
 Lummus Dr @ Holtsinger St /
 Planters Row, Starkville
 Site Code: 2010081
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 Page No: 4

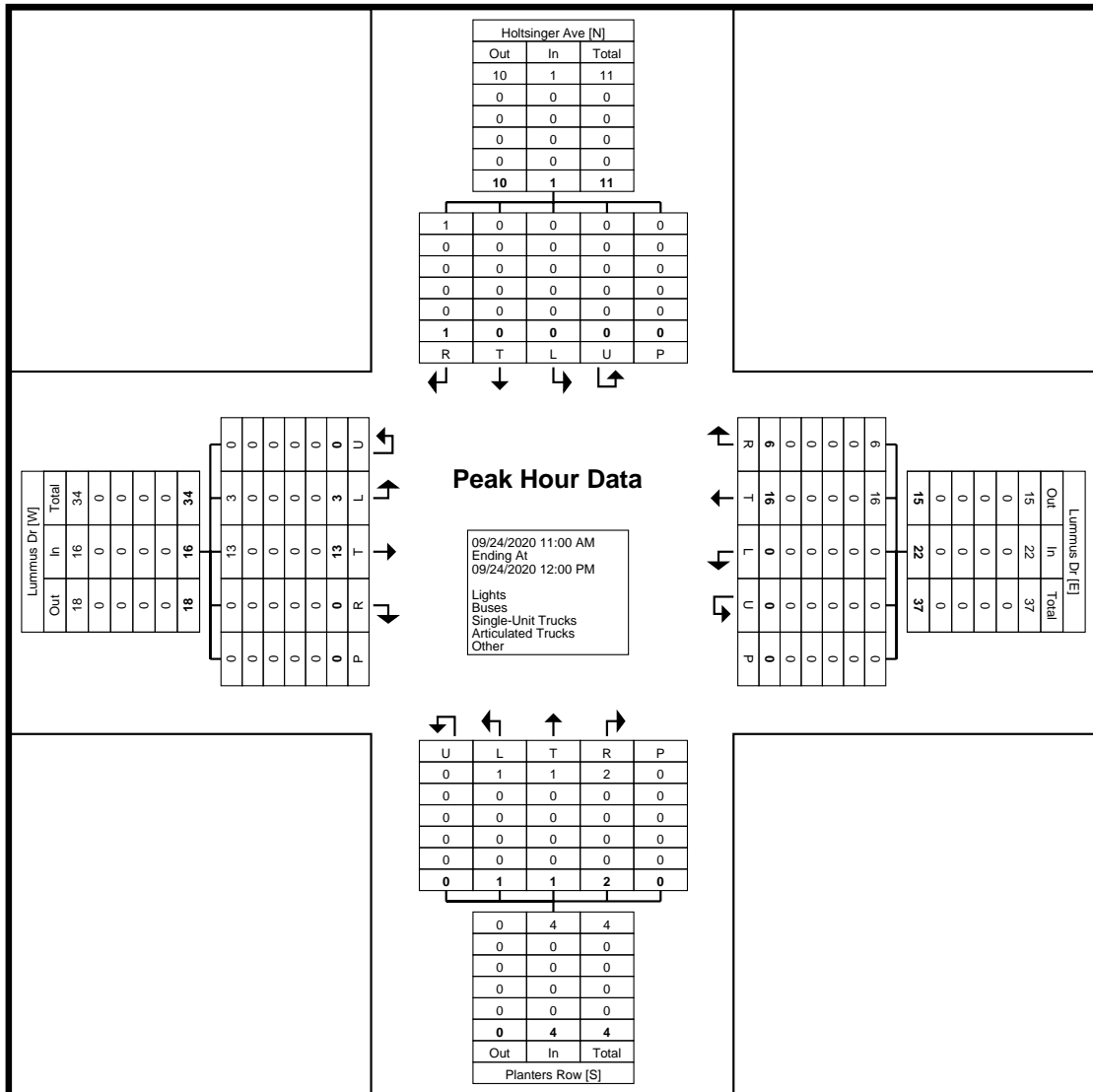
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Holtsinger Ave Southbound						Lummus Dr Westbound						Planters Row Northbound						Lummus Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	1	5	0	0	0	6	0	0	1	0	0	1	0	5	0	0	0	5	12
11:15 AM	0	0	0	0	0	0	2	1	0	0	0	3	1	1	0	0	0	2	0	1	1	0	0	2	7
11:30 AM	1	0	0	0	0	1	1	3	0	0	0	4	1	0	0	0	0	1	0	4	1	0	0	5	11
11:45 AM	0	0	0	0	0	0	2	7	0	0	0	9	0	0	0	0	0	0	0	3	1	0	0	4	13
Total	1	0	0	0	0	1	6	16	0	0	0	22	2	1	1	0	0	4	0	13	3	0	0	16	43
Approach %	100.0	0.0	0.0	0.0	-	-	27.3	72.7	0.0	0.0	-	-	50.0	25.0	25.0	0.0	-	-	0.0	81.3	18.8	0.0	-	-	-
Total %	2.3	0.0	0.0	0.0	-	2.3	14.0	37.2	0.0	0.0	-	51.2	4.7	2.3	2.3	0.0	-	9.3	0.0	30.2	7.0	0.0	-	37.2	-
PHF	0.250	0.000	0.000	0.000	-	0.250	0.750	0.571	0.000	0.000	-	0.611	0.500	0.250	0.250	0.000	-	0.500	0.000	0.650	0.750	0.000	-	0.800	0.827
Lights	1	0	0	0	-	1	6	16	0	0	-	22	2	1	1	0	-	4	0	13	3	0	-	16	43
% Lights	100.0	-	-	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.1 A221

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010081 -
 Lummus Dr @ Holtsinger St /
 Planters Row, Starkville
 Site Code: 2010081
 Start Date: 09/24/2020
 Page No: 5

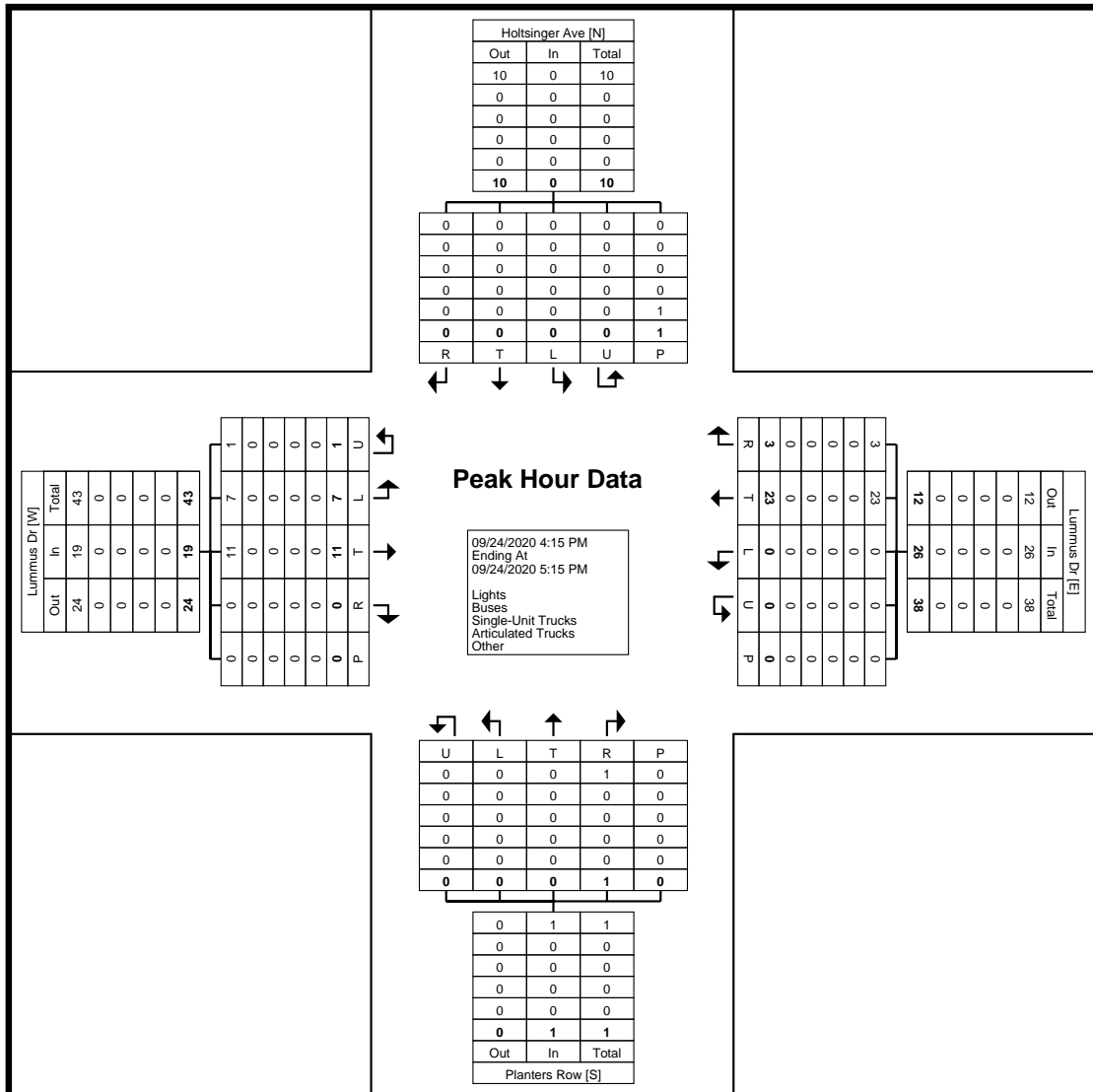


Turning Movement Peak Hour Data Plot (11:00 AM)

5.1 A223

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

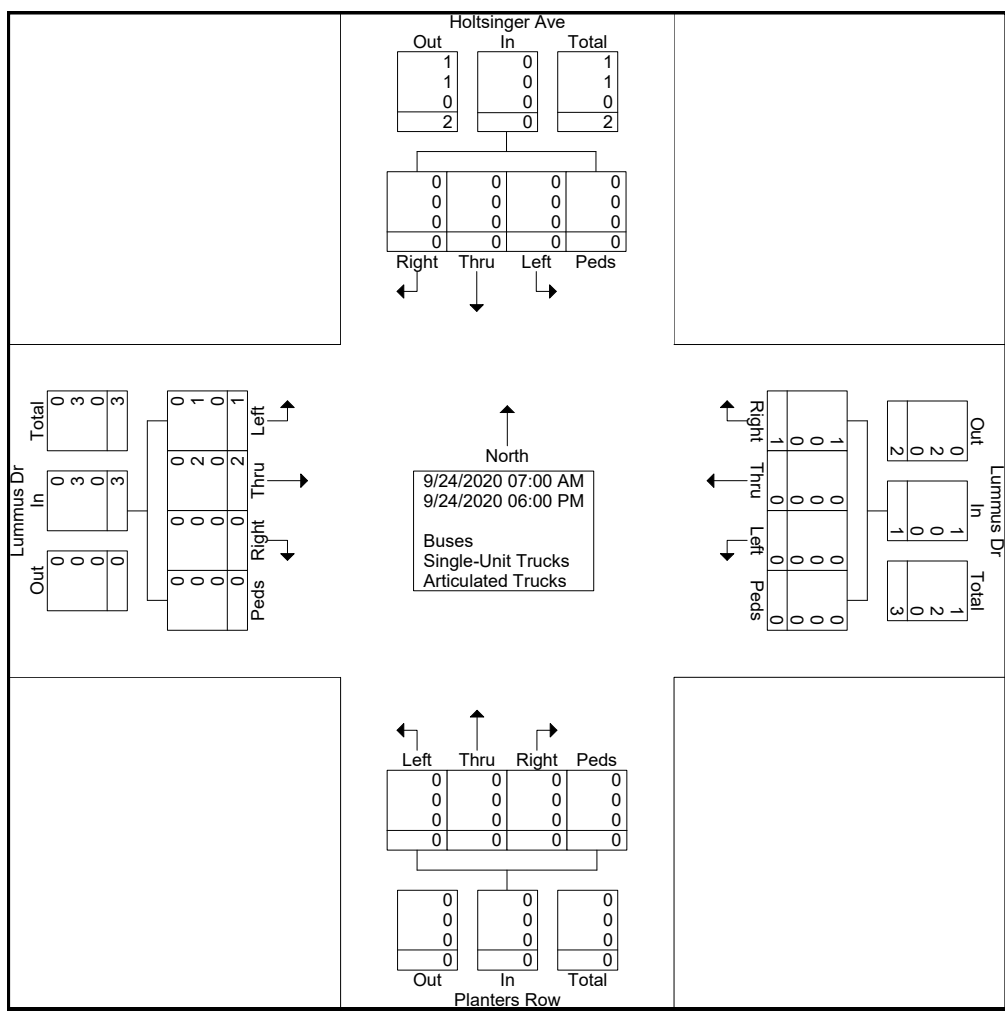
Count Name: 2010081 -
 Lummus Dr @ Holtsinger St /
 Planters Row, Starkville
 Site Code: 2010081
 Start Date: 09/24/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (4:15 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Holtsinger Ave From North				Lummus Dr From East				Planters Row From South				Lummus Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	4
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	0	66.7	33.3	0	
Total %	0	0	0	0	25	0	0	0	0	0	0	0	0	50	25	0	
Buses	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	25
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
% Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	75
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





TURNING MOVEMENT COUNT #2010082
LUMMUS DR @ MAXWELL ST
STARKVILLE, MS
OKTIBBEHA COUNTY

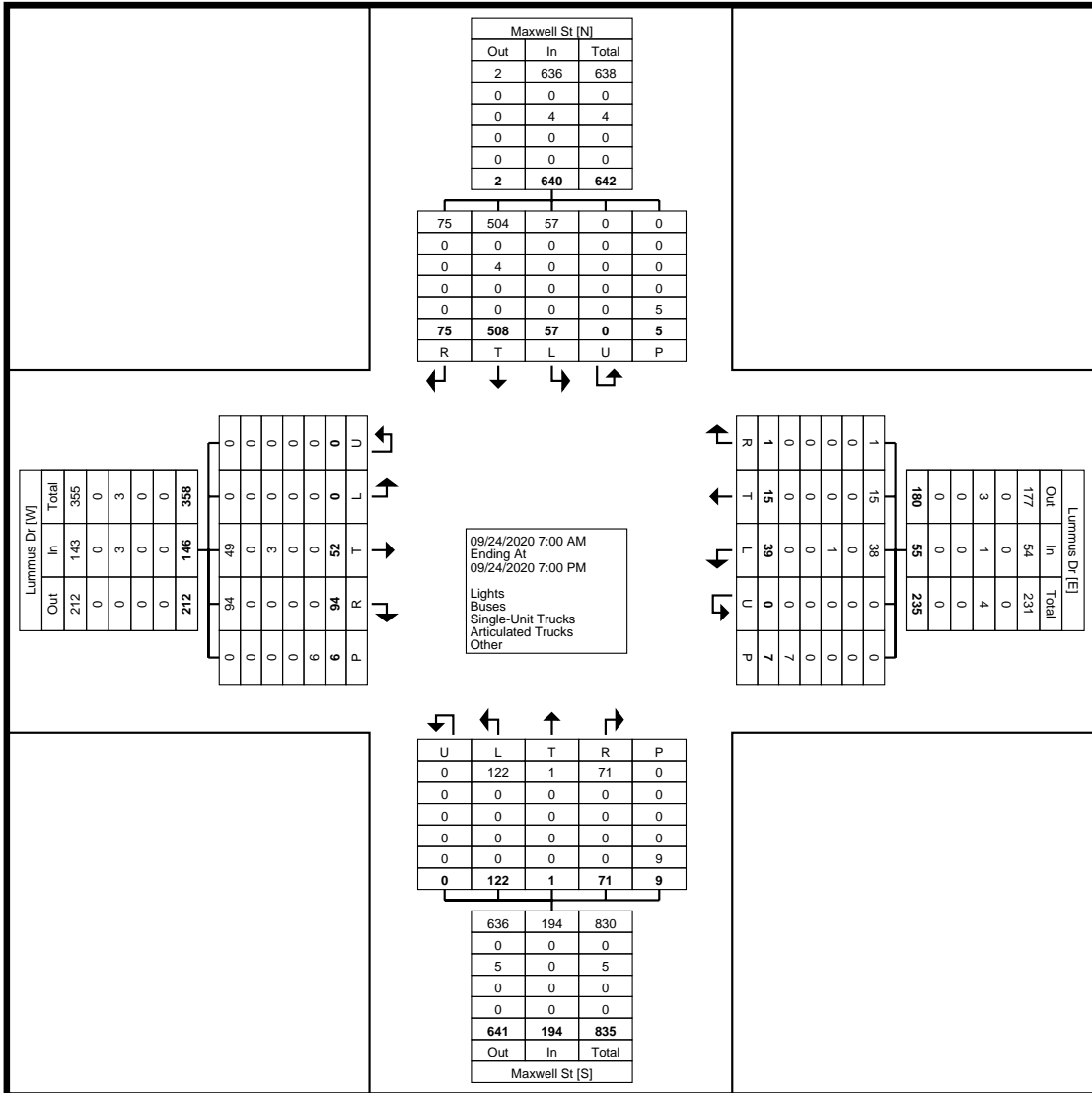
5.1 A227

Lights	75	504	57	0	-	636	1	15	38	0	-	54	71	1	122	0	-	194	94	49	0	0	-	143	1027
% Lights	100.0	99.2	100.0	-	-	99.4	100.0	100.0	97.4	-	-	98.2	100.0	100.0	100.0	-	-	100.0	100.0	94.2	-	-	-	97.9	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Single-Unit Trucks	0	4	0	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	3	0	0	-	3	8
% Single-Unit Trucks	0.0	0.8	0.0	-	-	0.6	0.0	0.0	2.6	-	-	1.8	0.0	0.0	0.0	-	-	0.0	0.0	5.8	-	-	-	2.1	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	7	-	-	-	-	9	-	-	-	-	-	-	6	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-

5.1 A228

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010082 -
 Lummus Dr @ Maxwell St,
 Starkville
 Site Code: 2010082
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

5.1 A229

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010082 -
 Lummus Dr @ Maxwell St,
 Starkville
 Site Code: 2010082
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 Page No: 4

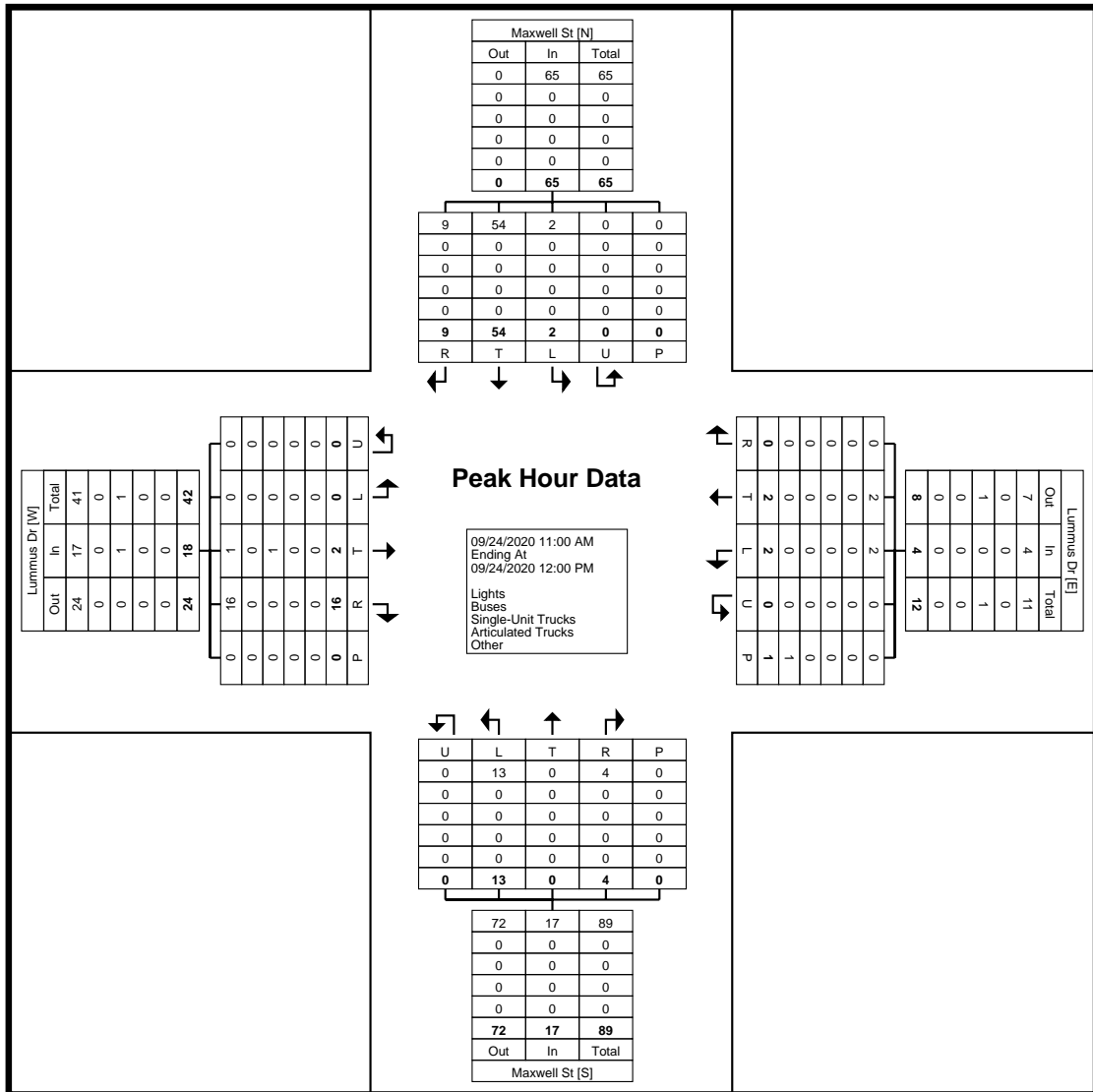
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Maxwell St Southbound						Lummus Dr Westbound						Maxwell St Northbound						Lummus Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	2	9	0	0	0	11	0	0	0	0	0	0	2	0	1	0	0	3	6	1	0	0	0	7	21
11:15 AM	1	12	1	0	0	14	0	0	0	0	0	0	1	0	5	0	0	6	4	0	0	0	0	4	24
11:30 AM	1	16	0	0	0	17	0	1	0	0	1	1	0	0	2	0	0	2	3	1	0	0	0	4	24
11:45 AM	5	17	1	0	0	23	0	1	2	0	0	3	1	0	5	0	0	6	3	0	0	0	0	3	35
Total	9	54	2	0	0	65	0	2	2	0	1	4	4	0	13	0	0	17	16	2	0	0	0	18	104
Approach %	13.8	83.1	3.1	0.0	-	-	0.0	50.0	50.0	0.0	-	-	23.5	0.0	76.5	0.0	-	-	88.9	11.1	0.0	0.0	-	-	-
Total %	8.7	51.9	1.9	0.0	-	62.5	0.0	1.9	1.9	0.0	-	3.8	3.8	0.0	12.5	0.0	-	16.3	15.4	1.9	0.0	0.0	-	17.3	-
PHF	0.450	0.794	0.500	0.000	-	0.707	0.000	0.500	0.250	0.000	-	0.333	0.500	0.000	0.650	0.000	-	0.708	0.667	0.500	0.000	0.000	-	0.643	0.743
Lights	9	54	2	0	-	65	0	2	2	0	-	4	4	0	13	0	-	17	16	1	0	0	-	17	103
% Lights	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	100.0	50.0	-	-	-	94.4	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	50.0	-	-	-	5.6	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.1 A230

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010082 -
 Lummus Dr @ Maxwell St,
 Starkville
 Site Code: 2010082
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

5.1 A231

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010082 -
 Lummus Dr @ Maxwell St,
 Starkville
 Site Code: 2010082
 Start Date: 09/24/2020
 Page No: 6

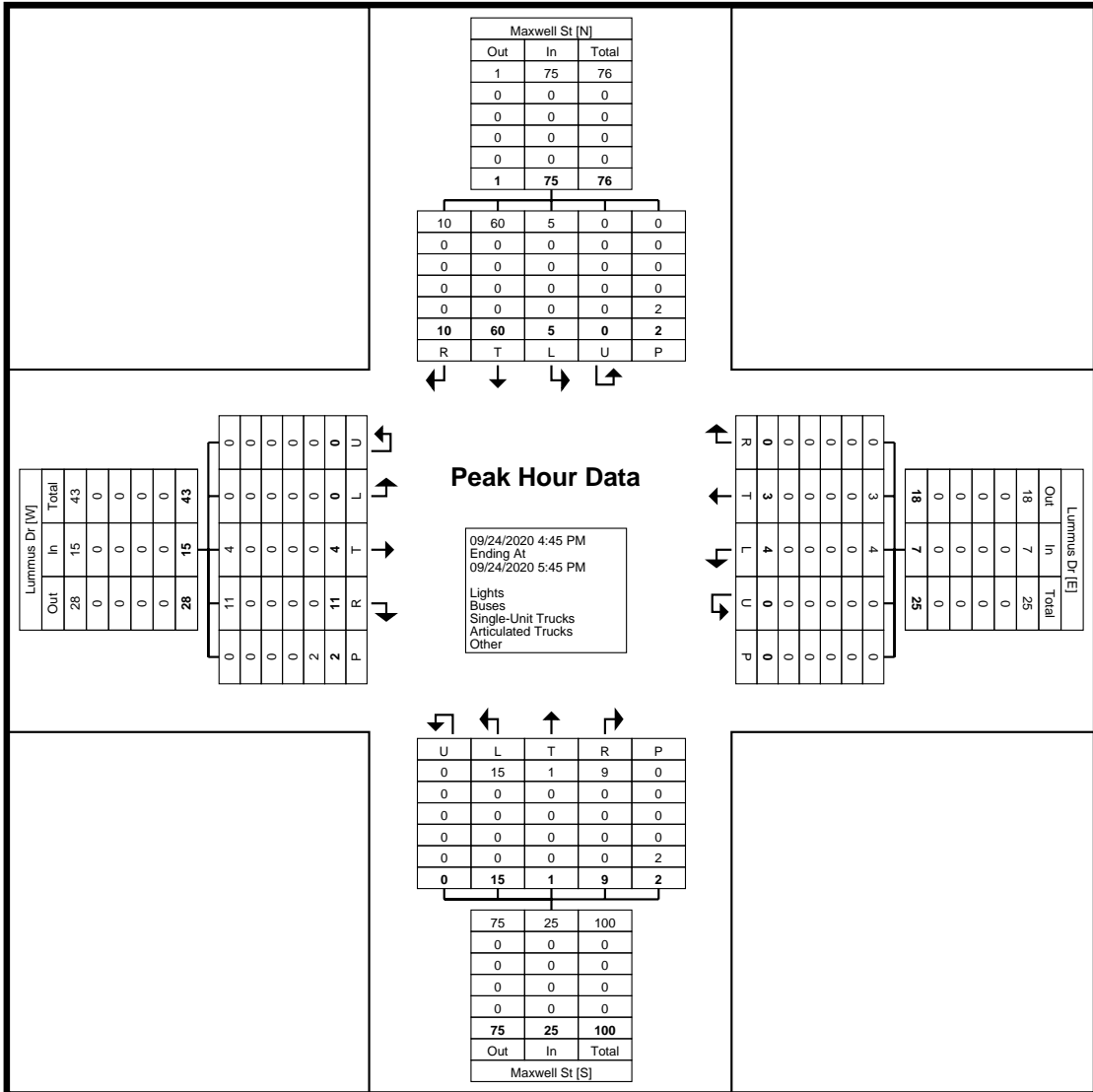
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Maxwell St Southbound						Lummus Dr Westbound						Maxwell St Northbound						Lummus Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	2	10	0	0	0	12	0	1	3	0	0	4	4	0	3	0	0	7	3	0	0	0	0	3	26
5:00 PM	3	19	0	0	0	22	0	2	0	0	0	2	1	0	4	0	0	5	3	1	0	0	1	4	33
5:15 PM	4	18	3	0	1	25	0	0	1	0	0	1	2	0	4	0	1	6	2	2	0	0	0	4	36
5:30 PM	1	13	2	0	1	16	0	0	0	0	0	0	2	1	4	0	1	7	3	1	0	0	1	4	27
Total	10	60	5	0	2	75	0	3	4	0	0	7	9	1	15	0	2	25	11	4	0	0	2	15	122
Approach %	13.3	80.0	6.7	0.0	-	-	0.0	42.9	57.1	0.0	-	-	36.0	4.0	60.0	0.0	-	-	73.3	26.7	0.0	0.0	-	-	-
Total %	8.2	49.2	4.1	0.0	-	61.5	0.0	2.5	3.3	0.0	-	5.7	7.4	0.8	12.3	0.0	-	20.5	9.0	3.3	0.0	0.0	-	12.3	-
PHF	0.625	0.789	0.417	0.000	-	0.750	0.000	0.375	0.333	0.000	-	0.438	0.563	0.250	0.938	0.000	-	0.893	0.917	0.500	0.000	0.000	-	0.938	0.847
Lights	10	60	5	0	-	75	0	3	4	0	-	7	9	1	15	0	-	25	11	4	0	0	-	15	122
% Lights	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

5.1 A232

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

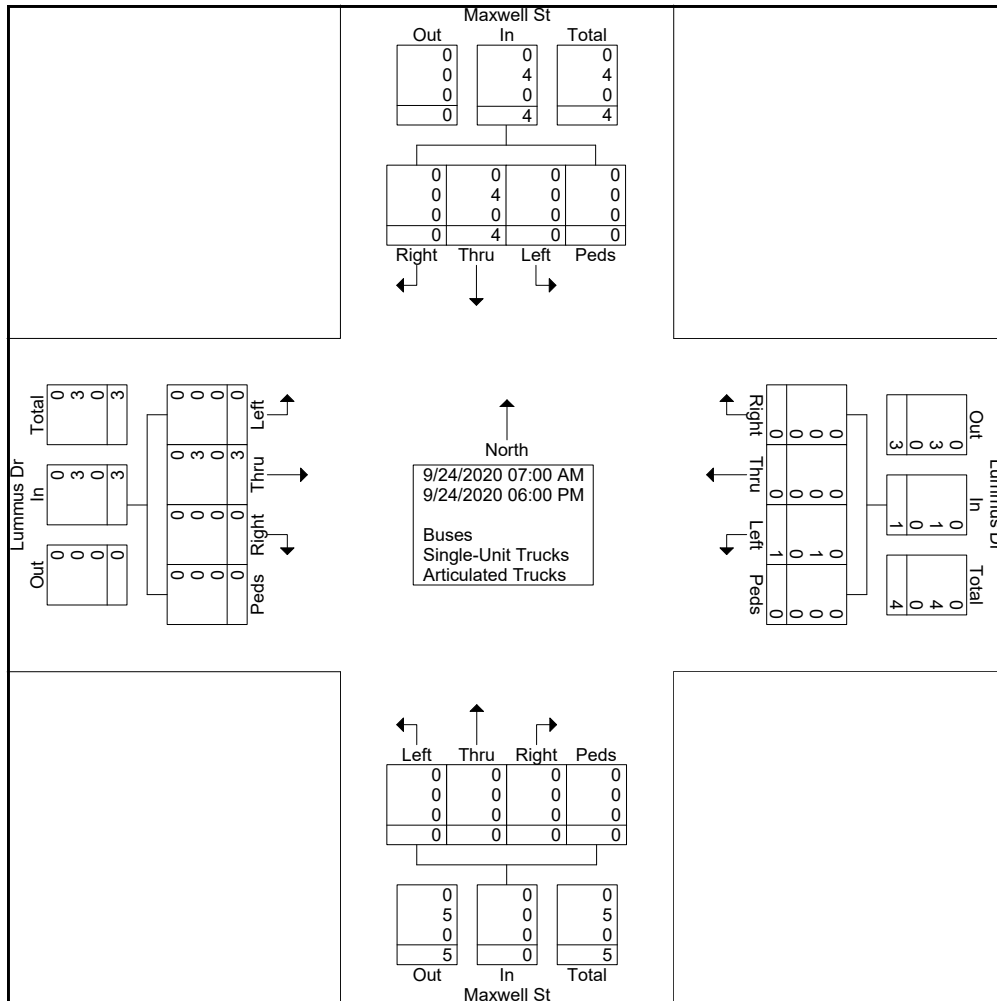
Count Name: 2010082 -
 Lummus Dr @ Maxwell St,
 Starkville
 Site Code: 2010082
 Start Date: 09/24/2020
 Page No: 7



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Maxwell St From North				Lummus Dr From East				Maxwell St From South				Lummus Dr From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
02:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	4	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	8
Apprch %	0	100	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	
Total %	0	50	0	0	0	0	12.5	0	0	0	0	0	0	37.5	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	4	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	8
% Single-Unit Trucks	0	100	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	100
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





**TURNING MOVEMENT COUNT #2010083
RUSSELL ST @ PLANTERS ROW / MILL ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

Michael Baker International
310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010083 - Russell St @ Planters Row / Mill St, Starkville
Site Code: 2010083
Start Date: 09/24/2020
Page No: 1

Turning Movement Data

Table with columns for Start Time and various traffic metrics: Right, Thru, Left, U-Turn, Peds, App. Total for Planters Row Southbound, Russell St Westbound, Mill St Northbound, and Russell St Eastbound. Includes a Total % row at the bottom.

5.1 A236

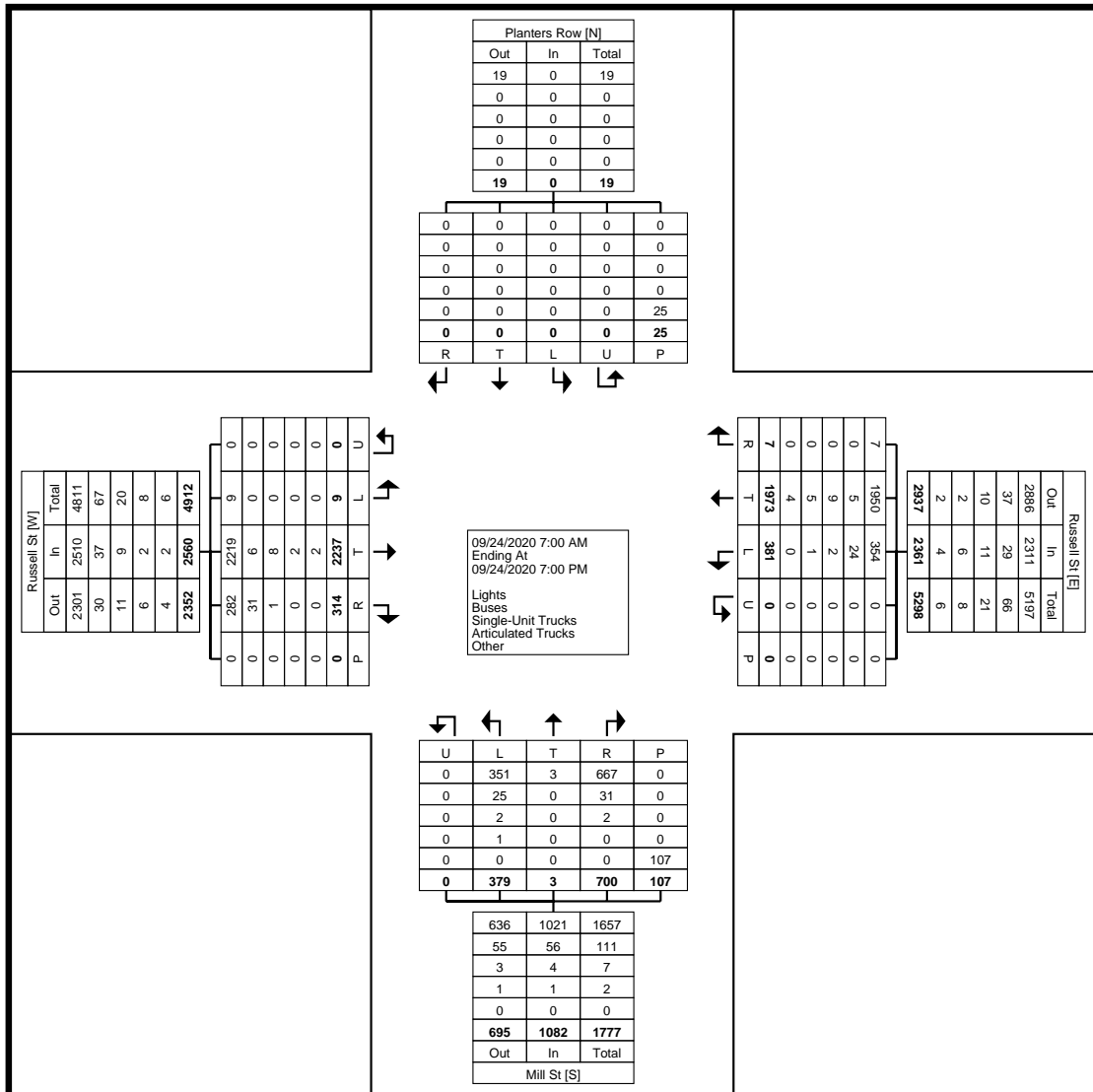
Lights	0	0	0	0	-	0	7	1950	354	0	-	2311	667	3	351	0	-	1021	282	2219	9	0	-	2510	5842
% Lights	-	-	-	-	-	-	100.0	98.8	92.9	-	-	97.9	95.3	100.0	92.6	-	-	94.4	89.8	99.2	100.0	-	-	98.0	97.3
Buses	0	0	0	0	-	0	0	5	24	0	-	29	31	0	25	0	-	56	31	6	0	0	-	37	122
% Buses	-	-	-	-	-	-	0.0	0.3	6.3	-	-	1.2	4.4	0.0	6.6	-	-	5.2	9.9	0.3	0.0	-	-	1.4	2.0
Single-Unit Trucks	0	0	0	0	-	0	0	9	2	0	-	11	2	0	2	0	-	4	1	8	0	0	-	9	24
% Single-Unit Trucks	-	-	-	-	-	-	0.0	0.5	0.5	-	-	0.5	0.3	0.0	0.5	-	-	0.4	0.3	0.4	0.0	-	-	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	5	1	0	-	6	0	0	1	0	-	1	0	2	0	0	-	2	9
% Articulated Trucks	-	-	-	-	-	-	0.0	0.3	0.3	-	-	0.3	0.0	0.0	0.3	-	-	0.1	0.0	0.1	0.0	-	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	0	2	0	0	-	2	6
% Bicycles on Road	-	-	-	-	-	-	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	25	-	-	-	-	-	0	-	-	-	-	-	107	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

5.1 A237

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010083 - Russell
St @ Planters Row / Mill St,
Starkville
Site Code: 2010083
Start Date: 09/24/2020
Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010083 - Russell
 St @ Planters Row / Mill St,
 Starkville
 Site Code: 2010083
 Start Date: 09/24/2020
 Page No: 4

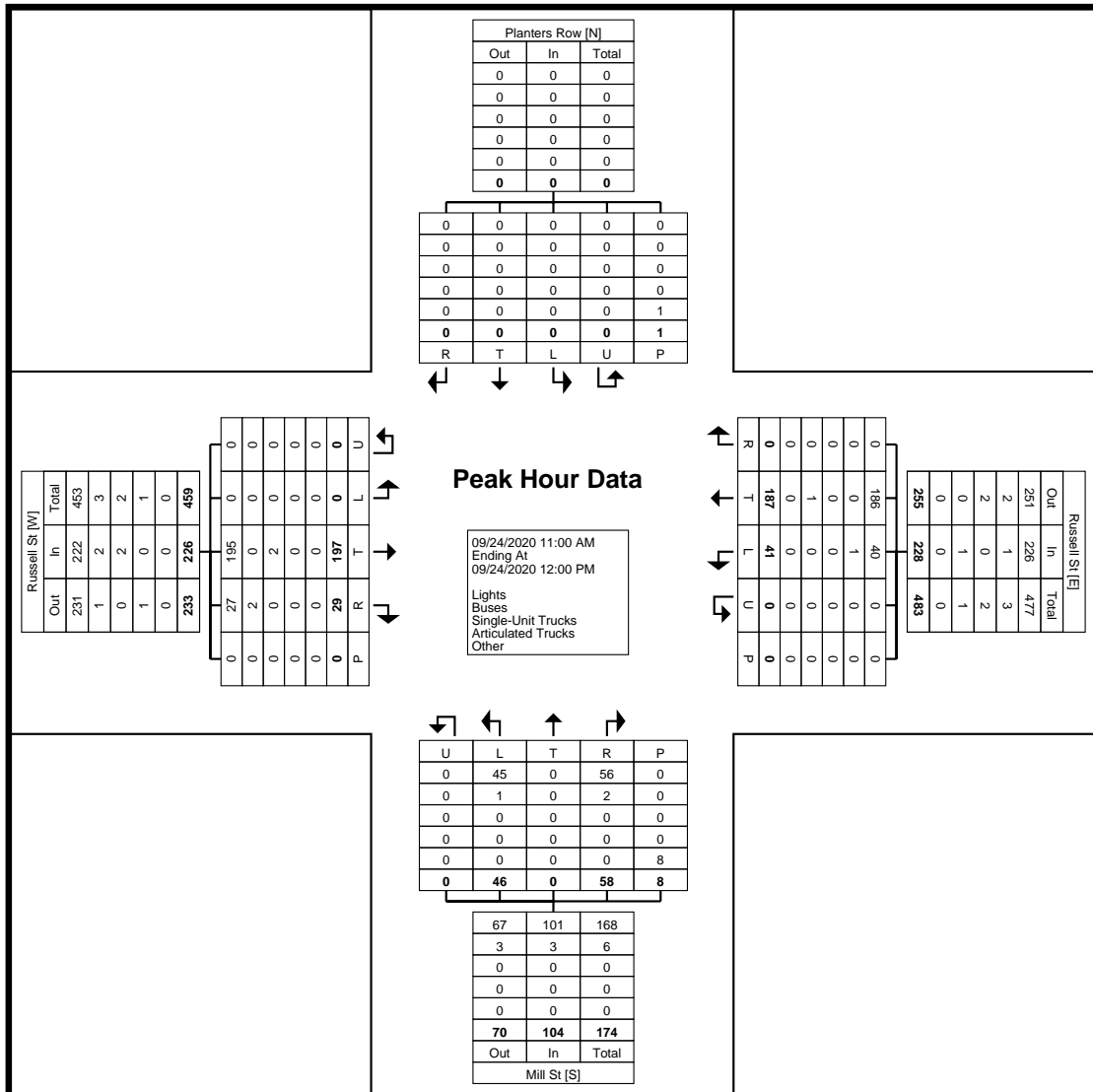
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Planters Row Southbound						Russell St Westbound						Mill St Northbound						Russell St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	0	57	7	0	0	64	12	0	11	0	2	23	6	34	0	0	0	40	127
11:15 AM	0	0	0	0	0	0	0	39	9	0	0	48	14	0	13	0	0	27	6	52	0	0	0	58	133
11:30 AM	0	0	0	0	1	0	0	48	10	0	0	58	13	0	13	0	5	26	5	50	0	0	0	55	139
11:45 AM	0	0	0	0	0	0	0	43	15	0	0	58	19	0	9	0	1	28	12	61	0	0	0	73	159
Total	0	0	0	0	1	0	0	187	41	0	0	228	58	0	46	0	8	104	29	197	0	0	0	226	558
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	82.0	18.0	0.0	-	-	55.8	0.0	44.2	0.0	-	-	12.8	87.2	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	33.5	7.3	0.0	-	40.9	10.4	0.0	8.2	0.0	-	18.6	5.2	35.3	0.0	0.0	-	40.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.820	0.683	0.000	-	0.891	0.763	0.000	0.885	0.000	-	0.929	0.604	0.807	0.000	0.000	-	0.774	0.877
Lights	0	0	0	0	-	0	0	186	40	0	-	226	56	0	45	0	-	101	27	195	0	0	-	222	549
% Lights	-	-	-	-	-	-	-	99.5	97.6	-	-	99.1	96.6	-	97.8	-	-	97.1	93.1	99.0	-	-	-	98.2	98.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	2	0	1	0	-	3	2	0	0	0	-	2	6
% Buses	-	-	-	-	-	-	-	0.0	2.4	-	-	0.4	3.4	-	2.2	-	-	2.9	6.9	0.0	-	-	-	0.9	1.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	1.0	-	-	-	0.9	0.4
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	-	-	-	-	-	0.5	0.0	-	-	0.4	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

5.1 A239

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010083 - Russell
 St @ Planters Row / Mill St,
 Starkville
 Site Code: 2010083
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

5.1 A240

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010083 - Russell
 St @ Planters Row / Mill St,
 Starkville
 Site Code: 2010083
 Start Date: 09/24/2020
 Page No: 6

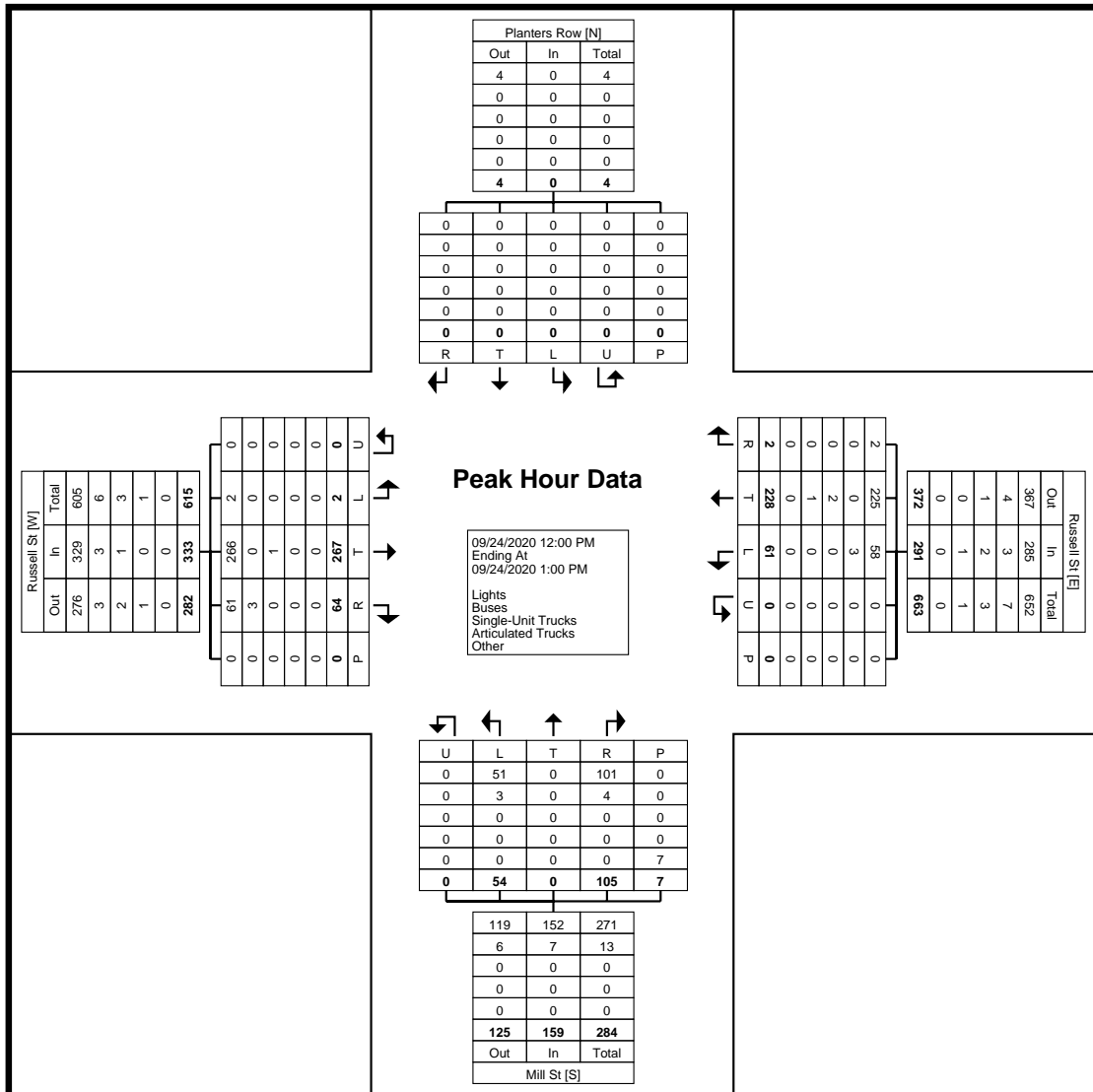
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Planters Row Southbound						Russell St Westbound						Mill St Northbound						Russell St Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	0	0	0	0	0	0	1	71	22	0	0	94	15	0	11	0	0	26	22	52	0	0	0	74	194
12:15 PM	0	0	0	0	0	0	0	65	12	0	0	77	36	0	10	0	0	46	20	65	0	0	0	85	208
12:30 PM	0	0	0	0	0	0	1	53	11	0	0	65	26	0	15	0	2	41	12	77	1	0	0	90	196
12:45 PM	0	0	0	0	0	0	0	39	16	0	0	55	28	0	18	0	5	46	10	73	1	0	0	84	185
Total	0	0	0	0	0	0	2	228	61	0	0	291	105	0	54	0	7	159	64	267	2	0	0	333	783
Approach %	0.0	0.0	0.0	0.0	-	-	0.7	78.4	21.0	0.0	-	-	66.0	0.0	34.0	0.0	-	-	19.2	80.2	0.6	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.3	29.1	7.8	0.0	-	37.2	13.4	0.0	6.9	0.0	-	20.3	8.2	34.1	0.3	0.0	-	42.5	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.500	0.803	0.693	0.000	-	0.774	0.729	0.000	0.750	0.000	-	0.864	0.727	0.867	0.500	0.000	-	0.925	0.941
Lights	0	0	0	0	-	0	2	225	58	0	-	285	101	0	51	0	-	152	61	266	2	0	-	329	766
% Lights	-	-	-	-	-	-	100.0	98.7	95.1	-	-	97.9	96.2	-	94.4	-	-	95.6	95.3	99.6	100.0	-	-	98.8	97.8
Buses	0	0	0	0	-	0	0	0	3	0	-	3	4	0	3	0	-	7	3	0	0	0	-	3	13
% Buses	-	-	-	-	-	-	0.0	0.0	4.9	-	-	1.0	3.8	-	5.6	-	-	4.4	4.7	0.0	0.0	-	-	0.9	1.7
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Single-Unit Trucks	-	-	-	-	-	-	0.0	0.9	0.0	-	-	0.7	0.0	-	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	0.4
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	-	-	-	-	-	0.0	0.4	0.0	-	-	0.3	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

5.1 A241

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

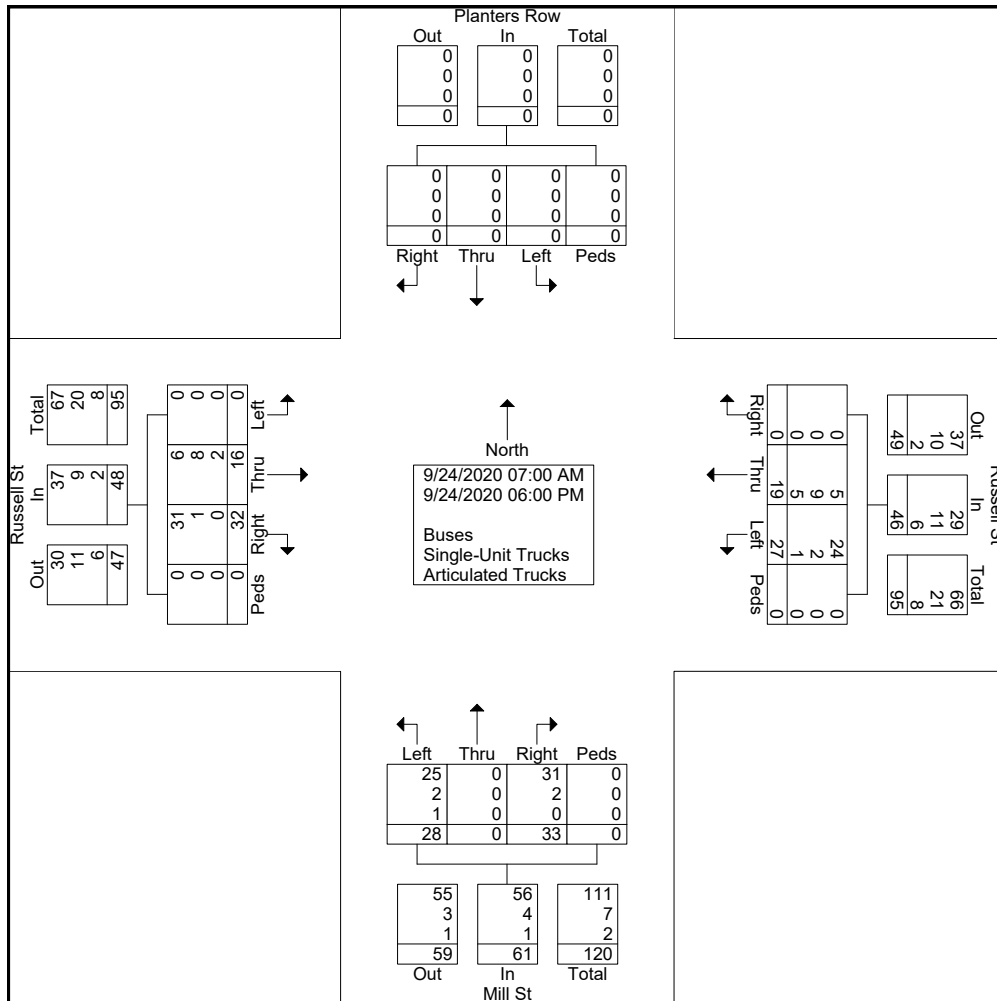
Count Name: 2010083 - Russell
 St @ Planters Row / Mill St,
 Starkville
 Site Code: 2010083
 Start Date: 09/24/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Planters Row From North				Russell St From East				Mill St From South				Russell St From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	2	2	0	4	0	2	0	3	0	0	0	13
08:00 AM	0	0	0	0	0	0	5	0	4	0	4	0	4	2	0	0	19
09:00 AM	0	0	0	0	0	1	3	0	4	0	4	0	4	0	0	0	16
10:00 AM	0	0	0	0	0	2	2	0	2	0	2	0	2	0	0	0	10
11:00 AM	0	0	0	0	0	1	1	0	2	0	1	0	2	2	0	0	9
12:00 PM	0	0	0	0	0	3	3	0	4	0	3	0	3	1	0	0	17
01:00 PM	0	0	0	0	0	4	3	0	3	0	3	0	4	1	0	0	18
02:00 PM	0	0	0	0	0	3	2	0	2	0	3	0	2	5	0	0	17
03:00 PM	0	0	0	0	0	2	2	0	3	0	2	0	3	1	0	0	13
04:00 PM	0	0	0	0	0	1	1	0	2	0	1	0	2	2	0	0	9
05:00 PM	0	0	0	0	0	0	2	0	1	0	2	0	1	2	0	0	8
06:00 PM	0	0	0	0	0	0	1	0	2	0	1	0	2	0	0	0	6
Grand Total	0	0	0	0	0	19	27	0	33	0	28	0	32	16	0	0	155
Apprch %	0	0	0	0	0	41.3	58.7	0	54.1	0	45.9	0	66.7	33.3	0	0	
Total %	0	0	0	0	0	12.3	17.4	0	21.3	0	18.1	0	20.6	10.3	0	0	
Buses	0	0	0	0	0	5	24	0	31	0	25	0	31	6	0	0	122
% Buses	0	0	0	0	0	26.3	88.9	0	93.9	0	89.3	0	96.9	37.5	0	0	78.7
Single-Unit Trucks	0	0	0	0	0	9	2	0	2	0	2	0	1	8	0	0	24
% Single-Unit Trucks	0	0	0	0	0	47.4	7.4	0	6.1	0	7.1	0	3.1	50	0	0	15.5
Articulated Trucks	0	0	0	0	0	5	1	0	0	0	1	0	0	2	0	0	9
% Articulated Trucks	0	0	0	0	0	26.3	3.7	0	0	0	3.6	0	0	12.5	0	0	5.8





**TURNING MOVEMENT COUNT #2010084
RUSSELL ST @ MAXWELL ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010084 - Russell
 St @ Maxwell St, Starkville
 Site Code: 2010084
 Start Date: 09/24/2020
 Page No: 1

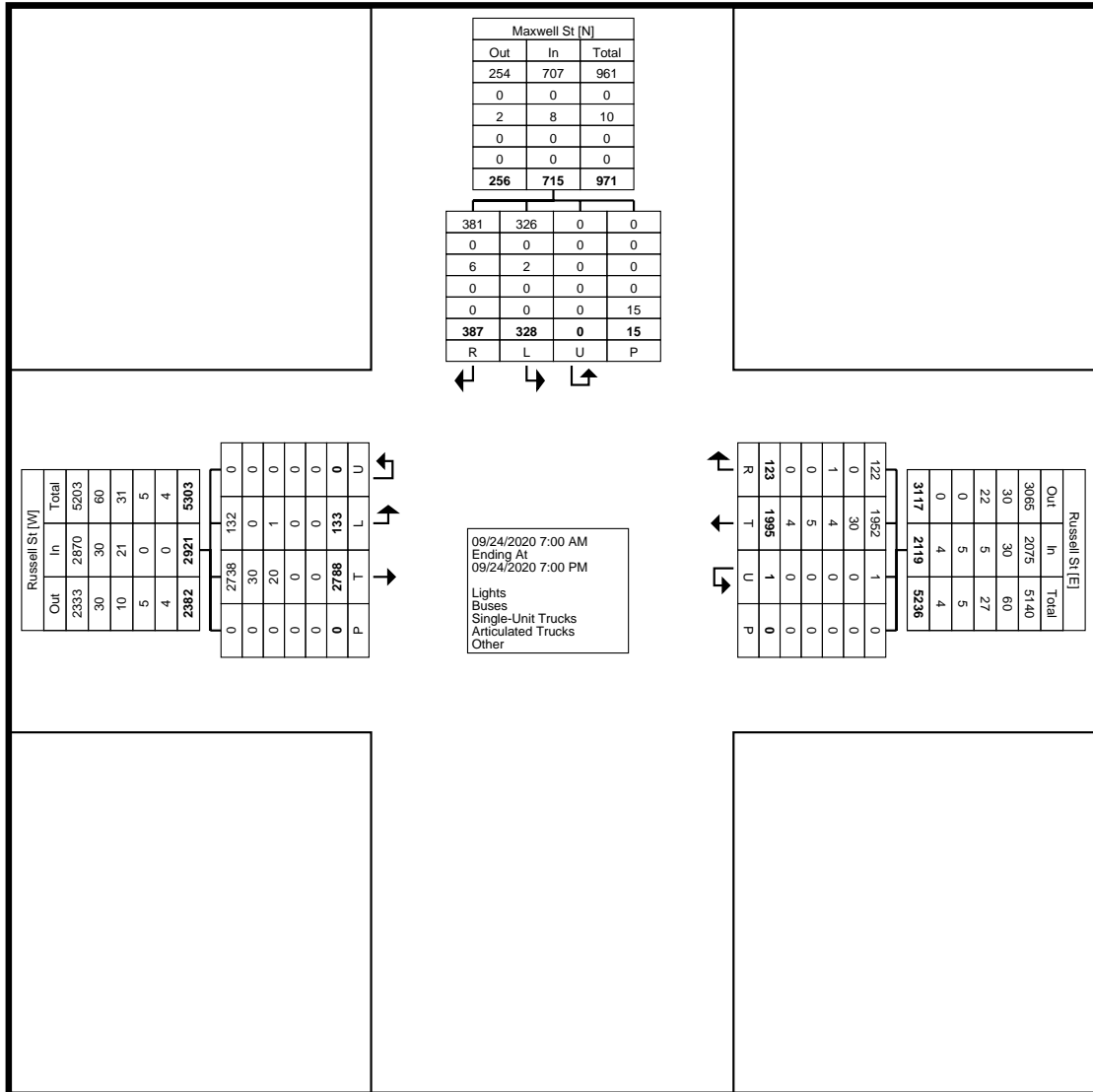
Turning Movement Data

Start Time	Maxwell St Southbound					Russell St Westbound					Russell St Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	3	0	0	4	0	11	0	0	11	27	1	0	0	28	43
7:15 AM	1	2	0	0	3	0	18	0	0	18	43	1	0	0	44	65
7:30 AM	0	10	0	0	10	0	21	0	0	21	70	3	0	0	73	104
7:45 AM	2	4	0	0	6	0	29	0	0	29	61	0	0	0	61	96
Hourly Total	4	19	0	0	23	0	79	0	0	79	201	5	0	0	206	308
8:00 AM	1	0	0	0	1	0	25	0	0	25	41	1	0	0	42	68
8:15 AM	4	4	0	0	8	1	22	0	0	23	41	1	0	0	42	73
8:30 AM	3	3	0	0	6	0	27	0	0	27	46	2	0	0	48	81
8:45 AM	4	3	0	1	7	0	23	0	0	23	34	2	0	0	36	66
Hourly Total	12	10	0	1	22	1	97	0	0	98	162	6	0	0	168	288
9:00 AM	4	5	0	0	9	0	13	0	0	13	56	2	0	0	58	80
9:15 AM	2	9	0	0	11	2	33	0	0	35	37	0	0	0	37	83
9:30 AM	4	2	0	0	6	0	29	0	0	29	35	3	0	0	38	73
9:45 AM	7	4	0	0	11	1	28	0	0	29	41	1	0	0	42	82
Hourly Total	17	20	0	0	37	3	103	0	0	106	169	6	0	0	175	318
10:00 AM	3	5	0	0	8	2	20	0	0	22	32	0	0	0	32	62
10:15 AM	2	3	0	0	5	1	23	0	0	24	33	2	0	0	35	64
10:30 AM	6	6	0	0	12	1	18	0	0	19	29	4	0	0	33	64
10:45 AM	5	7	0	0	12	6	32	0	0	38	54	2	0	0	56	106
Hourly Total	16	21	0	0	37	10	93	0	0	103	148	8	0	0	156	296
11:00 AM	9	6	0	0	15	1	54	0	0	55	45	3	0	0	48	118
11:15 AM	7	8	0	0	15	4	40	0	0	44	55	2	0	0	57	116
11:30 AM	13	8	0	1	21	2	48	0	0	50	58	5	0	0	63	134
11:45 AM	14	12	0	0	26	3	42	0	0	45	75	5	0	0	80	151
Hourly Total	43	34	0	1	77	10	184	0	0	194	233	15	0	0	248	519
12:00 PM	11	10	0	0	21	5	83	0	0	88	67	2	0	0	69	178
12:15 PM	11	5	0	0	16	9	66	0	0	75	88	6	0	0	94	185
12:30 PM	11	18	0	0	29	4	56	0	0	60	99	1	0	0	100	189
12:45 PM	9	5	0	1	14	3	50	0	0	53	111	1	0	0	112	179
Hourly Total	42	38	0	1	80	21	255	0	0	276	365	10	0	0	375	731
1:00 PM	7	7	0	1	14	2	43	0	0	45	99	2	0	0	101	160
1:15 PM	7	7	0	0	14	3	47	0	0	50	78	7	0	0	85	149
1:30 PM	13	10	0	0	23	0	46	0	0	46	71	1	0	0	72	141
1:45 PM	14	13	0	0	27	5	49	0	0	54	78	4	0	0	82	163
Hourly Total	41	37	0	1	78	10	185	0	0	195	326	14	0	0	340	613
2:00 PM	7	15	0	0	22	4	45	0	0	49	72	6	0	0	78	149
2:15 PM	9	3	0	0	12	2	35	0	0	37	46	3	0	0	49	98
2:30 PM	9	7	0	0	16	3	32	0	0	35	63	3	0	0	66	117
2:45 PM	16	12	0	1	28	4	40	0	0	44	46	4	0	0	50	122
Hourly Total	41	37	0	1	78	13	152	0	0	165	227	16	0	0	243	486
3:00 PM	11	11	0	0	22	4	48	0	0	52	69	2	0	0	71	145
3:15 PM	14	4	0	1	18	6	50	0	0	56	58	1	0	0	59	133
3:30 PM	13	9	0	1	22	4	49	0	0	53	61	2	0	0	63	138
3:45 PM	9	10	0	0	19	4	57	0	0	61	50	3	0	0	53	133
Hourly Total	47	34	0	2	81	18	204	0	0	222	238	8	0	0	246	549
4:00 PM	11	6	0	0	17	4	61	0	0	65	47	2	0	0	49	131
4:15 PM	5	6	0	0	11	4	49	0	0	53	61	7	0	0	68	132
4:30 PM	7	8	0	0	15	3	49	0	0	52	67	0	0	0	67	134
4:45 PM	9	9	0	0	18	3	57	0	0	60	64	6	0	0	70	148
Hourly Total	32	29	0	0	61	14	216	0	0	230	239	15	0	0	254	545
5:00 PM	16	7	0	0	23	6	96	0	0	102	58	1	0	0	59	184
5:15 PM	10	11	0	1	21	3	76	0	0	79	67	2	0	0	69	169
5:30 PM	11	6	0	0	17	3	60	0	0	63	67	6	0	0	73	153
5:45 PM	11	4	0	1	15	2	41	0	0	43	52	4	0	0	56	114
Hourly Total	48	28	0	2	76	14	273	0	0	287	244	13	0	0	257	620
6:00 PM	12	5	0	2	17	0	37	0	0	37	59	1	0	0	60	114
6:15 PM	14	6	0	3	20	3	44	0	0	47	61	4	0	0	65	132
6:30 PM	8	3	0	1	11	3	29	1	0	33	70	5	0	0	75	119
6:45 PM	10	7	0	0	17	3	44	0	0	47	46	7	0	0	53	117
Hourly Total	44	21	0	6	65	9	154	1	0	164	236	17	0	0	253	482
Grand Total	387	328	0	15	715	123	1995	1	0	2119	2788	133	0	0	2921	5755
Approach %	54.1	45.9	0.0	-	-	5.8	94.1	0.0	-	-	95.4	4.6	0.0	-	-	-
Total %	6.7	5.7	0.0	-	12.4	2.1	34.7	0.0	-	36.8	48.4	2.3	0.0	-	50.8	-

5.1 A246

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

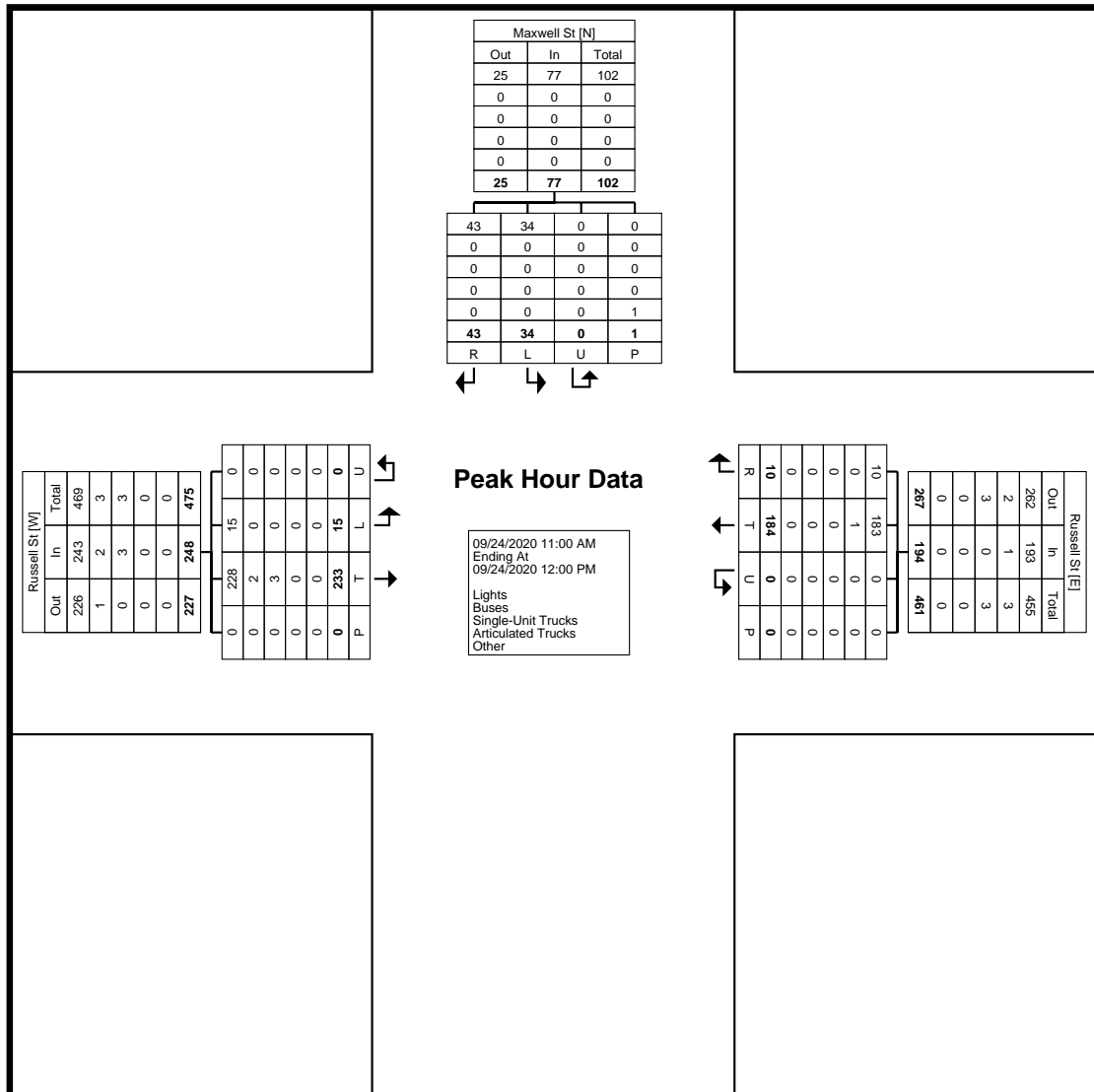
Count Name: 2010084 - Russell
 St @ Maxwell St, Starkville
 Site Code: 2010084
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

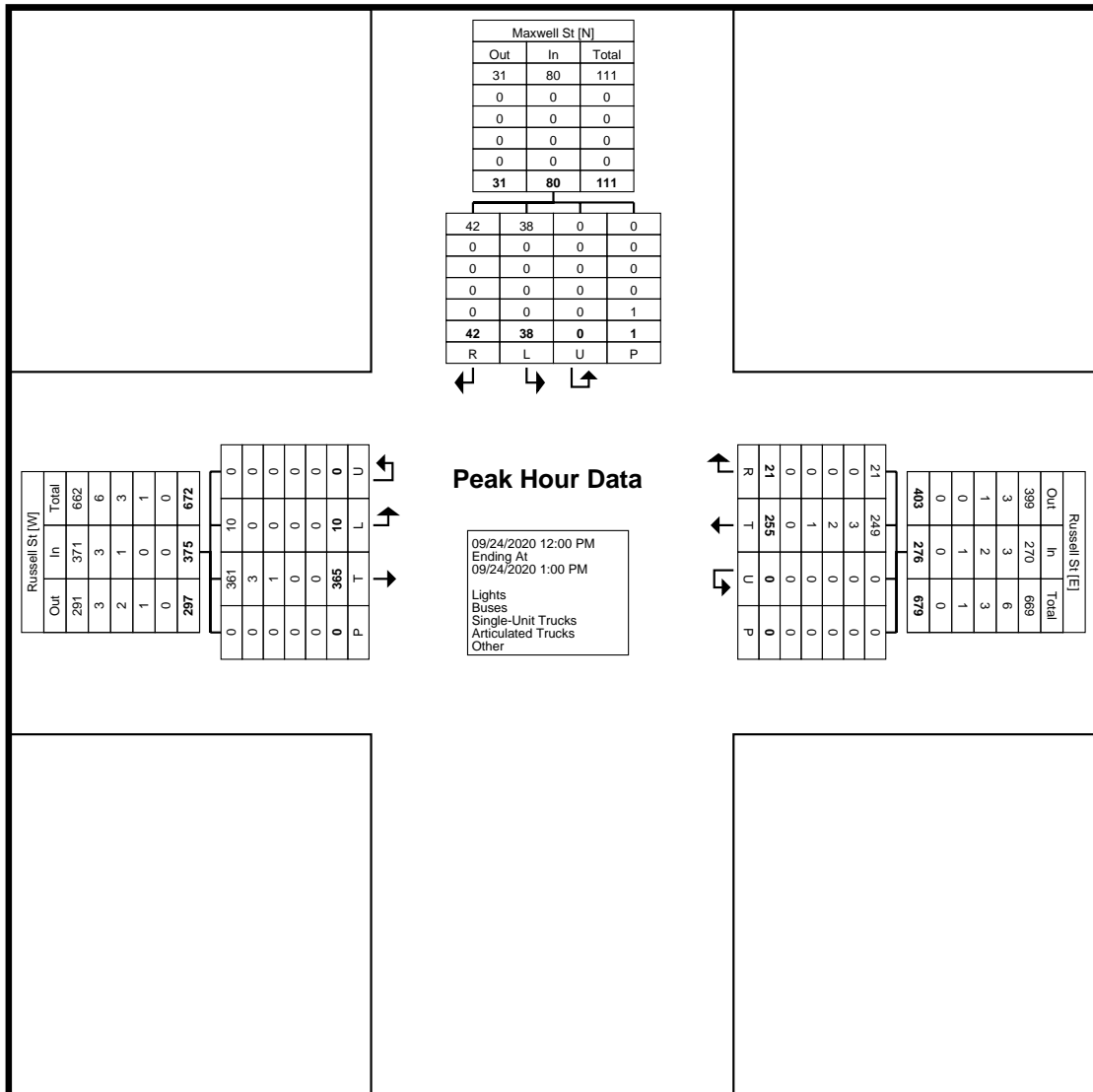
Count Name: 2010084 - Russell
 St @ Maxwell St, Starkville
 Site Code: 2010084
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

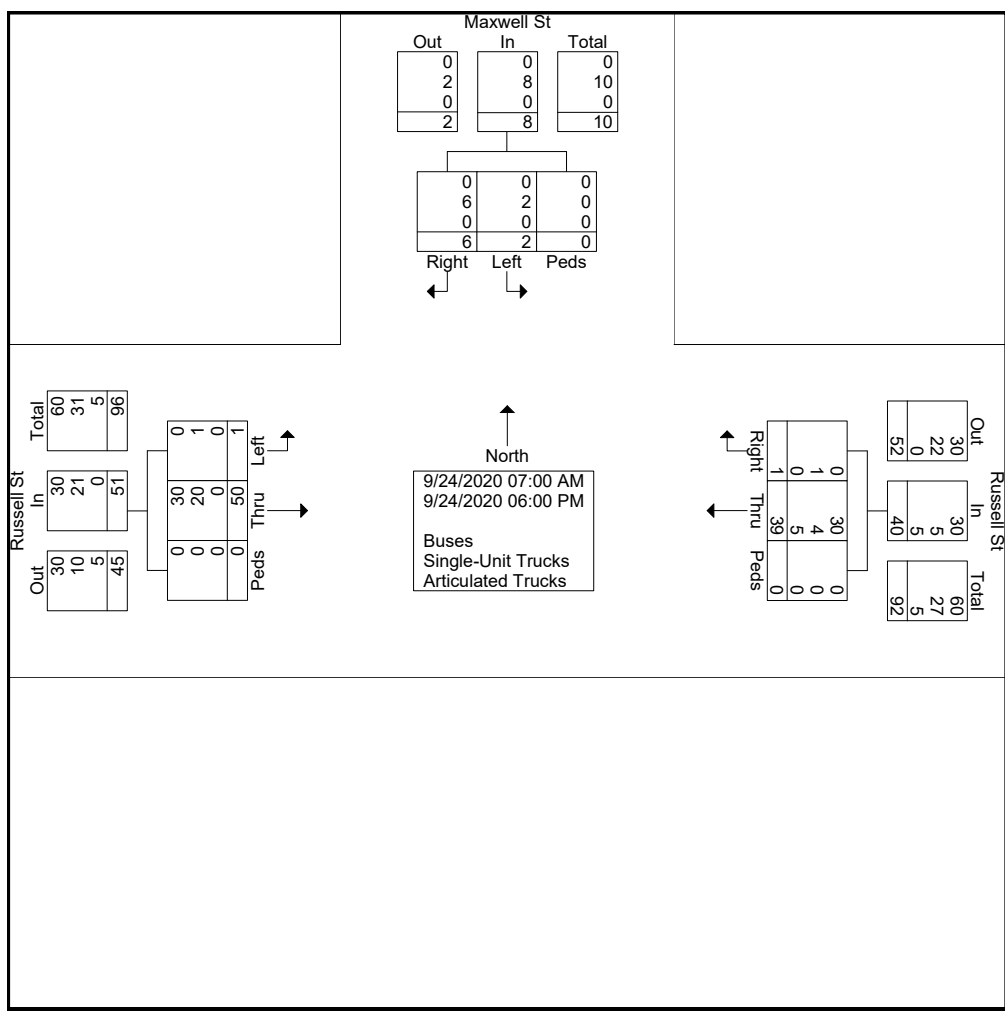
Count Name: 2010084 - Russell
 St @ Maxwell St, Starkville
 Site Code: 2010084
 Start Date: 09/24/2020
 Page No: 7

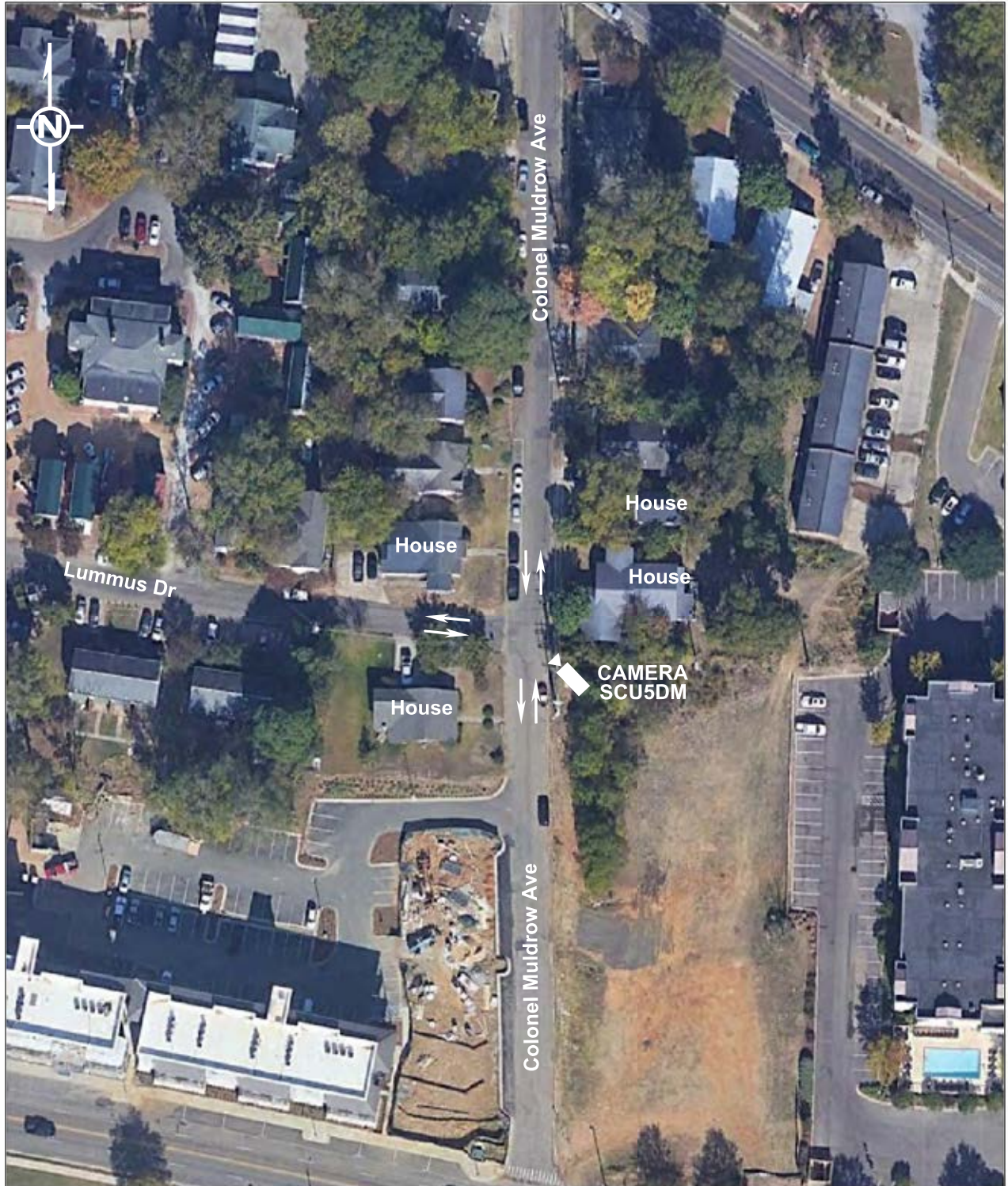


Turning Movement Peak Hour Data Plot (12:00 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Maxwell St From North			Russell St From East			Russell St From West			Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds	
07:00 AM	0	0	0	0	4	0	5	0	0	9
08:00 AM	1	0	0	0	4	0	6	0	0	11
09:00 AM	0	0	0	0	4	0	4	0	0	8
10:00 AM	1	0	0	0	3	0	4	0	0	8
11:00 AM	0	0	0	0	1	0	5	0	0	6
12:00 PM	0	0	0	0	6	0	4	0	0	10
01:00 PM	1	0	0	1	6	0	4	0	0	12
02:00 PM	1	1	0	0	4	0	6	0	0	12
03:00 PM	1	0	0	0	3	0	5	0	0	9
04:00 PM	1	1	0	0	1	0	2	1	0	6
05:00 PM	0	0	0	0	2	0	3	0	0	5
06:00 PM	0	0	0	0	1	0	2	0	0	3
Grand Total	6	2	0	1	39	0	50	1	0	99
Apprch %	75	25	0	2.5	97.5	0	98	2	0	
Total %	6.1	2	0	1	39.4	0	50.5	1	0	
Buses	0	0	0	0	30	0	30	0	0	60
% Buses	0	0	0	0	76.9	0	60	0	0	60.6
Single-Unit Trucks	6	2	0	1	4	0	20	1	0	34
% Single-Unit Trucks	100	100	0	100	10.3	0	40	100	0	34.3
Articulated Trucks	0	0	0	0	5	0	0	0	0	5
% Articulated Trucks	0	0	0	0	12.8	0	0	0	0	5.1





**TURNING MOVEMENT COUNT #2010085
LUMMUS DR @ COLONEL MULDROW AVE
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.1 A253

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010085 -
 Lummus Dr @ Colonel Muldrow
 Ave, Starkville
 Site Code: 2010085
 Start Date: 09/24/2020
 Page No: 1

Turning Movement Data

Start Time	Colonel Muldrow Ave Southbound					Colonel Muldrow Ave Northbound					Lummus Dr Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
7:30 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
7:45 AM	0	0	0	0	0	5	2	0	0	7	1	4	1	0	6	13
Hourly Total	0	1	0	0	1	8	2	0	0	10	1	7	1	0	9	20
8:00 AM	0	0	0	0	0	6	1	0	0	7	0	2	1	0	3	10
8:15 AM	0	0	0	0	0	3	0	0	0	3	0	3	0	0	3	6
8:30 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
8:45 AM	0	0	0	0	0	3	0	1	0	4	0	2	0	0	2	6
Hourly Total	0	0	0	0	0	14	1	1	0	16	1	7	1	0	9	25
9:00 AM	0	0	0	0	0	3	1	0	0	4	2	2	1	0	5	9
9:15 AM	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	7
9:30 AM	0	0	0	0	0	4	0	0	0	4	0	1	0	0	1	5
9:45 AM	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	4
Hourly Total	0	0	0	0	0	12	5	0	0	17	4	3	1	0	8	25
10:00 AM	0	0	0	0	0	7	0	0	0	7	1	1	0	0	2	9
10:15 AM	0	1	0	0	1	6	0	0	0	6	1	1	0	0	2	9
10:30 AM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	5
10:45 AM	0	0	0	0	0	9	0	0	0	9	1	2	0	0	3	12
Hourly Total	0	1	0	0	1	25	0	0	0	25	3	6	0	0	9	35
11:00 AM	0	0	0	0	0	9	0	0	0	9	1	1	0	1	2	11
11:15 AM	0	0	1	0	1	5	1	0	0	6	0	2	0	0	2	9
11:30 AM	0	0	0	0	0	9	3	1	0	13	0	1	0	0	1	14
11:45 AM	0	0	0	0	0	6	1	0	0	7	0	1	0	0	1	8
Hourly Total	0	0	1	0	1	29	5	1	0	35	1	5	0	1	6	42
12:00 PM	0	0	0	0	0	5	1	0	0	6	1	1	0	0	2	8
12:15 PM	0	0	0	0	0	13	0	0	0	13	3	10	0	0	13	26
12:30 PM	0	0	0	0	0	9	1	0	0	10	2	2	0	0	4	14
12:45 PM	0	0	1	0	1	11	1	0	0	12	0	5	0	0	5	18
Hourly Total	0	0	1	0	1	38	3	0	0	41	6	18	0	0	24	66
1:00 PM	0	2	0	0	2	17	1	0	0	18	1	4	0	0	5	25
1:15 PM	1	0	0	0	1	5	1	0	0	6	0	3	0	0	3	10
1:30 PM	0	0	0	1	0	8	1	0	0	9	1	2	0	0	3	12
1:45 PM	0	3	0	0	3	8	0	0	0	8	0	4	0	0	4	15
Hourly Total	1	5	0	1	6	38	3	0	0	41	2	13	0	0	15	62
2:00 PM	0	0	0	0	0	12	0	0	1	12	1	2	0	0	3	15
2:15 PM	0	0	0	0	0	6	0	0	0	6	1	2	1	0	4	10
2:30 PM	0	0	0	0	0	10	1	0	0	11	3	1	0	0	4	15
2:45 PM	0	0	0	0	0	10	3	0	0	13	0	0	0	0	0	13
Hourly Total	0	0	0	0	0	38	4	0	1	42	5	5	1	0	11	53
3:00 PM	0	0	0	0	0	9	0	0	0	9	0	3	0	0	3	12
3:15 PM	0	1	0	0	1	11	0	0	0	11	1	1	0	0	2	14
3:30 PM	0	0	0	0	0	11	2	0	0	13	4	2	0	0	6	19
3:45 PM	0	0	0	0	0	7	1	0	0	8	1	3	0	0	4	12
Hourly Total	0	1	0	0	1	38	3	0	0	41	6	9	0	0	15	57
4:00 PM	0	0	0	0	0	6	1	0	0	7	1	2	0	0	3	10
4:15 PM	0	0	0	0	0	7	2	0	0	9	0	3	0	0	3	12
4:30 PM	0	2	0	0	2	8	1	0	0	9	3	0	0	0	3	14
4:45 PM	0	1	0	0	1	7	1	0	0	8	0	1	0	0	1	10
Hourly Total	0	3	0	0	3	28	5	0	0	33	4	6	0	0	10	46
5:00 PM	0	0	0	2	0	10	2	0	0	12	0	1	0	0	1	13
5:15 PM	0	0	0	1	0	10	1	0	0	11	1	4	0	0	5	16
5:30 PM	0	0	0	0	0	11	1	0	0	12	1	1	0	0	2	14
5:45 PM	0	0	0	0	0	7	3	0	0	10	1	4	0	0	5	15
Hourly Total	0	0	0	3	0	38	7	0	0	45	3	10	0	0	13	58
6:00 PM	0	0	0	0	0	8	0	0	0	8	0	3	0	0	3	11
6:15 PM	0	0	1	0	1	11	1	0	0	12	0	3	0	0	3	16
6:30 PM	0	0	0	0	0	18	0	0	0	18	3	7	0	1	10	28
6:45 PM	0	0	0	0	0	11	1	0	0	12	6	2	0	0	8	20
Hourly Total	0	0	1	0	1	48	2	0	0	50	9	15	0	1	24	75
Grand Total	1	11	3	4	15	354	40	2	1	396	45	104	4	2	153	564
Approach %	6.7	73.3	20.0	-	-	89.4	10.1	0.5	-	-	29.4	68.0	2.6	-	-	-
Total %	0.2	2.0	0.5	-	2.7	62.8	7.1	0.4	-	70.2	8.0	18.4	0.7	-	27.1	-

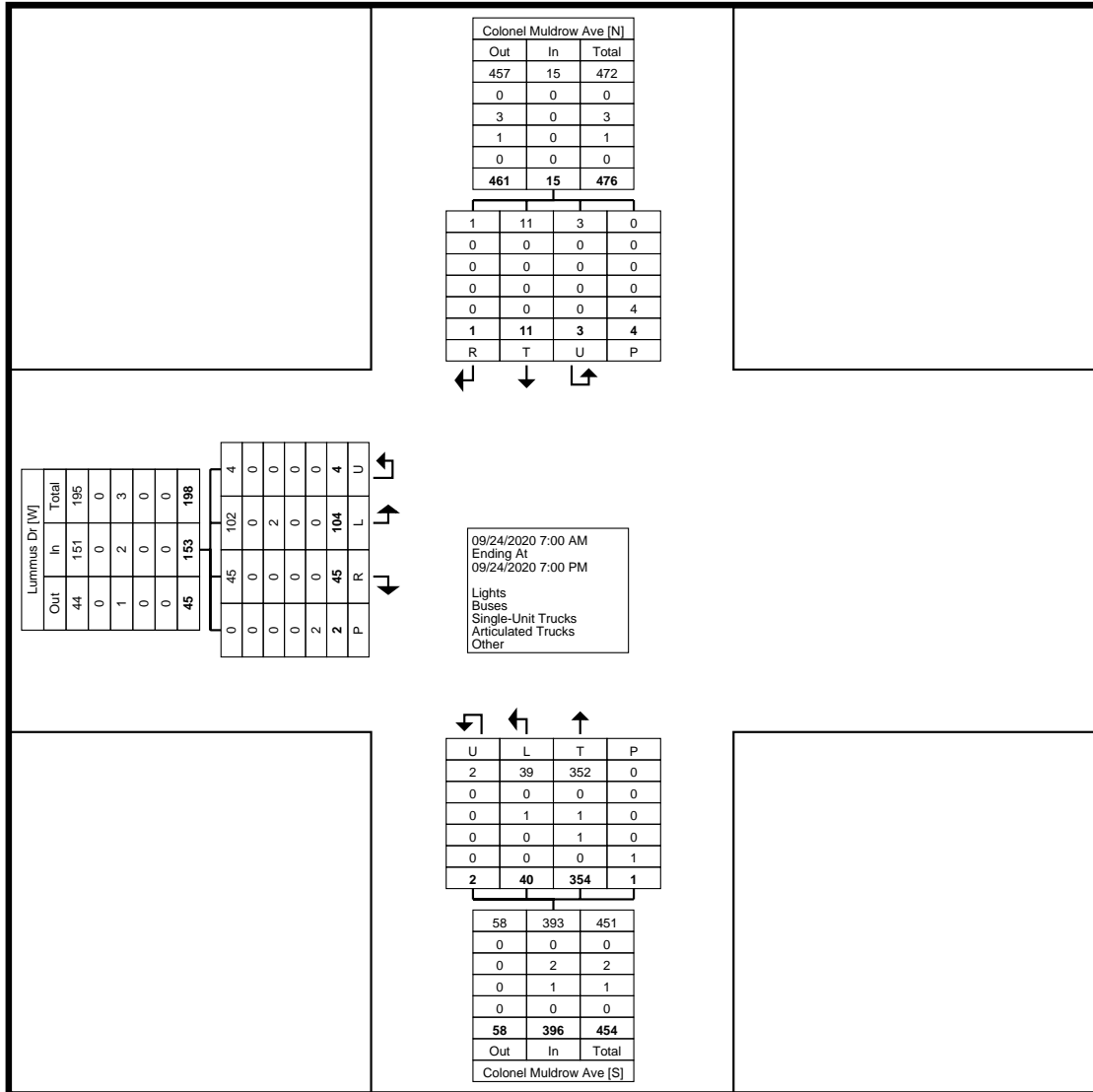
5.1 A254

Lights	1	11	3	-	15	352	39	2	-	393	45	102	4	-	151	559
% Lights	100.0	100.0	100.0	-	100.0	99.4	97.5	100.0	-	99.2	100.0	98.1	100.0	-	98.7	99.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	1	1	0	-	2	0	2	0	-	2	4
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.3	2.5	0.0	-	0.5	0.0	1.9	0.0	-	1.3	0.7
Articulated Trucks	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

5.1 A255

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010085 -
 Lummus Dr @ Colonel Muldrow
 Ave, Starkville
 Site Code: 2010085
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

5.1 A256

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

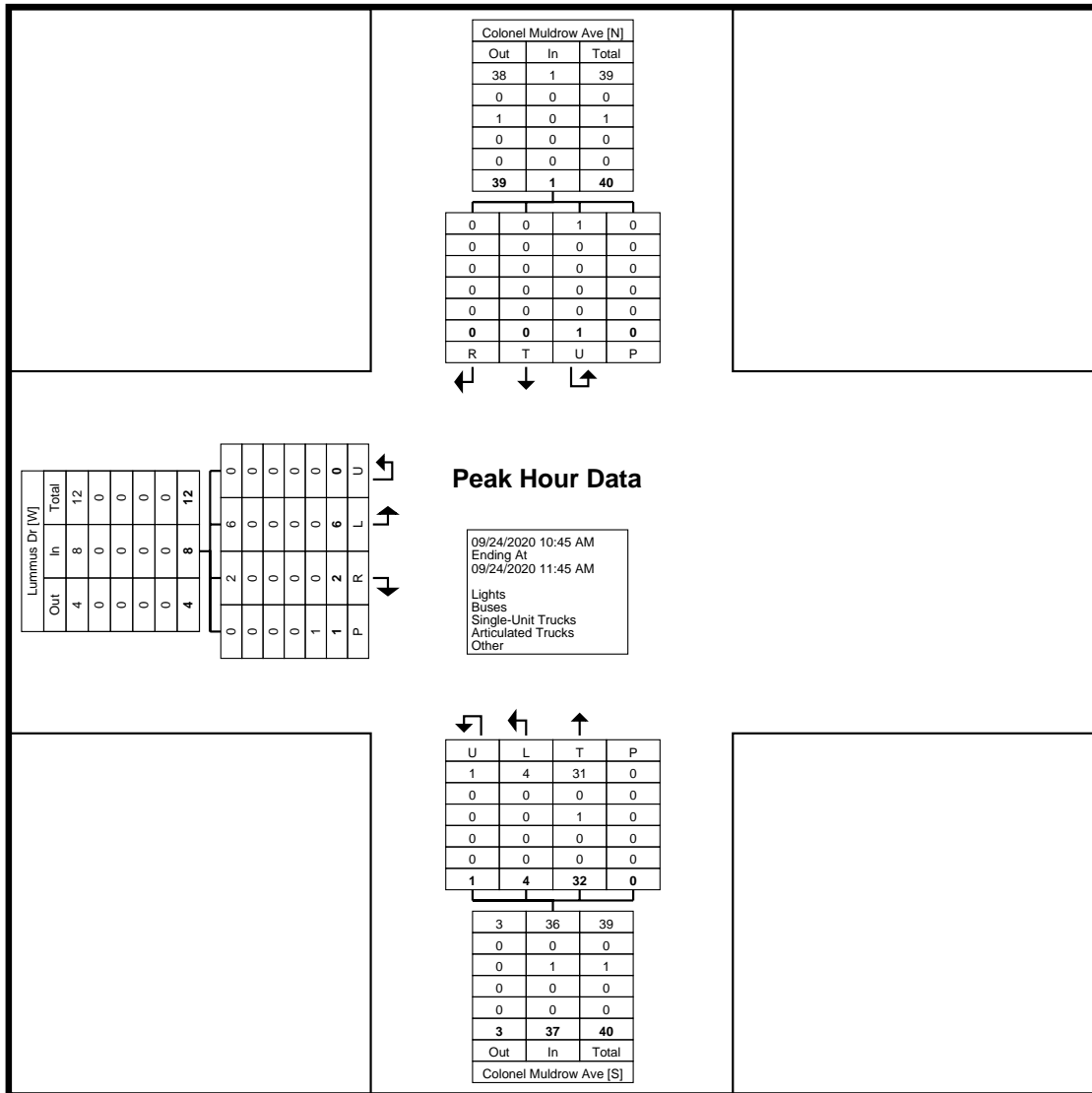
Count Name: 2010085 -
 Lummus Dr @ Colonel Muldrow
 Ave, Starkville
 Site Code: 2010085
 Start Date: 09/24/2020
 Page No: 4

Turning Movement Peak Hour Data (10:45 AM)

Start Time	Colonel Muldrow Ave Southbound					Colonel Muldrow Ave Northbound					Lummus Dr Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
10:45 AM	0	0	0	0	0	9	0	0	0	9	1	2	0	0	3	12
11:00 AM	0	0	0	0	0	9	0	0	0	9	1	1	0	1	2	11
11:15 AM	0	0	1	0	1	5	1	0	0	6	0	2	0	0	2	9
11:30 AM	0	0	0	0	0	9	3	1	0	13	0	1	0	0	1	14
Total	0	0	1	0	1	32	4	1	0	37	2	6	0	1	8	46
Approach %	0.0	0.0	100.0	-	-	86.5	10.8	2.7	-	-	25.0	75.0	0.0	-	-	-
Total %	0.0	0.0	2.2	-	2.2	69.6	8.7	2.2	-	80.4	4.3	13.0	0.0	-	17.4	-
PHF	0.000	0.000	0.250	-	0.250	0.889	0.333	0.250	-	0.712	0.500	0.750	0.000	-	0.667	0.821
Lights	0	0	1	-	1	31	4	1	-	36	2	6	0	-	8	45
% Lights	-	-	100.0	-	100.0	96.9	100.0	100.0	-	97.3	100.0	100.0	-	-	100.0	97.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	-	0.0	3.1	0.0	0.0	-	2.7	0.0	0.0	-	-	0.0	2.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	1	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

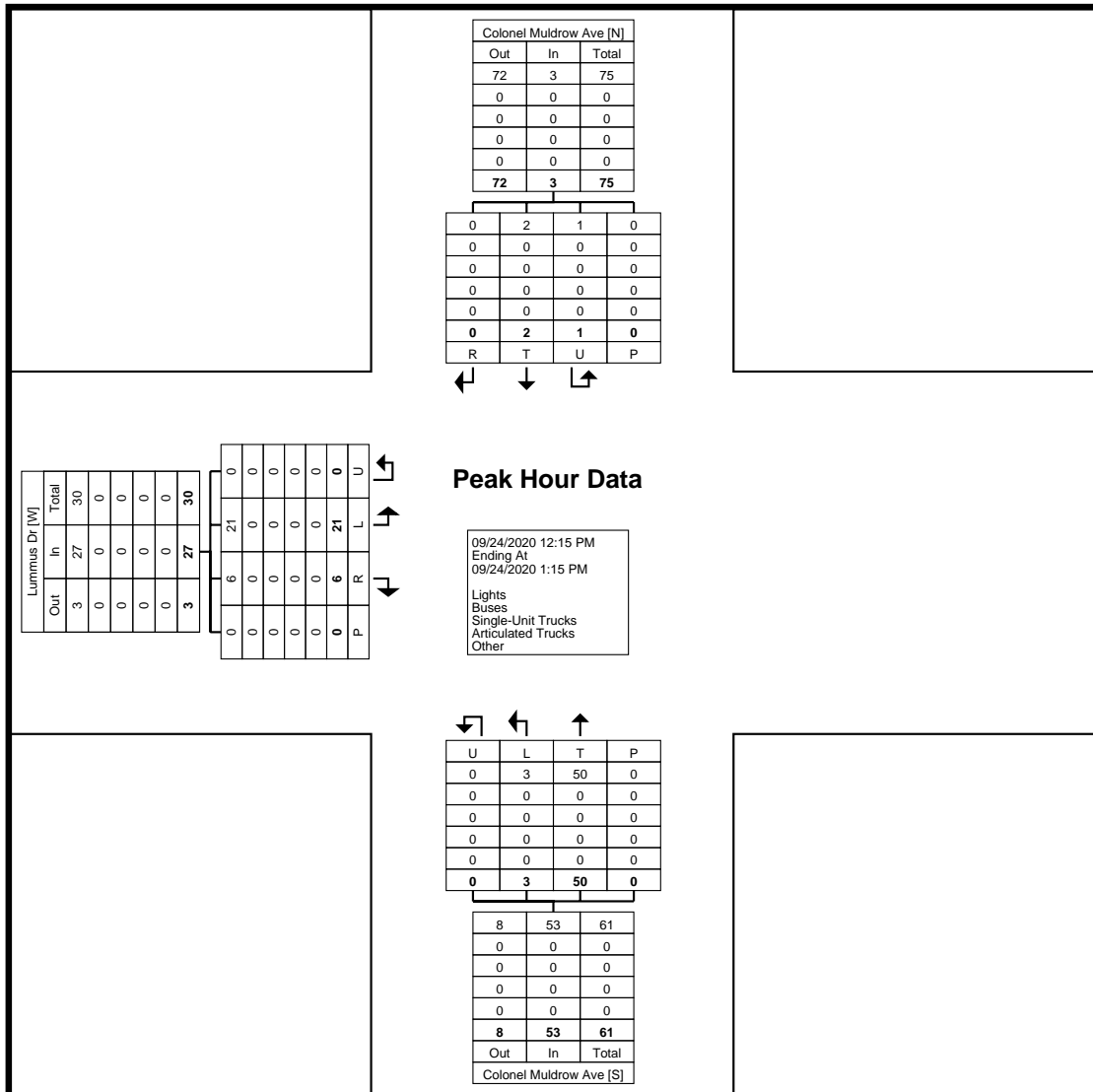
Count Name: 2010085 -
 Lummus Dr @ Colonel Muldrow
 Ave, Starkville
 Site Code: 2010085
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (10:45 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

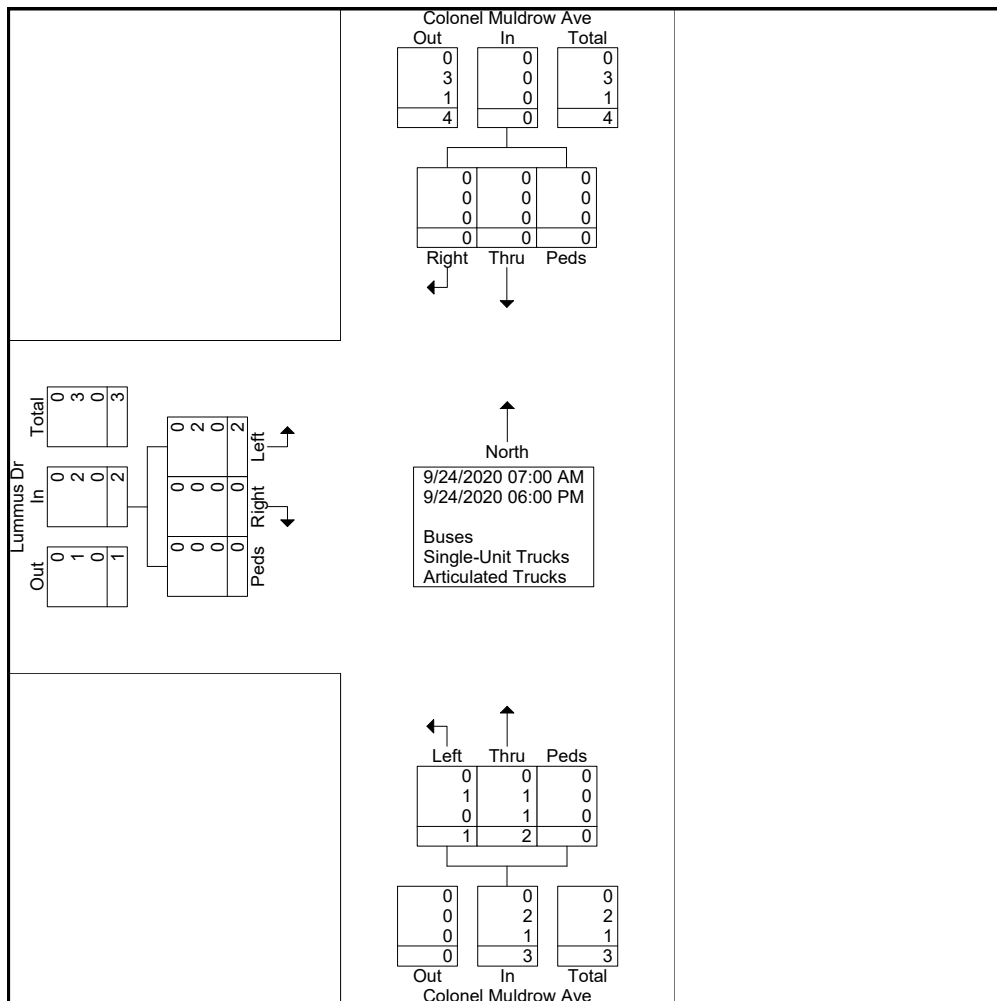
Count Name: 2010085 -
 Lummus Dr @ Colonel Muldrow
 Ave, Starkville
 Site Code: 2010085
 Start Date: 09/24/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (12:15 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Colonel Muldrow Ave From North			Colonel Muldrow Ave From South			Lummus Dr From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
07:00 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	1	0	1
02:00 PM	0	0	0	1	0	0	0	1	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	1	0	0	2	0	5
Apprch %	0	0	0	66.7	33.3	0	0	100	0	
Total %	0	0	0	40	20	0	0	40	0	
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	1	1	0	0	2	0	4
% Single-Unit Trucks	0	0	0	50	100	0	0	100	0	80
Articulated Trucks	0	0	0	1	0	0	0	0	0	1
% Articulated Trucks	0	0	0	50	0	0	0	0	0	20





**TURNING MOVEMENT COUNT #2010086
UNIVERSITY DR @ COLONEL MULDROW AVE
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	From North				University Dr From East				Colonel Muldrow Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	25	0	0	12	0	13	2	1	123	0	0	176
08:00 AM	0	0	0	0	0	44	0	0	8	0	10	5	1	104	0	0	172
09:00 AM	0	0	0	0	0	71	0	0	8	0	19	17	0	100	0	1	216
10:00 AM	0	0	0	0	0	101	1	1	10	0	21	12	3	117	0	4	270
11:00 AM	0	0	0	0	0	177	0	1	15	0	37	21	4	151	0	1	407
12:00 PM	0	0	0	0	0	218	2	2	26	0	34	29	4	205	0	4	524
01:00 PM	0	0	0	0	0	151	2	2	11	0	35	23	0	182	0	2	408
02:00 PM	0	0	0	0	0	150	0	1	19	0	25	22	1	145	0	0	363
03:00 PM	0	0	0	0	0	166	1	1	18	0	28	23	0	141	0	0	378
04:00 PM	0	0	0	0	0	161	1	14	10	0	33	31	0	141	0	1	392
05:00 PM	0	0	0	0	0	256	1	4	14	0	43	24	0	168	0	1	511
06:00 PM	0	0	0	0	0	167	1	2	12	0	36	49	0	140	0	10	417
Grand Total	0	0	0	0	0	1687	9	28	163	0	334	258	14	1717	0	24	4234
Apprch %	0	0	0	0	0	97.9	0.5	1.6	21.6	0	44.2	34.2	0.8	97.8	0	1.4	
Total %	0	0	0	0	0	39.8	0.2	0.7	3.8	0	7.9	6.1	0.3	40.6	0	0.6	
Lights	0	0	0	0	0	1606	8	0	162	0	328	0	12	1636	0	0	3752
% Lights	0	0	0	0	0	95.2	88.9	0	99.4	0	98.2	0	85.7	95.3	0	0	88.6
Buses	0	0	0	0	0	44	0	0	0	0	1	0	0	42	0	0	87
% Buses	0	0	0	0	0	2.6	0	0	0	0	0.3	0	0	2.4	0	0	2.1
Single-Unit Trucks	0	0	0	0	0	4	0	0	0	0	4	0	1	7	0	0	16
% Single-Unit Trucks	0	0	0	0	0	0.2	0	0	0	0	1.2	0	7.1	0.4	0	0	0.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0.1
Bicycles on Road	0	0	0	0	0	33	1	0	1	0	0	0	1	27	0	0	63
% Bicycles on Road	0	0	0	0	0	2	11.1	0	0.6	0	0	0	7.1	1.6	0	0	1.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	28	0	0	0	252	0	0	0	24	304
% Pedestrians	0	0	0	0	0	0	0	100	0	0	0	97.7	0	0	0	100	7.2

5.1 A263

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 1

Turning Movement Data

Start Time	University Dr Westbound					Colonel Muldrow Ave Northbound					University Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00	7	0	0	0	7	1	3	0	0	4	0	10	0	0	10	21
7:15	9	0	0	0	9	2	4	0	0	6	0	30	0	0	30	45
7:30	5	0	0	0	5	3	2	0	1	5	0	34	1	0	35	45
7:45	4	0	0	0	4	6	4	0	1	10	1	49	0	0	50	64
Hourly Total	25	0	0	0	25	12	13	0	2	25	1	123	1	0	125	175
8:00	6	0	0	0	6	6	1	0	2	7	0	31	0	0	31	44
8:15	7	0	0	0	7	2	6	0	0	8	1	24	0	0	25	40
8:30	19	0	0	0	19	0	1	0	1	1	0	24	0	0	24	44
8:45	12	0	0	0	12	0	2	0	2	2	0	25	0	0	25	39
Hourly Total	44	0	0	0	44	8	10	0	5	18	1	104	0	0	105	167
9:00	10	0	0	0	10	1	4	0	4	5	0	25	0	0	25	40
9:15	21	0	0	0	21	3	5	0	7	8	0	30	0	0	30	59
9:30	16	0	0	0	16	2	5	0	4	7	0	21	1	1	22	45
9:45	24	0	0	0	24	2	5	0	2	7	0	24	0	0	24	55
Hourly Total	71	0	0	0	71	8	19	0	17	27	0	100	1	1	101	199
10:00	12	0	0	0	12	2	4	0	1	6	1	21	0	1	22	40
10:15	24	0	0	0	24	2	7	0	1	9	1	26	0	3	27	60
10:30	28	0	0	1	28	4	5	0	7	9	0	29	0	0	29	66
10:45	37	1	0	0	38	2	5	0	3	7	1	41	0	0	42	87
Hourly Total	101	1	0	1	102	10	21	0	12	31	3	117	0	4	120	253
11:00	39	0	0	0	39	2	8	0	5	10	1	39	0	0	40	89
11:15	46	0	0	0	46	4	9	0	5	13	0	23	0	0	23	82
11:30	37	0	0	0	37	3	8	0	4	11	2	38	0	1	40	88
11:45	55	0	0	1	55	6	12	0	7	18	1	51	1	0	53	126
Hourly Total	177	0	0	1	177	15	37	0	21	52	4	151	1	1	156	385
12:00	52	0	0	2	52	3	7	0	4	10	0	50	0	2	50	112
12:15	52	0	0	0	52	5	7	0	9	12	1	60	0	2	61	125
12:30	51	0	0	0	51	9	9	1	10	19	1	53	0	0	54	124
12:45	63	2	0	0	65	9	11	0	6	20	2	42	0	0	44	129
Hourly Total	218	2	0	2	220	26	34	1	29	61	4	205	0	4	209	490
13:00	39	2	0	1	41	4	8	0	5	12	0	44	0	0	44	97
13:15	41	0	0	1	41	2	6	0	5	8	0	47	2	2	49	98
13:30	32	0	0	0	32	4	7	0	6	11	0	41	0	0	41	84
13:45	39	0	0	0	39	1	14	0	7	15	0	50	0	0	50	104
Hourly Total	151	2	0	2	153	11	35	0	23	46	0	182	2	2	184	383
14:00	50	0	0	0	50	7	4	0	7	11	0	52	1	0	53	114
14:15	38	0	0	0	38	5	6	0	5	11	0	33	0	0	33	82
14:30	29	0	0	1	29	0	8	0	6	8	1	25	0	0	26	63
14:45	33	0	0	0	33	7	7	0	4	14	0	35	0	0	35	82
Hourly Total	150	0	0	1	150	19	25	0	22	44	1	145	1	0	147	341
15:00	45	0	0	1	45	2	7	0	8	9	0	40	0	0	40	94
15:15	30	1	0	0	31	6	8	0	6	14	0	30	0	0	30	75
15:30	48	0	0	0	48	4	7	0	6	11	0	38	0	0	38	97
15:45	43	0	0	0	43	6	6	0	3	12	0	33	0	0	33	88
Hourly Total	166	1	0	1	167	18	28	0	23	46	0	141	0	0	141	354
16:00	37	0	0	4	37	3	7	0	5	10	0	31	0	0	31	78
16:15	41	0	0	3	41	2	8	0	8	10	0	34	0	1	34	85
16:30	29	0	0	3	29	1	11	0	9	12	0	33	0	0	33	74
16:45	54	1	0	4	55	4	7	0	9	11	0	43	0	0	43	109
Hourly Total	161	1	0	14	162	10	33	0	31	43	0	141	0	1	141	346
17:00	75	1	0	0	76	3	7	0	3	10	0	53	0	0	53	139
17:15	91	0	0	0	91	4	15	0	9	19	0	55	0	1	55	165
17:30	46	0	0	3	46	4	6	0	6	10	0	37	0	0	37	93
17:45	44	0	0	1	44	3	15	0	6	18	0	23	0	0	23	85
Hourly Total	256	1	0	4	257	14	43	0	24	57	0	168	0	1	168	482
18:00	45	0	0	0	45	3	6	0	14	9	0	37	0	0	37	91
18:15	40	1	0	2	41	4	9	0	13	13	0	33	0	2	33	87
18:30	54	0	0	0	54	1	10	0	11	11	0	32	0	0	32	97
18:45	28	0	0	0	28	4	11	0	11	15	0	38	0	8	38	81
Hourly Total	167	1	0	2	168	12	36	0	49	48	0	140	0	10	140	356
Grand Total	1687	9	0	28	1696	163	334	1	258	498	14	1717	6	24	1737	3931
Approach %	99.5	0.5	0.0	-	-	32.7	67.1	0.2	-	-	0.8	98.8	0.3	-	-	-
Total %	42.9	0.2	0.0	-	43.1	4.1	8.5	0.0	-	12.7	0.4	43.7	0.2	-	44.2	-

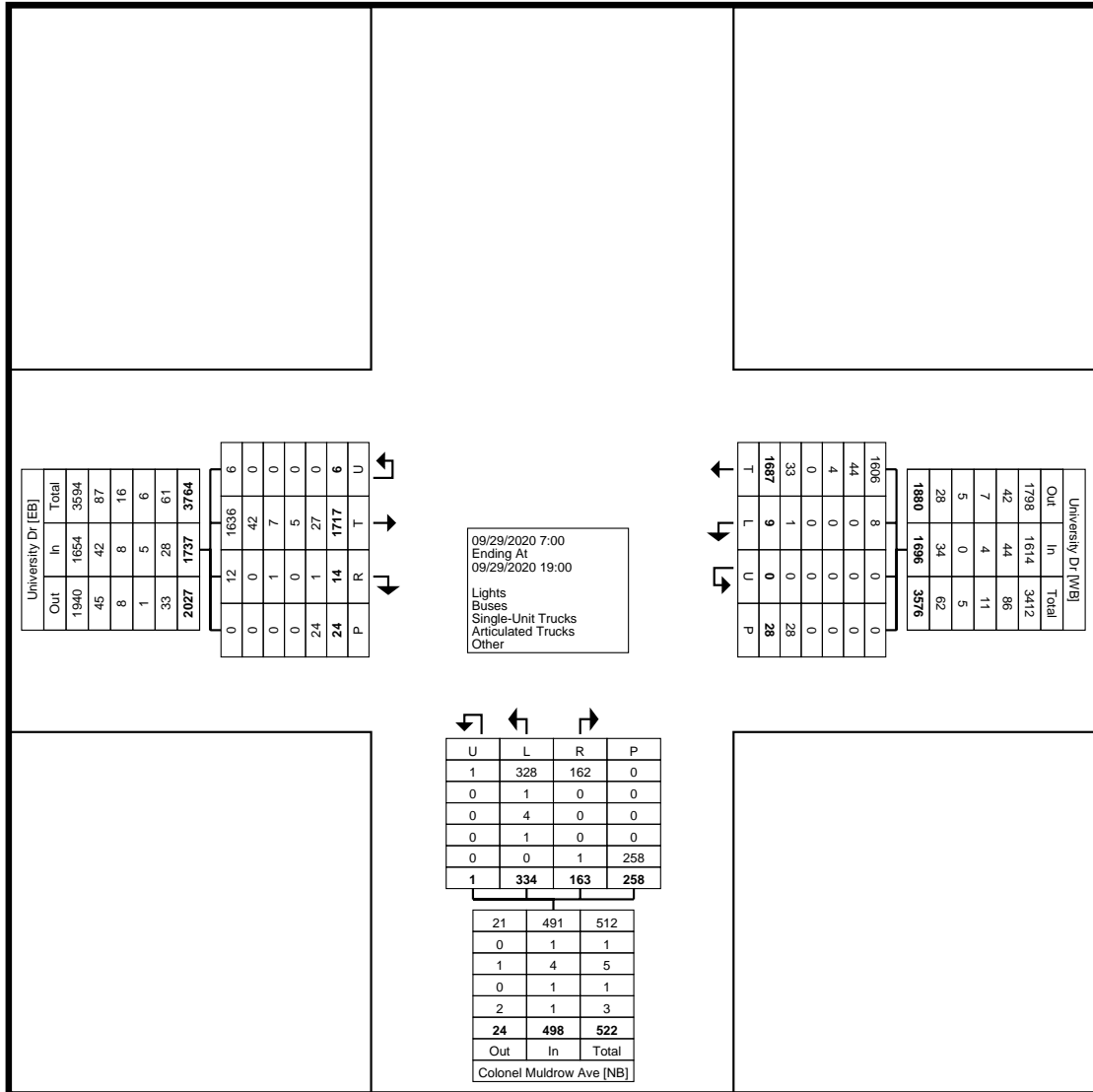
5.1 A264

Lights	1606	8	0	-	1614	162	328	1	-	491	12	1636	6	-	1654	3759
% Lights	95.2	88.9	-	-	95.2	99.4	98.2	100.0	-	98.6	85.7	95.3	100.0	-	95.2	95.6
Buses	44	0	0	-	44	0	1	0	-	1	0	42	0	-	42	87
% Buses	2.6	0.0	-	-	2.6	0.0	0.3	0.0	-	0.2	0.0	2.4	0.0	-	2.4	2.2
Single-Unit Trucks	4	0	0	-	4	0	4	0	-	4	1	7	0	-	8	16
% Single-Unit Trucks	0.2	0.0	-	-	0.2	0.0	1.2	0.0	-	0.8	7.1	0.4	0.0	-	0.5	0.4
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	5	0	-	5	6
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	0.2	0.0	0.3	0.0	-	0.3	0.2
Bicycles on Road	33	1	0	-	34	1	0	0	-	1	1	27	0	-	28	63
% Bicycles on Road	2.0	11.1	-	-	2.0	0.6	0.0	0.0	-	0.2	7.1	1.6	0.0	-	1.6	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	6	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	2.3	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	28	-	-	-	-	252	-	-	-	-	24	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	97.7	-	-	-	-	100.0	-	-

5.1 A265

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

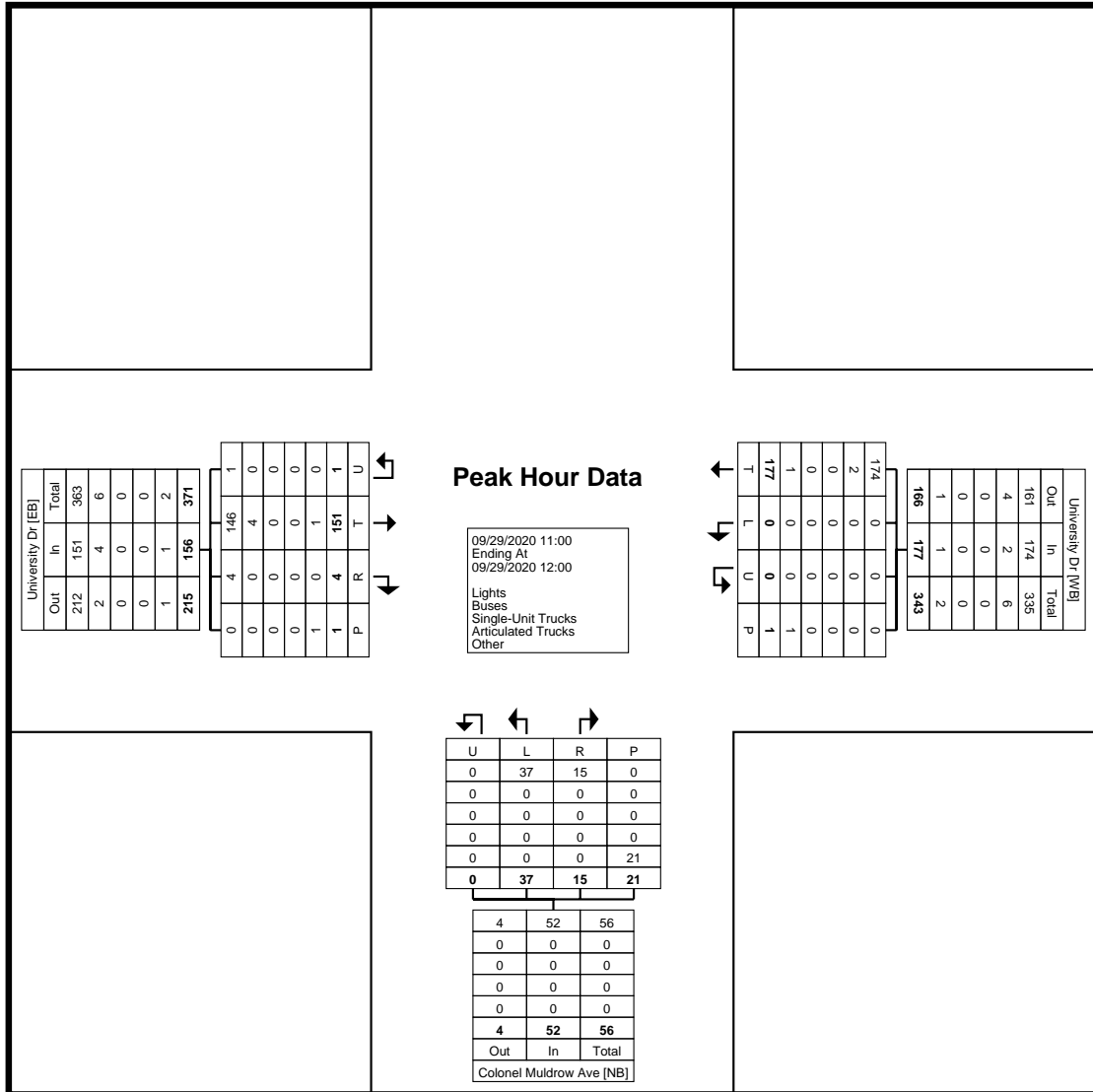
Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00)

Start Time	University Dr Westbound					Colonel Muldrow Ave Northbound					University Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00	39	0	0	0	39	2	8	0	5	10	1	39	0	0	40	89
11:15	46	0	0	0	46	4	9	0	5	13	0	23	0	0	23	82
11:30	37	0	0	0	37	3	8	0	4	11	2	38	0	1	40	88
11:45	55	0	0	1	55	6	12	0	7	18	1	51	1	0	53	126
Total	177	0	0	1	177	15	37	0	21	52	4	151	1	1	156	385
Approach %	100.0	0.0	0.0	-	-	28.8	71.2	0.0	-	-	2.6	96.8	0.6	-	-	-
Total %	46.0	0.0	0.0	-	46.0	3.9	9.6	0.0	-	13.5	1.0	39.2	0.3	-	40.5	-
PHF	0.805	0.000	0.000	-	0.805	0.625	0.771	0.000	-	0.722	0.500	0.740	0.250	-	0.736	0.764
Lights	174	0	0	-	174	15	37	0	-	52	4	146	1	-	151	377
% Lights	98.3	-	-	-	98.3	100.0	100.0	-	-	100.0	100.0	96.7	100.0	-	96.8	97.9
Buses	2	0	0	-	2	0	0	0	-	0	0	4	0	-	4	6
% Buses	1.1	-	-	-	1.1	0.0	0.0	-	-	0.0	0.0	2.6	0.0	-	2.6	1.6
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	0.6	-	-	-	0.6	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	0.6	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	21	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00)

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

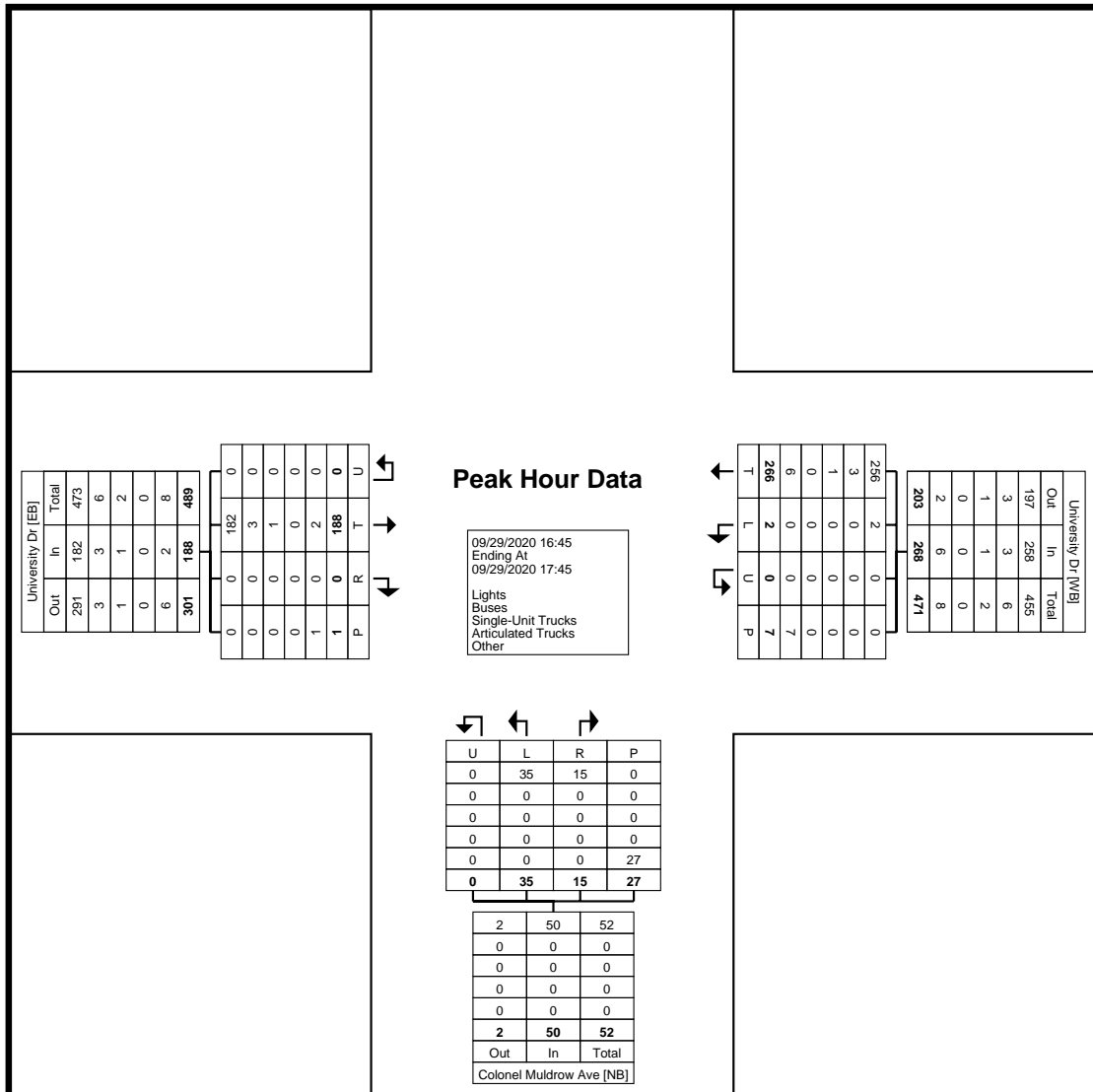
Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	University Dr Westbound					Colonel Muldrow Ave Northbound					University Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
16:45	54	1	0	4	55	4	7	0	9	11	0	43	0	0	43	109
17:00	75	1	0	0	76	3	7	0	3	10	0	53	0	0	53	139
17:15	91	0	0	0	91	4	15	0	9	19	0	55	0	1	55	165
17:30	46	0	0	3	46	4	6	0	6	10	0	37	0	0	37	93
Total	266	2	0	7	268	15	35	0	27	50	0	188	0	1	188	506
Approach %	99.3	0.7	0.0	-	-	30.0	70.0	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	52.6	0.4	0.0	-	53.0	3.0	6.9	0.0	-	9.9	0.0	37.2	0.0	-	37.2	-
PHF	0.731	0.500	0.000	-	0.736	0.938	0.583	0.000	-	0.658	0.000	0.855	0.000	-	0.855	0.767
Lights	256	2	0	-	258	15	35	0	-	50	0	182	0	-	182	490
% Lights	96.2	100.0	-	-	96.3	100.0	100.0	-	-	100.0	-	96.8	-	-	96.8	96.8
Buses	3	0	0	-	3	0	0	0	-	0	0	3	0	-	3	6
% Buses	1.1	0.0	-	-	1.1	0.0	0.0	-	-	0.0	-	1.6	-	-	1.6	1.2
Single-Unit Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Single-Unit Trucks	0.4	0.0	-	-	0.4	0.0	0.0	-	-	0.0	-	0.5	-	-	0.5	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	6	0	0	-	6	0	0	0	-	0	0	2	0	-	2	8
% Bicycles on Road	2.3	0.0	-	-	2.2	0.0	0.0	-	-	0.0	-	1.1	-	-	1.1	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	27	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Michael Baker International
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Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 7



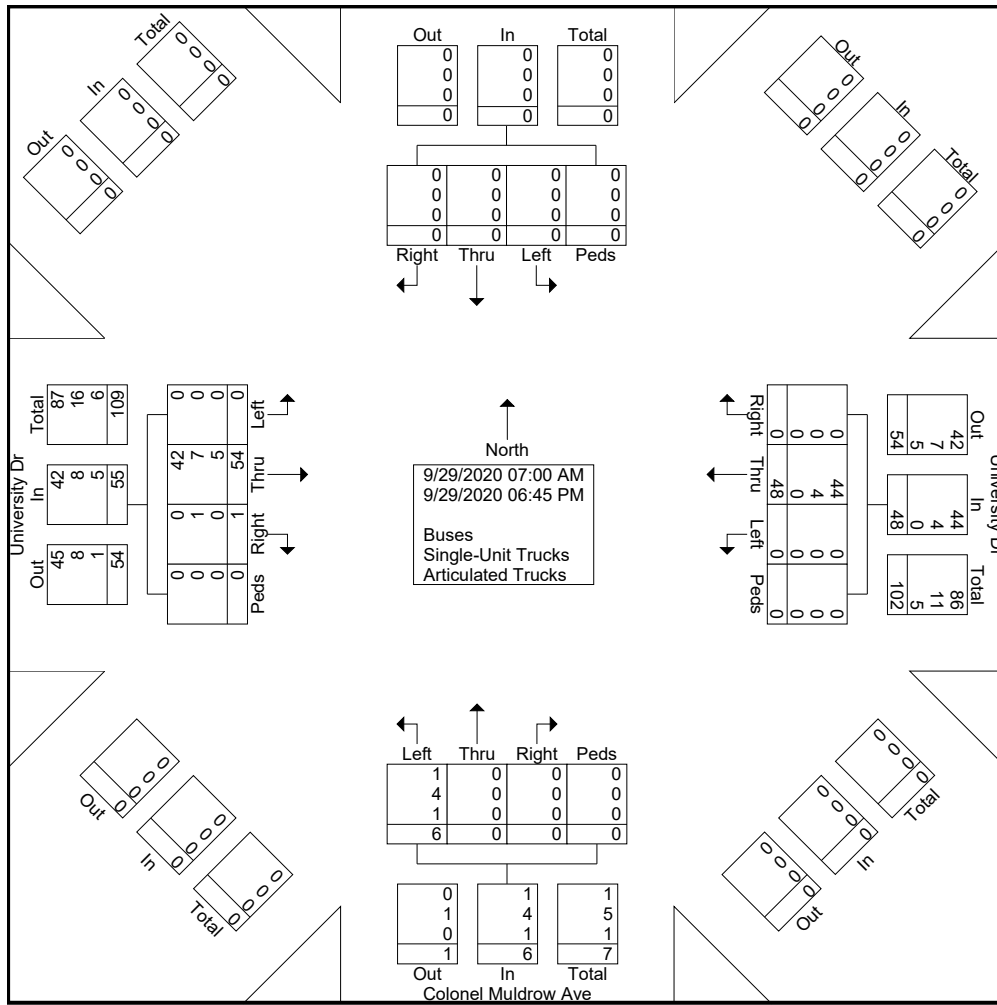
Turning Movement Peak Hour Data Plot (16:45)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	From North				University Dr From East				Colonel Muldrow Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
Total	0	0	0	0	0	4	0	0	0	0	1	0	1	5	0	0	11
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
09:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
09:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	2	0	0	5	0	0	11
10:00 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0	6
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
Total	0	0	0	0	0	5	0	0	0	0	1	0	0	5	0	0	11
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
Total	0	0	0	0	0	5	0	0	0	0	1	0	0	6	0	0	12
01:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
01:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	3
Total	0	0	0	0	0	4	0	0	0	0	1	0	0	5	0	0	10
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	From North				University Dr From East				Colonel Muldrow Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
Grand Total	0	0	0	0	0	48	0	0	0	0	6	0	1	54	0	0	109
Apprch %	0	0	0	0	0	100	0	0	0	0	100	0	1.8	98.2	0	0	
Total %	0	0	0	0	0	44	0	0	0	0	5.5	0	0.9	49.5	0	0	
Buses	0	0	0	0	0	44	0	0	0	0	1	0	0	42	0	0	87
% Buses	0	0	0	0	0	91.7	0	0	0	0	16.7	0	0	77.8	0	0	79.8
Single-Unit Trucks	0	0	0	0	0	4	0	0	0	0	4	0	1	7	0	0	16
% Single-Unit Trucks	0	0	0	0	0	8.3	0	0	0	0	66.7	0	100	13	0	0	14.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	16.7	0	0	9.3	0	0	5.5





TURNING MOVEMENT COUNT #2010087
UNIVERSITY DR @ PAGE AVE
STARKVILLE, MS
OKTIBBEHA COUNTY

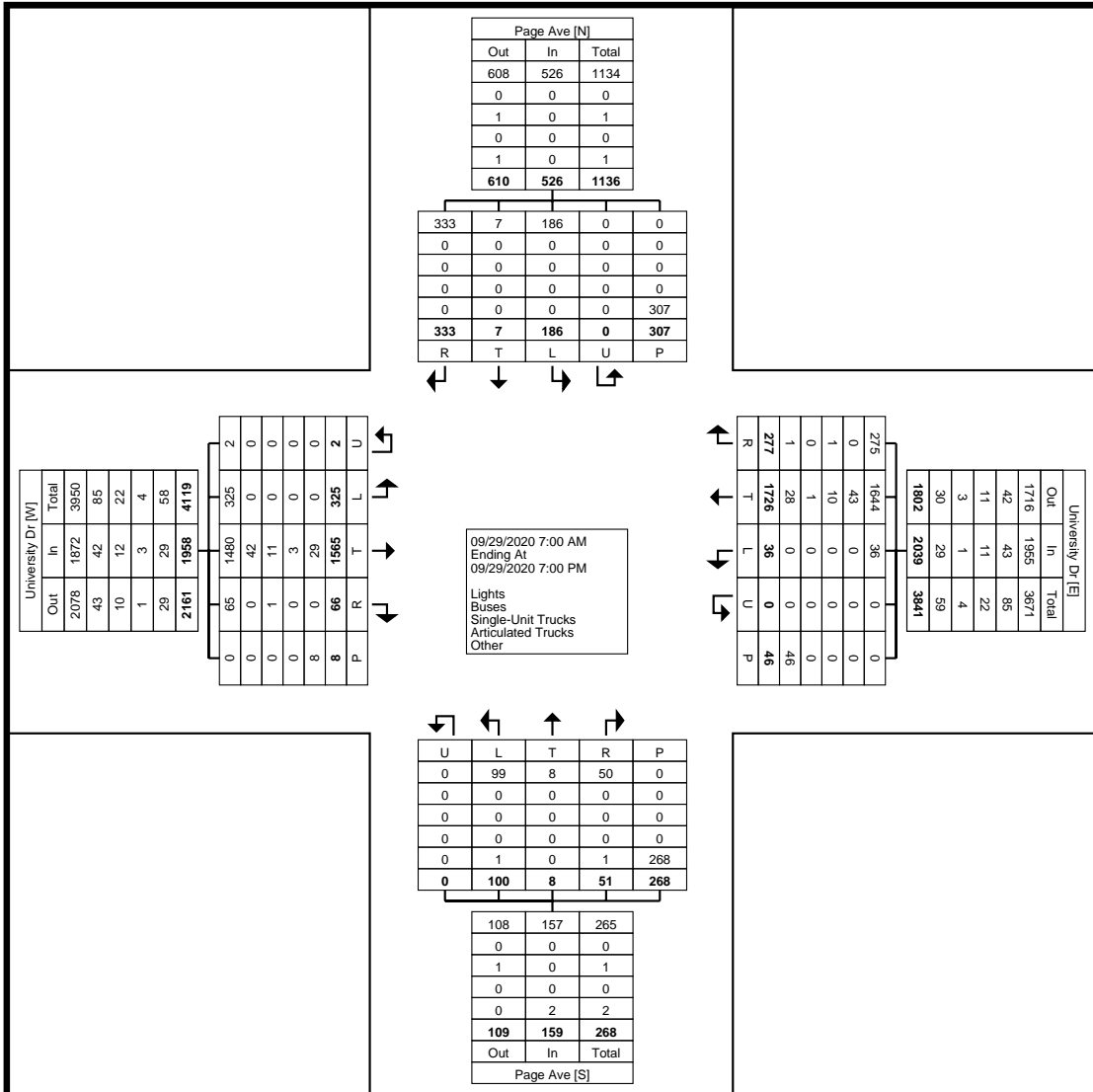
5.1 A274

Lights	333	7	186	0	-	526	275	1644	36	0	-	1955	50	8	99	0	-	157	65	1480	325	2	-	1872	4510
% Lights	100.0	100.0	100.0	-	-	100.0	99.3	95.2	100.0	-	-	95.9	98.0	100.0	99.0	-	-	98.7	98.5	94.6	100.0	100.0	-	95.6	96.3
Buses	0	0	0	0	-	0	0	43	0	0	-	43	0	0	0	0	-	0	0	42	0	0	-	42	85
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	2.5	0.0	-	-	2.1	0.0	0.0	0.0	-	-	0.0	0.0	2.7	0.0	0.0	-	2.1	1.8
Single-Unit Trucks	0	0	0	0	-	0	1	10	0	0	-	11	0	0	0	0	-	0	1	11	0	0	-	12	23
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.4	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	1.5	0.7	0.0	0.0	-	0.6	0.5
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	3	0	0	-	3	4
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	0	-	0	1	28	0	0	-	29	1	0	1	0	-	2	0	29	0	0	-	29	60
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.4	1.6	0.0	-	-	1.4	2.0	0.0	1.0	-	-	1.3	0.0	1.9	0.0	0.0	-	1.5	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	1.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	307	-	-	-	-	-	46	-	-	-	-	-	265	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98.9	-	-	-	-	-	100.0	-	-

5.1 A275

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010087 -
 University Dr @ Page Ave,
 Starkville
 Site Code: 2010087
 Start Date: 09/29/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

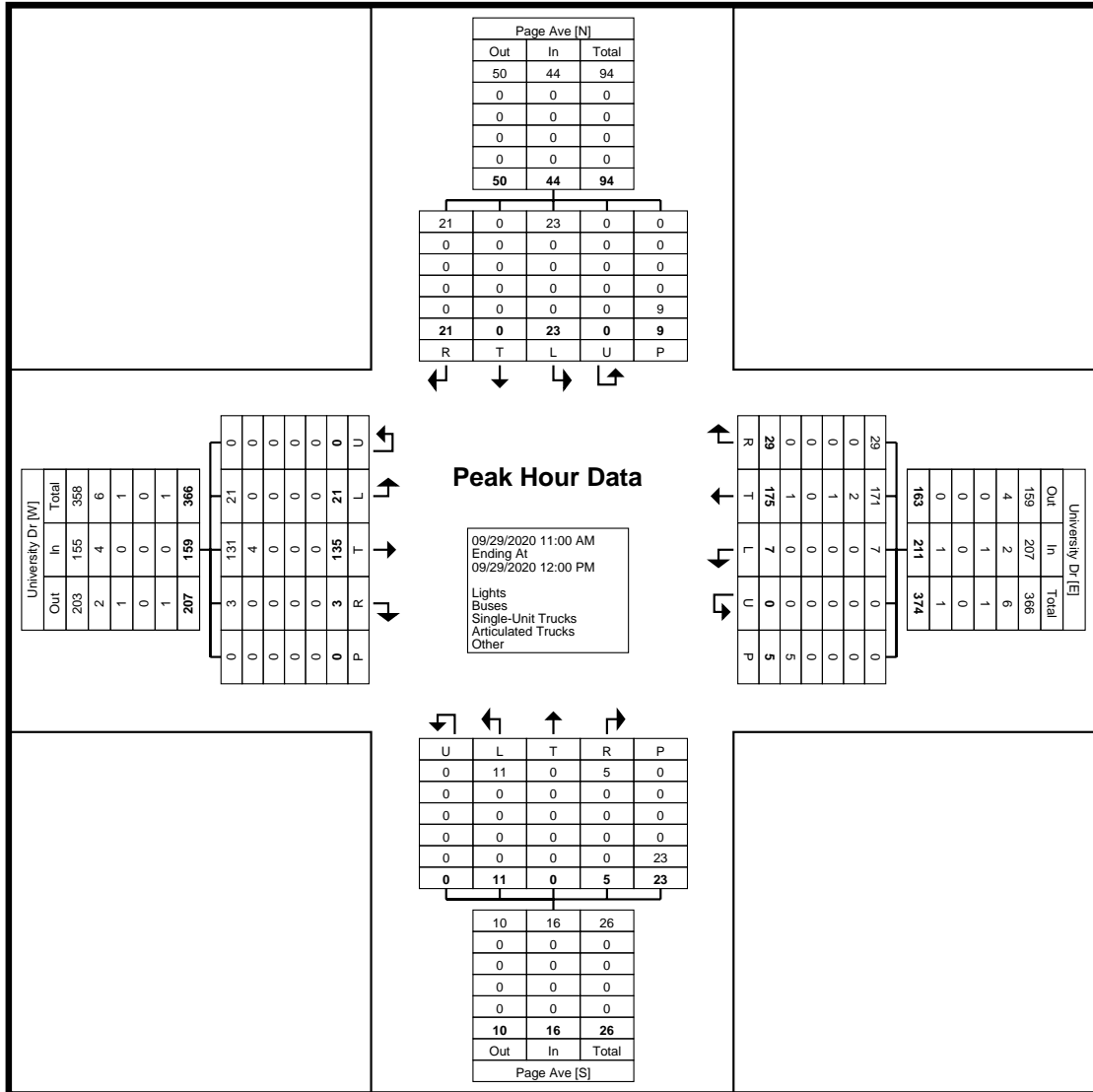
Count Name: 2010087 -
 University Dr @ Page Ave,
 Starkville
 Site Code: 2010087
 Start Date: 09/29/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Page Ave Southbound						University Dr Westbound						Page Ave Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	5	0	4	0	0	9	5	41	2	0	2	48	0	0	4	0	8	4	1	36	5	0	0	42	103
11:15 AM	3	0	2	0	4	5	9	45	1	0	0	55	1	0	2	0	4	3	0	23	6	0	0	29	92
11:30 AM	3	0	6	0	0	9	8	36	1	0	0	45	2	0	1	0	3	3	1	34	5	0	0	40	97
11:45 AM	10	0	11	0	5	21	7	53	3	0	3	63	2	0	4	0	8	6	1	42	5	0	0	48	138
Total	21	0	23	0	9	44	29	175	7	0	5	211	5	0	11	0	23	16	3	135	21	0	0	159	430
Approach %	47.7	0.0	52.3	0.0	-	-	13.7	82.9	3.3	0.0	-	-	31.3	0.0	68.8	0.0	-	-	1.9	84.9	13.2	0.0	-	-	-
Total %	4.9	0.0	5.3	0.0	-	10.2	6.7	40.7	1.6	0.0	-	49.1	1.2	0.0	2.6	0.0	-	3.7	0.7	31.4	4.9	0.0	-	37.0	-
PHF	0.525	0.000	0.523	0.000	-	0.524	0.806	0.825	0.583	0.000	-	0.837	0.625	0.000	0.688	0.000	-	0.667	0.750	0.804	0.875	0.000	-	0.828	0.779
Lights	21	0	23	0	-	44	29	171	7	0	-	207	5	0	11	0	-	16	3	131	21	0	-	155	422
% Lights	100.0	-	100.0	-	-	100.0	100.0	97.7	100.0	-	-	98.1	100.0	-	100.0	-	-	100.0	100.0	97.0	100.0	-	-	97.5	98.1
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	4	0	0	-	4	6
% Buses	0.0	-	0.0	-	-	0.0	0.0	1.1	0.0	-	-	0.9	0.0	-	0.0	-	-	0.0	0.0	3.0	0.0	-	-	2.5	1.4
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	-	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.5	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.5	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	23	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010087 -
 University Dr @ Page Ave,
 Starkville
 Site Code: 2010087
 Start Date: 09/29/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

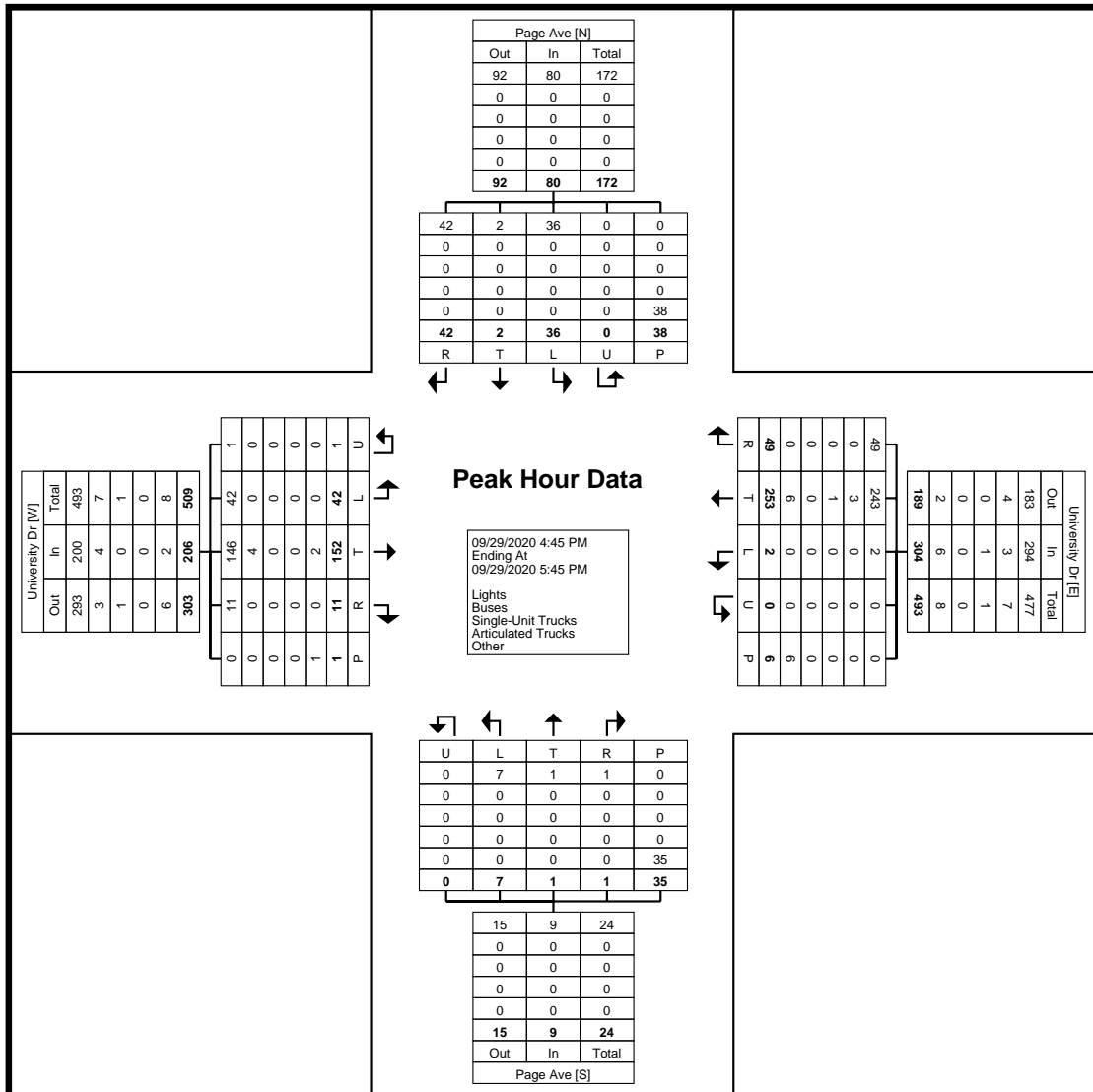
Count Name: 2010087 -
 University Dr @ Page Ave,
 Starkville
 Site Code: 2010087
 Start Date: 09/29/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Page Ave Southbound						University Dr Westbound						Page Ave Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	10	0	3	0	12	13	9	52	2	0	4	63	1	0	1	0	12	2	1	37	8	0	0	46	124
5:00 PM	6	1	12	0	7	19	6	76	0	0	0	82	0	0	1	0	4	1	3	42	11	0	0	56	158
5:15 PM	14	1	16	0	9	31	22	84	0	0	2	106	0	0	3	0	14	3	4	41	12	0	1	57	197
5:30 PM	12	0	5	0	10	17	12	41	0	0	0	53	0	1	2	0	5	3	3	32	11	1	0	47	120
Total	42	2	36	0	38	80	49	253	2	0	6	304	1	1	7	0	35	9	11	152	42	1	1	206	599
Approach %	52.5	2.5	45.0	0.0	-	-	16.1	83.2	0.7	0.0	-	-	11.1	11.1	77.8	0.0	-	-	5.3	73.8	20.4	0.5	-	-	-
Total %	7.0	0.3	6.0	0.0	-	13.4	8.2	42.2	0.3	0.0	-	50.8	0.2	0.2	1.2	0.0	-	1.5	1.8	25.4	7.0	0.2	-	34.4	-
PHF	0.750	0.500	0.563	0.000	-	0.645	0.557	0.753	0.250	0.000	-	0.717	0.250	0.250	0.583	0.000	-	0.750	0.688	0.905	0.875	0.250	-	0.904	0.760
Lights	42	2	36	0	-	80	49	243	2	0	-	294	1	1	7	0	-	9	11	146	42	1	-	200	583
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	96.0	100.0	-	-	96.7	100.0	100.0	100.0	-	-	100.0	100.0	96.1	100.0	100.0	-	97.1	97.3
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	7
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.0	2.6	0.0	0.0	-	1.9	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	6	0	0	-	6	0	0	0	0	-	0	0	2	0	0	-	2	8
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	2.4	0.0	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.0	1.3	0.0	0.0	-	1.0	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	38	-	-	-	-	-	6	-	-	-	-	-	35	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010087 -
 University Dr @ Page Ave,
 Starkville
 Site Code: 2010087
 Start Date: 09/29/2020
 Page No: 7



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

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Page Ave From North				University Dr From East				Page Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	11	0	10	8	6	34	0	0	0	0	4	1	5	115	7	0	201
08:00 AM	14	0	8	10	4	53	0	3	0	0	3	6	1	98	6	2	208
09:00 AM	12	1	11	13	15	76	2	1	5	1	4	18	4	88	7	0	258
10:00 AM	25	0	14	14	12	103	2	2	5	0	10	18	3	105	20	0	333
11:00 AM	21	0	23	9	29	175	7	5	5	0	11	23	3	135	21	0	467
12:00 PM	31	1	19	20	27	217	3	7	9	1	7	31	7	188	19	0	587
01:00 PM	51	2	20	24	31	161	3	2	7	1	9	8	3	164	40	0	526
02:00 PM	38	1	12	31	15	163	2	0	4	1	6	25	7	138	40	0	483
03:00 PM	24	0	8	50	20	171	4	10	4	0	11	28	7	137	33	2	509
04:00 PM	34	0	15	40	27	163	10	10	3	1	14	40	4	122	39	3	525
05:00 PM	37	2	39	41	57	245	0	2	0	2	7	32	11	136	47	1	659
06:00 PM	35	0	7	47	34	165	3	4	9	1	14	38	11	139	46	0	553
Grand Total	333	7	186	307	277	1726	36	46	51	8	100	268	66	1565	325	8	5309
Apprch %	40	0.8	22.3	36.9	13.3	82.8	1.7	2.2	11.9	1.9	23.4	62.8	3.4	79.7	16.5	0.4	
Total %	6.3	0.1	3.5	5.8	5.2	32.5	0.7	0.9	1	0.2	1.9	5	1.2	29.5	6.1	0.2	
Lights	333	7	186	0	275	1644	36	0	50	8	99	0	65	1480	325	0	4508
% Lights	100	100	100	0	99.3	95.2	100	0	98	100	99	0	98.5	94.6	100	0	84.9
Buses	0	0	0	0	0	43	0	0	0	0	0	0	0	42	0	0	85
% Buses	0	0	0	0	0	2.5	0	0	0	0	0	0	0	2.7	0	0	1.6
Single-Unit Trucks	0	0	0	0	1	10	0	0	0	0	0	0	1	11	0	0	23
% Single-Unit Trucks	0	0	0	0	0.4	0.6	0	0	0	0	0	0	1.5	0.7	0	0	0.4
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
% Articulated Trucks	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0.2	0	0	0.1
Bicycles on Road	0	0	0	0	1	28	0	0	1	0	1	0	0	29	0	0	60
% Bicycles on Road	0	0	0	0	0.4	1.6	0	0	2	0	1	0	0	1.9	0	0	1.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0	0	0.1
Pedestrians	0	0	0	307	0	0	0	46	0	0	0	265	0	0	0	8	626
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	98.9	0	0	0	100	11.8

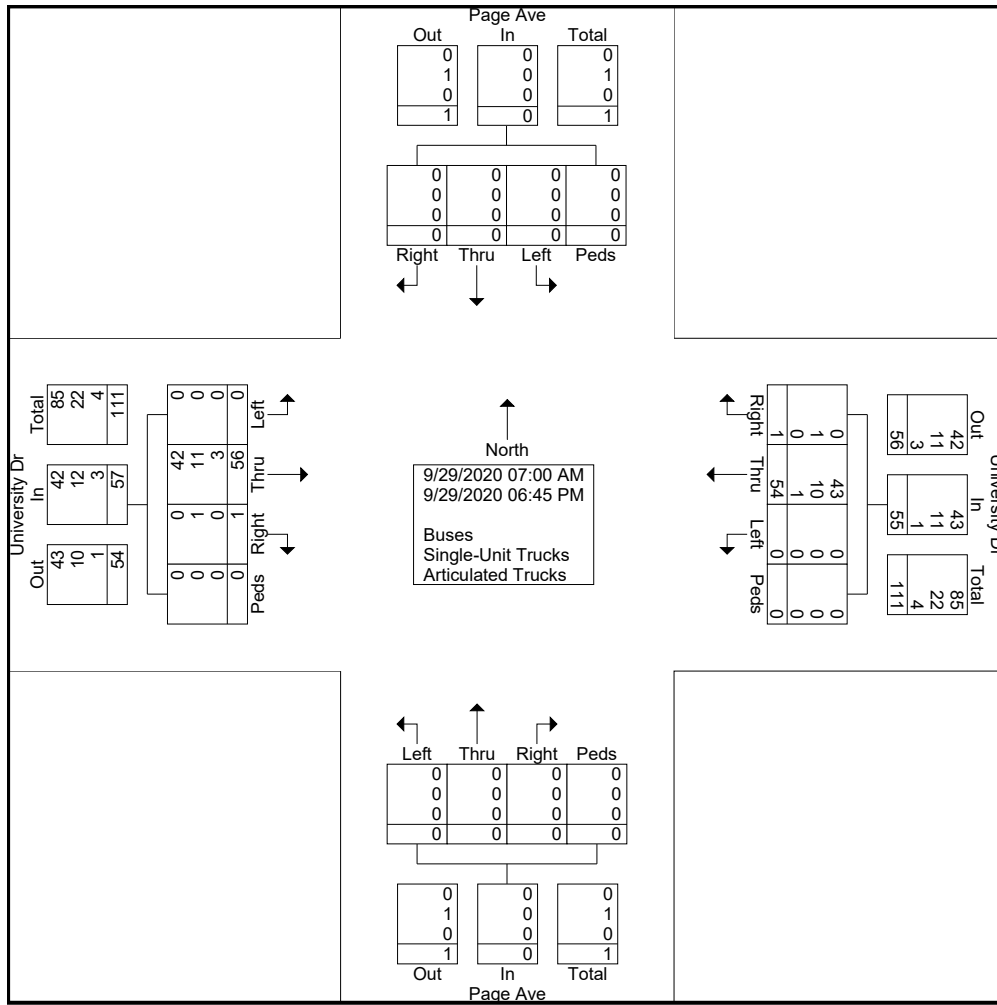
5.1 A281

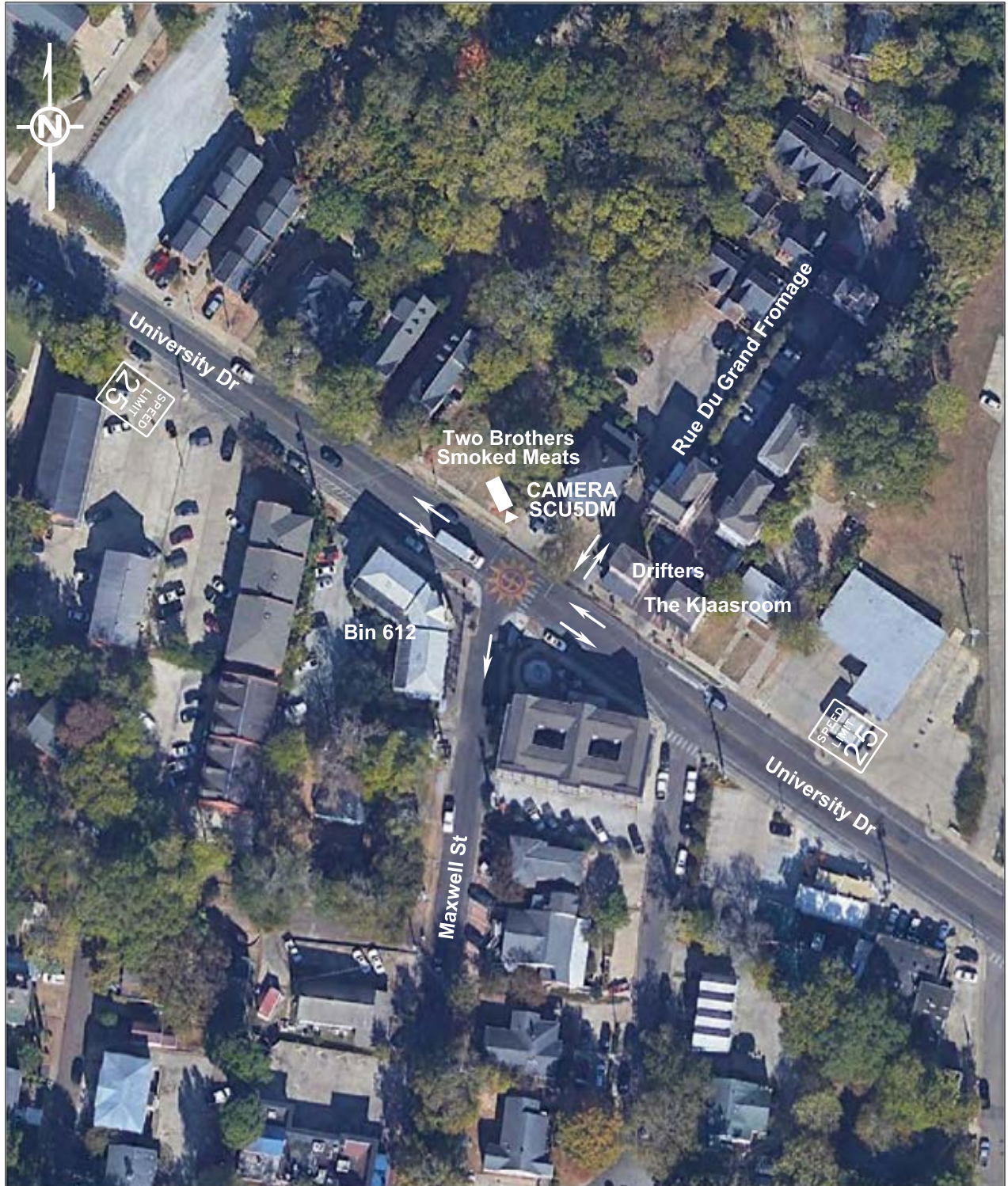
Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Page Ave From North				University Dr From East				Page Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	11
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
08:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	5	0	0	0	0	0	0	1	5	0	0	11
09:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
09:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	6	0	0	12
10:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0	10
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
12:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
Total	0	0	0	0	0	6	0	0	0	0	0	0	0	7	0	0	13
01:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
01:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Page Ave From North				University Dr From East				Page Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
06:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
Grand Total	0	0	0	0	1	54	0	0	0	0	0	0	1	56	0	0	112
Apprch %	0	0	0	0	1.8	98.2	0	0	0	0	0	0	1.8	98.2	0	0	
Total %	0	0	0	0	0.9	48.2	0	0	0	0	0	0	0.9	50	0	0	
Buses	0	0	0	0	0	43	0	0	0	0	0	0	0	42	0	0	85
% Buses	0	0	0	0	0	79.6	0	0	0	0	0	0	0	75	0	0	75.9
Single-Unit Trucks	0	0	0	0	1	10	0	0	0	0	0	0	1	11	0	0	23
% Single-Unit Trucks	0	0	0	0	100	18.5	0	0	0	0	0	0	100	19.6	0	0	20.5
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
% Articulated Trucks	0	0	0	0	0	1.9	0	0	0	0	0	0	0	5.4	0	0	3.6





TURNING MOVEMENT COUNT #2010088
UNIVERSITY DR @ MAXWELL ST / RUE DU GRAND FROMAGE
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Rue Due Grand Fromage From North				University Dr From East				Maxwell St From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	2	10	0	45	6	5	0	0	0	2	13	126	1	2	212
08:00 AM	1	0	1	9	0	63	6	5	0	0	0	6	12	104	0	2	209
09:00 AM	3	1	1	11	3	78	8	4	0	0	0	18	16	96	2	1	242
10:00 AM	7	0	3	30	6	111	15	23	0	0	1	15	28	103	4	1	347
11:00 AM	2	1	6	21	8	171	23	22	0	0	1	17	25	152	5	11	465
12:00 PM	8	2	1	28	3	179	19	31	2	0	1	24	29	212	2	12	553
01:00 PM	6	2	3	29	6	199	20	27	1	0	0	24	29	207	4	13	570
02:00 PM	5	1	3	41	5	180	24	26	0	0	0	30	32	180	1	20	548
03:00 PM	4	1	1	56	1	192	8	39	0	0	1	36	28	179	7	13	566
04:00 PM	1	1	3	53	1	191	17	21	0	0	0	44	29	168	6	15	550
05:00 PM	6	0	3	86	8	262	25	38	0	0	1	31	47	192	5	18	722
06:00 PM	6	2	5	66	10	180	16	56	0	0	0	41	37	184	8	15	626
Grand Total	49	11	32	440	51	1851	187	297	3	0	5	288	325	1903	45	123	5610
Apprch %	9.2	2.1	6	82.7	2.1	77.6	7.8	12.4	1	0	1.7	97.3	13.6	79.4	1.9	5.1	
Total %	0.9	0.2	0.6	7.8	0.9	33	3.3	5.3	0.1	0	0.1	5.1	5.8	33.9	0.8	2.2	
Lights	48	11	31	0	50	1770	186	0	3	0	5	0	319	1818	43	0	4284
% Lights	98	100	96.9	0	98	95.6	99.5	0	100	0	100	0	98.2	95.5	95.6	0	76.4
Buses	0	0	0	0	0	41	0	0	0	0	0	0	0	43	0	0	84
% Buses	0	0	0	0	0	2.2	0	0	0	0	0	0	0	2.3	0	0	1.5
Single-Unit Trucks	1	0	1	0	1	9	1	0	0	0	0	0	5	8	1	0	27
% Single-Unit Trucks	2	0	3.1	0	2	0.5	0.5	0	0	0	0	0	1.5	0.4	2.2	0	0.5
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	5
% Articulated Trucks	0	0	0	0	0	0.1	0	0	0	0	0	0	0.3	0.2	0	0	0.1
Bicycles on Road	0	0	0	0	0	30	0	0	0	0	0	0	0	31	1	0	62
% Bicycles on Road	0	0	0	0	0	1.6	0	0	0	0	0	0	0	1.6	2.2	0	1.1
Bicycles on Crosswalk	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
% Bicycles on Crosswalk	0	0	0	0.7	0	0	0	0	0	0	0	0.7	0	0	0	0	0.1
Pedestrians	0	0	0	437	0	0	0	297	0	0	0	286	0	0	0	123	1143
% Pedestrians	0	0	0	99.3	0	0	0	100	0	0	0	99.3	0	0	0	100	20.4

5.1 A285

Count Name: 2010088 -
University Dr @ Maxwell St /
Rue Du Grand Fromage,
Starkville
Site Code: 2010088
Start Date: 09/29/2020
Page No: 1

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310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700

Turning Movement Data

Start Time	Rue Due Grand Fromage Southbound						University Dr Westbound						Maxwell St Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	4	0	0	9	3	0	0	12	0	0	0	0	2	0	4	10	0	0	0	14	26
7:15 AM	0	0	1	0	2	1	0	15	0	0	2	15	0	0	0	0	0	0	1	24	1	0	0	26	42
7:30 AM	0	0	0	0	1	0	0	11	1	0	3	12	0	0	0	0	0	0	1	43	0	0	0	44	56
7:45 AM	0	0	1	0	3	1	0	10	2	0	0	12	0	0	0	0	0	0	7	49	0	1	2	57	70
Hourly Total	0	0	2	0	10	2	0	45	6	0	5	51	0	0	0	0	2	0	13	126	1	1	2	141	194
8:00 AM	1	0	0	0	2	1	0	12	0	0	2	12	0	0	0	0	1	0	3	26	0	0	1	29	42
8:15 AM	0	0	0	0	3	0	0	12	1	0	2	13	0	0	0	0	2	0	3	27	0	0	1	30	43
8:30 AM	0	0	0	0	0	0	0	17	3	0	0	20	0	0	0	0	1	0	1	27	0	0	0	28	48
8:45 AM	0	0	1	0	4	1	0	22	2	0	1	24	0	0	0	0	2	0	5	24	0	0	0	29	54
Hourly Total	1	0	1	0	9	2	0	63	6	0	5	69	0	0	0	0	6	0	12	104	0	0	2	116	187
9:00 AM	0	0	0	0	2	0	0	10	3	0	2	13	0	0	0	0	5	0	7	29	1	0	0	37	50
9:15 AM	0	0	0	0	3	0	0	27	0	0	1	27	0	0	0	0	7	0	3	22	0	0	0	25	52
9:30 AM	0	0	0	0	3	0	0	22	1	0	1	23	0	0	0	0	4	0	4	21	0	0	0	25	48
9:45 AM	3	1	1	0	3	5	3	19	4	0	0	26	0	0	0	0	2	0	2	24	1	0	1	27	58
Hourly Total	3	1	1	0	11	5	3	78	8	0	4	89	0	0	0	0	18	0	16	96	2	0	1	114	208
10:00 AM	1	0	0	0	5	1	1	17	1	0	6	19	0	0	0	0	2	0	4	17	0	0	1	21	41
10:15 AM	0	0	1	0	7	1	1	22	5	0	4	28	0	0	0	0	4	0	4	22	1	0	0	27	56
10:30 AM	0	0	1	0	10	1	1	33	5	0	4	39	0	0	1	0	7	1	10	25	2	0	0	37	78
10:45 AM	6	0	1	1	8	8	3	39	4	0	9	46	0	0	0	0	2	0	10	39	1	0	0	50	104
Hourly Total	7	0	3	1	30	11	6	111	15	0	23	132	0	0	1	0	15	1	28	103	4	0	1	135	279
11:00 AM	0	0	2	0	3	2	1	42	7	0	7	50	0	0	0	0	5	0	5	40	1	0	2	46	98
11:15 AM	0	1	0	0	6	1	2	41	5	0	6	48	0	0	0	0	4	0	5	34	1	0	1	40	89
11:30 AM	1	0	3	0	10	4	2	34	5	0	3	41	0	0	0	0	5	0	5	37	1	0	6	43	88
11:45 AM	1	0	1	1	2	3	3	54	6	0	6	63	0	0	1	0	3	1	10	41	2	0	2	53	120
Hourly Total	2	1	6	1	21	10	8	171	23	0	22	202	0	0	1	0	17	1	25	152	5	0	11	182	395
12:00 PM	1	0	1	0	13	2	1	38	4	0	9	43	2	0	0	0	1	2	6	55	0	0	3	61	108
12:15 PM	2	1	0	0	8	3	0	50	4	0	3	54	0	0	0	0	6	0	5	64	1	0	3	70	127
12:30 PM	2	1	0	0	5	3	1	38	4	0	9	43	0	0	1	0	10	1	5	49	0	0	4	54	101
12:45 PM	3	0	0	0	2	3	1	53	7	0	10	61	0	0	0	0	7	0	13	44	1	0	2	58	122
Hourly Total	8	2	1	0	28	11	3	179	19	0	31	201	2	0	1	0	24	3	29	212	2	0	12	243	458
1:00 PM	3	1	1	0	8	5	2	54	9	0	6	65	0	0	0	0	6	0	6	49	3	0	3	58	128
1:15 PM	1	1	1	0	3	3	1	55	6	0	7	62	1	0	0	0	1	1	9	55	0	0	4	64	130
1:30 PM	1	0	1	0	10	2	3	39	1	0	8	43	0	0	0	0	7	0	6	49	1	0	3	56	101
1:45 PM	1	0	0	0	8	1	0	51	4	0	6	55	0	0	0	0	10	0	8	54	0	0	3	62	118
Hourly Total	6	2	3	0	29	11	6	199	20	0	27	225	1	0	0	0	24	1	29	207	4	0	13	240	477
2:00 PM	1	0	2	0	7	3	1	58	3	0	3	62	0	0	0	0	4	0	6	58	1	0	7	65	130
2:15 PM	3	0	0	0	7	3	1	51	7	0	7	59	0	0	0	0	10	0	9	49	0	0	3	58	120
2:30 PM	0	0	0	0	10	0	0	36	6	0	6	42	0	0	0	0	6	0	8	34	0	0	4	42	84
2:45 PM	1	1	1	0	17	3	3	35	8	0	10	46	0	0	0	0	10	0	9	39	0	0	6	48	97
Hourly Total	5	1	3	0	41	9	5	180	24	0	26	209	0	0	0	0	30	0	32	180	1	0	20	213	431
3:00 PM	0	0	0	0	18	0	1	54	0	0	20	55	0	0	0	0	5	0	11	51	2	0	2	64	119
3:15 PM	1	1	1	0	13	3	0	39	2	0	4	41	0	0	1	0	8	1	10	36	1	0	4	47	92
3:30 PM	1	0	0	0	13	1	0	54	0	0	8	54	0	0	0	0	21	0	3	45	4	0	5	52	107
3:45 PM	2	0	0	0	12	2	0	45	6	0	7	51	0	0	0	0	2	0	4	47	0	0	2	51	104
Hourly Total	4	1	1	0	56	6	1	192	8	0	39	201	0	0	1	0	36	1	28	179	7	0	13	214	422
4:00 PM	0	0	1	0	9	1	0	44	5	0	7	49	0	0	0	0	11	0	9	40	1	0	8	50	100
4:15 PM	1	1	1	0	16	3	0	44	5	0	6	49	0	0	0	0	14	0	9	40	2	0	6	51	103
4:30 PM	0	0	0	0	16	0	1	50	2	0	0	53	0	0	0	0	8	0	3	39	2	0	0	44	97
4:45 PM	0	0	1	0	12	1	0	53	5	0	8	58	0	0	0	0	11	0	8	49	1	0	1	58	117
Hourly Total	1	1	3	0	53	5	1	191	17	0	21	209	0	0	0	0	44	0	29	168	6	0	15	203	417
5:00 PM	2	0	0	0	21	2	2	76	8	0	10	86	0	0	0	0	4	0	8	55	0	1	4	64	152
5:15 PM	0	0	0	0	14	0	3	91	6	0	7	100	0	0	0	0	8	0	10	58	0	0	2	68	168
5:30 PM	2	0	2	0	25	4	1	53	4	0	11	58	0	0	1	0	8	1	12	44	3	0	7	59	122
5:45 PM	2	0	1	0	26	3	2	42	7	0	10	51	0	0	0	0	11	0	17	35	2	0	5	54	108
Hourly Total	6	0	3	0	86	9	8	262	25	0	38	295	0	0	1	0	31	1	47	192	5	1	18	245	550
6:00 PM	0	2	1	0	11	3	3	45	6	0	5	54	0	0	0	0	8	0	9	50	2	0	1	61	118
6:15 PM	2	0	1	0	13	3	6	43	2	0	15	51	0	0	0	0	11	0	9	41	3	0	4	53	107
6:30 PM	4	0	1	0	19	5	1	58	3	0	21	62	0	0	0	0	10	0	9	48	2	1	5	60	127
6:45 PM	0	0	2	0	23	2	0	34	5	0	15	39	0	0	0	0	12	0	10	45	1	0	5	56	97
Hourly Total	6	2	5	0	66	13	10	180	16	0	56	206	0	0	0	0	41	0	37	184	8	1	15	230	449
Grand Total	49	11	32	2	440	94	51	1851	187	0	297	2089	3	0	5	0	288	8	325	1903	45	3	123	2276	4467
Approach %	52.1	11.7	34.0	2.1	-	-	2.4	88.6	9.0	0.0	-	-	37.5	0.0	62.5	0.0	-	-	14.3	83.6	2.0	0.1	-	-	-

5.1 A286

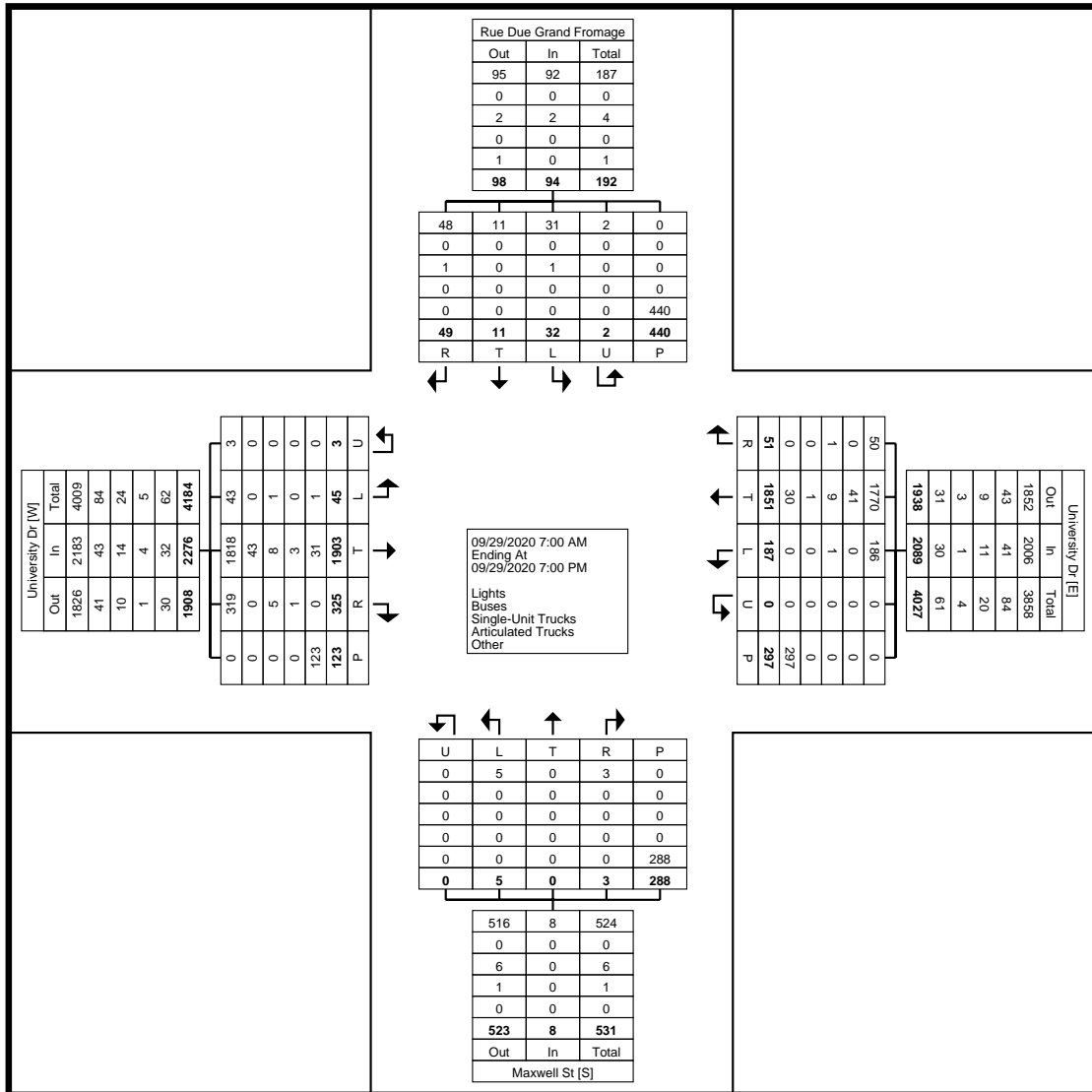
Total %	1.1	0.2	0.7	0.0	-	2.1	1.1	41.4	4.2	0.0	-	46.8	0.1	0.0	0.1	0.0	-	0.2	7.3	42.6	1.0	0.1	-	51.0	-
Lights	48	11	31	2	-	92	50	1770	186	0	-	2006	3	0	5	0	-	8	319	1818	43	3	-	2183	4289
% Lights	98.0	100.0	96.9	100.0	-	97.9	98.0	95.6	99.5	-	-	96.0	100.0	-	100.0	-	-	100.0	98.2	95.5	95.6	100.0	-	95.9	96.0
Buses	0	0	0	0	-	0	0	41	0	0	-	41	0	0	0	0	-	0	0	43	0	0	-	43	84
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	2.2	0.0	-	-	2.0	0.0	-	0.0	-	-	0.0	0.0	2.3	0.0	0.0	-	1.9	1.9
Single-Unit Trucks	1	0	1	0	-	2	1	9	1	0	-	11	0	0	0	0	-	0	5	8	1	0	-	14	27
% Single-Unit Trucks	2.0	0.0	3.1	0.0	-	2.1	2.0	0.5	0.5	-	-	0.5	0.0	-	0.0	-	-	0.0	1.5	0.4	2.2	0.0	-	0.6	0.6
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1	3	0	0	-	4	5
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.3	0.2	0.0	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	0	-	0	0	30	0	0	-	30	0	0	0	0	-	0	0	31	1	0	-	32	62
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	1.6	0.0	-	-	1.4	0.0	-	0.0	-	-	0.0	0.0	1.6	2.2	0.0	-	1.4	1.4
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.7	-	-	-	-	-	0.0	-	-	-	-	-	0.7	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	437	-	-	-	-	-	297	-	-	-	-	-	286	-	-	-	-	-	123	-	-
% Pedestrians	-	-	-	-	99.3	-	-	-	-	-	100.0	-	-	-	-	-	99.3	-	-	-	-	-	100.0	-	-

5.1 A287

Count Name: 2010088 -
 University Dr @ Maxwell St /
 Rue Du Grand Fromage,
 Starkville
 Site Code: 2010088
 Start Date: 09/29/2020
 Page No: 3

Michael Baker International
 310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
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Turning Movement Data Plot

5.1 A288

Count Name: 2010088 -
 University Dr @ Maxwell St /
 Rue Du Grand Fromage,
 Starkville
 Site Code: 2010088
 Start Date: 09/29/2020
 Page No: 4

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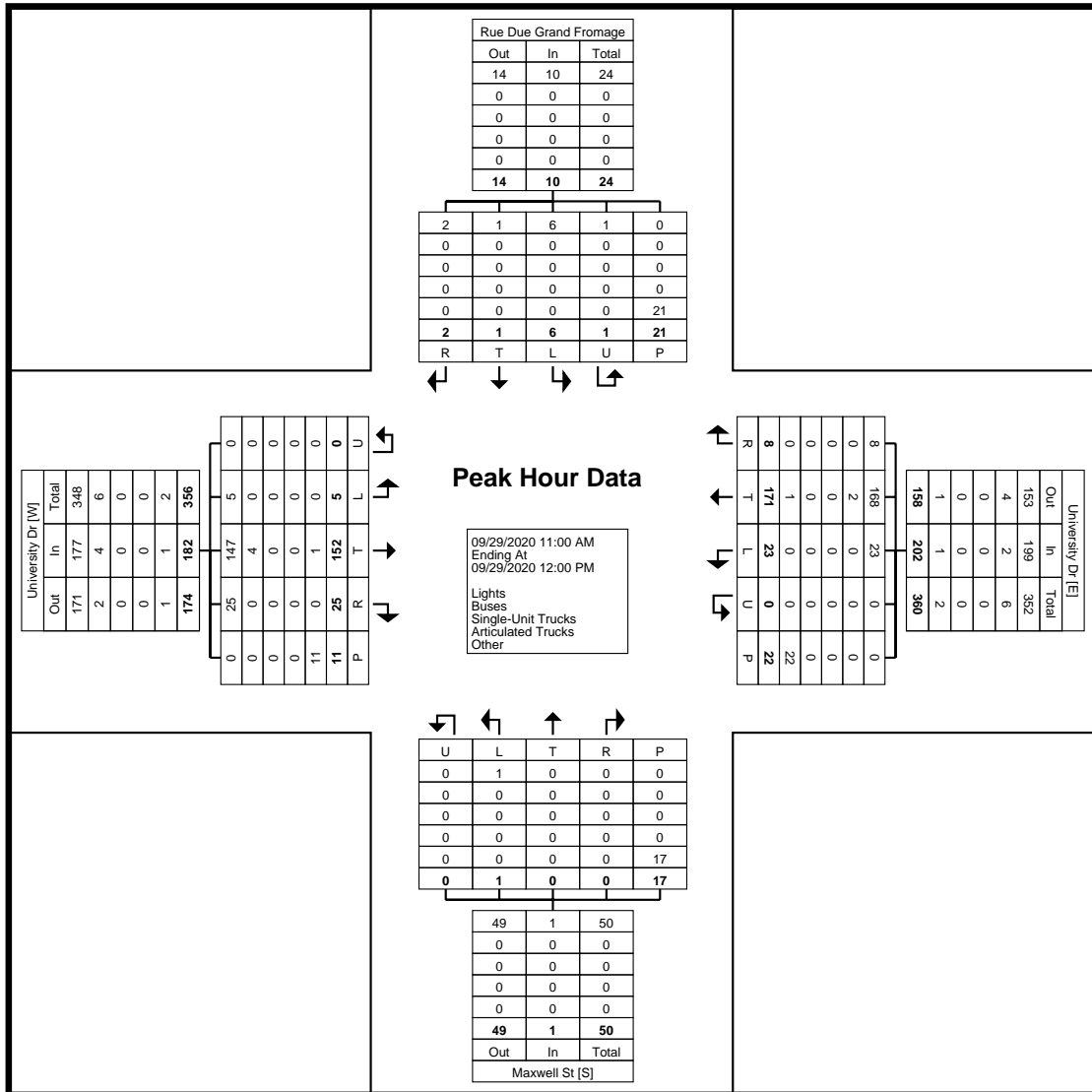
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Rue Due Grand Fromage Southbound						University Dr Westbound						Maxwell St Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	0	2	0	3	2	1	42	7	0	7	50	0	0	0	0	5	0	5	40	1	0	2	46	98
11:15 AM	0	1	0	0	6	1	2	41	5	0	6	48	0	0	0	0	4	0	5	34	1	0	1	40	89
11:30 AM	1	0	3	0	10	4	2	34	5	0	3	41	0	0	0	0	5	0	5	37	1	0	6	43	88
11:45 AM	1	0	1	1	2	3	3	54	6	0	6	63	0	0	1	0	3	1	10	41	2	0	2	53	120
Total	2	1	6	1	21	10	8	171	23	0	22	202	0	0	1	0	17	1	25	152	5	0	11	182	395
Approach %	20.0	10.0	60.0	10.0	-	-	4.0	84.7	11.4	0.0	-	-	0.0	0.0	100.0	0.0	-	-	13.7	83.5	2.7	0.0	-	-	-
Total %	0.5	0.3	1.5	0.3	-	2.5	2.0	43.3	5.8	0.0	-	51.1	0.0	0.0	0.3	0.0	-	0.3	6.3	38.5	1.3	0.0	-	46.1	-
PHF	0.500	0.250	0.500	0.250	-	0.625	0.667	0.792	0.821	0.000	-	0.802	0.000	0.000	0.250	0.000	-	0.250	0.625	0.927	0.625	0.000	-	0.858	0.823
Lights	2	1	6	1	-	10	8	168	23	0	-	199	0	0	1	0	-	1	25	147	5	0	-	177	387
% Lights	100.0	100.0	100.0	100.0	-	100.0	100.0	98.2	100.0	-	-	98.5	-	-	100.0	-	-	100.0	100.0	96.7	100.0	-	-	97.3	98.0
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	4	0	0	-	4	6
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	1.2	0.0	-	-	1.0	-	-	0.0	-	-	0.0	0.0	2.6	0.0	-	-	2.2	1.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	-	0.5	-	-	0.0	-	-	0.0	0.0	0.7	0.0	-	-	0.5	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	21	-	-	-	-	-	22	-	-	-	-	-	17	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

5.1 A289

Count Name: 2010088 -
 University Dr @ Maxwell St /
 Rue Du Grand Fromage,
 Starkville
 Site Code: 2010088
 Start Date: 09/29/2020
 Page No: 5

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 310 New Pointe Drive
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 601.607.8700



Turning Movement Peak Hour Data Plot (11:00 AM)

5.1 A290

Count Name: 2010088 -
 University Dr @ Maxwell St /
 Rue Du Grand Fromage,
 Starkville
 Site Code: 2010088
 Start Date: 09/29/2020
 Page No: 6

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 310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
 601.607.8700

Turning Movement Peak Hour Data (4:45 PM)

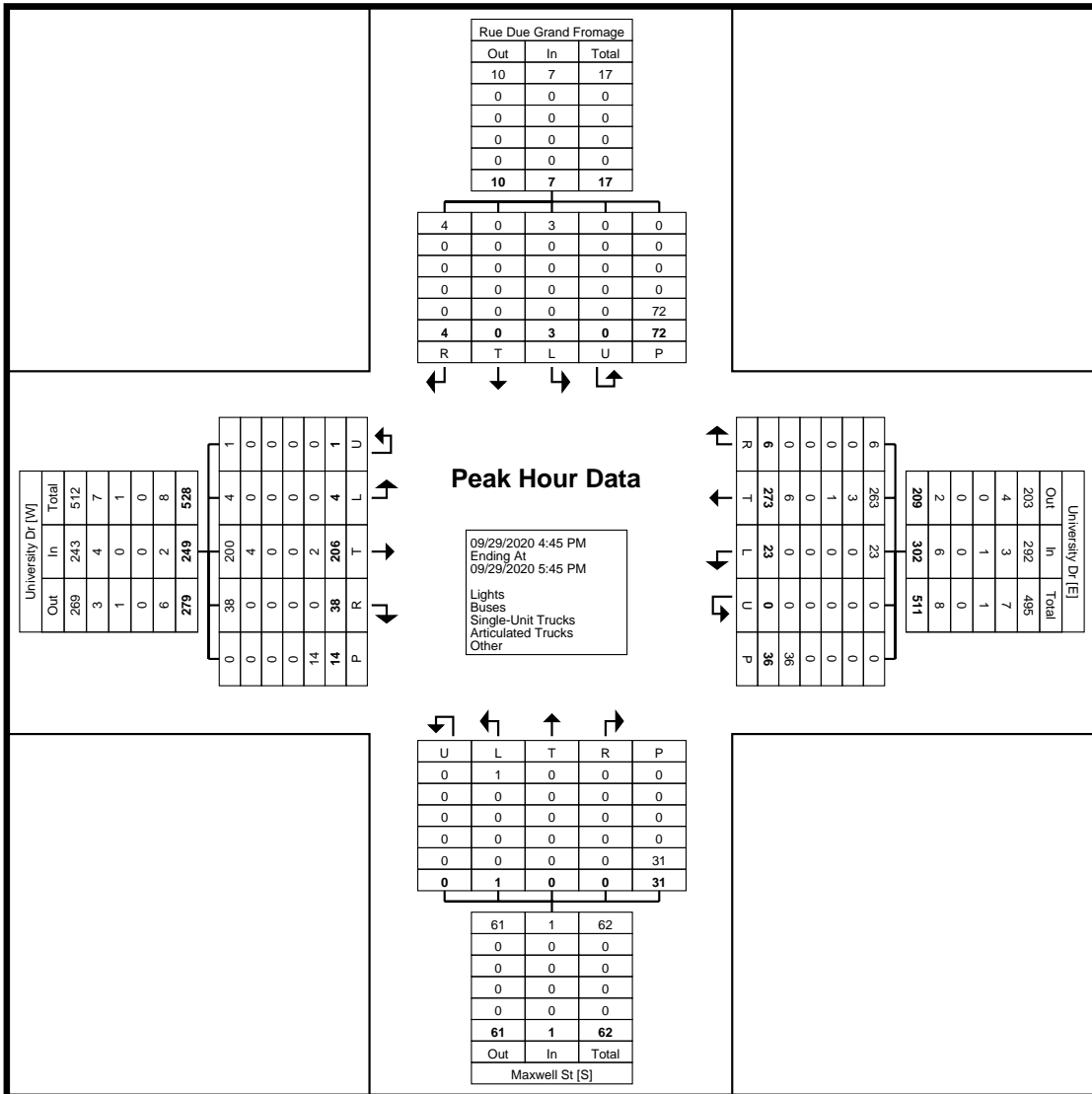
Start Time	Rue Due Grand Fromage Southbound						University Dr Westbound						Maxwell St Northbound						University Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	0	0	1	0	12	1	0	53	5	0	8	58	0	0	0	0	11	0	8	49	1	0	1	58	117
5:00 PM	2	0	0	0	21	2	2	76	8	0	10	86	0	0	0	0	4	0	8	55	0	1	4	64	152
5:15 PM	0	0	0	0	14	0	3	91	6	0	7	100	0	0	0	0	8	0	10	58	0	0	2	68	168
5:30 PM	2	0	2	0	25	4	1	53	4	0	11	58	0	0	1	0	8	1	12	44	3	0	7	59	122
Total	4	0	3	0	72	7	6	273	23	0	36	302	0	0	1	0	31	1	38	206	4	1	14	249	559
Approach %	57.1	0.0	42.9	0.0	-	-	2.0	90.4	7.6	0.0	-	-	0.0	0.0	100.0	0.0	-	-	15.3	82.7	1.6	0.4	-	-	-
Total %	0.7	0.0	0.5	0.0	-	1.3	1.1	48.8	4.1	0.0	-	54.0	0.0	0.0	0.2	0.0	-	0.2	6.8	36.9	0.7	0.2	-	-	44.5
PHF	0.500	0.000	0.375	0.000	-	0.438	0.500	0.750	0.719	0.000	-	0.755	0.000	0.000	0.250	0.000	-	0.250	0.792	0.888	0.333	0.250	-	0.915	0.832
Lights	4	0	3	0	-	7	6	263	23	0	-	292	0	0	1	0	-	1	38	200	4	1	-	243	543
% Lights	100.0	-	100.0	-	-	100.0	100.0	96.3	100.0	-	-	96.7	-	-	100.0	-	-	100.0	100.0	97.1	100.0	100.0	-	97.6	97.1
Buses	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	7
% Buses	0.0	-	0.0	-	-	0.0	0.0	1.1	0.0	-	-	1.0	-	-	0.0	-	-	0.0	0.0	1.9	0.0	0.0	-	1.6	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	-	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	6	0	0	-	6	0	0	0	0	-	0	0	2	0	0	-	2	8
% Bicycles on Road	0.0	-	0.0	-	-	0.0	0.0	2.2	0.0	-	-	2.0	-	-	0.0	-	-	0.0	0.0	1.0	0.0	0.0	-	0.8	1.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	1.4	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	71	-	-	-	-	-	36	-	-	-	-	-	31	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	98.6	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

5.1 A291

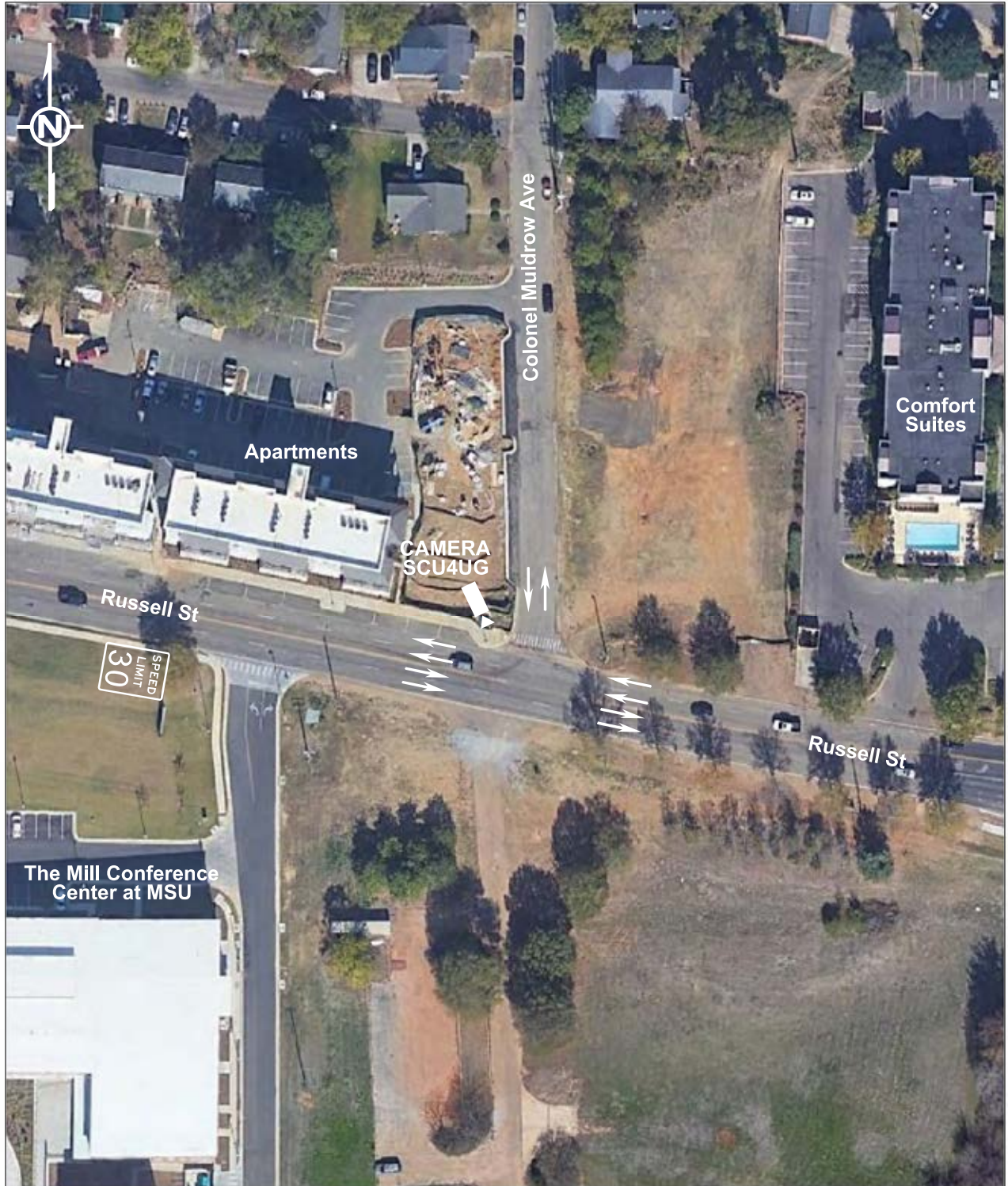
Count Name: 2010088 -
 University Dr @ Maxwell St /
 Rue Du Grand Fromage,
 Starkville
 Site Code: 2010088
 Start Date: 09/29/2020
 Page No: 7

Michael Baker International
 310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
 601.607.8700



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



**TURNING MOVEMENT COUNT #2010089
RUSSELL ST @ COLONEL MULDROW AVE
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Colonel Muldrow Ave From North			Russell St From East			Russell St From West			Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds	
07:00 AM	2	1	3	10	103	0	255	7	0	381
08:00 AM	1	6	0	12	102	0	189	6	0	316
09:00 AM	1	5	0	15	108	0	190	11	1	331
10:00 AM	1	4	2	12	120	0	219	9	0	367
11:00 AM	4	5	1	31	253	0	317	14	0	625
12:00 PM	2	3	3	29	297	0	432	14	0	780
01:00 PM	0	4	1	20	212	0	347	14	0	598
02:00 PM	2	2	1	19	220	0	283	19	1	547
03:00 PM	2	5	7	28	194	0	239	11	0	486
04:00 PM	2	4	3	21	223	0	257	22	0	532
05:00 PM	4	5	2	35	302	0	356	12	2	718
06:00 PM	1	3	2	28	209	0	258	18	0	519
Grand Total	22	47	25	260	2343	0	3342	157	4	6200
Apprch %	23.4	50	26.6	10	90	0	95.4	4.5	0.1	
Total %	0.4	0.8	0.4	4.2	37.8	0	53.9	2.5	0.1	
Lights	21	43	0	253	2269	0	3262	157	0	6005
% Lights	95.5	91.5	0	97.3	96.8	0	97.6	100	0	96.9
Buses	0	1	0	0	30	0	37	0	0	68
% Buses	0	2.1	0	0	1.3	0	1.1	0	0	1.1
Single-Unit Trucks	0	3	0	4	23	0	24	0	0	54
% Single-Unit Trucks	0	6.4	0	1.5	1	0	0.7	0	0	0.9
Articulated Trucks	0	0	0	1	11	0	6	0	0	18
% Articulated Trucks	0	0	0	0.4	0.5	0	0.2	0	0	0.3
Bicycles on Road	1	0	0	2	10	0	13	0	0	26
% Bicycles on Road	4.5	0	0	0.8	0.4	0	0.4	0	0	0.4
Bicycles on Crosswalk	0	0	1	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	4	0	0	0	0	0	0	0
Pedestrians	0	0	24	0	0	0	0	0	4	28
% Pedestrians	0	0	96	0	0	0	0	0	100	0.5

5.1 A294

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010089 - Russell
 St @ Colonel Muldrow Ave,
 Starkville
 Site Code: 2010089
 Start Date: 09/29/2020
 Page No: 1

Turning Movement Data

Start Time	Colonel Muldrow Ave Southbound					Russell St Westbound					Russell St Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
7:00	0	0	0	2	0	5	15	0	0	20	35	0	0	0	35	55
7:15	0	0	0	0	0	1	27	0	0	28	48	0	0	0	48	76
7:30	0	0	0	0	0	1	31	0	0	32	77	1	0	0	78	110
7:45	2	1	0	1	3	3	30	0	0	33	95	6	0	0	101	137
Hourly Total	2	1	0	3	3	10	103	0	0	113	255	7	0	0	262	378
8:00	0	0	0	0	0	4	33	0	0	37	53	5	0	0	58	95
8:15	0	2	0	0	2	3	23	0	0	26	46	1	0	0	47	75
8:30	1	4	0	0	5	2	21	0	0	23	50	0	0	0	50	78
8:45	0	0	0	0	0	3	25	0	0	28	40	0	0	0	40	68
Hourly Total	1	6	0	0	7	12	102	0	0	114	189	6	0	0	195	316
9:00	0	1	0	0	1	4	18	0	0	22	60	4	0	0	64	87
9:15	0	1	0	0	1	6	38	0	0	44	60	1	0	0	61	106
9:30	0	2	0	0	2	1	20	0	0	21	28	5	0	1	33	56
9:45	1	1	0	0	2	4	32	0	0	36	42	1	0	0	43	81
Hourly Total	1	5	0	0	6	15	108	0	0	123	190	11	0	1	201	330
10:00	0	1	0	0	1	3	16	0	0	19	38	2	0	0	40	60
10:15	0	2	0	0	2	4	31	0	0	35	55	3	0	0	58	95
10:30	1	0	0	2	1	3	29	0	0	32	56	0	0	0	56	89
10:45	0	1	0	0	1	2	44	0	0	46	70	4	0	0	74	121
Hourly Total	1	4	0	2	5	12	120	0	0	132	219	9	0	0	228	365
11:00	1	1	0	0	2	13	54	0	0	67	79	0	0	0	79	148
11:15	1	2	0	0	3	2	60	0	0	62	75	8	0	0	83	148
11:30	0	2	0	0	2	7	63	1	0	71	78	1	0	0	79	152
11:45	2	0	0	1	2	9	76	0	0	85	85	5	0	0	90	177
Hourly Total	4	5	0	1	9	31	253	1	0	285	317	14	0	0	331	625
12:00	0	1	0	0	1	6	76	0	0	82	89	3	0	0	92	175
12:15	1	0	0	3	1	4	75	0	0	79	122	0	0	0	122	202
12:30	1	1	0	0	2	8	78	0	0	86	114	6	0	0	120	208
12:45	0	1	0	0	1	11	68	0	0	79	107	5	0	0	112	192
Hourly Total	2	3	0	3	5	29	297	0	0	326	432	14	0	0	446	777
13:00	0	1	0	0	1	4	62	0	0	66	90	5	0	0	95	162
13:15	0	0	0	0	0	4	51	0	0	55	83	1	0	0	84	139
13:30	0	2	0	1	2	6	41	0	0	47	73	4	0	0	77	126
13:45	0	1	0	0	1	6	58	0	0	64	101	4	0	0	105	170
Hourly Total	0	4	0	1	4	20	212	0	0	232	347	14	0	0	361	597
14:00	0	0	0	0	0	2	63	0	0	65	83	3	0	0	86	151
14:15	1	2	0	0	3	2	53	0	0	55	72	7	0	1	79	137
14:30	0	0	0	0	0	8	57	0	0	65	47	2	0	0	49	114
14:45	1	0	0	1	1	7	47	0	0	54	81	7	0	0	88	143
Hourly Total	2	2	0	1	4	19	220	0	0	239	283	19	0	1	302	545
15:00	0	0	0	3	0	5	40	0	0	45	59	2	0	0	61	106
15:15	0	1	0	0	1	3	40	0	0	43	61	4	0	0	65	109
15:30	1	1	0	1	2	8	43	0	0	51	55	2	0	0	57	110
15:45	1	3	0	3	4	12	71	0	0	83	64	3	0	0	67	154
Hourly Total	2	5	0	7	7	28	194	0	0	222	239	11	0	0	250	479
16:00	1	2	0	0	3	6	62	0	0	68	55	7	0	0	62	133
16:15	1	0	0	1	1	6	58	0	0	64	58	5	0	0	63	128
16:30	0	1	0	1	1	6	44	0	0	50	61	3	0	0	64	115
16:45	0	1	0	1	1	3	59	0	0	62	83	7	0	0	90	153
Hourly Total	2	4	0	3	6	21	223	0	0	244	257	22	0	0	279	529
17:00	0	1	0	0	1	7	70	0	0	77	108	3	0	0	111	189
17:15	0	1	0	1	1	10	93	0	0	103	80	4	0	0	84	188
17:30	2	2	0	0	4	8	73	0	0	81	87	2	0	0	89	174
17:45	2	1	0	1	3	10	66	0	0	76	81	3	0	2	84	163
Hourly Total	4	5	0	2	9	35	302	0	0	337	356	12	0	2	368	714
18:00	0	2	0	0	2	8	52	0	0	60	69	3	0	0	72	134
18:15	1	1	0	0	2	4	52	0	0	56	68	7	0	0	75	133
18:30	0	0	0	0	0	8	59	1	0	68	63	3	0	0	66	134
18:45	0	0	0	2	0	8	46	0	0	54	58	5	0	0	63	117
Hourly Total	1	3	0	2	4	28	209	1	0	238	258	18	0	0	276	518
Grand Total	22	47	0	25	69	260	2343	2	0	2605	3342	157	0	4	3499	6173
Approach %	31.9	68.1	0.0	-	-	10.0	89.9	0.1	-	-	95.5	4.5	0.0	-	-	-
Total %	0.4	0.8	0.0	-	1.1	4.2	38.0	0.0	-	42.2	54.1	2.5	0.0	-	56.7	-

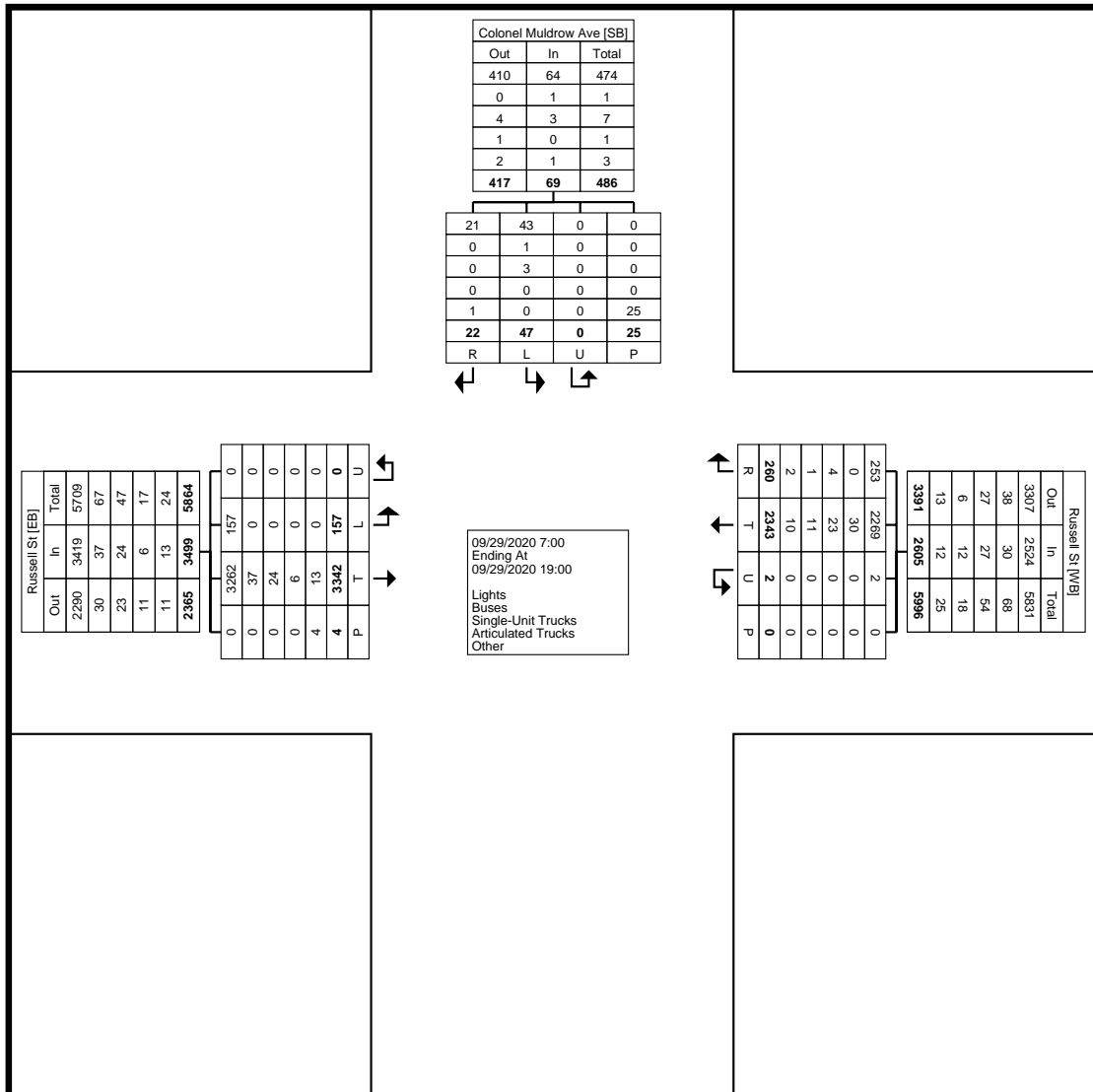
5.1 A295

Lights	21	43	0	-	64	253	2269	2	-	2524	3262	157	0	-	3419	6007
% Lights	95.5	91.5	-	-	92.8	97.3	96.8	100.0	-	96.9	97.6	100.0	-	-	97.7	97.3
Buses	0	1	0	-	1	0	30	0	-	30	37	0	0	-	37	68
% Buses	0.0	2.1	-	-	1.4	0.0	1.3	0.0	-	1.2	1.1	0.0	-	-	1.1	1.1
Single-Unit Trucks	0	3	0	-	3	4	23	0	-	27	24	0	0	-	24	54
% Single-Unit Trucks	0.0	6.4	-	-	4.3	1.5	1.0	0.0	-	1.0	0.7	0.0	-	-	0.7	0.9
Articulated Trucks	0	0	0	-	0	1	11	0	-	12	6	0	0	-	6	18
% Articulated Trucks	0.0	0.0	-	-	0.0	0.4	0.5	0.0	-	0.5	0.2	0.0	-	-	0.2	0.3
Bicycles on Road	1	0	0	-	1	2	10	0	-	12	13	0	0	-	13	26
% Bicycles on Road	4.5	0.0	-	-	1.4	0.8	0.4	0.0	-	0.5	0.4	0.0	-	-	0.4	0.4
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	4.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	24	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	96.0	-	-	-	-	-	-	-	-	-	100.0	-	-

5.1 A296

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010089 - Russell
 St @ Colonel Muldrow Ave,
 Starkville
 Site Code: 2010089
 Start Date: 09/29/2020
 Page No: 3

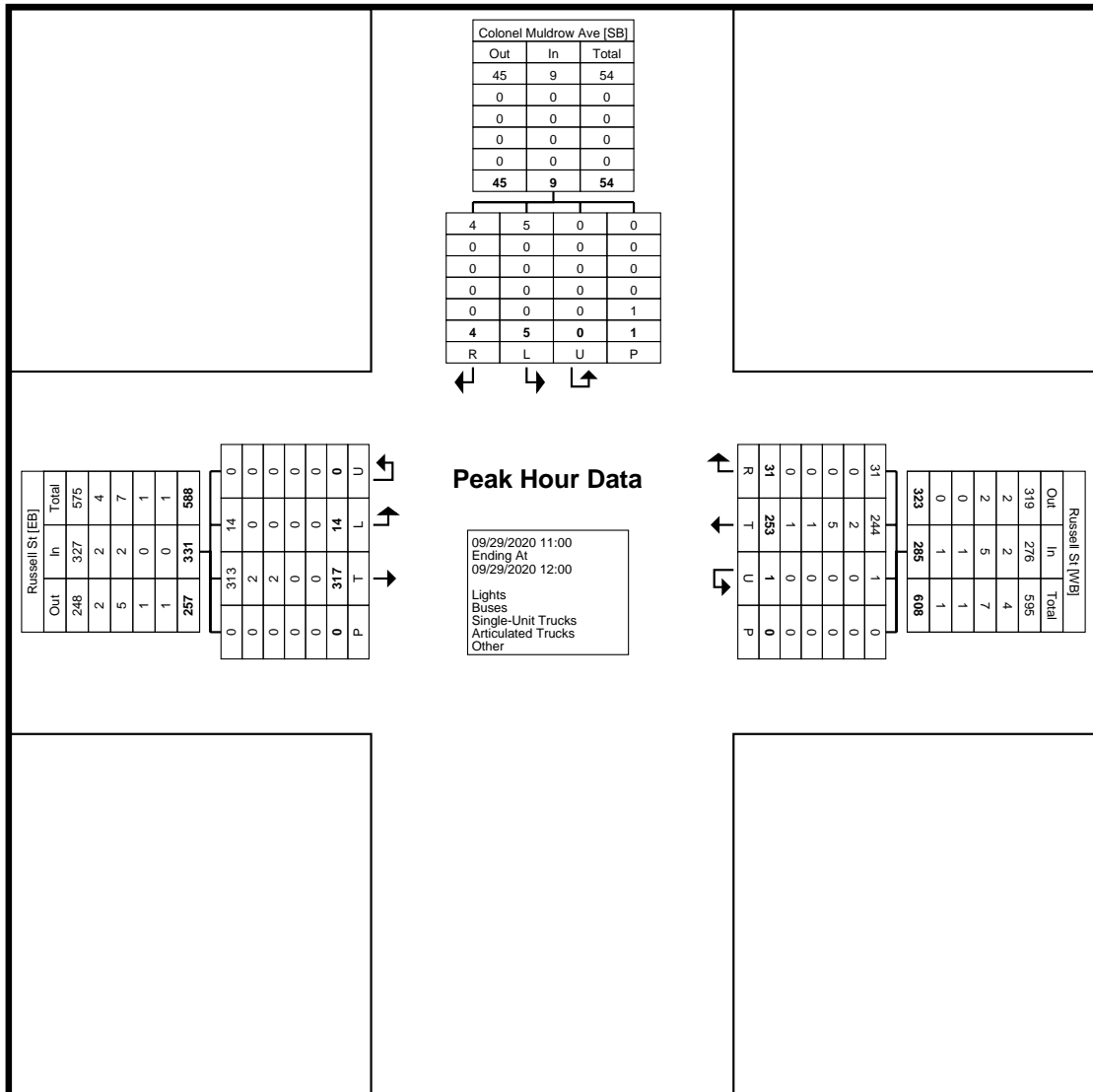


Turning Movement Data Plot

5.1 A298

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010089 - Russell
 St @ Colonel Muldrow Ave,
 Starkville
 Site Code: 2010089
 Start Date: 09/29/2020
 Page No: 5

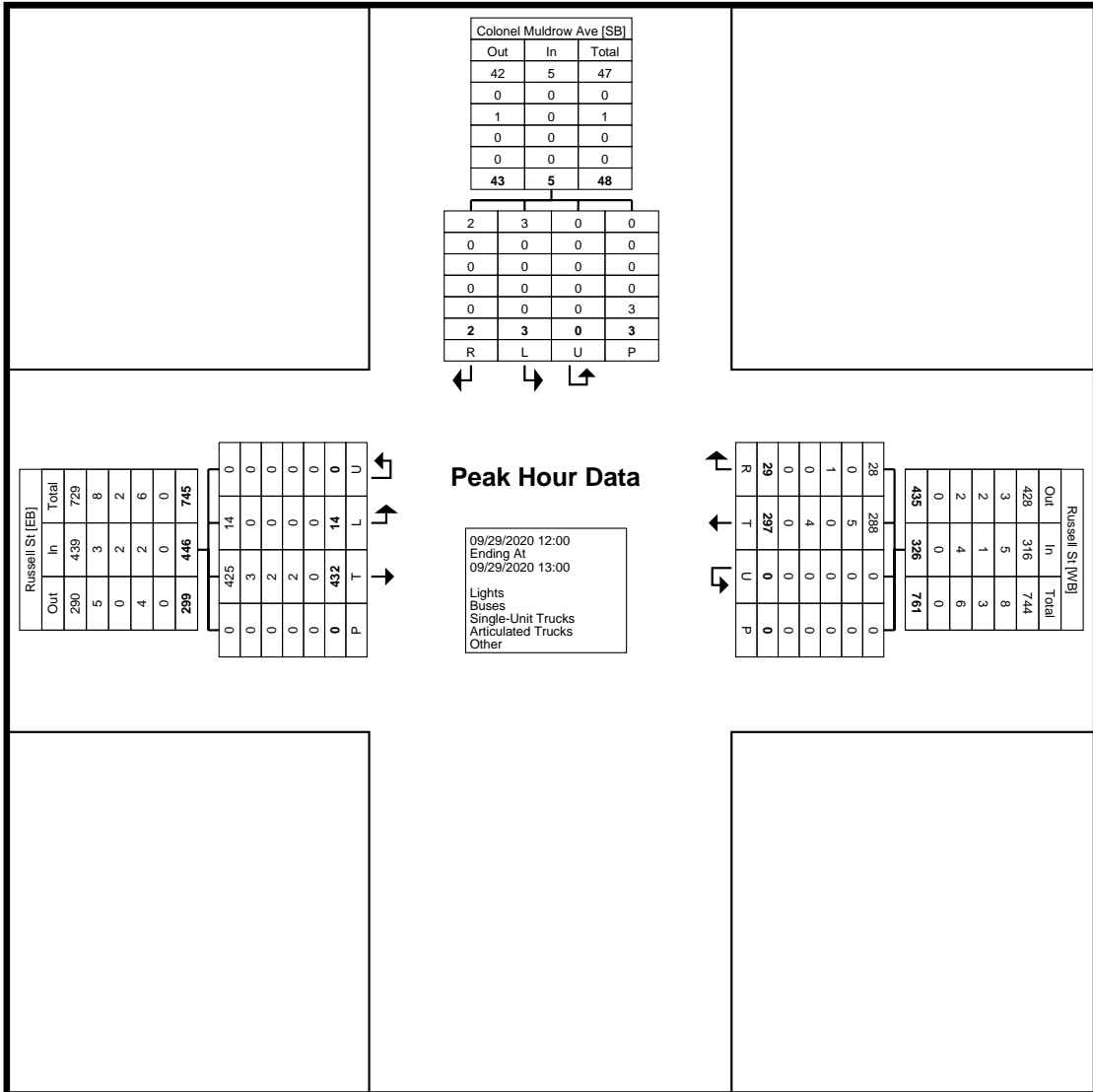


Turning Movement Peak Hour Data Plot (11:00)

5.1 A300

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010089 - Russell
 St @ Colonel Muldrow Ave,
 Starkville
 Site Code: 2010089
 Start Date: 09/29/2020
 Page No: 7



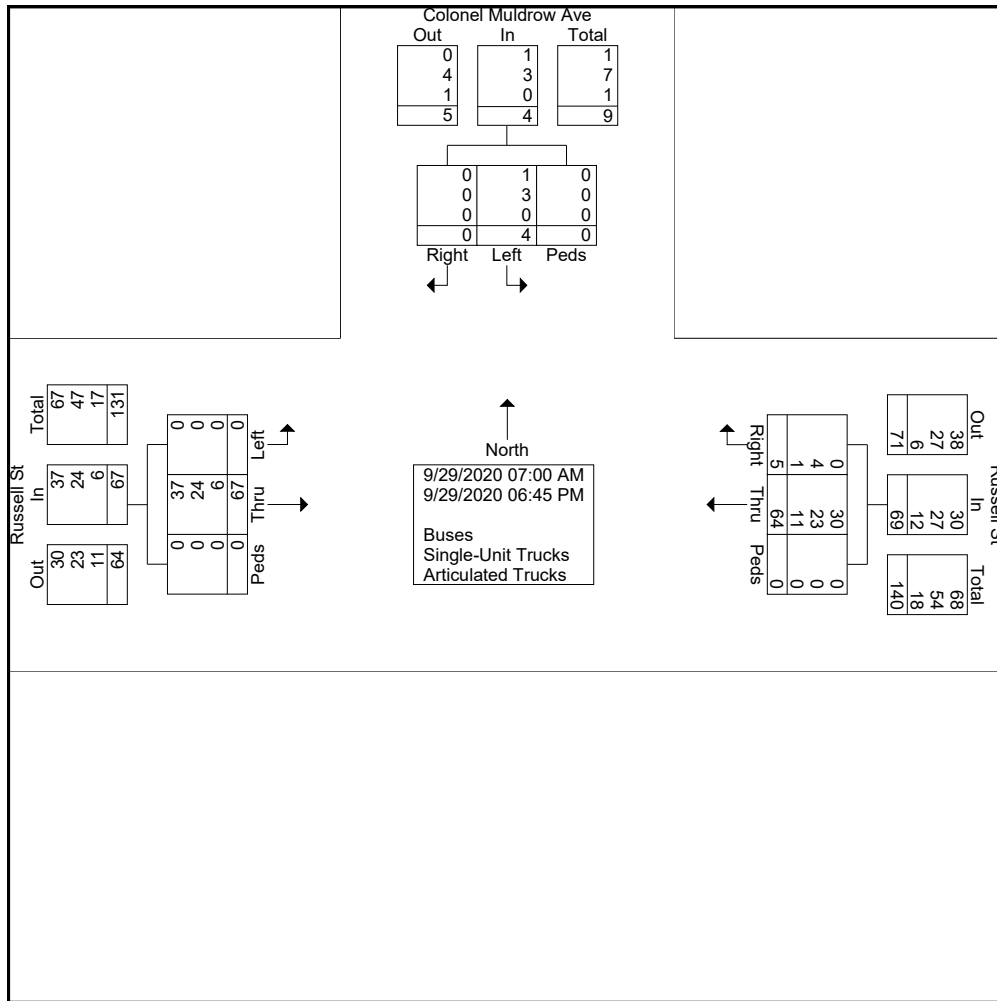
Turning Movement Peak Hour Data Plot (12:00)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Colonel Muldrow Ave From North			Russell St From East			Russell St From West			Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds	
07:00 AM	0	0	0	0	1	0	1	0	0	2
07:15 AM	0	0	0	0	1	0	3	0	0	4
07:30 AM	0	0	0	0	2	0	1	0	0	3
07:45 AM	0	0	0	1	1	0	3	0	0	5
Total	0	0	0	1	5	0	8	0	0	14
08:00 AM	0	0	0	0	1	0	3	0	0	4
08:15 AM	0	0	0	0	3	0	2	0	0	5
08:30 AM	0	0	0	0	0	0	1	0	0	1
08:45 AM	0	0	0	0	1	0	2	0	0	3
Total	0	0	0	0	5	0	8	0	0	13
09:00 AM	0	0	0	0	1	0	1	0	0	2
09:15 AM	0	0	0	1	3	0	1	0	0	5
09:30 AM	0	1	0	0	1	0	1	0	0	3
09:45 AM	0	0	0	0	2	0	0	0	0	2
Total	0	1	0	1	7	0	3	0	0	12
10:00 AM	0	0	0	1	1	0	2	0	0	4
10:15 AM	0	1	0	0	3	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	6	0	0	6
10:45 AM	0	0	0	0	2	0	1	0	0	3
Total	0	1	0	1	6	0	9	0	0	17
11:00 AM	0	0	0	0	2	0	1	0	0	3
11:15 AM	0	0	0	0	1	0	2	0	0	3
11:30 AM	0	0	0	0	2	0	0	0	0	2
11:45 AM	0	0	0	0	3	0	1	0	0	4
Total	0	0	0	0	8	0	4	0	0	12
12:00 PM	0	0	0	0	1	0	2	0	0	3
12:15 PM	0	0	0	0	6	0	2	0	0	8
12:30 PM	0	0	0	0	0	0	3	0	0	3
12:45 PM	0	0	0	1	2	0	0	0	0	3
Total	0	0	0	1	9	0	7	0	0	17
01:00 PM	0	0	0	0	2	0	2	0	0	4
01:15 PM	0	0	0	0	3	0	2	0	0	5
01:30 PM	0	1	0	0	3	0	2	0	0	6
01:45 PM	0	0	0	1	0	0	2	0	0	3
Total	0	1	0	1	8	0	8	0	0	18
02:00 PM	0	0	0	0	1	0	3	0	0	4
02:15 PM	0	0	0	0	1	0	2	0	0	3
02:30 PM	0	0	0	0	1	0	0	0	0	1
02:45 PM	0	0	0	0	2	0	3	0	0	5
Total	0	0	0	0	5	0	8	0	0	13
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	2	0	1	0	0	3
03:30 PM	0	0	0	0	0	0	1	0	0	1
03:45 PM	0	1	0	0	2	0	3	0	0	6
Total	0	1	0	0	4	0	5	0	0	10
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1
04:30 PM	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	1	0	2	0	0	3
05:00 PM	0	0	0	0	4	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	1	0	2	0	0	3

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Colonel Muldrow Ave From North			Russell St From East			Russell St From West			Int. Total
	Right	Left	Peds	Right	Thru	Peds	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	0	3	0	0	8
06:00 PM	0	0	0	0	0	0	1	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1
06:30 PM	0	0	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	2	0	0	3
Grand Total	0	4	0	5	64	0	67	0	0	140
Apprch %	0	100	0	7.2	92.8	0	100	0	0	
Total %	0	2.9	0	3.6	45.7	0	47.9	0	0	
Buses	0	1	0	0	30	0	37	0	0	68
% Buses	0	25	0	0	46.9	0	55.2	0	0	48.6
Single-Unit Trucks	0	3	0	4	23	0	24	0	0	54
% Single-Unit Trucks	0	75	0	80	35.9	0	35.8	0	0	38.6
Articulated Trucks	0	0	0	1	11	0	6	0	0	18
% Articulated Trucks	0	0	0	20	17.2	0	9	0	0	12.9





TURNING MOVEMENT COUNT #2010090
COLLEGE VIEW DR / B.S. HOOD RD @ BARR AVE
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	College View Dr From North				Barr Ave From East				B.S. Hood Rd From South				Barr Ave From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	27	45	22	4	0	22	20	17	53	84	4	28	14	51	35	8	434
08:00 AM	37	78	27	9	16	21	36	18	70	60	9	15	10	43	45	11	505
09:00 AM	33	54	14	14	14	42	44	17	62	60	9	12	19	43	34	11	482
10:00 AM	27	63	19	15	13	44	51	20	56	80	17	44	23	59	34	14	579
11:00 AM	50	98	21	57	22	71	88	4	78	100	28	26	30	50	46	9	778
12:00 PM	55	116	26	74	25	100	117	41	111	109	15	69	51	80	66	38	1093
01:00 PM	45	84	31	30	23	58	91	13	111	101	14	46	41	74	60	8	830
02:00 PM	32	89	25	18	26	70	90	6	97	92	16	70	32	66	46	16	791
03:00 PM	24	83	19	21	31	83	105	29	94	77	22	69	31	59	47	12	806
04:00 PM	27	78	16	8	19	65	83	10	72	95	12	43	38	60	34	12	672
05:00 PM	39	138	11	7	48	96	123	14	98	103	19	44	30	57	62	5	894
06:00 PM	31	110	8	10	17	54	98	12	112	69	18	40	24	48	35	9	695
Grand Total	427	1036	239	267	254	726	946	201	1014	1030	183	506	343	690	544	153	8559
Apprch %	21.7	52.6	12.1	13.6	11.9	34.1	44.5	9.4	37.1	37.7	6.7	18.5	19.8	39.9	31.4	8.8	
Total %	5	12.1	2.8	3.1	3	8.5	11.1	2.3	11.8	12	2.1	5.9	4	8.1	6.4	1.8	
Lights	378	1007	234	0	252	720	940	0	1009	996	182	0	340	686	434	0	7178
% Lights	88.5	97.2	97.9	0	99.2	99.2	99.4	0	99.5	96.7	99.5	0	99.1	99.4	79.8	0	83.9
Buses	39	17	2	0	0	0	1	0	0	13	0	0	0	0	96	0	168
% Buses	9.1	1.6	0.8	0	0	0	0.1	0	0	1.3	0	0	0	0	17.6	0	2
Single-Unit Trucks	8	6	1	0	0	4	3	0	3	16	1	0	2	1	11	0	56
% Single-Unit Trucks	1.9	0.6	0.4	0	0	0.6	0.3	0	0.3	1.6	0.5	0	0.6	0.1	2	0	0.7
Articulated Trucks	0	1	2	0	1	0	2	0	0	2	0	0	1	1	1	0	11
% Articulated Trucks	0	0.1	0.8	0	0.4	0	0.2	0	0	0.2	0	0	0.3	0.1	0.2	0	0.1
Bicycles on Road	2	5	0	0	1	2	0	0	2	3	0	0	0	2	2	0	19
% Bicycles on Road	0.5	0.5	0	0	0.4	0.3	0	0	0.2	0.3	0	0	0	0.3	0.4	0	0.2
Bicycles on Crosswalk	0	0	0	1	0	0	0	17	0	0	0	28	0	0	0	2	48
% Bicycles on Crosswalk	0	0	0	0.4	0	0	0	8.5	0	0	0	5.5	0	0	0	1.3	0.6
Pedestrians	0	0	0	266	0	0	0	184	0	0	0	478	0	0	0	151	1079
% Pedestrians	0	0	0	99.6	0	0	0	91.5	0	0	0	94.5	0	0	0	98.7	12.6

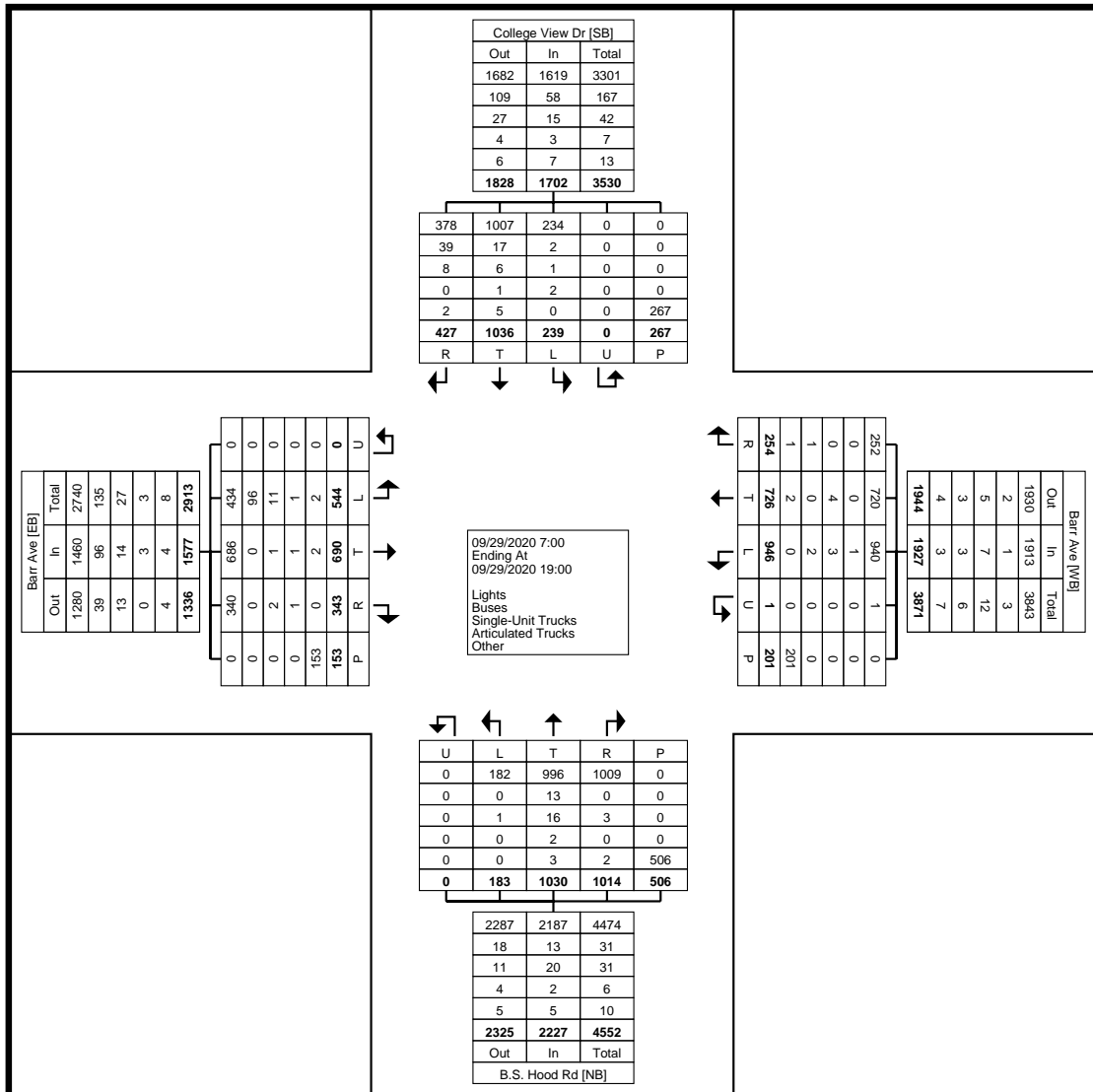
5.1 A306

Lights	378	1007	234	0	-	1619	252	720	940	1	-	1913	1009	996	182	0	-	2187	340	686	434	0	-	1460	7179
% Lights	88.5	97.2	97.9	-	-	95.1	99.2	99.2	99.4	100.0	-	99.3	99.5	96.7	99.5	-	-	98.2	99.1	99.4	79.8	-	-	92.6	96.6
Buses	39	17	2	0	-	58	0	0	1	0	-	1	0	13	0	0	-	13	0	0	96	0	-	96	168
% Buses	9.1	1.6	0.8	-	-	3.4	0.0	0.0	0.1	0.0	-	0.1	0.0	1.3	0.0	-	-	0.6	0.0	0.0	17.6	-	-	6.1	2.3
Single-Unit Trucks	8	6	1	0	-	15	0	4	3	0	-	7	3	16	1	0	-	20	2	1	11	0	-	14	56
% Single-Unit Trucks	1.9	0.6	0.4	-	-	0.9	0.0	0.6	0.3	0.0	-	0.4	0.3	1.6	0.5	-	-	0.9	0.6	0.1	2.0	-	-	0.9	0.8
Articulated Trucks	0	1	2	0	-	3	1	0	2	0	-	3	0	2	0	0	-	2	1	1	1	0	-	3	11
% Articulated Trucks	0.0	0.1	0.8	-	-	0.2	0.4	0.0	0.2	0.0	-	0.2	0.0	0.2	0.0	-	-	0.1	0.3	0.1	0.2	-	-	0.2	0.1
Bicycles on Road	2	5	0	0	-	7	1	2	0	0	-	3	2	3	0	0	-	5	0	2	2	0	-	4	19
% Bicycles on Road	0.5	0.5	0.0	-	-	0.4	0.4	0.3	0.0	0.0	-	0.2	0.2	0.3	0.0	-	-	0.2	0.0	0.3	0.4	-	-	0.3	0.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	17	-	-	-	-	-	28	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.4	-	-	-	-	-	8.5	-	-	-	-	-	5.5	-	-	-	-	-	1.3	-	-
Pedestrians	-	-	-	-	266	-	-	-	-	-	184	-	-	-	-	-	478	-	-	-	-	-	151	-	-
% Pedestrians	-	-	-	-	99.6	-	-	-	-	-	91.5	-	-	-	-	-	94.5	-	-	-	-	-	98.7	-	-

5.1 A307

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010090 - College
 View Dr / B.S. Hood Rd @ Barr
 Ave, Starkville
 Site Code: 2010090
 Start Date: 09/29/2020
 Page No: 3



Turning Movement Data Plot

5.1 A308

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010090 - College View Dr / B.S. Hood Rd @ Barr Ave, Starkville
Site Code: 2010090
Start Date: 09/29/2020
Page No: 4

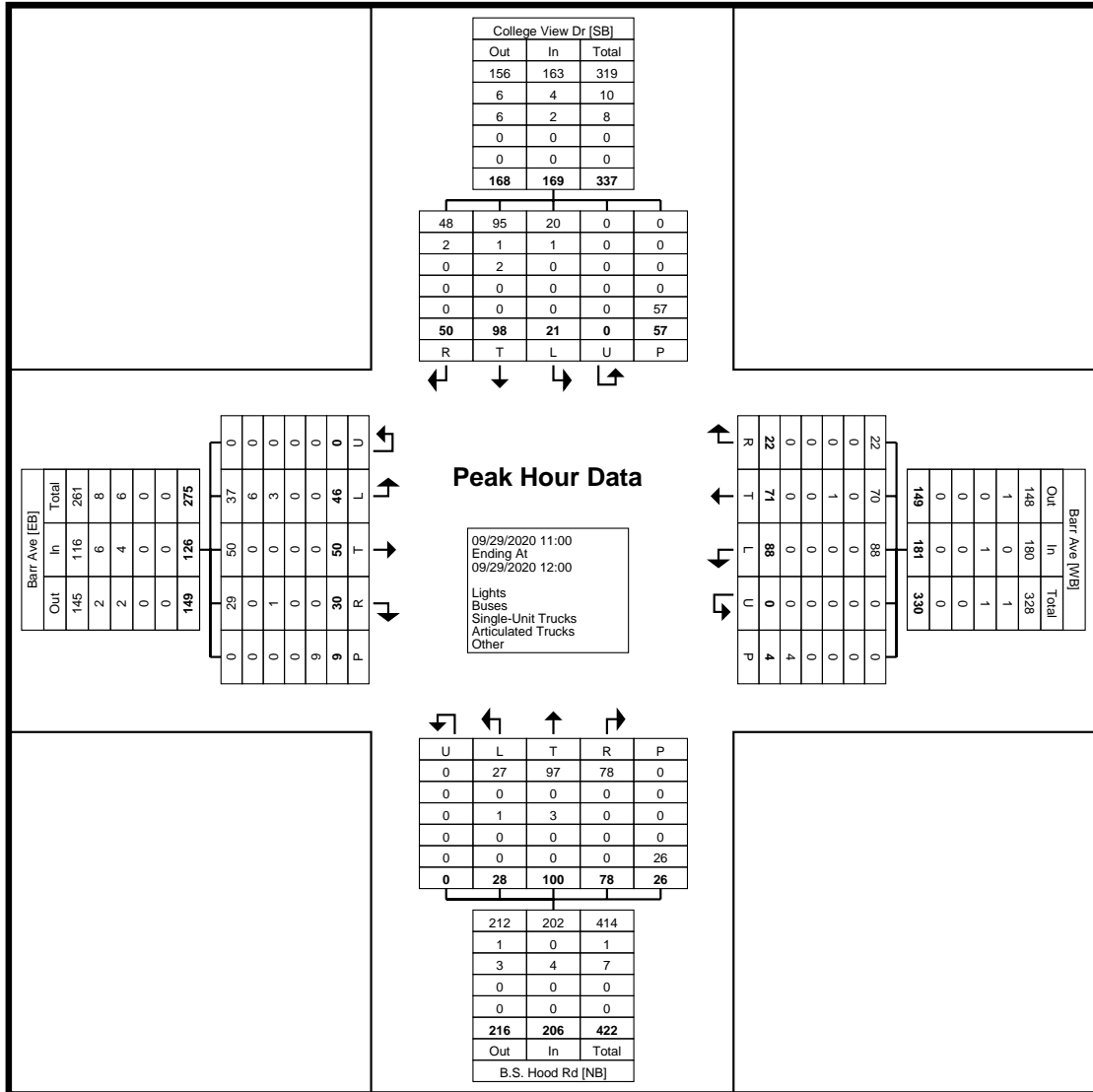
Turning Movement Peak Hour Data (11:00)

Start Time	College View Dr Southbound						Barr Ave Westbound						B.S. Hood Rd Northbound						Barr Ave Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00	12	34	6	0	22	52	7	22	29	0	2	58	13	37	6	0	13	56	5	13	16	0	6	34	200
11:15	8	16	3	0	5	27	4	16	21	0	0	41	15	16	7	0	5	38	5	5	5	0	1	15	121
11:30	17	22	3	0	17	42	3	16	17	0	0	36	19	20	6	0	4	45	9	16	9	0	2	34	157
11:45	13	26	9	0	13	48	8	17	21	0	2	46	31	27	9	0	4	67	11	16	16	0	0	43	204
Total	50	98	21	0	57	169	22	71	88	0	4	181	78	100	28	0	26	206	30	50	46	0	9	126	682
Approach %	29.6	58.0	12.4	0.0	-	-	12.2	39.2	48.6	0.0	-	-	37.9	48.5	13.6	0.0	-	-	23.8	39.7	36.5	0.0	-	-	-
Total %	7.3	14.4	3.1	0.0	-	24.8	3.2	10.4	12.9	0.0	-	26.5	11.4	14.7	4.1	0.0	-	30.2	4.4	7.3	6.7	0.0	-	18.5	-
PHF	0.735	0.721	0.583	0.000	-	0.813	0.688	0.807	0.759	0.000	-	0.780	0.629	0.676	0.778	0.000	-	0.769	0.682	0.781	0.719	0.000	-	0.733	0.836
Lights	48	95	20	0	-	163	22	70	88	0	-	180	78	97	27	0	-	202	29	50	37	0	-	116	661
% Lights	96.0	96.9	95.2	-	-	96.4	100.0	98.6	100.0	-	-	99.4	100.0	97.0	96.4	-	-	98.1	96.7	100.0	80.4	-	-	92.1	96.9
Buses	2	1	1	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	6	10
% Buses	4.0	1.0	4.8	-	-	2.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	13.0	-	-	4.8	1.5
Single-Unit Trucks	0	2	0	0	-	2	0	1	0	0	-	1	0	3	1	0	-	4	1	0	3	0	-	4	11
% Single-Unit Trucks	0.0	2.0	0.0	-	-	1.2	0.0	1.4	0.0	-	-	0.6	0.0	3.0	3.6	-	-	1.9	3.3	0.0	6.5	-	-	3.2	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	3.8	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	57	-	-	-	-	-	4	-	-	-	-	-	25	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	96.2	-	-	-	-	-	88.9	-	-

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010090 - College View Dr / B.S. Hood Rd @ Barr Ave, Starkville
Site Code: 2010090
Start Date: 09/29/2020
Page No: 5



Turning Movement Peak Hour Data Plot (11:00)

5.1 A310

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010090 - College View Dr / B.S. Hood Rd @ Barr Ave, Starkville
Site Code: 2010090
Start Date: 09/29/2020
Page No: 6

Turning Movement Peak Hour Data (12:00)

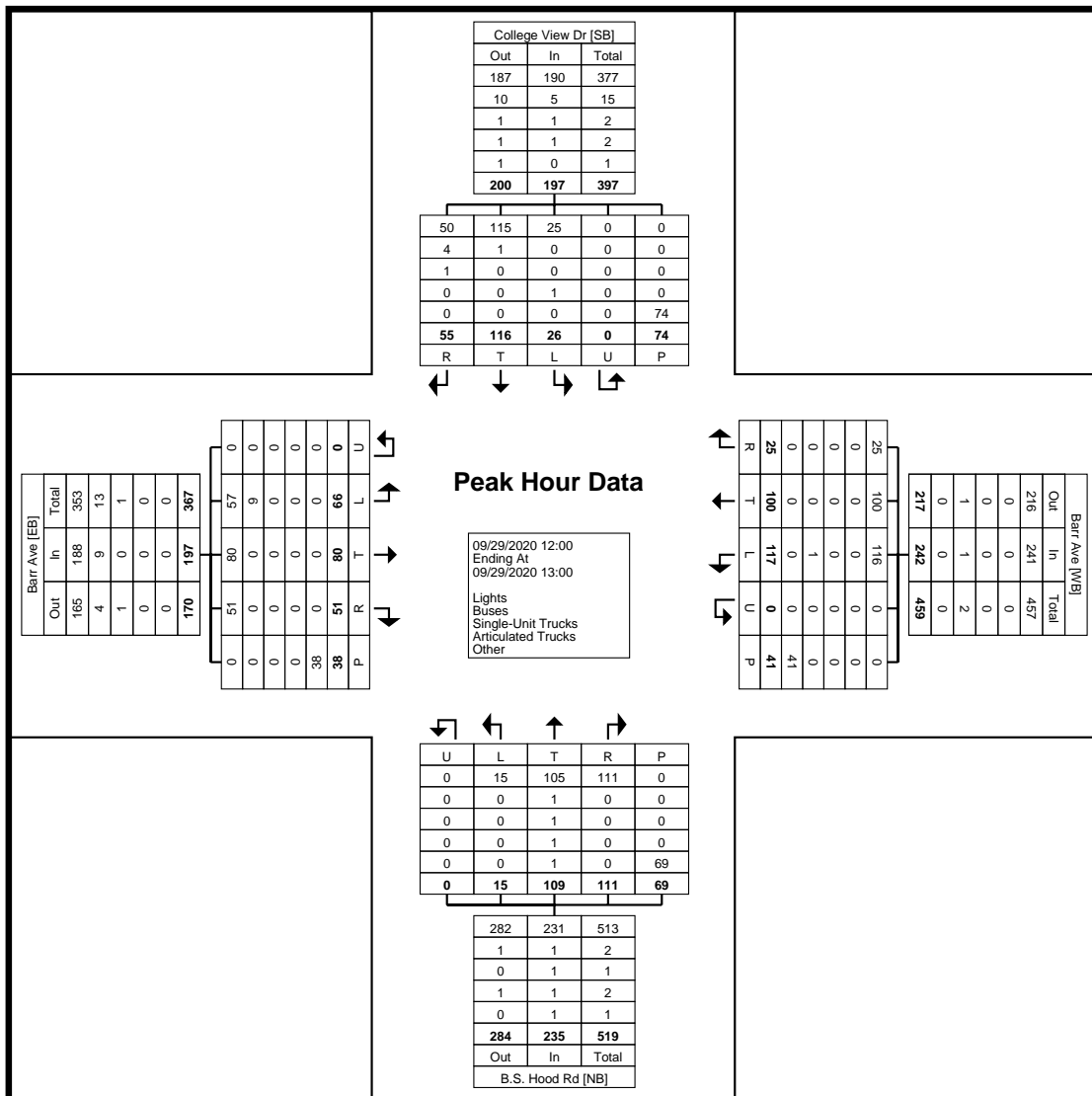
Start Time	College View Dr Southbound						Barr Ave Westbound						B.S. Hood Rd Northbound						Barr Ave Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00	15	46	7	0	39	68	9	23	34	0	23	66	24	35	5	0	16	64	12	17	13	0	17	42	240
12:15	15	23	6	0	17	44	6	15	40	0	4	61	29	23	4	0	20	56	17	21	22	0	14	60	221
12:30	15	27	10	0	12	52	3	25	22	0	9	50	38	26	3	0	19	67	16	19	12	0	5	47	216
12:45	10	20	3	0	6	33	7	37	21	0	5	65	20	25	3	0	14	48	6	23	19	0	2	48	194
Total	55	116	26	0	74	197	25	100	117	0	41	242	111	109	15	0	69	235	51	80	66	0	38	197	871
Approach %	27.9	58.9	13.2	0.0	-	-	10.3	41.3	48.3	0.0	-	-	47.2	46.4	6.4	0.0	-	-	25.9	40.6	33.5	0.0	-	-	-
Total %	6.3	13.3	3.0	0.0	-	22.6	2.9	11.5	13.4	0.0	-	27.8	12.7	12.5	1.7	0.0	-	27.0	5.9	9.2	7.6	0.0	-	22.6	-
PHF	0.917	0.630	0.650	0.000	-	0.724	0.694	0.676	0.731	0.000	-	0.917	0.730	0.779	0.750	0.000	-	0.877	0.750	0.870	0.750	0.000	-	0.821	0.907
Lights	50	115	25	0	-	190	25	100	116	0	-	241	111	105	15	0	-	231	51	80	57	0	-	188	850
% Lights	90.9	99.1	96.2	-	-	96.4	100.0	100.0	99.1	-	-	99.6	100.0	96.3	100.0	-	-	98.3	100.0	100.0	86.4	-	-	95.4	97.6
Buses	4	1	0	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	0	0	9	0	-	9	15
% Buses	7.3	0.9	0.0	-	-	2.5	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	13.6	-	-	4.6	1.7
Single-Unit Trucks	1	0	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	1.8	0.0	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	3.8	-	-	0.5	0.0	0.0	0.9	-	-	0.4	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	9.8	-	-	-	-	-	1.4	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	74	-	-	-	-	-	37	-	-	-	-	-	68	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	90.2	-	-	-	-	-	98.6	-	-	-	-	-	100.0	-	-

5.1 A311

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010090 - College View Dr / B.S. Hood Rd @ Barr Ave, Starkville
Site Code: 2010090
Start Date: 09/29/2020
Page No: 7



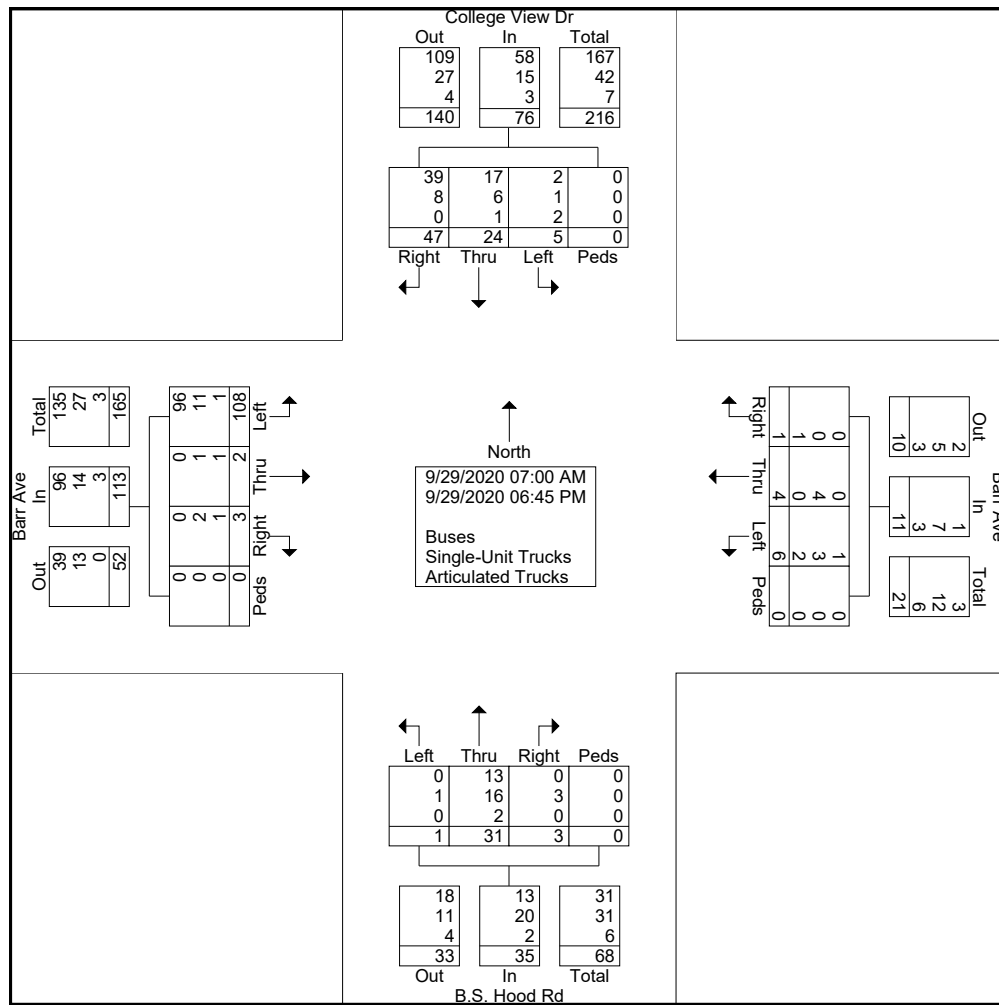
Turning Movement Peak Hour Data Plot (12:00)

5.1 A312

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	College View Dr From North				Barr Ave From East				B.S. Hood Rd From South				Barr Ave From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
07:00 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	6
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5
07:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	5
07:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5
Total	5	1	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0	21
08:00 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	8	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
08:30 AM	2	1	0	0	0	1	0	0	1	2	0	0	0	0	4	0	11	
08:45 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	6	
Total	5	1	0	0	0	1	1	0	2	4	0	0	0	0	14	0	28	
09:00 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	5	
09:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5	
09:30 AM	1	1	0	0	0	0	0	0	0	1	0	0	1	1	3	0	8	
09:45 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	7	
Total	6	2	0	0	0	0	1	0	0	2	0	0	1	1	12	0	25	
10:00 AM	2	0	0	0	0	0	0	0	0	2	0	0	1	0	4	0	9	
10:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	
10:30 AM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	3	0	6	
10:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	
Total	4	3	0	0	0	0	0	0	1	3	0	0	1	0	10	0	22	
11:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
11:30 AM	0	3	0	0	0	0	0	0	0	2	1	0	0	0	3	0	9	
11:45 AM	1	0	1	0	0	1	0	0	0	1	0	0	1	0	2	0	7	
Total	2	3	1	0	0	1	0	0	0	3	1	0	1	0	9	0	21	
12:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4	
12:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4	
12:30 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5	
12:45 PM	1	1	0	0	0	0	1	0	0	1	0	0	0	0	3	0	7	
Total	5	1	1	0	0	0	1	0	0	3	0	0	0	0	9	0	20	
01:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4	
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	
01:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4	
01:45 PM	1	1	1	0	0	0	0	0	0	2	0	0	0	0	3	0	8	
Total	3	2	1	0	0	0	0	0	0	4	0	0	0	0	11	0	21	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
02:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	
02:30 PM	1	3	0	0	0	0	0	0	0	1	0	0	0	0	2	0	7	
02:45 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	
Total	3	5	1	0	0	0	0	0	0	2	0	0	0	0	7	0	18	
03:00 PM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	5	
03:15 PM	1	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	6	
03:30 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	5	
03:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	
Total	4	2	1	0	1	0	1	0	0	3	0	0	0	0	8	0	20	
04:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	
04:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	5	
04:30 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	
04:45 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	5	
Total	3	2	0	0	0	1	2	0	0	3	0	0	0	1	5	0	17	
05:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	4	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
05:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	4	

Start Time	College View Dr From North				Barr Ave From East				B.S. Hood Rd From South				Barr Ave From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
Total	3	1	0	0	0	1	0	0	0	2	0	0	0	0	7	0	14
06:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
06:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
06:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
06:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	8
Grand Total	47	24	5	0	1	4	6	0	3	31	1	0	3	2	108	0	235
Apprch %	61.8	31.6	6.6	0	9.1	36.4	54.5	0	8.6	88.6	2.9	0	2.7	1.8	95.6	0	
Total %	20	10.2	2.1	0	0.4	1.7	2.6	0	1.3	13.2	0.4	0	1.3	0.9	46	0	
Buses	39	17	2	0	0	0	1	0	0	13	0	0	0	0	96	0	168
% Buses	83	70.8	40	0	0	0	16.7	0	0	41.9	0	0	0	0	88.9	0	71.5
Single-Unit Trucks	8	6	1	0	0	4	3	0	3	16	1	0	2	1	11	0	56
% Single-Unit Trucks	17	25	20	0	0	100	50	0	100	51.6	100	0	66.7	50	10.2	0	23.8
Articulated Trucks	0	1	2	0	1	0	2	0	0	2	0	0	1	1	1	0	11
% Articulated Trucks	0	4.2	40	0	100	0	33.3	0	0	6.5	0	0	33.3	50	0.9	0	4.7





**TURNING MOVEMENT COUNT #2010092
STONE BLVD @ B.S. HOOD RD
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Stone Blvd From North			B.S. Hood Rd From East			Stone Blvd From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	306	65	0	22	49	0	132	91	0	665
08:00 AM	217	62	0	25	95	0	118	93	0	610
09:00 AM	211	54	0	50	84	0	106	123	0	628
10:00 AM	184	56	0	52	102	0	125	142	0	661
11:00 AM	191	94	0	96	138	0	150	212	0	881
12:00 PM	311	128	0	163	143	1	169	263	0	1178
01:00 PM	234	81	0	88	145	0	172	199	0	919
02:00 PM	224	96	0	80	160	0	130	211	0	901
03:00 PM	195	85	0	96	158	0	132	260	0	926
04:00 PM	185	66	0	89	136	0	132	267	0	875
05:00 PM	242	104	1	148	167	1	128	341	1	1133
06:00 PM	174	73	0	109	150	0	120	194	0	820
Grand Total	2674	964	1	1018	1527	2	1614	2396	1	10197
Apprch %	73.5	26.5	0	40	60	0.1	40.2	59.7	0	
Total %	26.2	9.5	0	10	15	0	15.8	23.5	0	
Lights	2603	960	0	1001	1491	0	1508	2260	0	9823
% Lights	97.3	99.6	0	98.3	97.6	0	93.4	94.3	0	96.3
Buses	33	0	0	3	17	0	80	105	0	238
% Buses	1.2	0	0	0.3	1.1	0	5	4.4	0	2.3
Single-Unit Trucks	18	3	0	6	11	0	20	17	0	75
% Single-Unit Trucks	0.7	0.3	0	0.6	0.7	0	1.2	0.7	0	0.7
Articulated Trucks	4	0	0	3	2	0	0	7	0	16
% Articulated Trucks	0.1	0	0	0.3	0.1	0	0	0.3	0	0.2
Bicycles on Road	16	1	0	5	6	0	6	7	0	41
% Bicycles on Road	0.6	0.1	0	0.5	0.4	0	0.4	0.3	0	0.4
Bicycles on Crosswalk	0	0	0	0	0	1	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	50	0	0	0	0
Pedestrians	0	0	1	0	0	1	0	0	1	3
% Pedestrians	0	0	100	0	0	50	0	0	100	0

5.1 A316

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010092 - Stone Blvd @ B.S. Hood Rd, Starkville
 Site Code: 2010092
 Start Date: 09/29/2020
 Page No: 1

Turning Movement Data

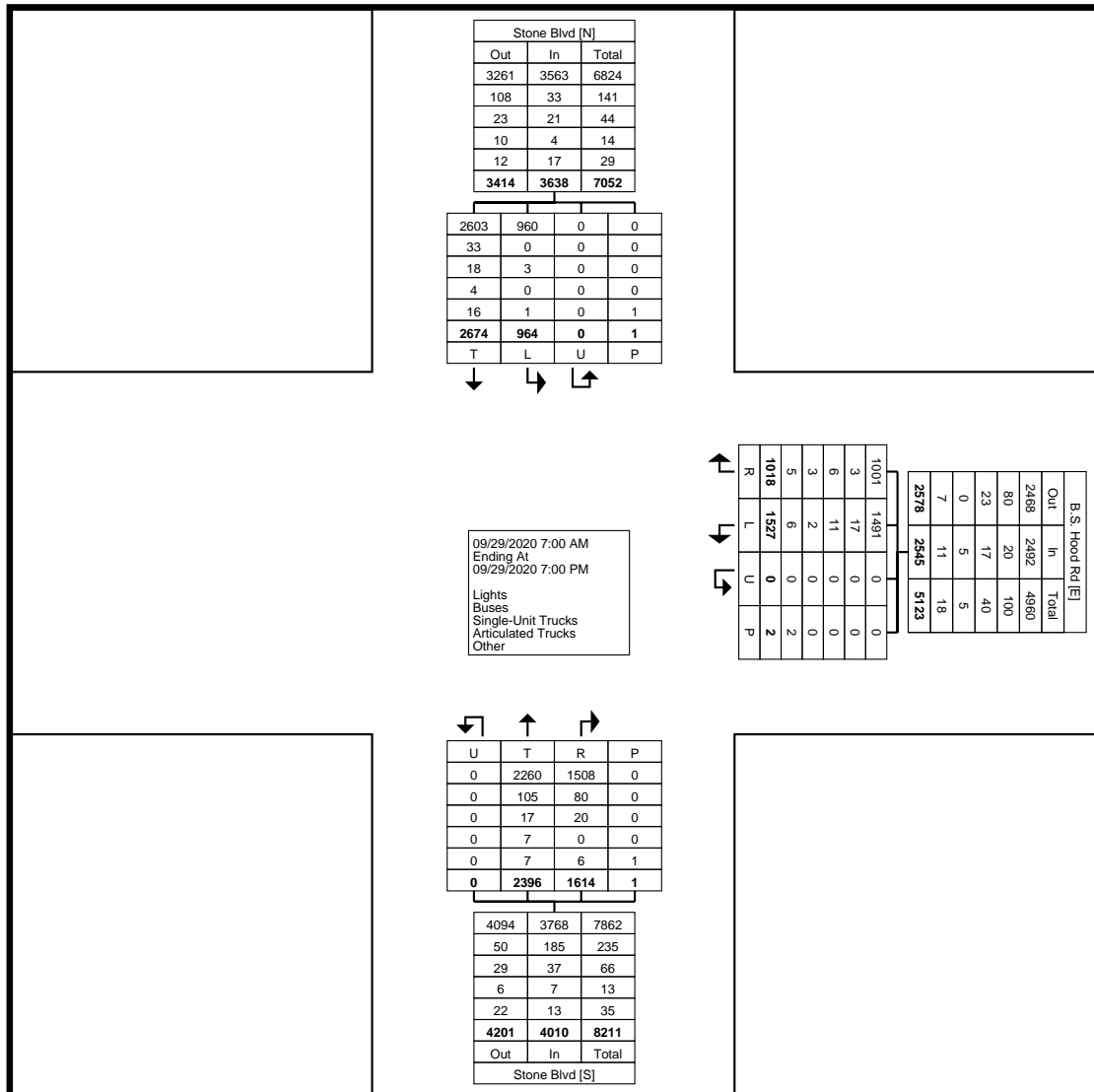
Start Time	Stone Blvd Southbound					B.S. Hood Rd Westbound					Stone Blvd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	25	6	0	0	31	2	13	0	0	15	24	17	0	0	41	87
7:15 AM	64	15	0	0	79	8	7	0	0	15	34	15	0	0	49	143
7:30 AM	90	17	0	0	107	3	13	0	0	16	36	23	0	0	59	182
7:45 AM	127	27	0	0	154	9	16	0	0	25	38	36	0	0	74	253
Hourly Total	306	65	0	0	371	22	49	0	0	71	132	91	0	0	223	665
8:00 AM	63	18	0	0	81	4	15	0	0	19	29	34	0	0	63	163
8:15 AM	60	11	0	0	71	5	20	0	0	25	28	16	0	0	44	140
8:30 AM	46	15	0	0	61	6	29	0	0	35	30	17	0	0	47	143
8:45 AM	48	18	0	0	66	10	31	0	0	41	31	26	0	0	57	164
Hourly Total	217	62	0	0	279	25	95	0	0	120	118	93	0	0	211	610
9:00 AM	63	15	0	0	78	10	22	0	0	32	26	18	0	0	44	154
9:15 AM	79	14	0	0	93	17	26	0	0	43	29	39	0	0	68	204
9:30 AM	39	16	0	0	55	13	14	0	0	27	27	30	0	0	57	139
9:45 AM	30	9	0	0	39	10	22	0	0	32	24	36	0	0	60	131
Hourly Total	211	54	0	0	265	50	84	0	0	134	106	123	0	0	229	628
10:00 AM	29	12	0	0	41	13	14	0	0	27	26	24	0	0	50	118
10:15 AM	38	13	0	0	51	12	25	0	0	37	21	30	0	0	51	139
10:30 AM	40	17	0	0	57	9	28	0	0	37	38	34	0	0	72	166
10:45 AM	77	14	0	0	91	18	35	0	0	53	40	54	0	0	94	238
Hourly Total	184	56	0	0	240	52	102	0	0	154	125	142	0	0	267	661
11:00 AM	48	22	0	0	70	34	43	0	0	77	53	57	0	0	110	257
11:15 AM	45	14	0	0	59	20	30	0	0	50	32	48	0	0	80	189
11:30 AM	57	26	0	0	83	15	32	0	0	47	24	54	0	0	78	208
11:45 AM	41	32	0	0	73	27	33	0	0	60	41	53	0	0	94	227
Hourly Total	191	94	0	0	285	96	138	0	0	234	150	212	0	0	362	881
12:00 PM	43	26	0	0	69	46	34	0	0	80	51	64	0	0	115	264
12:15 PM	83	32	0	0	115	49	42	0	0	91	35	64	0	0	99	305
12:30 PM	97	41	0	0	138	43	32	0	0	75	47	76	0	0	123	336
12:45 PM	88	29	0	0	117	25	35	0	1	60	36	59	0	0	95	272
Hourly Total	311	128	0	0	439	163	143	0	1	306	169	263	0	0	432	1177
1:00 PM	62	25	0	0	87	14	41	0	0	55	45	37	0	0	82	224
1:15 PM	68	21	0	0	89	19	35	0	0	54	33	50	0	0	83	226
1:30 PM	39	17	0	0	56	30	37	0	0	67	46	42	0	0	88	211
1:45 PM	65	18	0	0	83	25	32	0	0	57	48	70	0	0	118	258
Hourly Total	234	81	0	0	315	88	145	0	0	233	172	199	0	0	371	919
2:00 PM	88	29	0	0	117	28	39	0	0	67	35	66	0	0	101	285
2:15 PM	54	32	0	0	86	31	34	0	0	65	34	50	0	0	84	235
2:30 PM	37	14	0	0	51	15	43	0	0	58	27	49	0	0	76	185
2:45 PM	45	21	0	0	66	6	44	0	0	50	34	46	0	0	80	196
Hourly Total	224	96	0	0	320	80	160	0	0	240	130	211	0	0	341	901
3:00 PM	50	29	0	0	79	22	32	0	0	54	34	61	0	0	95	228
3:15 PM	45	10	0	0	55	21	34	0	0	55	32	43	0	0	75	185
3:30 PM	55	25	0	0	80	25	41	0	0	66	40	77	0	0	117	263
3:45 PM	45	21	0	0	66	28	51	0	0	79	26	79	0	0	105	250
Hourly Total	195	85	0	0	280	96	158	0	0	254	132	260	0	0	392	926
4:00 PM	47	20	0	0	67	22	29	0	0	51	36	79	0	0	115	233
4:15 PM	40	18	0	0	58	16	38	0	0	54	27	51	0	0	78	190
4:30 PM	44	15	0	0	59	21	29	0	0	50	36	66	0	0	102	211
4:45 PM	54	13	0	0	67	30	40	0	0	70	33	71	0	0	104	241
Hourly Total	185	66	0	0	251	89	136	0	0	225	132	267	0	0	399	875
5:00 PM	55	33	0	0	88	56	31	0	1	87	22	113	0	0	135	310
5:15 PM	60	20	0	0	80	28	42	0	0	70	40	87	0	0	127	277
5:30 PM	60	26	0	0	86	35	49	0	0	84	36	86	0	0	122	292
5:45 PM	67	25	0	1	92	29	45	0	0	74	30	55	0	1	85	251
Hourly Total	242	104	0	1	346	148	167	0	1	315	128	341	0	1	469	1130
6:00 PM	54	23	0	0	77	31	40	0	0	71	31	55	0	0	86	234
6:15 PM	32	17	0	0	49	28	37	0	0	65	23	52	0	0	75	189
6:30 PM	52	18	0	0	70	22	37	0	0	59	32	51	0	0	83	212
6:45 PM	36	15	0	0	51	28	36	0	0	64	34	36	0	0	70	185
Hourly Total	174	73	0	0	247	109	150	0	0	259	120	194	0	0	314	820
Grand Total	2674	964	0	1	3638	1018	1527	0	2	2545	1614	2396	0	1	4010	10193
Approach %	73.5	26.5	0.0	-	-	40.0	60.0	0.0	-	-	40.2	59.8	0.0	-	-	-
Total %	26.2	9.5	0.0	-	35.7	10.0	15.0	0.0	-	25.0	15.8	23.5	0.0	-	39.3	-

5.1 A317

Lights	2603	960	0	-	3563	1001	1491	0	-	2492	1508	2260	0	-	3768	9823
% Lights	97.3	99.6	-	-	97.9	98.3	97.6	-	-	97.9	93.4	94.3	-	-	94.0	96.4
Buses	33	0	0	-	33	3	17	0	-	20	80	105	0	-	185	238
% Buses	1.2	0.0	-	-	0.9	0.3	1.1	-	-	0.8	5.0	4.4	-	-	4.6	2.3
Single-Unit Trucks	18	3	0	-	21	6	11	0	-	17	20	17	0	-	37	75
% Single-Unit Trucks	0.7	0.3	-	-	0.6	0.6	0.7	-	-	0.7	1.2	0.7	-	-	0.9	0.7
Articulated Trucks	4	0	0	-	4	3	2	0	-	5	0	7	0	-	7	16
% Articulated Trucks	0.1	0.0	-	-	0.1	0.3	0.1	-	-	0.2	0.0	0.3	-	-	0.2	0.2
Bicycles on Road	16	1	0	-	17	5	6	0	-	11	6	7	0	-	13	41
% Bicycles on Road	0.6	0.1	-	-	0.5	0.5	0.4	-	-	0.4	0.4	0.3	-	-	0.3	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	50.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	50.0	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

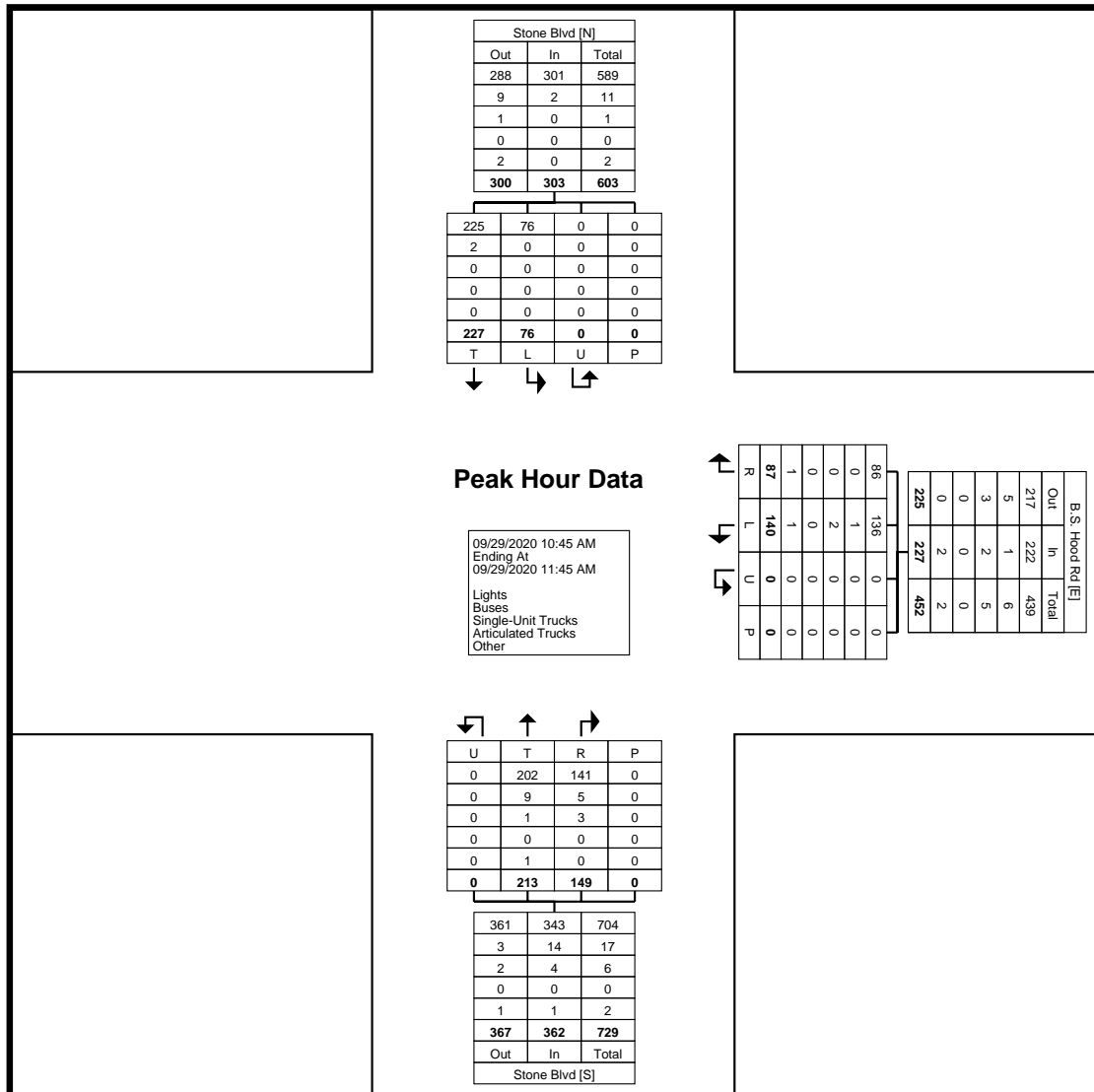
Count Name: 2010092 - Stone
 Blvd @ B.S. Hood Rd, Starkville
 Site Code: 2010092
 Start Date: 09/29/2020
 Page No: 3



Turning Movement Data Plot

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Count Name: 2010092 - Stone
 Blvd @ B.S. Hood Rd, Starkville
 Site Code: 2010092
 Start Date: 09/29/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (10:45 AM)

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 310 New Pointe Drive
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 601.607.8700

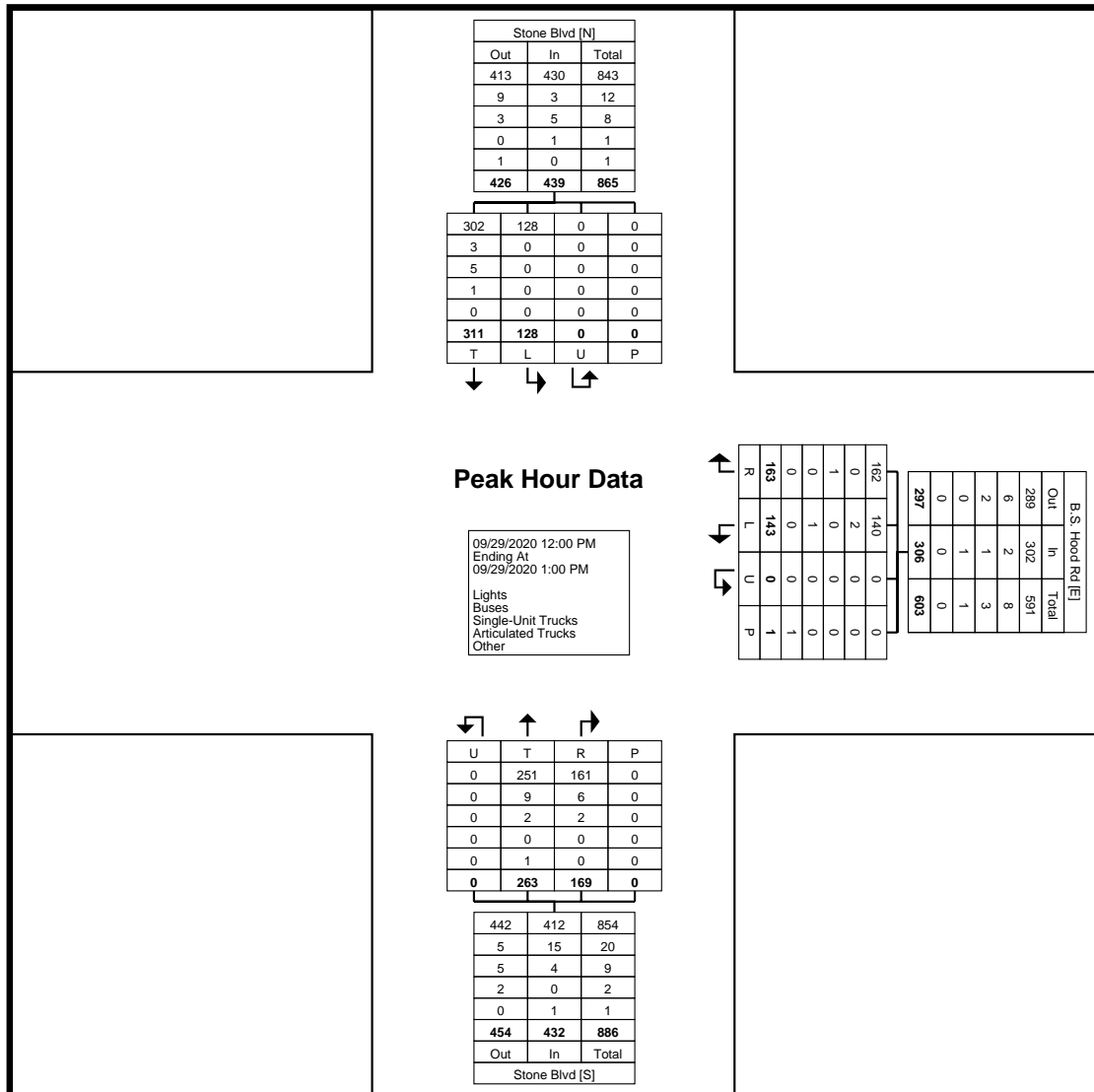
Count Name: 2010092 - Stone
 Blvd @ B.S. Hood Rd, Starkville
 Site Code: 2010092
 Start Date: 09/29/2020
 Page No: 6

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Stone Blvd Southbound					B.S. Hood Rd Westbound					Stone Blvd Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	43	26	0	0	69	46	34	0	0	80	51	64	0	0	115	264
12:15 PM	83	32	0	0	115	49	42	0	0	91	35	64	0	0	99	305
12:30 PM	97	41	0	0	138	43	32	0	0	75	47	76	0	0	123	336
12:45 PM	88	29	0	0	117	25	35	0	1	60	36	59	0	0	95	272
Total	311	128	0	0	439	163	143	0	1	306	169	263	0	0	432	1177
Approach %	70.8	29.2	0.0	-	-	53.3	46.7	0.0	-	-	39.1	60.9	0.0	-	-	-
Total %	26.4	10.9	0.0	-	37.3	13.8	12.1	0.0	-	26.0	14.4	22.3	0.0	-	36.7	-
PHF	0.802	0.780	0.000	-	0.795	0.832	0.851	0.000	-	0.841	0.828	0.865	0.000	-	0.878	0.876
Lights	302	128	0	-	430	162	140	0	-	302	161	251	0	-	412	1144
% Lights	97.1	100.0	-	-	97.9	99.4	97.9	-	-	98.7	95.3	95.4	-	-	95.4	97.2
Buses	3	0	0	-	3	0	2	0	-	2	6	9	0	-	15	20
% Buses	1.0	0.0	-	-	0.7	0.0	1.4	-	-	0.7	3.6	3.4	-	-	3.5	1.7
Single-Unit Trucks	5	0	0	-	5	1	0	0	-	1	2	2	0	-	4	10
% Single-Unit Trucks	1.6	0.0	-	-	1.1	0.6	0.0	-	-	0.3	1.2	0.8	-	-	0.9	0.8
Articulated Trucks	1	0	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Articulated Trucks	0.3	0.0	-	-	0.2	0.0	0.7	-	-	0.3	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010092 - Stone
 Blvd @ B.S. Hood Rd, Starkville
 Site Code: 2010092
 Start Date: 09/29/2020
 Page No: 7



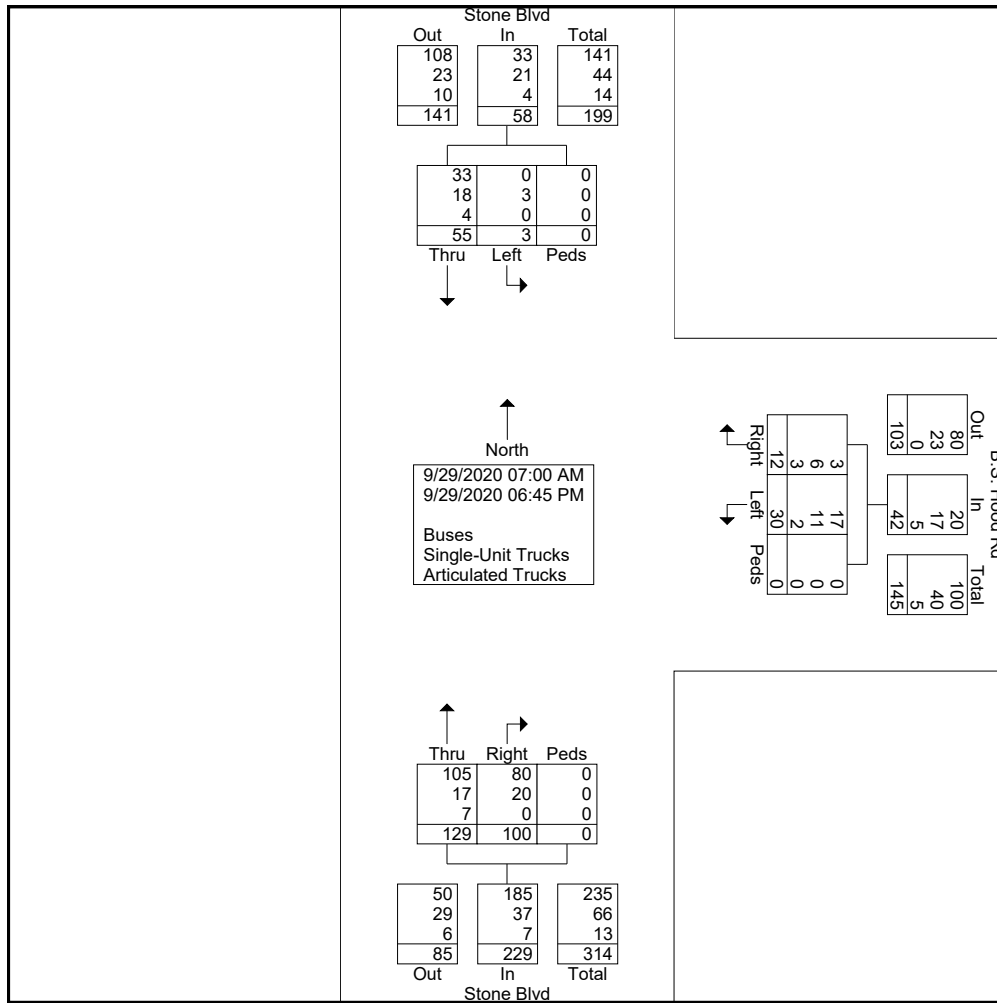
Turning Movement Peak Hour Data Plot (12:00 PM)

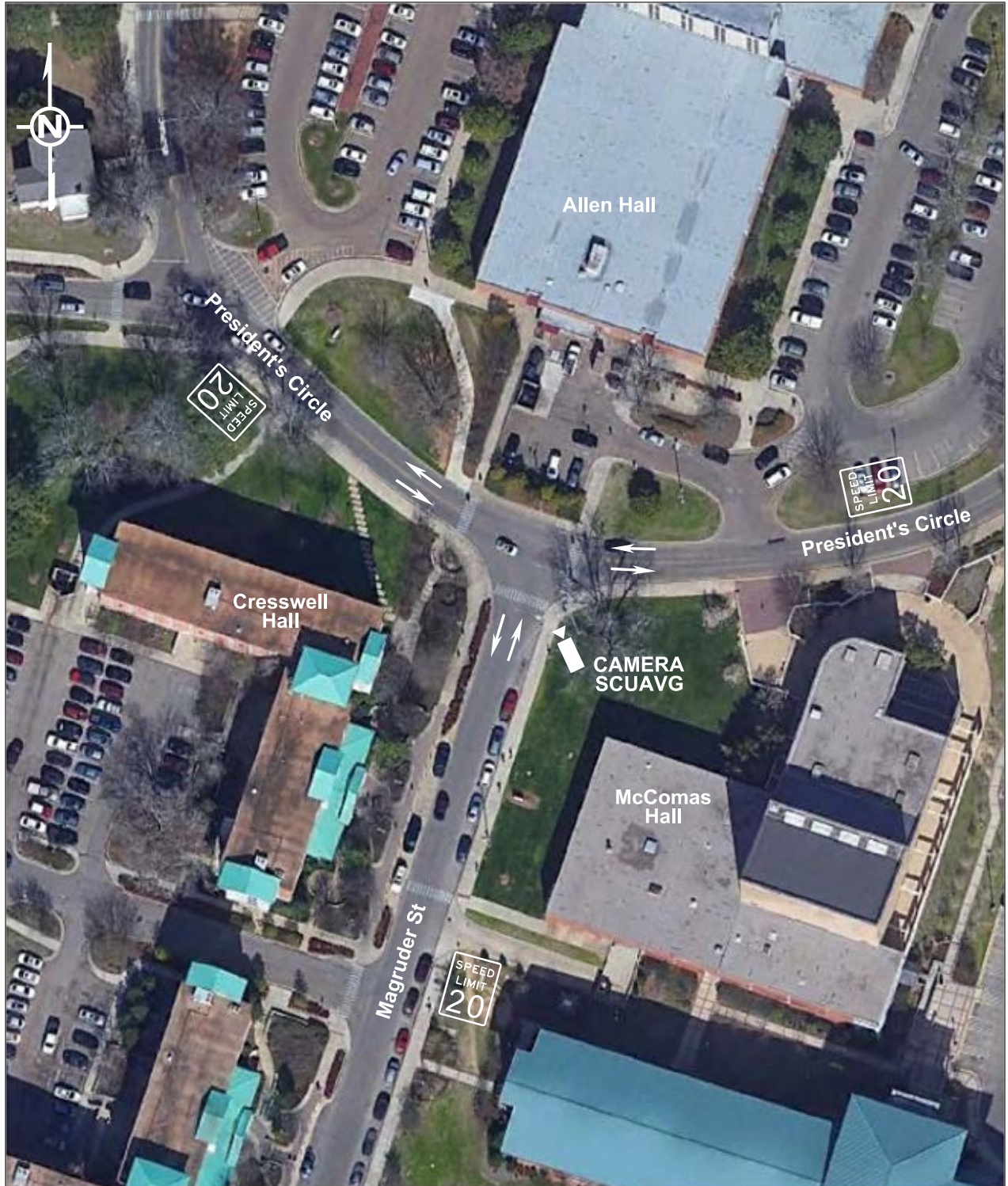
Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Stone Blvd From North			B.S. Hood Rd From East			Stone Blvd From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	0	0	0	0	0	0	3	5	0	8
07:15 AM	3	0	0	0	0	0	2	5	0	10
07:30 AM	1	0	0	0	0	0	4	5	0	10
07:45 AM	1	0	0	0	1	0	2	3	0	7
Total	5	0	0	0	1	0	11	18	0	35
08:00 AM	1	0	0	0	1	0	4	4	0	10
08:15 AM	3	0	0	0	0	0	2	4	0	9
08:30 AM	1	1	0	1	0	0	5	2	0	10
08:45 AM	1	0	0	0	2	0	4	5	0	12
Total	6	1	0	1	3	0	15	15	0	41
09:00 AM	1	0	0	0	0	0	3	4	0	8
09:15 AM	1	0	0	1	0	0	3	4	0	9
09:30 AM	2	0	0	1	1	0	4	2	0	10
09:45 AM	1	0	0	2	0	0	3	4	0	10
Total	5	0	0	4	1	0	13	14	0	37
10:00 AM	3	0	0	1	0	0	4	1	0	9
10:15 AM	2	1	0	1	2	0	1	4	0	11
10:30 AM	3	0	0	0	2	0	3	3	0	11
10:45 AM	1	0	0	0	0	0	1	2	0	4
Total	9	1	0	2	4	0	9	10	0	35
11:00 AM	0	0	0	0	0	0	2	2	0	4
11:15 AM	1	0	0	0	0	0	2	2	0	5
11:30 AM	0	0	0	0	3	0	3	4	0	10
11:45 AM	1	0	0	1	1	0	3	1	0	7
Total	2	0	0	1	4	0	10	9	0	26
12:00 PM	2	0	0	0	0	0	1	3	0	6
12:15 PM	2	0	0	1	1	0	3	2	0	9
12:30 PM	2	0	0	0	0	0	2	1	0	5
12:45 PM	3	0	0	0	2	0	2	5	0	12
Total	9	0	0	1	3	0	8	11	0	32
01:00 PM	1	0	0	2	0	0	2	2	0	7
01:15 PM	2	0	0	0	1	0	3	5	0	11
01:30 PM	0	1	0	0	0	0	2	4	0	7
01:45 PM	2	0	0	0	1	0	3	6	0	12
Total	5	1	0	2	2	0	10	17	0	37
02:00 PM	1	0	0	0	0	0	4	1	0	6
02:15 PM	2	0	0	0	2	0	1	5	0	10
02:30 PM	0	0	0	0	2	0	2	1	0	5
02:45 PM	0	0	0	0	1	0	1	2	0	4
Total	3	0	0	0	5	0	8	9	0	25
03:00 PM	0	0	0	0	0	0	1	2	0	3
03:15 PM	1	0	0	0	2	0	1	3	0	7
03:30 PM	0	0	0	0	0	0	3	3	0	6
03:45 PM	2	0	0	0	1	0	1	2	0	6
Total	3	0	0	0	3	0	6	10	0	22
04:00 PM	1	0	0	0	0	0	2	1	0	4
04:15 PM	1	0	0	0	1	0	1	2	0	5
04:30 PM	0	0	0	0	0	0	2	1	0	3
04:45 PM	1	0	0	1	1	0	0	1	0	4
Total	3	0	0	1	2	0	5	5	0	16
05:00 PM	0	0	0	0	0	0	1	4	0	5
05:15 PM	0	0	0	0	0	0	1	1	0	2
05:30 PM	3	0	0	0	0	0	2	3	0	8

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Stone Blvd From North			B.S. Hood Rd From East			Stone Blvd From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	1	0	0	0	1	0	1	1	0	4
Total	4	0	0	0	1	0	5	9	0	19
06:00 PM	0	0	0	0	1	0	0	0	0	1
06:15 PM	1	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	2	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	2	0	4
Grand Total	55	3	0	12	30	0	100	129	0	329
Apprch %	94.8	5.2	0	28.6	71.4	0	43.7	56.3	0	
Total %	16.7	0.9	0	3.6	9.1	0	30.4	39.2	0	
Buses	33	0	0	3	17	0	80	105	0	238
% Buses	60	0	0	25	56.7	0	80	81.4	0	72.3
Single-Unit Trucks	18	3	0	6	11	0	20	17	0	75
% Single-Unit Trucks	32.7	100	0	50	36.7	0	20	13.2	0	22.8
Articulated Trucks	4	0	0	3	2	0	0	7	0	16
% Articulated Trucks	7.3	0	0	25	6.7	0	0	5.4	0	4.9





**TURNING MOVEMENT COUNT #2010096
PRESIDENT'S CIRCLE @ MAGRUDER ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	President's Circle From East			Magruder St From South			President's Circle From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	40	17	44	6	34	18	41	80	30	310
08:00 AM	58	7	30	11	29	12	31	89	20	287
09:00 AM	76	20	95	21	41	49	27	104	68	501
10:00 AM	106	19	77	23	45	65	37	102	80	554
11:00 AM	113	19	48	19	60	46	45	96	57	503
12:00 PM	149	17	144	19	96	66	90	137	124	842
01:00 PM	116	28	68	33	81	54	80	127	82	669
02:00 PM	128	24	104	31	70	77	77	111	87	709
03:00 PM	148	20	80	18	88	22	58	111	76	621
04:00 PM	132	22	51	23	66	21	60	95	50	520
05:00 PM	194	18	65	19	130	15	92	91	52	676
06:00 PM	120	21	65	29	60	34	98	87	45	559
Grand Total	1380	232	871	252	800	479	736	1230	771	6751
Apprch %	55.6	9.3	35.1	16.5	52.3	31.3	26.9	44.9	28.2	
Total %	20.4	3.4	12.9	3.7	11.9	7.1	10.9	18.2	11.4	
Lights	1366	226	0	244	714	0	721	1216	0	4487
% Lights	99	97.4	0	96.8	89.2	0	98	98.9	0	66.5
Buses	1	0	0	0	76	0	0	1	0	78
% Buses	0.1	0	0	0	9.5	0	0	0.1	0	1.2
Single-Unit Trucks	5	4	0	2	2	0	3	6	0	22
% Single-Unit Trucks	0.4	1.7	0	0.8	0.2	0	0.4	0.5	0	0.3
Articulated Trucks	0	0	0	1	1	0	0	0	0	2
% Articulated Trucks	0	0	0	0.4	0.1	0	0	0	0	0
Bicycles on Road	8	2	0	5	7	0	12	7	0	41
% Bicycles on Road	0.6	0.9	0	2	0.9	0	1.6	0.6	0	0.6
Bicycles on Crosswalk	0	0	6	0	0	6	0	0	4	16
% Bicycles on Crosswalk	0	0	0.7	0	0	1.3	0	0	0.5	0.2
Pedestrians	0	0	865	0	0	473	0	0	767	2105
% Pedestrians	0	0	99.3	0	0	98.7	0	0	99.5	31.2

5.1 A327

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010096 -
 President's Circle @ Macgruder
 St, Starkville
 Site Code: 2010096
 Start Date: 10/01/2020
 Page No: 1

Turning Movement Data

Start Time	President's Circle Westbound					Magruder St Northbound					President's Circle Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	9	3	0	2	12	0	8	0	1	8	12	10	0	2	22	42
7:15 AM	6	6	0	6	12	1	6	0	1	7	11	20	0	3	31	50
7:30 AM	7	4	0	15	11	4	13	0	7	17	5	24	0	11	29	57
7:45 AM	18	4	0	21	22	1	7	0	9	8	13	26	0	14	39	69
Hourly Total	40	17	0	44	57	6	34	0	18	40	41	80	0	30	121	218
8:00 AM	12	0	0	2	12	4	4	0	3	8	10	31	0	4	41	61
8:15 AM	17	1	0	6	18	0	6	0	0	6	9	19	0	2	28	52
8:30 AM	11	2	0	11	13	4	11	0	0	15	5	12	0	4	17	45
8:45 AM	18	4	0	11	22	3	8	0	9	11	7	27	0	10	34	67
Hourly Total	58	7	0	30	65	11	29	0	12	40	31	89	0	20	120	225
9:00 AM	15	7	0	21	22	2	13	0	8	15	6	22	0	14	28	65
9:15 AM	19	6	0	51	25	11	12	0	29	23	11	33	0	28	44	92
9:30 AM	14	3	0	13	17	5	9	0	8	14	5	21	0	13	26	57
9:45 AM	28	4	0	10	32	3	7	0	4	10	5	28	0	13	33	75
Hourly Total	76	20	0	95	96	21	41	0	49	62	27	104	0	68	131	289
10:00 AM	20	5	0	5	25	4	6	0	8	10	11	17	0	18	28	63
10:15 AM	27	4	0	14	31	6	11	0	15	17	6	26	0	15	32	80
10:30 AM	11	2	0	16	13	5	7	0	25	12	10	23	0	18	33	58
10:45 AM	48	8	0	42	56	8	21	0	17	29	10	36	0	29	46	131
Hourly Total	106	19	0	77	125	23	45	0	65	68	37	102	0	80	139	332
11:00 AM	33	7	0	26	40	5	10	0	14	15	12	28	0	19	40	95
11:15 AM	25	2	0	7	27	8	16	0	8	24	9	20	0	13	29	80
11:30 AM	28	6	0	3	34	4	15	0	11	19	12	18	0	6	30	83
11:45 AM	27	4	0	12	31	2	19	0	13	21	12	30	0	19	42	94
Hourly Total	113	19	0	48	132	19	60	0	46	79	45	96	0	57	141	352
12:00 PM	34	7	0	24	41	3	17	0	9	20	23	25	0	23	48	109
12:15 PM	49	7	0	33	56	4	34	0	27	38	16	34	0	28	50	144
12:30 PM	31	1	0	60	32	9	23	0	24	32	30	40	0	39	70	134
12:45 PM	35	2	0	27	37	3	22	0	6	25	21	38	0	34	59	121
Hourly Total	149	17	0	144	166	19	96	0	66	115	90	137	0	124	227	508
1:00 PM	33	6	0	17	39	9	20	0	27	29	29	34	0	19	63	131
1:15 PM	29	8	0	11	37	5	16	0	10	21	18	38	0	17	56	114
1:30 PM	25	9	0	17	34	7	18	0	5	25	20	22	0	12	42	101
1:45 PM	29	5	0	23	34	12	27	0	12	39	13	33	0	34	46	119
Hourly Total	116	28	0	68	144	33	81	0	54	114	80	127	0	82	207	465
2:00 PM	37	4	0	50	41	17	20	0	24	37	21	37	0	41	58	136
2:15 PM	31	7	0	26	38	5	23	0	12	28	21	22	0	19	43	109
2:30 PM	31	7	0	14	38	3	16	0	25	19	16	28	0	19	44	101
2:45 PM	29	6	0	14	35	6	11	0	16	17	19	24	0	8	43	95
Hourly Total	128	24	0	104	152	31	70	0	77	101	77	111	0	87	188	441
3:00 PM	31	10	0	19	41	7	15	0	7	22	5	28	0	22	33	96
3:15 PM	41	3	0	15	44	1	19	0	3	20	17	22	0	23	39	103
3:30 PM	37	6	0	27	43	3	23	0	6	26	18	35	0	20	53	122
3:45 PM	39	1	0	19	40	7	31	0	6	38	18	26	0	11	44	122
Hourly Total	148	20	0	80	168	18	88	0	22	106	58	111	0	76	169	443
4:00 PM	32	3	0	13	35	10	12	0	7	22	11	30	0	10	41	98
4:15 PM	23	6	0	12	29	4	13	0	1	17	14	13	0	13	27	73
4:30 PM	27	6	0	14	33	3	13	0	6	16	16	25	0	18	41	90
4:45 PM	50	7	0	12	57	6	28	0	7	34	19	27	0	9	46	137
Hourly Total	132	22	0	51	154	23	66	0	21	89	60	95	0	50	155	398
5:00 PM	77	6	0	24	83	6	45	0	3	51	17	26	0	13	43	177
5:15 PM	44	3	0	16	47	4	35	0	4	39	24	26	0	15	50	136
5:30 PM	37	7	0	12	44	7	34	0	5	41	26	17	1	13	44	129
5:45 PM	36	2	0	13	38	2	16	0	3	18	25	22	0	11	47	103
Hourly Total	194	18	0	65	212	19	130	0	15	149	92	91	1	52	184	545
6:00 PM	35	10	0	21	45	12	17	0	8	29	40	19	0	11	59	133
6:15 PM	23	4	0	21	27	6	14	0	11	20	16	23	0	9	39	86
6:30 PM	38	4	0	14	42	3	13	0	8	16	23	23	0	4	46	104
6:45 PM	24	3	0	9	27	8	16	0	7	24	19	22	0	21	41	92
Hourly Total	120	21	0	65	141	29	60	0	34	89	98	87	0	45	185	415
Grand Total	1380	232	0	871	1612	252	800	0	479	1052	736	1230	1	771	1967	4631
Approach %	85.6	14.4	0.0	-	-	24.0	76.0	0.0	-	-	37.4	62.5	0.1	-	-	-
Total %	29.8	5.0	0.0	-	34.8	5.4	17.3	0.0	-	22.7	15.9	26.6	0.0	-	42.5	-

5.1 A328

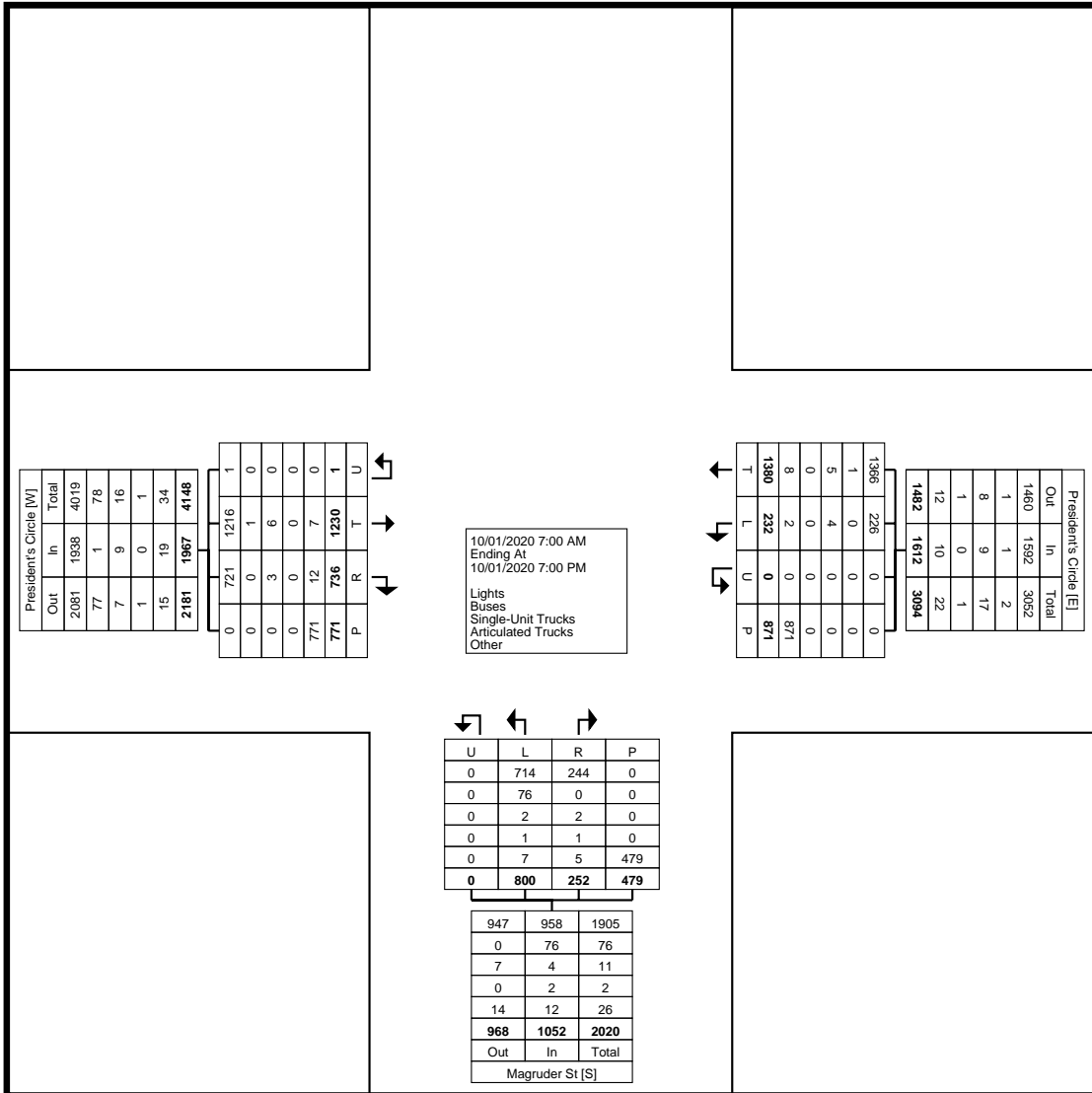
Lights	1366	226	0	-	1592	244	714	0	-	958	721	1216	1	-	1938	4488
% Lights	99.0	97.4	-	-	98.8	96.8	89.3	-	-	91.1	98.0	98.9	100.0	-	98.5	96.9
Buses	1	0	0	-	1	0	76	0	-	76	0	1	0	-	1	78
% Buses	0.1	0.0	-	-	0.1	0.0	9.5	-	-	7.2	0.0	0.1	0.0	-	0.1	1.7
Single-Unit Trucks	5	4	0	-	9	2	2	0	-	4	3	6	0	-	9	22
% Single-Unit Trucks	0.4	1.7	-	-	0.6	0.8	0.3	-	-	0.4	0.4	0.5	0.0	-	0.5	0.5
Articulated Trucks	0	0	0	-	0	1	1	0	-	2	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	-	-	0.0	0.4	0.1	-	-	0.2	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	8	2	0	-	10	5	7	0	-	12	12	7	0	-	19	41
% Bicycles on Road	0.6	0.9	-	-	0.6	2.0	0.9	-	-	1.1	1.6	0.6	0.0	-	1.0	0.9
Bicycles on Crosswalk	-	-	-	6	-	-	-	-	6	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	0.7	-	-	-	-	1.3	-	-	-	-	0.5	-	-
Pedestrians	-	-	-	865	-	-	-	-	473	-	-	-	-	767	-	-
% Pedestrians	-	-	-	99.3	-	-	-	-	98.7	-	-	-	-	99.5	-	-

5.1 A329

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010096 -
President's Circle @ Macgruder
St, Starkville
Site Code: 2010096
Start Date: 10/01/2020
Page No: 3



Turning Movement Data Plot

5.1 A330

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

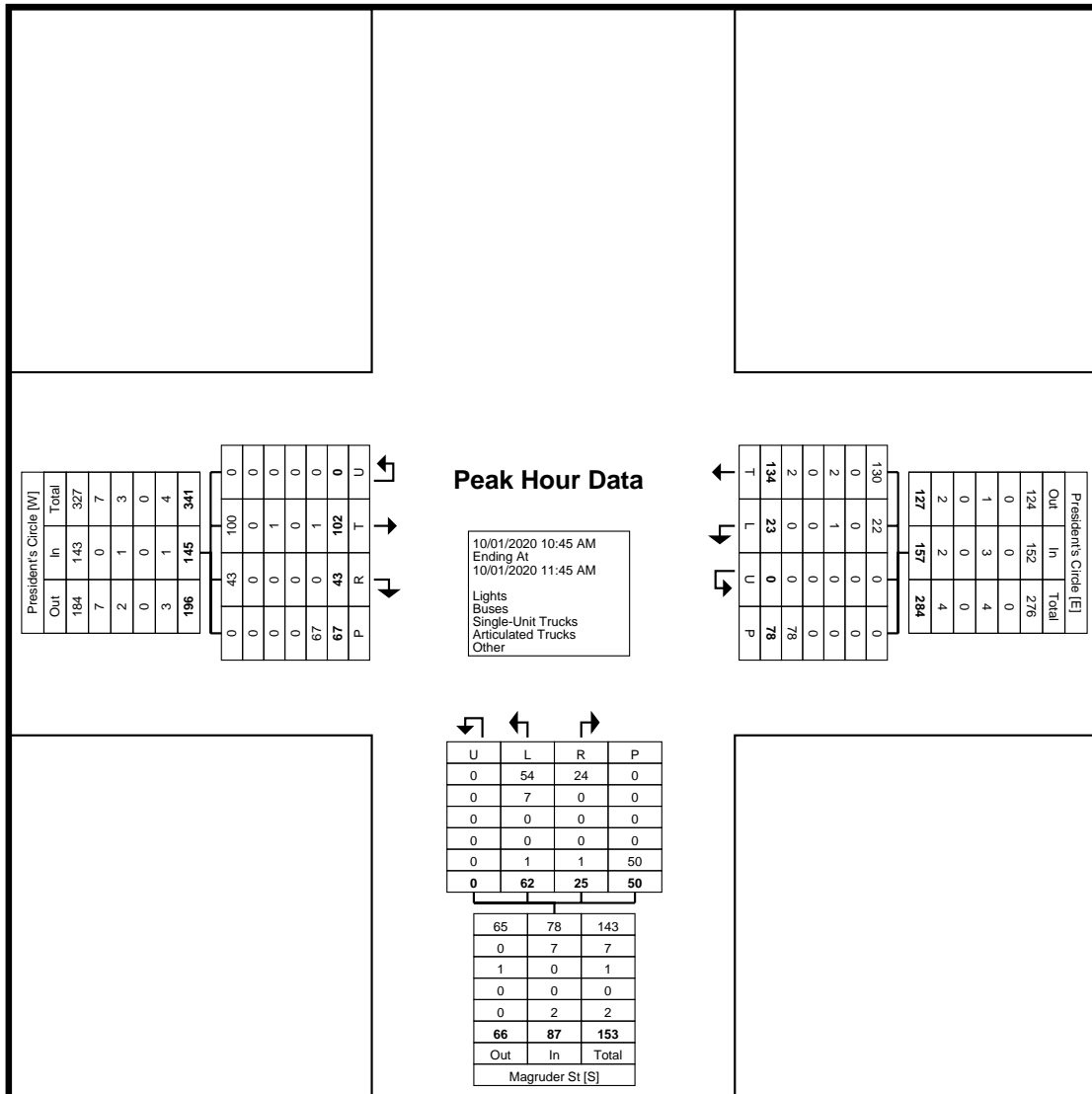
Count Name: 2010096 -
 President's Circle @ Macgruder
 St, Starkville
 Site Code: 2010096
 Start Date: 10/01/2020
 Page No: 4

Turning Movement Peak Hour Data (10:45 AM)

Start Time	President's Circle Westbound					Magruder St Northbound					President's Circle Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
10:45 AM	48	8	0	42	56	8	21	0	17	29	10	36	0	29	46	131
11:00 AM	33	7	0	26	40	5	10	0	14	15	12	28	0	19	40	95
11:15 AM	25	2	0	7	27	8	16	0	8	24	9	20	0	13	29	80
11:30 AM	28	6	0	3	34	4	15	0	11	19	12	18	0	6	30	83
Total	134	23	0	78	157	25	62	0	50	87	43	102	0	67	145	389
Approach %	85.4	14.6	0.0	-	-	28.7	71.3	0.0	-	-	29.7	70.3	0.0	-	-	-
Total %	34.4	5.9	0.0	-	40.4	6.4	15.9	0.0	-	22.4	11.1	26.2	0.0	-	37.3	-
PHF	0.698	0.719	0.000	-	0.701	0.781	0.738	0.000	-	0.750	0.896	0.708	0.000	-	0.788	0.742
Lights	130	22	0	-	152	24	54	0	-	78	43	100	0	-	143	373
% Lights	97.0	95.7	-	-	96.8	96.0	87.1	-	-	89.7	100.0	98.0	-	-	98.6	95.9
Buses	0	0	0	-	0	0	7	0	-	7	0	0	0	-	0	7
% Buses	0.0	0.0	-	-	0.0	0.0	11.3	-	-	8.0	0.0	0.0	-	-	0.0	1.8
Single-Unit Trucks	2	1	0	-	3	0	0	0	-	0	0	1	0	-	1	4
% Single-Unit Trucks	1.5	4.3	-	-	1.9	0.0	0.0	-	-	0.0	0.0	1.0	-	-	0.7	1.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	2	0	0	-	2	1	1	0	-	2	0	1	0	-	1	5
% Bicycles on Road	1.5	0.0	-	-	1.3	4.0	1.6	-	-	2.3	0.0	1.0	-	-	0.7	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	78	-	-	-	-	50	-	-	-	-	67	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010096 -
 President's Circle @ Macgruder
 St, Starkville
 Site Code: 2010096
 Start Date: 10/01/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (10:45 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

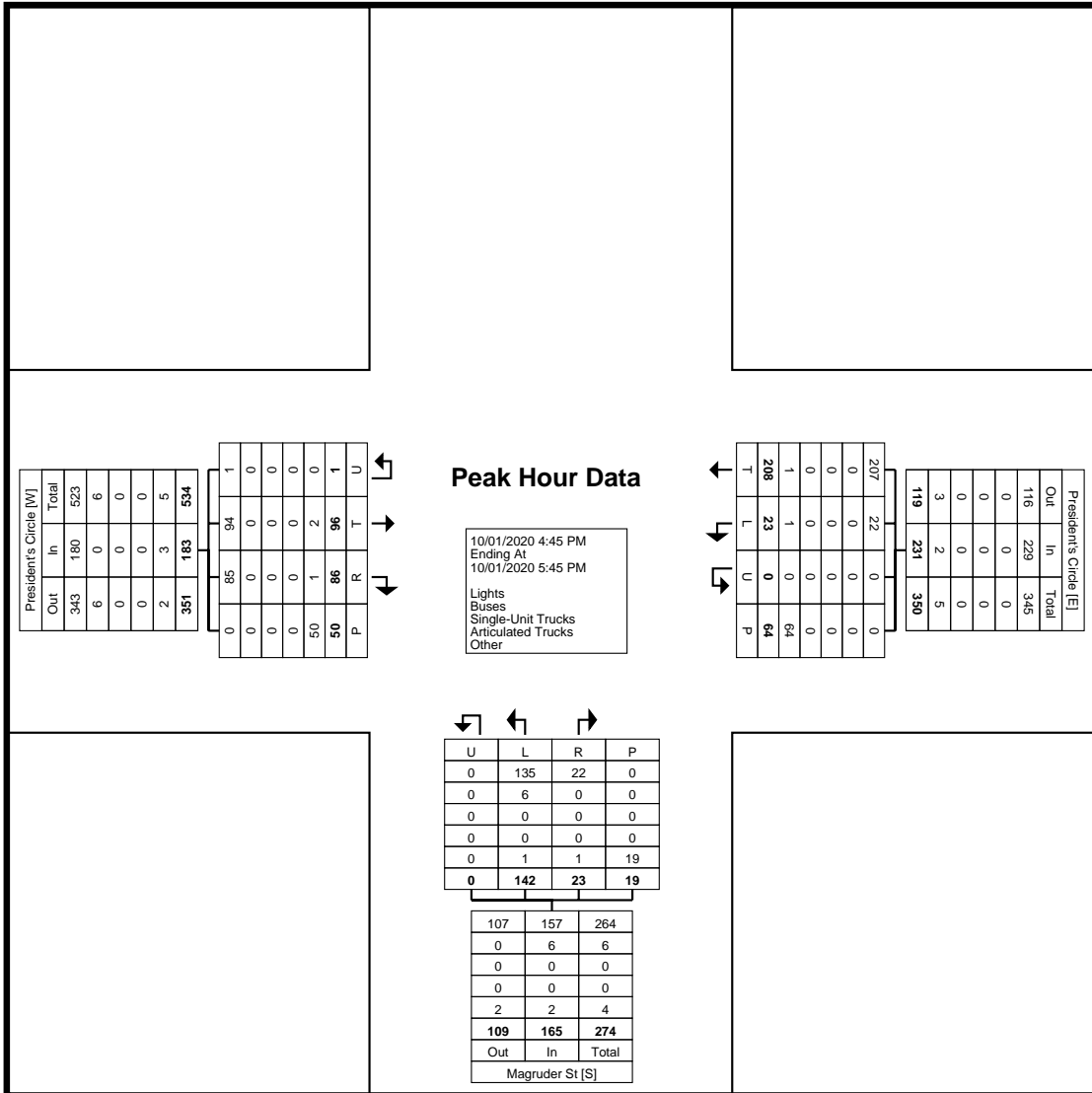
Count Name: 2010096 -
 President's Circle @ Macgruder
 St, Starkville
 Site Code: 2010096
 Start Date: 10/01/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

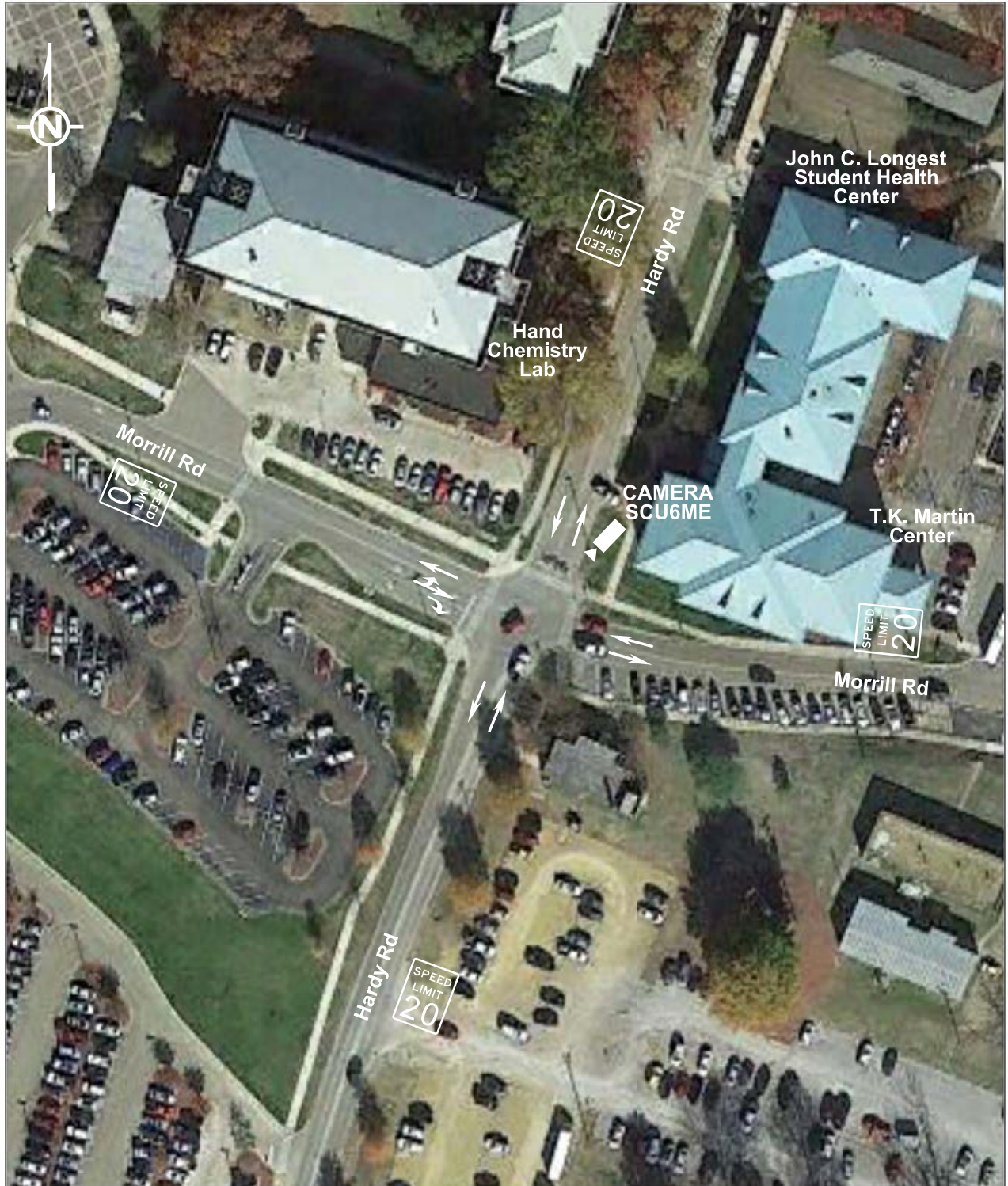
Start Time	President's Circle Westbound					Magruder St Northbound					President's Circle Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
4:45 PM	50	7	0	12	57	6	28	0	7	34	19	27	0	9	46	137
5:00 PM	77	6	0	24	83	6	45	0	3	51	17	26	0	13	43	177
5:15 PM	44	3	0	16	47	4	35	0	4	39	24	26	0	15	50	136
5:30 PM	37	7	0	12	44	7	34	0	5	41	26	17	1	13	44	129
Total	208	23	0	64	231	23	142	0	19	165	86	96	1	50	183	579
Approach %	90.0	10.0	0.0	-	-	13.9	86.1	0.0	-	-	47.0	52.5	0.5	-	-	-
Total %	35.9	4.0	0.0	-	39.9	4.0	24.5	0.0	-	28.5	14.9	16.6	0.2	-	31.6	-
PHF	0.675	0.821	0.000	-	0.696	0.821	0.789	0.000	-	0.809	0.827	0.889	0.250	-	0.915	0.818
Lights	207	22	0	-	229	22	135	0	-	157	85	94	1	-	180	566
% Lights	99.5	95.7	-	-	99.1	95.7	95.1	-	-	95.2	98.8	97.9	100.0	-	98.4	97.8
Buses	0	0	0	-	0	0	6	0	-	6	0	0	0	-	0	6
% Buses	0.0	0.0	-	-	0.0	0.0	4.2	-	-	3.6	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	1	1	0	-	2	1	1	0	-	2	1	2	0	-	3	7
% Bicycles on Road	0.5	4.3	-	-	0.9	4.3	0.7	-	-	1.2	1.2	2.1	0.0	-	1.6	1.2
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	3.1	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	62	-	-	-	-	19	-	-	-	-	50	-	-
% Pedestrians	-	-	-	96.9	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010096 -
 President's Circle @ Macgruder
 St, Starkville
 Site Code: 2010096
 Start Date: 10/01/2020
 Page No: 7



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



TURNING MOVEMENT COUNT #2010100
HARDY RD @ MORRILL RD
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Hardy Rd From North				Morrill Rd From East				Hardy Rd From South				Morrill Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	45	86	16	20	3	7	6	0	104	137	25	3	7	34	18	27	538
08:00 AM	45	73	7	5	3	12	21	0	68	92	20	3	11	42	30	18	450
09:00 AM	59	81	18	31	8	25	51	2	103	105	17	17	13	45	48	43	666
10:00 AM	56	95	13	27	9	41	70	0	75	131	24	13	20	34	62	34	704
11:00 AM	52	144	9	15	8	43	66	1	46	143	26	13	18	27	58	25	694
12:00 PM	75	179	16	41	10	53	80	0	98	185	36	19	33	48	80	42	995
01:00 PM	70	153	12	22	11	42	66	0	56	153	25	10	26	38	75	35	794
02:00 PM	97	140	10	21	16	38	68	3	84	168	16	18	19	47	74	32	851
03:00 PM	70	176	23	23	11	59	93	0	89	186	38	11	21	36	74	59	969
04:00 PM	69	161	22	5	19	35	93	3	65	135	28	12	27	25	68	44	811
05:00 PM	92	224	6	16	16	54	86	2	22	190	54	10	36	19	79	45	951
06:00 PM	69	213	3	5	26	47	95	4	17	179	32	5	41	7	75	40	858
Grand Total	799	1725	155	231	140	456	795	15	827	1804	341	134	272	402	741	444	9281
Approch %	27.5	59.3	5.3	7.9	10	32.4	56.5	1.1	26.6	58.1	11	4.3	14.6	21.6	39.9	23.9	
Total %	8.6	18.6	1.7	2.5	1.5	4.9	8.6	0.2	8.9	19.4	3.7	1.4	2.9	4.3	8	4.8	
Lights	793	1634	154	0	138	453	794	0	824	1784	338	0	270	398	734	0	8314
% Lights	99.2	94.7	99.4	0	98.6	99.3	99.9	0	99.6	98.9	99.1	0	99.3	99	99.1	0	89.6
Buses	1	83	0	0	1	0	0	0	0	2	0	0	0	2	0	0	89
% Buses	0.1	4.8	0	0	0.7	0	0	0	0	0.1	0	0	0	0.5	0	0	1
Single-Unit Trucks	2	5	1	0	0	3	1	0	1	12	2	0	1	0	5	0	33
% Single-Unit Trucks	0.3	0.3	0.6	0	0	0.7	0.1	0	0.1	0.7	0.6	0	0.4	0	0.7	0	0.4
Articulated Trucks	0	3	0	0	1	0	0	0	1	3	0	0	0	0	1	0	9
% Articulated Trucks	0	0.2	0	0	0.7	0	0	0	0.1	0.2	0	0	0	0	0.1	0	0.1
Bicycles on Road	3	0	0	0	0	0	0	0	1	3	1	0	1	2	1	0	12
% Bicycles on Road	0.4	0	0	0	0	0	0	0	0.1	0.2	0.3	0	0.4	0.5	0.1	0	0.1
Bicycles on Crosswalk	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	10	18
% Bicycles on Crosswalk	0	0	0	0.9	0	0	0	13.3	0	0	0	3	0	0	0	2.3	0.2
Pedestrians	0	0	0	229	0	0	0	13	0	0	0	130	0	0	0	434	806
% Pedestrians	0	0	0	99.1	0	0	0	86.7	0	0	0	97	0	0	0	97.7	8.7

Turning Movement Data

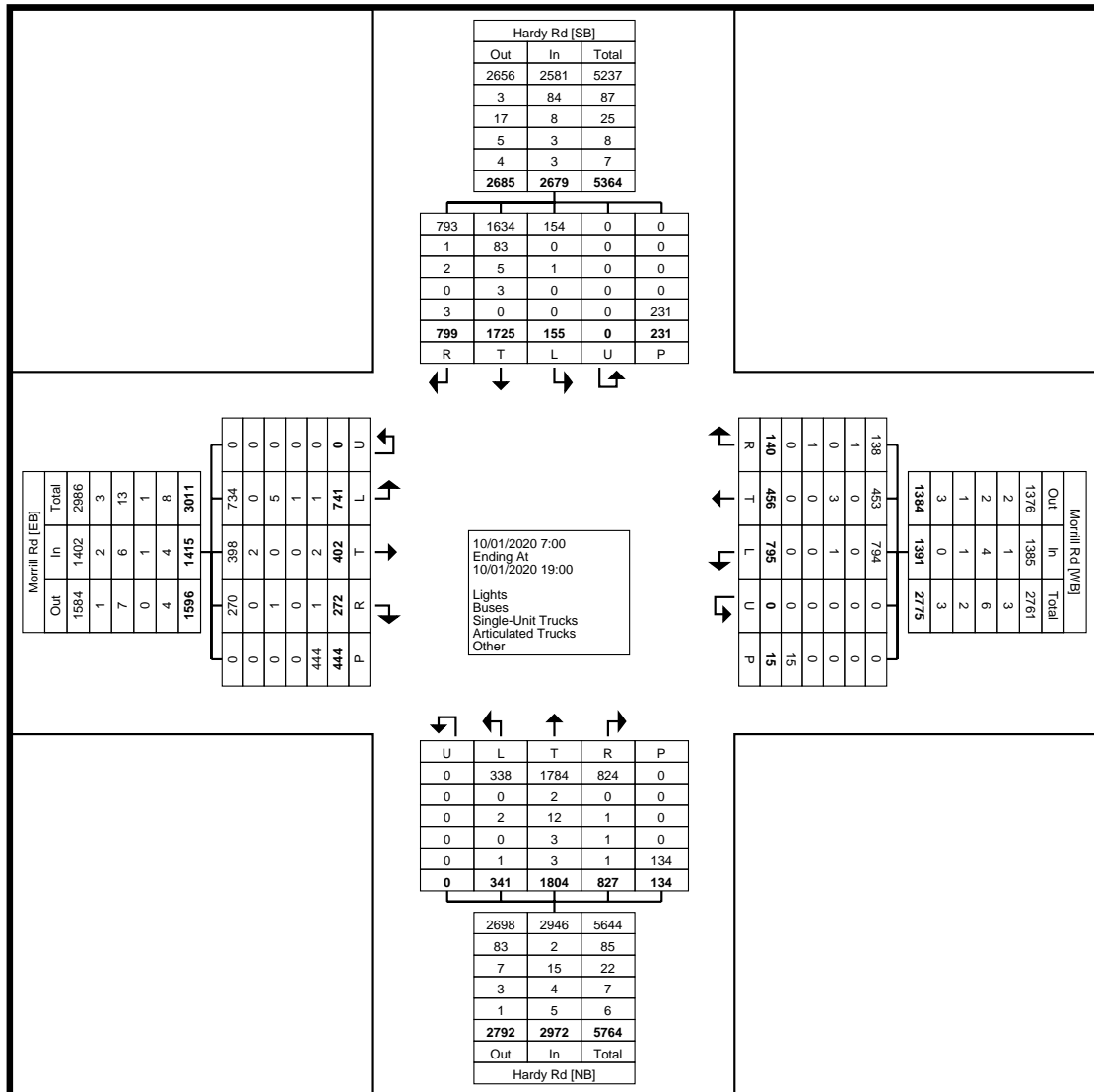
Table with columns for Start Time, Hardy Rd Southbound (Right, Thru, Left, U-Turn, Peds, App. Total), Morrill Rd Westbound (Right, Thru, Left, U-Turn, Peds, App. Total), Hardy Rd Northbound (Right, Thru, Left, U-Turn, Peds, App. Total), Morrill Rd Eastbound (Right, Thru, Left, U-Turn, Peds, App. Total), and Int. Total. Rows include hourly and Grand Totals, and Approach %.

5.1 A337

Lights	793	1634	154	0	-	2581	138	453	794	0	-	1385	824	1784	338	0	-	2946	270	398	734	0	-	1402	8314
% Lights	99.2	94.7	99.4	-	-	96.3	98.6	99.3	99.9	-	-	99.6	99.6	98.9	99.1	-	-	99.1	99.3	99.0	99.1	-	-	99.1	98.3
Buses	1	83	0	0	-	84	1	0	0	0	-	1	0	2	0	0	-	2	0	2	0	0	-	2	89
% Buses	0.1	4.8	0.0	-	-	3.1	0.7	0.0	0.0	-	-	0.1	0.0	0.1	0.0	-	-	0.1	0.0	0.5	0.0	-	-	0.1	1.1
Single-Unit Trucks	2	5	1	0	-	8	0	3	1	0	-	4	1	12	2	0	-	15	1	0	5	0	-	6	33
% Single-Unit Trucks	0.3	0.3	0.6	-	-	0.3	0.0	0.7	0.1	-	-	0.3	0.1	0.7	0.6	-	-	0.5	0.4	0.0	0.7	-	-	0.4	0.4
Articulated Trucks	0	3	0	0	-	3	1	0	0	0	-	1	1	3	0	0	-	4	0	0	1	0	-	1	9
% Articulated Trucks	0.0	0.2	0.0	-	-	0.1	0.7	0.0	0.0	-	-	0.1	0.1	0.2	0.0	-	-	0.1	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	3	0	0	0	-	3	0	0	0	0	-	0	1	3	1	0	-	5	1	2	1	0	-	4	12
% Bicycles on Road	0.4	0.0	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1	0.2	0.3	-	-	0.2	0.4	0.5	0.1	-	-	0.3	0.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Bicycles on Crosswalk	-	-	-	-	0.9	-	-	-	-	-	13.3	-	-	-	-	-	3.0	-	-	-	-	-	2.3	-	-
Pedestrians	-	-	-	-	229	-	-	-	-	-	13	-	-	-	-	-	130	-	-	-	-	-	434	-	-
% Pedestrians	-	-	-	-	99.1	-	-	-	-	-	86.7	-	-	-	-	-	97.0	-	-	-	-	-	97.7	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010100 - Hardy
 Rd @ Morrill Rd, Starkville
 Site Code: 2010100
 Start Date: 10/01/2020
 Page No: 3



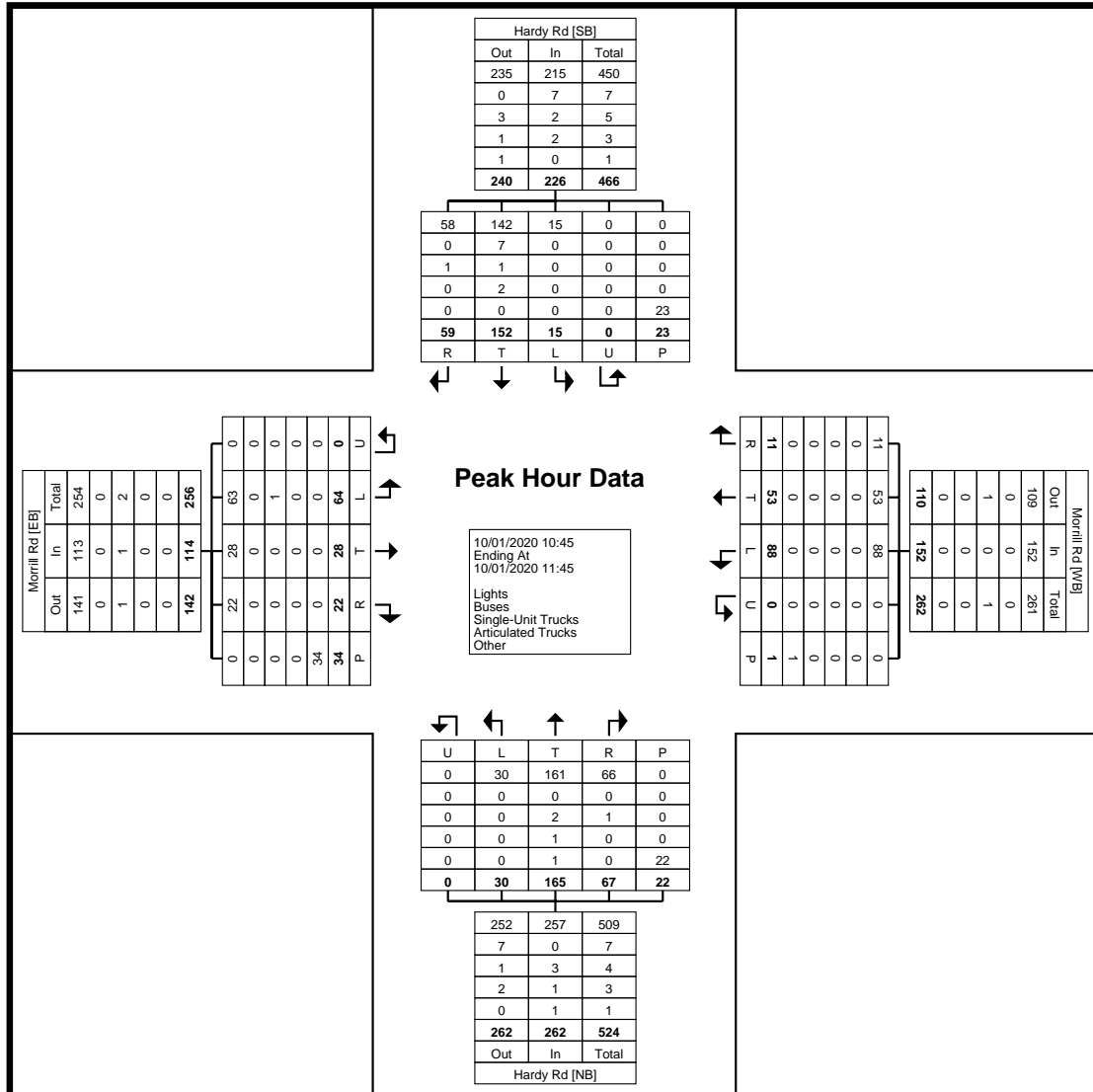
Turning Movement Data Plot

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010100 - Hardy
 Rd @ Morrill Rd, Starkville
 Site Code: 2010100
 Start Date: 10/01/2020
 Page No: 4

Turning Movement Peak Hour Data (10:45)

Start Time	Hardy Rd Southbound						Morrill Rd Westbound						Hardy Rd Northbound						Morrill Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:45	21	38	8	0	10	67	5	15	34	0	0	54	34	55	13	0	11	102	7	8	23	0	18	38	261
11:00	16	47	4	0	7	67	6	14	23	0	0	43	17	49	8	0	7	74	4	7	14	0	11	25	209
11:15	7	20	0	0	4	27	0	13	16	0	0	29	8	28	3	0	4	39	5	8	15	0	4	28	123
11:30	15	47	3	0	2	65	0	11	15	0	1	26	8	33	6	0	0	47	6	5	12	0	1	23	161
Total	59	152	15	0	23	226	11	53	88	0	1	152	67	165	30	0	22	262	22	28	64	0	34	114	754
Approach %	26.1	67.3	6.6	0.0	-	-	7.2	34.9	57.9	0.0	-	-	25.6	63.0	11.5	0.0	-	-	19.3	24.6	56.1	0.0	-	-	-
Total %	7.8	20.2	2.0	0.0	-	30.0	1.5	7.0	11.7	0.0	-	20.2	8.9	21.9	4.0	0.0	-	34.7	2.9	3.7	8.5	0.0	-	15.1	-
PHF	0.702	0.809	0.469	0.000	-	0.843	0.458	0.883	0.647	0.000	-	0.704	0.493	0.750	0.577	0.000	-	0.642	0.786	0.875	0.696	0.000	-	0.750	0.722
Lights	58	142	15	0	-	215	11	53	88	0	-	152	66	161	30	0	-	257	22	28	63	0	-	113	737
% Lights	98.3	93.4	100.0	-	-	95.1	100.0	100.0	100.0	-	-	100.0	98.5	97.6	100.0	-	-	98.1	100.0	100.0	98.4	-	-	99.1	97.7
Buses	0	7	0	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	0.0	4.6	0.0	-	-	3.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.9
Single-Unit Trucks	1	1	0	0	-	2	0	0	0	0	-	0	1	2	0	0	-	3	0	0	1	0	-	1	6
% Single-Unit Trucks	1.7	0.7	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	1.5	1.2	0.0	-	-	1.1	0.0	0.0	1.6	-	-	0.9	0.8
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Articulated Trucks	0.0	1.3	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	4.3	-	-	-	-	-	0.0	-	-	-	-	-	9.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	1	-	-	-	-	-	20	-	-	-	-	-	34	-	-
% Pedestrians	-	-	-	-	95.7	-	-	-	-	-	100.0	-	-	-	-	-	90.9	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (10:45)

5.1 A341

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

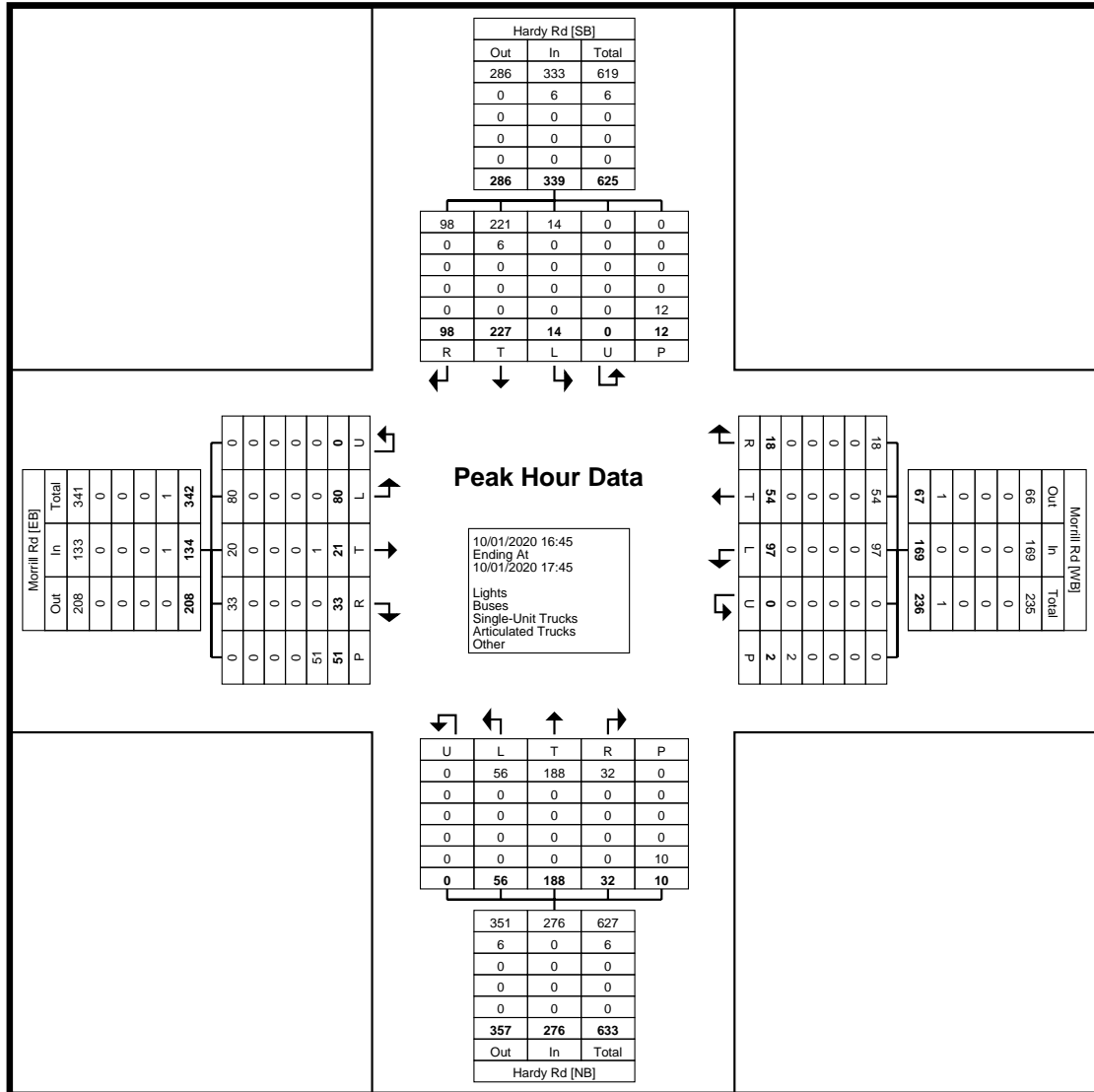
Count Name: 2010100 - Hardy
 Rd @ Morrill Rd, Starkville
 Site Code: 2010100
 Start Date: 10/01/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

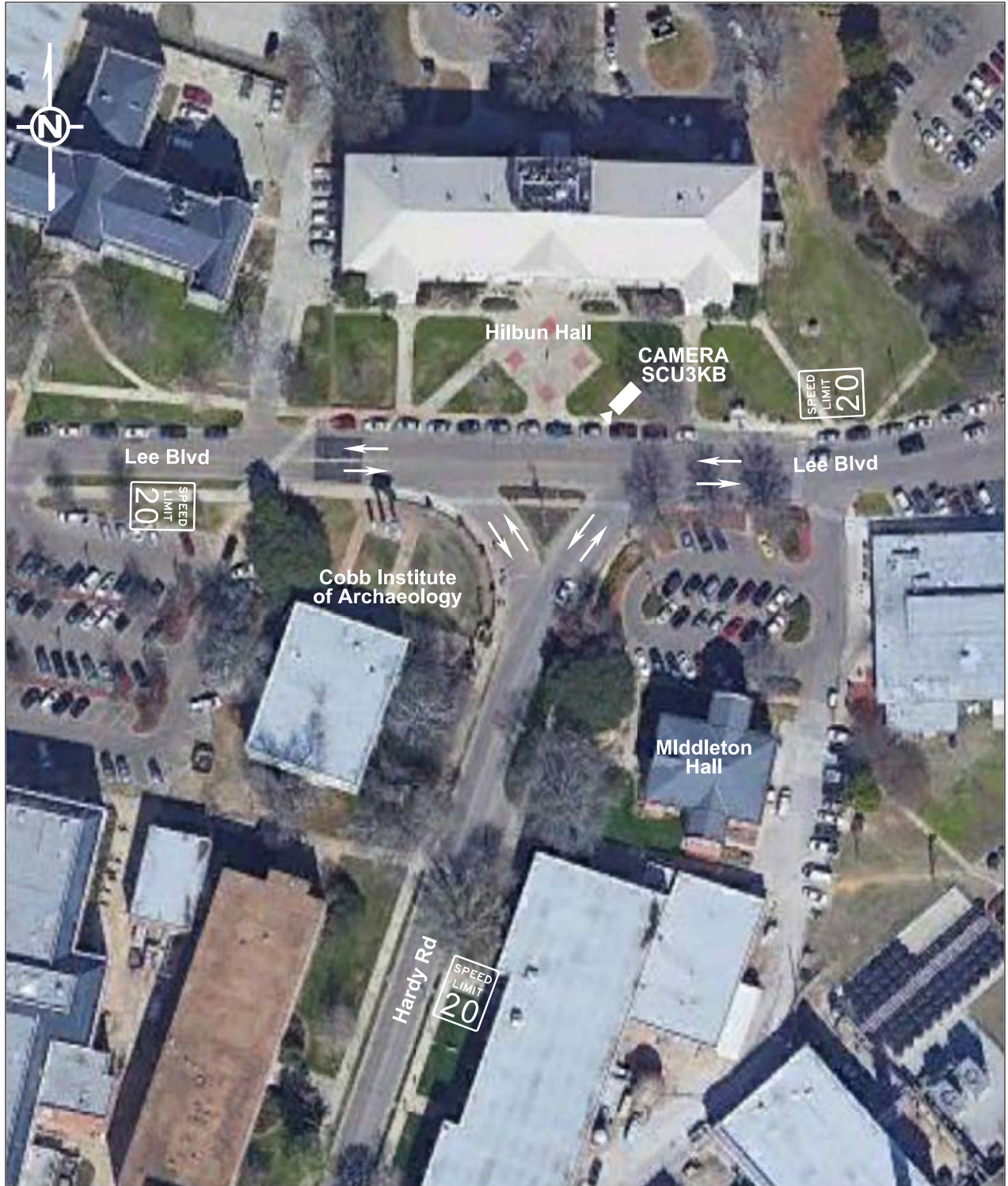
Start Time	Hardy Rd Southbound						Morrill Rd Westbound						Hardy Rd Northbound						Morrill Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
16:45	32	53	9	0	1	94	5	10	27	0	0	42	15	41	9	0	2	65	8	6	15	0	16	29	230
17:00	33	60	2	0	7	95	3	17	30	0	1	50	7	47	27	0	5	81	5	8	29	0	20	42	268
17:15	15	52	2	0	3	69	6	17	30	0	1	53	7	59	12	0	2	78	11	4	20	0	9	35	235
17:30	18	62	1	0	1	81	4	10	10	0	0	24	3	41	8	0	1	52	9	3	16	0	6	28	185
Total	98	227	14	0	12	339	18	54	97	0	2	169	32	188	56	0	10	276	33	21	80	0	51	134	918
Approach %	28.9	67.0	4.1	0.0	-	-	10.7	32.0	57.4	0.0	-	-	11.6	68.1	20.3	0.0	-	-	24.6	15.7	59.7	0.0	-	-	-
Total %	10.7	24.7	1.5	0.0	-	36.9	2.0	5.9	10.6	0.0	-	18.4	3.5	20.5	6.1	0.0	-	30.1	3.6	2.3	8.7	0.0	-	14.6	-
PHF	0.742	0.915	0.389	0.000	-	0.892	0.750	0.794	0.808	0.000	-	0.797	0.533	0.797	0.519	0.000	-	0.852	0.750	0.656	0.690	0.000	-	0.798	0.856
Lights	98	221	14	0	-	333	18	54	97	0	-	169	32	188	56	0	-	276	33	20	80	0	-	133	911
% Lights	100.0	97.4	100.0	-	-	98.2	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	95.2	100.0	-	-	99.3	99.2
Buses	0	6	0	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	0.0	2.6	0.0	-	-	1.8	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	4.8	0.0	-	-	0.7	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	3.9	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	49	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	96.1	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010100 - Hardy
 Rd @ Morrill Rd, Starkville
 Site Code: 2010100
 Start Date: 10/01/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (16:45)



TURNING MOVEMENT COUNT #2010102
HARDY RD @ LEE BLVD
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	From North				Lee Blvd From East				Hardy Rd From South				Lee Blvd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	36	142	2	119	0	22	57	5	3	0	10	396
08:00 AM	0	0	0	0	0	30	126	0	100	0	17	47	3	9	0	2	334
09:00 AM	0	0	0	0	0	15	148	1	138	0	11	91	4	10	0	6	424
10:00 AM	0	0	0	0	0	14	162	0	169	0	11	94	0	7	0	12	469
11:00 AM	0	0	0	0	0	13	175	3	205	0	10	98	20	22	0	10	556
12:00 PM	0	0	0	0	0	23	245	2	266	0	11	95	8	12	0	18	680
01:00 PM	0	0	0	0	0	17	229	0	228	0	12	92	12	14	0	8	612
02:00 PM	0	0	0	0	0	15	229	0	247	0	11	87	14	17	0	16	636
03:00 PM	0	0	0	0	0	9	228	0	257	0	11	115	22	18	0	21	681
04:00 PM	0	0	0	0	0	6	240	1	231	0	4	80	14	22	0	23	621
05:00 PM	0	0	0	0	0	10	275	0	278	0	3	78	27	42	0	16	729
06:00 PM	0	0	0	0	0	22	250	0	266	0	18	44	18	15	0	7	640
Grand Total	0	0	0	0	0	210	2449	9	2504	0	141	978	147	191	0	149	6778
Apprch %	0	0	0	0	0	7.9	91.8	0.3	69.1	0	3.9	27	30.2	39.2	0	30.6	
Total %	0	0	0	0	0	3.1	36.1	0.1	36.9	0	2.1	14.4	2.2	2.8	0	2.2	
Lights	0	0	0	0	0	196	2339	0	2472	0	131	0	143	183	0	0	5464
% Lights	0	0	0	0	0	93.3	95.5	0	98.7	0	92.9	0	97.3	95.8	0	0	80.6
Buses	0	0	0	0	0	0	85	0	3	0	0	0	0	0	0	0	88
% Buses	0	0	0	0	0	0	3.5	0	0.1	0	0	0	0	0	0	0	1.3
Single-Unit Trucks	0	0	0	0	0	4	15	0	18	0	2	0	1	2	0	0	42
% Single-Unit Trucks	0	0	0	0	0	1.9	0.6	0	0.7	0	1.4	0	0.7	1	0	0	0.6
Articulated Trucks	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	6
% Articulated Trucks	0	0	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0.1
Bicycles on Road	0	0	0	0	0	10	9	0	6	0	8	0	3	6	0	0	42
% Bicycles on Road	0	0	0	0	0	4.8	0.4	0	0.2	0	5.7	0	2	3.1	0	0	0.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	10
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	2	0.1
Pedestrians	0	0	0	0	0	0	0	9	0	0	0	971	0	0	0	146	1126
% Pedestrians	0	0	0	0	0	0	0	100	0	0	0	99.3	0	0	0	98	16.6

5.1 A345

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Count Name: 2010102 - Hardy
 Rd @ Lee Blvd, Starkville
 Site Code: 2010102
 Start Date: 10/01/2020
 Page No: 1

Turning Movement Data

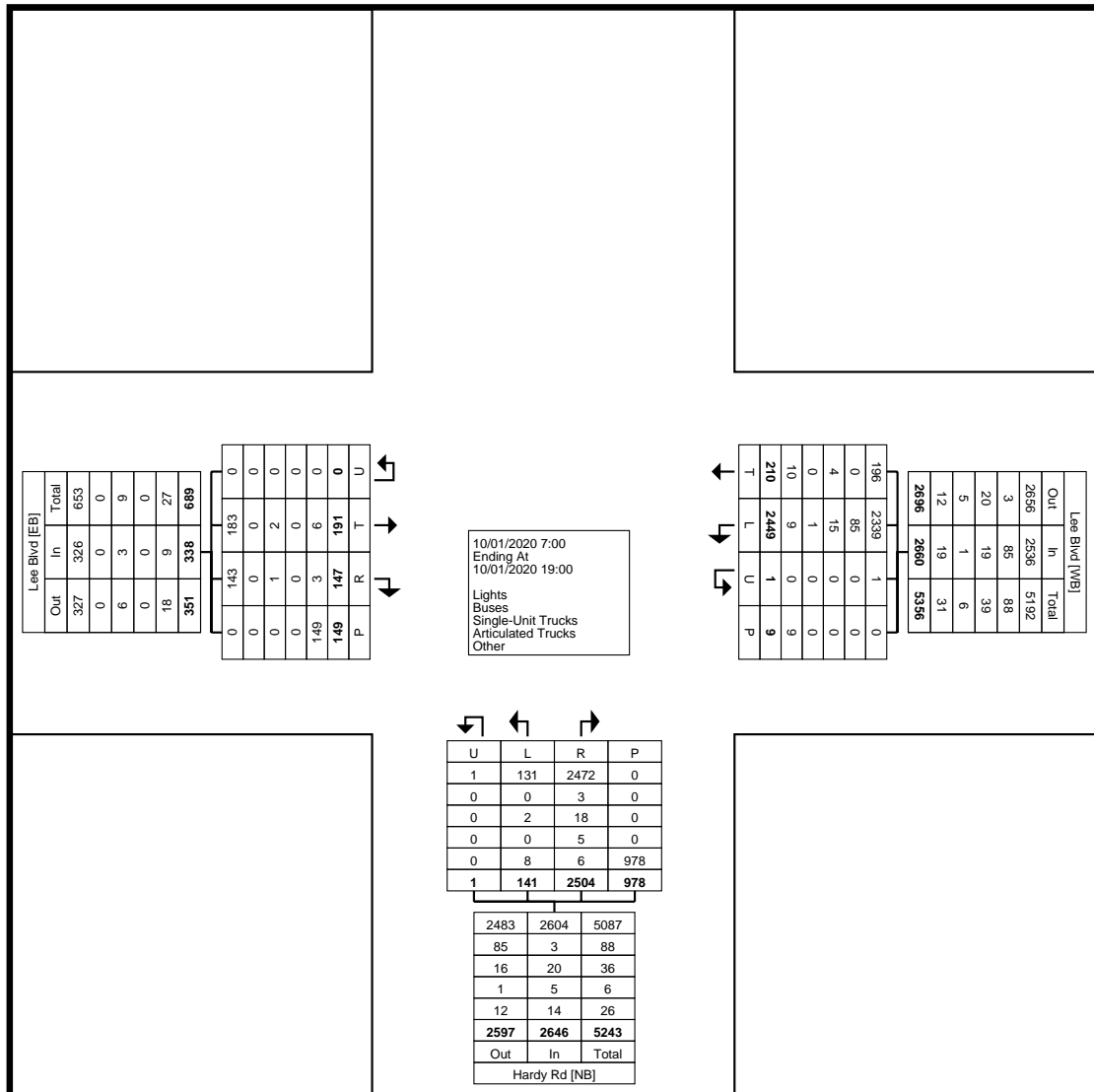
Start Time	Lee Blvd Westbound					Hardy Rd Northbound					Lee Blvd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00	3	31	0	0	34	22	1	0	6	23	2	1	0	0	3	60
7:15	5	32	0	2	37	24	2	0	1	26	0	1	0	1	1	64
7:30	10	36	0	0	46	44	7	0	14	51	1	0	0	5	1	98
7:45	18	43	0	0	61	29	12	0	36	41	2	1	0	4	3	105
Hourly Total	36	142	0	2	178	119	22	0	57	141	5	3	0	10	8	327
8:00	14	25	0	0	39	21	3	0	8	24	1	2	0	1	3	66
8:15	5	30	0	0	35	21	5	0	3	26	1	1	0	0	2	63
8:30	3	34	0	0	37	28	4	0	10	32	0	3	0	0	3	72
8:45	8	37	0	0	45	30	5	0	26	35	1	3	0	1	4	84
Hourly Total	30	126	0	0	156	100	17	0	47	117	3	9	0	2	12	285
9:00	5	34	0	0	39	33	2	0	20	35	2	2	0	0	4	78
9:15	5	39	0	1	44	39	5	0	36	44	0	4	0	3	4	92
9:30	2	42	0	0	44	29	1	0	18	30	1	1	0	3	2	76
9:45	3	33	0	0	36	37	3	0	17	40	1	3	0	0	4	80
Hourly Total	15	148	0	1	163	138	11	0	91	149	4	10	0	6	14	326
10:00	3	33	0	0	36	31	0	0	6	31	0	0	0	0	0	67
10:15	4	29	0	0	33	37	7	0	12	44	0	2	0	0	2	79
10:30	3	35	0	0	38	31	3	0	20	34	0	3	0	0	3	75
10:45	4	65	0	0	69	70	1	0	56	71	0	2	0	12	2	142
Hourly Total	14	162	0	0	176	169	11	0	94	180	0	7	0	12	7	363
11:00	2	54	0	1	56	78	2	0	29	80	4	4	0	7	8	144
11:15	2	23	0	1	25	35	0	0	23	35	2	7	0	1	9	69
11:30	1	57	0	0	58	48	4	0	21	52	9	6	0	2	15	125
11:45	8	41	0	1	49	44	4	0	25	48	5	5	0	0	10	107
Hourly Total	13	175	0	3	188	205	10	0	98	215	20	22	0	10	42	445
12:00	4	59	0	0	63	62	2	0	24	64	2	5	0	2	7	134
12:15	2	62	0	1	64	66	2	0	27	68	2	5	0	5	7	139
12:30	7	62	0	1	69	81	2	0	25	83	1	1	0	9	2	154
12:45	10	62	0	0	72	57	5	0	19	62	3	1	0	2	4	138
Hourly Total	23	245	0	2	268	266	11	0	95	277	8	12	0	18	20	565
13:00	4	56	0	0	60	65	5	0	19	70	6	4	0	2	10	140
13:15	6	53	0	0	59	59	4	0	13	63	2	3	0	1	5	127
13:30	3	72	0	0	75	50	1	0	29	51	1	2	0	3	3	129
13:45	4	48	0	0	52	54	2	0	31	56	3	5	0	2	8	116
Hourly Total	17	229	0	0	246	228	12	0	92	240	12	14	0	8	26	512
14:00	6	62	0	0	68	79	1	0	49	80	1	8	0	10	9	157
14:15	4	66	0	0	70	56	2	0	16	58	4	2	0	2	6	134
14:30	2	55	0	0	57	54	6	0	11	60	3	5	0	2	8	125
14:45	3	46	0	0	49	58	2	0	11	60	6	2	0	2	8	117
Hourly Total	15	229	0	0	244	247	11	0	87	258	14	17	0	16	31	533
15:00	4	56	0	0	60	49	3	0	16	52	4	4	0	3	8	120
15:15	2	59	0	0	61	64	3	0	23	67	11	6	0	3	17	145
15:30	3	63	0	0	66	78	3	0	50	81	3	3	0	7	6	153
15:45	0	50	0	0	50	66	2	0	26	68	4	5	0	8	9	127
Hourly Total	9	228	0	0	237	257	11	0	115	268	22	18	0	21	40	545
16:00	2	41	0	0	43	68	3	0	23	71	6	3	0	3	9	123
16:15	2	55	0	1	57	51	0	0	14	51	1	8	0	5	9	117
16:30	2	54	0	0	56	50	0	0	20	50	2	5	0	6	7	113
16:45	0	90	0	0	90	62	1	0	23	63	5	6	0	9	11	164
Hourly Total	6	240	0	1	246	231	4	0	80	235	14	22	0	23	36	517
17:00	3	87	1	0	91	82	0	0	23	82	11	19	0	7	30	203
17:15	3	55	0	0	58	83	2	0	23	85	3	16	0	5	19	162
17:30	2	70	0	0	72	66	0	0	21	66	11	4	0	2	15	153
17:45	2	63	0	0	65	47	1	0	11	48	2	3	0	2	5	118
Hourly Total	10	275	1	0	286	278	3	0	78	281	27	42	0	16	69	636
18:00	8	66	0	0	74	72	7	0	10	79	7	7	0	1	14	167
18:15	10	56	0	0	66	70	5	0	13	75	2	4	0	2	6	147
18:30	1	71	0	0	72	46	3	0	6	49	7	3	0	1	10	131
18:45	3	57	0	0	60	78	3	1	15	82	2	1	0	3	3	145
Hourly Total	22	250	0	0	272	266	18	1	44	285	18	15	0	7	33	590
Grand Total	210	2449	1	9	2660	2504	141	1	978	2646	147	191	0	149	338	5644
Approach %	7.9	92.1	0.0	-	-	94.6	5.3	0.0	-	-	43.5	56.5	0.0	-	-	-
Total %	3.7	43.4	0.0	-	47.1	44.4	2.5	0.0	-	46.9	2.6	3.4	0.0	-	6.0	-

5.1 A346

Lights	196	2339	1	-	2536	2472	131	1	-	2604	143	183	0	-	326	5466
% Lights	93.3	95.5	100.0	-	95.3	98.7	92.9	100.0	-	98.4	97.3	95.8	-	-	96.4	96.8
Buses	0	85	0	-	85	3	0	0	-	3	0	0	0	-	0	88
% Buses	0.0	3.5	0.0	-	3.2	0.1	0.0	0.0	-	0.1	0.0	0.0	-	-	0.0	1.6
Single-Unit Trucks	4	15	0	-	19	18	2	0	-	20	1	2	0	-	3	42
% Single-Unit Trucks	1.9	0.6	0.0	-	0.7	0.7	1.4	0.0	-	0.8	0.7	1.0	-	-	0.9	0.7
Articulated Trucks	0	1	0	-	1	5	0	0	-	5	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	10	9	0	-	19	6	8	0	-	14	3	6	0	-	9	42
% Bicycles on Road	4.8	0.4	0.0	-	0.7	0.2	5.7	0.0	-	0.5	2.0	3.1	-	-	2.7	0.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	7	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.7	-	-	-	-	2.0	-	-
Pedestrians	-	-	-	9	-	-	-	-	971	-	-	-	-	146	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	99.3	-	-	-	-	98.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010102 - Hardy
 Rd @ Lee Blvd, Starkville
 Site Code: 2010102
 Start Date: 10/01/2020
 Page No: 3



Turning Movement Data Plot

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

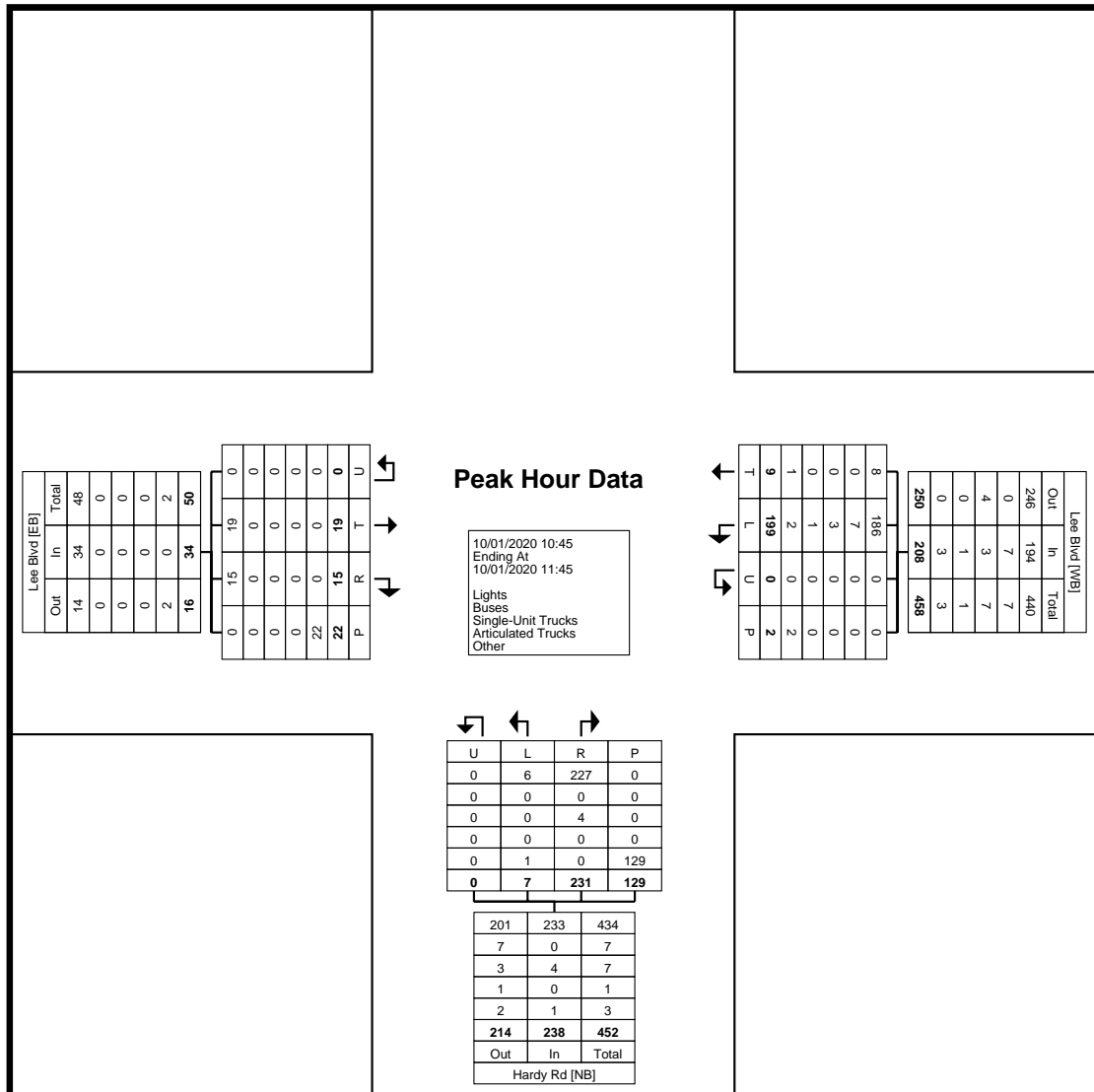
Count Name: 2010102 - Hardy
 Rd @ Lee Blvd, Starkville
 Site Code: 2010102
 Start Date: 10/01/2020
 Page No: 4

Turning Movement Peak Hour Data (10:45)

Start Time	Lee Blvd Westbound					Hardy Rd Northbound					Lee Blvd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
10:45	4	65	0	0	69	70	1	0	56	71	0	2	0	12	2	142
11:00	2	54	0	1	56	78	2	0	29	80	4	4	0	7	8	144
11:15	2	23	0	1	25	35	0	0	23	35	2	7	0	1	9	69
11:30	1	57	0	0	58	48	4	0	21	52	9	6	0	2	15	125
Total	9	199	0	2	208	231	7	0	129	238	15	19	0	22	34	480
Approach %	4.3	95.7	0.0	-	-	97.1	2.9	0.0	-	-	44.1	55.9	0.0	-	-	-
Total %	1.9	41.5	0.0	-	43.3	48.1	1.5	0.0	-	49.6	3.1	4.0	0.0	-	7.1	-
PHF	0.563	0.765	0.000	-	0.754	0.740	0.438	0.000	-	0.744	0.417	0.679	0.000	-	0.567	0.833
Lights	8	186	0	-	194	227	6	0	-	233	15	19	0	-	34	461
% Lights	88.9	93.5	-	-	93.3	98.3	85.7	-	-	97.9	100.0	100.0	-	-	100.0	96.0
Buses	0	7	0	-	7	0	0	0	-	0	0	0	0	-	0	7
% Buses	0.0	3.5	-	-	3.4	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	1.5
Single-Unit Trucks	0	3	0	-	3	4	0	0	-	4	0	0	0	-	0	7
% Single-Unit Trucks	0.0	1.5	-	-	1.4	1.7	0.0	-	-	1.7	0.0	0.0	-	-	0.0	1.5
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.5	-	-	0.5	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	1	2	0	-	3	0	1	0	-	1	0	0	0	-	0	4
% Bicycles on Road	11.1	1.0	-	-	1.4	0.0	14.3	-	-	0.4	0.0	0.0	-	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	2.3	-	-	-	-	4.5	-	-
Pedestrians	-	-	-	2	-	-	-	-	126	-	-	-	-	21	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	97.7	-	-	-	-	95.5	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010102 - Hardy
 Rd @ Lee Blvd, Starkville
 Site Code: 2010102
 Start Date: 10/01/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (10:45)

5.1 A350

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
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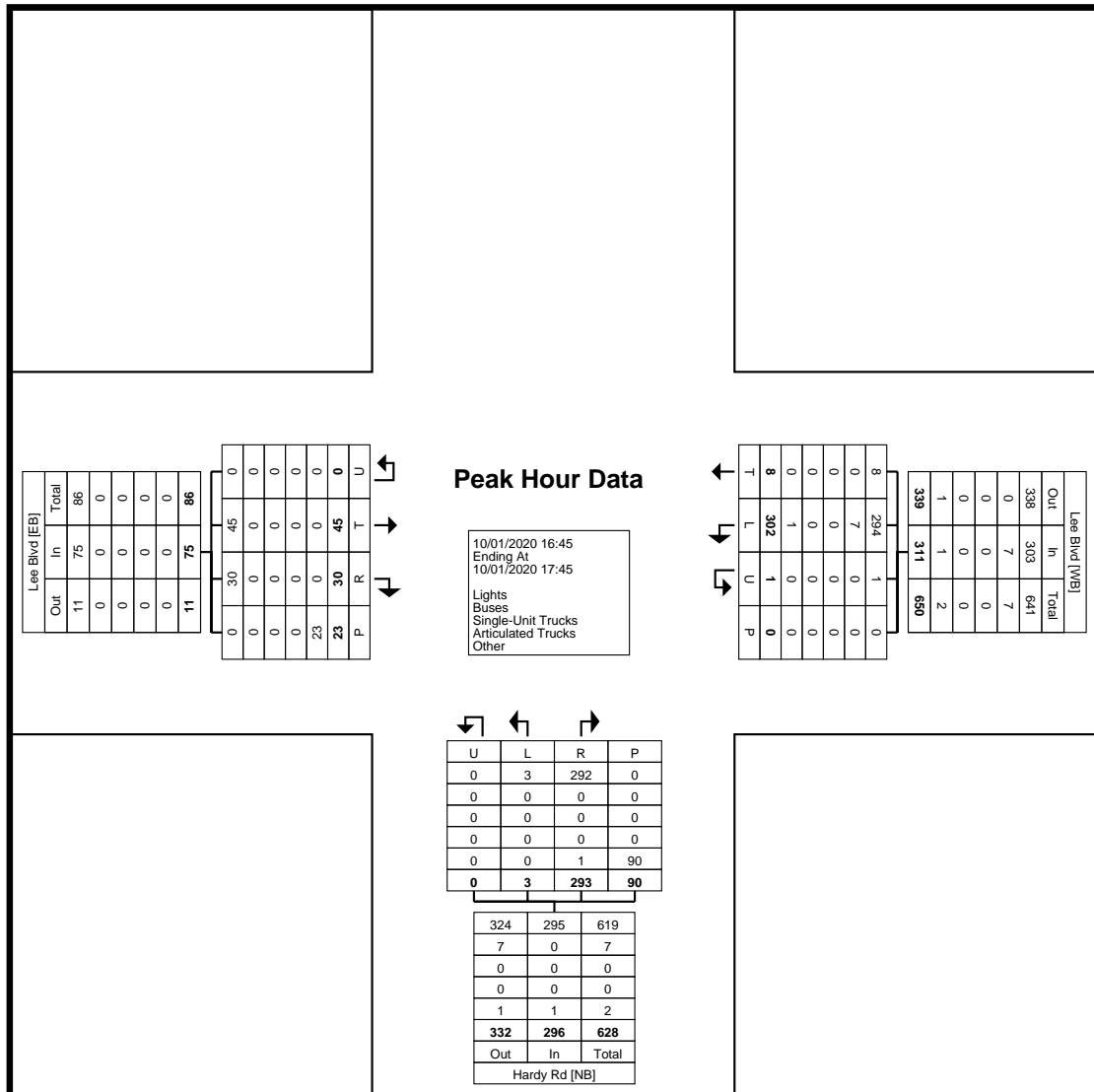
Count Name: 2010102 - Hardy
 Rd @ Lee Blvd, Starkville
 Site Code: 2010102
 Start Date: 10/01/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	Lee Blvd Westbound					Hardy Rd Northbound					Lee Blvd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
16:45	0	90	0	0	90	62	1	0	23	63	5	6	0	9	11	164
17:00	3	87	1	0	91	82	0	0	23	82	11	19	0	7	30	203
17:15	3	55	0	0	58	83	2	0	23	85	3	16	0	5	19	162
17:30	2	70	0	0	72	66	0	0	21	66	11	4	0	2	15	153
Total	8	302	1	0	311	293	3	0	90	296	30	45	0	23	75	682
Approach %	2.6	97.1	0.3	-	-	99.0	1.0	0.0	-	-	40.0	60.0	0.0	-	-	-
Total %	1.2	44.3	0.1	-	45.6	43.0	0.4	0.0	-	43.4	4.4	6.6	0.0	-	11.0	-
PHF	0.667	0.839	0.250	-	0.854	0.883	0.375	0.000	-	0.871	0.682	0.592	0.000	-	0.625	0.840
Lights	8	294	1	-	303	292	3	0	-	295	30	45	0	-	75	673
% Lights	100.0	97.4	100.0	-	97.4	99.7	100.0	-	-	99.7	100.0	100.0	-	-	100.0	98.7
Buses	0	7	0	-	7	0	0	0	-	0	0	0	0	-	0	7
% Buses	0.0	2.3	0.0	-	2.3	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	1.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	0.3	0.0	-	0.3	0.3	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	90	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
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Count Name: 2010102 - Hardy
 Rd @ Lee Blvd, Starkville
 Site Code: 2010102
 Start Date: 10/01/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (16:45)



TURNING MOVEMENT COUNT #2010105
MS 182 @ LEE BLVD
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	From North				MS 182 From East				Lee Blvd From South				MS 182 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	471	144	0	48	0	77	0	89	351	0	0	1180
08:00 AM	0	0	0	0	0	350	76	0	37	0	63	0	80	300	0	0	906
09:00 AM	0	0	0	0	0	329	56	0	56	0	73	0	83	294	0	0	891
10:00 AM	0	0	0	0	0	299	53	0	49	0	57	0	68	288	0	0	814
11:00 AM	0	0	0	0	0	363	50	0	42	0	90	0	96	375	0	0	1016
12:00 PM	0	0	0	0	0	406	63	0	73	0	101	0	86	461	0	0	1190
01:00 PM	0	0	0	0	0	399	60	0	71	0	112	0	107	442	0	0	1191
02:00 PM	0	0	0	0	0	399	59	0	65	0	99	0	98	491	0	0	1211
03:00 PM	0	0	0	0	0	432	46	0	98	0	100	0	101	453	0	0	1230
04:00 PM	0	0	0	0	0	397	41	0	89	0	95	0	97	480	0	0	1199
05:00 PM	0	0	0	0	0	450	62	0	110	0	136	0	122	560	0	0	1440
06:00 PM	0	0	0	0	0	328	61	0	36	0	95	0	110	353	0	0	983
Grand Total	0	0	0	0	0	4623	771	0	774	0	1098	0	1137	4848	0	0	13251
Apprch %	0	0	0	0	0	85.7	14.3	0	41.3	0	58.7	0	19	81	0	0	
Total %	0	0	0	0	0	34.9	5.8	0	5.8	0	8.3	0	8.6	36.6	0	0	
Lights	0	0	0	0	0	4525	752	0	765	0	1082	0	1118	4718	0	0	12960
% Lights	0	0	0	0	0	97.9	97.5	0	98.8	0	98.5	0	98.3	97.3	0	0	97.8
Mediums	0	0	0	0	0	74	14	0	7	0	15	0	17	88	0	0	215
% Mediums	0	0	0	0	0	1.6	1.8	0	0.9	0	1.4	0	1.5	1.8	0	0	1.6
Articulated Trucks	0	0	0	0	0	24	5	0	2	0	1	0	2	42	0	0	76
% Articulated Trucks	0	0	0	0	0	0.5	0.6	0	0.3	0	0.1	0	0.2	0.9	0	0	0.6

5.1 A354

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010105 - MS 182
 @ Lee Blvd, Starkville
 Site Code: 2010105
 Start Date: 10/06/2020
 Page No: 1

Turning Movement Data

Start Time	MS 182 Westbound				Lee Blvd Northbound				MS 182 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:00	84	19	0	103	14	17	0	31	10	83	0	93	227
7:15	115	27	0	142	13	20	0	33	24	90	0	114	289
7:30	102	55	0	157	11	19	0	30	23	85	0	108	295
7:45	170	43	0	213	10	21	0	31	32	93	0	125	369
Hourly Total	471	144	0	615	48	77	0	125	89	351	0	440	1180
8:00	84	30	0	114	14	22	0	36	28	94	16	138	288
8:15	91	14	0	105	8	15	0	23	17	66	6	89	217
8:30	102	18	0	120	7	14	0	21	15	66	3	84	225
8:45	73	14	0	87	8	12	0	20	20	74	0	94	201
Hourly Total	350	76	0	426	37	63	0	100	80	300	25	405	931
9:00	64	19	0	83	18	20	0	38	24	64	2	90	211
9:15	108	16	0	124	17	22	0	39	26	80	1	107	270
9:30	79	9	0	88	12	12	0	24	18	80	1	99	211
9:45	78	12	0	90	9	19	0	28	15	70	0	85	203
Hourly Total	329	56	0	385	56	73	0	129	83	294	4	381	895
10:00	74	9	0	83	16	15	0	31	16	66	0	82	196
10:15	58	9	0	67	14	13	0	27	18	64	0	82	176
10:30	66	18	0	84	10	8	0	18	18	81	0	99	201
10:45	101	17	0	118	9	21	0	30	16	77	0	93	241
Hourly Total	299	53	0	352	49	57	0	106	68	288	0	356	814
11:00	82	16	0	98	12	27	0	39	22	107	0	129	266
11:15	94	12	0	106	11	25	0	36	25	89	0	114	256
11:30	80	12	0	92	10	26	0	36	20	87	1	108	236
11:45	107	10	1	118	9	12	0	21	29	92	0	121	260
Hourly Total	363	50	1	414	42	90	0	132	96	375	1	472	1018
12:00	115	13	0	128	15	23	0	38	24	141	0	165	331
12:15	97	19	0	116	21	28	0	49	21	114	0	135	300
12:30	98	17	0	115	22	26	0	48	23	99	0	122	285
12:45	96	14	0	110	15	24	0	39	18	107	0	125	274
Hourly Total	406	63	0	469	73	101	0	174	86	461	0	547	1190
13:00	98	15	0	113	19	29	0	48	25	113	0	138	299
13:15	105	18	0	123	17	25	0	42	23	108	0	131	296
13:30	97	8	0	105	18	31	0	49	31	116	2	149	303
13:45	99	19	0	118	17	27	0	44	28	105	0	133	295
Hourly Total	399	60	0	459	71	112	0	183	107	442	2	551	1193
14:00	106	20	0	126	10	29	0	39	27	115	2	144	309
14:15	98	12	0	110	21	24	0	45	16	121	0	137	292
14:30	91	14	0	105	11	23	0	34	26	123	9	158	297
14:45	104	13	0	117	23	23	0	46	29	132	12	173	336
Hourly Total	399	59	0	458	65	99	0	164	98	491	23	612	1234
15:00	101	5	0	106	21	19	0	40	29	120	4	153	299
15:15	131	13	0	144	15	23	0	38	25	117	1	143	325
15:30	90	12	0	102	38	26	0	64	23	111	1	135	301
15:45	110	16	0	126	24	32	0	56	24	105	0	129	311
Hourly Total	432	46	0	478	98	100	0	198	101	453	6	560	1236
16:00	93	4	0	97	28	18	0	46	21	125	0	146	289
16:15	102	11	0	113	15	19	0	34	27	107	0	134	281
16:30	100	14	0	114	23	33	0	56	27	118	0	145	315
16:45	102	12	0	114	23	25	0	48	22	130	0	152	314
Hourly Total	397	41	0	438	89	95	0	184	97	480	0	577	1199
17:00	119	17	0	136	41	43	0	84	46	156	0	202	422
17:15	115	15	0	130	32	42	0	74	27	140	0	167	371
17:30	126	20	1	147	12	24	0	36	28	145	1	174	357
17:45	90	10	0	100	25	27	0	52	21	119	0	140	292
Hourly Total	450	62	1	513	110	136	0	246	122	560	1	683	1442
18:00	106	19	1	126	9	24	0	33	40	108	0	148	307
18:15	75	16	0	91	9	23	0	32	28	85	0	113	236
18:30	87	18	0	105	8	25	0	33	22	80	0	102	240
18:45	60	8	0	68	10	23	0	33	20	80	0	100	201
Hourly Total	328	61	1	390	36	95	0	131	110	353	0	463	984
Grand Total	4623	771	3	5397	774	1098	0	1872	1137	4848	62	6047	13316
Approach %	85.7	14.3	0.1	-	41.3	58.7	0.0	-	18.8	80.2	1.0	-	-
Total %	34.7	5.8	0.0	40.5	5.8	8.2	0.0	14.1	8.5	36.4	0.5	45.4	-
Lights	4525	752	3	5280	765	1082	0	1847	1118	4718	11	5847	12974

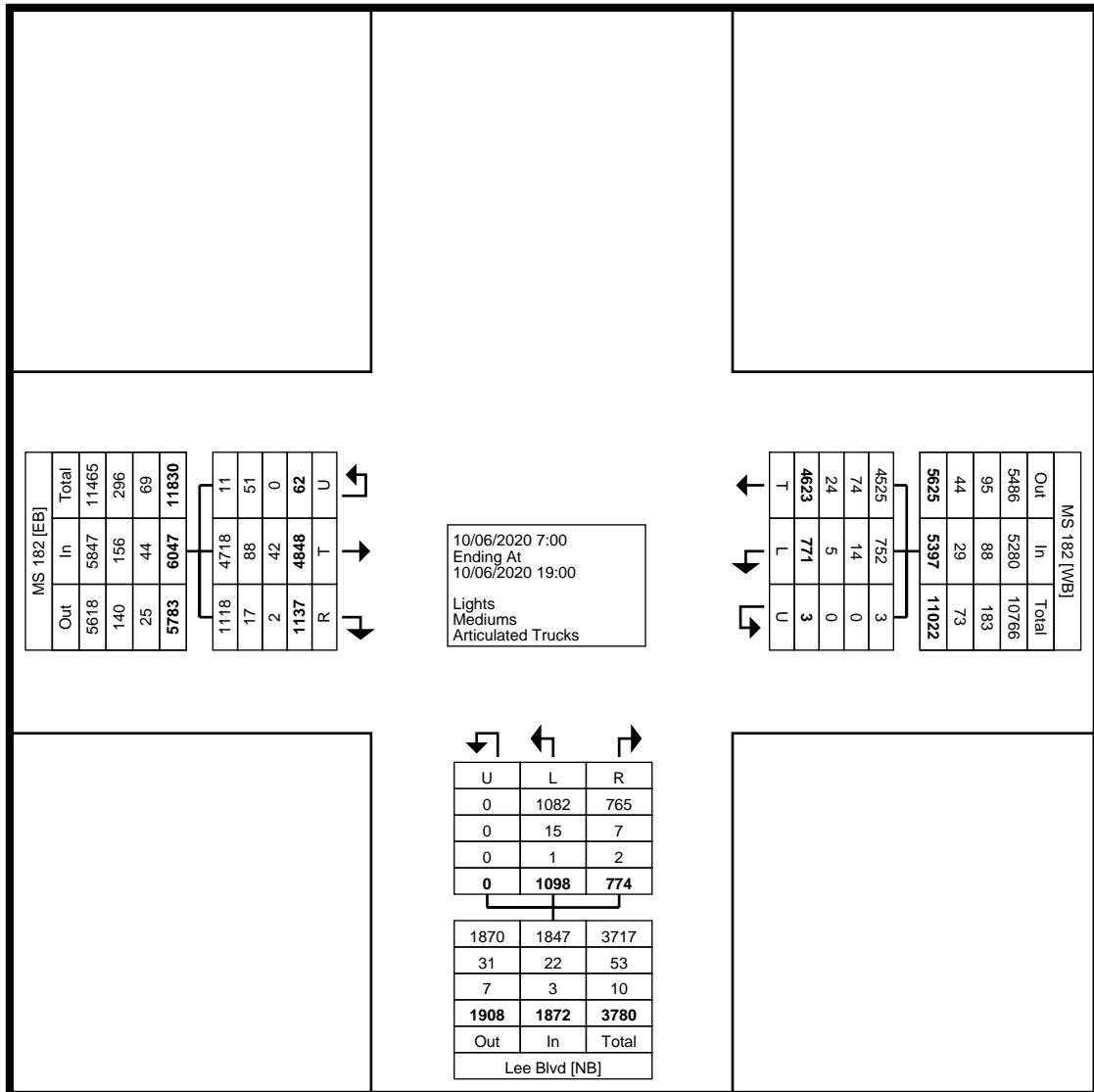
5.1 A355

% Lights	97.9	97.5	100.0	97.8	98.8	98.5	-	98.7	98.3	97.3	17.7	96.7	97.4
Mediums	74	14	0	88	7	15	0	22	17	88	51	156	266
% Mediums	1.6	1.8	0.0	1.6	0.9	1.4	-	1.2	1.5	1.8	82.3	2.6	2.0
Articulated Trucks	24	5	0	29	2	1	0	3	2	42	0	44	76
% Articulated Trucks	0.5	0.6	0.0	0.5	0.3	0.1	-	0.2	0.2	0.9	0.0	0.7	0.6

5.1 A356

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010105 - MS 182
 @ Lee Blvd, Starkville
 Site Code: 2010105
 Start Date: 10/06/2020
 Page No: 3



Turning Movement Data Plot

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

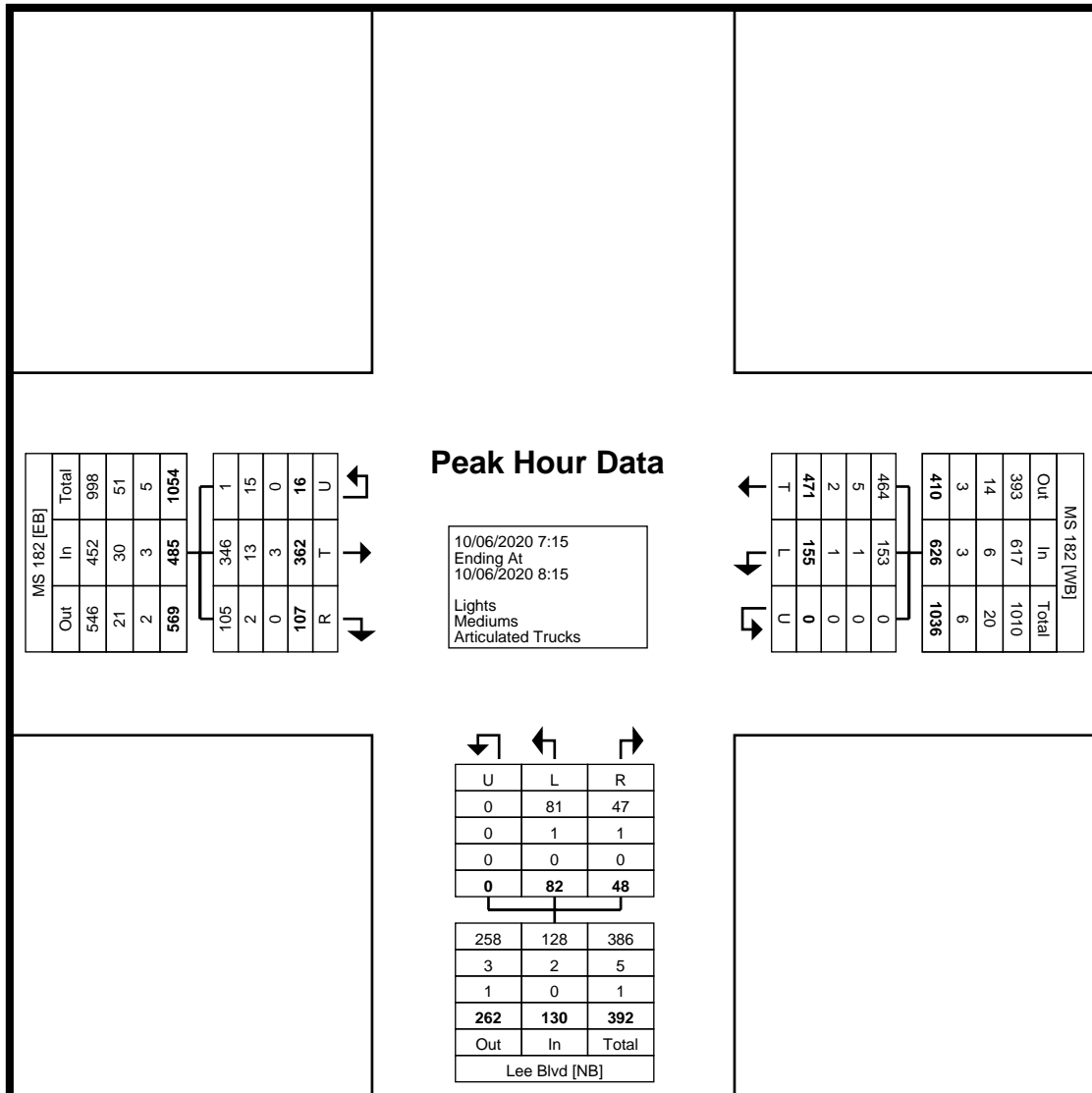
Count Name: 2010105 - MS 182
 @ Lee Blvd, Starkville
 Site Code: 2010105
 Start Date: 10/06/2020
 Page No: 4

Turning Movement Peak Hour Data (7:15)

Start Time	MS 182 Westbound				Lee Blvd Northbound				MS 182 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
7:15	115	27	0	142	13	20	0	33	24	90	0	114	289
7:30	102	55	0	157	11	19	0	30	23	85	0	108	295
7:45	170	43	0	213	10	21	0	31	32	93	0	125	369
8:00	84	30	0	114	14	22	0	36	28	94	16	138	288
Total	471	155	0	626	48	82	0	130	107	362	16	485	1241
Approach %	75.2	24.8	0.0	-	36.9	63.1	0.0	-	22.1	74.6	3.3	-	-
Total %	38.0	12.5	0.0	50.4	3.9	6.6	0.0	10.5	8.6	29.2	1.3	39.1	-
PHF	0.693	0.705	0.000	0.735	0.857	0.932	0.000	0.903	0.836	0.963	0.250	0.879	0.841
Lights	464	153	0	617	47	81	0	128	105	346	1	452	1197
% Lights	98.5	98.7	-	98.6	97.9	98.8	-	98.5	98.1	95.6	6.3	93.2	96.5
Mediums	5	1	0	6	1	1	0	2	2	13	15	30	38
% Mediums	1.1	0.6	-	1.0	2.1	1.2	-	1.5	1.9	3.6	93.8	6.2	3.1
Articulated Trucks	2	1	0	3	0	0	0	0	0	3	0	3	6
% Articulated Trucks	0.4	0.6	-	0.5	0.0	0.0	-	0.0	0.0	0.8	0.0	0.6	0.5

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Count Name: 2010105 - MS 182
 @ Lee Blvd, Starkville
 Site Code: 2010105
 Start Date: 10/06/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (7:15)

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 Ridgeland, Mississippi, United States 39157
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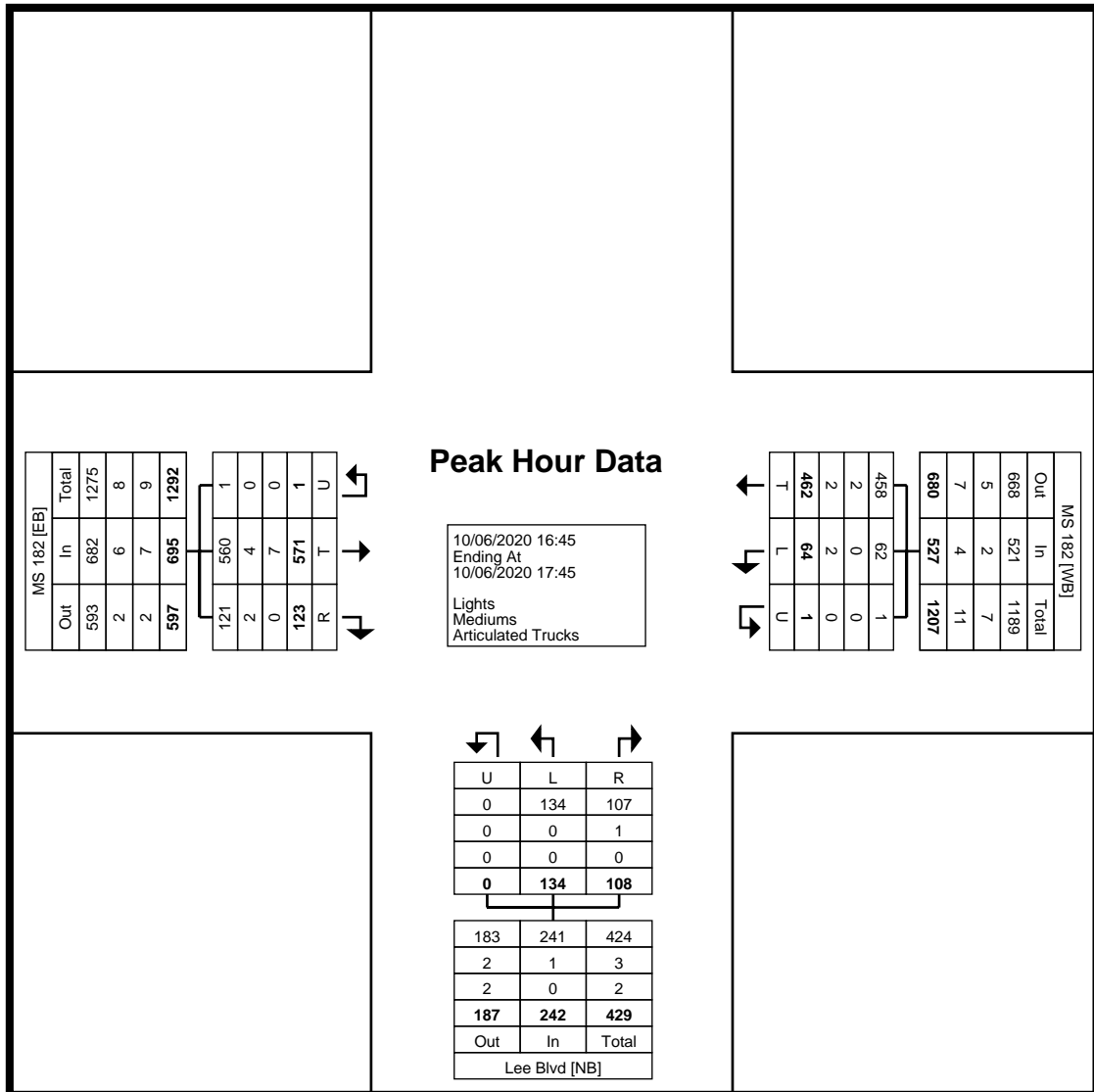
Count Name: 2010105 - MS 182
 @ Lee Blvd, Starkville
 Site Code: 2010105
 Start Date: 10/06/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

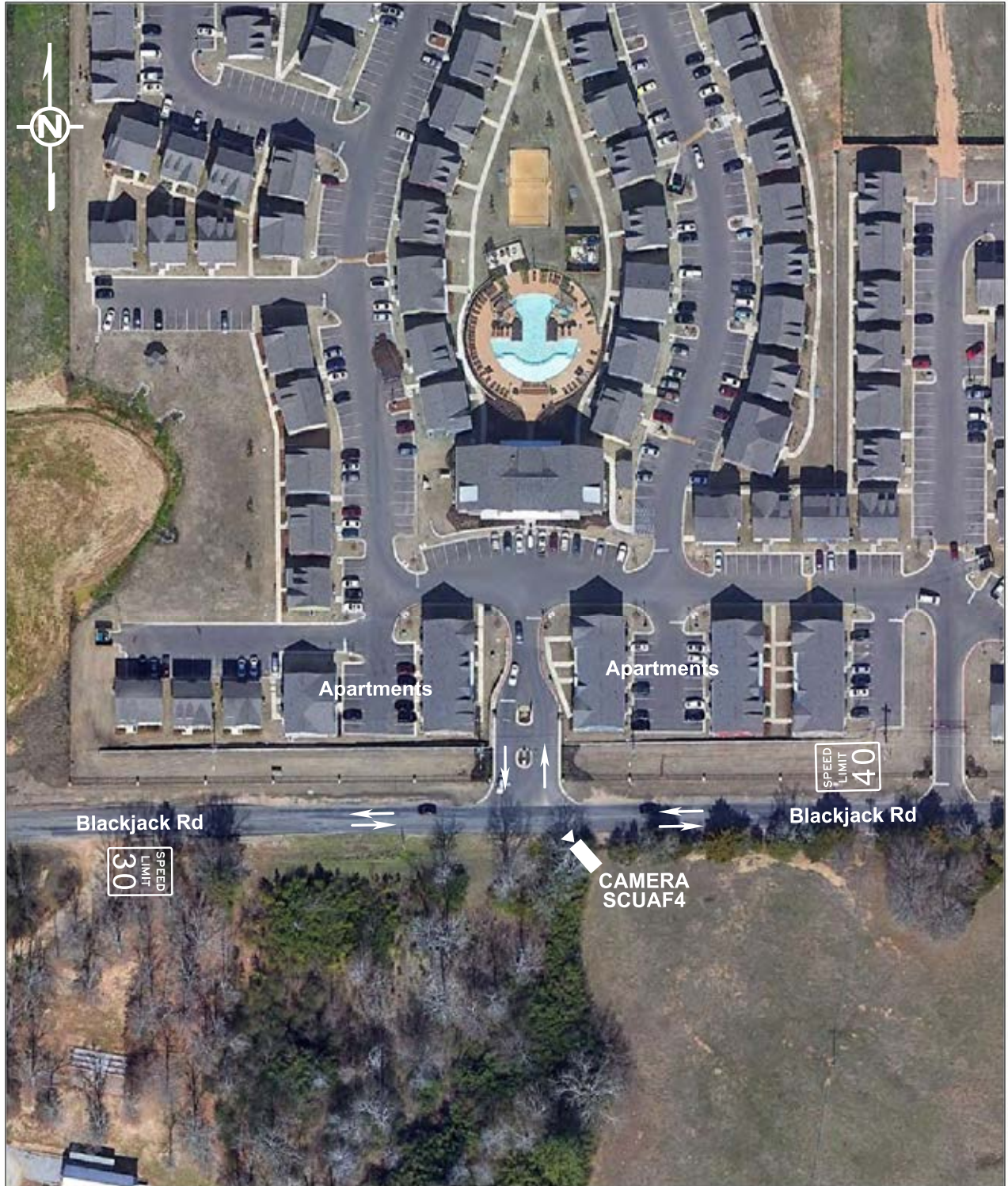
Start Time	MS 182 Westbound				Lee Blvd Northbound				MS 182 Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
16:45	102	12	0	114	23	25	0	48	22	130	0	152	314
17:00	119	17	0	136	41	43	0	84	46	156	0	202	422
17:15	115	15	0	130	32	42	0	74	27	140	0	167	371
17:30	126	20	1	147	12	24	0	36	28	145	1	174	357
Total	462	64	1	527	108	134	0	242	123	571	1	695	1464
Approach %	87.7	12.1	0.2	-	44.6	55.4	0.0	-	17.7	82.2	0.1	-	-
Total %	31.6	4.4	0.1	36.0	7.4	9.2	0.0	16.5	8.4	39.0	0.1	47.5	-
PHF	0.917	0.800	0.250	0.896	0.659	0.779	0.000	0.720	0.668	0.915	0.250	0.860	0.867
Lights	458	62	1	521	107	134	0	241	121	560	1	682	1444
% Lights	99.1	96.9	100.0	98.9	99.1	100.0	-	99.6	98.4	98.1	100.0	98.1	98.6
Mediums	2	0	0	2	1	0	0	1	2	4	0	6	9
% Mediums	0.4	0.0	0.0	0.4	0.9	0.0	-	0.4	1.6	0.7	0.0	0.9	0.6
Articulated Trucks	2	2	0	4	0	0	0	0	0	7	0	7	11
% Articulated Trucks	0.4	3.1	0.0	0.8	0.0	0.0	-	0.0	0.0	1.2	0.0	1.0	0.8

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 601.607.8700

Count Name: 2010105 - MS 182
 @ Lee Blvd, Starkville
 Site Code: 2010105
 Start Date: 10/06/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (16:45)



TURNING MOVEMENT COUNT #2010109
BLACKJACK RD @ ASPEN HEIGHTS WESTERN ENTRANCE
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks

Start Time	Aspen Heights Western Entrance From North				Blackjack Rd From East				From South				Blackjack Rd From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	86	0	12	0	6	70	0	0	0	0	0	0	0	31	19	0	224
08:00 AM	42	0	6	0	6	49	0	0	0	0	0	0	0	29	26	0	158
09:00 AM	68	0	11	0	8	27	0	0	0	0	0	0	0	38	48	0	200
10:00 AM	88	0	6	0	7	43	0	0	0	0	0	0	0	34	59	0	237
11:00 AM	111	0	12	0	12	40	0	0	0	0	0	0	0	59	90	0	324
12:00 PM	126	0	12	0	23	56	0	0	0	0	0	0	0	58	112	0	387
01:00 PM	139	0	21	0	9	57	0	0	0	0	0	0	0	70	118	0	414
02:00 PM	118	0	17	0	9	45	0	0	0	0	0	0	0	68	121	0	378
03:00 PM	119	0	9	0	17	53	0	0	0	0	0	0	0	77	103	0	378
04:00 PM	91	0	12	0	22	57	0	0	0	0	0	0	0	67	107	0	356
05:00 PM	122	0	22	0	22	65	0	0	0	0	0	0	0	95	133	0	459
06:00 PM	137	0	14	0	15	59	0	0	0	0	0	0	0	80	135	0	440
Grand Total	1247	0	154	0	156	621	0	0	0	0	0	0	0	706	1071	0	3955
Apprch %	89	0	11	0	20.1	79.9	0	0	0	0	0	0	0	39.7	60.3	0	
Total %	31.5	0	3.9	0	3.9	15.7	0	0	0	0	0	0	0	17.9	27.1	0	
Lights	1229	0	151	0	154	587	0	0	0	0	0	0	0	670	1052	0	3843
% Lights	98.6	0	98.1	0	98.7	94.5	0	0	0	0	0	0	0	94.9	98.2	0	97.2
Buses	11	0	1	0	0	2	0	0	0	0	0	0	0	2	14	0	30
% Buses	0.9	0	0.6	0	0	0.3	0	0	0	0	0	0	0	0.3	1.3	0	0.8
Single-Unit Trucks	7	0	2	0	2	29	0	0	0	0	0	0	0	31	5	0	76
% Single-Unit Trucks	0.6	0	1.3	0	1.3	4.7	0	0	0	0	0	0	0	4.4	0.5	0	1.9
Articulated Trucks	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
% Articulated Trucks	0	0	0	0	0	0.5	0	0	0	0	0	0	0	0.4	0	0	0.2

5.1 A363

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010109 -
 Blackjack Rd @ Aspen Heights
 Western Entrance, Starkville
 Site Code: 2010109
 Start Date: 10/06/2020
 Page No: 1

Turning Movement Data

Start Time	Aspen Heights Western Entrance Southbound				Blackjack Rd Westbound				Blackjack Rd Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
7:00	10	1	0	11	0	16	0	16	8	4	0	12	39
7:15	20	6	0	26	1	18	0	19	3	5	0	8	53
7:30	32	1	0	33	3	18	0	21	8	7	1	16	70
7:45	24	4	0	28	2	18	0	20	12	3	0	15	63
Hourly Total	86	12	0	98	6	70	0	76	31	19	1	51	225
8:00	10	1	0	11	1	11	0	12	9	5	0	14	37
8:15	7	1	1	9	2	10	0	12	3	7	0	10	31
8:30	10	1	0	11	1	17	0	18	9	5	0	14	43
8:45	15	3	1	19	2	11	0	13	8	9	0	17	49
Hourly Total	42	6	2	50	6	49	0	55	29	26	0	55	160
9:00	19	3	1	23	4	3	0	7	4	9	0	13	43
9:15	22	4	0	26	3	10	0	13	9	13	0	22	61
9:30	16	1	0	17	1	4	0	5	13	16	0	29	51
9:45	11	3	0	14	0	10	0	10	12	10	0	22	46
Hourly Total	68	11	1	80	8	27	0	35	38	48	0	86	201
10:00	20	1	0	21	2	11	0	13	9	14	1	24	58
10:15	17	1	0	18	3	13	0	16	5	13	0	18	52
10:30	27	2	0	29	0	10	0	10	8	18	0	26	65
10:45	24	2	0	26	2	9	0	11	12	14	0	26	63
Hourly Total	88	6	0	94	7	43	0	50	34	59	1	94	238
11:00	27	3	0	30	6	13	0	19	18	21	0	39	88
11:15	20	2	0	22	2	14	0	16	12	24	0	36	74
11:30	27	4	0	31	1	5	0	6	18	25	0	43	80
11:45	37	3	0	40	3	8	0	11	11	20	0	31	82
Hourly Total	111	12	0	123	12	40	0	52	59	90	0	149	324
12:00	25	3	0	28	5	15	0	20	10	33	0	43	91
12:15	37	4	0	41	9	13	0	22	11	26	0	37	100
12:30	36	3	0	39	5	12	0	17	17	24	0	41	97
12:45	28	2	0	30	4	16	0	20	20	29	0	49	99
Hourly Total	126	12	0	138	23	56	0	79	58	112	0	170	387
13:00	31	4	0	35	1	11	0	12	17	24	0	41	88
13:15	31	4	0	35	4	15	0	19	17	29	0	46	100
13:30	38	6	0	44	3	16	0	19	15	29	0	44	107
13:45	39	7	0	46	1	15	0	16	21	36	0	57	119
Hourly Total	139	21	0	160	9	57	0	66	70	118	0	188	414
14:00	45	6	2	53	3	12	0	15	15	42	1	58	126
14:15	32	5	0	37	3	8	0	11	13	31	0	44	92
14:30	20	3	0	23	2	15	0	17	15	26	0	41	81
14:45	21	3	0	24	1	10	0	11	25	22	0	47	82
Hourly Total	118	17	2	137	9	45	0	54	68	121	1	190	381
15:00	18	1	0	19	4	15	0	19	17	27	0	44	82
15:15	24	6	0	30	5	9	0	14	25	22	0	47	91
15:30	37	2	0	39	3	16	0	19	18	25	1	44	102
15:45	40	0	0	40	5	13	0	18	17	29	0	46	104
Hourly Total	119	9	0	128	17	53	0	70	77	103	1	181	379
16:00	18	2	0	20	2	9	0	11	22	21	0	43	74
16:15	19	3	0	22	9	15	0	24	13	21	0	34	80
16:30	25	5	0	30	5	12	0	17	16	34	0	50	97
16:45	29	2	0	31	6	21	0	27	16	31	0	47	105
Hourly Total	91	12	0	103	22	57	0	79	67	107	0	174	356
17:00	27	8	0	35	7	14	0	21	22	29	0	51	107
17:15	37	5	0	42	5	15	0	20	27	31	0	58	120
17:30	23	3	0	26	3	17	0	20	21	39	0	60	106
17:45	35	6	0	41	7	19	0	26	25	34	0	59	126
Hourly Total	122	22	0	144	22	65	0	87	95	133	0	228	459
18:00	31	2	0	33	1	12	0	13	19	38	1	58	104
18:15	46	6	0	52	8	22	0	30	21	22	0	43	125
18:30	35	3	0	38	2	20	0	22	16	42	0	58	118
18:45	25	3	0	28	4	5	0	9	24	33	1	58	95
Hourly Total	137	14	0	151	15	59	0	74	80	135	2	217	442
Grand Total	1247	154	5	1406	156	621	0	777	706	1071	6	1783	3966
Approach %	88.7	11.0	0.4	-	20.1	79.9	0.0	-	39.6	60.1	0.3	-	-
Total %	31.4	3.9	0.1	35.5	3.9	15.7	0.0	19.6	17.8	27.0	0.2	45.0	-

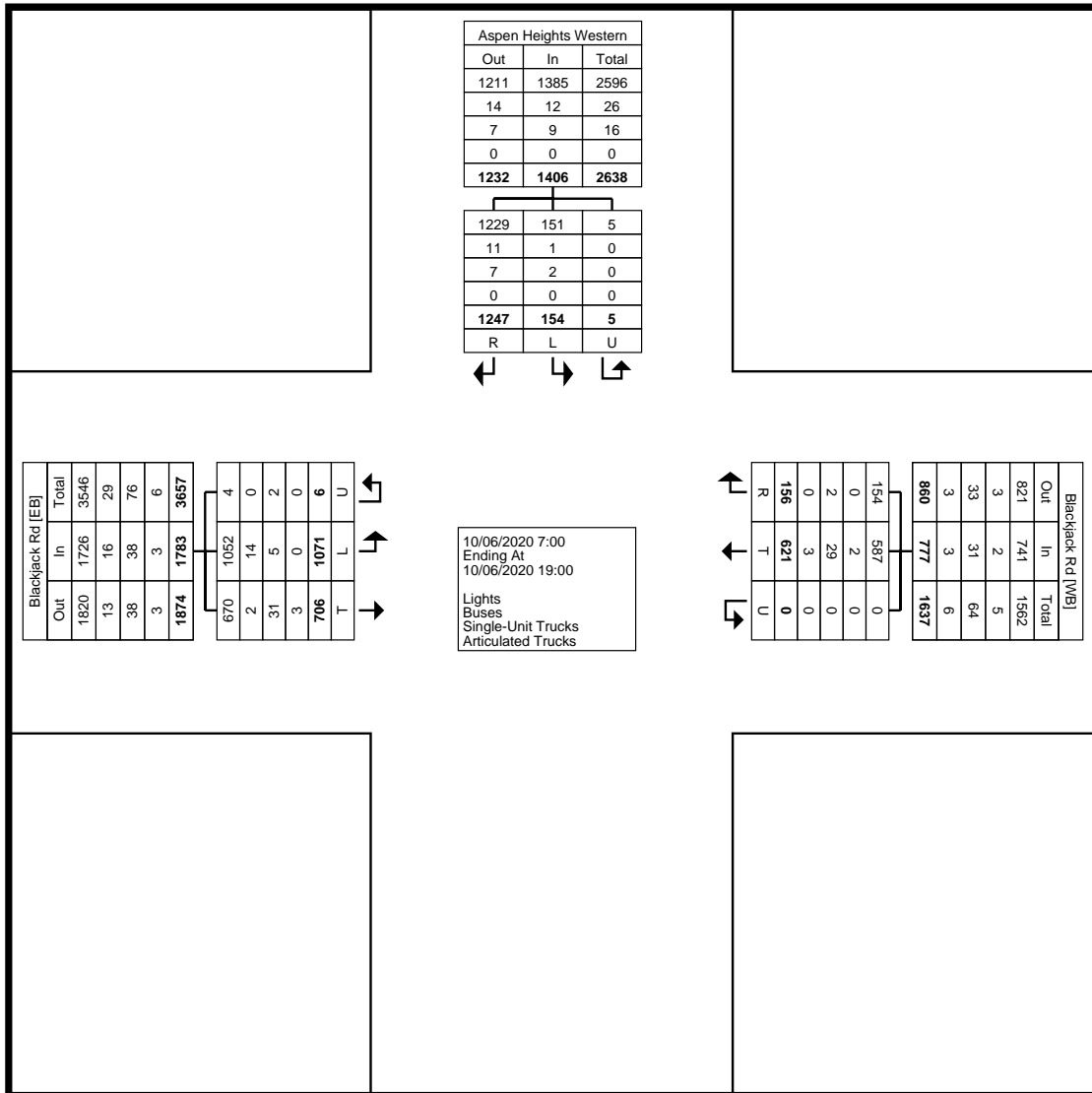
5.1 A364

Lights	1229	151	5	1385	154	587	0	741	670	1052	4	1726	3852
% Lights	98.6	98.1	100.0	98.5	98.7	94.5	-	95.4	94.9	98.2	66.7	96.8	97.1
Buses	11	1	0	12	0	2	0	2	2	14	0	16	30
% Buses	0.9	0.6	0.0	0.9	0.0	0.3	-	0.3	0.3	1.3	0.0	0.9	0.8
Single-Unit Trucks	7	2	0	9	2	29	0	31	31	5	2	38	78
% Single-Unit Trucks	0.6	1.3	0.0	0.6	1.3	4.7	-	4.0	4.4	0.5	33.3	2.1	2.0
Articulated Trucks	0	0	0	0	0	3	0	3	3	0	0	3	6
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.5	-	0.4	0.4	0.0	0.0	0.2	0.2

5.1 A365

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Count Name: 2010109 -
 Blackjack Rd @ Aspen Heights
 Western Entrance, Starkville
 Site Code: 2010109
 Start Date: 10/06/2020
 Page No: 3



Turning Movement Data Plot

5.1 A366

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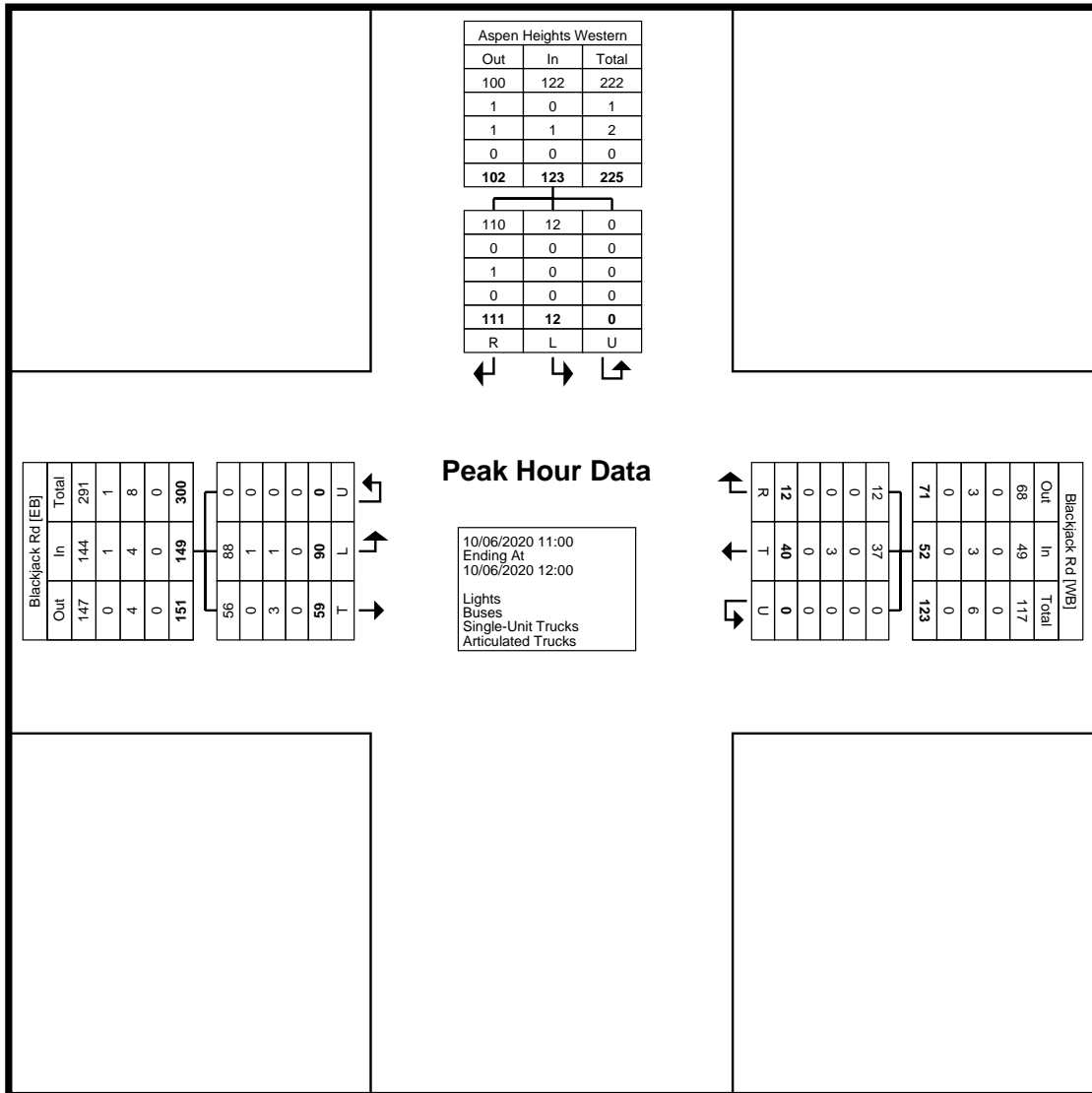
Count Name: 2010109 -
 Blackjack Rd @ Aspen Heights
 Western Entrance, Starkville
 Site Code: 2010109
 Start Date: 10/06/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00)

Start Time	Aspen Heights Western Entrance Southbound				Blackjack Rd Westbound				Blackjack Rd Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
11:00	27	3	0	30	6	13	0	19	18	21	0	39	88
11:15	20	2	0	22	2	14	0	16	12	24	0	36	74
11:30	27	4	0	31	1	5	0	6	18	25	0	43	80
11:45	37	3	0	40	3	8	0	11	11	20	0	31	82
Total	111	12	0	123	12	40	0	52	59	90	0	149	324
Approach %	90.2	9.8	0.0	-	23.1	76.9	0.0	-	39.6	60.4	0.0	-	-
Total %	34.3	3.7	0.0	38.0	3.7	12.3	0.0	16.0	18.2	27.8	0.0	46.0	-
PHF	0.750	0.750	0.000	0.769	0.500	0.714	0.000	0.684	0.819	0.900	0.000	0.866	0.920
Lights	110	12	0	122	12	37	0	49	56	88	0	144	315
% Lights	99.1	100.0	-	99.2	100.0	92.5	-	94.2	94.9	97.8	-	96.6	97.2
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	1.1	-	0.7	0.3
Single-Unit Trucks	1	0	0	1	0	3	0	3	3	1	0	4	8
% Single-Unit Trucks	0.9	0.0	-	0.8	0.0	7.5	-	5.8	5.1	1.1	-	2.7	2.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

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Count Name: 2010109 -
 Blackjack Rd @ Aspen Heights
 Western Entrance, Starkville
 Site Code: 2010109
 Start Date: 10/06/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00)

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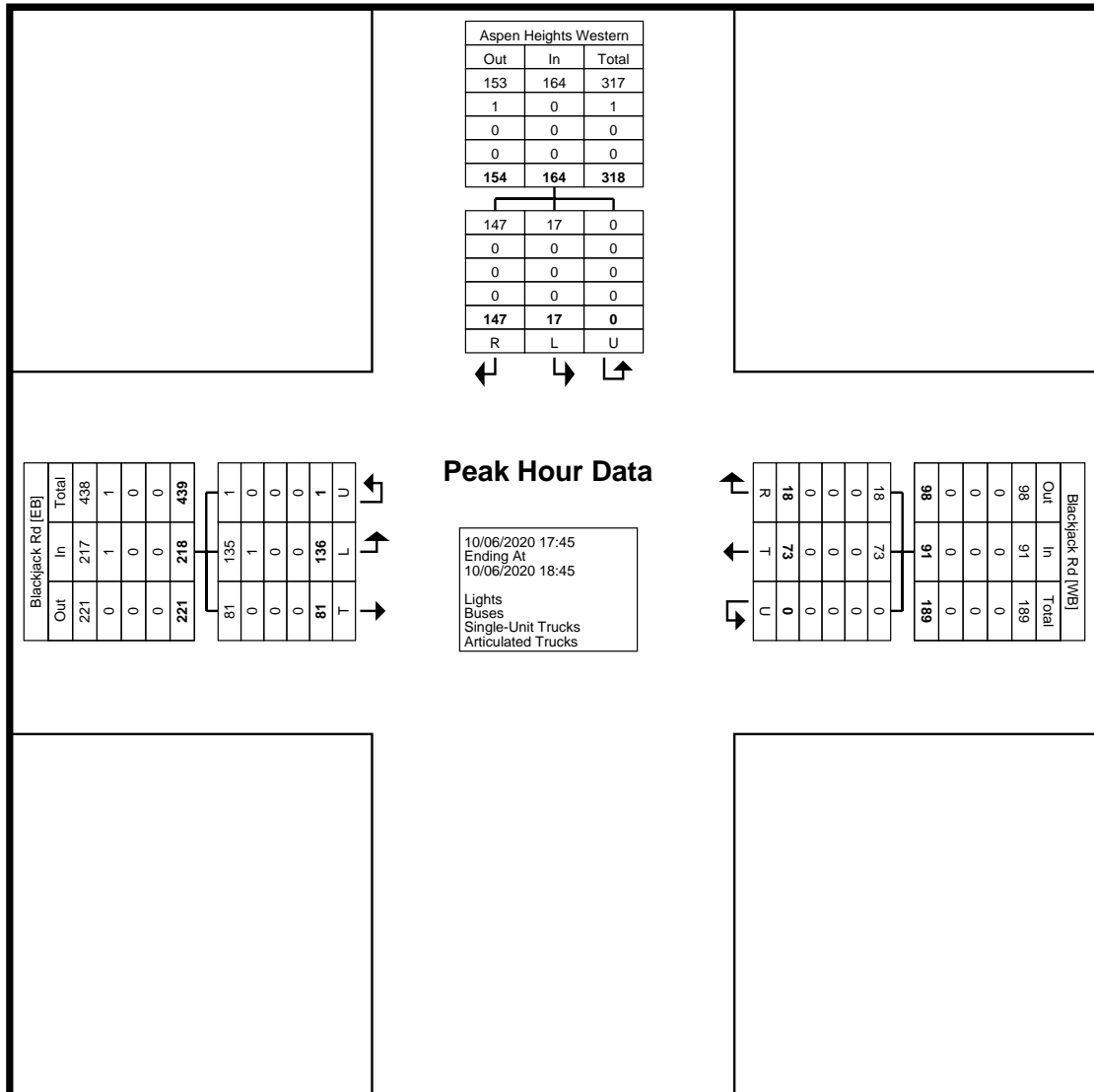
Count Name: 2010109 -
Blackjack Rd @ Aspen Heights
Western Entrance, Starkville
Site Code: 2010109
Start Date: 10/06/2020
Page No: 6

Turning Movement Peak Hour Data (17:45)

Start Time	Aspen Heights Western Entrance Southbound				Blackjack Rd Westbound				Blackjack Rd Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
17:45	35	6	0	41	7	19	0	26	25	34	0	59	126
18:00	31	2	0	33	1	12	0	13	19	38	1	58	104
18:15	46	6	0	52	8	22	0	30	21	22	0	43	125
18:30	35	3	0	38	2	20	0	22	16	42	0	58	118
Total	147	17	0	164	18	73	0	91	81	136	1	218	473
Approach %	89.6	10.4	0.0	-	19.8	80.2	0.0	-	37.2	62.4	0.5	-	-
Total %	31.1	3.6	0.0	34.7	3.8	15.4	0.0	19.2	17.1	28.8	0.2	46.1	-
PHF	0.799	0.708	0.000	0.788	0.563	0.830	0.000	0.758	0.810	0.810	0.250	0.924	0.938
Lights	147	17	0	164	18	73	0	91	81	135	1	217	472
% Lights	100.0	100.0	-	100.0	100.0	100.0	-	100.0	100.0	99.3	100.0	99.5	99.8
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	0.5	0.2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

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Count Name: 2010109 -
 Blackjack Rd @ Aspen Heights
 Western Entrance, Starkville
 Site Code: 2010109
 Start Date: 10/06/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (17:45)



TURNING MOVEMENT COUNT #2010124
MS 12 @ MS 25 SB RAMPS
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 SB Ramps From North				MS 12 From East				From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	89	0	171	0	33	167	0	0	0	0	0	0	0	723	27	0	1210
08:00 AM	83	0	93	0	62	165	0	0	0	0	0	0	0	461	15	0	879
09:00 AM	84	0	110	0	55	214	0	0	0	0	0	0	0	375	22	0	860
10:00 AM	84	0	113	0	65	231	0	0	0	0	0	0	0	333	8	0	834
11:00 AM	94	0	127	0	84	319	0	0	0	0	0	0	0	366	20	0	1010
12:00 PM	111	0	132	0	76	339	0	0	0	0	0	0	0	378	21	0	1057
01:00 PM	93	0	136	0	75	319	0	0	0	0	0	0	0	389	16	0	1028
02:00 PM	129	0	133	0	95	386	0	0	0	0	0	0	0	404	8	0	1155
03:00 PM	139	0	132	0	84	454	0	0	0	0	0	0	0	392	27	0	1228
04:00 PM	193	0	152	0	110	500	0	0	0	0	0	0	0	427	12	0	1394
05:00 PM	258	0	158	0	94	557	0	0	0	0	0	0	0	408	18	0	1493
06:00 PM	126	0	110	0	65	422	0	0	0	0	0	0	0	349	21	0	1093
Grand Total	1483	0	1567	0	898	4073	0	0	0	0	0	0	0	5005	215	0	13241
Apprch %	48.6	0	51.4	0	18.1	81.9	0	0	0	0	0	0	0	95.9	4.1	0	
Total %	11.2	0	11.8	0	6.8	30.8	0	0	0	0	0	0	0	37.8	1.6	0	
Lights	1346	0	1465	0	869	3985	0	0	0	0	0	0	0	4796	203	0	12664
% Lights	90.8	0	93.5	0	96.8	97.8	0	0	0	0	0	0	0	95.8	94.4	0	95.6
Buses	9	0	3	0	1	11	0	0	0	0	0	0	0	20	1	0	45
% Buses	0.6	0	0.2	0	0.1	0.3	0	0	0	0	0	0	0	0.4	0.5	0	0.3
Single-Unit Trucks	59	0	37	0	13	65	0	0	0	0	0	0	0	107	11	0	292
% Single-Unit Trucks	4	0	2.4	0	1.4	1.6	0	0	0	0	0	0	0	2.1	5.1	0	2.2
Articulated Trucks	69	0	62	0	15	12	0	0	0	0	0	0	0	82	0	0	240
% Articulated Trucks	4.7	0	4	0	1.7	0.3	0	0	0	0	0	0	0	1.6	0	0	1.8

5.1 A372

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Count Name: 2010124 - MS 12
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010124
 Start Date: 10/07/2020
 Page No: 1

Turning Movement Data

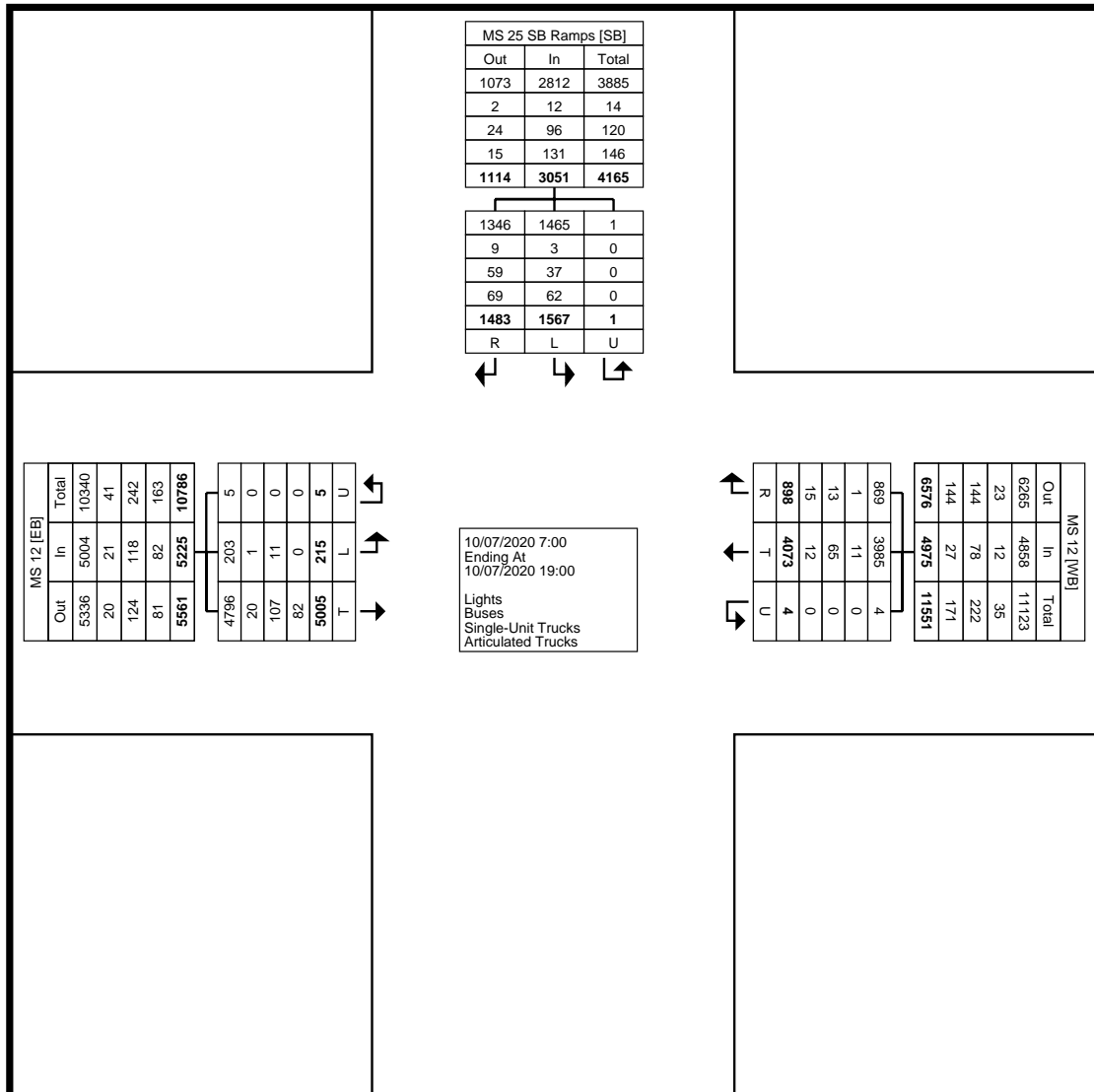
Start Time	MS 25 SB Ramps Southbound				MS 12 Westbound				MS 12 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
7:00	22	28	0	50	8	41	0	49	152	3	1	156	255
7:15	18	37	0	55	12	40	0	52	181	1	0	182	289
7:30	24	41	0	65	6	44	0	50	182	11	0	193	308
7:45	25	65	0	90	7	42	0	49	208	12	0	220	359
Hourly Total	89	171	0	260	33	167	0	200	723	27	1	751	1211
8:00	16	18	1	35	18	37	0	55	139	6	0	145	235
8:15	20	21	0	41	11	34	0	45	100	6	0	106	192
8:30	25	26	0	51	15	44	0	59	115	1	0	116	226
8:45	22	28	0	50	18	50	0	68	107	2	0	109	227
Hourly Total	83	93	1	177	62	165	0	227	461	15	0	476	880
9:00	29	28	0	57	10	52	0	62	95	4	0	99	218
9:15	20	29	0	49	19	57	0	76	84	9	0	93	218
9:30	22	21	0	43	16	59	0	75	100	6	0	106	224
9:45	13	32	0	45	10	46	0	56	96	3	0	99	200
Hourly Total	84	110	0	194	55	214	0	269	375	22	0	397	860
10:00	18	34	0	52	19	51	0	70	77	1	0	78	200
10:15	20	32	0	52	13	66	1	80	84	1	0	85	217
10:30	24	29	0	53	16	50	0	66	96	3	0	99	218
10:45	22	18	0	40	17	64	0	81	76	3	0	79	200
Hourly Total	84	113	0	197	65	231	1	297	333	8	0	341	835
11:00	27	33	0	60	17	72	0	89	93	2	0	95	244
11:15	15	37	0	52	22	84	0	106	87	8	0	95	253
11:30	23	32	0	55	19	79	1	99	95	5	0	100	254
11:45	29	25	0	54	26	84	0	110	91	5	0	96	260
Hourly Total	94	127	0	221	84	319	1	404	366	20	0	386	1011
12:00	28	34	0	62	13	88	0	101	95	8	0	103	266
12:15	22	36	0	58	18	85	0	103	92	4	0	96	257
12:30	33	29	0	62	16	70	0	86	99	4	0	103	251
12:45	28	33	0	61	29	96	0	125	92	5	0	97	283
Hourly Total	111	132	0	243	76	339	0	415	378	21	0	399	1057
13:00	27	30	0	57	18	75	0	93	102	2	0	104	254
13:15	19	39	0	58	14	80	0	94	92	5	0	97	249
13:30	26	28	0	54	19	77	0	96	99	3	1	103	253
13:45	21	39	0	60	24	87	0	111	96	6	0	102	273
Hourly Total	93	136	0	229	75	319	0	394	389	16	1	406	1029
14:00	30	30	0	60	21	92	0	113	97	3	0	100	273
14:15	27	31	0	58	35	111	0	146	103	1	0	104	308
14:30	28	38	0	66	27	101	0	128	96	3	0	99	293
14:45	44	34	0	78	12	82	1	95	108	1	0	109	282
Hourly Total	129	133	0	262	95	386	1	482	404	8	0	412	1156
15:00	28	37	0	65	19	119	0	138	78	6	0	84	287
15:15	36	28	0	64	23	112	0	135	110	6	0	116	315
15:30	35	30	0	65	24	114	0	138	103	6	0	109	312
15:45	40	37	0	77	18	109	0	127	101	9	0	110	314
Hourly Total	139	132	0	271	84	454	0	538	392	27	0	419	1228
16:00	45	33	0	78	19	139	0	158	106	0	0	106	342
16:15	48	34	0	82	29	117	0	146	111	2	0	113	341
16:30	47	45	0	92	36	115	0	151	109	2	0	111	354
16:45	53	40	0	93	26	129	0	155	101	8	1	110	358
Hourly Total	193	152	0	345	110	500	0	610	427	12	1	440	1395
17:00	46	43	0	89	23	149	0	172	96	9	2	107	368
17:15	93	41	0	134	31	176	1	208	107	2	0	109	451
17:30	60	30	0	90	21	137	0	158	114	1	0	115	363
17:45	59	44	0	103	19	95	0	114	91	6	0	97	314
Hourly Total	258	158	0	416	94	557	1	652	408	18	2	428	1496
18:00	39	30	0	69	21	119	0	140	96	11	0	107	316
18:15	28	24	0	52	13	98	0	111	83	6	0	89	252
18:30	26	34	0	60	18	112	0	130	92	4	0	96	286
18:45	33	22	0	55	13	93	0	106	78	0	0	78	239
Hourly Total	126	110	0	236	65	422	0	487	349	21	0	370	1093
Grand Total	1483	1567	1	3051	898	4073	4	4975	5005	215	5	5225	13251
Approach %	48.6	51.4	0.0	-	18.1	81.9	0.1	-	95.8	4.1	0.1	-	-
Total %	11.2	11.8	0.0	23.0	6.8	30.7	0.0	37.5	37.8	1.6	0.0	39.4	-
Lights	1346	1465	1	2812	869	3985	4	4858	4796	203	5	5004	12674

5.1 A373

% Lights	90.8	93.5	100.0	92.2	96.8	97.8	100.0	97.6	95.8	94.4	100.0	95.8	95.6
Buses	9	3	0	12	1	11	0	12	20	1	0	21	45
% Buses	0.6	0.2	0.0	0.4	0.1	0.3	0.0	0.2	0.4	0.5	0.0	0.4	0.3
Single-Unit Trucks	59	37	0	96	13	65	0	78	107	11	0	118	292
% Single-Unit Trucks	4.0	2.4	0.0	3.1	1.4	1.6	0.0	1.6	2.1	5.1	0.0	2.3	2.2
Articulated Trucks	69	62	0	131	15	12	0	27	82	0	0	82	240
% Articulated Trucks	4.7	4.0	0.0	4.3	1.7	0.3	0.0	0.5	1.6	0.0	0.0	1.6	1.8

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Count Name: 2010124 - MS 12
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010124
 Start Date: 10/07/2020
 Page No: 3



Turning Movement Data Plot

5.1 A375

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Count Name: 2010124 - MS 12
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010124
 Start Date: 10/07/2020
 Page No: 4

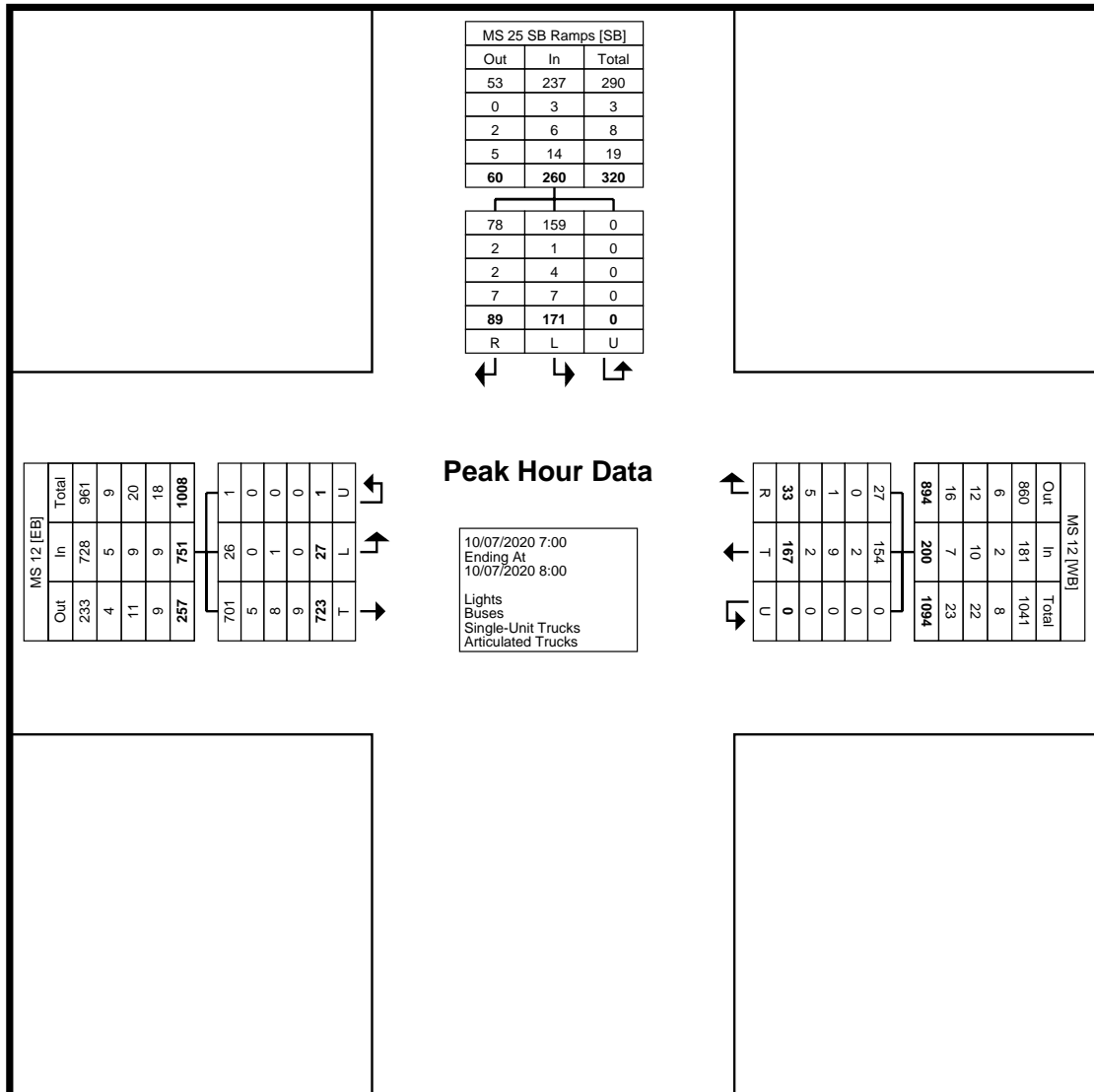
Turning Movement Peak Hour Data (7:00)

Start Time	MS 25 SB Ramps Southbound				MS 12 Westbound				MS 12 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
7:00	22	28	0	50	8	41	0	49	152	3	1	156	255
7:15	18	37	0	55	12	40	0	52	181	1	0	182	289
7:30	24	41	0	65	6	44	0	50	182	11	0	193	308
7:45	25	65	0	90	7	42	0	49	208	12	0	220	359
Total	89	171	0	260	33	167	0	200	723	27	1	751	1211
Approach %	34.2	65.8	0.0	-	16.5	83.5	0.0	-	96.3	3.6	0.1	-	-
Total %	7.3	14.1	0.0	21.5	2.7	13.8	0.0	16.5	59.7	2.2	0.1	62.0	-
PHF	0.890	0.658	0.000	0.722	0.688	0.949	0.000	0.962	0.869	0.563	0.250	0.853	0.843
Lights	78	159	0	237	27	154	0	181	701	26	1	728	1146
% Lights	87.6	93.0	-	91.2	81.8	92.2	-	90.5	97.0	96.3	100.0	96.9	94.6
Buses	2	1	0	3	0	2	0	2	5	0	0	5	10
% Buses	2.2	0.6	-	1.2	0.0	1.2	-	1.0	0.7	0.0	0.0	0.7	0.8
Single-Unit Trucks	2	4	0	6	1	9	0	10	8	1	0	9	25
% Single-Unit Trucks	2.2	2.3	-	2.3	3.0	5.4	-	5.0	1.1	3.7	0.0	1.2	2.1
Articulated Trucks	7	7	0	14	5	2	0	7	9	0	0	9	30
% Articulated Trucks	7.9	4.1	-	5.4	15.2	1.2	-	3.5	1.2	0.0	0.0	1.2	2.5

5.1 A376

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Count Name: 2010124 - MS 12
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010124
 Start Date: 10/07/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (7:00)

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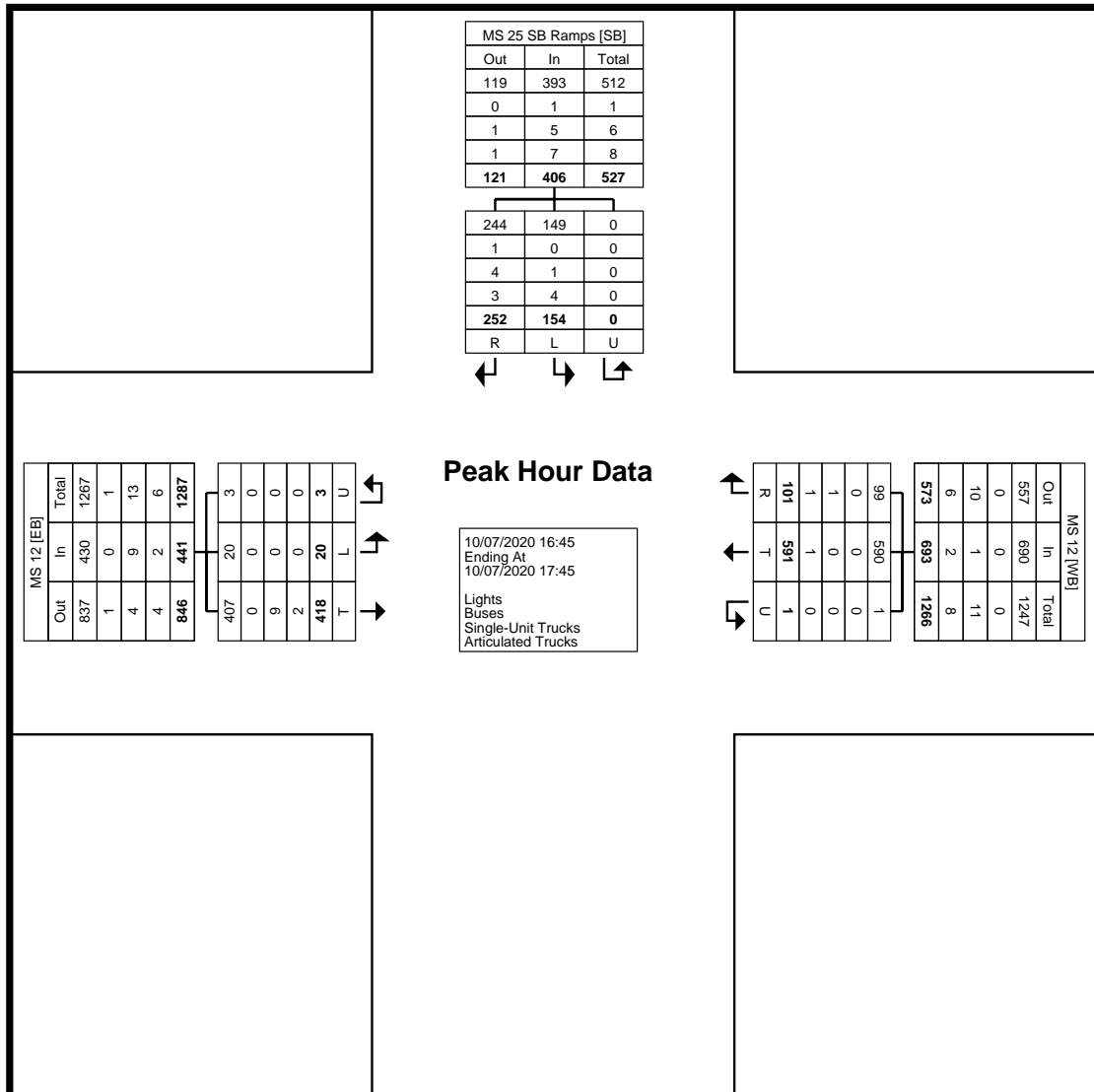
Count Name: 2010124 - MS 12
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010124
 Start Date: 10/07/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	MS 25 SB Ramps Southbound				MS 12 Westbound				MS 12 Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
16:45	53	40	0	93	26	129	0	155	101	8	1	110	358
17:00	46	43	0	89	23	149	0	172	96	9	2	107	368
17:15	93	41	0	134	31	176	1	208	107	2	0	109	451
17:30	60	30	0	90	21	137	0	158	114	1	0	115	363
Total	252	154	0	406	101	591	1	693	418	20	3	441	1540
Approach %	62.1	37.9	0.0	-	14.6	85.3	0.1	-	94.8	4.5	0.7	-	-
Total %	16.4	10.0	0.0	26.4	6.6	38.4	0.1	45.0	27.1	1.3	0.2	28.6	-
PHF	0.677	0.895	0.000	0.757	0.815	0.839	0.250	0.833	0.917	0.556	0.375	0.959	0.854
Lights	244	149	0	393	99	590	1	690	407	20	3	430	1513
% Lights	96.8	96.8	-	96.8	98.0	99.8	100.0	99.6	97.4	100.0	100.0	97.5	98.2
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
% Buses	0.4	0.0	-	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Single-Unit Trucks	4	1	0	5	1	0	0	1	9	0	0	9	15
% Single-Unit Trucks	1.6	0.6	-	1.2	1.0	0.0	0.0	0.1	2.2	0.0	0.0	2.0	1.0
Articulated Trucks	3	4	0	7	1	1	0	2	2	0	0	2	11
% Articulated Trucks	1.2	2.6	-	1.7	1.0	0.2	0.0	0.3	0.5	0.0	0.0	0.5	0.7

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Count Name: 2010124 - MS 12
 @ MS 25 SB Ramps, Starkville
 Site Code: 2010124
 Start Date: 10/07/2020
 Page No: 7



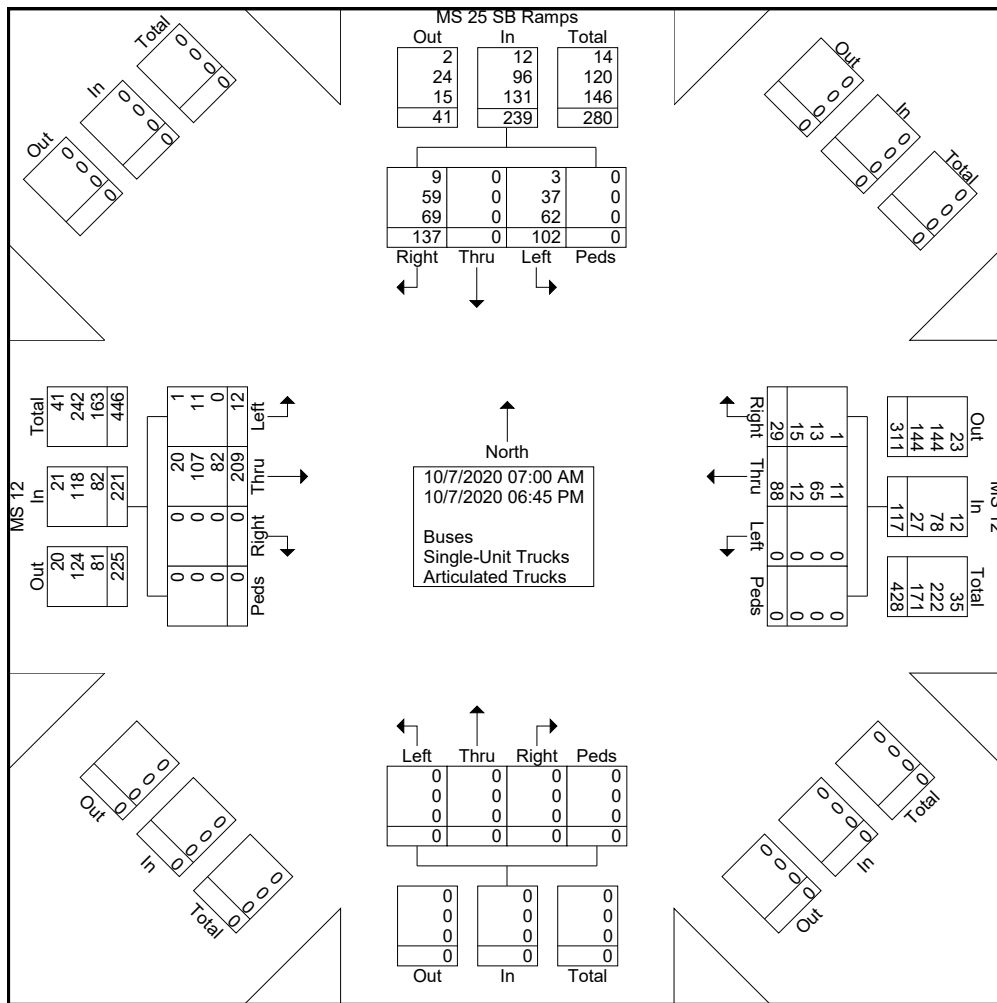
Turning Movement Peak Hour Data Plot (16:45)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 SB Ramps From North				MS 12 From East				From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	2	0	0	0	1	3	0	0	0	0	0	0	0	5	0	0	11
07:15 AM	4	0	5	0	1	2	0	0	0	0	0	0	0	7	0	0	19
07:30 AM	3	0	2	0	3	3	0	0	0	0	0	0	0	5	1	0	17
07:45 AM	2	0	5	0	1	5	0	0	0	0	0	0	0	5	0	0	18
Total	11	0	12	0	6	13	0	0	0	0	0	0	0	22	1	0	65
08:00 AM	4	0	2	0	1	1	0	0	0	0	0	0	0	5	2	0	15
08:15 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	9
08:30 AM	2	0	1	0	1	3	0	0	0	0	0	0	0	5	0	0	12
08:45 AM	7	0	3	0	0	2	0	0	0	0	0	0	0	6	0	0	18
Total	14	0	8	0	2	6	0	0	0	0	0	0	0	22	2	0	54
09:00 AM	5	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	13
09:15 AM	1	0	0	0	1	1	0	0	0	0	0	0	0	5	0	0	8
09:30 AM	6	0	1	0	1	3	0	0	0	0	0	0	0	6	2	0	19
09:45 AM	2	0	2	0	0	1	0	0	0	0	0	0	0	7	0	0	12
Total	14	0	5	0	2	7	0	0	0	0	0	0	0	22	2	0	52
10:00 AM	5	0	1	0	2	3	0	0	0	0	0	0	0	4	1	0	16
10:15 AM	4	0	1	0	1	4	0	0	0	0	0	0	0	5	0	0	15
10:30 AM	7	0	3	0	1	1	0	0	0	0	0	0	0	5	0	0	17
10:45 AM	4	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	12
Total	20	0	7	0	4	10	0	0	0	0	0	0	0	18	1	0	60
11:00 AM	2	0	4	0	0	2	0	0	0	0	0	0	0	3	0	0	11
11:15 AM	0	0	2	0	1	3	0	0	0	0	0	0	0	5	2	0	13
11:30 AM	2	0	4	0	1	3	0	0	0	0	0	0	0	4	0	0	14
11:45 AM	4	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	14
Total	8	0	12	0	2	11	0	0	0	0	0	0	0	17	2	0	52
12:00 PM	5	0	1	0	1	1	0	0	0	0	0	0	0	5	0	0	13
12:15 PM	4	0	2	0	1	2	0	0	0	0	0	0	0	4	0	0	13
12:30 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	6	0	0	12
12:45 PM	5	0	2	0	1	2	0	0	0	0	0	0	0	1	0	0	11
Total	15	0	7	0	3	8	0	0	0	0	0	0	0	16	0	0	49
01:00 PM	3	0	3	0	1	1	0	0	0	0	0	0	0	9	0	0	17
01:15 PM	2	0	6	0	0	2	0	0	0	0	0	0	0	5	0	0	15
01:30 PM	5	0	1	0	1	3	0	0	0	0	0	0	0	7	0	0	17
01:45 PM	4	0	2	0	0	1	0	0	0	0	0	0	0	4	1	0	12
Total	14	0	12	0	2	7	0	0	0	0	0	0	0	25	1	0	61
02:00 PM	5	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	12
02:15 PM	2	0	1	0	1	2	0	0	0	0	0	0	0	5	0	0	11
02:30 PM	1	0	3	0	0	3	0	0	0	0	0	0	0	10	0	0	17
02:45 PM	4	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	16
Total	12	0	8	0	1	8	0	0	0	0	0	0	0	27	0	0	56
03:00 PM	2	0	2	0	0	5	0	0	0	0	0	0	0	1	1	0	11
03:15 PM	1	0	3	0	1	8	0	0	0	0	0	0	0	3	0	0	16
03:30 PM	10	0	2	0	0	1	0	0	0	0	0	0	0	7	1	0	21
03:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	10
Total	13	0	8	0	1	15	0	0	0	0	0	0	0	19	2	0	58
04:00 PM	2	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	6
04:15 PM	2	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	7
04:30 PM	3	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	12
04:45 PM	4	0	2	0	0	1	0	0	0	0	0	0	0	2	0	0	9
Total	11	0	8	0	2	2	0	0	0	0	0	0	0	11	0	0	34
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5
05:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	2	0	0	6
05:30 PM	3	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	7

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 25 SB Ramps From North				MS 12 From East				From South				MS 12 From West				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
05:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	5	0	2	0	0	0	0	0	0	0	0	9	0	0	0	20
06:00 PM	0	0	5	0	1	0	0	0	0	0	0	0	0	1	1	0	0	8
06:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	10	0	2	1	0	0	0	0	0	0	0	1	1	0	0	16
Grand Total	137	0	102	0	29	88	0	0	0	0	0	0	0	209	12	0	0	577
Apprch %	57.3	0	42.7	0	24.8	75.2	0	0	0	0	0	0	0	94.6	5.4	0	0	
Total %	23.7	0	17.7	0	5	15.3	0	0	0	0	0	0	0	36.2	2.1	0	0	
Buses	9	0	3	0	1	11	0	0	0	0	0	0	0	20	1	0	0	45
% Buses	6.6	0	2.9	0	3.4	12.5	0	0	0	0	0	0	0	9.6	8.3	0	0	7.8
Single-Unit Trucks	59	0	37	0	13	65	0	0	0	0	0	0	0	107	11	0	0	292
% Single-Unit Trucks	43.1	0	36.3	0	44.8	73.9	0	0	0	0	0	0	0	51.2	91.7	0	0	50.6
Articulated Trucks	69	0	62	0	15	12	0	0	0	0	0	0	0	82	0	0	0	240
% Articulated Trucks	50.4	0	60.8	0	51.7	13.6	0	0	0	0	0	0	0	39.2	0	0	0	41.6





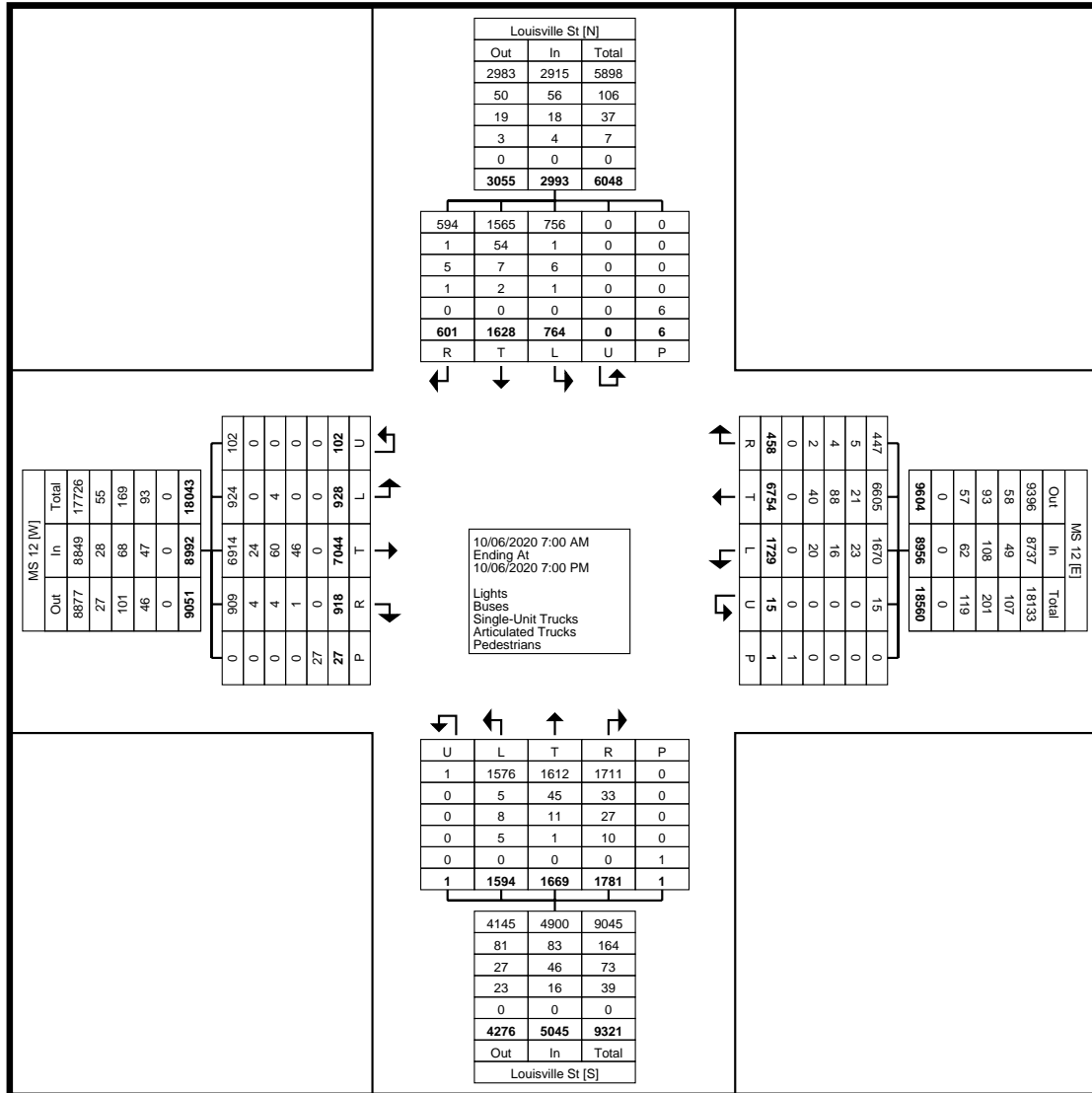
**TURNING MOVEMENT COUNT #2010126
MS 12 @ LOUISVILLE ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Pedestrians

Start Time	Louisville St From North				MS 12 From East				Louisville St From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	23	111	48	0	26	282	104	0	165	163	58	1	67	539	39	4	1630
08:00 AM	33	160	64	0	30	372	124	0	104	125	89	0	85	387	51	4	1628
09:00 AM	43	95	37	0	27	414	96	0	106	77	97	0	57	355	43	2	1449
10:00 AM	51	95	53	0	21	485	98	0	126	88	107	0	66	506	77	2	1775
11:00 AM	62	111	63	0	45	630	143	1	173	113	122	0	64	627	84	0	2238
12:00 PM	70	137	66	1	38	638	142	0	176	145	164	0	74	681	91	0	2423
01:00 PM	57	135	73	2	57	639	155	0	169	172	150	0	81	683	81	4	2458
02:00 PM	68	153	64	2	43	670	148	0	165	164	160	0	96	654	100	3	2490
03:00 PM	52	157	62	1	36	719	181	0	160	177	185	0	74	630	97	6	2537
04:00 PM	50	159	82	0	49	661	185	0	133	168	174	0	82	712	105	1	2561
05:00 PM	59	178	82	0	43	686	195	0	161	155	151	0	88	648	88	0	2534
06:00 PM	33	137	70	0	43	558	158	0	143	122	137	0	84	622	72	1	2180
Grand Total	601	1628	764	6	458	6754	1729	1	1781	1669	1594	1	918	7044	928	27	25903
Apprch %	20	54.3	25.5	0.2	5.1	75.5	19.3	0	35.3	33.1	31.6	0	10.3	79	10.4	0.3	
Total %	2.3	6.3	2.9	0	1.8	26.1	6.7	0	6.9	6.4	6.2	0	3.5	27.2	3.6	0.1	
Lights	594	1565	756	0	447	6605	1670	0	1711	1612	1576	0	909	6914	924	0	25283
% Lights	98.8	96.1	99	0	97.6	97.8	96.6	0	96.1	96.6	98.9	0	99	98.2	99.6	0	97.6
Buses	1	54	1	0	5	21	23	0	33	45	5	0	4	24	0	0	216
% Buses	0.2	3.3	0.1	0	1.1	0.3	1.3	0	1.9	2.7	0.3	0	0.4	0.3	0	0	0.8
Single-Unit Trucks	5	7	6	0	4	88	16	0	27	11	8	0	4	60	4	0	240
% Single-Unit Trucks	0.8	0.4	0.8	0	0.9	1.3	0.9	0	1.5	0.7	0.5	0	0.4	0.9	0.4	0	0.9
Articulated Trucks	1	2	1	0	2	40	20	0	10	1	5	0	1	46	0	0	129
% Articulated Trucks	0.2	0.1	0.1	0	0.4	0.6	1.2	0	0.6	0.1	0.3	0	0.1	0.7	0	0	0.5
Pedestrians	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	27	35
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	100	0.1

5.1 A384

Lights	594	1565	756	0	-	2915	447	6605	1670	15	-	8737	1711	1612	1576	1	-	4900	909	6914	924	102	-	8849	25401
% Lights	98.8	96.1	99.0	-	-	97.4	97.6	97.8	96.6	100.0	-	97.6	96.1	96.6	98.9	100.0	-	97.1	99.0	98.2	99.6	100.0	-	98.4	97.7
Buses	1	54	1	0	-	56	5	21	23	0	-	49	33	45	5	0	-	83	4	24	0	0	-	28	216
% Buses	0.2	3.3	0.1	-	-	1.9	1.1	0.3	1.3	0.0	-	0.5	1.9	2.7	0.3	0.0	-	1.6	0.4	0.3	0.0	0.0	-	0.3	0.8
Single-Unit Trucks	5	7	6	0	-	18	4	88	16	0	-	108	27	11	8	0	-	46	4	60	4	0	-	68	240
% Single-Unit Trucks	0.8	0.4	0.8	-	-	0.6	0.9	1.3	0.9	0.0	-	1.2	1.5	0.7	0.5	0.0	-	0.9	0.4	0.9	0.4	0.0	-	0.8	0.9
Articulated Trucks	1	2	1	0	-	4	2	40	20	0	-	62	10	1	5	0	-	16	1	46	0	0	-	47	129
% Articulated Trucks	0.2	0.1	0.1	-	-	0.1	0.4	0.6	1.2	0.0	-	0.7	0.6	0.1	0.3	0.0	-	0.3	0.1	0.7	0.0	0.0	-	0.5	0.5
Pedestrians	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

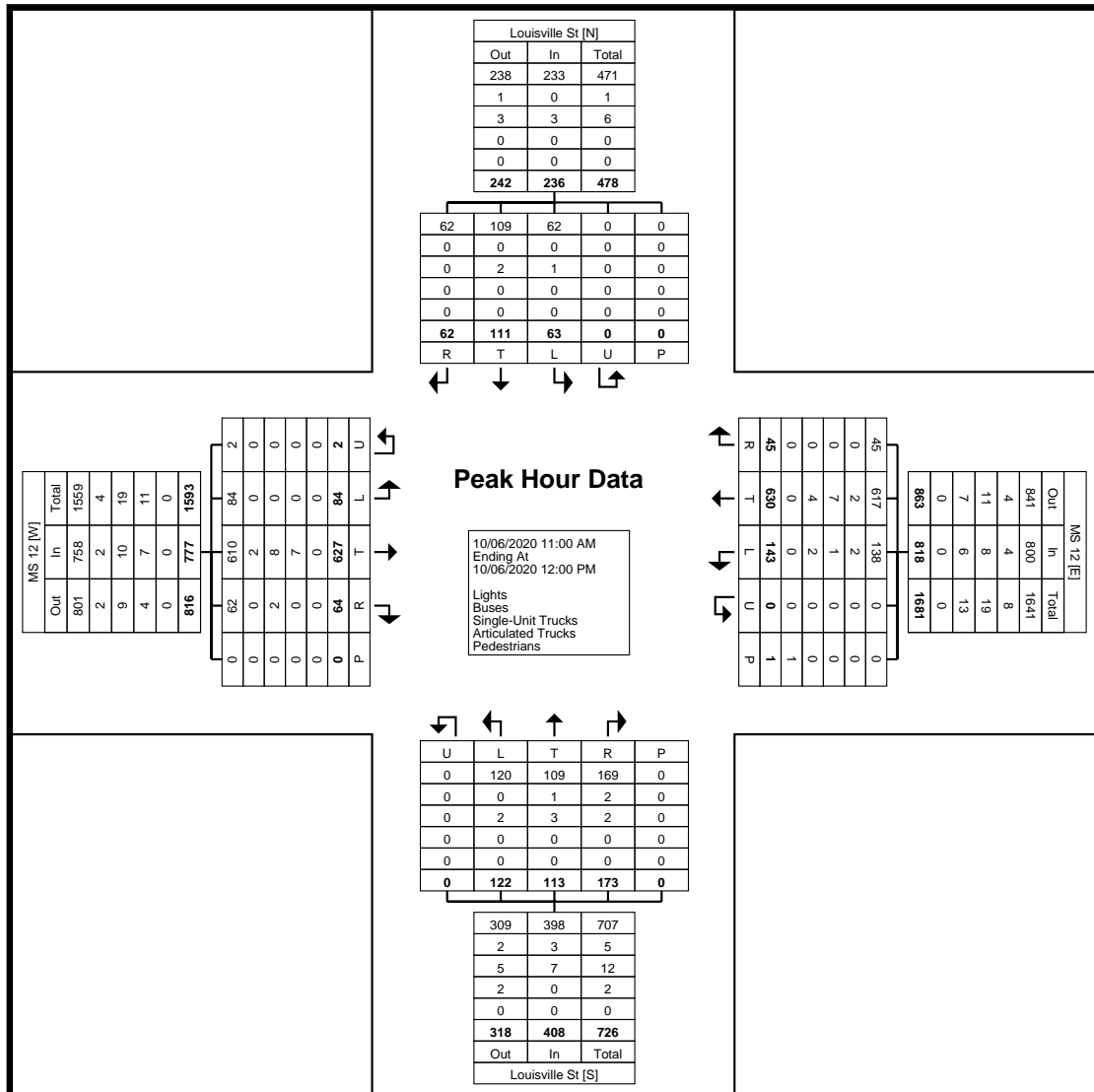
Count Name: 2010126 - MS 12
 @ Louisville St, Starkville
 Site Code: 2010126
 Start Date: 10/06/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Louisville St Southbound						MS 12 Westbound						Louisville St Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	12	26	14	0	0	52	12	161	32	0	0	205	31	22	17	0	0	70	13	137	25	1	0	176	503
11:15 AM	17	26	17	0	0	60	13	143	38	0	0	194	44	26	31	0	0	101	14	161	17	0	0	192	547
11:30 AM	13	25	17	0	0	55	11	162	44	0	0	217	54	28	30	0	0	112	20	182	23	1	0	226	610
11:45 AM	20	34	15	0	0	69	9	164	29	0	1	202	44	37	44	0	0	125	17	147	19	0	0	183	579
Total	62	111	63	0	0	236	45	630	143	0	1	818	173	113	122	0	0	408	64	627	84	2	0	777	2239
Approach %	26.3	47.0	26.7	0.0	-	-	5.5	77.0	17.5	0.0	-	-	42.4	27.7	29.9	0.0	-	-	8.2	80.7	10.8	0.3	-	-	-
Total %	2.8	5.0	2.8	0.0	-	10.5	2.0	28.1	6.4	0.0	-	36.5	7.7	5.0	5.4	0.0	-	18.2	2.9	28.0	3.8	0.1	-	34.7	-
PHF	0.775	0.816	0.926	0.000	-	0.855	0.865	0.960	0.813	0.000	-	0.942	0.801	0.764	0.693	0.000	-	0.816	0.800	0.861	0.840	0.500	-	0.860	0.918
Lights	62	109	62	0	-	233	45	617	138	0	-	800	169	109	120	0	-	398	62	610	84	2	-	758	2189
% Lights	100.0	98.2	98.4	-	-	98.7	100.0	97.9	96.5	-	-	97.8	97.7	96.5	98.4	-	-	97.5	96.9	97.3	100.0	100.0	-	97.6	97.8
Buses	0	0	0	0	-	0	0	2	2	0	-	4	2	1	0	0	-	3	0	2	0	0	-	2	9
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.3	1.4	-	-	0.5	1.2	0.9	0.0	-	-	0.7	0.0	0.3	0.0	0.0	-	0.3	0.4
Single-Unit Trucks	0	2	1	0	-	3	0	7	1	0	-	8	2	3	2	0	-	7	2	8	0	0	-	10	28
% Single-Unit Trucks	0.0	1.8	1.6	-	-	1.3	0.0	1.1	0.7	-	-	1.0	1.2	2.7	1.6	-	-	1.7	3.1	1.3	0.0	0.0	-	1.3	1.3
Articulated Trucks	0	0	0	0	-	0	0	4	2	0	-	6	0	0	0	0	-	0	0	7	0	0	-	7	13
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.6	1.4	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	1.1	0.0	0.0	-	0.9	0.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
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Count Name: 2010126 - MS 12
 @ Louisville St, Starkville
 Site Code: 2010126
 Start Date: 10/06/2020
 Page No: 5



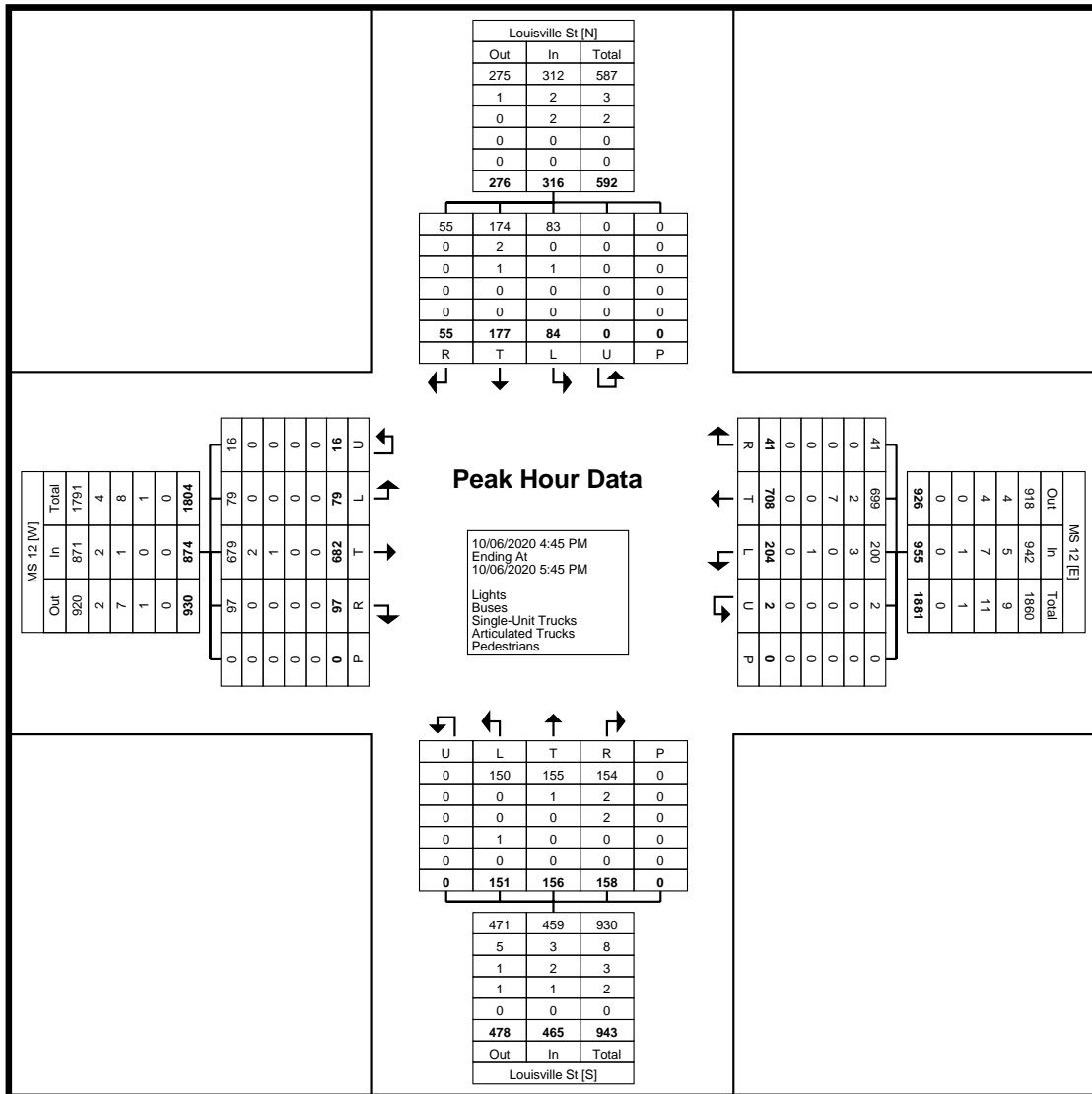
Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010126 - MS 12
 @ Louisville St, Starkville
 Site Code: 2010126
 Start Date: 10/06/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Louisville St Southbound						MS 12 Westbound						Louisville St Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	9	37	25	0	0	71	9	164	53	1	0	227	38	36	34	0	0	108	24	193	20	4	0	241	647
5:00 PM	21	38	23	0	0	82	9	185	47	0	0	241	37	38	41	0	0	116	20	166	19	4	0	209	648
5:15 PM	8	56	13	0	0	77	14	190	55	0	0	259	38	35	35	0	0	108	23	167	13	5	0	208	652
5:30 PM	17	46	23	0	0	86	9	169	49	1	0	228	45	47	41	0	0	133	30	156	27	3	0	216	663
Total	55	177	84	0	0	316	41	708	204	2	0	955	158	156	151	0	0	465	97	682	79	16	0	874	2610
Approach %	17.4	56.0	26.6	0.0	-	-	4.3	74.1	21.4	0.2	-	-	34.0	33.5	32.5	0.0	-	-	11.1	78.0	9.0	1.8	-	-	-
Total %	2.1	6.8	3.2	0.0	-	12.1	1.6	27.1	7.8	0.1	-	36.6	6.1	6.0	5.8	0.0	-	17.8	3.7	26.1	3.0	0.6	-	33.5	-
PHF	0.655	0.790	0.840	0.000	-	0.919	0.732	0.932	0.927	0.500	-	0.922	0.878	0.830	0.921	0.000	-	0.874	0.808	0.883	0.731	0.800	-	0.907	0.984
Lights	55	174	83	0	-	312	41	699	200	2	-	942	154	155	150	0	-	459	97	679	79	16	-	871	2584
% Lights	100.0	98.3	98.8	-	-	98.7	100.0	98.7	98.0	100.0	-	98.6	97.5	99.4	99.3	-	-	98.7	100.0	99.6	100.0	100.0	-	99.7	99.0
Buses	0	2	0	0	-	2	0	2	3	0	-	5	2	1	0	0	-	3	0	2	0	0	-	2	12
% Buses	0.0	1.1	0.0	-	-	0.6	0.0	0.3	1.5	0.0	-	0.5	1.3	0.6	0.0	-	-	0.6	0.0	0.3	0.0	0.0	-	0.2	0.5
Single-Unit Trucks	0	1	1	0	-	2	0	7	0	0	-	7	2	0	0	0	-	2	0	1	0	0	-	1	12
% Single-Unit Trucks	0.0	0.6	1.2	-	-	0.6	0.0	1.0	0.0	0.0	-	0.7	1.3	0.0	0.0	-	-	0.4	0.0	0.1	0.0	0.0	-	0.1	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.5	0.0	-	0.1	0.0	0.0	0.7	-	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

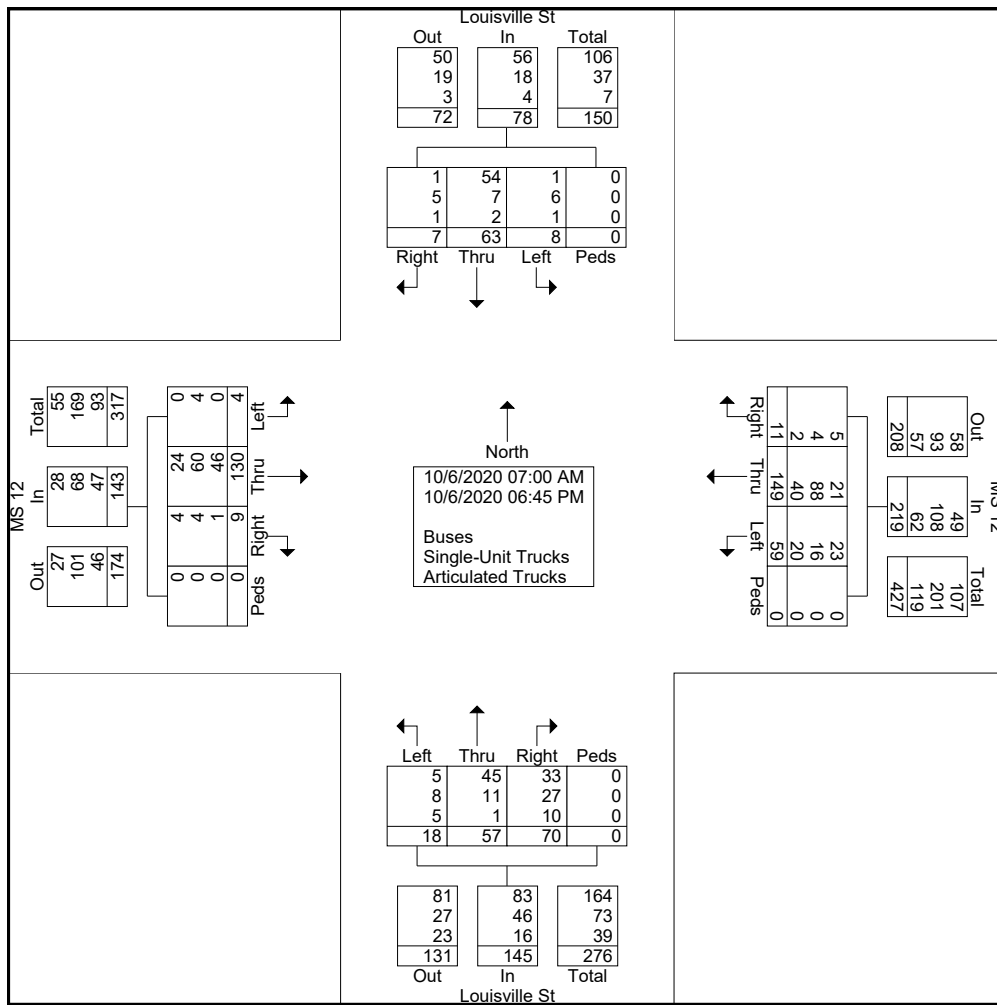
5.1 A390

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Louisville St From North				MS 12 From East				Louisville St From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	1	1	0	0	1	2	1	0	4	1	0	0	0	3	0	0	14
07:15 AM	0	2	0	0	0	2	2	0	0	0	0	0	0	3	1	0	10
07:30 AM	0	3	1	0	1	0	1	0	1	0	0	0	0	4	0	0	11
07:45 AM	0	2	0	0	0	4	0	0	4	2	0	0	0	3	0	0	15
Total	1	8	1	0	2	8	4	0	9	3	0	0	0	13	1	0	50
08:00 AM	1	2	0	0	0	2	3	0	3	3	0	0	2	4	0	0	20
08:15 AM	0	13	0	0	0	8	1	0	4	11	1	0	0	1	0	0	39
08:30 AM	0	2	0	0	0	5	2	0	2	4	4	0	0	3	0	0	22
08:45 AM	0	2	0	0	2	4	2	0	2	1	1	0	0	3	0	0	17
Total	1	19	0	0	2	19	8	0	11	19	6	0	2	11	0	0	98
09:00 AM	1	1	0	0	1	6	1	0	1	1	1	0	0	3	0	0	16
09:15 AM	1	0	1	0	0	2	1	0	1	0	1	0	0	2	0	0	9
09:30 AM	1	0	0	0	0	5	1	0	1	0	0	0	1	2	1	0	12
09:45 AM	0	2	0	0	0	5	0	0	0	1	0	0	0	9	0	0	17
Total	3	3	1	0	1	18	3	0	3	2	2	0	1	16	1	0	54
10:00 AM	0	0	0	0	0	3	0	0	0	2	0	0	0	8	0	0	13
10:15 AM	0	0	0	0	1	5	1	0	1	0	0	0	0	0	0	0	8
10:30 AM	0	0	1	0	0	6	2	0	2	0	0	0	1	2	0	0	14
10:45 AM	0	1	0	0	1	3	1	0	1	0	1	0	0	5	0	0	13
Total	0	1	1	0	2	17	4	0	4	2	1	0	1	15	0	0	48
11:00 AM	0	0	0	0	0	5	1	0	1	0	0	0	0	5	0	0	12
11:15 AM	0	1	0	0	0	3	1	0	2	3	0	0	1	5	0	0	16
11:30 AM	0	1	1	0	0	2	0	0	1	0	1	0	1	3	0	0	10
11:45 AM	0	0	0	0	0	3	3	0	0	1	1	0	0	4	0	0	12
Total	0	2	1	0	0	13	5	0	4	4	2	0	2	17	0	0	50
12:00 PM	0	0	0	0	0	3	2	0	5	0	0	0	0	4	0	0	14
12:15 PM	0	0	0	0	0	1	1	0	1	0	1	0	0	1	0	0	5
12:30 PM	0	2	0	0	0	2	3	0	3	0	0	0	0	2	0	0	12
12:45 PM	0	1	1	0	0	4	3	0	3	0	0	0	0	3	0	0	15
Total	0	3	1	0	0	10	9	0	12	0	1	0	0	10	0	0	46
01:00 PM	0	3	0	0	1	3	2	0	2	1	0	0	0	4	0	0	16
01:15 PM	0	0	0	0	0	3	1	0	2	0	0	0	0	5	0	0	11
01:30 PM	0	3	0	0	0	5	2	0	0	0	1	0	0	2	0	0	13
01:45 PM	0	0	0	0	1	5	0	0	2	1	0	0	0	2	0	0	11
Total	0	6	0	0	2	16	5	0	6	2	1	0	0	13	0	0	51
02:00 PM	2	3	0	0	0	7	3	0	3	1	0	0	1	6	1	0	27
02:15 PM	0	0	0	0	0	6	2	0	4	0	0	0	1	3	1	0	17
02:30 PM	0	1	0	0	0	2	1	0	0	1	0	0	0	4	0	0	9
02:45 PM	0	1	0	0	0	4	2	0	0	1	1	0	0	3	0	0	12
Total	2	5	0	0	0	19	8	0	7	3	1	0	2	16	2	0	65
03:00 PM	0	6	0	0	1	4	0	0	4	6	1	0	0	4	0	0	26
03:15 PM	0	5	0	0	0	2	1	0	1	5	1	0	0	2	0	0	17
03:30 PM	0	1	0	0	0	3	1	0	1	3	0	0	0	2	0	0	11
03:45 PM	0	1	0	0	0	2	3	0	1	1	0	0	1	2	0	0	11
Total	0	13	0	0	1	11	5	0	7	15	2	0	1	10	0	0	65
04:00 PM	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	1	0	0	6
04:30 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	2	0	0	5
04:45 PM	0	1	0	0	0	4	1	0	2	0	0	0	0	1	0	0	9
Total	0	1	1	0	1	6	2	0	3	5	1	0	0	4	0	0	24
05:00 PM	0	1	1	0	0	3	1	0	1	1	0	0	0	1	0	0	9
05:15 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	2	0	0	0	1	0	0	1	0	0	5

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Louisville St From North				MS 12 From East				Louisville St From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	1	0	0	3	0	0	1	0	0	0	0	0	0	0	5
Total	0	2	2	0	0	8	3	0	3	1	1	0	0	2	0	0	22
06:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	3	0	0	6
06:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	3	0	1	1	0	0	0	3	0	0	12
Grand Total	7	63	8	0	11	149	59	0	70	57	18	0	9	130	4	0	585
Apprch %	9	80.8	10.3	0	5	68	26.9	0	48.3	39.3	12.4	0	6.3	90.9	2.8	0	
Total %	1.2	10.8	1.4	0	1.9	25.5	10.1	0	12	9.7	3.1	0	1.5	22.2	0.7	0	
Buses	1	54	1	0	5	21	23	0	33	45	5	0	4	24	0	0	216
% Buses	14.3	85.7	12.5	0	45.5	14.1	39	0	47.1	78.9	27.8	0	44.4	18.5	0	0	36.9
Single-Unit Trucks	5	7	6	0	4	88	16	0	27	11	8	0	4	60	4	0	240
% Single-Unit Trucks	71.4	11.1	75	0	36.4	59.1	27.1	0	38.6	19.3	44.4	0	44.4	46.2	100	0	41
Articulated Trucks	1	2	1	0	2	40	20	0	10	1	5	0	1	46	0	0	129
% Articulated Trucks	14.3	3.2	12.5	0	18.2	26.8	33.9	0	14.3	1.8	27.8	0	11.1	35.4	0	0	22.1



Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.1 A392

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

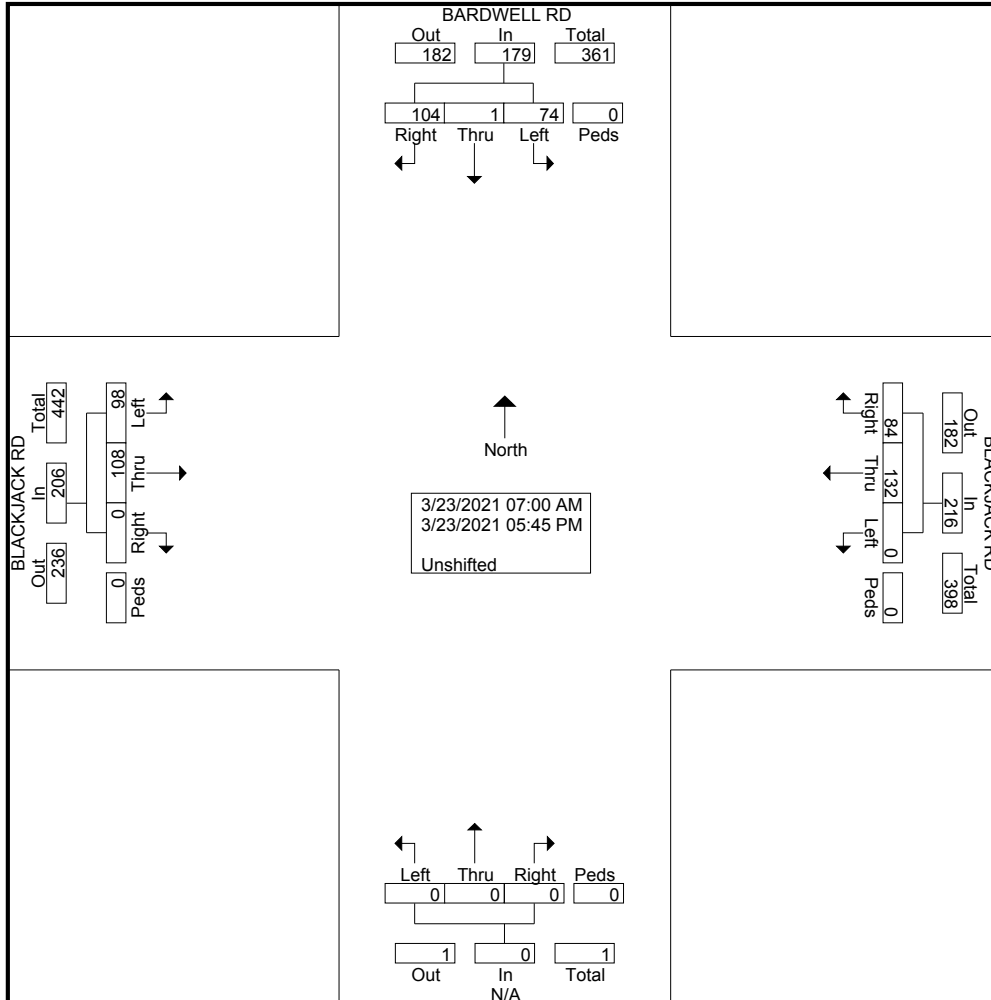
Start Time	BARDWELL RD Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	6	0	7	0	10	9	0	19	0	0	0	0	0	7	0	0	0	7	33
07:15 AM	3	0	3	0	6	0	12	8	0	20	0	0	0	0	0	6	3	0	0	9	35
07:30 AM	2	0	3	0	5	0	12	9	0	21	0	0	0	0	0	9	3	0	0	12	38
07:45 AM	5	0	10	0	15	0	13	10	0	23	0	0	0	0	0	5	4	0	0	9	47
Total	11	0	22	0	33	0	47	36	0	83	0	0	0	0	0	27	10	0	0	37	153
08:00 AM	4	0	1	0	5	0	10	4	0	14	0	0	0	0	0	1	6	0	0	7	26
08:15 AM	6	0	2	0	8	0	8	5	0	13	0	0	0	0	0	6	6	0	0	12	33
08:30 AM	2	0	4	0	6	0	10	3	0	13	0	0	0	0	0	4	5	0	0	9	28
08:45 AM	4	0	5	0	9	0	8	4	0	12	0	0	0	0	0	8	4	0	0	12	33
Total	16	0	12	0	28	0	36	16	0	52	0	0	0	0	0	19	21	0	0	40	120
*** BREAK ***																					
04:00 PM	4	1	8	0	13	0	7	4	0	11	0	0	0	0	0	7	4	0	0	11	35
04:15 PM	11	0	11	0	22	0	2	3	0	5	0	0	0	0	0	4	10	0	0	14	41
04:30 PM	8	0	13	0	21	0	7	7	0	14	0	0	0	0	0	7	5	0	0	12	47
04:45 PM	2	0	7	0	9	0	9	4	0	13	0	0	0	0	0	6	6	0	0	12	34
Total	25	1	39	0	65	0	25	18	0	43	0	0	0	0	0	24	25	0	0	49	157
05:00 PM	3	0	11	0	14	0	3	6	0	9	0	0	0	0	0	4	8	0	0	12	35
05:15 PM	5	0	6	0	11	0	7	2	0	9	0	0	0	0	0	9	19	0	0	28	48
05:30 PM	10	0	9	0	19	0	8	3	0	11	0	0	0	0	0	6	15	0	0	21	51
05:45 PM	4	0	5	0	9	0	6	3	0	9	0	0	0	0	0	9	10	0	0	19	37
Total	22	0	31	0	53	0	24	14	0	38	0	0	0	0	0	28	52	0	0	80	171
Grand Total	74	1	104	0	179	0	132	84	0	216	0	0	0	0	0	98	108	0	0	206	601
Apprch %	41.3	0.6	58.1	0		0	61.1	38.9	0		0	0	0	0		47.6	52.4	0	0		
Total %	12.3	0.2	17.3	0	29.8	0	22	14	0	35.9	0	0	0	0		16.3	18	0	0	34.3	

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.1 A393

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



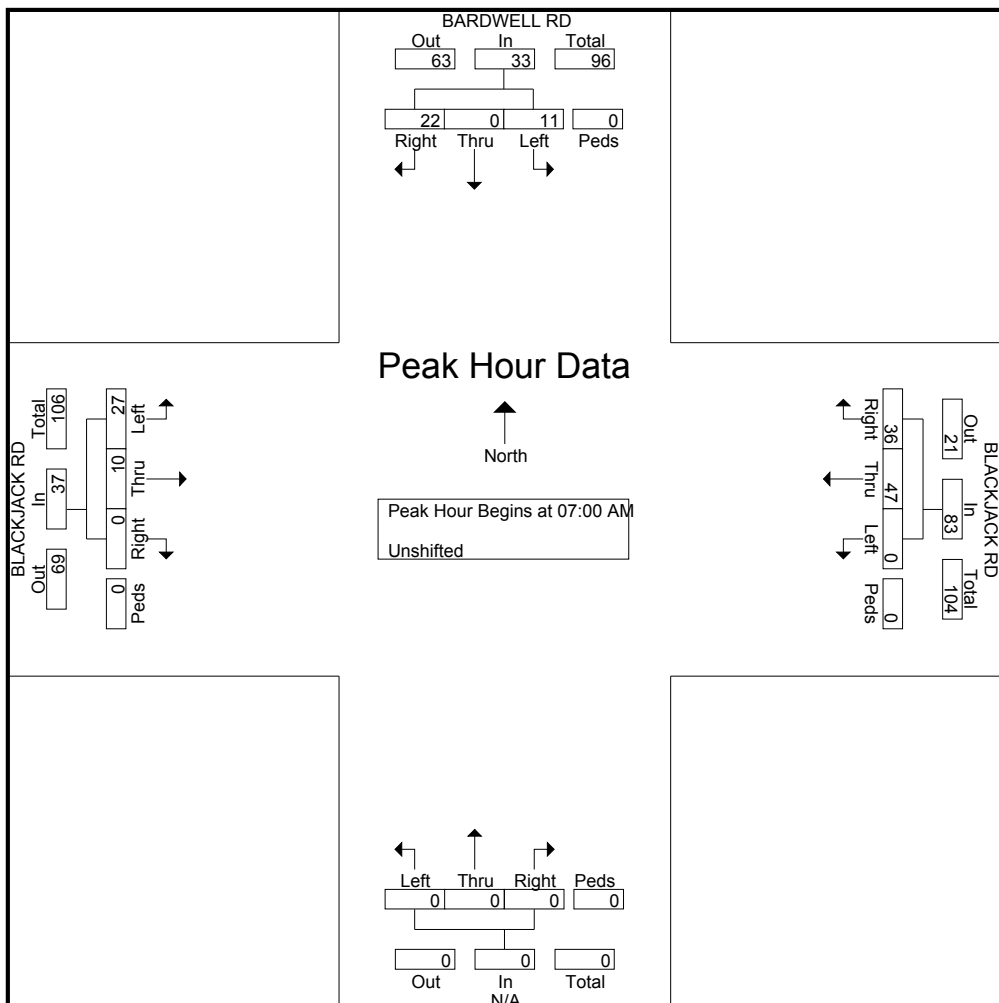
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.1 A394

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	BARDWELL RD Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	6	0	7	0	10	9	0	19	0	0	0	0	0	7	0	0	0	7	33
07:15 AM	3	0	3	0	6	0	12	8	0	20	0	0	0	0	0	6	3	0	0	9	35
07:30 AM	2	0	3	0	5	0	12	9	0	21	0	0	0	0	0	9	3	0	0	12	38
07:45 AM	5	0	10	0	15	0	13	10	0	23	0	0	0	0	0	5	4	0	0	9	47
Total Volume	11	0	22	0	33	0	47	36	0	83	0	0	0	0	0	27	10	0	0	37	153
% App. Total	33.3	0	66.7	0		0	56.6	43.4	0		0	0	0	0		73	27	0	0		
PHF	.550	.000	.550	.000	.550	.000	.904	.900	.000	.902	.000	.000	.000	.000	.000	.750	.625	.000	.000	.771	.814



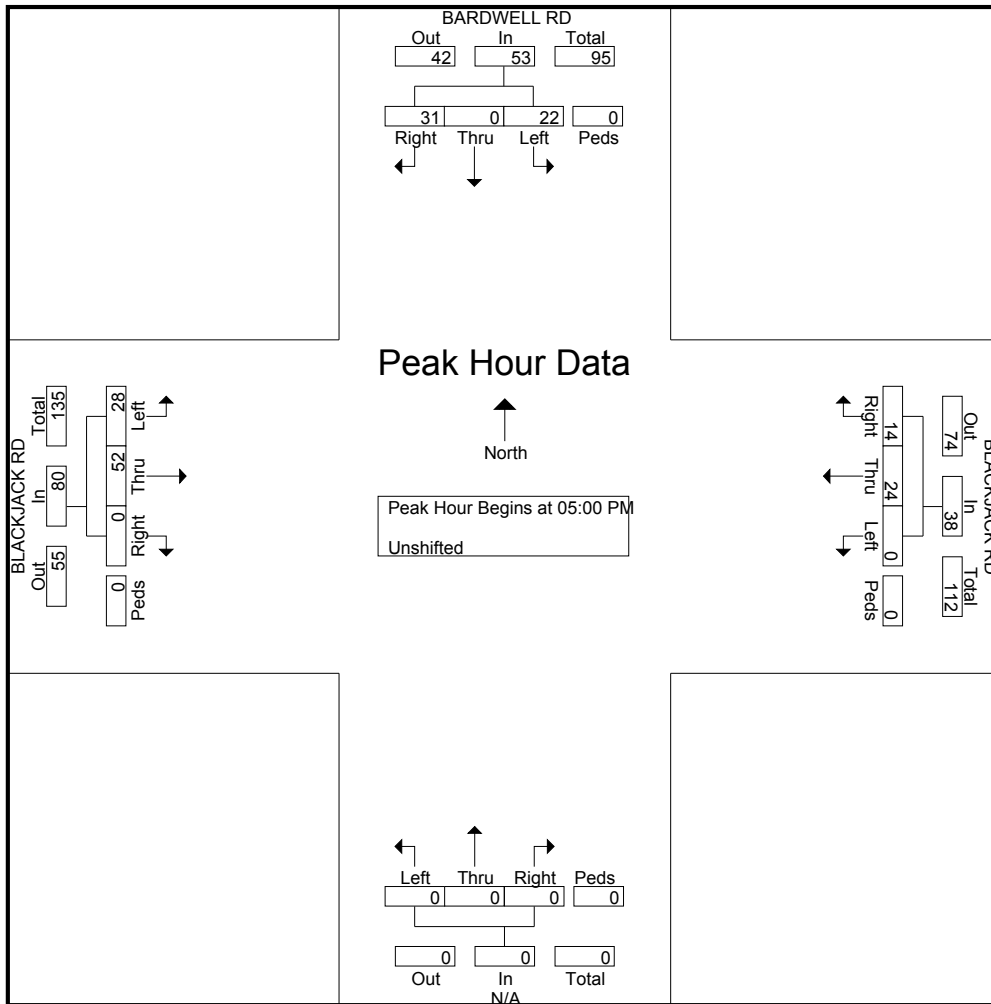
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.1 A395

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	BARDWELL RD Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	0	11	0	14	0	3	6	0	9	0	0	0	0	0	4	8	0	0	12	35
05:15 PM	5	0	6	0	11	0	7	2	0	9	0	0	0	0	0	9	19	0	0	28	48
05:30 PM	10	0	9	0	19	0	8	3	0	11	0	0	0	0	0	6	15	0	0	21	51
05:45 PM	4	0	5	0	9	0	6	3	0	9	0	0	0	0	0	9	10	0	0	19	37
Total Volume	22	0	31	0	53	0	24	14	0	38	0	0	0	0	0	28	52	0	0	80	171
% App. Total	41.5	0	58.5	0		0	63.2	36.8	0		0	0	0	0		35	65	0	0		
PHF	.550	.000	.705	.000	.697	.000	.750	.583	.000	.864	.000	.000	.000	.000	.000	.778	.684	.000	.000	.714	.838



HCM 6th AWSC
7: B.S. Hood Dr/College View St & Barr Ave

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	65	11	25	19	5	2	89	63	31	50	35
Future Vol, veh/h	43	65	11	25	19	5	2	89	63	31	50	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	71	12	27	21	5	2	97	68	34	54	38
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.7	8.6	9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	36%	100%	0%	100%	0%
Vol Thru, %	0%	59%	55%	0%	79%	0%	59%
Vol Right, %	0%	41%	9%	0%	21%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	152	119	25	24	31	85
LT Vol	2	0	43	25	0	31	0
Through Vol	0	89	65	0	19	0	50
RT Vol	0	63	11	0	5	0	35
Lane Flow Rate	2	165	129	27	26	34	92
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.003	0.223	0.192	0.045	0.038	0.053	0.126
Departure Headway (Hd)	5.661	4.866	5.338	5.897	5.247	5.693	4.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	632	737	671	606	681	629	731
Service Time	3.396	2.601	3.379	3.642	2.992	3.429	2.636
HCM Lane V/C Ratio	0.003	0.224	0.192	0.045	0.038	0.054	0.126
HCM Control Delay	8.4	9	9.7	8.9	8.2	8.7	8.3
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.9	0.7	0.1	0.1	0.2	0.4

HCM 6th AWSC

9: Hardy Rd & President's Cir/Morrill Rd

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Vol, veh/h	22	45	9	10	5	3	25	138	116	15	75	47
Future Vol, veh/h	22	45	9	10	5	3	25	138	116	15	75	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	49	10	11	5	3	27	150	126	16	82	51
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.1	8.9	8.7	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	15%	0%	33%	0%	56%	11%
Vol Thru, %	85%	0%	67%	0%	28%	55%
Vol Right, %	0%	100%	0%	100%	17%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	116	67	9	18	137
LT Vol	25	0	22	0	10	15
Through Vol	138	0	45	0	5	75
RT Vol	0	116	0	9	3	47
Lane Flow Rate	177	126	73	10	20	149
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.247	0.149	0.117	0.013	0.031	0.205
Departure Headway (Hd)	5.028	4.249	5.763	4.892	5.703	4.952
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	714	844	621	730	626	725
Service Time	2.755	1.975	3.503	2.631	3.75	2.983
HCM Lane V/C Ratio	0.248	0.149	0.118	0.014	0.032	0.206
HCM Control Delay	9.4	7.7	9.3	7.7	8.9	9.3
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1	0.5	0.4	0	0.1	0.8

HCM 6th Signalized Intersection Summary

17: Louisville St & Yellow Jacket Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	6	5	6	34	3	77	6	307	79	124	211	13
Future Volume (veh/h)	6	5	6	34	3	77	6	307	79	124	211	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	6	7	40	4	92	7	365	94	148	251	15
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	15	17	156	6	134	616	644	166	518	1067	64
Arrive On Green	0.03	0.03	0.03	0.09	0.09	0.09	0.45	0.45	0.45	0.09	0.61	0.61
Sat Flow, veh/h	606	519	606	1781	66	1529	1113	1434	369	1781	1747	104
Grp Volume(v), veh/h	20	0	0	40	0	96	7	0	459	148	0	266
Grp Sat Flow(s),veh/h/ln	1731	0	0	1781	0	1595	1113	0	1804	1781	0	1852
Q Serve(g_s), s	0.7	0.0	0.0	1.3	0.0	3.6	0.2	0.0	11.7	2.4	0.0	4.1
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.3	0.0	3.6	0.2	0.0	11.7	2.4	0.0	4.1
Prop In Lane	0.35		0.35	1.00		0.96	1.00		0.20	1.00		0.06
Lane Grp Cap(c), veh/h	49	0	0	156	0	139	616	0	810	518	0	1130
V/C Ratio(X)	0.41	0.00	0.00	0.26	0.00	0.69	0.01	0.00	0.57	0.29	0.00	0.24
Avail Cap(c_a), veh/h	502	0	0	491	0	439	616	0	810	546	0	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	0.0	26.4	0.0	27.5	9.5	0.0	12.6	8.0	0.0	5.5
Incr Delay (d2), s/veh	5.4	0.0	0.0	0.9	0.0	5.9	0.0	0.0	2.9	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.6	0.0	1.5	0.1	0.0	4.6	0.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	0.0	0.0	27.3	0.0	33.4	9.5	0.0	15.5	8.3	0.0	6.0
LnGrp LOS	D	A	A	C	A	C	A	A	B	A	A	A
Approach Vol, veh/h		20			136			466			414	
Approach Delay, s/veh		35.1			31.6			15.4			6.8	
Approach LOS		D			C			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	33.9		7.3		43.9		10.9				
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s	6.5	26.9		18.0		37.9		17.1				
Max Q Clear Time (g_c+1), s	14.4	13.7		2.7		6.1		5.6				
Green Ext Time (p_c), s	0.1	1.7		0.0		1.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay		14.5										
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

25: Louisville St & Lynn Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	181	125	20	101	18	99	248	43	44	111	88
Future Volume (veh/h)	88	181	125	20	101	18	99	248	43	44	111	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	226	156	25	126	22	124	310	54	55	139	110
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	479	259	179	291	389	68	558	554	97	400	629	533
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.08	0.36	0.36	0.06	0.34	0.34
Sat Flow, veh/h	1781	1031	712	1781	1551	271	1781	1551	270	1781	1870	1585
Grp Volume(v), veh/h	110	0	382	25	0	148	124	0	364	55	139	110
Grp Sat Flow(s),veh/h/ln	1781	0	1742	1781	0	1822	1781	0	1822	1781	1870	1585
Q Serve(g_s), s	3.1	0.0	15.0	0.7	0.0	4.7	3.1	0.0	11.5	1.4	3.8	3.5
Cycle Q Clear(g_c), s	3.1	0.0	15.0	0.7	0.0	4.7	3.1	0.0	11.5	1.4	3.8	3.5
Prop In Lane	1.00		0.41	1.00		0.15	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	479	0	438	291	0	457	558	0	651	400	629	533
V/C Ratio(X)	0.23	0.00	0.87	0.09	0.00	0.32	0.22	0.00	0.56	0.14	0.22	0.21
Avail Cap(c_a), veh/h	781	0	573	591	0	597	583	0	651	453	629	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	25.6	17.6	0.0	21.8	13.3	0.0	18.4	14.4	17.0	16.9
Incr Delay (d2), s/veh	0.2	0.0	11.3	0.1	0.0	0.4	0.2	0.0	3.5	0.2	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	7.2	0.3	0.0	2.0	1.2	0.0	5.0	0.5	1.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	36.9	17.8	0.0	22.2	13.5	0.0	21.9	14.5	17.8	17.8
LnGrp LOS	B	A	D	B	A	C	B	A	C	B	B	B
Approach Vol, veh/h		492			173			488			304	
Approach Delay, s/veh		32.5			21.6			19.8			17.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	30.0	10.5	22.4	10.0	28.5	10.5	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.4	24.4	18.0	23.5	6.5	24.0	18.1	23.4				
Max Q Clear Time (g_c+13), s	13.4	13.5	2.7	17.0	5.1	5.8	5.1	6.7				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.9	0.0	0.1	0.3	0.4				

Intersection Summary

HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
26: Louisville St & Academy Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	59	188	204	83	90	136
Future Volume (veh/h)	59	188	204	83	90	136
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	224	243	99	107	162
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	310	276	849	346	712	1257
Arrive On Green	0.17	0.17	0.67	0.67	0.00	0.67
Sat Flow, veh/h	1781	1585	1263	515	1781	1870
Grp Volume(v), veh/h	70	224	0	342	107	162
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1778	1781	1870
Q Serve(g_s), s	2.6	10.6	0.0	6.1	0.1	2.4
Cycle Q Clear(g_c), s	2.6	10.6	0.0	6.1	0.1	2.4
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	310	276	0	1195	712	1257
V/C Ratio(X)	0.23	0.81	0.00	0.29	0.15	0.13
Avail Cap(c_a), veh/h	582	518	0	1195	926	1257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	31.0	0.0	5.2	6.9	4.6
Incr Delay (d2), s/veh	0.4	5.7	0.0	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.4	0.0	1.9	0.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.1	36.7	0.0	5.8	7.0	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	294		342			269
Approach Delay, s/veh	34.7		5.8			5.7
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	59.0			59.0	19.1
Change Period (Y+Rc), s	3.5	6.5			6.5	5.5
Max Green Setting (Gmax), s	9.5	39.5			52.5	25.5
Max Q Clear Time (g_c+1), s	10.0	0.0			0.0	12.6
Green Ext Time (p_c), s	0.0	0.0			0.0	1.0

Intersection Summary

HCM 6th Ctrl Delay		15.1	
HCM 6th LOS		B	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	91	27	1	272	92	1
Future Vol, veh/h	91	27	1	272	92	1
Conflicting Peds, #/hr	0	110	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	34	1	340	115	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	258	0	583
Stage 1	-	-	-	-	241
Stage 2	-	-	-	-	342
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1307	-	475
Stage 1	-	-	-	-	799
Stage 2	-	-	-	-	719
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1170	-	425
Mov Cap-2 Maneuver	-	-	-	-	425
Stage 1	-	-	-	-	715
Stage 2	-	-	-	-	718

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	714	-	-	1170	-
HCM Lane V/C Ratio	0.271	0.002	-	-	0.001	-
HCM Control Delay (s)	16.6	10.1	-	-	8.1	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-

HCM 6th Signalized Intersection Summary
37: S Montgomery St & Lynn Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↷	↷	↷
Traffic Volume (veh/h)	246	19	52	694	242	193
Future Volume (veh/h)	246	19	52	694	242	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	293	0	62	826	288	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	393		522	993	696	
Arrive On Green	0.22	0.00	0.03	0.53	0.37	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	293	0	62	826	288	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	6.2	0.0	0.8	14.9	4.6	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.8	14.9	4.6	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	393		522	993	696	
V/C Ratio(X)	0.75		0.12	0.83	0.41	
Avail Cap(c_a), veh/h	1075		593	2588	2216	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	0.0	6.7	7.9	9.4	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.1	1.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.2	3.7	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	0.0	6.8	9.8	9.8	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	293	A		888	288	A
Approach Delay, s/veh	17.5			9.6	9.8	
Approach LOS	B			A	A	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.4	20.0		13.9		26.4
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	3.0	47.7		24.3		55.7
Max Q Clear Time (g_c+I1), s	2.8	6.6		8.2		16.9
Green Ext Time (p_c), s	0.0	1.1		1.0		4.5

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
38: S Montgomery St & Howard Rd/Locksley Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↑	↗	↖	↖	↗
Traffic Volume (veh/h)	4	10	10	147	3	53	3	519	410	62	274	1
Future Volume (veh/h)	4	10	10	147	3	53	3	519	410	62	274	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	11	11	112	74	59	3	577	456	69	304	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	25	25	196	106	85	50	989	839	381	1215	4
Arrive On Green	0.03	0.03	0.03	0.11	0.11	0.11	0.53	0.53	0.53	0.06	0.65	0.65
Sat Flow, veh/h	265	730	730	1781	964	768	2	1868	1585	1781	1863	6
Grp Volume(v), veh/h	26	0	0	112	0	133	580	0	456	69	0	305
Grp Sat Flow(s),veh/h/ln	1726	0	0	1781	0	1732	1869	0	1585	1781	0	1869
Q Serve(g_s), s	1.1	0.0	0.0	4.4	0.0	5.4	0.0	0.0	14.0	1.1	0.0	5.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	4.4	0.0	5.4	15.6	0.0	14.0	1.1	0.0	5.0
Prop In Lane	0.15		0.42	1.00		0.44	0.01		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	58	0	0	196	0	191	1039	0	839	381	0	1219
V/C Ratio(X)	0.45	0.00	0.00	0.57	0.00	0.70	0.56	0.00	0.54	0.18	0.00	0.25
Avail Cap(c_a), veh/h	246	0	0	436	0	424	1039	0	839	417	0	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	31.1	0.0	31.6	11.8	0.0	11.4	8.0	0.0	5.3
Incr Delay (d2), s/veh	5.3	0.0	0.0	2.6	0.0	4.5	2.2	0.0	2.5	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.9	0.0	2.4	6.1	0.0	4.8	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	0.0	33.7	0.0	36.1	14.0	0.0	14.0	8.2	0.0	5.8
LnGrp LOS	D	A	A	C	A	D	B	A	B	A	A	A
Approach Vol, veh/h		26		245			1036				374	
Approach Delay, s/veh		40.2		35.0			14.0				6.2	
Approach LOS		D		C			B				A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.0	45.0		7.0		54.0		12.6				
Change Period (Y+Rc), s	4.5	6.0		4.5		* 6		4.5				
Max Green Setting (Gmax), s	30.0	36.0		10.5		* 48		18.0				
Max Q Clear Time (g_c+1), s	13.5	17.6		3.1		7.0		7.4				
Green Ext Time (p_c), s	0.0	5.3		0.0		1.9		0.7				

Intersection Summary

HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
62: Louisville Street & Highway 12



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↑	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	11	42	534	84	104	349	37	73	166	155	51	137	33
Future Volume (veh/h)	11	42	534	84	104	349	37	73	166	155	51	137	33
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No		No		No		No		No		No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		51	643	101	125	420	0	88	200	0	61	165	40
Peak Hour Factor		0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		472	929	146	377	1192		331	322		333	229	56
Arrive On Green		0.06	0.30	0.30	0.09	0.34	0.00	0.08	0.17	0.00	0.07	0.16	0.16
Sat Flow, veh/h		1781	3078	483	1781	3647	0	1781	1870	1585	1781	1454	353
Grp Volume(v), veh/h		51	371	373	125	420	0	88	200	0	61	0	205
Grp Sat Flow(s),veh/h/ln		1781	1777	1783	1781	1777	0	1781	1870	1585	1781	0	1807
Q Serve(g_s), s		1.0	10.3	10.3	2.5	5.0	0.0	2.2	5.5	0.0	1.5	0.0	6.0
Cycle Q Clear(g_c), s		1.0	10.3	10.3	2.5	5.0	0.0	2.2	5.5	0.0	1.5	0.0	6.0
Prop In Lane		1.00		0.27	1.00		0.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h		472	537	539	377	1192		331	322		333	0	285
V/C Ratio(X)		0.11	0.69	0.69	0.33	0.35		0.27	0.62		0.18	0.00	0.72
Avail Cap(c_a), veh/h		575	1053	1057	549	2361		396	655		423	0	633
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		11.8	17.1	17.2	12.1	13.9	0.0	17.4	21.4	0.0	17.6	0.0	22.3
Incr Delay (d2), s/veh		0.1	1.6	1.6	0.5	0.2	0.0	0.4	2.0	0.0	0.3	0.0	3.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	3.8	3.9	0.9	1.7	0.0	0.8	2.3	0.0	0.6	0.0	2.6
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh		11.9	18.7	18.8	12.7	14.1	0.0	17.8	23.3	0.0	17.9	0.0	25.7
LnGrp LOS		B	B	B	B	B		B	C		B	A	C
Approach Vol, veh/h			795			545	A		288	A		266	
Approach Delay, s/veh			18.3			13.8			21.7			23.9	
Approach LOS			B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	9.6	22.8	9.0	14.3	7.8	24.7	8.2	15.1					
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5					
Max Green Setting (Gmax), s	10.5	33.0	6.5	19.5	6.5	37.0	6.5	19.5					
Max Q Clear Time (g_c+1), s	14.5	12.3	4.2	8.0	3.0	7.0	3.5	7.5					
Green Ext Time (p_c), s	0.1	4.5	0.0	0.8	0.0	2.8	0.0	0.8					

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

69: Louisville Street & Scales St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	59	50	19	44	10	30	148	30	4	150	26
Future Volume (veh/h)	4	59	50	19	44	10	30	148	30	4	150	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	64	54	21	48	11	33	161	33	4	163	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	100	81	104	130	26	205	964	188	64	1164	196
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	25	935	763	301	1217	242	186	1284	250	8	1549	261
Grp Volume(v), veh/h	122	0	0	80	0	0	227	0	0	195	0	0
Grp Sat Flow(s),veh/h/ln	1723	0	0	1760	0	0	1720	0	0	1819	0	0
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.03		0.44	0.26		0.14	0.15		0.15	0.02		0.14
Lane Grp Cap(c), veh/h	243	0	0	260	0	0	1356	0	0	1424	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.31	0.00	0.00	0.17	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	967	0	0	949	0	0	1356	0	0	1424	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.1	0.0	0.0	26.4	0.0	0.0	2.2	0.0	0.0	2.2	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.1	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	0.0	27.1	0.0	0.0	2.5	0.0	0.0	2.4	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		122			80			227			195	
Approach Delay, s/veh		28.8			27.1			2.5			2.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		11.3		52.0		11.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		47.5		33.5		47.5		33.5				
Max Q Clear Time (g_c+I1), s		4.2		6.3		3.9		4.6				
Green Ext Time (p_c), s		1.5		0.7		1.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				10.8								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	6	98	14	36	67	9	4	5	96	12	17	11
Future Vol, veh/h	6	98	14	36	67	9	4	5	96	12	17	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	107	15	39	73	10	4	5	104	13	18	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	122	0	0	300	290	115	339	292	78
Stage 1	-	-	-	-	-	-	129	129	-	156	156	-
Stage 2	-	-	-	-	-	-	171	161	-	183	136	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1514	-	-	1465	-	-	652	620	937	615	619	983
Stage 1	-	-	-	-	-	-	875	789	-	846	769	-
Stage 2	-	-	-	-	-	-	831	765	-	819	784	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1514	-	-	1465	-	-	614	600	937	530	599	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	614	600	-	530	599	-
Stage 1	-	-	-	-	-	-	871	785	-	842	748	-
Stage 2	-	-	-	-	-	-	779	744	-	719	780	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.4			9.6			11		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	614	912	1514	-	-	1465	-	-	643
HCM Lane V/C Ratio	0.007	0.12	0.004	-	-	0.027	-	-	0.068
HCM Control Delay (s)	10.9	9.5	7.4	-	-	7.5	-	-	11
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.4	0	-	-	0.1	-	-	0.2

HCM 6th TWSC
92: Mill St/Planters Row & Russell St

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶		↷			
Traffic Vol, veh/h	0	171	19	32	73	0	11	0	48	0	0	0
Future Vol, veh/h	0	171	19	32	73	0	11	0	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	100	-	-	150	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	186	21	35	79	0	12	0	52	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	79	0	0	207	0	0	346	-	197
Stage 1	-	-	-	-	-	-	197	-	-
Stage 2	-	-	-	-	-	-	149	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	-	3.318
Pot Cap-1 Maneuver	1519	-	-	1364	-	-	651	0	844
Stage 1	-	-	-	-	-	-	836	0	-
Stage 2	-	-	-	-	-	-	879	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1519	-	-	1364	-	-	634	0	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	0	-
Stage 1	-	-	-	-	-	-	836	0	-
Stage 2	-	-	-	-	-	-	856	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0			2.3			9.7		
HCM LOS							A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	634	844	1519	-	-	1364	-	-
HCM Lane V/C Ratio	0.019	0.062	-	-	-	0.026	-	-
HCM Control Delay (s)	10.8	9.5	0	-	-	7.7	-	-
HCM Lane LOS	B	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0.1	-	-

HCM 6th TWSC
96: Russell St & Colonel Muldrow Ave

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	273	121	9	1	2
Future Vol, veh/h	12	273	121	9	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	297	132	10	1	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	460 137
Stage 1	-	-	-	-	137 -
Stage 2	-	-	-	-	323 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1441	-	-	-	559 911
Stage 1	-	-	-	-	890 -
Stage 2	-	-	-	-	734 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1441	-	-	-	554 911
Mov Cap-2 Maneuver	-	-	-	-	554 -
Stage 1	-	-	-	-	882 -
Stage 2	-	-	-	-	734 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	750
HCM Lane V/C Ratio	0.009	-	-	-	0.004
HCM Control Delay (s)	7.5	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	144	0	0	24	11	17
Future Vol, veh/h	144	0	0	24	11	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	0	0	26	12	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	183 157
Stage 1	-	-	-	-	157 -
Stage 2	-	-	-	-	26 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	806 889
Stage 1	-	0	0	-	871 -
Stage 2	-	0	0	-	997 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	806 889
Mov Cap-2 Maneuver	-	-	-	-	806 -
Stage 1	-	-	-	-	871 -
Stage 2	-	-	-	-	997 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

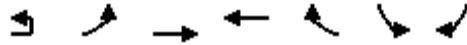
Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	854	-	-
HCM Lane V/C Ratio	0.036	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th Signalized Intersection Summary
100: S Montgomery St & Gillespie St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	112	10	18	53	11	9	271	29	11	154	18
Future Volume (veh/h)	23	112	10	18	53	11	9	271	29	11	154	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	122	11	20	58	12	10	295	32	12	167	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	182	16	199	155	32	67	1088	115	91	1041	120
Arrive On Green	0.03	0.11	0.11	0.02	0.10	0.10	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1781	1691	152	1781	1503	311	16	1640	174	50	1569	181
Grp Volume(v), veh/h	25	0	133	20	0	70	337	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1843	1781	0	1814	1830	0	0	1799	0	0
Q Serve(g_s), s	0.8	0.0	4.6	0.7	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	4.6	0.7	0.0	2.4	5.0	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.17	0.03		0.09	0.06		0.10
Lane Grp Cap(c), veh/h	248	0	198	199	0	187	1271	0	0	1252	0	0
V/C Ratio(X)	0.10	0.00	0.67	0.10	0.00	0.38	0.27	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	402	0	717	361	0	706	1271	0	0	1252	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	28.2	25.5	0.0	27.4	4.5	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.9	0.2	0.0	1.2	0.5	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.3	0.0	1.0	1.5	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	32.1	25.7	0.0	28.7	5.1	0.0	0.0	4.4	0.0	0.0
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		158			90			337				199
Approach Delay, s/veh		31.0			28.0			5.1				4.4
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.0	6.0	11.5		48.0	6.3	11.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		43.5	7.5	25.5		43.5	7.5	25.5				
Max Q Clear Time (g_c+I1), s		7.0	2.7	6.6		4.7	2.8	4.4				
Green Ext Time (p_c), s		2.3	0.0	0.6		1.3	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				12.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
112: Highway 12 & MS 25 SB Ramps



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗	↖	↗	↘	↙
Traffic Volume (veh/h)	1	27	723	167	33	171	89
Future Volume (veh/h)	1	27	723	167	33	171	89
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		29	786	182	0	186	0
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		587	1611	857		346	
Arrive On Green		0.04	0.45	0.24	0.00	0.20	0.00
Sat Flow, veh/h		1781	3647	3741	0	1772	0
Grp Volume(v), veh/h		29	786	182	0	187	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1777	0	1782	0
Q Serve(g_s), s		0.3	4.0	1.0	0.0	2.4	0.0
Cycle Q Clear(g_c), s		0.3	4.0	1.0	0.0	2.4	0.0
Prop In Lane		1.00			0.00	0.99	0.00
Lane Grp Cap(c), veh/h		587	1611	857		348	
V/C Ratio(X)		0.05	0.49	0.21		0.54	
Avail Cap(c_a), veh/h		1044	6036	4371		2609	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		5.6	4.9	7.8	0.0	9.3	0.0
Incr Delay (d2), s/veh		0.0	0.2	0.1	0.0	1.3	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	0.2	0.2	0.0	0.7	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		5.6	5.1	7.9	0.0	10.6	0.0
LnGrp LOS		A	A	A		B	
Approach Vol, veh/h			815	182	A	187	A
Approach Delay, s/veh			5.2	7.9		10.6	
Approach LOS			A	A		B	
Timer - Assigned Phs				4		6	7 8
Phs Duration (G+Y+Rc), s				16.1		9.5	5.4 10.7
Change Period (Y+Rc), s				4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s				43.5		37.5	7.5 31.5
Max Q Clear Time (g_c+I1), s				6.0		4.4	2.3 3.0
Green Ext Time (p_c), s				5.6		0.5	0.0 1.0

Intersection Summary

HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.3					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	137	108	77	344	51	24
Future Vol, veh/h	137	108	77	344	51	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	117	84	374	55	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	266	0	750 208
Stage 1	-	-	-	-	208 -
Stage 2	-	-	-	-	542 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1298	-	379 832
Stage 1	-	-	-	-	827 -
Stage 2	-	-	-	-	583 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1298	-	354 832
Mov Cap-2 Maneuver	-	-	-	-	354 -
Stage 1	-	-	-	-	827 -
Stage 2	-	-	-	-	545 -

Approach	NB	SB	SW
HCM Control Delay, s	0	1.5	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	1298	-	354	832
HCM Lane V/C Ratio	-	-	0.064	-	0.157	0.031
HCM Control Delay (s)	-	-	8	-	17	9.5
HCM Lane LOS	-	-	A	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	-	0.5	0.1

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	27	10	47	36	11	22
Future Vol, veh/h	27	10	47	36	11	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	11	51	39	12	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	90	0	-	0	140 71
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	69 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1505	-	-	-	853 991
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	954 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1505	-	-	-	837 991
Mov Cap-2 Maneuver	-	-	-	-	837 -
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	954 -

Approach	EB	WB	SB
HCM Control Delay, s	5.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	934
HCM Lane V/C Ratio	0.02	-	-	-	0.038
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	100	37	9	54	30	9
Future Vol, veh/h	100	37	9	54	30	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	40	10	59	33	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	7.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	77%	0%	14%
Vol Thru, %	0%	73%	86%
Vol Right, %	23%	27%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	39	137	63
LT Vol	30	0	9
Through Vol	0	100	54
RT Vol	9	37	0
Lane Flow Rate	42	149	68
Geometry Grp	1	1	1
Degree of Util (X)	0.051	0.161	0.079
Departure Headway (Hd)	4.321	3.899	4.15
Convergence, Y/N	Yes	Yes	Yes
Cap	817	916	858
Service Time	2.41	1.94	2.201
HCM Lane V/C Ratio	0.051	0.163	0.079
HCM Control Delay	7.6	7.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.6	0.3

Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↓		↑
Traffic Vol, veh/h	4	0	136	47	0	118
Future Vol, veh/h	4	0	136	47	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	148	51	0	128

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	4	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	0	1618	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1618	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1080	-	1618	-
HCM Lane V/C Ratio	0.119	-	0.091	-
HCM Control Delay (s)	8.8	-	7.4	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.4	-	0.3	-

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	19	31	70	6	12	86
Future Vol, veh/h	19	31	70	6	12	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	34	76	7	13	93

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	83	0	-	0	156 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	76 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1514	-	-	-	835 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	947 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1514	-	-	-	823 980
Mov Cap-2 Maneuver	-	-	-	-	823 -
Stage 1	-	-	-	-	930 -
Stage 2	-	-	-	-	947 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	958
HCM Lane V/C Ratio	0.014	-	-	-	0.111
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↗	
Traffic Vol, veh/h	4	4	0	47	24	0
Future Vol, veh/h	4	4	0	47	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	0	51	26	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	57
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	51
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	-	-	0	-	950
Stage 1	-	-	0	-	1017
Stage 2	-	-	0	-	971
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	950
Mov Cap-2 Maneuver	-	-	-	-	950
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	971

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	950	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-
HCM Control Delay (s)	8.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↑			↗
Traffic Vol, veh/h	24	118	136	0	0	4
Future Vol, veh/h	24	118	136	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	128	148	0	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	148	0	-	0	- 148
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	- 3.318
Pot Cap-1 Maneuver	1434	-	-	0	0 899
Stage 1	-	-	-	0	0 -
Stage 2	-	-	-	0	0 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1434	-	-	-	- 899
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	1.3	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT
Capacity (veh/h)	1434	-	899	-
HCM Lane V/C Ratio	0.018	-	0.005	-
HCM Control Delay (s)	7.6	0	9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	68	14	61	157	43	101
Future Vol, veh/h	68	14	61	157	43	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	190	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	15	66	171	47	110

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	270	66	0	0	237
Stage 1	66	-	-	-	-
Stage 2	204	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	719	998	-	-	1330
Stage 1	957	-	-	-	-
Stage 2	830	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	692	998	-	-	1330
Mov Cap-2 Maneuver	692	-	-	-	-
Stage 1	957	-	-	-	-
Stage 2	798	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	692	998	1330
HCM Lane V/C Ratio	-	-	0.107	0.015	0.035
HCM Control Delay (s)	-	-	10.8	8.7	7.8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	27	621	3	10	229
Future Vol, veh/h	5	27	621	3	10	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	29	675	3	11	249

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	948	677	0	0	678
Stage 1	677	-	-	-	-
Stage 2	271	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	289	453	-	-	914
Stage 1	505	-	-	-	-
Stage 2	775	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	285	453	-	-	914
Mov Cap-2 Maneuver	285	-	-	-	-
Stage 1	505	-	-	-	-
Stage 2	764	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	415	914
HCM Lane V/C Ratio	-	-	0.084	0.012
HCM Control Delay (s)	-	-	14.5	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM 6th Signalized Intersection Summary
344: S Montgomery St/N Montgomery St & University Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	92	29	53	55	23	48	177	35	32	233	20
Future Volume (veh/h)	19	92	29	53	55	23	48	177	35	32	233	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	100	32	58	60	25	52	192	38	35	253	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	166	141	248	215	182	696	828	164	728	907	79
Arrive On Green	0.02	0.09	0.09	0.05	0.11	0.11	0.05	0.55	0.55	0.04	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1516	300	1781	1696	148
Grp Volume(v), veh/h	21	100	32	58	60	25	52	0	230	35	0	275
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1816	1781	0	1844
Q Serve(g_s), s	0.7	3.3	1.2	1.9	1.9	0.9	0.8	0.0	4.2	0.6	0.0	5.3
Cycle Q Clear(g_c), s	0.7	3.3	1.2	1.9	1.9	0.9	0.8	0.0	4.2	0.6	0.0	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.08
Lane Grp Cap(c), veh/h	267	166	141	248	215	182	696	0	991	728	0	986
V/C Ratio(X)	0.08	0.60	0.23	0.23	0.28	0.14	0.07	0.00	0.23	0.05	0.00	0.28
Avail Cap(c_a), veh/h	403	652	553	366	681	578	819	0	991	871	0	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.7	28.3	27.3	24.8	26.1	25.7	6.0	0.0	7.6	6.2	0.0	8.2
Incr Delay (d2), s/veh	0.1	3.5	0.8	0.5	0.7	0.3	0.0	0.0	0.5	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.6	0.5	0.8	0.8	0.3	0.3	0.0	1.5	0.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	31.7	28.1	25.3	26.8	26.0	6.1	0.0	8.2	6.2	0.0	8.9
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		153			143			282			310	
Approach Delay, s/veh		30.2			26.1			7.8			8.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	39.7	7.7	10.2	7.5	39.0	6.1	11.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	34.5	7.5	22.5	7.5	34.5	6.5	23.5				
Max Q Clear Time (g_c+I1), s	2.6	6.2	3.9	5.3	2.8	7.3	2.7	3.9				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.5	0.0	1.7	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	471	37	5	306	6	5
Future Vol, veh/h	471	37	5	306	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	512	40	5	333	7	5

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	552	0	709	276
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1014	-	369	721
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1014	-	367	721
Mov Cap-2 Maneuver	-	-	-	-	456	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	547	-	-	1014	-
HCM Lane V/C Ratio	0.022	-	-	0.005	-
HCM Control Delay (s)	11.7	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	108	57	9	10	26
Future Vol, veh/h	40	108	57	9	10	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	117	62	10	11	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	270 67
Stage 1	-	-	-	-	67 -
Stage 2	-	-	-	-	203 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1528	-	-	-	719 997
Stage 1	-	-	-	-	956 -
Stage 2	-	-	-	-	831 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	699 997
Mov Cap-2 Maneuver	-	-	-	-	699 -
Stage 1	-	-	-	-	929 -
Stage 2	-	-	-	-	831 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	891
HCM Lane V/C Ratio	0.028	-	-	-	0.044
HCM Control Delay (s)	7.4	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection							
Int Delay, s/veh	0						
Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	10	1	3	16	0	0
Future Vol, veh/h	1	10	1	3	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	11	1	3	17	0	0

Major/Minor	Minor2		Major1		
Conflicting Flow All	0	23	0	0	0
Stage 1	0	0	-	-	-
Stage 2	0	23	-	-	-
Critical Hdwy	-	6.42	6.22	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	5.42	-	-	-
Follow-up Hdwy	-	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	0	993	-	-	-
Stage 1	0	-	-	-	-
Stage 2	0	1000	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	0	993	-	-	-
Mov Cap-2 Maneuver	0	993	-	-	-
Stage 1	0	-	-	-	-
Stage 2	0	1000	-	-	-

Approach	EB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	213	97	1	18	7
Future Vol, veh/h	5	213	97	1	18	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	232	105	1	20	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	106	0	-	0	348 106
Stage 1	-	-	-	-	106 -
Stage 2	-	-	-	-	242 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1485	-	-	-	649 948
Stage 1	-	-	-	-	918 -
Stage 2	-	-	-	-	798 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1485	-	-	-	647 948
Mov Cap-2 Maneuver	-	-	-	-	647 -
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	798 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	710
HCM Lane V/C Ratio	0.004	-	-	-	0.038
HCM Control Delay (s)	7.4	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻		
Traffic Vol, veh/h	145	14	4	46	0	0
Future Vol, veh/h	145	14	4	46	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	15	4	50	0	0
Number of Lanes	1	0	0	1	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay	5	5
HCM LOS	A	A

Lane	EBLn1	WBLn1
Vol Left, %	0%	8%
Vol Thru, %	91%	92%
Vol Right, %	9%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	159	50
LT Vol	0	4
Through Vol	145	46
RT Vol	14	0
Lane Flow Rate	173	54
Geometry Grp	0	0
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	3	9	5	1	0	5	3	3	1	19	2
Future Vol, veh/h	0	3	9	5	1	0	5	3	3	1	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	10	5	1	0	5	3	3	1	21	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	40	22	46	40	-	23	0	0	6	0	0
Stage 1	-	24	-	15	15	-	-	-	-	-	-	-
Stage 2	-	16	-	31	25	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	852	1055	955	852	0	1592	-	-	1615	-	-
Stage 1	0	875	-	1005	883	0	-	-	-	-	-	-
Stage 2	0	882	-	986	874	0	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	849	1055	941	849	-	1592	-	-	1615	-	-
Mov Cap-2 Maneuver	-	849	-	941	849	-	-	-	-	-	-	-
Stage 1	-	874	-	1002	880	-	-	-	-	-	-	-
Stage 2	-	879	-	972	873	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		8.9		3.3		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	995	924	1615	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.007	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	8.9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	7	0	0	12	1	0
Future Vol, veh/h	7	0	0	12	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	0	13	1	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	21 8
Stage 1	-	-	-	-	8 -
Stage 2	-	-	-	-	13 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	996 1074
Stage 1	-	0	0	-	1015 -
Stage 2	-	0	0	-	1010 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	996 1074
Mov Cap-2 Maneuver	-	-	-	-	996 -
Stage 1	-	-	-	-	1015 -
Stage 2	-	-	-	-	1010 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	996	-	-
HCM Lane V/C Ratio	0.001	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	132	5	0	33	5	5	0	0	14	0	11
Future Vol, veh/h	6	132	5	0	33	5	5	0	0	14	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	143	5	0	36	5	5	0	0	15	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	148	0	0	205	201	146	199	201	39
Stage 1	-	-	-	-	-	-	160	160	-	39	39	-
Stage 2	-	-	-	-	-	-	45	41	-	160	162	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1568	-	-	1434	-	-	753	695	901	760	695	1033
Stage 1	-	-	-	-	-	-	842	766	-	976	862	-
Stage 2	-	-	-	-	-	-	969	861	-	842	764	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1568	-	-	1434	-	-	742	692	901	757	692	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	692	-	757	692	-
Stage 1	-	-	-	-	-	-	838	762	-	971	862	-
Stage 2	-	-	-	-	-	-	958	861	-	838	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	9.9	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1568	-	-	1434	-	-	858
HCM Lane V/C Ratio	0.007	0.004	-	-	-	-	-	0.032
HCM Control Delay (s)	9.9	7.3	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	35	82	43	2	32	60	34	169	10	59	220	33
Future Vol, veh/h	35	82	43	2	32	60	34	169	10	59	220	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	89	47	2	35	65	37	184	11	64	239	36
Number of Lanes	0	1	1	1	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	11	9.8	11.9	13
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	30%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	94%	70%	0%	0%	100%	0%	0%	87%
Vol Right, %	0%	6%	0%	100%	0%	0%	100%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	179	117	43	2	32	60	59	253
LT Vol	34	0	35	0	2	0	0	59	0
Through Vol	0	169	82	0	0	32	0	0	220
RT Vol	0	10	0	43	0	0	60	0	33
Lane Flow Rate	37	195	127	47	2	35	65	64	275
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.07	0.339	0.24	0.077	0.004	0.066	0.111	0.117	0.457
Departure Headway (Hd)	6.813	6.269	6.807	5.943	7.364	6.855	6.144	6.582	5.987
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	525	572	527	601	485	521	581	544	600
Service Time	4.564	4.02	4.565	3.701	5.128	4.619	3.907	4.329	3.733
HCM Lane V/C Ratio	0.07	0.341	0.241	0.078	0.004	0.067	0.112	0.118	0.458
HCM Control Delay	10.1	12.2	11.7	9.2	10.2	10.1	9.7	10.2	13.7
HCM Lane LOS	B	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.2	1.5	0.9	0.2	0	0.2	0.4	0.4	2.4

Intersection							
Int Delay, s/veh	0.6						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇕		⇑	⇕	⇑	
Traffic Vol, veh/h	1	565	86	0	167	30	3
Future Vol, veh/h	1	565	86	0	167	30	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	Yield	-	None	-	Yield
Storage Length	150	-	-	150	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	614	93	0	182	33	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	182	0	0	614	0	754 354
Stage 1	-	-	-	-	-	663 -
Stage 2	-	-	-	-	-	91 -
Critical Hdwy	6.44	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.52	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	1099	-	-	961	-	345 642
Stage 1	-	-	-	-	-	474 -
Stage 2	-	-	-	-	-	922 -
Platoon blocked, %		-	-		-	
Mov Cap-1 Maneuver	1099	-	-	961	-	345 642
Mov Cap-2 Maneuver	-	-	-	-	-	345 -
Stage 1	-	-	-	-	-	474 -
Stage 2	-	-	-	-	-	922 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	1099	-	-	961	-
HCM Lane V/C Ratio	0.094	0.001	-	-	-	-
HCM Control Delay (s)	15.5	8.3	-	-	0	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-

HCM 6th TWSC
389: Highway 25 & Old Highway 25

Intersection							
Int Delay, s/veh	1						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	42	2	0	236	104	2	146
Future Vol, veh/h	42	2	0	236	104	2	146
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	-	180	-	-	160	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	46	2	0	257	113	2	159

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	398	185	159	0	0	257
Stage 1	314	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	580	826	1136	-	-	1305
Stage 1	714	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	826	1136	-	-	1305
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	1136	-	-	607	1305
HCM Lane V/C Ratio	-	-	-	0.079	0.002
HCM Control Delay (s)	0	-	-	11.4	7.8
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	114	5	0	14	3	20	0	528	21	46	434	22
Future Vol, veh/h	114	5	0	14	3	20	0	528	21	46	434	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	175	-	300	175	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	124	5	0	15	3	22	0	574	23	50	472	24

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	861	1146	236	913	1146	287	472	0	0	574	0	0
Stage 1	572	572	-	574	574	-	-	-	-	-	-	-
Stage 2	289	574	-	339	572	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	249	198	766	228	198	710	1086	-	-	995	-	-
Stage 1	472	502	-	471	501	-	-	-	-	-	-	-
Stage 2	694	501	-	649	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	229	188	766	215	188	710	1086	-	-	995	-	-
Mov Cap-2 Maneuver	229	188	-	215	188	-	-	-	-	-	-	-
Stage 1	472	477	-	471	501	-	-	-	-	-	-	-
Stage 2	668	501	-	609	477	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	40		13.7		0		0.8	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	227	456	995	-	-
HCM Lane V/C Ratio	-	-	-	0.57	0.088	0.05	-	-
HCM Control Delay (s)	0	-	-	40	13.7	8.8	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.2	0.3	0.2	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	62	0	0	19	5	0	0	0	7	0	18
Future Vol, veh/h	10	62	0	0	19	5	0	0	0	7	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	67	0	0	21	5	0	0	0	8	0	20

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	26	0	0	67	0	0	123	115	67	113	113	24
Stage 1	-	-	-	-	-	-	89	89	-	24	24	-
Stage 2	-	-	-	-	-	-	34	26	-	89	89	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1588	-	-	1535	-	-	852	775	997	864	777	1052
Stage 1	-	-	-	-	-	-	918	821	-	994	875	-
Stage 2	-	-	-	-	-	-	982	874	-	918	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1535	-	-	832	770	997	860	772	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	832	770	-	860	772	-
Stage 1	-	-	-	-	-	-	912	815	-	987	875	-
Stage 2	-	-	-	-	-	-	964	874	-	912	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1588	-	-	1535	-	-	990
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.027
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↔	
Traffic Vol, veh/h	0	272	31	76	93	0	0	0	0	106	2	11
Future Vol, veh/h	0	272	31	76	93	0	0	0	0	106	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	296	34	83	101	0	0	0	0	115	2	12

Major/Minor	Major1			Major2			Minor2				
Conflicting Flow All	-	0	0	296	0	0			415	563	51
Stage 1	-	-	-	-	-	-			267	267	-
Stage 2	-	-	-	-	-	-			148	296	-
Critical Hdwy	-	-	-	4.14	-	-			6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.84	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-			3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1262	-	0			566	434	1006
Stage 1	0	-	-	-	-	0			754	687	-
Stage 2	0	-	-	-	-	0			864	667	-
Platoon blocked, %		-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	1262	-	-			529	0	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-			529	0	-
Stage 1	-	-	-	-	-	-			754	0	-
Stage 2	-	-	-	-	-	-			807	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.6	5.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1262	-	10883
HCM Lane V/C Ratio	-	-	0.065	-	0.012
HCM Control Delay (s)	-	-	8.1	-	5.3
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.2	-	0

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑			↔				
Traffic Vol, veh/h	24	348	0	0	134	62	24	0	246	0	0	0
Future Vol, veh/h	24	348	0	0	134	62	24	0	246	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	378	0	0	146	67	26	0	267	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	146	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	1434	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1434	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	901	1434	-	-	-
HCM Lane V/C Ratio	0.326	0.018	-	-	-
HCM Control Delay (s)	10.9	7.6	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	1.4	0.1	-	-	-

HCM 6th Signalized Intersection Summary
409: E Lee Blvd & Highway 182



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇑⇑	⇑	⇑	⇑⇑	⇑	⇑
Traffic Volume (veh/h)	16	362	107	155	471	82	48
Future Volume (veh/h)	16	362	107	155	471	82	48
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		393	0	168	512	89	0
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		642		367	1246	870	
Arrive On Green		0.18	0.00	0.09	0.35	0.49	0.00
Sat Flow, veh/h		3647	1585	1781	3647	1762	0
Grp Volume(v), veh/h		393	0	168	512	90	0
Grp Sat Flow(s),veh/h/ln		1777	1585	1781	1777	1782	0
Q Serve(g_s), s		5.9	0.0	3.4	6.3	1.6	0.0
Cycle Q Clear(g_c), s		5.9	0.0	3.4	6.3	1.6	0.0
Prop In Lane			1.00	1.00		0.99	0.00
Lane Grp Cap(c), veh/h		642		367	1246	880	
V/C Ratio(X)		0.61		0.46	0.41	0.10	
Avail Cap(c_a), veh/h		1815		773	2431	880	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		21.8	0.0	12.5	14.2	7.8	0.0
Incr Delay (d2), s/veh		1.0	0.0	0.9	0.2	0.2	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.4	0.0	1.2	2.3	0.6	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		22.7	0.0	13.4	14.4	8.0	0.0
LnGrp LOS		C		B	B	A	
Approach Vol, veh/h		393	A		680	90	A
Approach Delay, s/veh		22.7			14.2	8.0	
Approach LOS		C			B	A	
Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		33.0	9.8	14.9			24.7
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s		28.5	18.5	29.5			39.5
Max Q Clear Time (g_c+I1), s		3.6	5.4	7.9			8.3
Green Ext Time (p_c), s		0.2	0.4	2.5			3.8
Intersection Summary							
HCM 6th Ctrl Delay			16.6				
HCM 6th LOS			B				

Notes

- User approved volume balancing among the lanes for turning movement.
- User approved ignoring U-Turning movement.
- Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	9	2	0	28	11	179	2	86	43	232	92	27
Future Vol, veh/h	9	2	0	28	11	179	2	86	43	232	92	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	40	-	-	40	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	2	0	30	12	195	2	93	47	252	100	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	843	763	115	741	754	117	129	0	0	140	0	0
Stage 1	619	619	-	121	121	-	-	-	-	-	-	-
Stage 2	224	144	-	620	633	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	284	334	937	332	338	935	1457	-	-	1443	-	-
Stage 1	476	480	-	883	796	-	-	-	-	-	-	-
Stage 2	779	778	-	476	473	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	188	275	937	286	279	935	1457	-	-	1443	-	-
Mov Cap-2 Maneuver	188	275	-	286	279	-	-	-	-	-	-	-
Stage 1	476	396	-	882	795	-	-	-	-	-	-	-
Stage 2	607	777	-	391	390	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.2		11.7		0.1		5.3	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	199	284	935	1443	-	-
HCM Lane V/C Ratio	0.001	-	-	0.06	0.149	0.208	0.175	-	-
HCM Control Delay (s)	7.5	-	-	24.2	19.9	9.9	8	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.8	0.6	-	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	64	71	33	121	106	48	18	111	86	15	139	38
Future Vol, veh/h	64	71	33	121	106	48	18	111	86	15	139	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	77	36	132	115	52	20	121	93	16	151	41
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.4	11.3	11.9	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	38%	100%	0%	100%	0%
Vol Thru, %	0%	56%	42%	0%	69%	0%	79%
Vol Right, %	0%	44%	20%	0%	31%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	197	168	121	154	15	177
LT Vol	18	0	64	121	0	15	0
Through Vol	0	111	71	0	106	0	139
RT Vol	0	86	33	0	48	0	38
Lane Flow Rate	20	214	183	132	167	16	192
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.037	0.358	0.322	0.244	0.277	0.031	0.332
Departure Headway (Hd)	6.846	6.027	6.352	6.684	5.957	6.879	6.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	595	564	537	601	519	577
Service Time	4.604	3.783	4.412	4.438	3.71	4.638	3.976
HCM Lane V/C Ratio	0.038	0.36	0.324	0.246	0.278	0.031	0.333
HCM Control Delay	9.9	12.1	12.4	11.6	11	9.9	12.1
HCM Lane LOS	A	B	B	B	B	A	B
HCM 95th-tile Q	0.1	1.6	1.4	1	1.1	0.1	1.4

Intersection												
Intersection Delay, s/veh15.3												
Intersection LOS C												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕			↖	↗		↕	
Traffic Vol, veh/h	80	21	33	97	54	18	56	188	32	14	227	98
Future Vol, veh/h	80	21	33	97	54	18	56	188	32	14	227	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	23	36	105	59	20	61	204	35	15	247	107
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	11.6	13.8	14	18.6
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	23%	0%	79%	0%	57%	4%
Vol Thru, %	77%	0%	21%	0%	32%	67%
Vol Right, %	0%	100%	0%	100%	11%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	32	101	33	169	339
LT Vol	56	0	80	0	97	14
Through Vol	188	0	21	0	54	227
RT Vol	0	32	0	33	18	98
Lane Flow Rate	265	35	110	36	184	368
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.469	0.054	0.224	0.062	0.353	0.62
Departure Headway (Hd)	6.37	5.541	7.332	6.212	6.926	6.056
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	641	486	571	516	593
Service Time	4.146	3.316	5.126	4.005	5.017	4.128
HCM Lane V/C Ratio	0.472	0.055	0.226	0.063	0.357	0.621
HCM Control Delay	14.7	8.6	12.3	9.4	13.8	18.6
HCM Lane LOS	B	A	B	A	B	C
HCM 95th-tile Q	2.5	0.2	0.9	0.2	1.6	4.2

HCM 6th Signalized Intersection Summary

17: Louisville St & Yellow Jacket Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	35	15	20	71	8	120	12	323	49	64	304	42
Future Volume (veh/h)	35	15	20	71	8	120	12	323	49	64	304	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	18	24	85	10	143	14	385	58	76	362	50
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	26	35	228	13	191	515	668	101	447	890	123
Arrive On Green	0.07	0.07	0.07	0.13	0.13	0.13	0.42	0.42	0.42	0.07	0.55	0.55
Sat Flow, veh/h	869	372	496	1781	105	1496	974	1588	239	1781	1608	222
Grp Volume(v), veh/h	84	0	0	85	0	153	14	0	443	76	0	412
Grp Sat Flow(s),veh/h/ln	1738	0	0	1781	0	1601	974	0	1827	1781	0	1830
Q Serve(g_s), s	3.2	0.0	0.0	3.0	0.0	6.3	0.6	0.0	12.7	1.5	0.0	8.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	3.0	0.0	6.3	0.6	0.0	12.7	1.5	0.0	8.9
Prop In Lane	0.50		0.29	1.00		0.93	1.00		0.13	1.00		0.12
Lane Grp Cap(c), veh/h	122	0	0	228	0	205	515	0	768	447	0	1013
V/C Ratio(X)	0.69	0.00	0.00	0.37	0.00	0.75	0.03	0.00	0.58	0.17	0.00	0.41
Avail Cap(c_a), veh/h	460	0	0	446	0	401	515	0	768	487	0	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	27.3	0.0	28.7	11.6	0.0	15.2	10.0	0.0	8.8
Incr Delay (d2), s/veh	6.8	0.0	0.0	1.0	0.0	5.4	0.1	0.0	3.1	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.3	0.0	2.6	0.1	0.0	5.3	0.5	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	0.0	28.3	0.0	34.1	11.7	0.0	18.3	10.2	0.0	10.0
LnGrp LOS	D	A	A	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		84			238			457			488	
Approach Delay, s/veh		37.9			32.0			18.1			10.0	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.1	34.7		10.3		43.8		14.2				
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s	13.5	27.2		18.1		37.8		17.1				
Max Q Clear Time (g_c+1), s	13.5	14.7		5.2		10.9		8.3				
Green Ext Time (p_c), s	0.0	1.6		0.2		1.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

25: Louisville St & Lynn Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	138	148	39	207	23	155	231	32	45	273	187
Future Volume (veh/h)	102	138	148	39	207	23	155	231	32	45	273	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	172	185	49	259	29	194	289	40	56	341	234
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	196	211	282	389	44	428	608	84	452	635	538
Arrive On Green	0.08	0.24	0.24	0.08	0.24	0.24	0.09	0.38	0.38	0.06	0.34	0.34
Sat Flow, veh/h	1781	824	887	1781	1652	185	1781	1608	223	1781	1870	1585
Grp Volume(v), veh/h	128	0	357	49	0	288	194	0	329	56	341	234
Grp Sat Flow(s),veh/h/ln	1781	0	1711	1781	0	1837	1781	0	1830	1781	1870	1585
Q Serve(g_s), s	3.8	0.0	14.7	1.4	0.0	10.4	5.0	0.0	10.0	1.4	10.8	8.4
Cycle Q Clear(g_c), s	3.8	0.0	14.7	1.4	0.0	10.4	5.0	0.0	10.0	1.4	10.8	8.4
Prop In Lane	1.00		0.52	1.00		0.10	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	351	0	407	282	0	433	428	0	692	452	635	538
V/C Ratio(X)	0.37	0.00	0.88	0.17	0.00	0.67	0.45	0.00	0.48	0.12	0.54	0.44
Avail Cap(c_a), veh/h	639	0	503	575	0	540	447	0	692	499	635	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	26.8	19.0	0.0	25.3	14.0	0.0	17.2	14.2	19.5	18.7
Incr Delay (d2), s/veh	0.6	0.0	13.8	0.3	0.0	2.2	0.8	0.0	2.3	0.1	3.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	7.2	0.6	0.0	4.6	1.9	0.0	4.3	0.5	4.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	40.7	19.3	0.0	27.5	14.8	0.0	19.6	14.3	22.8	21.3
LnGrp LOS	B	A	D	B	A	C	B	A	B	B	C	C
Approach Vol, veh/h		485			337			523			631	
Approach Delay, s/veh		35.1			26.3			17.8			21.5	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	32.1	10.5	21.9	11.4	29.3	10.7	21.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	30.0	26.5	18.0	21.5	7.7	24.8	18.0	21.5				
Max Q Clear Time (g_c+1), s	13.4	12.0	3.4	16.7	7.0	12.8	5.8	12.4				
Green Ext Time (p_c), s	0.0	0.7	0.1	0.7	0.0	0.3	0.3	0.8				

Intersection Summary

HCM 6th Ctrl Delay		24.7										
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
26: Louisville St & Academy Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	96	162	219	50	212	257
Future Volume (veh/h)	96	162	219	50	212	257
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	193	261	60	252	306
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	271	241	1032	237	764	1312
Arrive On Green	0.15	0.15	0.70	0.70	0.00	0.70
Sat Flow, veh/h	1781	1585	1471	338	1781	1870
Grp Volume(v), veh/h	114	193	0	321	252	306
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1809	1781	1870
Q Serve(g_s), s	4.8	9.6	0.0	5.3	0.1	4.8
Cycle Q Clear(g_c), s	4.8	9.6	0.0	5.3	0.1	4.8
Prop In Lane	1.00	1.00		0.19	1.00	
Lane Grp Cap(c), veh/h	271	241	0	1269	764	1312
V/C Ratio(X)	0.42	0.80	0.00	0.25	0.33	0.23
Avail Cap(c_a), veh/h	445	396	0	1269	1143	1312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	33.5	0.0	4.4	6.9	4.4
Incr Delay (d2), s/veh	1.0	6.1	0.0	0.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.0	0.0	1.6	1.7	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.5	39.6	0.0	4.9	7.2	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	307		321		558	
Approach Delay, s/veh	37.0		4.9		5.9	
Approach LOS	D		A		A	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	64.0			64.0	18.0
Change Period (Y+Rc), s	3.5	6.5			6.5	5.5
Max Green Setting (Gmax), s	36.5				57.5	20.5
Max Q Clear Time (g_c+1), s	0.0				0.0	11.6
Green Ext Time (p_c), s	0.0	0.0			0.0	0.8

Intersection Summary

HCM 6th Ctrl Delay		13.7				
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	269	102	1	152	111	1
Future Vol, veh/h	269	102	1	152	111	1
Conflicting Peds, #/hr	0	110	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	336	128	1	190	139	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	574	0	702 510
Stage 1	-	-	-	-	510 -
Stage 2	-	-	-	-	192 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	999	-	404 563
Stage 1	-	-	-	-	603 -
Stage 2	-	-	-	-	841 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	894	-	361 504
Mov Cap-2 Maneuver	-	-	-	-	361 -
Stage 1	-	-	-	-	540 -
Stage 2	-	-	-	-	840 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	361	504	-	-	894	-
HCM Lane V/C Ratio	0.384	0.002	-	-	0.001	-
HCM Control Delay (s)	21.1	12.2	-	-	9	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-

HCM 6th Signalized Intersection Summary

37: S Montgomery St & Lynn Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	190	66	57	350	619	287
Future Volume (veh/h)	190	66	57	350	619	287
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	226	0	68	417	737	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301		310	1147	877	
Arrive On Green	0.17	0.00	0.04	0.61	0.47	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	226	0	68	417	737	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	5.6	0.0	0.8	5.1	15.9	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.8	5.1	15.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	301		310	1147	877	
V/C Ratio(X)	0.75		0.22	0.36	0.84	
Avail Cap(c_a), veh/h	783		439	2433	2027	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.2	0.0	8.7	4.4	10.7	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.4	0.2	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.2	1.0	5.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	0.0	9.1	4.6	13.0	0.0
LnGrp LOS	C		A	A	B	
Approach Vol, veh/h	226	A		485	737	A
Approach Delay, s/veh	21.9			5.2	13.0	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.7	26.5		12.8		33.2
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	5.0	49.8		20.2		59.8
Max Q Clear Time (g_c+I1), s	2.8	17.9		7.6		7.1
Green Ext Time (p_c), s	0.0	3.7		0.7		1.8

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
38: S Montgomery St & Howard Rd/Locksley Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↑	↗	↖	↖	↗
Traffic Volume (veh/h)	2	4	14	399	15	163	2	318	208	118	506	7
Future Volume (veh/h)	2	4	14	399	15	163	2	318	208	118	506	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	16	320	188	181	2	353	231	131	562	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	9	35	456	224	216	47	730	620	429	960	14
Arrive On Green	0.03	0.03	0.03	0.26	0.26	0.26	0.39	0.39	0.39	0.07	0.52	0.52
Sat Flow, veh/h	150	300	1198	1781	876	843	2	1867	1585	1781	1839	26
Grp Volume(v), veh/h	22	0	0	320	0	369	355	0	231	131	0	570
Grp Sat Flow(s),veh/h/ln1647		0	0	1781	0	1719	1868	0	1585	1781	0	1866
Q Serve(g_s), s	1.0	0.0	0.0	12.6	0.0	15.8	0.0	0.0	8.1	3.1	0.0	16.3
Cycle Q Clear(g_c), s	1.0	0.0	0.0	12.6	0.0	15.8	11.1	0.0	8.1	3.1	0.0	16.3
Prop In Lane	0.09		0.73	1.00		0.49	0.01		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	48	0	0	456	0	440	777	0	620	429	0	973
V/C Ratio(X)	0.46	0.00	0.00	0.70	0.00	0.84	0.46	0.00	0.37	0.31	0.00	0.59
Avail Cap(c_a), veh/h	223	0	0	585	0	564	777	0	620	437	0	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh 37.1	0.0	0.0	0.0	26.2	0.0	27.4	17.8	0.0	16.9	12.2	0.0	12.8
Incr Delay (d2), s/veh	6.6	0.0	0.0	2.6	0.0	8.7	1.9	0.0	1.7	0.4	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	5.4	0.0	7.1	4.8	0.0	3.0	1.2	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	0.0	0.0	28.8	0.0	36.1	19.7	0.0	18.6	12.6	0.0	15.4
LnGrp LOS	D	A	A	C	A	D	B	A	B	B	A	B
Approach Vol, veh/h		22		689		586		701				
Approach Delay, s/veh		43.7		32.7		19.3		14.9				
Approach LOS		D		C		B		B				
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	30.1	36.4		6.8		46.5		24.4				
Change Period (Y+Rc), s	4.5	6.0		4.5		* 6		4.5				
Max Green Setting (Gmax), s	30.0	28.5		10.5		* 41		25.5				
Max Q Clear Time (g_c+1/2), s	13.1	13.1		3.0		18.3		17.8				
Green Ext Time (p_c), s	0.0	2.6		0.0		3.7		2.1				

Intersection Summary

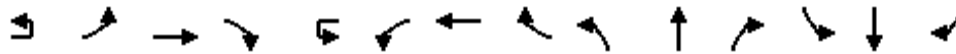
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

62: Louisville Street & Highway 12



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	
Traffic Volume (veh/h)	16	79	682	97	2	204	708	41	151	156	158	84	177	55	
Future Volume (veh/h)	16	79	682	97	2	204	708	41	151	156	158	84	177	55	
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No				No				No				No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h		95	822	117		246	853	0	182	188	0	101	213	66	
Peak Hour Factor		0.83	0.83	0.83		0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2	
Cap, veh/h		328	1002	143		351	1314		321	411		379	252	78	
Arrive On Green		0.07	0.32	0.32		0.12	0.37	0.00	0.11	0.22	0.00	0.07	0.18	0.18	
Sat Flow, veh/h		1781	3123	444		1781	3647	0	1781	1870	1585	1781	1370	424	
Grp Volume(v), veh/h		95	468	471		246	853	0	182	188	0	101	0	279	
Grp Sat Flow(s),veh/h/ln		1781	1777	1790		1781	1777	0	1781	1870	1585	1781	0	1794	
Q Serve(g_s), s		2.6	18.3	18.3		6.6	15.0	0.0	6.1	6.6	0.0	3.4	0.0	11.3	
Cycle Q Clear(g_c), s		2.6	18.3	18.3		6.6	15.0	0.0	6.1	6.6	0.0	3.4	0.0	11.3	
Prop In Lane		1.00		0.25		1.00		0.00	1.00		1.00	1.00		0.24	
Lane Grp Cap(c), veh/h		328	570	575		351	1314		321	411		379	0	331	
V/C Ratio(X)		0.29	0.82	0.82		0.70	0.65		0.57	0.46		0.27	0.00	0.84	
Avail Cap(c_a), veh/h		414	693	698		461	1607		348	509		398	0	416	
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		15.8	23.6	23.6		16.7	19.7	0.0	22.1	25.5	0.0	22.3	0.0	29.7	
Incr Delay (d2), s/veh		0.5	6.5	6.5		3.1	0.7	0.0	1.8	0.8	0.0	0.4	0.0	12.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		1.0	8.1	8.1		2.7	5.8	0.0	2.5	2.9	0.0	1.4	0.0	5.7	
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh		16.3	30.1	30.1		19.9	20.4	0.0	23.9	26.3	0.0	22.7	0.0	41.8	
LnGrp LOS		B	C	C		B	C		C	C		C	A	D	
Approach Vol, veh/h		1034				1099			A	370			A	380	
Approach Delay, s/veh		28.8				20.3				25.1				36.7	
Approach LOS		C				C				C				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8							
Phs Duration (G+Y+Rc), s	13.4	30.2	12.4	19.4	9.7	33.9	9.8	22.1							
Change Period (Y+Rc), s	4.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5							
Max Green Setting (Gmax), s	13.5	29.4	9.1	17.5	8.8	34.1	6.1	20.5							
Max Q Clear Time (g_c+1), s	10.6	20.3	8.1	13.3	4.6	17.0	5.4	8.6							
Green Ext Time (p_c), s	0.3	3.9	0.0	0.6	0.1	5.4	0.0	0.7							

Intersection Summary

HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

69: Louisville Street & Scales St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	62	17	65	95	22	23	209	47	17	224	5
Future Volume (veh/h)	4	62	17	65	95	22	23	209	47	17	224	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	67	18	71	103	24	25	227	51	18	243	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	223	58	151	155	32	118	974	209	103	1214	24
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	28	1406	363	482	976	201	83	1382	297	63	1723	34
Grp Volume(v), veh/h	89	0	0	198	0	0	303	0	0	266	0	0
Grp Sat Flow(s),veh/h/ln1797	0	0	0	1659	0	0	1762	0	0	1820	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	7.4	0.0	0.0	3.9	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.04		0.20	0.36		0.12	0.08		0.17	0.07		0.02
Lane Grp Cap(c), veh/h	342	0	0	337	0	0	1301	0	0	1341	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.59	0.00	0.00	0.23	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	986	0	0	918	0	0	1301	0	0	1341	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh 24.6	0.0	0.0	0.0	26.3	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.6	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.2	0.0	0.0	0.0	3.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	28.0	0.0	0.0	3.9	0.0	0.0	3.7	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		89		198			303			266		
Approach Delay, s/veh		25.0		28.0			3.9			3.7		
Approach LOS		C		C			A			A		
Timer - Assigned Phs		2		4			6			8		
Phs Duration (G+Y+Rc), s		51.0		15.0			51.0			15.0		
Change Period (Y+Rc), s		4.5		4.5			4.5			4.5		
Max Green Setting (Gmax), s		46.5		34.5			46.5			34.5		
Max Q Clear Time (g_c+11), s		5.9		4.9			5.2			9.4		
Green Ext Time (p_c), s		2.1		0.5			1.7			1.1		
Intersection Summary												
HCM 6th Ctrl Delay				11.6								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷			↕	
Traffic Vol, veh/h	9	148	30	136	174	10	24	23	115	11	34	18
Future Vol, veh/h	9	148	30	136	174	10	24	23	115	11	34	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	161	33	148	189	11	26	25	125	12	37	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	194	0	0	717	694	178	764	705	195
Stage 1	-	-	-	-	-	-	198	198	-	491	491	-
Stage 2	-	-	-	-	-	-	519	496	-	273	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1372	-	-	1379	-	-	345	366	865	321	361	846
Stage 1	-	-	-	-	-	-	804	737	-	559	548	-
Stage 2	-	-	-	-	-	-	540	545	-	733	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	1379	-	-	281	325	865	236	320	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	281	325	-	236	320	-
Stage 1	-	-	-	-	-	-	798	732	-	555	489	-
Stage 2	-	-	-	-	-	-	435	487	-	601	720	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			3.4			12.9			17.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	677	1372	-	-	1379	-	-	362
HCM Lane V/C Ratio	0.093	0.222	0.007	-	-	0.107	-	-	0.189
HCM Control Delay (s)	19.1	11.8	7.6	-	-	7.9	-	-	17.3
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.8	0	-	-	0.4	-	-	0.7

HCM 6th TWSC

92: Mill St/Planters Row & Russell St

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖		↗			
Traffic Vol, veh/h	1	210	30	36	294	1	36	0	60	0	0	0
Future Vol, veh/h	1	210	30	36	294	1	36	0	60	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	100	-	-	150	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	228	33	39	320	1	39	0	65	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	321	0	0	261	0	0	646	-	245
Stage 1	-	-	-	-	-	-	247	-	-
Stage 2	-	-	-	-	-	-	399	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	-	3.318
Pot Cap-1 Maneuver	1239	-	-	1303	-	-	436	0	794
Stage 1	-	-	-	-	-	-	794	0	-
Stage 2	-	-	-	-	-	-	678	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1239	-	-	1303	-	-	422	0	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	0	-
Stage 1	-	-	-	-	-	-	793	0	-
Stage 2	-	-	-	-	-	-	658	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0			0.9			11.6		
HCM LOS							B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	422	794	1239	-	-	1303	-	-
HCM Lane V/C Ratio	0.093	0.082	0.001	-	-	0.03	-	-
HCM Control Delay (s)	14.4	9.9	7.9	-	-	7.8	-	-
HCM Lane LOS	B	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.3	0.3	0	-	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	356	302	35	5	4
Future Vol, veh/h	12	356	302	35	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	387	328	38	5	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	366	0	-	0	760 347
Stage 1	-	-	-	-	347 -
Stage 2	-	-	-	-	413 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1193	-	-	-	374 696
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	668 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1193	-	-	-	370 696
Mov Cap-2 Maneuver	-	-	-	-	370 -
Stage 1	-	-	-	-	708 -
Stage 2	-	-	-	-	668 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	467
HCM Lane V/C Ratio	0.011	-	-	-	0.021
HCM Control Delay (s)	8.1	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	188	0	0	266	35	15
Future Vol, veh/h	188	0	0	266	35	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	0	0	289	38	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	493 204
Stage 1	-	-	-	-	204 -
Stage 2	-	-	-	-	289 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	535 837
Stage 1	-	0	0	-	830 -
Stage 2	-	0	0	-	760 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	535 837
Mov Cap-2 Maneuver	-	-	-	-	535 -
Stage 1	-	-	-	-	830 -
Stage 2	-	-	-	-	760 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	600	-	-
HCM Lane V/C Ratio	0.091	-	-
HCM Control Delay (s)	11.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

HCM 6th Signalized Intersection Summary

100: S Montgomery St & Gillespie St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	109	27	55	148	9	19	235	54	8	316	38
Future Volume (veh/h)	16	109	27	55	148	9	19	235	54	8	316	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	118	29	60	161	10	21	255	59	9	343	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	168	41	238	253	16	89	899	199	61	1040	122
Arrive On Green	0.02	0.12	0.12	0.05	0.15	0.15	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1781	1450	356	1781	1743	108	53	1404	311	12	1624	191
Grp Volume(v), veh/h	17	0	147	60	0	171	335	0	0	393	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1806	1781	0	1851	1768	0	0	1827	0	0
Q Serve(g_s), s	0.6	0.0	5.4	2.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	5.4	2.0	0.0	6.0	5.7	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.06	0.06		0.18	0.02		0.10
Lane Grp Cap(c), veh/h	210	0	210	238	0	269	1187	0	0	1223	0	0
V/C Ratio(X)	0.08	0.00	0.70	0.25	0.00	0.64	0.28	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	367	0	611	368	0	652	1187	0	0	1223	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.3	0.0	29.6	25.3	0.0	28.0	5.5	0.0	0.0	5.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.2	0.5	0.0	2.5	0.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.5	0.9	0.0	2.7	1.9	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	33.8	25.8	0.0	30.4	6.1	0.0	0.0	6.4	0.0	0.0
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		164			231			335				393
Approach Delay, s/veh		33.0			29.2			6.1				6.4
Approach LOS		C			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.0	7.9	12.6		49.0	5.9	14.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		44.5	8.5	23.5		44.5	7.5	24.5				
Max Q Clear Time (g_c+I1), s		7.7	4.0	7.4		8.8	2.6	8.0				
Green Ext Time (p_c), s		2.3	0.0	0.6		2.7	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
112: Highway 12 & MS 25 SB Ramps



Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↖ ↗	↕		↕		↖ ↗	
Traffic Volume (veh/h)	3	20	418	1	591	101	154	252
Future Volume (veh/h)	3	20	418	1	591	101	154	252
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00				1.00	1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach			No		No		No	
Adj Sat Flow, veh/h/ln		1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h		22	454		642	0	167	0
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	2	2	2
Cap, veh/h		454	1878		1243		300	
Arrive On Green		0.03	0.53		0.35	0.00	0.17	0.00
Sat Flow, veh/h		1781	3647		3741	0	1771	0
Grp Volume(v), veh/h		22	454		642	0	168	0
Grp Sat Flow(s),veh/h/ln		1781	1777		1777	0	1782	0
Q Serve(g_s), s		0.2	2.1		4.3	0.0	2.6	0.0
Cycle Q Clear(g_c), s		0.2	2.1		4.3	0.0	2.6	0.0
Prop In Lane		1.00				0.00	0.99	0.00
Lane Grp Cap(c), veh/h		454	1878		1243		302	
V/C Ratio(X)		0.05	0.24		0.52		0.56	
Avail Cap(c_a), veh/h		732	5065		3873		2301	
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		5.3	3.8		7.7	0.0	11.4	0.0
Incr Delay (d2), s/veh		0.0	0.1		0.3	0.0	1.6	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	0.1		0.8	0.0	0.9	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		5.4	3.9		8.0	0.0	12.9	0.0
LnGrp LOS		A	A		A		B	
Approach Vol, veh/h			476		642	A	168	A
Approach Delay, s/veh			3.9		8.0		12.9	
Approach LOS			A		A		B	
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				20.3		9.6	5.3	14.9
Change Period (Y+Rc), s				4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s				42.5		38.5	5.5	32.5
Max Q Clear Time (g_c+I1), s				4.1		4.6	2.2	6.3
Green Ext Time (p_c), s				2.9		0.5	0.0	4.2
Intersection Summary								
HCM 6th Ctrl Delay			7.2					
HCM 6th LOS			A					

Notes

- User approved volume balancing among the lanes for turning movement.
- User approved ignoring U-Turning movement.
- Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	9					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	341	128	104	242	167	148
Future Vol, veh/h	341	128	104	242	167	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	371	139	113	263	182	161

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	510	0	930
Stage 1	-	-	-	-	441
Stage 2	-	-	-	-	489
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1055	-	297
Stage 1	-	-	-	-	648
Stage 2	-	-	-	-	616
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1055	-	265
Mov Cap-2 Maneuver	-	-	-	-	265
Stage 1	-	-	-	-	648
Stage 2	-	-	-	-	550

Approach	NB	SB	SW
HCM Control Delay, s	0	2.7	29.2
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	1055	-	265	616
HCM Lane V/C Ratio	-	-	0.107	-	0.685	0.261
HCM Control Delay (s)	-	-	8.8	-	43.7	12.9
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	0.4	-	4.5	1

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	28	52	24	14	22	31
Future Vol, veh/h	28	52	24	14	22	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	57	26	15	24	34

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	41	0	-	0	151 34
Stage 1	-	-	-	-	34 -
Stage 2	-	-	-	-	117 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1568	-	-	-	841 1039
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	908 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1568	-	-	-	824 1039
Mov Cap-2 Maneuver	-	-	-	-	824 -
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	908 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1568	-	-	-	937
HCM Lane V/C Ratio	0.019	-	-	-	0.061
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↶			↷	↶	↷
Traffic Vol, veh/h	1	96	86	23	208	142	23
Future Vol, veh/h	1	96	86	23	208	142	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	104	93	25	226	154	25
Number of Lanes	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.9	9.9	9.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	86%	0%	10%
Vol Thru, %	0%	53%	90%
Vol Right, %	14%	47%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	165	183	231
LT Vol	142	0	23
Through Vol	0	97	208
RT Vol	23	86	0
Lane Flow Rate	179	199	251
Geometry Grp	1	1	1
Degree of Util (X)	0.25	0.244	0.323
Departure Headway (Hd)	5.028	4.407	4.638
Convergence, Y/N	Yes	Yes	Yes
Cap	712	814	773
Service Time	3.077	2.445	2.677
HCM Lane V/C Ratio	0.251	0.244	0.325
HCM Control Delay	9.8	8.9	9.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	1	1.4

Intersection						
Int Delay, s/veh	8.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	45	0	302	8	0	293
Future Vol, veh/h	45	0	302	8	0	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	328	9	0	318

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 49	0 - 49
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	- 6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	- 3.318
Pot Cap-1 Maneuver	-	0 1558	- 0 1020
Stage 1	-	0	- 0
Stage 2	-	0	- 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	- 1558	- - 1020
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1020	- 1558	-	-
HCM Lane V/C Ratio	0.312	- 0.211	-	-
HCM Control Delay (s)	10.1	- 7.9	0	
HCM Lane LOS	B	- A	A	
HCM 95th %tile Q(veh)	1.3	- 0.8	-	

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	136	81	73	18	17	147
Future Vol, veh/h	136	81	73	18	17	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	88	79	20	18	160

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	99	0	-	0	473 89
Stage 1	-	-	-	-	89 -
Stage 2	-	-	-	-	384 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1494	-	-	-	550 969
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	688 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1494	-	-	-	493 969
Mov Cap-2 Maneuver	-	-	-	-	493 -
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	688 -

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	881
HCM Lane V/C Ratio	0.099	-	-	-	0.202
HCM Control Delay (s)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	45	30	0	8	3	0
Future Vol, veh/h	45	30	0	8	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	33	0	9	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	75
Stage 1	-	-	-	-	66
Stage 2	-	-	-	-	9
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	-	-	0	-	928
Stage 1	-	-	0	-	957
Stage 2	-	-	0	-	1014
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	928
Mov Cap-2 Maneuver	-	-	-	-	928
Stage 1	-	-	-	-	957
Stage 2	-	-	-	-	1014

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	928	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	8.9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕			↕
Traffic Vol, veh/h	3	293	302	0	0	30
Future Vol, veh/h	3	293	302	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	318	328	0	0	33

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	328	0	-	0	-	328
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1232	-	-	0	0	713
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1232	-	-	-	-	713
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT
Capacity (veh/h)	1232	-	713	-
HCM Lane V/C Ratio	0.003	-	0.046	-
HCM Control Delay (s)	7.9	0	10.3	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	129	23	112	76	12	103
Future Vol, veh/h	129	23	112	76	12	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	190	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	25	122	83	13	112

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	260	122	0	0	205
Stage 1	122	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	729	929	-	-	1366
Stage 1	903	-	-	-	-
Stage 2	889	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	722	929	-	-	1366
Mov Cap-2 Maneuver	722	-	-	-	-
Stage 1	903	-	-	-	-
Stage 2	880	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	722	929	1366	-
HCM Lane V/C Ratio	-	-	0.194	0.027	0.01	-
HCM Control Delay (s)	-	-	11.2	9	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0	-

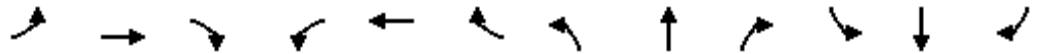
Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	18	323	8	15	566
Future Vol, veh/h	4	18	323	8	15	566
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	20	351	9	16	615

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1003	356	0	0	360
Stage 1	356	-	-	-	-
Stage 2	647	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	268	688	-	-	1199
Stage 1	709	-	-	-	-
Stage 2	521	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	263	688	-	-	1199
Mov Cap-2 Maneuver	263	-	-	-	-
Stage 1	709	-	-	-	-
Stage 2	511	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1199
HCM Lane V/C Ratio	-	-	0.045	0.014
HCM Control Delay (s)	-	-	12.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary
 344: S Montgomery St/N Montgomery St & University Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	131	50	127	163	65	46	216	67	52	206	338
Future Volume (veh/h)	29	131	50	127	163	65	46	216	67	52	206	338
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	142	54	138	177	71	50	235	73	57	224	367
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	199	169	278	294	249	407	735	228	645	344	564
Arrive On Green	0.03	0.11	0.11	0.08	0.16	0.16	0.04	0.54	0.54	0.05	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1369	425	1781	638	1045
Grp Volume(v), veh/h	32	142	54	138	177	71	50	0	308	57	0	591
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1794	1781	0	1682
Q Serve(g_s), s	1.2	5.8	2.5	5.2	6.9	3.1	1.0	0.0	7.6	1.1	0.0	19.6
Cycle Q Clear(g_c), s	1.2	5.8	2.5	5.2	6.9	3.1	1.0	0.0	7.6	1.1	0.0	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.62
Lane Grp Cap(c), veh/h	226	199	169	278	294	249	407	0	963	645	0	909
V/C Ratio(X)	0.14	0.71	0.32	0.50	0.60	0.29	0.12	0.00	0.32	0.09	0.00	0.65
Avail Cap(c_a), veh/h	285	430	364	278	463	392	447	0	963	679	0	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	34.0	32.5	27.2	30.9	29.3	9.7	0.0	10.2	7.5	0.0	12.8
Incr Delay (d2), s/veh	0.3	4.7	1.1	1.4	2.0	0.6	0.1	0.0	0.9	0.1	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.8	1.0	2.3	3.2	1.2	0.3	0.0	2.9	0.4	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	38.7	33.6	28.5	32.9	29.9	9.8	0.0	11.1	7.5	0.0	16.4
LnGrp LOS	C	D	C	C	C	C	A	A	B	A	A	B
Approach Vol, veh/h		228			386			358			648	
Approach Delay, s/veh		36.3			30.8			10.9			15.7	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	46.8	11.0	12.9	7.8	47.0	7.0	16.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	42.3	6.5	18.1	5.1	42.3	5.1	19.5				
Max Q Clear Time (g_c+I1), s	3.1	9.6	7.2	7.8	3.0	21.6	3.2	8.9				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.6	0.0	4.3	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				21.1								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	397	20	21	545	30	16
Future Vol, veh/h	397	20	21	545	30	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	432	22	23	592	33	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	454	0	785 227
Stage 1	-	-	-	-	443 -
Stage 2	-	-	-	-	342 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	1103	-	330 776
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	691 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1103	-	323 776
Mov Cap-2 Maneuver	-	-	-	-	440 -
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	676 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1103	-
HCM Lane V/C Ratio	0.097	-	-	0.021	-
HCM Control Delay (s)	12.7	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	213	244	30	28	64
Future Vol, veh/h	46	213	244	30	28	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	232	265	33	30	70

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	298	0	-	0	614 282
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	332 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1263	-	-	-	455 757
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	727 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1263	-	-	-	437 757
Mov Cap-2 Maneuver	-	-	-	-	437 -
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	727 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1263	-	-	-	619
HCM Lane V/C Ratio	0.04	-	-	-	0.162
HCM Control Delay (s)	8	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T			
Traffic Vol, veh/h	15	9	2	48	0	0
Future Vol, veh/h	15	9	2	48	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	10	2	52	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	56	0	0
Stage 1	0	-	-
Stage 2	56	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	952	-	-
Stage 1	-	-	-
Stage 2	967	-	-
Platoon blocked, %	-		
Mov Cap-1 Maneuver	952	-	-
Mov Cap-2 Maneuver	952	-	-
Stage 1	-	-	-
Stage 2	967	-	-

Approach	EB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	256	289	15	33	46
Future Vol, veh/h	15	256	289	15	33	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	278	314	16	36	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	330	0	-	0	632 322
Stage 1	-	-	-	-	322 -
Stage 2	-	-	-	-	310 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1229	-	-	-	444 719
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	744 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1229	-	-	-	438 719
Mov Cap-2 Maneuver	-	-	-	-	438 -
Stage 1	-	-	-	-	725 -
Stage 2	-	-	-	-	744 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1229	-	-	-	567
HCM Lane V/C Ratio	0.013	-	-	-	0.151
HCM Control Delay (s)	8	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷		
Traffic Vol, veh/h	210	38	23	277	0	0
Future Vol, veh/h	210	38	23	277	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	41	25	301	0	0
Number of Lanes	1	0	0	1	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay	5	5
HCM LOS	A	A

Lane	EBLn1	WBLn1
Vol Left, %	0%	8%
Vol Thru, %	85%	92%
Vol Right, %	15%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	248	300
LT Vol	0	23
Through Vol	210	277
RT Vol	38	0
Lane Flow Rate	270	326
Geometry Grp	0	0
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖			↕			↕	
Traffic Vol, veh/h	0	4	11	4	3	0	15	1	9	5	60	10
Future Vol, veh/h	0	4	11	4	3	0	15	1	9	5	60	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	12	4	3	0	16	1	10	5	65	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	124	71	127	124	-	76	0	0	11	0	0
Stage 1	-	81	-	38	38	-	-	-	-	-	-	-
Stage 2	-	43	-	89	86	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	766	991	846	766	0	1523	-	-	1608	-	-
Stage 1	0	828	-	977	863	0	-	-	-	-	-	-
Stage 2	0	859	-	918	824	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	755	991	823	755	-	1523	-	-	1608	-	-
Mov Cap-2 Maneuver	-	755	-	823	755	-	-	-	-	-	-	-
Stage 1	-	826	-	966	854	-	-	-	-	-	-	-
Stage 2	-	850	-	899	822	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		9.6		4.4		0.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	915	792	1608	-	-
HCM Lane V/C Ratio	0.011	-	-	0.018	0.01	0.003	-	-
HCM Control Delay (s)	7.4	0	-	9	9.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	18	0	0	23	0	1
Future Vol, veh/h	18	0	0	23	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	25	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	45 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	25 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	965 1058
Stage 1	-	0	0	-	1003 -
Stage 2	-	0	0	-	998 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	965 1058
Mov Cap-2 Maneuver	-	-	-	-	965 -
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	998 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1058	-	-
HCM Lane V/C Ratio	0.001	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	152	11	2	253	49	7	1	1	36	2	42
Future Vol, veh/h	42	152	11	2	253	49	7	1	1	36	2	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	165	12	2	275	53	8	1	1	39	2	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	177	0	0	593	595	171	570	575	302
Stage 1	-	-	-	-	-	-	263	263	-	306	306	-
Stage 2	-	-	-	-	-	-	330	332	-	264	269	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1232	-	-	1399	-	-	417	417	873	432	429	738
Stage 1	-	-	-	-	-	-	742	691	-	704	662	-
Stage 2	-	-	-	-	-	-	683	644	-	741	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1232	-	-	1399	-	-	377	399	873	416	411	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	399	-	416	411	-
Stage 1	-	-	-	-	-	-	712	663	-	675	661	-
Stage 2	-	-	-	-	-	-	637	643	-	709	659	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			14.1			13		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	405	1232	-	-	1399	-	-	539
HCM Lane V/C Ratio	0.024	0.037	-	-	0.002	-	-	0.161
HCM Control Delay (s)	14.1	8	0	-	7.6	0	-	13
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕	↕	↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	48	79	43	42	106	116	32	183	16	58	258	53
Future Vol, veh/h	48	79	43	42	106	116	32	183	16	58	258	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	86	47	46	115	126	35	199	17	63	280	58
Number of Lanes	0	1	1	1	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	13.4	12.2	15.4	20.4
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	38%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	92%	62%	0%	0%	100%	0%	0%	83%
Vol Right, %	0%	8%	0%	100%	0%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	199	127	43	42	106	116	58	311
LT Vol	32	0	48	0	42	0	0	58	0
Through Vol	0	183	79	0	0	106	0	0	258
RT Vol	0	16	0	43	0	0	116	0	53
Lane Flow Rate	35	216	138	47	46	115	126	63	338
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.077	0.446	0.308	0.092	0.103	0.243	0.24	0.133	0.655
Departure Headway (Hd)	7.985	7.419	8.029	7.115	8.093	7.582	6.865	7.599	6.971
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	485	447	502	442	474	522	472	517
Service Time	5.742	5.175	5.79	4.875	5.85	5.338	4.621	5.348	4.719
HCM Lane V/C Ratio	0.078	0.445	0.309	0.094	0.104	0.243	0.241	0.133	0.654
HCM Control Delay	11.4	16.1	14.4	10.6	11.8	12.8	11.8	11.5	22.1
HCM Lane LOS	B	C	B	B	B	B	B	B	C
HCM 95th-tile Q	0.2	2.3	1.3	0.3	0.3	0.9	0.9	0.5	4.7

Intersection							
Int Delay, s/veh	1.6						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	⬇	↑↑		⬇	↑↑	⬇	
Traffic Vol, veh/h	0	198	34	3	513	92	2
Future Vol, veh/h	0	198	34	3	513	92	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	Yield	-	None	-	Yield
Storage Length	150	-	-	150	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	215	37	3	558	100	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	558	0	0	215
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	6.44	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.52	-	-	2.22
Pot Cap-1 Maneuver	636	-	-	1352
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	636	-	-	1352
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	496	636	-	-	1352	-
HCM Lane V/C Ratio	0.206	-	-	-	0.002	-
HCM Control Delay (s)	14.1	0	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-

HCM 6th TWSC
389: Highway 25 & Old Highway 25

Intersection							
Int Delay, s/veh	1.7						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	81	3	0	179	62	2	267
Future Vol, veh/h	81	3	0	179	62	2	267
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	-	180	-	-	160	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	88	3	0	195	67	2	290

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	378	131	290	0	0	195
Stage 1	229	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	597	894	940	-	-	1375
Stage 1	787	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	596	894	940	-	-	1375
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	940	-	-	618	1375
HCM Lane V/C Ratio	-	-	-	0.148	0.002
HCM Control Delay (s)	0	-	-	11.8	7.6
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0

Intersection													
Int Delay, s/veh	2.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑	↕		↕	↑↑	↕
Traffic Vol, veh/h	38	8	0	20	14	34	24	506	16	1	48	552	90
Future Vol, veh/h	38	8	0	20	14	34	24	506	16	1	48	552	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	-	175	-	300	-	175	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	9	0	22	15	37	26	550	17	1	52	600	98

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	1041	1308	300	1013	1308	275	600	0	0	550	550	0	0
Stage 1	706	706	-	602	602	-	-	-	-	-	-	-	-
Stage 2	335	602	-	411	706	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	184	158	696	193	158	722	973	-	-	643	1016	-	-
Stage 1	393	437	-	453	487	-	-	-	-	-	-	-	-
Stage 2	653	487	-	589	437	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	151	146	696	173	146	722	973	-	-	1003	1003	-	-
Mov Cap-2 Maneuver	151	146	-	173	146	-	-	-	-	-	-	-	-
Stage 1	382	414	-	441	474	-	-	-	-	-	-	-	-
Stage 2	584	474	-	546	414	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	40.6		19.5		0.4		0.6	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	973	-	-	150	322	1003	-	-
HCM Lane V/C Ratio	0.027	-	-	0.333	0.23	0.053	-	-
HCM Control Delay (s)	8.8	-	-	40.6	19.5	8.8	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.9	0.2	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	50	1	0	46	5	0	0	0	5	0	17
Future Vol, veh/h	22	50	1	0	46	5	0	0	0	5	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	54	1	0	50	5	0	0	0	5	0	18

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	55	0	0	55	0	0	165	158	55	156	156	53
Stage 1	-	-	-	-	-	-	103	103	-	53	53	-
Stage 2	-	-	-	-	-	-	62	55	-	103	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1550	-	-	1550	-	-	800	734	1012	810	736	1014
Stage 1	-	-	-	-	-	-	903	810	-	960	851	-
Stage 2	-	-	-	-	-	-	949	849	-	903	810	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1550	-	-	1550	-	-	776	722	1012	800	724	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	776	722	-	800	724	-
Stage 1	-	-	-	-	-	-	889	797	-	945	851	-
Stage 2	-	-	-	-	-	-	932	849	-	889	797	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	0	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1550	-	-	1550	-	-	956
HCM Lane V/C Ratio	-	0.015	-	-	-	-	-	0.025
HCM Control Delay (s)	0	7.4	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑↓	
Traffic Vol, veh/h	0	117	33	214	295	0	0	0	0	89	2	25
Future Vol, veh/h	0	117	33	214	295	0	0	0	0	89	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	127	36	233	321	0	0	0	0	97	2	27

Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	127	0	0				851	914	161
Stage 1	-	-	-	-	-	-				787	787	-
Stage 2	-	-	-	-	-	-				64	127	-
Critical Hdwy	-	-	-	4.14	-	-				6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-				5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.84	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-				3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1457	-	0				299	272	855
Stage 1	0	-	-	-	-	0				409	401	-
Stage 2	0	-	-	-	-	0				951	790	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	1457	-	-				251	0	855
Mov Cap-2 Maneuver	-	-	-	-	-	-				251	0	-
Stage 1	-	-	-	-	-	-				409	0	-
Stage 2	-	-	-	-	-	-				799	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.3	5.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1457	-	3967
HCM Lane V/C Ratio	-	-	0.16	-	0.032
HCM Control Delay (s)	-	-	7.9	-	5.9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.6	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑			↔				
Traffic Vol, veh/h	12	192	0	0	453	127	56	1	114	0	0	0
Future Vol, veh/h	12	192	0	0	453	127	56	1	114	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	209	0	0	492	138	61	1	124	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	492	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	1068	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1068	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1394	1068	-	-	-
HCM Lane V/C Ratio	0.133	0.012	-	-	-
HCM Control Delay (s)	8	8.4	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0	-	-	-

HCM 6th Signalized Intersection Summary

409: E Lee Blvd & Highway 182



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑	↗		↖	↑↑	↘	
Traffic Volume (veh/h)	1	571	123	1	64	462	134	108
Future Volume (veh/h)	1	571	123	1	64	462	134	108
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h		621	0		70	502	146	0
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	2	2	2
Cap, veh/h		892			270	1321	877	
Arrive On Green		0.25	0.00		0.05	0.37	0.50	0.00
Sat Flow, veh/h		3647	1585		1781	3647	1770	0
Grp Volume(v), veh/h		621	0		70	502	147	0
Grp Sat Flow(s),veh/h/ln		1777	1585		1781	1777	1782	0
Q Serve(g_s), s		10.7	0.0		1.6	7.0	3.1	0.0
Cycle Q Clear(g_c), s		10.7	0.0		1.6	7.0	3.1	0.0
Prop In Lane			1.00		1.00		0.99	0.00
Lane Grp Cap(c), veh/h		892			270	1321	883	
V/C Ratio(X)		0.70			0.26	0.38	0.17	
Avail Cap(c_a), veh/h		1760			424	1865	883	
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	0.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		23.0	0.0		14.7	15.5	9.4	0.0
Incr Delay (d2), s/veh		1.0	0.0		0.5	0.2	0.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.3	0.0		0.6	2.6	1.2	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		24.0	0.0		15.2	15.7	9.8	0.0
LnGrp LOS		C			B	B	A	
Approach Vol, veh/h		621	A			572	147	A
Approach Delay, s/veh		24.0				15.7	9.8	
Approach LOS		C				B	A	
Timer - Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		38.0	8.2	21.5				29.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		33.5	9.5	33.5				35.5
Max Q Clear Time (g_c+I1), s		5.1	3.6	12.7				9.0
Green Ext Time (p_c), s		0.4	0.1	4.2				3.6

Intersection Summary

HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

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

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	24	21	8	33	5	268	0	163	52	270	122	9
Future Vol, veh/h	24	21	8	33	5	268	0	163	52	270	122	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	40	-	-	40	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	23	9	36	5	291	0	177	57	293	133	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1078	958	138	946	935	206	143	0	0	234	0	0
Stage 1	724	724	-	206	206	-	-	-	-	-	-	-
Stage 2	354	234	-	740	729	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	196	257	910	241	265	835	1440	-	-	1333	-	-
Stage 1	417	430	-	796	731	-	-	-	-	-	-	-
Stage 2	663	711	-	409	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	104	200	910	182	207	835	1440	-	-	1333	-	-
Mov Cap-2 Maneuver	104	200	-	182	207	-	-	-	-	-	-	-
Stage 1	417	335	-	796	731	-	-	-	-	-	-	-
Stage 2	428	711	-	295	334	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	41.7		13.9		0		5.7	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	154	185	835	1333	-	-
HCM Lane V/C Ratio	-	-	-	0.374	0.223	0.349	0.22	-	-
HCM Control Delay (s)	0	-	-	41.7	30	11.6	8.5	-	-
HCM Lane LOS	A	-	-	E	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.8	1.6	0.8	-	-

WEBSTER

CLAY

XX,XXX - 2019 Traffic Volume

XX,XXX - 2045 Traffic Volume

— - Roadway Network

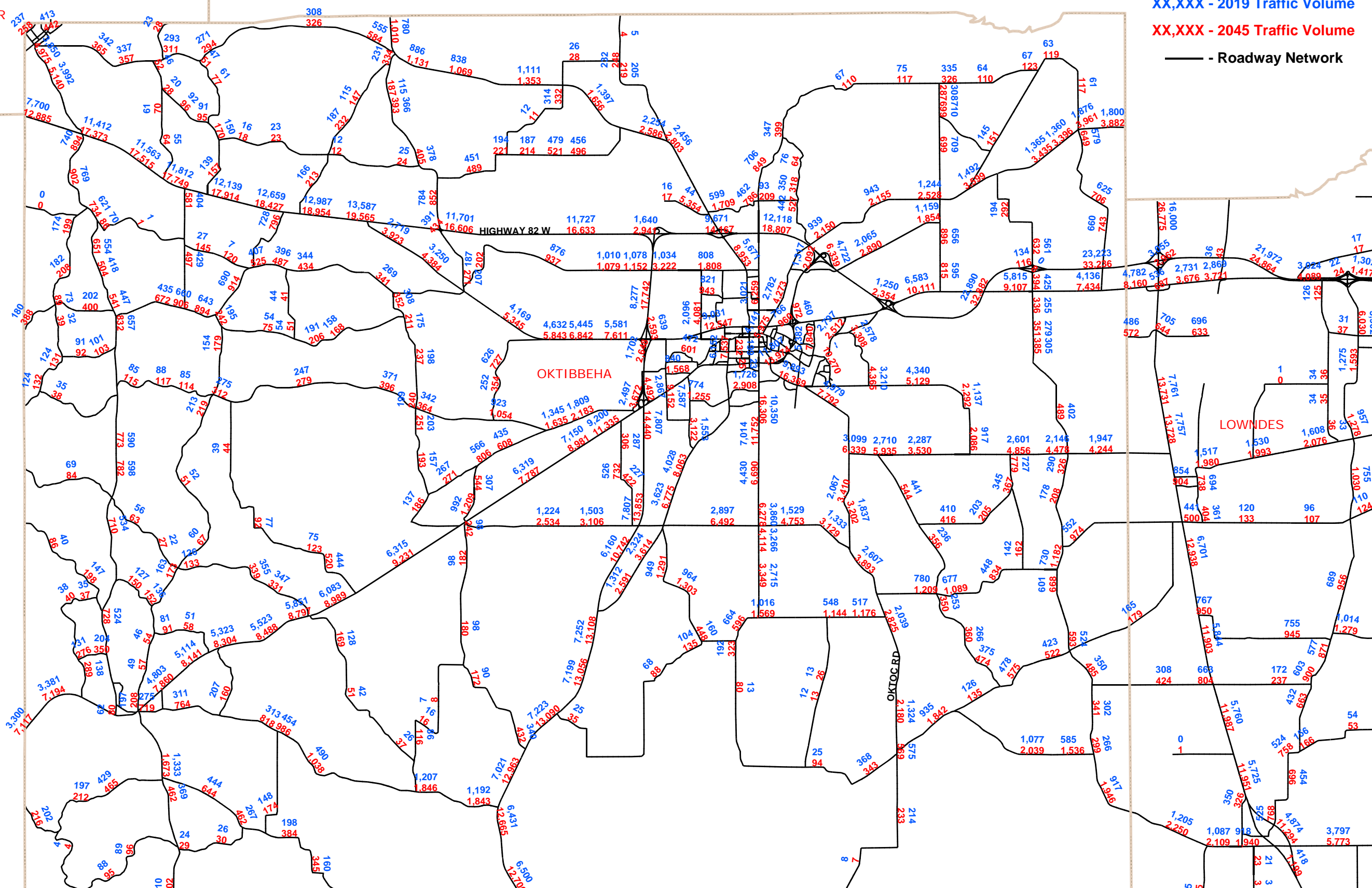
CHOCTAW

OKTIBBEHA

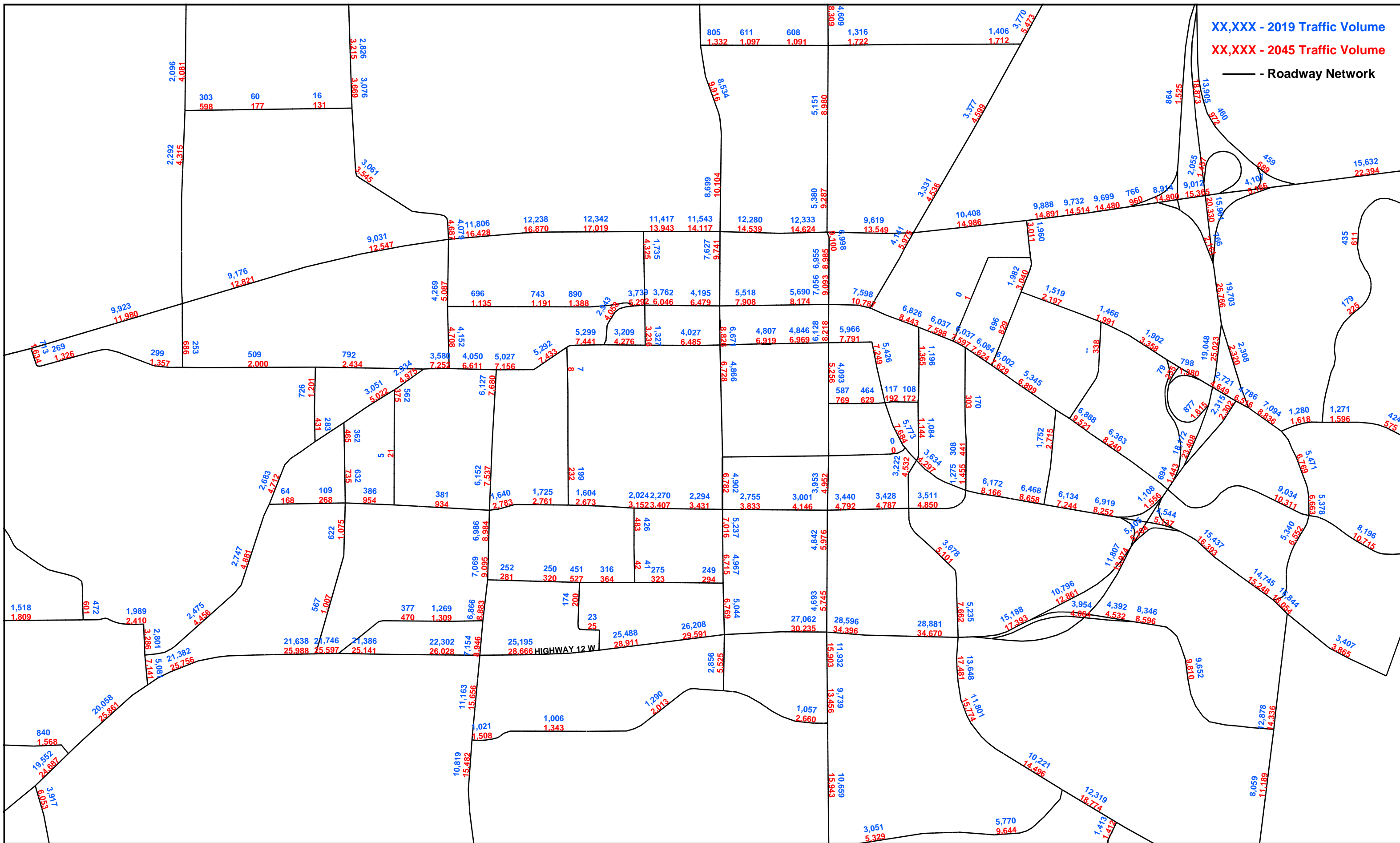
LOWNDES

WINSTON

NOXUBEE



2019 and 2045 Daily Traffic Volumes - Oktibbeha County



2019 and 2045 Daily Traffic Volumes - Downtown Starkville

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	55	83	14	32	24	6	3	114	81	40	64	45
Future Vol, veh/h	55	83	14	32	24	6	3	114	81	40	64	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	90	15	35	26	7	3	124	88	43	70	49
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	10.6	9	10	9
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	36%	100%	0%	100%	0%
Vol Thru, %	0%	58%	55%	0%	80%	0%	59%
Vol Right, %	0%	42%	9%	0%	20%	0%	41%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	195	152	32	30	40	109
LT Vol	3	0	55	32	0	40	0
Through Vol	0	114	83	0	24	0	64
RT Vol	0	81	14	0	6	0	45
Lane Flow Rate	3	212	165	35	33	43	118
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.005	0.298	0.256	0.06	0.05	0.071	0.168
Departure Headway (Hd)	5.865	5.069	5.581	6.181	5.535	5.912	5.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	706	639	576	642	603	697
Service Time	3.626	2.828	3.65	3.961	3.315	3.677	2.881
HCM Lane V/C Ratio	0.005	0.3	0.258	0.061	0.051	0.071	0.169
HCM Control Delay	8.7	10	10.6	9.4	8.6	9.1	8.9
HCM Lane LOS	A	A	B	A	A	A	A
HCM 95th-tile Q	0	1.2	1	0.2	0.2	0.2	0.6

HCM 6th AWSC
 9: Hardy Rd & President's Cir/Morrill Rd

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕	↗		↕	
Traffic Vol, veh/h	28	58	12	13	6	4	32	177	149	19	96	60
Future Vol, veh/h	28	58	12	13	6	4	32	177	149	19	96	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	63	13	14	7	4	35	192	162	21	104	65
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.8	9.4	9.5	10.1
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	15%	0%	33%	0%	57%	11%
Vol Thru, %	85%	0%	67%	0%	26%	55%
Vol Right, %	0%	100%	0%	100%	17%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	149	86	12	23	175
LT Vol	32	0	28	0	13	19
Through Vol	177	0	58	0	6	96
RT Vol	0	149	0	12	4	60
Lane Flow Rate	227	162	93	13	25	190
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.327	0.198	0.157	0.019	0.042	0.272
Departure Headway (Hd)	5.175	4.394	6.058	5.186	6.036	5.144
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	693	815	589	685	589	696
Service Time	2.917	2.136	3.827	2.955	4.116	3.193
HCM Lane V/C Ratio	0.328	0.199	0.158	0.019	0.042	0.273
HCM Control Delay	10.4	8.2	10	8.1	9.4	10.1
HCM Lane LOS	B	A	A	A	A	B
HCM 95th-tile Q	1.4	0.7	0.6	0.1	0.1	1.1

HCM 6th Signalized Intersection Summary
 17: Louisville St & Yellow Jacket Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	8	6	8	44	4	99	8	394	101	159	271	17
Future Volume (veh/h)	8	6	8	44	4	99	8	394	101	159	271	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	7	10	52	5	118	10	469	120	189	323	20
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	16	23	191	7	164	560	620	159	402	1032	64
Arrive On Green	0.04	0.04	0.04	0.11	0.11	0.11	0.43	0.43	0.43	0.09	0.59	0.59
Sat Flow, veh/h	638	447	638	1781	65	1530	1038	1437	368	1781	1743	108
Grp Volume(v), veh/h	27	0	0	52	0	123	10	0	589	189	0	343
Grp Sat Flow(s),veh/h/ln	1724	0	0	1781	0	1595	1038	0	1804	1781	0	1851
Q Serve(g_s), s	1.0	0.0	0.0	1.7	0.0	4.8	0.4	0.0	17.7	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.7	0.0	4.8	0.4	0.0	17.7	3.4	0.0	6.0
Prop In Lane	0.37		0.37	1.00		0.96	1.00		0.20	1.00		0.06
Lane Grp Cap(c), veh/h	62	0	0	191	0	171	560	0	779	402	0	1096
V/C Ratio(X)	0.44	0.00	0.00	0.27	0.00	0.72	0.02	0.00	0.76	0.47	0.00	0.31
Avail Cap(c_a), veh/h	483	0	0	472	0	423	560	0	779	419	0	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	0.0	26.3	0.0	27.7	10.5	0.0	15.4	11.1	0.0	6.5
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.8	0.0	5.6	0.1	0.0	6.7	0.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.7	0.0	2.0	0.1	0.0	7.6	1.1	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	0.0	27.1	0.0	33.3	10.5	0.0	22.1	11.9	0.0	7.3
LnGrp LOS	D	A	A	C	A	C	B	A	C	B	A	A
Approach Vol, veh/h		27			175			599			532	
Approach Delay, s/veh		35.2			31.5			21.9			8.9	
Approach LOS		D			C			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.3	33.7		7.8		44.0		12.4				
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s	15.4	27.1		18.0		38.0		17.0				
Max Q Clear Time (g_c+1/4), s	15.4	19.7		3.0		8.0		6.8				
Green Ext Time (p_c), s	0.1	1.7		0.0		1.4		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		18.3
HCM 6th LOS		B

HCM 6th Signalized Intersection Summary
 25: Louisville St & Lynn Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	232	160	26	130	23	127	318	55	56	142	113
Future Volume (veh/h)	113	232	160	26	130	23	127	318	55	56	142	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	290	200	32	162	29	159	398	69	70	178	141
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	500	311	215	262	458	82	483	499	86	284	556	471
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.09	0.32	0.32	0.06	0.30	0.30
Sat Flow, veh/h	1781	1031	711	1781	1544	276	1781	1553	269	1781	1870	1585
Grp Volume(v), veh/h	141	0	490	32	0	191	159	0	467	70	178	141
Grp Sat Flow(s),veh/h/ln	1781	0	1742	1781	0	1821	1781	0	1822	1781	1870	1585
Q Serve(g_s), s	4.0	0.0	20.7	0.9	0.0	6.3	4.6	0.0	17.8	2.0	5.6	5.2
Cycle Q Clear(g_c), s	4.0	0.0	20.7	0.9	0.0	6.3	4.6	0.0	17.8	2.0	5.6	5.2
Prop In Lane	1.00		0.41	1.00		0.15	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	500	0	526	262	0	540	483	0	585	284	556	471
V/C Ratio(X)	0.28	0.00	0.93	0.12	0.00	0.35	0.33	0.00	0.80	0.25	0.32	0.30
Avail Cap(c_a), veh/h	775	0	539	543	0	561	545	0	585	319	556	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	25.7	17.9	0.0	21.0	16.2	0.0	23.5	18.1	20.7	20.6
Incr Delay (d2), s/veh	0.3	0.0	22.8	0.2	0.0	0.4	0.4	0.0	10.9	0.4	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	11.4	0.3	0.0	2.6	1.8	0.0	8.8	0.8	2.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	48.6	18.1	0.0	21.4	16.6	0.0	34.4	18.6	22.3	22.2
LnGrp LOS	B	A	D	B	A	C	B	A	C	B	C	C
Approach Vol, veh/h		631			223			626			389	
Approach Delay, s/veh		41.4			20.9			29.9			21.6	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	28.9	10.5	27.4	11.0	27.1	10.9	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.0	24.4	18.0	23.5	9.1	21.4	18.1	23.4				
Max Q Clear Time (g_c+14), s	14.0	19.8	2.9	22.7	6.6	7.6	6.0	8.3				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.2	0.1	0.1	0.4	0.6				

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

HCM 6th Signalized Intersection Summary
 26: Louisville St & Academy Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	76	241	262	106	115	174
Future Volume (veh/h)	76	241	262	106	115	174
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	287	312	126	137	207
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	374	332	820	331	594	1211
Arrive On Green	0.21	0.21	0.65	0.65	0.00	0.65
Sat Flow, veh/h	1781	1585	1267	512	1781	1870
Grp Volume(v), veh/h	90	287	0	438	137	207
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1778	1781	1870
Q Serve(g_s), s	3.5	14.7	0.0	9.7	0.1	3.7
Cycle Q Clear(g_c), s	3.5	14.7	0.0	9.7	0.1	3.7
Prop In Lane	1.00	1.00		0.29	1.00	
Lane Grp Cap(c), veh/h	374	332	0	1152	594	1211
V/C Ratio(X)	0.24	0.86	0.00	0.38	0.23	0.17
Avail Cap(c_a), veh/h	497	443	0	1152	772	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	32.1	0.0	6.9	10.5	5.9
Incr Delay (d2), s/veh	0.3	12.7	0.0	1.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.6	0.0	3.3	1.2	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	44.8	0.0	7.9	10.6	6.2
LnGrp LOS	C	D	A	A	B	A
Approach Vol, veh/h	377		438			344
Approach Delay, s/veh	40.8		7.9			8.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	61.0			61.0	23.1
Change Period (Y+Rc), s	3.5	6.5			6.5	5.5
Max Green Setting (Gmax), s	3.5	42.5			54.5	23.5
Max Q Clear Time (g_c+1), s	0.0	0.0			0.0	16.7
Green Ext Time (p_c), s	0.0	0.0			0.0	0.9

Intersection Summary						
HCM 6th Ctrl Delay			18.6			
HCM 6th LOS			B			

HCM 6th TWSC
34: 21 Apartments & Oktoc Rd

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	35	1	349	118	1
Future Vol, veh/h	117	35	1	349	118	1
Conflicting Peds, #/hr	0	110	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	44	1	436	148	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	300	0	716 278
Stage 1	-	-	-	-	278 -
Stage 2	-	-	-	-	438 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1261	-	397 761
Stage 1	-	-	-	-	769 -
Stage 2	-	-	-	-	651 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1129	-	355 681
Mov Cap-2 Maneuver	-	-	-	-	355 -
Stage 1	-	-	-	-	688 -
Stage 2	-	-	-	-	650 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	681	-	-	1129	-
HCM Lane V/C Ratio	0.415	0.002	-	-	0.001	-
HCM Control Delay (s)	22.2	10.3	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2	0	-	-	0	-

HCM 6th Signalized Intersection Summary
 37: S Montgomery St & Lynn Lane



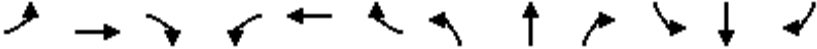
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	315	24	67	890	310	248
Future Volume (veh/h)	315	24	67	890	310	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	375	0	80	1060	369	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432		561	1152	948	
Arrive On Green	0.24	0.00	0.04	0.62	0.51	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	375	0	80	1060	369	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	14.3	0.0	1.4	35.5	8.6	0.0
Cycle Q Clear(g_c), s	14.3	0.0	1.4	35.5	8.6	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	432		561	1152	948	
V/C Ratio(X)	0.87		0.14	0.92	0.39	
Avail Cap(c_a), veh/h	580		568	1508	1296	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.7	0.0	7.6	12.0	10.7	0.0
Incr Delay (d2), s/veh	10.3	0.0	0.1	7.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.5	13.4	3.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.0	0.0	7.7	19.9	11.0	0.0
LnGrp LOS	D		A	B	B	
Approach Vol, veh/h	375	A		1140	369	A
Approach Delay, s/veh	36.0			19.1	11.0	
Approach LOS	D			B	B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.7	40.8		22.2		48.5
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	3.0	49.0		23.0		57.0
Max Q Clear Time (g_c+I1), s	3.4	10.6		16.3		37.5
Green Ext Time (p_c), s	0.0	1.5		0.9		6.0

Intersection Summary						
HCM 6th Ctrl Delay			20.9			
HCM 6th LOS			C			

Notes

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

HCM 6th Signalized Intersection Summary
 38: S Montgomery St & Howard Rd/Locksley Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↕			↑	↗	↖	↖	↘
Traffic Volume (veh/h)	5	13	13	189	4	68	4	666	526	80	351	1
Future Volume (veh/h)	5	13	13	189	4	68	4	666	526	80	351	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	14	14	145	95	76	4	740	584	89	390	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	29	29	236	128	102	48	941	799	287	1175	3
Arrive On Green	0.04	0.04	0.04	0.13	0.13	0.13	0.50	0.50	0.50	0.07	0.63	0.63
Sat Flow, veh/h	305	711	711	1781	962	770	2	1867	1585	1781	1865	5
Grp Volume(v), veh/h	34	0	0	145	0	171	744	0	584	89	0	391
Grp Sat Flow(s),veh/h/ln1727	0	0	0	1781	0	1732	1869	0	1585	1781	0	1869
Q Serve(g_s), s	1.5	0.0	0.0	5.9	0.0	7.2	0.0	0.0	22.0	1.6	0.0	7.5
Cycle Q Clear(g_c), s	1.5	0.0	0.0	5.9	0.0	7.2	25.0	0.0	22.0	1.6	0.0	7.5
Prop In Lane	0.18		0.41	1.00		0.44	0.01		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	70	0	0	236	0	230	990	0	799	287	0	1178
V/C Ratio(X)	0.49	0.00	0.00	0.61	0.00	0.74	0.75	0.00	0.73	0.31	0.00	0.33
Avail Cap(c_a), veh/h	238	0	0	421	0	409	990	0	799	308	0	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh 35.8	0.0	0.0	0.0	31.2	0.0	31.8	15.6	0.0	14.8	12.6	0.0	6.6
Incr Delay (d2), s/veh	5.2	0.0	0.0	2.6	0.0	4.7	5.3	0.0	5.8	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.7	0.0	0.0	0.0	2.6	0.0	3.2	10.6	0.0	8.1	0.6	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	0.0	33.8	0.0	36.5	20.8	0.0	20.7	13.2	0.0	7.4
LnGrp LOS	D	A	A	C	A	D	C	A	C	B	A	A
Approach Vol, veh/h		34			316			1328			480	
Approach Delay, s/veh		41.0			35.3			20.7			8.4	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s9.6	44.4			7.6		54.0		14.6				
Change Period (Y+Rc), s 4.5	6.0			4.5		* 6		4.5				
Max Green Setting (Gmax), s 6	36.0			10.5		* 48		18.0				
Max Q Clear Time (g_c+1), s 13.6	27.0			3.5		9.5		9.2				
Green Ext Time (p_c), s	0.0	4.9		0.0		2.5		0.9				

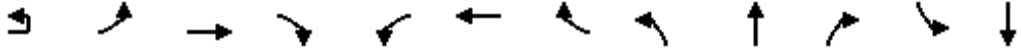
Intersection Summary

HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
62: Louisville Street & Highway 12



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕		↖	↕		↖	↕	↗	↖	↕
Traffic Volume (veh/h)	14	54	685	108	133	448	47	94	213	199	65	176
Future Volume (veh/h)	14	54	685	108	133	448	47	94	213	199	65	176
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		65	825	130	160	540	0	113	257	0	78	212
Peak Hour Factor		0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		449	1213	191	329	1524		263	374		263	259
Arrive On Green		0.05	0.39	0.39	0.08	0.43	0.00	0.08	0.20	0.00	0.05	0.18
Sat Flow, veh/h		1781	3075	485	1781	3647	0	1781	1870	1585	1781	1457
Grp Volume(v), veh/h		65	477	478	160	540	0	113	257	0	78	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1783	1781	1777	0	1781	1870	1585	1781	0
Q Serve(g_s), s		1.8	18.9	18.9	4.4	8.7	0.0	4.3	10.8	0.0	3.0	0.0
Cycle Q Clear(g_c), s		1.8	18.9	18.9	4.4	8.7	0.0	4.3	10.8	0.0	3.0	0.0
Prop In Lane		1.00		0.27	1.00		0.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		449	701	703	329	1524		263	374		263	0
V/C Ratio(X)		0.14	0.68	0.68	0.49	0.35		0.43	0.69		0.30	0.00
Avail Cap(c_a), veh/h		474	701	703	335	1524		274	572		281	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	0.00	0.66	0.66	0.00	0.99	0.00
Uniform Delay (d), s/veh		14.0	21.3	21.3	15.8	16.4	0.0	26.1	31.5	0.0	26.7	0.0
Incr Delay (d2), s/veh		0.2	5.3	5.2	1.3	0.6	0.0	0.9	1.8	0.0	0.7	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.7	8.1	8.1	1.7	3.3	0.0	1.8	4.9	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		14.2	26.6	26.5	17.1	17.0	0.0	27.0	33.3	0.0	27.4	0.0
LnGrp LOS		B	C	C	B	B		C	C		C	A
Approach Vol, veh/h			1020			700	A		370	A		341
Approach Delay, s/veh			25.8			17.0			31.4			37.0
Approach LOS			C			B			C			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	40.0	12.0	20.6	9.4	42.9	10.1	22.5				
Change Period (Y+Rc), s	5.5	6.5	5.5	5.5	5.5	6.5	5.5	5.5				
Max Green Setting (Gmax), s	7.1	23.4	7.0	24.5	5.1	25.4	5.5	26.0				
Max Q Clear Time (g_c+I1), s	6.4	20.9	6.3	13.9	3.8	10.7	5.0	12.8				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2	0.0	3.4	0.0	1.3				

Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
62: Louisville Street & Highway 12

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	42
Future Volume (veh/h)	42
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	51
Peak Hour Factor	0.83
Percent Heavy Veh, %	2
Cap, veh/h	62
Arrive On Green	0.18
Sat Flow, veh/h	350
Grp Volume(v), veh/h	263
Grp Sat Flow(s),veh/h/ln	1807
Q Serve(g_s), s	11.9
Cycle Q Clear(g_c), s	11.9
Prop In Lane	0.19
Lane Grp Cap(c), veh/h	321
V/C Ratio(X)	0.82
Avail Cap(c_a), veh/h	521
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.99
Uniform Delay (d), s/veh	33.6
Incr Delay (d2), s/veh	6.2
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	5.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	39.8
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary
69: Louisville Street & Scales St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	76	64	24	56	13	38	190	38	5	192	33
Future Volume (veh/h)	5	76	64	24	56	13	38	190	38	5	192	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	83	70	26	61	14	41	207	41	5	209	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	122	99	106	160	32	194	945	178	61	1136	192
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	22	938	764	290	1229	244	180	1288	243	8	1548	262
Grp Volume(v), veh/h	158	0	0	101	0	0	289	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	1724	0	0	1763	0	0	1710	0	0	1818	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0	2.8	0.0	0.0
Prop In Lane	0.03		0.44	0.26		0.14	0.14		0.14	0.02		0.14
Lane Grp Cap(c), veh/h	280	0	0	298	0	0	1317	0	0	1390	0	0
V/C Ratio(X)	0.56	0.00	0.00	0.34	0.00	0.00	0.22	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	899	0	0	882	0	0	1317	0	0	1390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.5	0.0	0.0	26.5	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	1.5	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	0.0	0.0	27.1	0.0	0.0	3.2	0.0	0.0	3.0	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		158			101			289			250	
Approach Delay, s/veh		29.3			27.1			3.2			3.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		13.1		53.0		13.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		48.5		32.5		48.5		32.5				
Max Q Clear Time (g_c+1), s		5.3		7.8		4.8		5.4				
Green Ext Time (p_c), s		2.0		0.9		1.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

HCM 6th TWSC

79: Gillespie St/Jarnigan St & Russell St

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	8	126	18	46	86	12	5	6	123	15	22	14
Future Vol, veh/h	8	126	18	46	86	12	5	6	123	15	22	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	137	20	50	93	13	5	7	134	16	24	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	157	0	0	384	371	147	436	375	100
Stage 1	-	-	-	-	-	-	165	165	-	200	200	-
Stage 2	-	-	-	-	-	-	219	206	-	236	175	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1423	-	-	574	559	900	531	556	956
Stage 1	-	-	-	-	-	-	837	762	-	802	736	-
Stage 2	-	-	-	-	-	-	783	731	-	767	754	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1485	-	-	1423	-	-	529	536	900	434	533	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	536	-	434	533	-
Stage 1	-	-	-	-	-	-	832	757	-	797	710	-
Stage 2	-	-	-	-	-	-	718	705	-	644	749	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2.4			10			12.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	529	872	1485	-	-	1423	-	-	564
HCM Lane V/C Ratio	0.01	0.161	0.006	-	-	0.035	-	-	0.098
HCM Control Delay (s)	11.9	9.9	7.4	-	-	7.6	-	-	12.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.6	0	-	-	0.1	-	-	0.3

HCM 6th TWSC

92: Mill St/Planters Row & Russell St

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖		↗			
Traffic Vol, veh/h	0	219	24	41	94	0	14	0	62	0	0	0
Future Vol, veh/h	0	219	24	41	94	0	14	0	62	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	100	-	-	150	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	238	26	45	102	0	15	0	67	0	0	0

Major/Minor	Major1		Major2		Minor1				
Conflicting Flow All	102	0	0	264	0	0	443	-	251
Stage 1	-	-	-	-	-	-	251	-	-
Stage 2	-	-	-	-	-	-	192	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	-	3.318
Pot Cap-1 Maneuver	1490	-	-	1300	-	-	572	0	788
Stage 1	-	-	-	-	-	-	791	0	-
Stage 2	-	-	-	-	-	-	841	0	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1490	-	-	1300	-	-	552	0	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	552	0	-
Stage 1	-	-	-	-	-	-	791	0	-
Stage 2	-	-	-	-	-	-	812	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	552	788	1490	-	-	1300	-	-
HCM Lane V/C Ratio	0.028	0.086	-	-	-	0.034	-	-
HCM Control Delay (s)	11.7	10	0	-	-	7.9	-	-
HCM Lane LOS	B	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0.1	-	-

HCM 6th TWSC
96: Russell St & Colonel Muldrow Ave

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	350	155	12	1	3
Future Vol, veh/h	15	350	155	12	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	380	168	13	1	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	181	0	-	0	587 175
Stage 1	-	-	-	-	175 -
Stage 2	-	-	-	-	412 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1394	-	-	-	472 868
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	669 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1394	-	-	-	467 868
Mov Cap-2 Maneuver	-	-	-	-	467 -
Stage 1	-	-	-	-	846 -
Stage 2	-	-	-	-	669 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1394	-	-	-	715
HCM Lane V/C Ratio	0.012	-	-	-	0.006
HCM Control Delay (s)	7.6	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
97: Colonel Muldrow Ave & University Dr

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	185	0	0	31	14	22
Future Vol, veh/h	185	0	0	31	14	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	0	0	34	15	24
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	235	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	753	840
Stage 1	-	0	0	-	833	-
Stage 2	-	0	0	-	988	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	753	840
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	988	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	9.7			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	804	-	-			
HCM Lane V/C Ratio	0.049	-	-			
HCM Control Delay (s)	9.7	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-			

HCM 6th Signalized Intersection Summary
100: S Montgomery St & Gillespie St

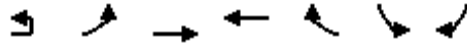
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05/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	144	13	23	68	14	12	348	37	14	197	23
Future Volume (veh/h)	29	144	13	23	68	14	12	348	37	14	197	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	157	14	25	74	15	13	378	40	15	214	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	216	19	197	184	37	65	1073	111	86	1026	116
Arrive On Green	0.03	0.13	0.13	0.03	0.12	0.12	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1781	1692	151	1781	1509	306	19	1639	170	50	1567	176
Grp Volume(v), veh/h	32	0	171	25	0	89	431	0	0	254	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1843	1781	0	1815	1828	0	0	1792	0	0
Q Serve(g_s), s	1.1	0.0	6.3	0.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	6.3	0.9	0.0	3.2	7.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.17	0.03		0.09	0.06		0.10
Lane Grp Cap(c), veh/h	260	0	235	197	0	221	1249	0	0	1228	0	0
V/C Ratio(X)	0.12	0.00	0.73	0.13	0.00	0.40	0.35	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	365	0	610	311	0	601	1249	0	0	1228	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	29.8	26.3	0.0	28.8	5.5	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.3	0.0	1.2	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.0	0.4	0.0	1.4	2.5	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	0.0	34.1	26.6	0.0	30.0	6.3	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		203			114			431			254	
Approach Delay, s/veh		32.8			29.2			6.3			5.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		51.0	6.4	13.6		51.0	6.8	13.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		46.5	6.5	23.5		46.5	6.5	23.5				
Max Q Clear Time (g_c+I1), s		9.5	2.9	8.3		5.9	3.1	5.2				
Green Ext Time (p_c), s		3.1	0.0	0.7		1.7	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
112: Highway 12 & MS 25 SB Ramps



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↕	↕		↗	
Traffic Volume (veh/h)	1	35	927	214	42	219	114
Future Volume (veh/h)	1	35	927	214	42	219	114
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		38	1008	233	0	238	0
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		619	1799	1132		370	
Arrive On Green		0.04	0.51	0.32	0.00	0.21	0.00
Sat Flow, veh/h		1781	3647	3741	0	1774	0
Grp Volume(v), veh/h		38	1008	233	0	239	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1777	0	1782	0
Q Serve(g_s), s		0.4	6.2	1.5	0.0	3.9	0.0
Cycle Q Clear(g_c), s		0.4	6.2	1.5	0.0	3.9	0.0
Prop In Lane		1.00			0.00	1.00	0.00
Lane Grp Cap(c), veh/h		619	1799	1132		371	
V/C Ratio(X)		0.06	0.56	0.21		0.64	
Avail Cap(c_a), veh/h		850	4902	3775		2119	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		5.5	5.4	7.8	0.0	11.4	0.0
Incr Delay (d2), s/veh		0.0	0.3	0.1	0.0	1.9	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.1	0.6	0.3	0.0	1.3	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		5.5	5.6	7.9	0.0	13.3	0.0
LnGrp LOS		A	A	A		B	
Approach Vol, veh/h			1046	233	A	239	A
Approach Delay, s/veh			5.6	7.9		13.3	
Approach LOS			A	A		B	
Timer - Assigned Phs				4		6	7 8
Phs Duration (G+Y+Rc), s				20.5		11.1	5.9 14.5
Change Period (Y+Rc), s				4.5		4.5	4.5 4.5
Max Green Setting (Gmax), s				43.5		37.5	5.5 33.5
Max Q Clear Time (g_c+1), s				8.2		5.9	2.4 3.5
Green Ext Time (p_c), s				7.8		0.7	0.0 1.3
Intersection Summary							
HCM 6th Ctrl Delay			7.2				
HCM 6th LOS			A				
Notes							
User approved volume balancing among the lanes for turning movement.							
User approved ignoring U-Turning movement.							
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.							

Intersection						
Int Delay, s/veh	2.8					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	176	139	99	441	65	31
Future Vol, veh/h	176	139	99	441	65	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	151	108	479	71	34

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	342	0	962 267
Stage 1	-	-	-	-	267 -
Stage 2	-	-	-	-	695 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1217	-	284 772
Stage 1	-	-	-	-	778 -
Stage 2	-	-	-	-	495 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1217	-	259 772
Mov Cap-2 Maneuver	-	-	-	-	259 -
Stage 1	-	-	-	-	778 -
Stage 2	-	-	-	-	451 -

Approach	NB	SB	SW
HCM Control Delay, s	0	1.5	19.4
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	1217	-	259	772
HCM Lane V/C Ratio	-	-	0.088	-	0.273	0.044
HCM Control Delay (s)	-	-	8.2	-	24	9.9
HCM Lane LOS	-	-	A	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	-	1.1	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	35	13	60	46	14	28
Future Vol, veh/h	35	13	60	46	14	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	14	65	50	15	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	115	0	-	0	180
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	90
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1474	-	-	-	810
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	934
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1474	-	-	-	789
Mov Cap-2 Maneuver	-	-	-	-	789
Stage 1	-	-	-	-	910
Stage 2	-	-	-	-	934

Approach	EB	WB	SB
HCM Control Delay, s	5.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	900
HCM Lane V/C Ratio	0.026	-	-	-	0.051
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Vol, veh/h	128	47	12	69	38	12
Future Vol, veh/h	128	47	12	69	38	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	51	13	75	41	13
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.8	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	76%	0%	15%
Vol Thru, %	0%	73%	85%
Vol Right, %	24%	27%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	50	175	81
LT Vol	38	0	12
Through Vol	0	128	69
RT Vol	12	47	0
Lane Flow Rate	54	190	88
Geometry Grp	1	1	1
Degree of Util (X)	0.068	0.208	0.103
Departure Headway (Hd)	4.535	3.934	4.203
Convergence, Y/N	Yes	Yes	Yes
Cap	795	904	843
Service Time	2.535	1.995	2.277
HCM Lane V/C Ratio	0.068	0.21	0.104
HCM Control Delay	7.9	8	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.8	0.3

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↓		↑
Traffic Vol, veh/h	5	0	174	60	0	151
Future Vol, veh/h	5	0	174	60	0	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	189	65	0	164

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	5	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	0	1616	-	0
Stage 1	-	0	-	-	0
Stage 2	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1616	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1078	-	1616	-
HCM Lane V/C Ratio	0.152	-	0.117	-
HCM Control Delay (s)	8.9	-	7.5	0
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	0.5	-	0.4	-

HCM 6th TWSC
241: Black Jack & Aspen Heights West Entrance

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	24	40	90	8	15	110
Future Vol, veh/h	24	40	90	8	15	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	43	98	9	16	120

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	107	0	-	0	198
Stage 1	-	-	-	-	103
Stage 2	-	-	-	-	95
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1484	-	-	-	791
Stage 1	-	-	-	-	921
Stage 2	-	-	-	-	929
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1484	-	-	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	904
Stage 2	-	-	-	-	929

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	927
HCM Lane V/C Ratio	0.018	-	-	-	0.147
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↗	
Traffic Vol, veh/h	5	5	0	60	31	0
Future Vol, veh/h	5	5	0	60	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	0	65	34	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	73
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	65
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	-	-	0	-	931
Stage 1	-	-	0	-	1015
Stage 2	-	-	0	-	958
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	931
Mov Cap-2 Maneuver	-	-	-	-	931
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	958

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	931	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↔	↑			↗
Traffic Vol, veh/h	31	151	174	0	0	5
Future Vol, veh/h	31	151	174	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	164	189	0	0	5

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	189	0	-	0	-	189
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1385	-	-	0	0	853
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1385	-	-	-	-	853
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	1.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT
Capacity (veh/h)	1385	-	853	-
HCM Lane V/C Ratio	0.024	-	0.006	-
HCM Control Delay (s)	7.7	0	9.2	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0	-

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	87	18	78	201	55	130
Future Vol, veh/h	87	18	78	201	55	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	190	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	20	85	218	60	141

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	346	85	0	0	303	0
Stage 1	85	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	651	974	-	-	1258	-
Stage 1	938	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	617	974	-	-	1258	-
Mov Cap-2 Maneuver	617	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	617	974	1258	-
HCM Lane V/C Ratio	-	-	0.153	0.02	0.048	-
HCM Control Delay (s)	-	-	11.9	8.8	8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	0.1	-

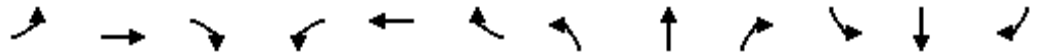
HCM 6th TWSC
336: S Montgomery St & Sherwood Rd

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	35	796	4	13	294
Future Vol, veh/h	6	35	796	4	13	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	38	865	4	14	320
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1215	867	0	0	869	0
Stage 1	867	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	200	352	-	-	775	-
Stage 1	411	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	352	-	-	775	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	18.3	0	0.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	315	775	-	
HCM Lane V/C Ratio	-	-	0.141	0.018	-	
HCM Control Delay (s)	-	-	18.3	9.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

HCM 6th Signalized Intersection Summary
 344: S Montgomery St/N Montgomery St & University Dr

2045 No Build AM Peak.syn

05/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	118	37	68	71	29	62	227	45	41	299	26
Future Volume (veh/h)	24	118	37	68	71	29	62	227	45	41	299	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	128	40	74	77	32	67	247	49	45	325	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	193	164	247	242	205	628	819	163	667	900	78
Arrive On Green	0.03	0.10	0.10	0.05	0.13	0.13	0.05	0.54	0.54	0.04	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1516	301	1781	1698	146
Grp Volume(v), veh/h	26	128	40	74	77	32	67	0	296	45	0	353
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1816	1781	0	1844
Q Serve(g_s), s	0.9	4.6	1.6	2.5	2.6	1.2	1.1	0.0	6.2	0.8	0.0	7.7
Cycle Q Clear(g_c), s	0.9	4.6	1.6	2.5	2.6	1.2	1.1	0.0	6.2	0.8	0.0	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.08
Lane Grp Cap(c), veh/h	273	193	164	247	242	205	628	0	982	667	0	978
V/C Ratio(X)	0.10	0.66	0.24	0.30	0.32	0.16	0.11	0.00	0.30	0.07	0.00	0.36
Avail Cap(c_a), veh/h	363	553	469	342	607	514	727	0	982	760	0	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	29.9	28.6	25.8	27.4	26.8	6.7	0.0	8.7	6.7	0.0	9.5
Incr Delay (d2), s/veh	0.2	3.9	0.8	0.7	0.7	0.3	0.1	0.0	0.8	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.2	0.6	1.1	1.2	0.5	0.4	0.0	2.3	0.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	33.8	29.4	26.5	28.1	27.2	6.8	0.0	9.5	6.8	0.0	10.5
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	B
Approach Vol, veh/h		194			183			363			398	
Approach Delay, s/veh		31.9			27.3			9.0			10.1	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	42.0	8.3	11.7	8.1	41.3	6.5	13.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	37.5	7.5	20.5	7.5	36.5	5.5	22.5				
Max Q Clear Time (g_c+I1), s	2.8	8.2	4.5	6.6	3.1	9.7	2.9	4.6				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.6	0.0	2.2	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay											16.2	
HCM 6th LOS											B	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	
Traffic Vol, veh/h	604	47	6	392	8	6
Future Vol, veh/h	604	47	6	392	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	51	7	426	9	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	708	0	910 354
Stage 1	-	-	-	-	683 -
Stage 2	-	-	-	-	227 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	887	-	274 642
Stage 1	-	-	-	-	463 -
Stage 2	-	-	-	-	789 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	887	-	272 642
Mov Cap-2 Maneuver	-	-	-	-	375 -
Stage 1	-	-	-	-	463 -
Stage 2	-	-	-	-	783 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	-	-	887	-
HCM Lane V/C Ratio	0.033	-	-	0.007	-
HCM Control Delay (s)	13.2	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	139	73	12	13	33
Future Vol, veh/h	51	139	73	12	13	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	151	79	13	14	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	92	0	-	0	347 86
Stage 1	-	-	-	-	86 -
Stage 2	-	-	-	-	261 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1503	-	-	-	650 973
Stage 1	-	-	-	-	937 -
Stage 2	-	-	-	-	783 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1503	-	-	-	626 973
Mov Cap-2 Maneuver	-	-	-	-	626 -
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	783 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	841
HCM Lane V/C Ratio	0.037	-	-	-	0.059
HCM Control Delay (s)	7.5	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection							
Int Delay, s/veh	0						
Movement	EBU	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	1	13	1	4	21	0	0
Future Vol, veh/h	1	13	1	4	21	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	14	1	4	23	0	0

Major/Minor	Minor2		Major1		
Conflicting Flow All	0	31	0	0	0
Stage 1	0	0	-	-	-
Stage 2	0	31	-	-	-
Critical Hdwy	-	6.42	6.22	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	5.42	-	-	-
Follow-up Hdwy	-	3.518	3.318	2.218	-
Pot Cap-1 Maneuver	0	983	-	-	-
Stage 1	0	-	-	-	-
Stage 2	0	992	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	0	983	-	-	-
Mov Cap-2 Maneuver	0	983	-	-	-
Stage 1	0	-	-	-	-
Stage 2	0	992	-	-	-

Approach	EB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	273	124	1	23	9
Future Vol, veh/h	6	273	124	1	23	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	297	135	1	25	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	136	0	-	0	447 136
Stage 1	-	-	-	-	136 -
Stage 2	-	-	-	-	311 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1448	-	-	-	569 913
Stage 1	-	-	-	-	890 -
Stage 2	-	-	-	-	743 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1448	-	-	-	566 913
Mov Cap-2 Maneuver	-	-	-	-	566 -
Stage 1	-	-	-	-	886 -
Stage 2	-	-	-	-	743 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1448	-	-	-	634
HCM Lane V/C Ratio	0.005	-	-	-	0.055
HCM Control Delay (s)	7.5	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		
Traffic Vol, veh/h	186	18	5	59	0	0
Future Vol, veh/h	186	18	5	59	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	20	5	64	0	0
Number of Lanes	1	0	0	1	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay	5	5
HCM LOS	A	A

Lane	EBLn1	WBLn1
Vol Left, %	0%	8%
Vol Thru, %	91%	92%
Vol Right, %	9%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	204	64
LT Vol	0	5
Through Vol	186	59
RT Vol	18	0
Lane Flow Rate	222	70
Geometry Grp	0	0
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖			↔			↔	
Traffic Vol, veh/h	0	4	12	6	1	0	6	4	4	1	24	3
Future Vol, veh/h	0	4	12	6	1	0	6	4	4	1	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	13	7	1	0	7	4	4	1	26	3

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	-	52	28	58	51	-	29	0	0	8	0	0
Stage 1	-	30	-	20	20	-	-	-	-	-	-	-
Stage 2	-	22	-	38	31	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	839	1047	939	840	0	1584	-	-	1612	-	-
Stage 1	0	870	-	999	879	0	-	-	-	-	-	-
Stage 2	0	877	-	977	869	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	835	1047	920	836	-	1584	-	-	1612	-	-
Mov Cap-2 Maneuver	-	835	-	920	836	-	-	-	-	-	-	-
Stage 1	-	869	-	995	875	-	-	-	-	-	-	-
Stage 2	-	873	-	959	868	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.7		9		3.1		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	985	907	1612	-	-
HCM Lane V/C Ratio	0.004	-	-	0.018	0.008	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	9	0	0	15	1	0
Future Vol, veh/h	9	0	0	15	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	16	1	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	26 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	16 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	989 1071
Stage 1	-	0	0	-	1013 -
Stage 2	-	0	0	-	1007 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	989 1071
Mov Cap-2 Maneuver	-	-	-	-	989 -
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	1007 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	989	-	-
HCM Lane V/C Ratio	0.001	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	169	6	0	42	6	6	0	0	18	0	14
Future Vol, veh/h	8	169	6	0	42	6	6	0	0	18	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	184	7	0	46	7	7	0	0	20	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	191	0	0	263	259	188	256	259	50
Stage 1	-	-	-	-	-	-	206	206	-	50	50	-
Stage 2	-	-	-	-	-	-	57	53	-	206	209	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1383	-	-	690	645	854	697	645	1018
Stage 1	-	-	-	-	-	-	796	731	-	963	853	-
Stage 2	-	-	-	-	-	-	955	851	-	796	729	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1383	-	-	677	641	854	694	641	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	677	641	-	694	641	-
Stage 1	-	-	-	-	-	-	791	727	-	957	853	-
Stage 2	-	-	-	-	-	-	941	851	-	791	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.4	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	677	1553	-	-	1383	-	-	806
HCM Lane V/C Ratio	0.01	0.006	-	-	-	-	-	0.043
HCM Control Delay (s)	10.4	7.3	0	-	0	-	-	9.7
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	45	105	55	3	41	77	44	217	13	76	282	42
Future Vol, veh/h	45	105	55	3	41	77	44	217	13	76	282	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	114	60	3	45	84	48	236	14	83	307	46
Number of Lanes	0	1	1	1	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	13.4	11.3	15.6	19.4
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	30%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	94%	70%	0%	0%	100%	0%	0%	87%
Vol Right, %	0%	6%	0%	100%	0%	0%	100%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	230	150	55	3	41	77	76	324
LT Vol	44	0	45	0	3	0	0	76	0
Through Vol	0	217	105	0	0	41	0	0	282
RT Vol	0	13	0	55	0	0	77	0	42
Lane Flow Rate	48	250	163	60	3	45	84	83	352
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.101	0.49	0.348	0.113	0.008	0.097	0.165	0.167	0.654
Departure Headway (Hd)	7.605	7.058	7.681	6.809	8.347	7.834	7.116	7.288	6.69
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	472	510	468	526	429	457	504	492	539
Service Time	5.348	4.8	5.427	4.555	6.097	5.584	4.866	5.028	4.43
HCM Lane V/C Ratio	0.102	0.49	0.348	0.114	0.007	0.098	0.167	0.169	0.653
HCM Control Delay	11.2	16.4	14.5	10.4	11.2	11.4	11.3	11.5	21.3
HCM Lane LOS	B	C	B	B	B	B	B	B	C
HCM 95th-tile Q	0.3	2.7	1.5	0.4	0	0.3	0.6	0.6	4.7

HCM 6th TWSC
384: Highway 182 & Highway 82

Intersection							
Int Delay, s/veh	0.8						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	⇐	⇐⇐		⇐	⇐⇐	⇐⇐	
Traffic Vol, veh/h	1	725	110	0	214	38	4
Future Vol, veh/h	1	725	110	0	214	38	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	Yield	-	None	-	Yield
Storage Length	150	-	-	150	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	788	120	0	233	41	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	233	0	0	788	0	967 454
Stage 1	-	-	-	-	-	850 -
Stage 2	-	-	-	-	-	117 -
Critical Hdwy	6.44	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.52	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	1021	-	-	827	-	252 553
Stage 1	-	-	-	-	-	379 -
Stage 2	-	-	-	-	-	895 -
Platoon blocked, %		-	-		-	
Mov Cap-1 Maneuver	1021	-	-	827	-	252 553
Mov Cap-2 Maneuver	-	-	-	-	-	252 -
Stage 1	-	-	-	-	-	379 -
Stage 2	-	-	-	-	-	895 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	1021	-	-	827	-
HCM Lane V/C Ratio	0.164	0.001	-	-	-	-
HCM Control Delay (s)	20.4	8.5	-	-	0	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-

HCM 6th TWSC
389: Highway 25 & Old Highway 25

Intersection							
Int Delay, s/veh	1.1						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	Y		Y	Y
Traffic Vol, veh/h	54	3	0	303	133	3	187
Future Vol, veh/h	54	3	0	303	133	3	187
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	-	180	-	-	160	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	59	3	0	329	145	3	203

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	510	237	203	0	0	329
Stage 1	402	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	493	764	1066	-	-	1227
Stage 1	644	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	492	764	1066	-	-	1227
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	1066	-	-	519	1227
HCM Lane V/C Ratio	-	-	-	0.119	0.003
HCM Control Delay (s)	0	-	-	12.9	7.9
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0

Intersection												
Int Delay, s/veh	18.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑	↕	↕	↑↑	↕
Traffic Vol, veh/h	146	6	0	18	4	26	0	677	27	59	557	28
Future Vol, veh/h	146	6	0	18	4	26	0	677	27	59	557	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	175	-	300	175	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	159	7	0	20	4	28	0	736	29	64	605	30

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1103	1469	303	1170	1469	368	605	0	0	736	0	0
Stage 1	733	733	-	736	736	-	-	-	-	-	-	-
Stage 2	370	736	-	434	733	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	126	693	148	126	629	969	-	-	865	-	-
Stage 1	378	424	-	377	423	-	-	-	-	-	-	-
Stage 2	622	423	-	570	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 145	117	693	134	117	629	969	-	-	865	-	-
Mov Cap-2 Maneuver	~ 145	117	-	134	117	-	-	-	-	-	-	-
Stage 1	378	393	-	377	423	-	-	-	-	-	-	-
Stage 2	588	423	-	519	393	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	181.5	20.4	0	0.9
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	969	-	-	144	285	865	-
HCM Lane V/C Ratio	-	-	-	1.147	0.183	0.074	-
HCM Control Delay (s)	0	-	-	181.5	20.4	9.5	-
HCM Lane LOS	A	-	-	F	C	A	-
HCM 95th %tile Q(veh)	0	-	-	9.3	0.7	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
393: Eudora Welty Dr & Abernathy Dr

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	80	0	0	24	6	0	0	0	9	0	23
Future Vol, veh/h	13	80	0	0	24	6	0	0	0	9	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	87	0	0	26	7	0	0	0	10	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	87	0	0	157	148	87	145	145	30
Stage 1	-	-	-	-	-	-	115	115	-	30	30	-
Stage 2	-	-	-	-	-	-	42	33	-	115	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1509	-	-	809	743	971	824	746	1044
Stage 1	-	-	-	-	-	-	890	800	-	987	870	-
Stage 2	-	-	-	-	-	-	972	868	-	890	800	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1509	-	-	784	736	971	818	739	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	784	736	-	818	739	-
Stage 1	-	-	-	-	-	-	882	793	-	978	870	-
Stage 2	-	-	-	-	-	-	949	868	-	882	793	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	0	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1579	-	-	1509	-	-	969
HCM Lane V/C Ratio	-	0.009	-	-	-	-	-	0.036
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↔	
Traffic Vol, veh/h	0	349	40	97	119	0	0	0	0	136	3	14
Future Vol, veh/h	0	349	40	97	119	0	0	0	0	136	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	379	43	105	129	0	0	0	0	148	3	15

Major/Minor	Major1			Major2			Minor2				
Conflicting Flow All	-	0	0	379	0	0			529	718	65
Stage 1	-	-	-	-	-	-			339	339	-
Stage 2	-	-	-	-	-	-			190	379	-
Critical Hdwy	-	-	-	4.14	-	-			6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.84	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-			3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1176	-	0			479	353	986
Stage 1	0	-	-	-	-	0			693	638	-
Stage 2	0	-	-	-	-	0			823	613	-
Platoon blocked, %		-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	1176	-	-			436	0	986
Mov Cap-2 Maneuver	-	-	-	-	-	-			436	0	-
Stage 1	-	-	-	-	-	-			693	0	-
Stage 2	-	-	-	-	-	-			750	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.8	5.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1176	-	10776
HCM Lane V/C Ratio	-	-	0.09	-	0.015
HCM Control Delay (s)	-	-	8.4	-	5.3
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.3	-	0

HCM 6th TWSC
403: Highway 25 NB Ramps & Highway 182

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑			↔				
Traffic Vol, veh/h	31	446	0	0	172	80	31	0	315	0	0	0
Future Vol, veh/h	31	446	0	0	172	80	31	0	315	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	485	0	0	187	87	34	0	342	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	187	0	0
Stage 1	-	-	553
Stage 2	-	-	94
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	1385	0	404
Stage 1	-	0	540
Stage 2	-	0	919
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1385	-	394
Mov Cap-2 Maneuver	-	-	394
Stage 1	-	-	527
Stage 2	-	-	919

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	833	1385	-	-	-
HCM Lane V/C Ratio	0.451	0.024	-	-	-
HCM Control Delay (s)	12.8	7.7	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	2.4	0.1	-	-	-

HCM 6th Signalized Intersection Summary
409: E Lee Blvd & Highway 182



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↑↑	↗	↖	↑↑	↘	
Traffic Volume (veh/h)	21	464	137	199	604	105	62
Future Volume (veh/h)	21	464	137	199	604	105	62
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		504	0	216	657	114	0
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		744		378	1384	820	
Arrive On Green		0.21	0.00	0.11	0.39	0.46	0.00
Sat Flow, veh/h		3647	1585	1781	3647	1767	0
Grp Volume(v), veh/h		504	0	216	657	115	0
Grp Sat Flow(s),veh/h/ln		1777	1585	1781	1777	1782	0
Q Serve(g_s), s		8.0	0.0	4.3	8.5	2.3	0.0
Cycle Q Clear(g_c), s		8.0	0.0	4.3	8.5	2.3	0.0
Prop In Lane			1.00	1.00		0.99	0.00
Lane Grp Cap(c), veh/h		744		378	1384	827	
V/C Ratio(X)		0.68		0.57	0.47	0.14	
Avail Cap(c_a), veh/h		1649		753	2343	827	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		22.4	0.0	12.7	14.0	9.4	0.0
Incr Delay (d2), s/veh		1.1	0.0	1.4	0.3	0.4	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.0	0.0	1.4	2.8	0.9	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh		23.5	0.0	14.1	14.3	9.8	0.0
LnGrp LOS		C		B	B	A	
Approach Vol, veh/h	504		A		873	115	A
Approach Delay, s/veh	23.5				14.2	9.8	
Approach LOS	C				B	A	
Timer - Assigned Phs		2	3	4			8
Phs Duration (G+Y+Rc), s		33.0	11.1	17.4			28.4
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s		28.5	19.5	28.5			40.5
Max Q Clear Time (g_c+I1), s		4.3	6.3	10.0			10.5
Green Ext Time (p_c), s		0.3	0.5	2.8			4.4
Intersection Summary							
HCM 6th Ctrl Delay			17.0				
HCM 6th LOS			B				

Notes

- User approved volume balancing among the lanes for turning movement.
- User approved ignoring U-Turning movement.
- Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
423: Industrial Park Rd & Lynn Ln

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	12	3	0	36	14	230	3	110	55	298	118	35
Future Vol, veh/h	12	3	0	36	14	230	3	110	55	298	118	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	40	-	-	40	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	3	0	39	15	250	3	120	60	324	128	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1084	981	147	953	970	150	166	0	0	180	0	0
Stage 1	795	795	-	156	156	-	-	-	-	-	-	-
Stage 2	289	186	-	797	814	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	249	900	239	253	896	1412	-	-	1396	-	-
Stage 1	381	399	-	846	769	-	-	-	-	-	-	-
Stage 2	719	746	-	380	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	191	900	194	194	896	1412	-	-	1396	-	-
Mov Cap-2 Maneuver	108	191	-	194	194	-	-	-	-	-	-	-
Stage 1	380	306	-	844	767	-	-	-	-	-	-	-
Stage 2	507	745	-	289	300	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	40.3		14.2		0.1		5.5	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	118	194	896	1396	-	-
HCM Lane V/C Ratio	0.002	-	-	0.138	0.28	0.279	0.232	-	-
HCM Control Delay (s)	7.6	-	-	40.3	30.6	10.6	8.4	-	-
HCM Lane LOS	A	-	-	E	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.1	1.1	0.9	-	-

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Vol, veh/h	82	91	42	155	136	62	23	142	110	19	178	49
Future Vol, veh/h	82	91	42	155	136	62	23	142	110	19	178	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	99	46	168	148	67	25	154	120	21	193	53
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	16.7	14.2	16.5	16
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	38%	100%	0%	100%	0%
Vol Thru, %	0%	56%	42%	0%	69%	0%	78%
Vol Right, %	0%	44%	20%	0%	31%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	252	215	155	198	19	227
LT Vol	23	0	82	155	0	19	0
Through Vol	0	142	91	0	136	0	178
RT Vol	0	110	42	0	62	0	49
Lane Flow Rate	25	274	234	168	215	21	247
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.053	0.523	0.472	0.352	0.406	0.044	0.486
Departure Headway (Hd)	7.698	6.871	7.274	7.522	6.787	7.755	7.086
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	523	495	478	529	461	508
Service Time	5.452	4.625	5.33	5.274	4.539	5.509	4.84
HCM Lane V/C Ratio	0.054	0.524	0.473	0.351	0.406	0.046	0.486
HCM Control Delay	10.9	17	16.7	14.3	14.1	10.9	16.4
HCM Lane LOS	B	C	C	B	B	B	C
HCM 95th-tile Q	0.2	3	2.5	1.6	2	0.1	2.6

HCM 6th AWSC

9: Hardy Rd & President's Cir/Morrill Rd

Intersection

Intersection Delay, s/veh 33

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕	↕		↕	
Traffic Vol, veh/h	103	27	42	124	69	23	72	241	41	18	291	126
Future Vol, veh/h	103	27	42	124	69	23	72	241	41	18	291	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	29	46	135	75	25	78	262	45	20	316	137
Number of Lanes	0	1	1	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	14.8	20.6	24.9	52.9
HCM LOS	B	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	23%	0%	79%	0%	57%	4%
Vol Thru, %	77%	0%	21%	0%	32%	67%
Vol Right, %	0%	100%	0%	100%	11%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	313	41	130	42	216	435
LT Vol	72	0	103	0	124	18
Through Vol	241	0	27	0	69	291
RT Vol	0	41	0	42	23	126
Lane Flow Rate	340	45	141	46	235	473
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.712	0.083	0.342	0.096	0.539	0.938
Departure Headway (Hd)	7.538	6.7	8.724	7.589	8.265	7.138
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	537	411	471	437	511
Service Time	5.259	4.42	6.488	5.352	6.326	5.154
HCM Lane V/C Ratio	0.708	0.084	0.343	0.098	0.538	0.926
HCM Control Delay	26.8	10	16	11.2	20.6	52.9
HCM Lane LOS	D	A	C	B	C	F
HCM 95th-tile Q	5.6	0.3	1.5	0.3	3.1	11.5

HCM 6th Signalized Intersection Summary
 17: Louisville St & Yellow Jacket Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	45	19	26	91	10	154	15	414	63	82	390	54
Future Volume (veh/h)	45	19	26	91	10	154	15	414	63	82	390	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	23	31	108	12	183	18	493	75	98	464	64
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	30	41	274	15	231	395	624	95	329	850	117
Arrive On Green	0.08	0.08	0.08	0.15	0.15	0.15	0.39	0.39	0.39	0.07	0.53	0.53
Sat Flow, veh/h	869	370	499	1781	98	1502	875	1586	241	1781	1609	222
Grp Volume(v), veh/h	108	0	0	108	0	195	18	0	568	98	0	528
Grp Sat Flow(s),veh/h/ln1737	0	0	0	1781	0	1600	875	0	1827	1781	0	1830
Q Serve(g_s), s	4.4	0.0	0.0	3.9	0.0	8.4	1.0	0.0	19.6	2.1	0.0	13.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	3.9	0.0	8.4	5.1	0.0	19.6	2.1	0.0	13.7
Prop In Lane	0.50		0.29	1.00		0.94	1.00		0.13	1.00		0.12
Lane Grp Cap(c), veh/h	141	0	0	274	0	246	395	0	719	329	0	967
V/C Ratio(X)	0.76	0.00	0.00	0.39	0.00	0.79	0.05	0.00	0.79	0.30	0.00	0.55
Avail Cap(c_a), veh/h	436	0	0	424	0	381	395	0	719	353	0	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	0.0	27.4	0.0	29.3	16.1	0.0	19.1	13.4	0.0	11.2
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.9	0.0	6.2	0.2	0.0	8.6	0.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	1.7	0.0	3.5	0.2	0.0	9.1	0.8	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	0.0	28.3	0.0	35.4	16.3	0.0	27.8	13.9	0.0	13.4
LnGrp LOS	D	A	A	C	A	D	B	A	C	B	A	B
Approach Vol, veh/h		108			303			586			626	
Approach Delay, s/veh		40.6			32.9			27.4			13.5	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.6	34.3		11.3		43.9		16.5				
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s	27.3			18.0		37.9		17.1				
Max Q Clear Time (g_c+14), s	21.6			6.4		15.7		10.4				
Green Ext Time (p_c), s	0.0	1.4		0.2		2.2		0.6				

Intersection Summary												
HCM 6th Ctrl Delay				24.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
25: Louisville St & Lynn Lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	177	190	50	265	29	199	296	41	58	350	240
Future Volume (veh/h)	131	177	190	50	265	29	199	296	41	58	350	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	221	238	62	331	36	249	370	51	72	438	300
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	228	246	241	427	46	360	570	79	357	559	474
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.12	0.35	0.35	0.06	0.30	0.30
Sat Flow, veh/h	1781	824	887	1781	1658	180	1781	1609	222	1781	1870	1585
Grp Volume(v), veh/h	164	0	459	62	0	367	249	0	421	72	438	300
Grp Sat Flow(s),veh/h/ln	1781	0	1711	1781	0	1838	1781	0	1830	1781	1870	1585
Q Serve(g_s), s	5.1	0.0	20.7	1.9	0.0	14.4	7.1	0.0	15.0	2.1	16.7	12.8
Cycle Q Clear(g_c), s	5.1	0.0	20.7	1.9	0.0	14.4	7.1	0.0	15.0	2.1	16.7	12.8
Prop In Lane	1.00		0.52	1.00		0.10	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	337	0	474	241	0	473	360	0	649	357	559	474
V/C Ratio(X)	0.49	0.00	0.97	0.26	0.00	0.78	0.69	0.00	0.65	0.20	0.78	0.63
Avail Cap(c_a), veh/h	577	0	474	515	0	509	361	0	649	388	559	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	27.8	20.4	0.0	26.8	17.5	0.0	21.1	17.5	25.0	23.6
Incr Delay (d2), s/veh	1.1	0.0	33.2	0.6	0.0	6.9	5.5	0.0	5.0	0.3	10.5	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	12.4	0.8	0.0	7.0	3.2	0.0	6.8	0.8	8.5	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	61.1	21.0	0.0	33.7	23.0	0.0	26.1	17.7	35.6	30.0
LnGrp LOS	C	A	E	C	A	C	C	A	C	B	D	C
Approach Vol, veh/h		623			429			670			810	
Approach Delay, s/veh		50.4			31.9			24.9			31.9	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	32.1	10.5	26.1	13.6	27.8	12.0	24.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	26.3	18.0	21.6	9.1	23.3	18.0	21.6					
Max Q Clear Time (g_c+1/4), s	17.0	3.9	22.7	9.1	18.7	7.1	16.4					
Green Ext Time (p_c), s	0.0	0.8	0.1	0.0	0.0	0.3	0.4	0.7				

Intersection Summary

HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
26: Louisville St & Academy Rd



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	123	208	281	64	272	330
Future Volume (veh/h)	123	208	281	64	272	330
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	248	335	76	324	393
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	290	1000	227	654	1268
Arrive On Green	0.18	0.18	0.68	0.68	0.00	0.68
Sat Flow, veh/h	1781	1585	1475	335	1781	1870
Grp Volume(v), veh/h	146	248	0	411	324	393
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1810	1781	1870
Q Serve(g_s), s	6.3	13.1	0.0	8.2	0.1	7.4
Cycle Q Clear(g_c), s	6.3	13.1	0.0	8.2	0.1	7.4
Prop In Lane	1.00	1.00		0.18	1.00	
Lane Grp Cap(c), veh/h	326	290	0	1227	654	1268
V/C Ratio(X)	0.45	0.85	0.00	0.33	0.50	0.31
Avail Cap(c_a), veh/h	403	358	0	1227	1055	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	34.1	0.0	5.8	11.0	5.7
Incr Delay (d2), s/veh	1.0	15.3	0.0	0.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.1	0.0	2.7	3.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.3	49.5	0.0	6.5	11.6	6.3
LnGrp LOS	C	D	A	A	B	A
Approach Vol, veh/h	394		411			717
Approach Delay, s/veh	43.1		6.5			8.7
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	65.0			65.0	21.3
Change Period (Y+Rc), s	3.5	6.5			6.5	5.5
Max Green Setting (Gmax), s	19.5	35.5			58.5	19.5
Max Q Clear Time (g_c+1), s	10.0	0.0			0.0	15.1
Green Ext Time (p_c), s	0.0	0.0			0.0	0.7

Intersection Summary

HCM 6th Ctrl Delay		17.0	
HCM 6th LOS		B	

Intersection						
Int Delay, s/veh	6.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	345	131	1	195	142	1
Future Vol, veh/h	345	131	1	195	142	1
Conflicting Peds, #/hr	0	110	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	431	164	1	244	178	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	705	0	869 623
Stage 1	-	-	-	-	623 -
Stage 2	-	-	-	-	246 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	893	-	322 486
Stage 1	-	-	-	-	535 -
Stage 2	-	-	-	-	795 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	799	-	288 435
Mov Cap-2 Maneuver	-	-	-	-	288 -
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	794 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	35.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	435	-	-	799	-
HCM Lane V/C Ratio	0.616	0.003	-	-	0.002	-
HCM Control Delay (s)	35.7	13.3	-	-	9.5	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	3.8	0	-	-	0	-

HCM 6th Signalized Intersection Summary
37: S Montgomery St & Lynn Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	244	85	73	449	794	368
Future Volume (veh/h)	244	85	73	449	794	368
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	0	87	535	945	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	344		231	1242	1035	
Arrive On Green	0.19	0.00	0.04	0.66	0.55	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	290	0	87	535	945	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	11.0	0.0	1.4	9.4	31.9	0.0
Cycle Q Clear(g_c), s	11.0	0.0	1.4	9.4	31.9	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	344		231	1242	1035	
V/C Ratio(X)	0.84		0.38	0.43	0.91	
Avail Cap(c_a), veh/h	481		262	1632	1392	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	14.9	5.5	14.1	0.0
Incr Delay (d2), s/veh	9.4	0.0	1.0	0.2	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.7	2.7	12.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.6	0.0	15.9	5.8	21.7	0.0
LnGrp LOS	D		B	A	C	
Approach Vol, veh/h	290	A		622	945	A
Approach Delay, s/veh	36.6			7.2	21.7	
Approach LOS	D			A	C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.8	43.7		18.5		51.5
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	4.0	52.1		18.9		61.1
Max Q Clear Time (g_c+I1), s	3.4	33.9		13.0		11.4
Green Ext Time (p_c), s	0.0	4.8		0.6		2.4

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 38: S Montgomery St & Howard Rd/Locksley Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↕			↑	↗	↗	↗	↗
Traffic Volume (veh/h)	3	5	18	512	19	209	3	408	267	151	649	9
Future Volume (veh/h)	3	5	18	512	19	209	3	408	267	151	649	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	6	20	411	242	232	3	453	297	168	721	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	12	40	532	262	251	44	672	571	324	895	12
Arrive On Green	0.04	0.04	0.04	0.30	0.30	0.30	0.36	0.36	0.36	0.07	0.49	0.49
Sat Flow, veh/h	171	343	1142	1781	878	841	2	1864	1585	1781	1840	26
Grp Volume(v), veh/h	29	0	0	411	0	474	456	0	297	168	0	731
Grp Sat Flow(s),veh/h/ln1656		0	0	1781	0	1719	1867	0	1585	1781	0	1866
Q Serve(g_s), s	1.4	0.0	0.0	17.5	0.0	22.2	0.0	0.0	12.3	4.7	0.0	27.6
Cycle Q Clear(g_c), s	1.4	0.0	0.0	17.5	0.0	22.2	17.2	0.0	12.3	4.7	0.0	27.6
Prop In Lane	0.10		0.69	1.00		0.49	0.01		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	58	0	0	532	0	513	716	0	571	324	0	907
V/C Ratio(X)	0.50	0.00	0.00	0.77	0.00	0.92	0.64	0.00	0.52	0.52	0.00	0.81
Avail Cap(c_a), veh/h	209	0	0	545	0	526	716	0	571	324	0	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	0.0	26.6	0.0	28.3	22.5	0.0	21.0	16.5	0.0	18.1
Incr Delay (d2), s/veh	6.4	0.0	0.0	6.6	0.0	21.9	4.3	0.0	3.4	1.4	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.7	0.0	0.0	0.0	8.0	0.0	11.7	7.9	0.0	4.8	1.9	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	0.0	0.0	33.3	0.0	50.2	26.8	0.0	24.3	17.9	0.0	25.6
LnGrp LOS	D	A	A	C	A	D	C	A	C	B	A	C
Approach Vol, veh/h		29			885			753			899	
Approach Delay, s/veh		45.9			42.4			25.9			24.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.5	36.0		7.4		46.5		29.4				
Change Period (Y+Rc), s	4.5	6.0		4.5		* 6		4.5				
Max Green Setting (Gmax), s	30.0	28.5		10.5		* 41		25.5				
Max Q Clear Time (g_c+1/3), s	10.5	19.2		3.4		29.6		24.2				
Green Ext Time (p_c), s	0.0	2.7		0.0		3.7		0.6				

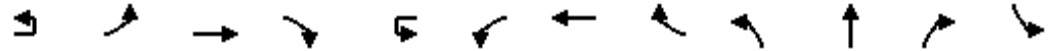
Intersection Summary

HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
62: Louisville Street & Highway 12



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↗	↕			↖	↕		↗	↕	↖	↖
Traffic Volume (veh/h)	21	101	875	124	3	262	908	53	194	200	203	108
Future Volume (veh/h)	21	101	875	124	3	262	908	53	194	200	203	108
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		111	962	136		288	998	0	213	220	0	119
Peak Hour Factor		0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2
Cap, veh/h		301	1316	186		332	1700		247	456		311
Arrive On Green		0.05	0.42	0.42		0.11	0.48	0.00	0.10	0.24	0.00	0.05
Sat Flow, veh/h		1781	3126	442		1781	3647	0	1781	1870	1585	1781
Grp Volume(v), veh/h		111	547	551		288	998	0	213	220	0	119
Grp Sat Flow(s),veh/h/ln		1781	1777	1791		1781	1777	0	1781	1870	1585	1781
Q Serve(g_s), s		4.6	33.4	33.5		11.4	26.5	0.0	12.2	13.1	0.0	6.5
Cycle Q Clear(g_c), s		4.6	33.4	33.5		11.4	26.5	0.0	12.2	13.1	0.0	6.5
Prop In Lane		1.00		0.25		1.00		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		301	748	754		332	1700		247	456		311
V/C Ratio(X)		0.37	0.73	0.73		0.87	0.59		0.86	0.48		0.38
Avail Cap(c_a), veh/h		384	748	754		420	1700		247	482		311
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	0.00	0.61	0.61	0.00	0.97
Uniform Delay (d), s/veh		21.1	31.5	31.5		25.4	24.6	0.0	38.0	42.1	0.0	40.0
Incr Delay (d2), s/veh		0.9	6.2	6.2		15.2	1.5	0.0	17.5	0.6	0.0	0.9
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.9	15.1	15.2		5.9	11.0	0.0	6.5	6.1	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		22.0	37.7	37.7		40.6	26.1	0.0	55.5	42.7	0.0	41.0
LnGrp LOS		C	D	D		D	C		E	D		D
Approach Vol, veh/h			1209				1286	A		433	A	
Approach Delay, s/veh			36.2				29.3			49.0		
Approach LOS			D				C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	61.2	18.0	31.2	12.1	68.7	12.0	37.2				
Change Period (Y+Rc), s	5.5	6.5	5.5	5.5	5.5	6.5	5.5	5.5				
Max Green Setting (Gmax), s	20.5	46.5	12.5	27.5	12.7	54.3	6.5	33.5				
Max Q Clear Time (g_c+I1), s	13.4	35.5	14.2	25.3	6.6	28.5	8.5	15.1				
Green Ext Time (p_c), s	0.6	5.7	0.0	0.5	0.1	8.7	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
62: Louisville Street & Highway 12



Movement	SBT	SBR
Lane Configurations	↓	↘
Traffic Volume (veh/h)	227	71
Future Volume (veh/h)	227	71
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	249	78
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	2	2
Cap, veh/h	270	85
Arrive On Green	0.20	0.20
Sat Flow, veh/h	1366	428
Grp Volume(v), veh/h	0	327
Grp Sat Flow(s),veh/h/ln	0	1793
Q Serve(g_s), s	0.0	23.3
Cycle Q Clear(g_c), s	0.0	23.3
Prop In Lane		0.24
Lane Grp Cap(c), veh/h	0	355
V/C Ratio(X)	0.00	0.92
Avail Cap(c_a), veh/h	0	379
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.97
Uniform Delay (d), s/veh	0.0	51.1
Incr Delay (d2), s/veh	0.0	26.3
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	0.0	77.5
LnGrp LOS	A	E
Approach Vol, veh/h	446	
Approach Delay, s/veh	67.7	
Approach LOS	E	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
69: Louisville Street & Scales St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	80	22	83	122	28	29	268	60	22	287	6
Future Volume (veh/h)	5	80	22	83	122	28	29	268	60	22	287	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	87	24	90	133	30	32	291	65	24	312	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	271	72	166	187	38	112	931	199	100	1153	25
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	25	1400	372	491	965	196	83	1378	294	66	1707	37
Grp Volume(v), veh/h	116	0	0	253	0	0	388	0	0	343	0	0
Grp Sat Flow(s),veh/h/ln1797	0	0	0	1652	0	0	1754	0	0	1809	0	0
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	9.9	0.0	0.0	6.1	0.0	0.0	5.0	0.0	0.0
Prop In Lane	0.04		0.21	0.36		0.12	0.08		0.17	0.07		0.02
Lane Grp Cap(c), veh/h	403	0	0	391	0	0	1242	0	0	1278	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.65	0.00	0.00	0.31	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	945	0	0	876	0	0	1242	0	0	1278	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	0.0	0.0	26.2	0.0	0.0	4.6	0.0	0.0	4.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.8	0.0	0.0	0.7	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln1.6	0.0	0.0	0.0	3.9	0.0	0.0	1.9	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	0.0	28.0	0.0	0.0	5.3	0.0	0.0	5.0	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		116			253			388			343	
Approach Delay, s/veh		24.3			28.0			5.3			5.0	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		17.8		51.0		17.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+11), s		8.1		5.8		7.0		11.9				
Green Ext Time (p_c), s		2.8		0.6		2.2		1.5				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

HCM 6th TWSC

79: Gillespie St/Jarnigan St & Russell St

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗			↕	
Traffic Vol, veh/h	12	190	38	174	223	13	31	29	147	14	44	23
Future Vol, veh/h	12	190	38	174	223	13	31	29	147	14	44	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	207	41	189	242	14	34	32	160	15	48	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	248	0	0	918	888	228	977	901	249
Stage 1	-	-	-	-	-	-	254	254	-	627	627	-
Stage 2	-	-	-	-	-	-	664	634	-	350	274	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1309	-	-	1318	-	-	252	283	811	230	278	790
Stage 1	-	-	-	-	-	-	750	697	-	471	476	-
Stage 2	-	-	-	-	-	-	450	473	-	666	683	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1309	-	-	1318	-	-	183	240	811	147	236	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	240	-	147	236	-
Stage 1	-	-	-	-	-	-	743	690	-	466	408	-
Stage 2	-	-	-	-	-	-	330	405	-	505	676	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			3.5			16.4			25.7		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	583	1309	-	-	1318	-	-	261
HCM Lane V/C Ratio	0.184	0.328	0.01	-	-	0.143	-	-	0.337
HCM Control Delay (s)	29.1	14.2	7.8	-	-	8.2	-	-	25.7
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.7	1.4	0	-	-	0.5	-	-	1.4

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖		↗			
Traffic Vol, veh/h	1	269	38	46	377	1	46	0	77	0	0	0
Future Vol, veh/h	1	269	38	46	377	1	46	0	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	100	-	-	150	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	292	41	50	410	1	50	0	84	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	411	0	0	333	0	0	826	-	313
Stage 1	-	-	-	-	-	-	315	-	-
Stage 2	-	-	-	-	-	-	511	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	-	3.318
Pot Cap-1 Maneuver	1148	-	-	1226	-	-	342	0	727
Stage 1	-	-	-	-	-	-	740	0	-
Stage 2	-	-	-	-	-	-	602	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1148	-	-	1226	-	-	328	0	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	0	-
Stage 1	-	-	-	-	-	-	739	0	-
Stage 2	-	-	-	-	-	-	577	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0			0.9			13.3		
HCM LOS							B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	328	727	1148	-	-	1226	-	-
HCM Lane V/C Ratio	0.152	0.115	0.001	-	-	0.041	-	-
HCM Control Delay (s)	17.9	10.6	8.1	-	-	8.1	-	-
HCM Lane LOS	C	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.5	0.4	0	-	-	0.1	-	-

HCM 6th TWSC
96: Russell St & Colonel Muldrow Ave

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	457	387	45	6	5
Future Vol, veh/h	15	457	387	45	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	497	421	49	7	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	470	0	-	0	975 446
Stage 1	-	-	-	-	446 -
Stage 2	-	-	-	-	529 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1092	-	-	-	279 612
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	591 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1092	-	-	-	275 612
Mov Cap-2 Maneuver	-	-	-	-	275 -
Stage 1	-	-	-	-	635 -
Stage 2	-	-	-	-	591 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1092	-	-	-	367
HCM Lane V/C Ratio	0.015	-	-	-	0.033
HCM Control Delay (s)	8.3	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
97: Colonel Muldrow Ave & University Dr

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	241	0	0	341	45	19
Future Vol, veh/h	241	0	0	341	45	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	0	0	371	49	21

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	633 262
Stage 1	-	-	-	-	262 -
Stage 2	-	-	-	-	371 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	444 777
Stage 1	-	0	0	-	782 -
Stage 2	-	0	0	-	698 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	444 777
Mov Cap-2 Maneuver	-	-	-	-	444 -
Stage 1	-	-	-	-	782 -
Stage 2	-	-	-	-	698 -

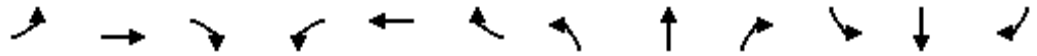
Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	509	-	-
HCM Lane V/C Ratio	0.137	-	-
HCM Control Delay (s)	13.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-

HCM 6th Signalized Intersection Summary
100: S Montgomery St & Gillespie St

2045 No Build PM Peak.syn

05/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	140	35	71	190	12	24	301	69	10	405	49
Future Volume (veh/h)	21	140	35	71	190	12	24	301	69	10	405	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	152	38	77	207	13	26	327	75	11	440	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	199	50	234	288	18	83	882	194	57	1020	121
Arrive On Green	0.03	0.14	0.14	0.05	0.17	0.17	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1781	1444	361	1781	1741	109	51	1400	308	13	1619	192
Grp Volume(v), veh/h	23	0	190	77	0	220	428	0	0	504	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1805	1781	0	1851	1760	0	0	1824	0	0
Q Serve(g_s), s	0.8	0.0	7.6	2.8	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	7.6	2.8	0.0	8.5	8.6	0.0	0.0	10.6	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.06	0.06		0.18	0.02		0.11
Lane Grp Cap(c), veh/h	202	0	249	234	0	307	1159	0	0	1198	0	0
V/C Ratio(X)	0.11	0.00	0.76	0.33	0.00	0.72	0.37	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	287	0	515	316	0	577	1159	0	0	1198	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	0.0	31.3	26.2	0.0	29.8	6.8	0.0	0.0	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	4.8	0.8	0.0	3.1	0.9	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.6	1.2	0.0	3.9	3.0	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	0.0	36.1	27.0	0.0	32.9	7.7	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	C	A	D	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		213			297			428				504
Approach Delay, s/veh		35.2			31.4			7.7				8.2
Approach LOS		D			C			A				A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		52.0	8.5	14.9		52.0	6.4	17.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		47.5	7.5	21.5		47.5	5.5	23.5				
Max Q Clear Time (g_c+I1), s		10.6	4.8	9.6		12.6	2.8	10.5				
Green Ext Time (p_c), s		3.1	0.0	0.8		3.7	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
112: Highway 12 & MS 25 SB Ramps



Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↘ ↗	↕		↕	↘ ↗		↘ ↗
Traffic Volume (veh/h)	4	26	536	1	758	130	197	323
Future Volume (veh/h)	4	26	536	1	758	130	197	323
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00				1.00	1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach			No		No		No	
Adj Sat Flow, veh/h/ln		1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h		28	583		824	0	214	0
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	2	2	2
Cap, veh/h		407	1984		1409		330	
Arrive On Green		0.03	0.56		0.40	0.00	0.19	0.00
Sat Flow, veh/h		1781	3647		3741	0	1773	0
Grp Volume(v), veh/h		28	583		824	0	215	0
Grp Sat Flow(s),veh/h/ln		1781	1777		1777	0	1782	0
Q Serve(g_s), s		0.3	3.1		6.4	0.0	3.9	0.0
Cycle Q Clear(g_c), s		0.3	3.1		6.4	0.0	3.9	0.0
Prop In Lane		1.00				0.00	1.00	0.00
Lane Grp Cap(c), veh/h		407	1984		1409		332	
V/C Ratio(X)		0.07	0.29		0.58		0.65	
Avail Cap(c_a), veh/h		600	4337		3379		1921	
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		5.8	4.1		8.4	0.0	13.3	0.0
Incr Delay (d2), s/veh		0.1	0.1		0.4	0.0	2.1	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	0.3		1.3	0.0	1.4	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		5.8	4.2		8.7	0.0	15.4	0.0
LnGrp LOS		A	A		A		B	
Approach Vol, veh/h			611		824	A	215	A
Approach Delay, s/veh			4.3		8.7		15.4	
Approach LOS			A		A		B	
Timer - Assigned Phs			4		6	7	8	
Phs Duration (G+Y+Rc), s			24.2		11.1	5.7	18.5	
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s			43.0		38.0	5.0	33.5	
Max Q Clear Time (g_c+I1), s			5.1		5.9	2.3	8.4	
Green Ext Time (p_c), s			3.9		0.6	0.0	5.6	
Intersection Summary								
HCM 6th Ctrl Delay			8.0					
HCM 6th LOS			A					
Notes								
User approved volume balancing among the lanes for turning movement.								
User approved ignoring U-Turning movement.								
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.								

Intersection						
Int Delay, s/veh	37.4					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	437	164	133	310	214	190
Future Vol, veh/h	437	164	133	310	214	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	475	178	145	337	233	207

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	653	0	1191 564
Stage 1	-	-	-	-	564 -
Stage 2	-	-	-	-	627 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	934	-	~ 207 525
Stage 1	-	-	-	-	569 -
Stage 2	-	-	-	-	532 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	934	-	~ 175 525
Mov Cap-2 Maneuver	-	-	-	-	~ 175 -
Stage 1	-	-	-	-	569 -
Stage 2	-	-	-	-	450 -

Approach	NB	SB	SW
HCM Control Delay, s	0	2.9	131
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	934	-	175	525
HCM Lane V/C Ratio	-	-	0.155	-	1.329	0.393
HCM Control Delay (s)	-	-	9.6	-	233	16.2
HCM Lane LOS	-	-	A	-	F	C
HCM 95th %tile Q(veh)	-	-	0.5	-	13.6	1.9

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	36	67	31	18	28	40
Future Vol, veh/h	36	67	31	18	28	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	73	34	20	30	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	54	0	-	0	195 44
Stage 1	-	-	-	-	44 -
Stage 2	-	-	-	-	151 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1551	-	-	-	794 1026
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	877 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1551	-	-	-	773 1026
Mov Cap-2 Maneuver	-	-	-	-	773 -
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	877 -

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1551	-	-	-	904
HCM Lane V/C Ratio	0.025	-	-	-	0.082
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↶			↷	↶	↷
Traffic Vol, veh/h	1	123	110	29	267	182	29
Future Vol, veh/h	1	123	110	29	267	182	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	134	120	32	290	198	32
Number of Lanes	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.1	11.7	11.2
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	86%	0%	10%
Vol Thru, %	0%	53%	90%
Vol Right, %	14%	47%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	211	234	296
LT Vol	182	0	29
Through Vol	0	124	267
RT Vol	29	110	0
Lane Flow Rate	229	254	322
Geometry Grp	1	1	1
Degree of Util (X)	0.34	0.33	0.436
Departure Headway (Hd)	5.333	4.668	4.874
Convergence, Y/N	Yes	Yes	Yes
Cap	667	763	734
Service Time	3.423	2.745	2.947
HCM Lane V/C Ratio	0.343	0.333	0.439
HCM Control Delay	11.2	10.1	11.7
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.5	1.4	2.2

Intersection						
Int Delay, s/veh	8.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↓		↑
Traffic Vol, veh/h	58	0	387	10	0	376
Future Vol, veh/h	58	0	387	10	0	376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	0	421	11	0	409

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	
Conflicting Flow All	0	-	63	0	-	63
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1540	-	0	1002
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1540	-	-	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1002	-	1540	-
HCM Lane V/C Ratio	0.408	-	0.273	-
HCM Control Delay (s)	11	-	8.2	0
HCM Lane LOS	B	-	A	A
HCM 95th %tile Q(veh)	2	-	1.1	-

HCM 6th TWSC
241: Black Jack & Aspen Heights West Entrance

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	174	104	94	23	22	189
Future Vol, veh/h	174	104	94	23	22	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	113	102	25	24	205

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	127	0	-	0	606 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	491 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1459	-	-	-	460 937
Stage 1	-	-	-	-	910 -
Stage 2	-	-	-	-	615 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	397 937
Mov Cap-2 Maneuver	-	-	-	-	397 -
Stage 1	-	-	-	-	784 -
Stage 2	-	-	-	-	615 -

Approach	EB	WB	SB
HCM Control Delay, s	4.9	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	821
HCM Lane V/C Ratio	0.13	-	-	-	0.279
HCM Control Delay (s)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑	↔	
Traffic Vol, veh/h	58	38	0	10	4	0
Future Vol, veh/h	58	38	0	10	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	41	0	11	4	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	95
Stage 1	-	-	-	-	84
Stage 2	-	-	-	-	11
Critical Hdwy	-	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	-	-	3.518
Pot Cap-1 Maneuver	-	-	0	-	905
Stage 1	-	-	0	-	939
Stage 2	-	-	0	-	1012
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	905
Mov Cap-2 Maneuver	-	-	-	-	905
Stage 1	-	-	-	-	939
Stage 2	-	-	-	-	1012

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	905	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Control Delay (s)	9	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕			↕
Traffic Vol, veh/h	4	376	387	0	0	38
Future Vol, veh/h	4	376	387	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	409	421	0	0	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	421	0	-	0	- 421
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	- 3.318
Pot Cap-1 Maneuver	1138	-	-	0	0 632
Stage 1	-	-	-	0	0 -
Stage 2	-	-	-	0	0 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1138	-	-	-	- 632
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	0.1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT
Capacity (veh/h)	1138	-	632	-
HCM Lane V/C Ratio	0.004	-	0.065	-
HCM Control Delay (s)	8.2	0	11.1	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	165	29	144	97	15	132
Future Vol, veh/h	165	29	144	97	15	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	190	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	32	157	105	16	143

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	332	157	0	0	262
Stage 1	157	-	-	-	-
Stage 2	175	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	663	889	-	-	1302
Stage 1	871	-	-	-	-
Stage 2	855	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	654	889	-	-	1302
Mov Cap-2 Maneuver	654	-	-	-	-
Stage 1	871	-	-	-	-
Stage 2	844	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	654	889	1302	-
HCM Lane V/C Ratio	-	-	0.274	0.035	0.013	-
HCM Control Delay (s)	-	-	12.6	9.2	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	5	23	414	10	19	726
Future Vol, veh/h	5	23	414	10	19	726
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	25	450	11	21	789

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1287	456	0	0	461
Stage 1	456	-	-	-	-
Stage 2	831	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	181	604	-	-	1100
Stage 1	638	-	-	-	-
Stage 2	428	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	175	604	-	-	1100
Mov Cap-2 Maneuver	175	-	-	-	-
Stage 1	638	-	-	-	-
Stage 2	413	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	420	1100
HCM Lane V/C Ratio	-	-	0.072	0.019
HCM Control Delay (s)	-	-	14.2	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Signalized Intersection Summary
 344: S Montgomery St/N Montgomery St & University Dr

2045 No Build PM Peak.syn

05/03/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	168	64	163	209	83	59	277	86	67	264	433
Future Volume (veh/h)	37	168	64	163	209	83	59	277	86	67	264	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	183	70	177	227	90	64	301	93	73	287	471
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	240	203	252	303	257	278	727	225	571	339	557
Arrive On Green	0.04	0.13	0.13	0.07	0.16	0.16	0.05	0.53	0.53	0.05	0.53	0.53
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1371	423	1781	637	1045
Grp Volume(v), veh/h	40	183	70	177	227	90	64	0	394	73	0	758
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	0	1794	1781	0	1682
Q Serve(g_s), s	1.6	7.7	3.3	5.7	9.4	4.1	1.3	0.0	10.7	1.5	0.0	31.1
Cycle Q Clear(g_c), s	1.6	7.7	3.3	5.7	9.4	4.1	1.3	0.0	10.7	1.5	0.0	31.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.62
Lane Grp Cap(c), veh/h	203	240	203	252	303	257	278	0	951	571	0	897
V/C Ratio(X)	0.20	0.76	0.34	0.70	0.75	0.35	0.23	0.00	0.41	0.13	0.00	0.85
Avail Cap(c_a), veh/h	249	417	353	252	430	365	306	0	951	595	0	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	34.2	32.3	30.8	32.5	30.3	14.0	0.0	11.5	8.2	0.0	16.1
Incr Delay (d2), s/veh	0.5	5.0	1.0	8.5	4.4	0.8	0.4	0.0	1.3	0.1	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.7	1.3	1.2	4.5	1.6	0.5	0.0	4.2	0.5	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	39.2	33.3	39.3	36.9	31.1	14.4	0.0	12.8	8.3	0.0	25.8
LnGrp LOS	C	D	C	D	D	C	B	A	B	A	A	C
Approach Vol, veh/h		293			494			458			831	
Approach Delay, s/veh		36.5			36.7			13.0			24.2	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	47.6	10.2	14.9	8.3	47.8	7.5	17.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	43.1	5.7	18.1	5.1	43.1	5.1	18.7				
Max Q Clear Time (g_c+I1), s	3.5	12.7	7.7	9.7	3.3	33.1	3.6	11.4				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.7	0.0	4.1	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

HCM 6th TWSC
347: Herbert St & Highway 182

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	509	26	27	699	38	21
Future Vol, veh/h	509	26	27	699	38	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	553	28	29	760	41	23
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	581	0	1005	291
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	989	-	238	706
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	989	-	231	706
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	600	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.3	14.6			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	438	-	-	989	-	
HCM Lane V/C Ratio	0.146	-	-	0.03	-	
HCM Control Delay (s)	14.6	-	-	8.8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

HCM 6th TWSC
349: University Dr & N Nash St

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	273	313	38	36	82
Future Vol, veh/h	59	273	313	38	36	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	297	340	41	39	89
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	381	0	-	0	786	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1177	-	-	-	361	684
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1177	-	-	-	342	684
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	659	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.5	0	14.1			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1177	-	-	-	-	524
HCM Lane V/C Ratio	0.054	-	-	-	-	0.245
HCM Control Delay (s)	8.2	-	-	-	-	14.1
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1

HCM 6th TWSC
352: Colonel Muldrow Ave & Lummus Dr

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T			
Traffic Vol, veh/h	19	12	3	62	0	0
Future Vol, veh/h	19	12	3	62	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	13	3	67	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	73	0	0
Stage 1	0	-	-
Stage 2	73	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	931	-	-
Stage 1	-	-	-
Stage 2	950	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	931	-	-
Mov Cap-2 Maneuver	931	-	-
Stage 1	-	-	-
Stage 2	950	-	-

Approach	EB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	328	371	19	42	59
Future Vol, veh/h	19	328	371	19	42	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	357	403	21	46	64

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	424	0	-	0	813
Stage 1	-	-	-	-	414
Stage 2	-	-	-	-	399
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1135	-	-	-	348
Stage 1	-	-	-	-	667
Stage 2	-	-	-	-	678
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1135	-	-	-	341
Mov Cap-2 Maneuver	-	-	-	-	341
Stage 1	-	-	-	-	654
Stage 2	-	-	-	-	678

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1135	-	-	-	468
HCM Lane V/C Ratio	0.018	-	-	-	0.235
HCM Control Delay (s)	8.2	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Intersection Delay, s/veh	5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷		
Traffic Vol, veh/h	269	49	29	355	0	0
Future Vol, veh/h	269	49	29	355	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	292	53	32	386	0	0
Number of Lanes	1	0	0	1	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left		
Conflicting Lanes Left	0	0
Conflicting Approach Right		
Conflicting Lanes Right	0	0
HCM Control Delay	5	5
HCM LOS	A	A

Lane	EBLn1	WBLn1
Vol Left, %	0%	8%
Vol Thru, %	85%	92%
Vol Right, %	15%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	318	384
LT Vol	0	29
Through Vol	269	355
RT Vol	49	0
Lane Flow Rate	346	417
Geometry Grp	0	0
Degree of Util (X)	0	0
Departure Headway (Hd)	0	0
Convergence, Y/N	Yes	Yes
Cap	0	0
Service Time	0	0
HCM Lane V/C Ratio	0	0
HCM Control Delay	5	5
HCM Lane LOS	N	N
HCM 95th-tile Q	0	0

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷			↶↷			↶↷	
Traffic Vol, veh/h	0	5	14	5	4	0	19	1	12	6	77	13
Future Vol, veh/h	0	5	14	5	4	0	19	1	12	6	77	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	15	5	4	0	21	1	13	7	84	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	161	91	165	162	-	98	0	0	14	0	0
Stage 1	-	105	-	50	50	-	-	-	-	-	-	-
Stage 2	-	56	-	115	112	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	731	967	800	730	0	1495	-	-	1604	-	-
Stage 1	0	808	-	963	853	0	-	-	-	-	-	-
Stage 2	0	848	-	890	803	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	717	967	771	716	-	1495	-	-	1604	-	-
Mov Cap-2 Maneuver	-	717	-	771	716	-	-	-	-	-	-	-
Stage 1	-	804	-	950	841	-	-	-	-	-	-	-
Stage 2	-	836	-	866	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.9	4.4	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	886	746	1604	-	-
HCM Lane V/C Ratio	0.014	-	-	0.023	0.013	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.2	9.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 6th TWSC
357: Planters Row & Lummus Dr

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	23	0	0	29	0	1
Future Vol, veh/h	23	0	0	29	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	32	0	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	57	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	950	1051
Stage 1	-	0	0	-	998	-
Stage 2	-	0	0	-	991	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	950	1051
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	991	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.4			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	1051	-	-			
HCM Lane V/C Ratio	0.001	-	-			
HCM Control Delay (s)	8.4	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

HCM 6th TWSC
367: Page Ave & University Dr

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	195	14	3	324	63	9	1	1	46	3	54
Future Vol, veh/h	54	195	14	3	324	63	9	1	1	46	3	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	212	15	3	352	68	10	1	1	50	3	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	227	0	0	761	764	220	731	737	386
Stage 1	-	-	-	-	-	-	338	338	-	392	392	-
Stage 2	-	-	-	-	-	-	423	426	-	339	345	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1139	-	-	1341	-	-	322	334	820	337	346	662
Stage 1	-	-	-	-	-	-	676	641	-	633	606	-
Stage 2	-	-	-	-	-	-	609	586	-	676	636	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1139	-	-	1341	-	-	278	313	820	320	325	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	313	-	320	325	-
Stage 1	-	-	-	-	-	-	636	603	-	596	604	-
Stage 2	-	-	-	-	-	-	550	584	-	634	598	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.1			17.5			16		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	299	1139	-	-	1341	-	-	439
HCM Lane V/C Ratio	0.04	0.052	-	-	0.002	-	-	0.255
HCM Control Delay (s)	17.5	8.3	0	-	7.7	0	-	16
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1

Intersection	
Intersection Delay, s/veh	35.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↖	↗	↖	↗		↖	↗	
Traffic Vol, veh/h	62	101	55	54	136	149	41	235	21	74	331	68
Future Vol, veh/h	62	101	55	54	136	149	41	235	21	74	331	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	110	60	59	148	162	45	255	23	80	360	74
Number of Lanes	0	1	1	1	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	2
HCM Control Delay	18.9	16.2	27	61.8
HCM LOS	C	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	38%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	92%	62%	0%	0%	100%	0%	0%	83%
Vol Right, %	0%	8%	0%	100%	0%	0%	100%	0%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	256	163	55	54	136	149	74	399
LT Vol	41	0	62	0	54	0	0	74	0
Through Vol	0	235	101	0	0	136	0	0	331
RT Vol	0	21	0	55	0	0	149	0	68
Lane Flow Rate	45	278	177	60	59	148	162	80	434
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.117	0.687	0.474	0.145	0.156	0.372	0.375	0.199	0.994
Departure Headway (Hd)	9.463	8.888	9.641	8.71	9.587	9.068	8.342	8.89	8.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	378	406	374	411	373	396	431	403	438
Service Time	7.234	6.659	7.419	6.487	7.361	6.841	6.114	6.653	6.017
HCM Lane V/C Ratio	0.119	0.685	0.473	0.146	0.158	0.374	0.376	0.199	0.991
HCM Control Delay	13.5	29.2	20.9	13	14.1	17.2	16.1	13.9	70.7
HCM Lane LOS	B	D	C	B	B	C	C	B	F
HCM 95th-tile Q	0.4	5	2.5	0.5	0.5	1.7	1.7	0.7	12.5

HCM 6th TWSC
384: Highway 182 & Highway 82

Intersection							
Int Delay, s/veh	2						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	⬇	⬆		⬆	⬆	⬆	
Traffic Vol, veh/h	0	254	44	4	658	118	3
Future Vol, veh/h	0	254	44	4	658	118	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	Yield	-	None	-	Yield
Storage Length	150	-	-	150	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	276	48	4	715	128	3

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	715	0	0	276	0	666	162
Stage 1	-	-	-	-	-	300	-
Stage 2	-	-	-	-	-	366	-
Critical Hdwy	6.44	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	505	-	-	1284	-	393	854
Stage 1	-	-	-	-	-	725	-
Stage 2	-	-	-	-	-	672	-
Platoon blocked, %		-	-				
Mov Cap-1 Maneuver	505	-	-	1284	-	392	854
Mov Cap-2 Maneuver	-	-	-	-	-	392	-
Stage 1	-	-	-	-	-	725	-
Stage 2	-	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	505	-	-	1284	-
HCM Lane V/C Ratio	0.327	-	-	-	0.003	-
HCM Control Delay (s)	18.2	0	-	-	7.8	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-

HCM 6th TWSC
389: Highway 25 & Old Highway 25

Intersection							
Int Delay, s/veh	2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	Y		Y	Y
Traffic Vol, veh/h	104	4	0	230	80	3	342
Future Vol, veh/h	104	4	0	230	80	3	342
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	Yield	-	None
Storage Length	0	-	180	-	-	160	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	113	4	0	250	87	3	372

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	486	169	372	0	0	250	0
Stage 1	294	-	-	-	-	-	-
Stage 2	192	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22	-
Pot Cap-1 Maneuver	510	845	834	-	-	1313	-
Stage 1	730	-	-	-	-	-	-
Stage 2	822	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	509	845	834	-	-	1313	-
Mov Cap-2 Maneuver	509	-	-	-	-	-	-
Stage 1	730	-	-	-	-	-	-
Stage 2	820	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	834	-	-	529	1313
HCM Lane V/C Ratio	-	-	-	0.222	0.002
HCM Control Delay (s)	0	-	-	13.7	7.7
HCM Lane LOS	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0.8	0

Intersection													
Int Delay, s/veh	7.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑	↕		↕	↑↑	↕
Traffic Vol, veh/h	49	10	0	26	18	44	31	649	21	1	62	708	115
Future Vol, veh/h	49	10	0	26	18	44	31	649	21	1	62	708	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	-	-	-	-	175	-	300	-	175	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	11	0	28	20	48	34	705	23	1	67	770	125

Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	1337	1679	385	1300	1679	353	770	0	0	705	705	0	0
Stage 1	906	906	-	773	773	-	-	-	-	-	-	-	-
Stage 2	431	773	-	527	906	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	111	94	613	119	94	643	840	-	-	513	889	-	-
Stage 1	297	353	-	358	407	-	-	-	-	-	-	-	-
Stage 2	573	407	-	502	353	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	77	83	613	98	83	643	840	-	-	877	877	-	-
Mov Cap-2 Maneuver	77	83	-	98	83	-	-	-	-	-	-	-	-
Stage 1	285	325	-	344	391	-	-	-	-	-	-	-	-
Stage 2	483	391	-	448	325	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	147.8		44.4		0.4		0.7	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	78	183	877	-	-
HCM Lane V/C Ratio	0.04	-	-	0.822	0.523	0.078	-	-
HCM Control Delay (s)	9.5	-	-	147.8	44.4	9.5	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.1	2.6	0.3	-	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	64	1	0	59	6	0	0	0	6	0	22
Future Vol, veh/h	28	64	1	0	59	6	0	0	0	6	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	70	1	0	64	7	0	0	0	7	0	24

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	71	0	0	71	0	0	211	202	71	199	199	68
Stage 1	-	-	-	-	-	-	131	131	-	68	68	-
Stage 2	-	-	-	-	-	-	80	71	-	131	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1529	-	-	746	694	991	760	697	995
Stage 1	-	-	-	-	-	-	873	788	-	942	838	-
Stage 2	-	-	-	-	-	-	929	836	-	873	788	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1529	-	-	1529	-	-	717	680	991	749	683	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	717	680	-	749	683	-
Stage 1	-	-	-	-	-	-	856	772	-	923	838	-
Stage 2	-	-	-	-	-	-	907	836	-	856	772	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	0	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1529	-	-	1529	-	-	930
HCM Lane V/C Ratio	-	0.02	-	-	-	-	-	0.033
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↔	
Traffic Vol, veh/h	0	150	42	274	378	0	0	0	0	114	3	32
Future Vol, veh/h	0	150	42	274	378	0	0	0	0	114	3	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	163	46	298	411	0	0	0	0	124	3	35

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	163	0	0		1089	1170	206
Stage 1	-	-	-	-	-	-		1007	1007	-
Stage 2	-	-	-	-	-	-		82	163	-
Critical Hdwy	-	-	-	4.14	-	-		6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.84	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-		3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1413	-	0		210	192	800
Stage 1	0	-	-	-	-	0		314	317	-
Stage 2	0	-	-	-	-	0		932	762	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1413	-	-		166	0	800
Mov Cap-2 Maneuver	-	-	-	-	-	-		166	0	-
Stage 1	-	-	-	-	-	-		314	0	-
Stage 2	-	-	-	-	-	-		735	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.5	6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1413	-	3725
HCM Lane V/C Ratio	-	-	0.211	-	0.043
HCM Control Delay (s)	-	-	8.2	-	6
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0.8	-	0.1

HCM 6th TWSC
403: Highway 25 NB Ramps & Highway 182

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑			↔				
Traffic Vol, veh/h	15	246	0	0	581	163	72	1	146	0	0	0
Future Vol, veh/h	15	246	0	0	581	163	72	1	146	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	125	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	267	0	0	632	177	78	1	159	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	632	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	947	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	947	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.5	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1335	947	-	-	-
HCM Lane V/C Ratio	0.178	0.017	-	-	-
HCM Control Delay (s)	8.3	8.9	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

HCM 6th Signalized Intersection Summary
409: E Lee Blvd & Highway 182

2045 No Build PM Peak.syn

05/03/2021



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑↑	↱		↰	↑↑	↱	
Traffic Volume (veh/h)	1	732	158	1	82	592	172	139
Future Volume (veh/h)	1	732	158	1	82	592	172	139
Initial Q (Qb), veh		0	0		0	0	0	0
Ped-Bike Adj(A_pbT)			1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h		796	0		89	643	187	0
Peak Hour Factor		0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2		2	2	2	2
Cap, veh/h		1052			259	1476	817	
Arrive On Green		0.30	0.00		0.06	0.42	0.46	0.00
Sat Flow, veh/h		3647	1585		1781	3647	1772	0
Grp Volume(v), veh/h		796	0		89	643	188	0
Grp Sat Flow(s),veh/h/ln		1777	1585		1781	1777	1782	0
Q Serve(g_s), s		14.8	0.0		2.0	9.4	4.6	0.0
Cycle Q Clear(g_c), s		14.8	0.0		2.0	9.4	4.6	0.0
Prop In Lane			1.00		1.00		0.99	0.00
Lane Grp Cap(c), veh/h		1052			259	1476	821	
V/C Ratio(X)		0.76			0.34	0.44	0.23	
Avail Cap(c_a), veh/h		1687			365	1833	821	
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	0.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		23.2	0.0		15.2	15.2	11.8	0.0
Incr Delay (d2), s/veh		1.1	0.0		0.8	0.2	0.6	0.0
Initial Q Delay(d3),s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		5.6	0.0		0.7	3.3	1.8	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh		24.3	0.0		16.0	15.4	12.5	0.0
LnGrp LOS		C			B	B	B	
Approach Vol, veh/h		796	A		732	188	A	
Approach Delay, s/veh		24.3			15.4	12.5		
Approach LOS		C			B	B		
Timer - Assigned Phs		2	3	4			8	
Phs Duration (G+Y+Rc), s		38.0	8.7	26.0			34.7	
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5	
Max Green Setting (Gmax), s		33.5	8.5	34.5			37.5	
Max Q Clear Time (g_c+I1), s		6.6	4.0	16.8			11.4	
Green Ext Time (p_c), s		0.5	0.1	4.7			4.2	
Intersection Summary								
HCM 6th Ctrl Delay			19.2					
HCM 6th LOS			B					
Notes								
User approved volume balancing among the lanes for turning movement.								
User approved ignoring U-Turning movement.								
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.								

HCM 6th TWSC
423: Industrial Park Rd & Lynn Ln

Intersection												
Int Delay, s/veh	19.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	31	27	10	42	6	344	0	209	67	346	156	12
Future Vol, veh/h	31	27	10	42	6	344	0	209	67	346	156	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	40	-	-	40	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	29	11	46	7	374	0	227	73	376	170	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1383	1229	177	1213	1199	264	183	0	0	300	0	0
Stage 1	929	929	-	264	264	-	-	-	-	-	-	-
Stage 2	454	300	-	949	935	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	121	178	866	159	185	775	1392	-	-	1261	-	-
Stage 1	321	346	-	741	690	-	-	-	-	-	-	-
Stage 2	586	666	-	313	344	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	46	125	866	100	130	775	1392	-	-	1261	-	-
Mov Cap-2 Maneuver	46	125	-	100	130	-	-	-	-	-	-	-
Stage 1	321	243	-	741	690	-	-	-	-	-	-	-
Stage 2	300	666	-	191	241	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	195.7		20.9		0		6.1	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	75	103	775	1261	-	-
HCM Lane V/C Ratio	-	-	-	0.986	0.507	0.482	0.298	-	-
HCM Control Delay (s)	0	-	-	195.7	71.4	13.9	9.1	-	-
HCM Lane LOS	A	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	5.2	2.3	2.7	1.3	-	-



APPENDIX 5.2.1

Attachments:

Turning Movement Traffic Counts	5.2.1 A1 – 5.2.1 A12
Existing Capacity Analysis	5.2.1 B1 – 5.2.1 B4

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.1 A1

Intersection: Greensboro/Ernest Jones
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : greensboro-jones
Site Code : 00000000
Start Date : 2/4/2021
Page No : 1

Groups Printed- Autos - Buses Bikes - Semi's

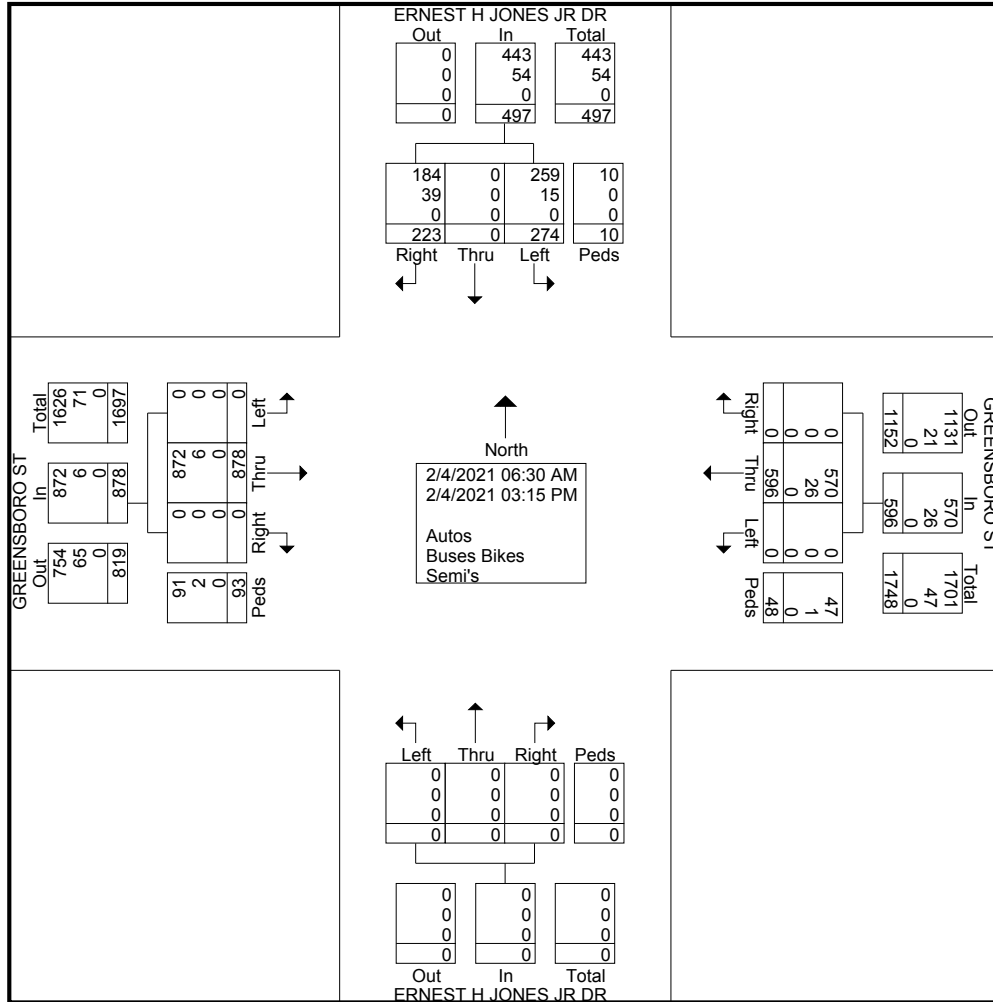
Start Time	ERNEST H JONES JR DR Southbound					GREENSBORO ST Westbound					ERNEST H JONES JR DR Northbound					GREENSBORO ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	2	0	2	0	4	0	9	0	0	9	0	0	0	0	0	0	18	0	0	18	31
06:45 AM	2	0	9	1	12	0	11	0	0	11	0	0	0	0	0	0	22	0	0	22	45
Total	4	0	11	1	16	0	20	0	0	20	0	0	0	0	0	0	40	0	0	40	76
07:00 AM	11	0	7	0	18	0	17	0	4	21	0	0	0	0	0	0	45	0	0	45	84
07:15 AM	42	0	16	1	59	0	25	0	0	25	0	0	0	0	0	0	67	0	0	67	151
07:30 AM	31	0	13	0	44	0	34	0	1	35	0	0	0	0	0	0	64	0	2	66	145
07:45 AM	7	0	12	0	19	0	41	0	1	42	0	0	0	0	0	0	86	0	0	86	147
Total	91	0	48	1	140	0	117	0	6	123	0	0	0	0	0	0	262	0	2	264	527
08:00 AM	7	0	21	3	31	0	31	0	6	37	0	0	0	0	0	0	65	0	0	65	133
08:15 AM	9	0	21	3	33	0	28	0	2	30	0	0	0	0	0	0	65	0	0	65	128
08:30 AM	14	0	19	0	33	0	42	0	26	68	0	0	0	0	0	0	59	0	4	63	164
08:45 AM	18	0	10	1	29	0	19	0	2	21	0	0	0	0	0	0	63	0	1	64	114
Total	48	0	71	7	126	0	120	0	36	156	0	0	0	0	0	0	252	0	5	257	539
*** BREAK ***																					
02:00 PM	46	0	18	1	65	0	64	0	2	66	0	0	0	0	0	0	46	0	4	50	181
02:15 PM	16	0	13	0	29	0	53	0	0	53	0	0	0	0	0	0	60	0	1	61	143
02:30 PM	12	0	13	0	25	0	44	0	0	44	0	0	0	0	0	0	63	0	2	65	134
02:45 PM	20	0	22	0	42	0	56	0	1	57	0	0	0	0	0	0	55	0	75	130	229
Total	94	0	66	1	161	0	217	0	3	220	0	0	0	0	0	0	224	0	82	306	687
03:00 PM	22	0	16	0	38	0	54	0	1	55	0	0	0	0	0	0	47	0	2	49	142
03:15 PM	15	0	11	0	26	0	68	0	2	70	0	0	0	0	0	0	53	0	2	55	151
Grand Total	274	0	223	10	507	0	596	0	48	644	0	0	0	0	0	0	878	0	93	971	2122
Apprch %	54	0	44	2		0	92.5	0	7.5		0	0	0	0		0	90.4	0	9.6		
Total %	12.9	0	10.5	0.5	23.9	0	28.1	0	2.3	30.3	0	0	0	0	0	0	41.4	0	4.4	45.8	
Autos	259	0	184	10	453	0	570	0	47	617	0	0	0	0	0	0	872	0	91	963	2033
% Autos	94.5	0	82.5	100	89.3	0	95.6	0	97.9	95.8	0	0	0	0	0	0	99.3	0	97.8	99.2	95.8
Buses Bikes	15	0	39	0	54	0	26	0	1	27	0	0	0	0	0	0	6	0	2	8	89
% Buses Bikes	5.5	0	17.5	0	10.7	0	4.4	0	2.1	4.2	0	0	0	0	0	0	0.7	0	2.2	0.8	4.2
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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5.2.1 A2

Intersection: Greensboro/Ernest Jones
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : greensboro-jones
Site Code : 00000000
Start Date : 2/4/2021
Page No : 2



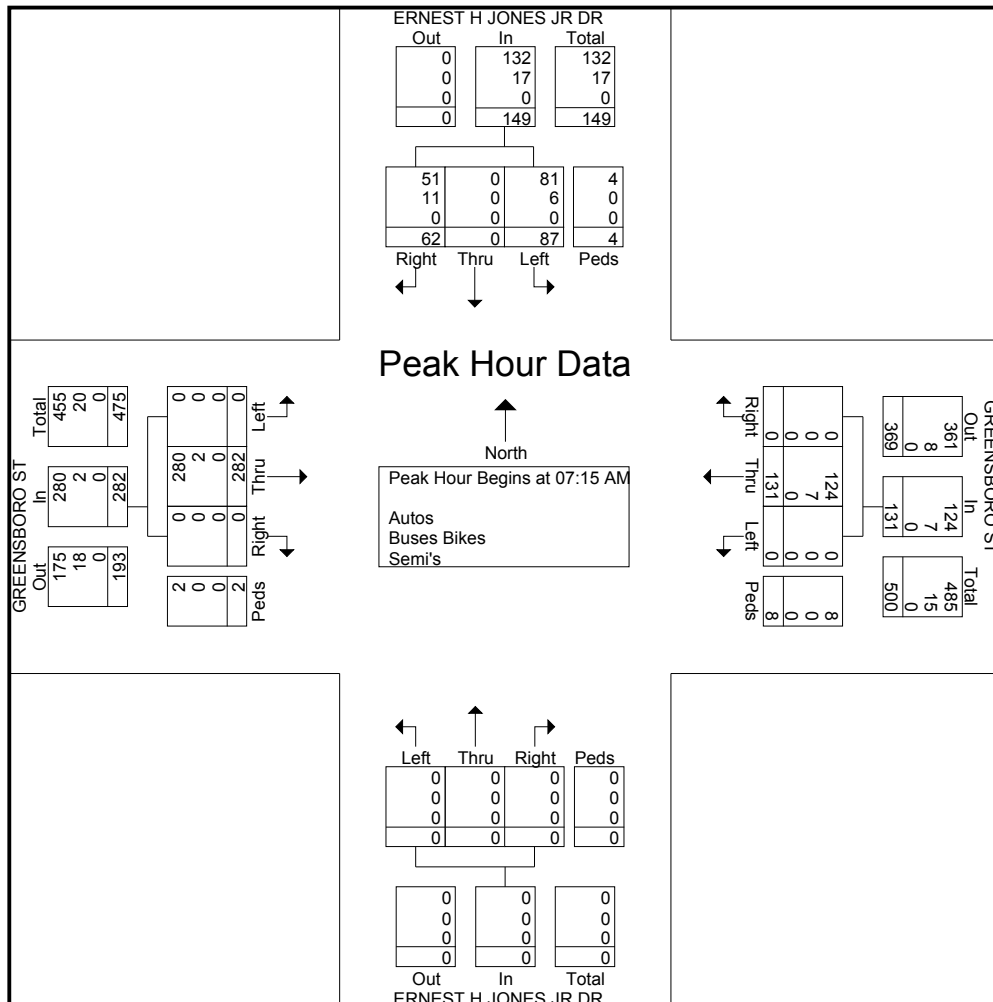
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P.O. Box 22625
Jackson, MS 39225

5.2.1 A3

Intersection: Greensboro/Ernest Jones
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : greensboro-jones
Site Code : 00000000
Start Date : 2/4/2021
Page No : 3

Start Time	ERNEST H JONES JR DR Southbound					GREENSBORO ST Westbound					ERNEST H JONES JR DR Northbound					GREENSBORO ST Eastbound					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 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	42	0	16	1	59	0	25	0	0	25	0	0	0	0	0	0	67	0	0	67	151
07:30 AM	31	0	13	0	44	0	34	0	1	35	0	0	0	0	0	0	64	0	2	66	145
07:45 AM	7	0	12	0	19	0	41	0	1	42	0	0	0	0	0	0	86	0	0	86	147
08:00 AM	7	0	21	3	31	0	31	0	6	37	0	0	0	0	0	0	65	0	0	65	133
Total Volume	87	0	62	4	153	0	131	0	8	139	0	0	0	0	0	0	282	0	2	284	576
% App. Total	56.9	0	40.5	2.6		0	94.2	0	5.8		0	0	0	0	0	0	99.3	0	0.7		
PHF	.518	.000	.738	.333	.648	.000	.799	.000	.333	.827	.000	.000	.000	.000	.000	.000	.820	.000	.250	.826	.954
Autos	81	0	51	4	136	0	124	0	8	132	0	0	0	0	0	0	280	0	2	282	550
% Autos	93.1	0	82.3	100	88.9	0	94.7	0	100	95.0	0	0	0	0	0	0	99.3	0	100	99.3	95.5
Buses Bikes																					
% Buses Bikes	6.9	0	17.7	0	11.1	0	5.3	0	0	5.0	0	0	0	0	0	0	0.7	0	0	0.7	4.5
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



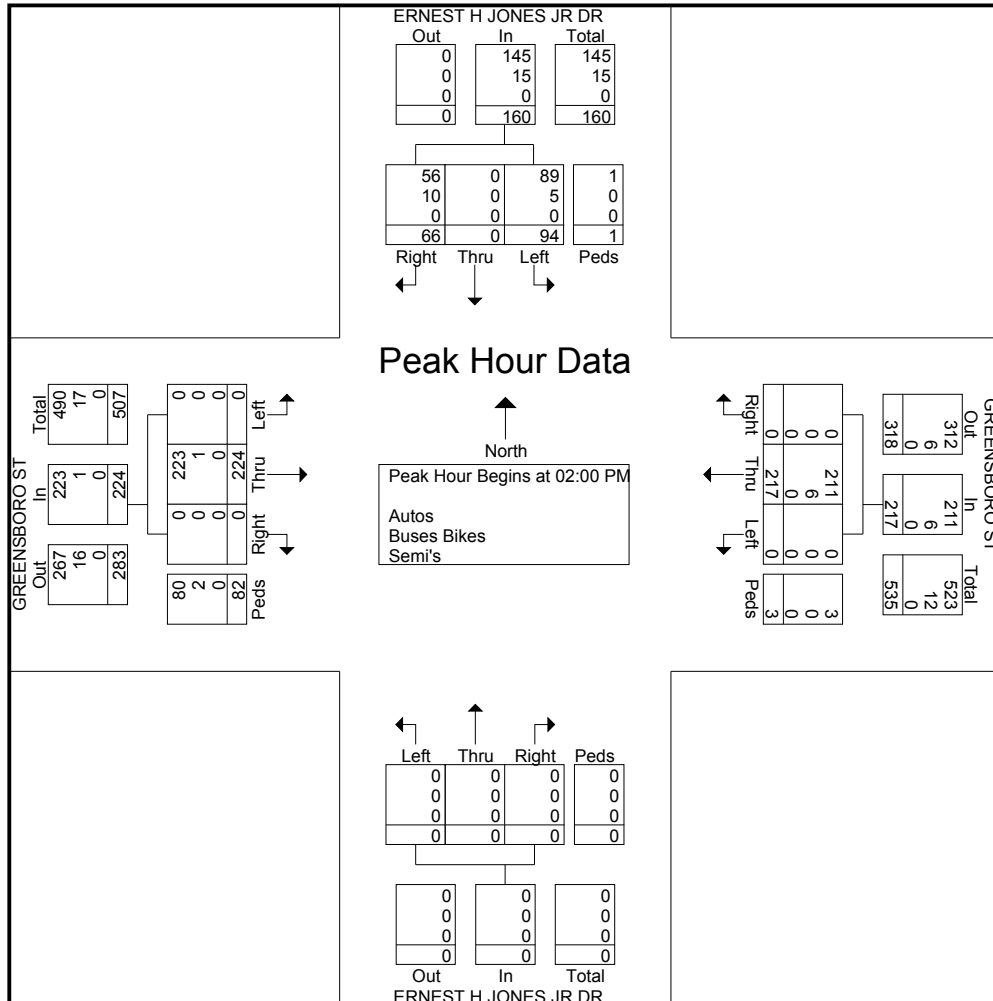
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Jackson, MS 39225

5.2.1 A4

Intersection: Greensboro/Ernest Jones
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : greensboro-jones
Site Code : 00000000
Start Date : 2/4/2021
Page No : 4

Start Time	ERNEST H JONES JR DR Southbound					GREENSBORO ST Westbound					ERNEST H JONES JR DR Northbound					GREENSBORO ST Eastbound					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 12:00 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	46	0	18	1	65	0	64	0	2	66	0	0	0	0	0	0	46	0	4	50	181
02:15 PM	16	0	13	0	29	0	53	0	0	53	0	0	0	0	0	0	60	0	1	61	143
02:30 PM	12	0	13	0	25	0	44	0	0	44	0	0	0	0	0	0	63	0	2	65	134
02:45 PM	20	0	22	0	42	0	56	0	1	57	0	0	0	0	0	0	55	0	75	130	229
Total Volume	94	0	66	1	161	0	217	0	3	220	0	0	0	0	0	0	224	0	82	306	687
% App. Total	58.4	0	41	0.6		0	98.6	0	1.4		0	0	0	0	0	0	73.2	0	26.8		
PHF	.511	.000	.750	.250	.619	.000	.848	.000	.375	.833	.000	.000	.000	.000	.000	.000	.889	.000	.273	.588	.750
Autos	89	0	56	1	146	0	211	0	3	214	0	0	0	0	0	0	223	0	80	303	663
% Autos	94.7	0	84.8	100	90.7	0	97.2	0	100	97.3	0	0	0	0	0	0	99.6	0	97.6	99.0	96.5
Buses Bikes																					
% Buses Bikes	5.3	0	15.2	0	9.3	0	2.8	0	0	2.7	0	0	0	0	0	0	0.4	0	2.4	1.0	3.5
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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5.2.1 A5

Intersection: Whitfield St/Greensboro St
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Greensboro-Whit
Site Code : 00000000
Start Date : 2/4/2021
Page No : 1

Groups Printed- Autos - Buses Bikes - Semi's

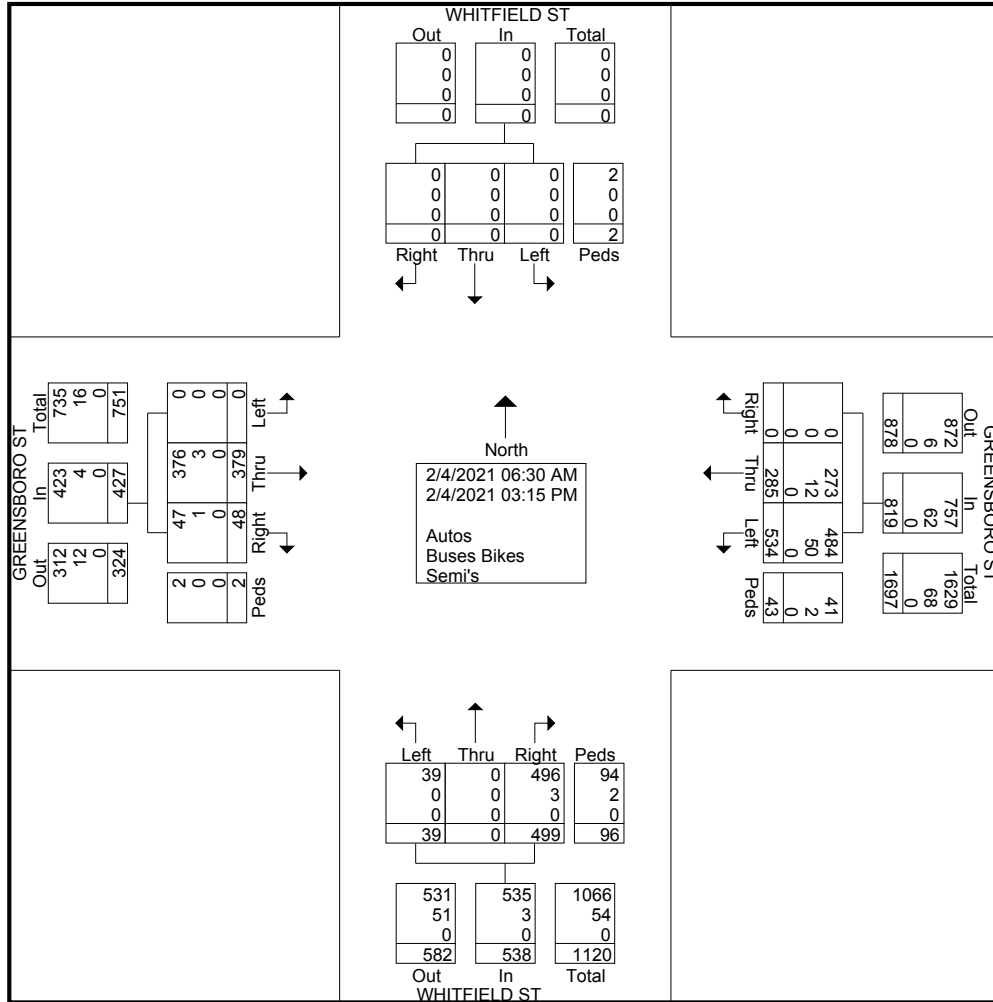
Start Time	WHITFIELD ST Southbound					GREENSBORO ST Westbound					WHITFIELD ST Northbound					GREENSBORO ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	4	7	0	0	11	0	0	8	0	8	0	10	1	0	11	30
06:45 AM	0	0	0	0	0	14	6	0	0	20	0	0	12	0	12	0	10	1	0	11	43
Total	0	0	0	0	0	18	13	0	0	31	0	0	20	0	20	0	20	2	0	22	73
07:00 AM	0	0	0	0	0	20	8	0	0	28	1	0	31	0	32	0	14	3	0	17	77
07:15 AM	0	0	0	0	0	25	16	0	0	41	3	0	41	0	44	0	26	3	0	29	114
07:30 AM	0	0	0	0	0	32	15	0	0	47	4	0	30	3	37	0	33	5	0	38	122
07:45 AM	0	0	0	0	0	30	22	0	0	52	3	0	39	2	44	0	45	0	0	45	141
Total	0	0	0	0	0	107	61	0	0	168	11	0	141	5	157	0	118	11	0	129	454
08:00 AM	0	0	0	2	2	43	9	0	3	55	1	0	38	4	43	0	25	3	0	28	128
08:15 AM	0	0	0	0	0	33	17	0	5	55	5	0	32	0	37	0	35	3	0	38	130
08:30 AM	0	0	0	0	0	40	21	0	25	86	4	0	37	2	43	0	23	5	0	28	157
08:45 AM	0	0	0	0	0	22	8	0	3	33	2	0	38	1	41	0	25	2	0	27	101
Total	0	0	0	2	2	138	55	0	36	229	12	0	145	7	164	0	108	13	0	121	516
*** BREAK ***																					
02:00 PM	0	0	0	0	0	47	34	0	3	84	4	0	33	3	40	0	12	0	1	13	137
02:15 PM	0	0	0	0	0	42	23	0	0	65	3	0	35	1	39	0	27	4	0	31	135
02:30 PM	0	0	0	0	0	38	19	0	0	57	1	0	32	2	35	0	31	6	0	37	129
02:45 PM	0	0	0	0	0	60	19	0	1	80	5	0	30	74	109	0	27	2	0	29	218
Total	0	0	0	0	0	187	95	0	4	286	13	0	130	80	223	0	97	12	1	110	619
03:00 PM	0	0	0	0	0	41	27	0	1	69	3	0	34	3	40	0	14	7	0	21	130
03:15 PM	0	0	0	0	0	43	34	0	2	79	0	0	29	1	30	0	22	3	1	26	135
Grand Total	0	0	0	2	2	534	285	0	43	862	39	0	499	96	634	0	379	48	2	429	1927
Apprch %	0	0	0	100		61.9	33.1	0	5		6.2	0	78.7	15.1		0	88.3	11.2	0.5		
Total %	0	0	0	0.1	0.1	27.7	14.8	0	2.2	44.7	2	0	25.9	5	32.9	0	19.7	2.5	0.1	22.3	
Autos	0	0	0	2	2	484	273	0	41	798	39	0	496	94	629	0	376	47	2	425	1854
% Autos	0	0	0	100	100	90.6	95.8	0	95.3	92.6	100	0	99.4	97.9	99.2	0	99.2	97.9	100	99.1	96.2
Buses Bikes	0	0	0	0	0	50	12	0	2	64	0	0	3	2	5	0	3	1	0	4	73
% Buses Bikes	0	0	0	0	0	9.4	4.2	0	4.7	7.4	0	0	0.6	2.1	0.8	0	0.8	2.1	0	0.9	3.8
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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5.2.1 A6

Intersection: Whitfield St/Greensboro St
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Greensboro-Whit
Site Code : 00000000
Start Date : 2/4/2021
Page No : 2



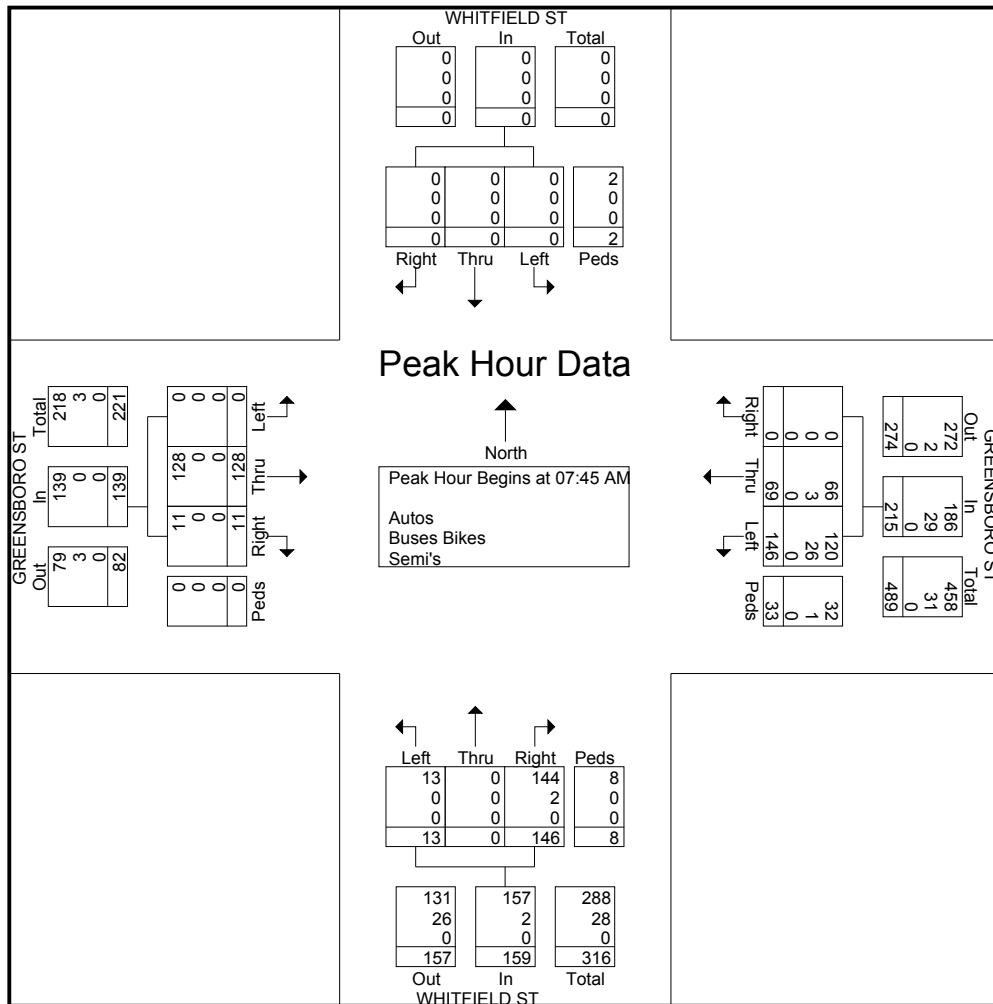
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Jackson, MS 39225

5.2.1 A7

Intersection: Whitfield St/Greensboro St
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Greensboro-Whit
Site Code : 00000000
Start Date : 2/4/2021
Page No : 3

Start Time	WHITFIELD ST Southbound					GREENSBORO ST Westbound					WHITFIELD ST Northbound					GREENSBORO ST Eastbound					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 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	30	22	0	0	52	3	0	39	2	44	0	45	0	0	45	141
08:00 AM	0	0	0	2	2	43	9	0	3	55	1	0	38	4	43	0	25	3	0	28	128
08:15 AM	0	0	0	0	0	33	17	0	5	55	5	0	32	0	37	0	35	3	0	38	130
08:30 AM	0	0	0	0	0	40	21	0	25	86	4	0	37	2	43	0	23	5	0	28	157
Total Volume	0	0	0	2	2	146	69	0	33	248	13	0	146	8	167	0	128	11	0	139	556
% App. Total	0	0	0	100		58.9	27.8	0	13.3		7.8	0	87.4	4.8		0	92.1	7.9	0		
PHF	.000	.000	.000	.250	.250	.849	.784	.000	.330	.721	.650	.000	.936	.500	.949	.000	.711	.550	.000	.772	.885
Autos	0	0	0	2	2	120	66	0	32	218	13	0	144	8	165	0	128	11	0	139	524
% Autos	0	0	0	100	100	82.2	95.7	0	97.0	87.9	100	0	98.6	100	98.8	0	100	100	0	100	94.2
Buses Bikes	0	0	0	0	0	17.8	4.3	0	3.0	12.1	0	0	1.4	0	1.2	0	0	0	0	0	5.8
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



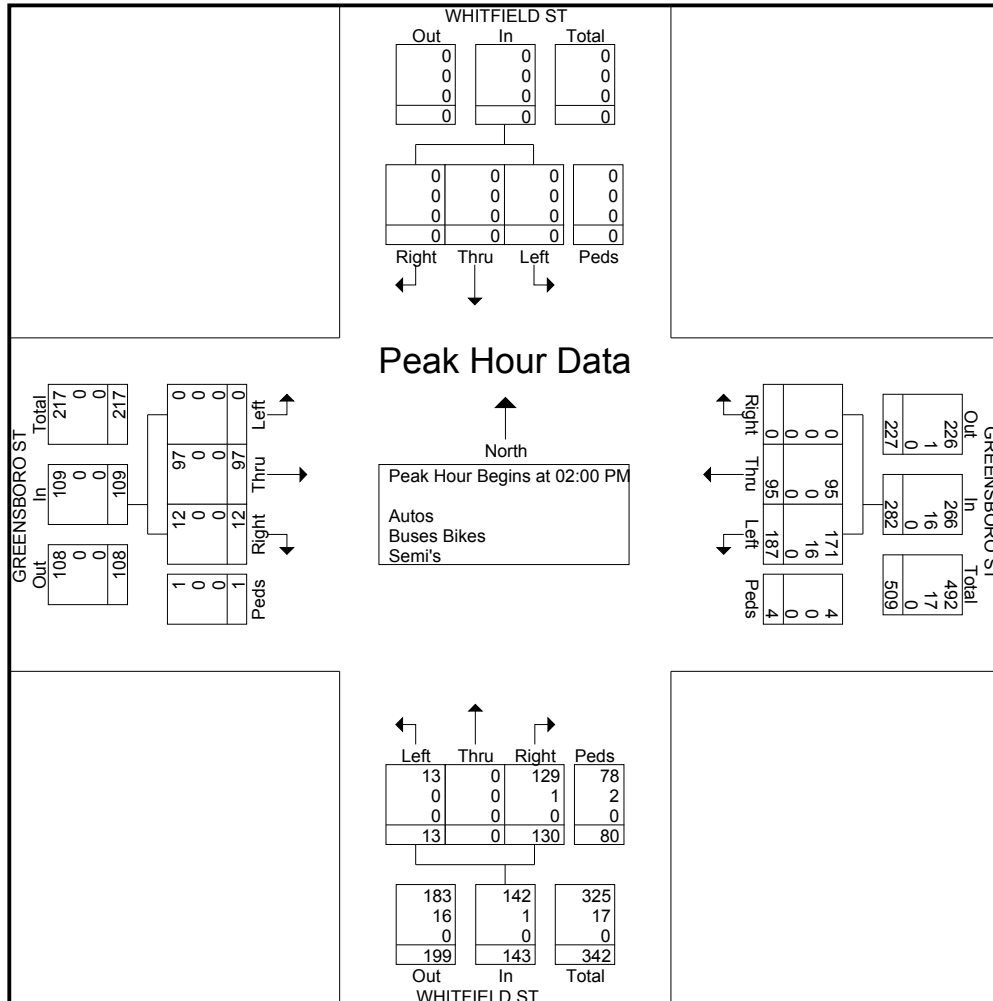
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P.O. Box 22625
Jackson, MS 39225

5.2.1 A8

Intersection: Whitfield St/Greensboro St
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Greensboro-Whit
Site Code : 00000000
Start Date : 2/4/2021
Page No : 4

Start Time	WHITFIELD ST Southbound					GREENSBORO ST Westbound					WHITFIELD ST Northbound					GREENSBORO ST Eastbound					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 12:00 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	47	34	0	3	84	4	0	33	3	40	0	12	0	1	13	137
02:15 PM	0	0	0	0	0	42	23	0	0	65	3	0	35	1	39	0	27	4	0	31	135
02:30 PM	0	0	0	0	0	38	19	0	0	57	1	0	32	2	35	0	31	6	0	37	129
02:45 PM	0	0	0	0	0	60	19	0	1	80	5	0	30	74	109	0	27	2	0	29	218
Total Volume	0	0	0	0	0	187	95	0	4	286	13	0	130	80	223	0	97	12	1	110	619
% App. Total	0	0	0	0	0	65.4	33.2	0	1.4		5.8	0	58.3	35.9		0	88.2	10.9	0.9		
PHF	.000	.000	.000	.000	.000	.779	.699	.000	.333	.851	.650	.000	.929	.270	.511	.000	.782	.500	.250	.743	.710
Autos	0	0	0	0	0	171	95	0	4	270	13	0	129	78	220	0	97	12	1	110	600
% Autos	0	0	0	0	0	91.4	100	0	100	94.4	100	0	99.2	97.5	98.7	0	100	100	100	100	96.9
Buses Bikes	0	0	0	0	0	8.6	0	0	0	5.6	0	0	0.8	2.5	1.3	0	0	0	0	0	3.1
% Buses Bikes	0	0	0	0	0	8.6	0	0	0	5.6	0	0	0.8	2.5	1.3	0	0	0	0	0	3.1
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.1 A9

Intersection: Louisville St/W Gillespie
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Louisville-Gillespie
Site Code : 00000000
Start Date : 2/4/2021
Page No : 1

Groups Printed- Autos - Buses Bikes - Semi's

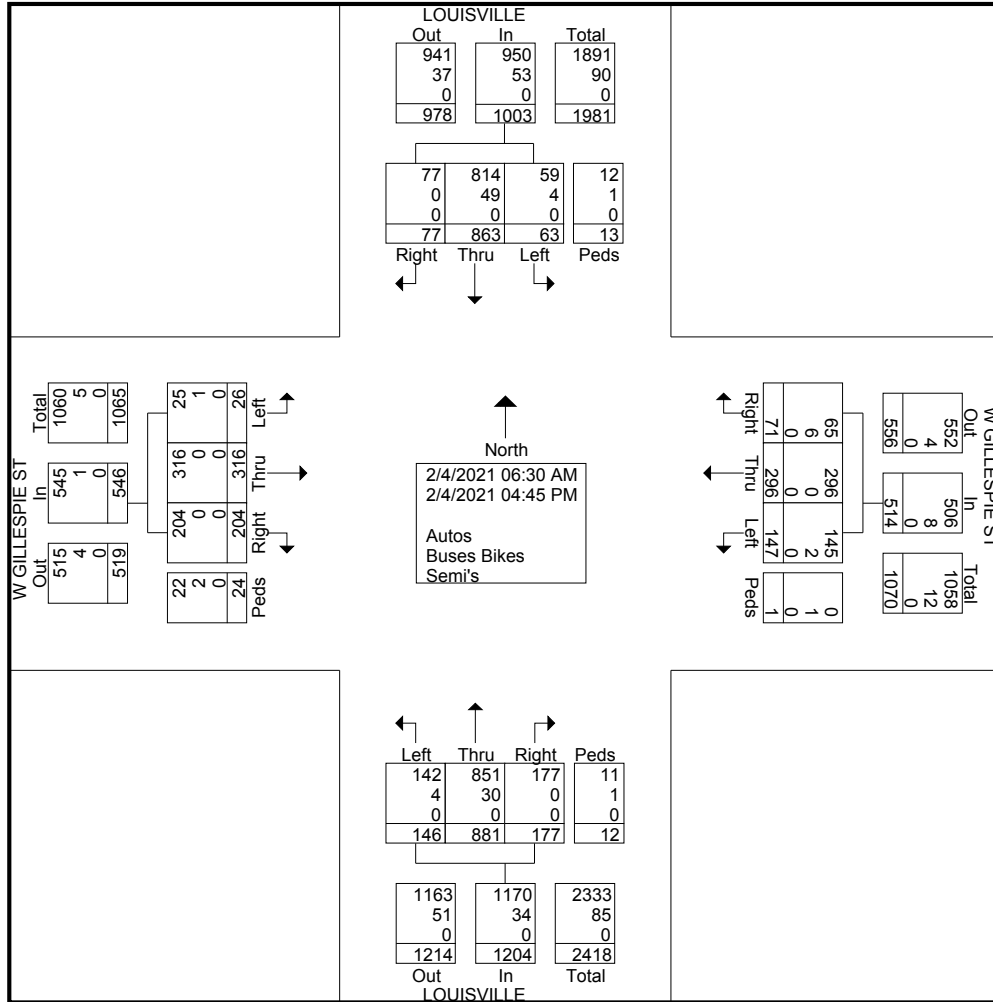
Start Time	LOUISVILLE Southbound					W GILLESPIE ST Westbound					LOUISVILLE Northbound					W GILLESPIE ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	1	11	0	0	12	1	1	0	0	2	0	13	3	0	16	0	5	2	1	8	38
06:45 AM	1	9	0	0	10	2	2	2	0	6	1	21	3	0	25	2	6	3	1	12	53
Total	2	20	0	0	22	3	3	2	0	8	1	34	6	0	41	2	11	5	2	20	91
07:00 AM	3	26	0	0	29	2	3	2	0	7	4	35	2	0	41	0	11	3	1	15	92
07:15 AM	7	44	2	1	54	5	5	3	0	13	2	39	2	0	43	0	17	4	0	21	131
07:30 AM	5	57	3	1	66	8	6	4	0	18	4	51	8	0	63	2	21	9	0	32	179
07:45 AM	2	36	2	0	40	5	11	7	0	23	2	46	10	0	58	0	24	7	0	31	152
Total	17	163	7	2	189	20	25	16	0	61	12	171	22	0	205	2	73	23	1	99	554
08:00 AM	0	24	7	0	31	7	5	4	0	16	6	36	7	0	49	2	18	4	2	26	122
08:15 AM	2	54	11	0	67	2	26	2	0	30	21	40	4	1	66	3	20	28	0	51	214
08:30 AM	5	44	15	0	64	3	30	2	0	35	24	48	8	1	81	5	28	25	1	59	239
08:45 AM	1	49	3	0	53	6	7	1	0	14	5	35	5	1	46	1	14	13	0	28	141
Total	8	171	36	0	215	18	68	9	0	95	56	159	24	3	242	11	80	70	3	164	716
*** BREAK ***																					
02:30 PM	2	45	6	1	54	12	16	2	0	30	12	44	9	0	65	2	13	7	0	22	171
02:45 PM	5	63	9	3	80	11	16	3	0	30	19	54	11	0	84	1	24	25	12	62	256
Total	7	108	15	4	134	23	32	5	0	60	31	98	20	0	149	3	37	32	12	84	427
03:00 PM	6	59	5	3	73	7	23	5	0	35	7	60	11	3	81	2	19	12	0	33	222
03:15 PM	0	51	3	0	54	12	15	3	1	31	6	50	11	1	68	2	16	6	2	26	179
03:30 PM	1	45	3	0	49	12	14	3	0	29	5	50	11	0	66	0	17	11	1	29	173
03:45 PM	6	54	2	2	64	10	16	8	0	34	12	53	13	0	78	1	12	9	0	22	198
Total	13	209	13	5	240	41	68	19	1	129	30	213	46	4	293	5	64	38	3	110	772
04:00 PM	5	37	2	1	45	11	29	3	0	43	1	55	16	1	73	2	12	10	2	26	187
04:15 PM	5	58	1	1	65	8	21	6	0	35	6	49	19	1	75	1	11	8	1	21	196
04:30 PM	4	56	2	0	62	13	21	5	0	39	3	51	10	0	64	0	12	11	0	23	188
04:45 PM	2	41	1	0	44	10	29	6	0	45	6	51	14	3	74	0	16	7	0	23	186
Total	16	192	6	2	216	42	100	20	0	162	16	206	59	5	286	3	51	36	3	93	757
Grand Total	63	863	77	13	1016	147	296	71	1	515	146	881	177	12	1216	26	316	204	24	570	3317
Apprch %	6.2	84.9	7.6	1.3		28.5	57.5	13.8	0.2		12	72.5	14.6	1		4.6	55.4	35.8	4.2		
Total %	1.9	26	2.3	0.4	30.6	4.4	8.9	2.1	0	15.5	4.4	26.6	5.3	0.4	36.7	0.8	9.5	6.2	0.7	17.2	
Autos	59	814	77	12	962	145	296	65	0	506	142	851	177	11	1181	25	316	204	22	567	3216
% Autos	93.7	94.3	100	92.3	94.7	98.6	100	91.5	0	98.3	97.3	96.6	100	91.7	97.1	96.2	100	100	91.7	99.5	97
Buses Bikes	4	49	0	1	54	2	0	6	1	9	4	30	0	1	35	1	0	0	2	3	101
% Buses Bikes	6.3	5.7	0	7.7	5.3	1.4	0	8.5	100	1.7	2.7	3.4	0	8.3	2.9	3.8	0	0	8.3	0.5	3
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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P.O. Box 22625
Jackson, MS 39225

5.2.1 A10

Intersection: Louisville St/W Gillespie
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Louisville-Gillespie
Site Code : 00000000
Start Date : 2/4/2021
Page No : 2



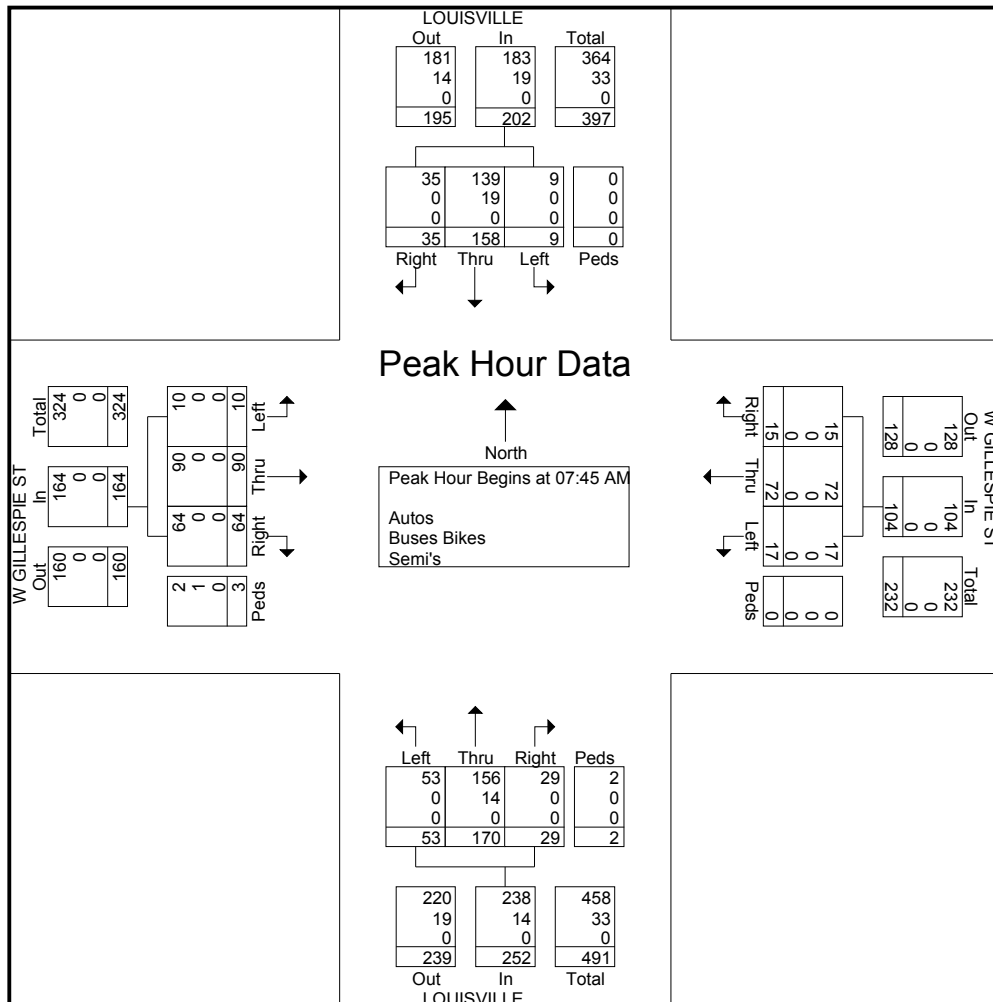
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.1 A11

Intersection: Louisville St/W Gillespie
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Louisville-Gillespie
Site Code : 00000000
Start Date : 2/4/2021
Page No : 3

Start Time	LOUISVILLE Southbound					W GILLESPIE ST Westbound					LOUISVILLE Northbound					W GILLESPIE ST Eastbound					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 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	36	2	0	40	5	11	7	0	23	2	46	10	0	58	0	24	7	0	31	152
08:00 AM	0	24	7	0	31	7	5	4	0	16	6	36	7	0	49	2	18	4	2	26	122
08:15 AM	2	54	11	0	67	2	26	2	0	30	21	40	4	1	66	3	20	28	0	51	214
08:30 AM	5	44	15	0	64	3	30	2	0	35	24	48	8	1	81	5	28	25	1	59	239
Total Volume	9	158	35	0	202	17	72	15	0	104	53	170	29	2	254	10	90	64	3	167	727
% App. Total	4.5	78.2	17.3	0		16.3	69.2	14.4	0		20.9	66.9	11.4	0.8		6	53.9	38.3	1.8		
PHF	.450	.731	.583	.000	.754	.607	.600	.536	.000	.743	.552	.885	.725	.500	.784	.500	.804	.571	.375	.708	.760
Autos	9	139	35	0	183	17	72	15	0	104	53	156	29	2	240	10	90	64	2	166	693
% Autos	100	88.0	100	0	90.6	100	100	100	0	100	100	91.8	100	100	94.5	100	100	100	66.7	99.4	95.3
Buses Bikes	0	12.0	0	0	9.4	0	0	0	0	0	0	8.2	0	0	5.5	0	0	0	33.3	0.6	4.7
% Buses Bikes	0	6.4	0	0	4.7	0	0	0	0	0	0	4.7	0	0	3.3	0	0	0	20.0	0.4	2.9
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



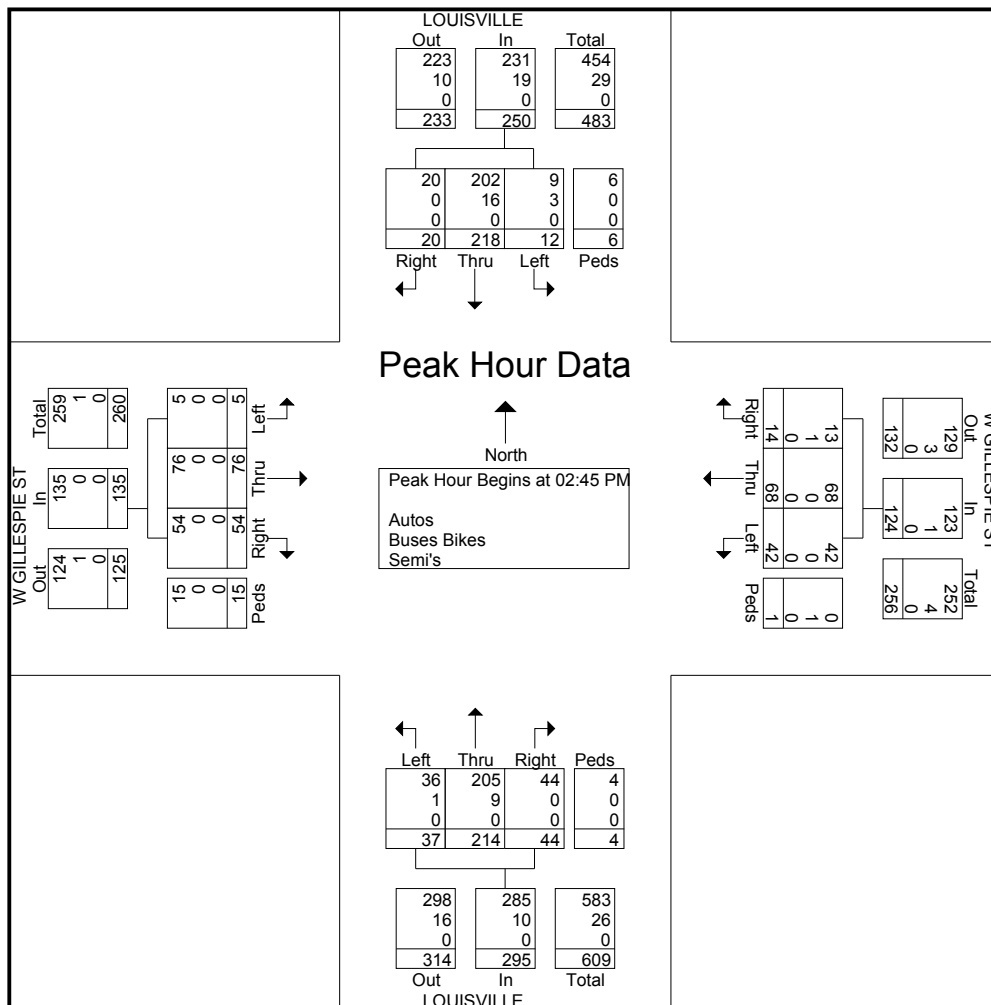
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.1 A12

Intersection: Louisville St/W Gillespie
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : Louisville-Gillespie
Site Code : 00000000
Start Date : 2/4/2021
Page No : 4

Start Time	LOUISVILLE Southbound					W GILLESPIE ST Westbound					LOUISVILLE Northbound					W GILLESPIE ST Eastbound					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 12:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	5	63	9	3	80	11	16	3	0	30	19	54	11	0	84	1	24	25	12	62	256
03:00 PM	6	59	5	3	73	7	23	5	0	35	7	60	11	3	81	2	19	12	0	33	222
03:15 PM	0	51	3	0	54	12	15	3	1	31	6	50	11	1	68	2	16	6	2	26	179
03:30 PM	1	45	3	0	49	12	14	3	0	29	5	50	11	0	66	0	17	11	1	29	173
Total Volume	12	218	20	6	256	42	68	14	1	125	37	214	44	4	299	5	76	54	15	150	830
% App. Total	4.7	85.2	7.8	2.3		33.6	54.4	11.2	0.8		12.4	71.6	14.7	1.3		3.3	50.7	36	10		
PHF	.500	.865	.556	.500	.800	.875	.739	.700	.250	.893	.487	.892	1.00	.333	.890	.625	.792	.540	.313	.605	.811
Autos	9	202	20	6	237	42	68	13	0	123	36	205	44	4	289	5	76	54	15	150	799
% Autos	75.0	92.7	100	100	92.6	100	100	92.9	0	98.4	97.3	95.8	100	100	96.7	100	100	100	100	100	96.3
Buses Bikes																					
% Buses Bikes	25.0	7.3	0	0	7.4	0	0	7.1	100	1.6	2.7	4.2	0	0	3.3	0	0	0	0	0	3.7
Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Semi's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	128	11	146	69	13	146
Future Vol, veh/h	128	11	146	69	13	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	12	159	75	14	159
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NE
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.6	9.6	8.4
HCM LOS	A	A	A

Lane	NELn1	EBLn1	WBLn1
Vol Left, %	8%	0%	68%
Vol Thru, %	0%	92%	32%
Vol Right, %	92%	8%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	159	139	215
LT Vol	13	0	146
Through Vol	0	128	69
RT Vol	146	11	0
Lane Flow Rate	173	151	234
Geometry Grp	1	1	1
Degree of Util (X)	0.206	0.19	0.3
Departure Headway (Hd)	4.289	4.536	4.622
Convergence, Y/N	Yes	Yes	Yes
Cap	836	790	778
Service Time	2.314	2.569	2.652
HCM Lane V/C Ratio	0.207	0.191	0.301
HCM Control Delay	8.4	8.6	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.7	1.3

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	282	131	0	87	62
Future Vol, veh/h	0	282	131	0	87	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	307	142	0	95	67

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	449 142
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	307 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1441	-	-	-	568 906
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	746 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1441	-	-	-	568 906
Mov Cap-2 Maneuver	-	-	-	-	568 -
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	746 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	672
HCM Lane V/C Ratio	-	-	-	-	0.241
HCM Control Delay (s)	0	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection

Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	97	12	187	95	13	130
Future Vol, veh/h	97	12	187	95	13	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	13	203	103	14	141
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NE
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	10.4	8.4
HCM LOS	A	B	A

Lane	NELn1	EBLn1	WBLn1
Vol Left, %	9%	0%	66%
Vol Thru, %	0%	89%	34%
Vol Right, %	91%	11%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	143	109	282
LT Vol	13	0	187
Through Vol	0	97	95
RT Vol	130	12	0
Lane Flow Rate	155	118	307
Geometry Grp	1	1	1
Degree of Util (X)	0.189	0.15	0.387
Departure Headway (Hd)	4.383	4.561	4.549
Convergence, Y/N	Yes	Yes	Yes
Cap	818	786	791
Service Time	2.412	2.594	2.577
HCM Lane V/C Ratio	0.189	0.15	0.388
HCM Control Delay	8.4	8.4	10.4
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.7	0.5	1.8

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	224	217	0	94	66
Future Vol, veh/h	0	224	217	0	94	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	243	236	0	102	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	236	0	-	0	479 236
Stage 1	-	-	-	-	236 -
Stage 2	-	-	-	-	243 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1331	-	-	-	545 803
Stage 1	-	-	-	-	803 -
Stage 2	-	-	-	-	797 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1331	-	-	-	545 803
Mov Cap-2 Maneuver	-	-	-	-	545 -
Stage 1	-	-	-	-	803 -
Stage 2	-	-	-	-	797 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1331	-	-	-	628
HCM Lane V/C Ratio	-	-	-	-	0.277
HCM Control Delay (s)	0	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.1



APPENDIX 5.2.2

Attachments:

Turning Movement Traffic Counts	5.2.2 A1 – 5.2.2 A8
Site Photos	5.2.2 B1 – 5.2.2 B3

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.2 A1

Intersection: Hwy 182/Pilcher St E
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-school
Site Code : 00000000
Start Date : 2/4/2021
Page No : 1

Groups Printed- Autos - Buses Bikes - Semi's

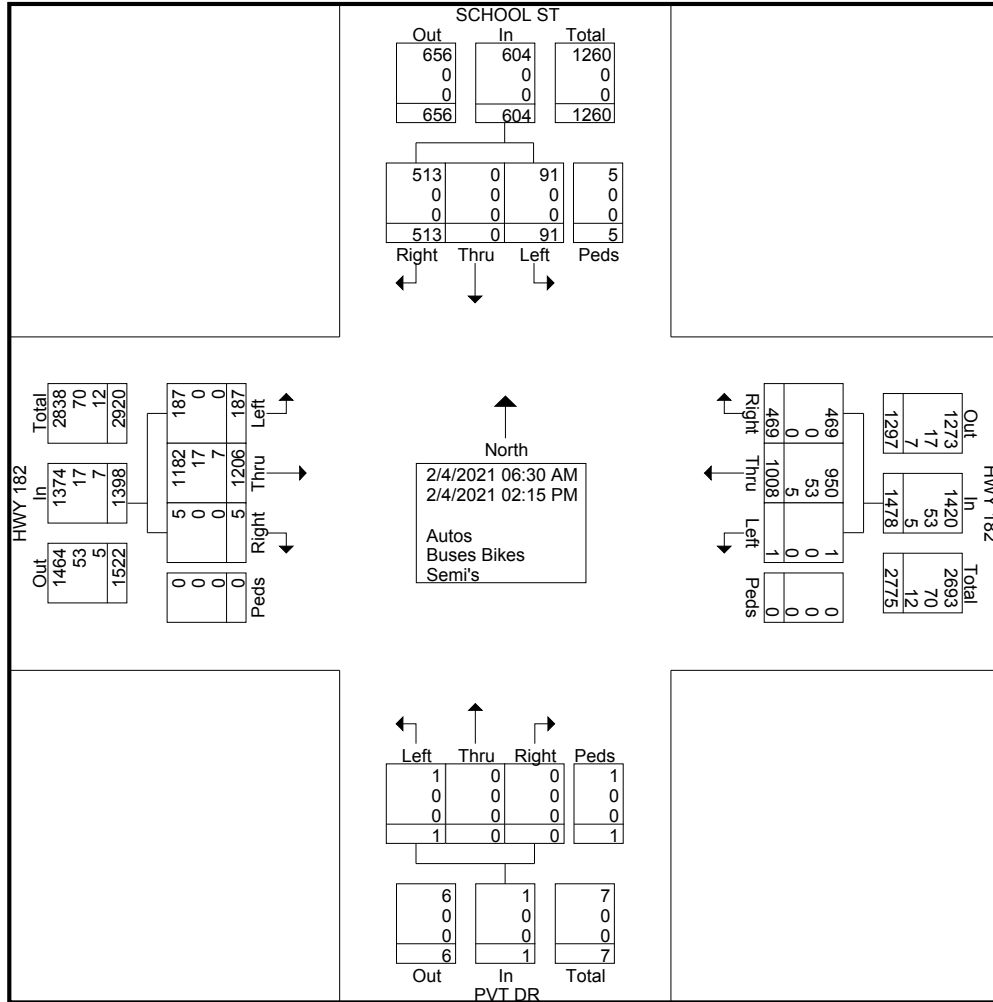
Start Time	SCHOOL ST Southbound					HWY 182 Westbound					PVT DR Northbound					HWY 182 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	1	0	0	0	1	0	30	10	0	40	0	0	0	0	0	6	26	0	0	32	73
06:45 AM	0	0	0	0	0	1	35	17	0	53	0	0	0	0	0	6	48	0	0	54	107
Total	1	0	0	0	1	1	65	27	0	93	0	0	0	0	0	12	74	0	0	86	180
07:00 AM	0	0	49	0	49	0	48	67	0	115	0	0	0	0	0	51	62	0	0	113	277
07:15 AM	1	0	142	0	143	0	73	91	0	164	0	0	0	0	0	36	111	0	0	147	454
07:30 AM	4	0	111	1	116	0	60	73	0	133	1	0	0	0	1	35	133	2	0	170	420
07:45 AM	16	0	10	0	26	0	74	20	0	94	0	0	0	0	0	6	134	0	0	140	260
Total	21	0	312	1	334	0	255	251	0	506	1	0	0	0	1	128	440	2	0	570	1411
08:00 AM	8	0	4	0	12	0	72	5	0	77	0	0	0	0	0	6	94	0	0	100	189
08:15 AM	4	0	0	0	4	0	58	3	0	61	0	0	0	0	0	1	75	0	0	76	141
*** BREAK ***																					
Total	12	0	4	0	16	0	130	8	0	138	0	0	0	0	0	7	169	0	0	176	330
*** BREAK ***																					
01:00 PM	3	0	3	1	7	0	122	37	0	159	0	0	0	0	0	11	81	0	0	92	258
01:15 PM	2	0	1	1	4	0	81	28	0	109	0	0	0	0	0	10	74	2	0	86	199
01:30 PM	8	0	15	1	24	0	68	11	0	79	0	0	0	1	1	3	84	1	0	88	192
01:45 PM	19	0	106	1	126	0	86	72	0	158	0	0	0	0	0	5	95	0	0	100	384
Total	32	0	125	4	161	0	357	148	0	505	0	0	0	1	1	29	334	3	0	366	1033
02:00 PM	17	0	67	0	84	0	106	31	0	137	0	0	0	0	0	9	96	0	0	105	326
02:15 PM	8	0	5	0	13	0	95	4	0	99	0	0	0	0	0	2	93	0	0	95	207
Grand Total	91	0	513	5	609	1	1008	469	0	1478	1	0	0	1	2	187	1206	5	0	1398	3487
Apprch %	14.9	0	84.2	0.8		0.1	68.2	31.7	0		50	0	0	50		13.4	86.3	0.4	0		
Total %	2.6	0	14.7	0.1	17.5	0	28.9	13.4	0	42.4	0	0	0	0	0.1	5.4	34.6	0.1	0	40.1	
Autos	91	0	513	5	609	1	950	469	0	1420	1	0	0	1	2	187	1182	5	0	1374	3405
% Autos	100	0	100	100	100	100	94.2	100	0	96.1	100	0	0	100	100	100	98	100	0	98.3	97.6
Buses Bikes	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	17	0	0	17	70
% Buses Bikes	0	0	0	0	0	0	5.3	0	0	3.6	0	0	0	0	0	0	1.4	0	0	1.2	2
Semi's	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
% Semi's	0	0	0	0	0	0	0.5	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.5	0.3

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P.O. Box 22625
Jackson, MS 39225

5.2.2 A2

Intersection: Hwy 182/Pilcher St E
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-school
Site Code : 00000000
Start Date : 2/4/2021
Page No : 2



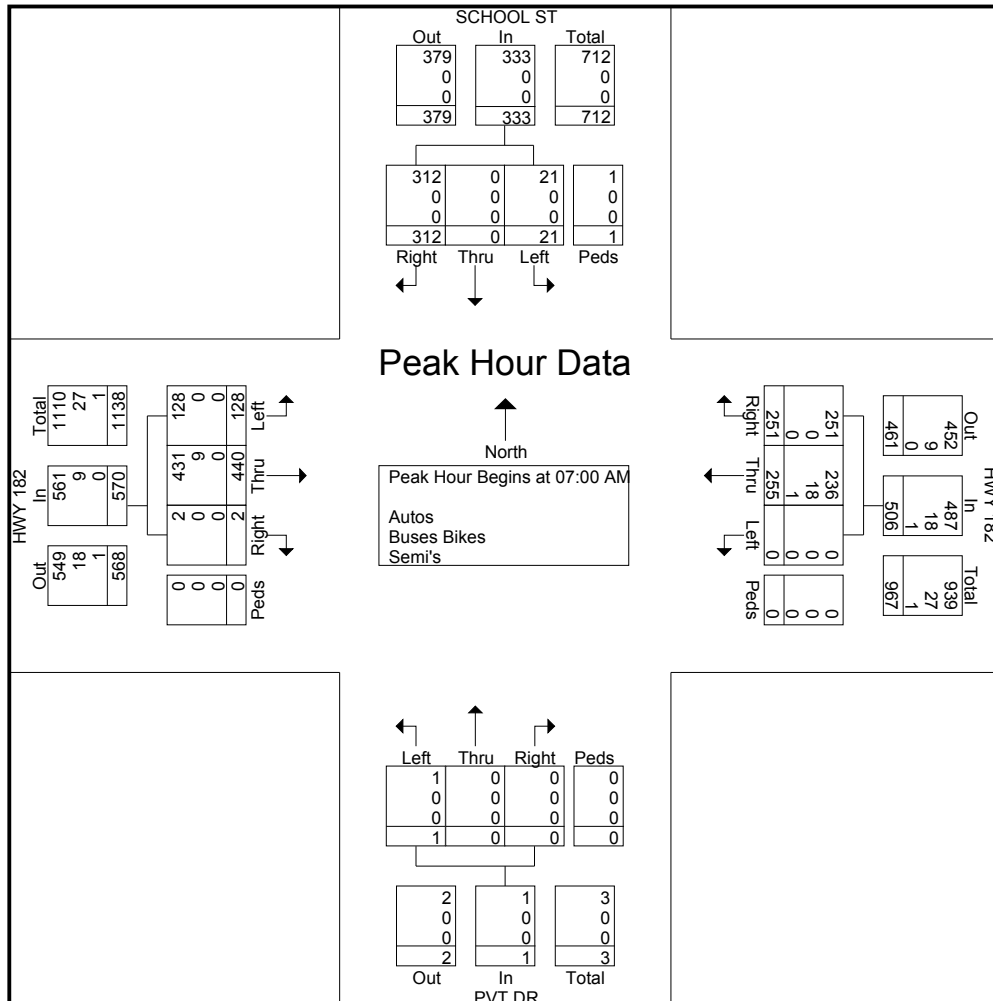
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P.O. Box 22625
Jackson, MS 39225

5.2.2 A3

Intersection: Hwy 182/Pilcher St E
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-school
Site Code : 00000000
Start Date : 2/4/2021
Page No : 3

Start Time	SCHOOL ST Southbound					HWY 182 Westbound					PVT DR Northbound					HWY 182 Eastbound					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 06:30 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	49	0	49	0	48	67	0	115	0	0	0	0	0	51	62	0	0	113	277
07:15 AM	1	0	142	0	143	0	73	91	0	164	0	0	0	0	0	36	111	0	0	147	454
07:30 AM	4	0	111	1	116	0	60	73	0	133	1	0	0	0	1	35	133	2	0	170	420
07:45 AM	16	0	10	0	26	0	74	20	0	94	0	0	0	0	0	6	134	0	0	140	260
Total Volume	21	0	312	1	334	0	255	251	0	506	1	0	0	0	1	128	440	2	0	570	1411
% App. Total	6.3	0	93.4	0.3		0	50.4	49.6	0		100	0	0	0		22.5	77.2	0.4	0		
PHF	.328	.000	.549	.250	.584	.000	.861	.690	.000	.771	.250	.000	.000	.000	.250	.627	.821	.250	.000	.838	.777
Autos	21	0	312	1	334	0	236	251	0	487	1	0	0	0	1	128	431	2	0	561	1383
% Autos	100	0	100	100	100	0	92.5	100	0	96.2	100	0	0	0	100	100	98.0	100	0	98.4	98.0
Buses Bikes	0	0	0	0	0	0	7.1	0	0	3.6	0	0	0	0	0	0	2.0	0	0	1.6	1.9
% Buses Bikes	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Semi's	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
% Semi's	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



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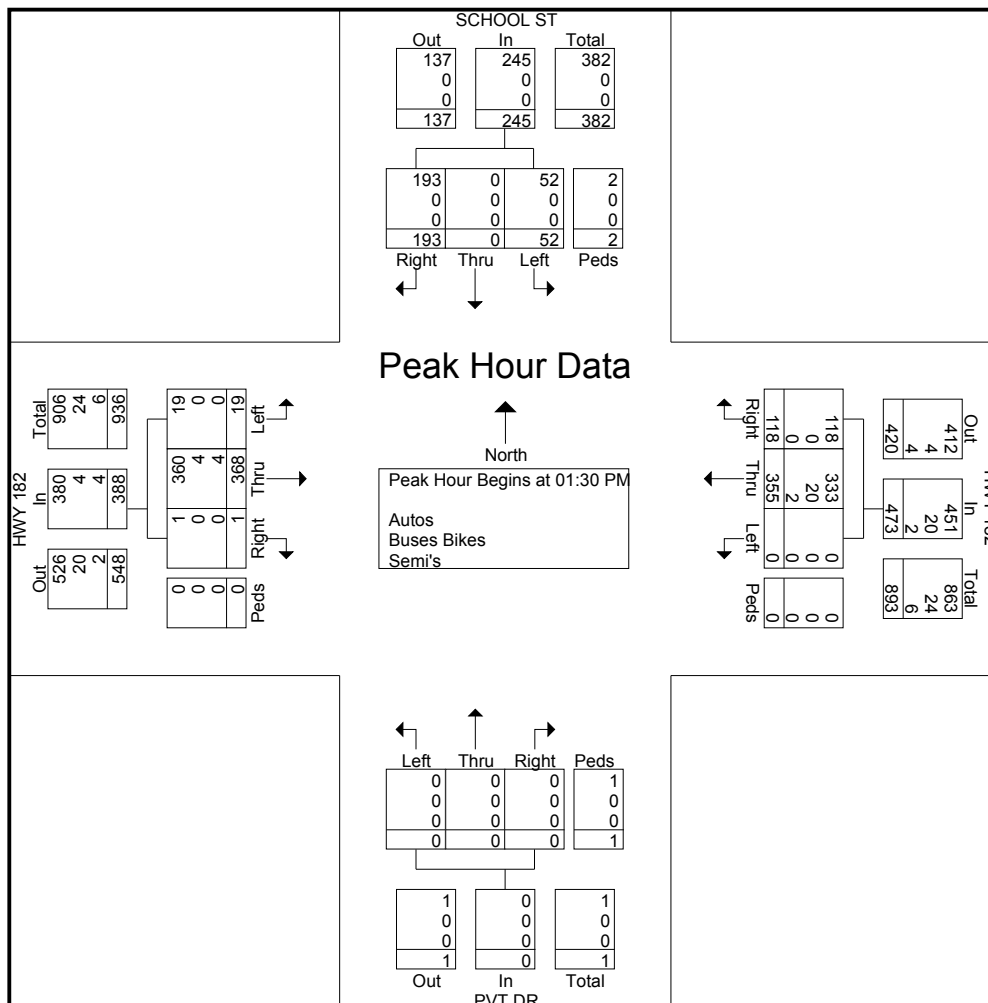
P.O. Box 22625
Jackson, MS 39225

5.2.2 A4

Intersection: Hwy 182/Pilcher St E
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-school
Site Code : 00000000
Start Date : 2/4/2021
Page No : 4

Start Time	SCHOOL ST Southbound					HWY 182 Westbound					PVT DR Northbound					HWY 182 Eastbound					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 12:00 PM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	8	0	15	1	24	0	68	11	0	79	0	0	0	1	1	3	84	1	0	88	192
01:45 PM	19	0	106	1	126	0	86	72	0	158	0	0	0	0	0	5	95	0	0	100	384
02:00 PM	17	0	67	0	84	0	106	31	0	137	0	0	0	0	0	9	96	0	0	105	326
02:15 PM	8	0	5	0	13	0	95	4	0	99	0	0	0	0	0	2	93	0	0	95	207
Total Volume	52	0	193	2	247	0	355	118	0	473	0	0	0	1	1	19	368	1	0	388	1109
% App. Total	21.1	0	78.1	0.8		0	75.1	24.9	0		0	0	0	100		4.9	94.8	0.3	0		
PHF	.684	.000	.455	.500	.490	.000	.837	.410	.000	.748	.000	.000	.000	.250	.250	.528	.958	.250	.000	.924	.722
Autos	52	0	193	2	247	0	333	118	0	451	0	0	0	1	1	19	360	1	0	380	1079
% Autos	100	0	100	100	100	0	93.8	100	0	95.3	0	0	0	100	100	100	97.8	100	0	97.9	97.3
Buses Bikes	0	0	0	0	0	0	5.6	0	0	4.2	0	0	0	0	0	0	1.1	0	0	1.0	2.2
Semi's	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
% Semi's	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0	1.1	0	0	1.0	0.5



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5.2.2 A5

Intersection: Hwy 182/W. Pilcher st
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-pilcher-w
Site Code : 00000000
Start Date : 2/4/2021
Page No : 1

Groups Printed- Autos - Buses Bikes - Semi's

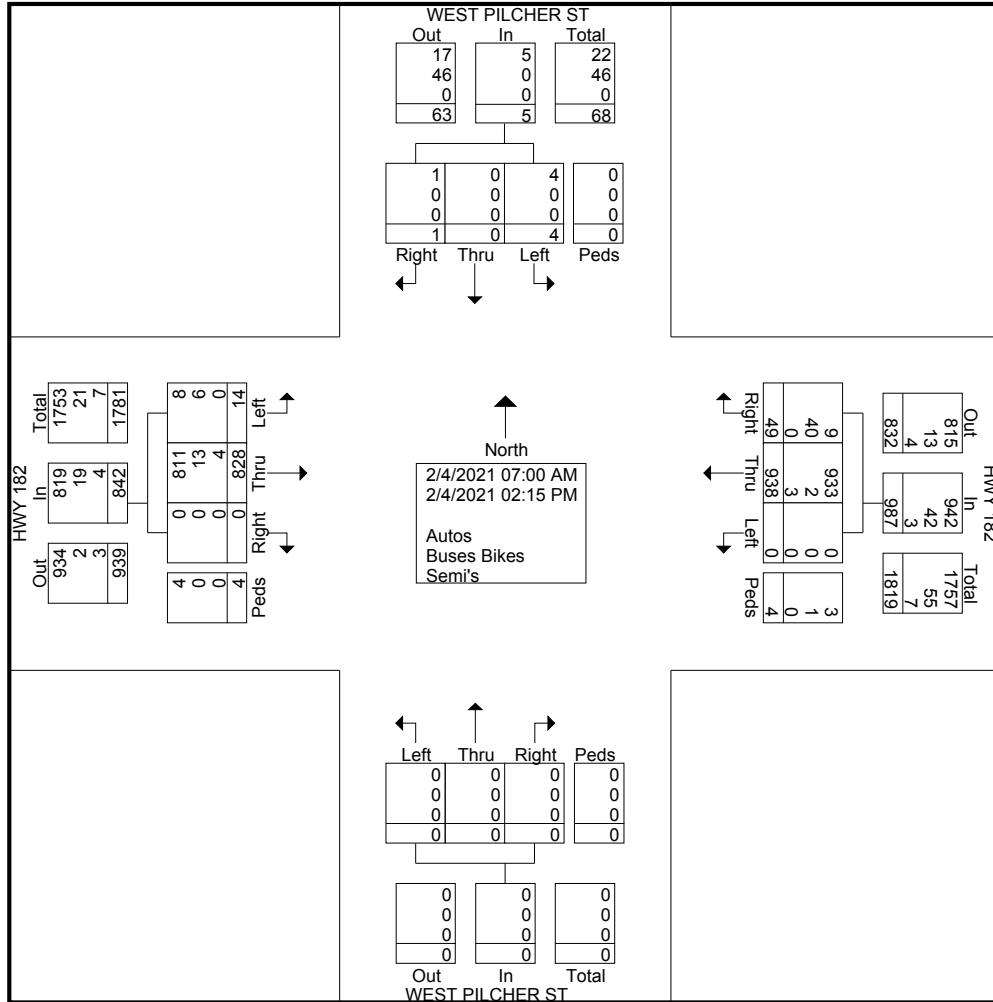
Start Time	WEST PILCHER ST Southbound					HWY 182 Westbound					WEST PILCHER ST Northbound					HWY 182 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	73	2	0	75	0	0	0	0	0	4	99	0	0	103	178
07:15 AM	0	0	0	0	0	0	160	12	1	173	0	0	0	0	0	6	100	0	4	110	283
07:30 AM	1	0	0	0	1	0	131	5	1	137	0	0	0	0	0	4	131	0	0	135	273
07:45 AM	1	0	0	0	1	0	83	2	0	85	0	0	0	0	0	0	138	0	0	138	224
Total	2	0	0	0	2	0	447	21	2	470	0	0	0	0	0	14	468	0	4	486	958
*** BREAK ***																					
01:30 PM	0	0	1	0	1	0	75	4	1	80	0	0	0	0	0	0	91	0	0	91	172
01:45 PM	0	0	0	0	0	0	161	16	0	177	0	0	0	0	0	0	94	0	0	94	271
Total	0	0	1	0	1	0	236	20	1	257	0	0	0	0	0	0	185	0	0	185	443
02:00 PM	2	0	0	0	2	0	158	7	1	166	0	0	0	0	0	0	87	0	0	87	255
02:15 PM	0	0	0	0	0	0	97	1	0	98	0	0	0	0	0	0	88	0	0	88	186
Grand Total	4	0	1	0	5	0	938	49	4	991	0	0	0	0	0	14	828	0	4	846	1842
Apprch %	80	0	20	0		0	94.7	4.9	0.4		0	0	0	0		1.7	97.9	0	0.5		
Total %	0.2	0	0.1	0	0.3	0	50.9	2.7	0.2	53.8	0	0	0	0	0	0.8	45	0	0.2	45.9	
Autos	4	0	1	0	5	0	933	9	3	945	0	0	0	0	0	8	811	0	4	823	1773
% Autos	100	0	100	0	100	0	99.5	18.4	75	95.4	0	0	0	0	0	57.1	97.9	0	100	97.3	96.3
Buses Bikes	0	0	0	0	0	0	2	40	1	43	0	0	0	0	0	6	13	0	0	19	62
% Buses Bikes	0	0	0	0	0	0	0.2	81.6	25	4.3	0	0	0	0	0	42.9	1.6	0	0	2.2	3.4
Semi's	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Semi's	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.5	0	0	0.5	0.4

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5.2.2 A6

Intersection: Hwy 182/W. Pilcher st
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-pilcher-w
Site Code : 0000000
Start Date : 2/4/2021
Page No : 2



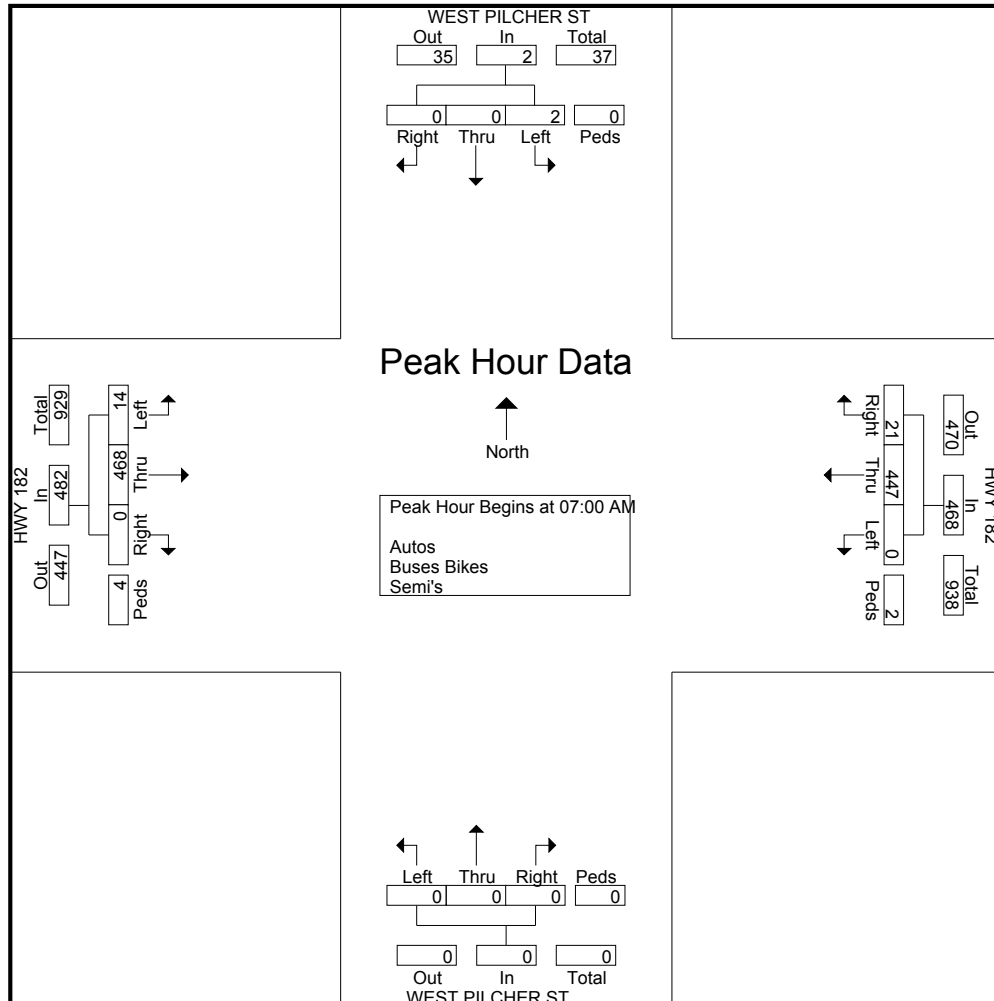
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.2 A7

Intersection: Hwy 182/W. Pilcher st
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-pilcher-w
Site Code : 00000000
Start Date : 2/4/2021
Page No : 3

Start Time	WEST PILCHER ST Southbound					HWY 182 Westbound					WEST PILCHER ST Northbound					HWY 182 Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	73	2	0	75	0	0	0	0	0	4	99	0	0	103	178
07:15 AM	0	0	0	0	0	0	160	12	1	173	0	0	0	0	0	6	100	0	4	110	283
07:30 AM	1	0	0	0	1	0	131	5	1	137	0	0	0	0	0	4	131	0	0	135	273
07:45 AM	1	0	0	0	1	0	83	2	0	85	0	0	0	0	0	0	138	0	0	138	224
Total Volume	2	0	0	0	2	0	447	21	2	470	0	0	0	0	0	14	468	0	4	486	958
% App. Total	100	0	0	0		0	95.1	4.5	0.4		0	0	0	0		2.9	96.3	0	0.8		
PHF	.500	.000	.000	.000	.500	.000	.698	.438	.500	.679	.000	.000	.000	.000	.000	.583	.848	.000	.250	.880	.846



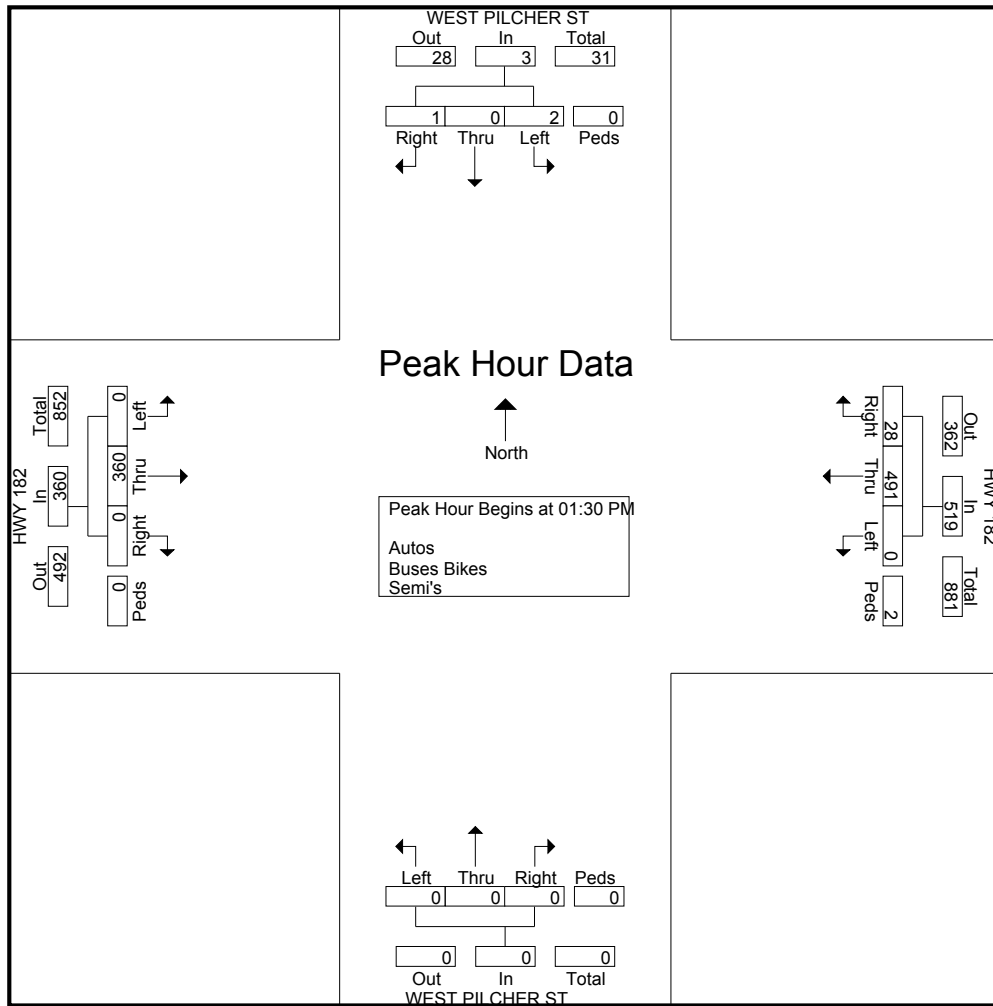
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.2 A8

Intersection: Hwy 182/W. Pilcher st
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : 182-pilcher-w
Site Code : 00000000
Start Date : 2/4/2021
Page No : 4

Start Time	WEST PILCHER ST Southbound					HWY 182 Westbound					WEST PILCHER ST Northbound					HWY 182 Eastbound					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 12:00 PM to 02:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	0	0	1	0	1	0	75	4	1	80	0	0	0	0	0	0	91	0	0	91	172
01:45 PM	0	0	0	0	0	0	161	16	0	177	0	0	0	0	0	0	94	0	0	94	271
02:00 PM	2	0	0	0	2	0	158	7	1	166	0	0	0	0	0	0	87	0	0	87	255
02:15 PM	0	0	0	0	0	0	97	1	0	98	0	0	0	0	0	0	88	0	0	88	186
Total Volume	2	0	1	0	3	0	491	28	2	521	0	0	0	0	0	0	360	0	0	360	884
% App. Total	66.7	0	33.3	0		0	94.2	5.4	0.4		0	0	0	0		0	100	0	0		
PHF	.250	.000	.250	.000	.375	.000	.762	.438	.500	.736	.000	.000	.000	.000	.000	.000	.957	.000	.000	.957	.815



Site Photos



Above: MS Highway 182/School Street intersection – Eastbound left turn with no room to clear lane
Below: MS Highway 182, looking west along school queue from north side of road



Site Photos



Above: Looking east on north side of MS Highway 182 toward Douglas Connor Drive
Below: MS Highway 182, looking west along school queue from north side of road



Site Photos



Above: Looking east on south side of MS Highway 182 toward School Street from Pilcher St
Below: Looking west on south side of MS Highway 182 from Pilcher Street





APPENDIX 5.2.4

Attachments:

Turning Movement Traffic Counts	5.2.4 A1 – 5.2.4 A34
Existing Capacity Analysis	5.2.4 B1 – 5.2.4 B4
Alternative Capacity Analysis	5.2.4 C1 – 5.2.4 C10



**TURNING MOVEMENT COUNT #2010064
MONTGOMERY ST @ ACADEMY RD
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.2.4 A2

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010064 -
 Montgomery St @ Academy Rd,
 Starkville
 Site Code: 2010064
 Start Date: 09/15/2020
 Page No: 1

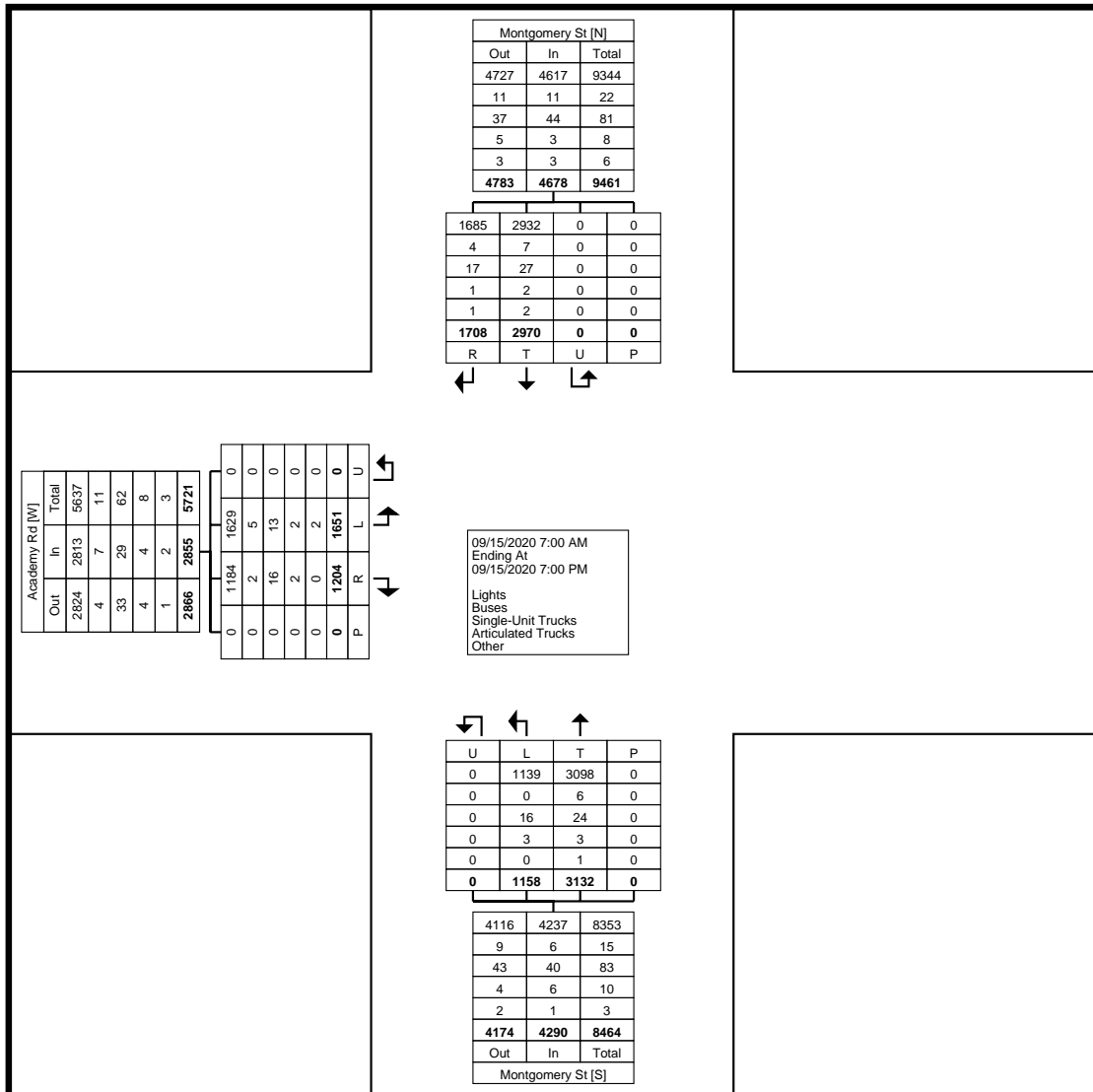
Turning Movement Data

Start Time	Montgomery St Southbound					Montgomery St Northbound					Academy Rd Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:00 AM	15	16	0	0	31	115	29	0	0	144	10	29	0	0	39	214
7:15 AM	17	29	0	0	46	97	59	0	0	156	8	36	0	0	44	246
7:30 AM	25	44	0	0	69	121	82	0	0	203	29	89	0	0	118	390
7:45 AM	30	45	0	0	75	140	37	0	0	177	39	69	0	0	108	360
Hourly Total	87	134	0	0	221	473	207	0	0	680	86	223	0	0	309	1210
8:00 AM	25	36	0	0	61	111	15	0	0	126	15	28	0	0	43	230
8:15 AM	24	43	0	0	67	102	18	0	0	120	15	24	0	0	39	226
8:30 AM	18	54	0	0	72	79	20	0	0	99	11	33	0	0	44	215
8:45 AM	26	45	0	0	71	71	25	0	0	96	22	31	0	0	53	220
Hourly Total	93	178	0	0	271	363	78	0	0	441	63	116	0	0	179	891
9:00 AM	10	41	0	0	51	53	14	0	0	67	14	35	0	0	49	167
9:15 AM	15	37	0	0	52	64	11	0	0	75	15	24	0	0	39	166
9:30 AM	26	33	0	0	59	59	19	0	0	78	21	21	0	0	42	179
9:45 AM	22	42	0	0	64	65	23	0	0	88	17	26	0	0	43	195
Hourly Total	73	153	0	0	226	241	67	0	0	308	67	106	0	0	173	707
10:00 AM	24	33	0	0	57	46	21	0	0	67	14	25	0	0	39	163
10:15 AM	19	44	0	0	63	47	17	0	0	64	17	27	0	0	44	171
10:30 AM	24	43	0	0	67	42	14	0	0	56	20	23	0	0	43	166
10:45 AM	45	49	0	0	94	51	15	0	0	66	17	41	0	0	58	218
Hourly Total	112	169	0	0	281	186	67	0	0	253	68	116	0	0	184	718
11:00 AM	45	52	0	0	97	69	18	0	0	87	19	27	0	0	46	230
11:15 AM	28	53	0	0	81	68	31	0	0	99	19	22	0	0	41	221
11:30 AM	35	64	0	0	99	52	12	0	0	64	17	30	0	0	47	210
11:45 AM	38	85	0	0	123	54	18	0	0	72	30	43	0	0	73	268
Hourly Total	146	254	0	0	400	243	79	0	0	322	85	122	0	0	207	929
12:00 PM	41	78	0	0	119	75	20	0	0	95	32	39	0	0	71	285
12:15 PM	44	90	0	0	134	43	17	0	0	60	21	30	0	0	51	245
12:30 PM	37	63	0	0	100	62	22	0	0	84	10	40	0	0	50	234
12:45 PM	53	59	0	0	112	76	23	0	0	99	26	35	0	0	61	272
Hourly Total	175	290	0	0	465	256	82	0	0	338	89	144	0	0	233	1036
1:00 PM	34	44	0	0	78	79	29	0	0	108	15	37	0	0	52	238
1:15 PM	35	46	0	0	81	68	19	0	0	87	26	35	0	0	61	229
1:30 PM	24	46	0	0	70	70	27	0	0	97	20	31	0	0	51	218
1:45 PM	39	59	0	0	98	79	30	0	0	109	24	32	0	0	56	263
Hourly Total	132	195	0	0	327	296	105	0	0	401	85	135	0	0	220	948
2:00 PM	36	66	0	0	102	65	23	0	0	88	31	34	0	0	65	255
2:15 PM	51	72	0	0	123	54	30	0	0	84	21	31	0	0	52	259
2:30 PM	38	62	0	0	100	56	35	0	0	91	26	35	0	0	61	252
2:45 PM	47	62	0	0	109	59	27	0	0	86	31	40	0	0	71	266
Hourly Total	172	262	0	0	434	234	115	0	0	349	109	140	0	0	249	1032
3:00 PM	39	75	0	0	114	74	26	0	0	100	51	51	0	0	102	316
3:15 PM	40	79	0	0	119	68	27	0	0	95	51	44	0	0	95	309
3:30 PM	57	85	0	0	142	59	18	0	0	77	30	31	0	0	61	280
3:45 PM	54	74	0	0	128	46	21	0	0	67	28	36	0	0	64	259
Hourly Total	190	313	0	0	503	247	92	0	0	339	160	162	0	0	322	1164
4:00 PM	33	72	0	0	105	59	18	0	0	77	46	39	0	0	85	267
4:15 PM	32	78	0	0	110	45	14	0	0	59	26	26	0	0	52	221
4:30 PM	42	79	0	0	121	51	18	0	0	69	33	29	0	0	62	252
4:45 PM	55	79	0	0	134	65	28	0	0	93	26	30	0	0	56	283
Hourly Total	162	308	0	0	470	220	78	0	0	298	131	124	0	0	255	1023
5:00 PM	43	107	0	0	150	57	28	0	0	85	42	37	0	0	79	314
5:15 PM	53	124	0	0	177	71	26	0	0	97	38	20	0	0	58	332
5:30 PM	43	101	0	0	144	44	28	0	0	72	45	42	0	0	87	303
5:45 PM	46	96	0	0	142	57	27	0	0	84	36	51	0	0	87	313
Hourly Total	185	428	0	0	613	229	109	0	0	338	161	150	0	0	311	1262
6:00 PM	54	76	0	0	130	39	13	0	0	52	28	34	0	0	62	244
6:15 PM	51	67	0	0	118	31	18	0	0	49	21	24	0	0	45	212
6:30 PM	39	64	0	0	103	44	24	0	0	68	17	29	0	0	46	217
6:45 PM	37	79	0	0	116	30	24	0	0	54	34	26	0	0	60	230
Hourly Total	181	286	0	0	467	144	79	0	0	223	100	113	0	0	213	903
Grand Total	1708	2970	0	0	4678	3132	1158	0	0	4290	1204	1651	0	0	2855	11823
Approach %	36.5	63.5	0.0	-	-	73.0	27.0	0.0	-	-	42.2	57.8	0.0	-	-	-
Total %	14.4	25.1	0.0	-	39.6	26.5	9.8	0.0	-	36.3	10.2	14.0	0.0	-	24.1	-

5.2.4 A4

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010064 -
 Montgomery St @ Academy Rd,
 Starkville
 Site Code: 2010064
 Start Date: 09/15/2020
 Page No: 3

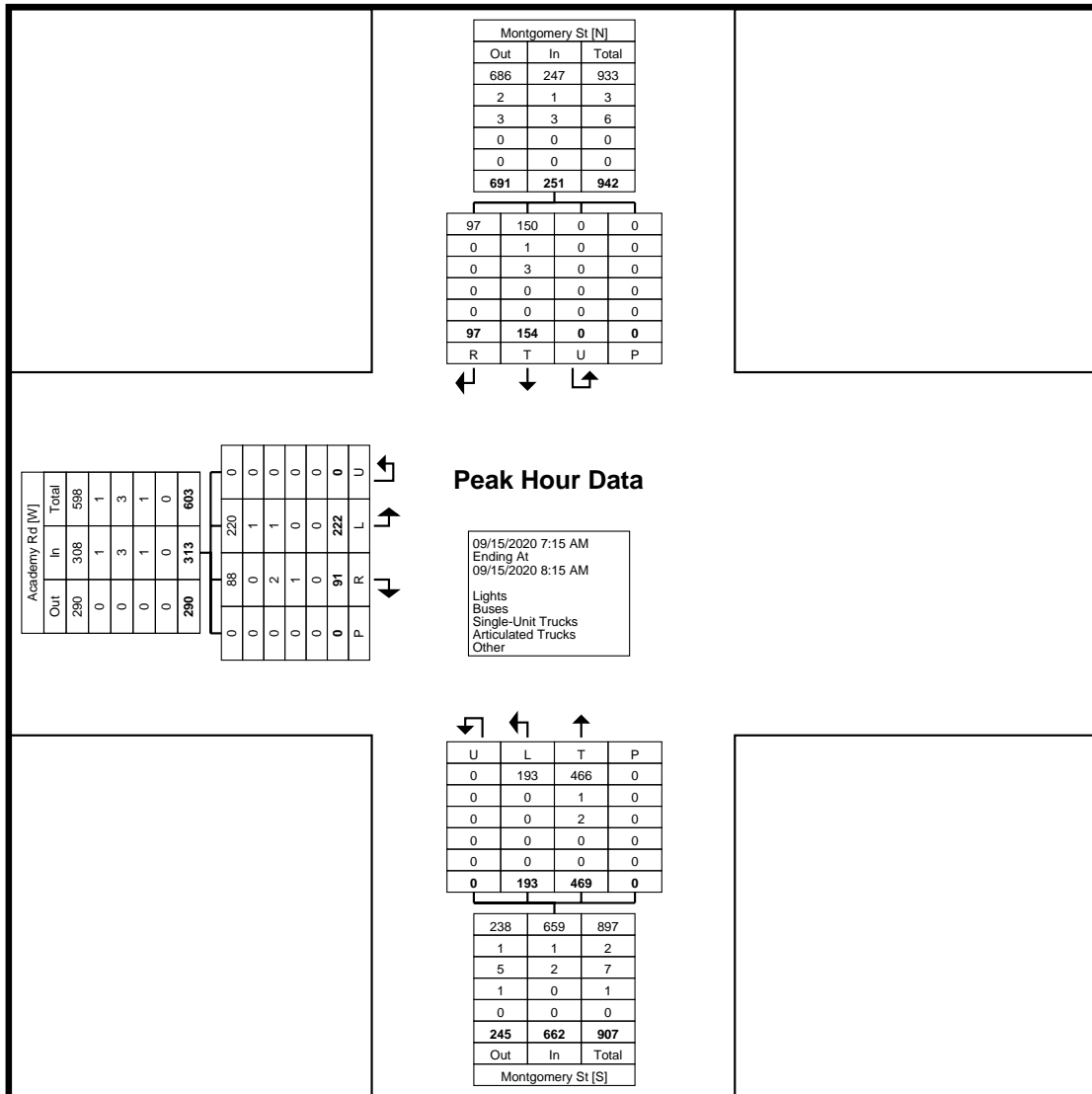


Turning Movement Data Plot

5.2.4 A6

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010064 -
 Montgomery St @ Academy Rd,
 Starkville
 Site Code: 2010064
 Start Date: 09/15/2020
 Page No: 5

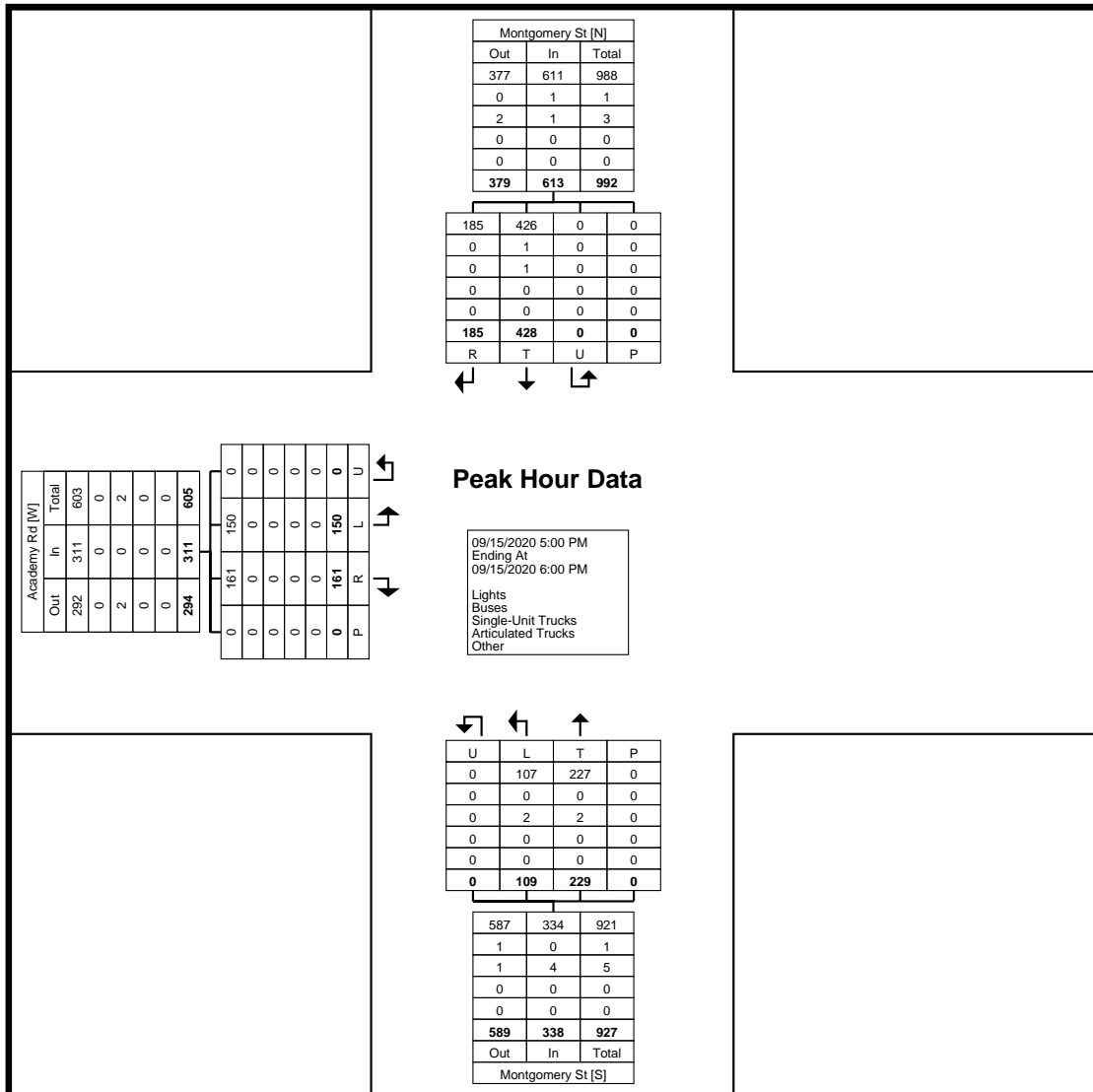


Turning Movement Peak Hour Data Plot (7:15 AM)

5.2.4 A8

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010064 -
 Montgomery St @ Academy Rd,
 Starkville
 Site Code: 2010064
 Start Date: 09/15/2020
 Page No: 7



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North			Sherwood Rd From East			Montgomery St From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	1	0	0	0	0	0	0	2	0	3
Total	3	0	0	0	0	0	0	5	0	8
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1
Grand Total	49	2	0	1	0	0	1	50	0	103
Apprch %	96.1	3.9	0	100	0	0	2	98	0	
Total %	47.6	1.9	0	1	0	0	1	48.5	0	
Buses	10	0	0	0	0	0	0	6	0	16
% Buses	20.4	0	0	0	0	0	0	12	0	15.5
Single-Unit Trucks	35	2	0	1	0	0	1	36	0	75
% Single-Unit Trucks	71.4	100	0	100	0	0	100	72	0	72.8
Articulated Trucks	4	0	0	0	0	0	0	8	0	12
% Articulated Trucks	8.2	0	0	0	0	0	0	16	0	11.7

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North			Montgomery St From South			Academy Rd From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
05:45 PM	0	0	0	2	0	0	0	0	0	2
Total	0	2	0	2	2	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	0	0	2
Grand Total	22	36	0	33	19	0	20	20	0	150
Apprch %	37.9	62.1	0	63.5	36.5	0	50	50	0	
Total %	14.7	24	0	22	12.7	0	13.3	13.3	0	
Buses	4	7	0	6	0	0	2	5	0	24
% Buses	18.2	19.4	0	18.2	0	0	10	25	0	16
Single-Unit Trucks	17	27	0	24	16	0	16	13	0	113
% Single-Unit Trucks	77.3	75	0	72.7	84.2	0	80	65	0	75.3
Articulated Trucks	1	2	0	3	3	0	2	2	0	13
% Articulated Trucks	4.5	5.6	0	9.1	15.8	0	10	10	0	8.7

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.4 A13

Intersection: Poor House Rd/S. Montgomery
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Clear/Dry

File Name : poor-house
Site Code : 00000000
Start Date : 7/22/2020
Page No : 1

Groups Printed- Unshifted

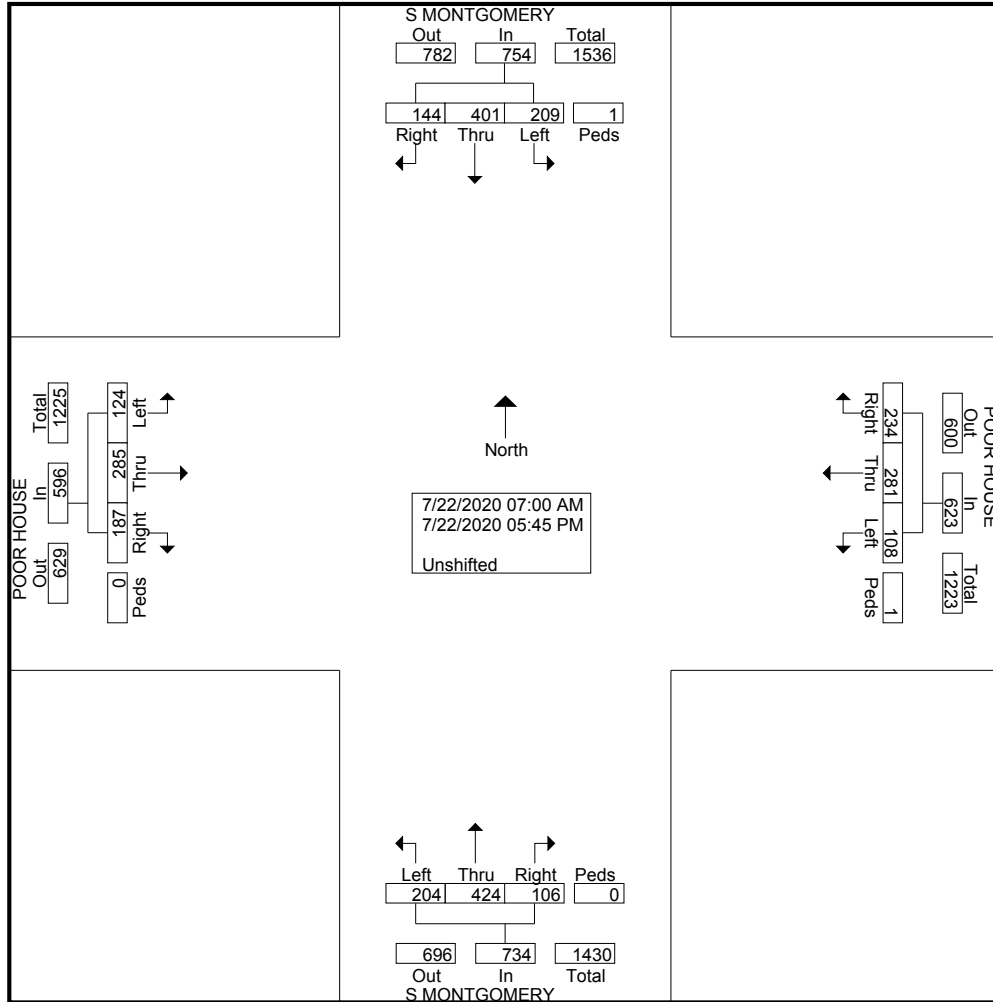
Start Time	S MONTGOMERY Southbound					POOR HOUSE Westbound					S MONTGOMERY Northbound					POOR HOUSE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	1	2	0	7	1	8	6	0	15	10	9	6	0	25	0	5	3	0	8	55
07:15 AM	5	6	5	0	16	1	10	8	0	19	9	20	7	0	36	4	12	7	0	23	94
07:30 AM	8	9	6	0	23	3	9	6	0	18	14	30	10	0	54	7	15	4	0	26	121
07:45 AM	9	7	2	0	18	1	15	5	0	21	16	27	12	0	55	4	24	8	0	36	130
Total	26	23	15	0	64	6	42	25	0	73	49	86	35	0	170	15	56	22	0	93	400
08:00 AM	10	11	3	0	24	2	7	8	0	17	6	15	7	0	28	7	15	5	0	27	96
08:15 AM	5	9	3	0	17	0	16	15	0	31	8	16	6	0	30	5	10	3	0	18	96
08:30 AM	4	10	3	0	17	2	8	8	0	18	8	14	8	0	30	3	11	6	0	20	85
08:45 AM	8	7	4	0	19	4	11	6	0	21	10	24	1	0	35	3	8	1	0	12	87
Total	27	37	13	0	77	8	42	37	0	87	32	69	22	0	123	18	44	15	0	77	364
*** BREAK ***																					
11:00 AM	6	11	4	1	22	2	6	7	0	15	8	21	4	0	33	4	7	5	0	16	86
11:15 AM	7	14	1	0	22	3	13	14	0	30	7	12	3	0	22	5	13	12	0	30	104
11:30 AM	7	14	7	0	28	4	11	17	1	33	12	16	1	0	29	5	9	9	0	23	113
11:45 AM	6	22	7	0	35	2	11	15	0	28	9	12	5	0	26	5	10	8	0	23	112
Total	26	61	19	1	107	11	41	53	1	106	36	61	13	0	110	19	39	34	0	92	415
12:00 PM	7	21	8	0	36	4	10	7	0	21	5	18	3	0	26	10	12	14	0	36	119
12:15 PM	11	22	10	0	43	7	12	10	0	29	7	18	6	0	31	7	9	8	0	24	127
12:30 PM	15	21	4	0	40	7	6	11	0	24	10	20	7	0	37	1	12	6	0	19	120
12:45 PM	11	15	7	0	33	2	7	11	0	20	9	17	3	0	29	2	8	1	0	11	93
Total	44	79	29	0	152	20	35	39	0	94	31	73	19	0	123	20	41	29	0	90	459
*** BREAK ***																					
04:00 PM	11	23	8	0	42	1	22	3	0	26	5	15	1	0	21	5	10	6	0	21	110
04:15 PM	9	20	8	0	37	6	10	9	0	25	7	12	2	0	21	7	10	4	0	21	104
04:30 PM	6	18	9	0	33	7	19	8	0	34	5	14	2	0	21	7	15	10	0	32	120
04:45 PM	6	27	10	0	43	10	7	9	0	26	3	21	2	0	26	8	14	16	0	38	133
Total	32	88	35	0	155	24	58	29	0	111	20	62	7	0	89	27	49	36	0	112	467
05:00 PM	14	33	8	0	55	8	16	8	0	32	8	14	1	0	23	5	12	13	0	30	140
05:15 PM	15	26	7	0	48	18	21	19	0	58	10	19	3	0	32	5	21	16	0	42	180
05:30 PM	11	22	9	0	42	4	11	13	0	28	7	19	5	0	31	3	11	12	0	26	127
05:45 PM	14	32	9	0	55	9	15	11	0	35	11	21	1	0	33	12	12	10	0	34	157
Total	54	113	33	0	200	39	63	51	0	153	36	73	10	0	119	25	56	51	0	132	604
Grand Total	209	401	144	1	755	108	281	234	1	624	204	424	106	0	734	124	285	187	0	596	2709
Apprch %	27.7	53.1	19.1	0.1		17.3	45	37.5	0.2		27.8	57.8	14.4	0		20.8	47.8	31.4	0		
Total %	7.7	14.8	5.3	0	27.9	4	10.4	8.6	0	23	7.5	15.7	3.9	0	27.1	4.6	10.5	6.9	0	22	

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.4 A14

Intersection: Poor House Rd/S. Montgomery
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Clear/Dry

File Name : poor-house
Site Code : 00000000
Start Date : 7/22/2020
Page No : 2



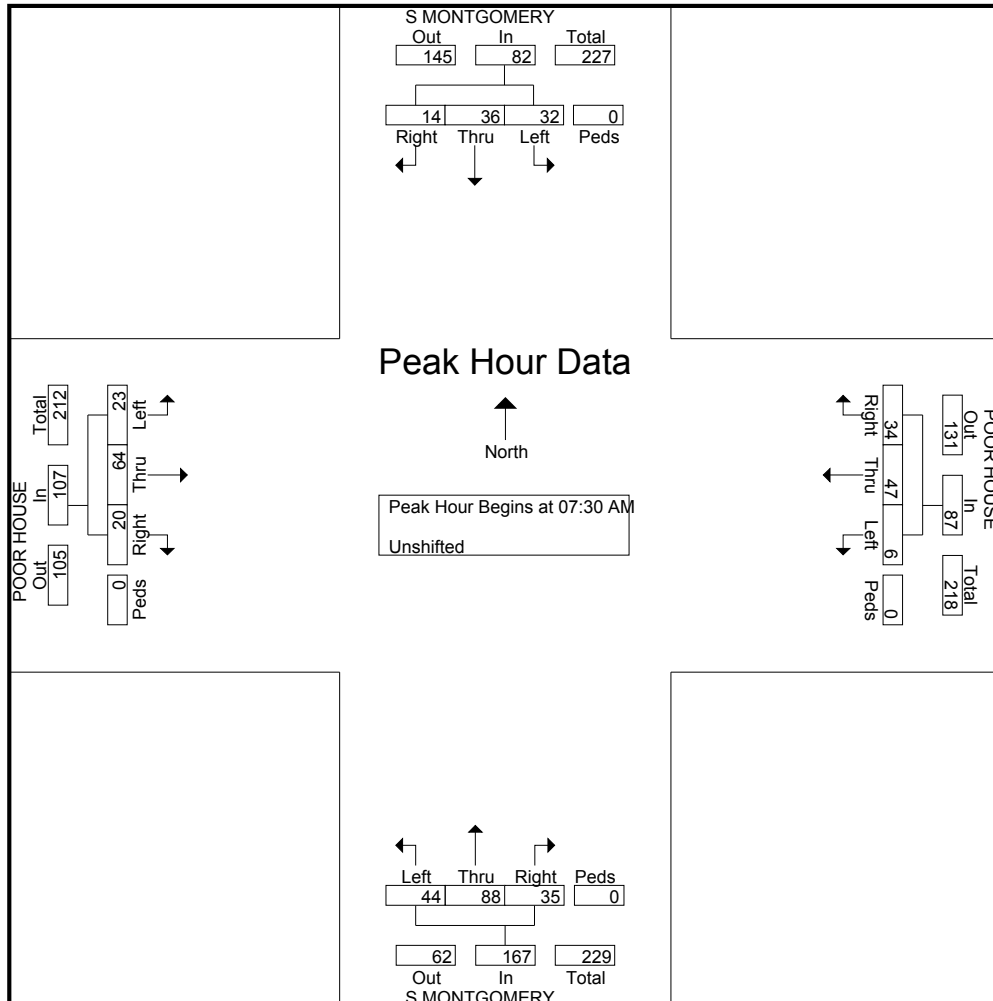
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.4 A15

Intersection: Poor House Rd/S. Montgomery
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Clear/Dry

File Name : poor-house
Site Code : 00000000
Start Date : 7/22/2020
Page No : 3

Start Time	S MONTGOMERY Southbound					POOR HOUSE Westbound					S MONTGOMERY Northbound					POOR HOUSE Eastbound					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 07:30 AM																					
07:30 AM	8	9	6	0	23	3	9	6	0	18	14	30	10	0	54	7	15	4	0	26	121
07:45 AM	9	7	2	0	18	1	15	5	0	21	16	27	12	0	55	4	24	8	0	36	130
08:00 AM	10	11	3	0	24	2	7	8	0	17	6	15	7	0	28	7	15	5	0	27	96
08:15 AM	5	9	3	0	17	0	16	15	0	31	8	16	6	0	30	5	10	3	0	18	96
Total Volume	32	36	14	0	82	6	47	34	0	87	44	88	35	0	167	23	64	20	0	107	443
% App. Total	39	43.9	17.1	0		6.9	54	39.1	0		26.3	52.7	21	0		21.5	59.8	18.7	0		
PHF	.800	.818	.583	.000	.854	.500	.734	.567	.000	.702	.688	.733	.729	.000	.759	.821	.667	.625	.000	.743	.852



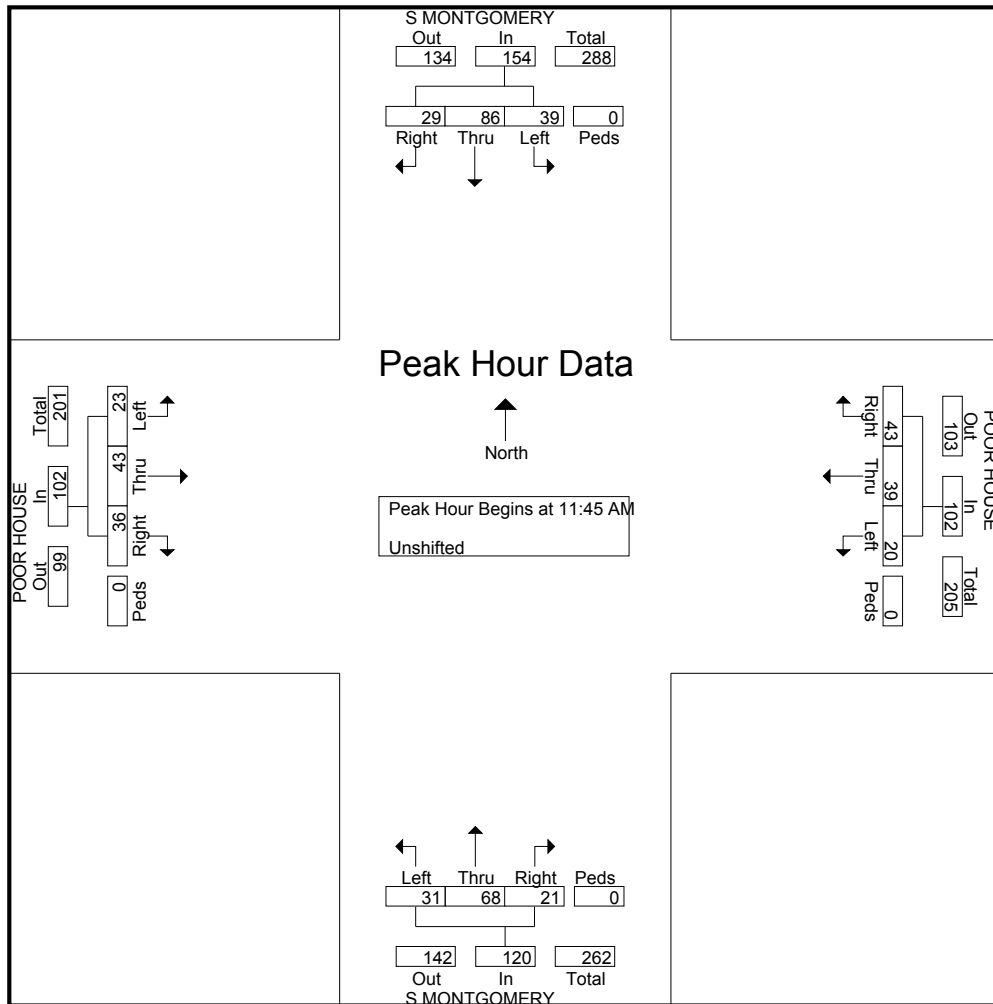
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.4 A16

Intersection: Poor House Rd/S. Montgomery
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Clear/Dry

File Name : poor-house
Site Code : 00000000
Start Date : 7/22/2020
Page No : 4

Start Time	S MONTGOMERY Southbound					POOR HOUSE Westbound					S MONTGOMERY Northbound					POOR HOUSE Eastbound					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 11:45 AM																					
11:45 AM	6	22	7	0	35	2	11	15	0	28	9	12	5	0	26	5	10	8	0	23	112
12:00 PM	7	21	8	0	36	4	10	7	0	21	5	18	3	0	26	10	12	14	0	36	119
12:15 PM	11	22	10	0	43	7	12	10	0	29	7	18	6	0	31	7	9	8	0	24	127
12:30 PM	15	21	4	0	40	7	6	11	0	24	10	20	7	0	37	1	12	6	0	19	120
Total Volume	39	86	29	0	154	20	39	43	0	102	31	68	21	0	120	23	43	36	0	102	478
% App. Total	25.3	55.8	18.8	0		19.6	38.2	42.2	0		25.8	56.7	17.5	0		22.5	42.2	35.3	0		
PHF	.650	.977	.725	.000	.895	.714	.813	.717	.000	.879	.775	.850	.750	.000	.811	.575	.896	.643	.000	.708	.941



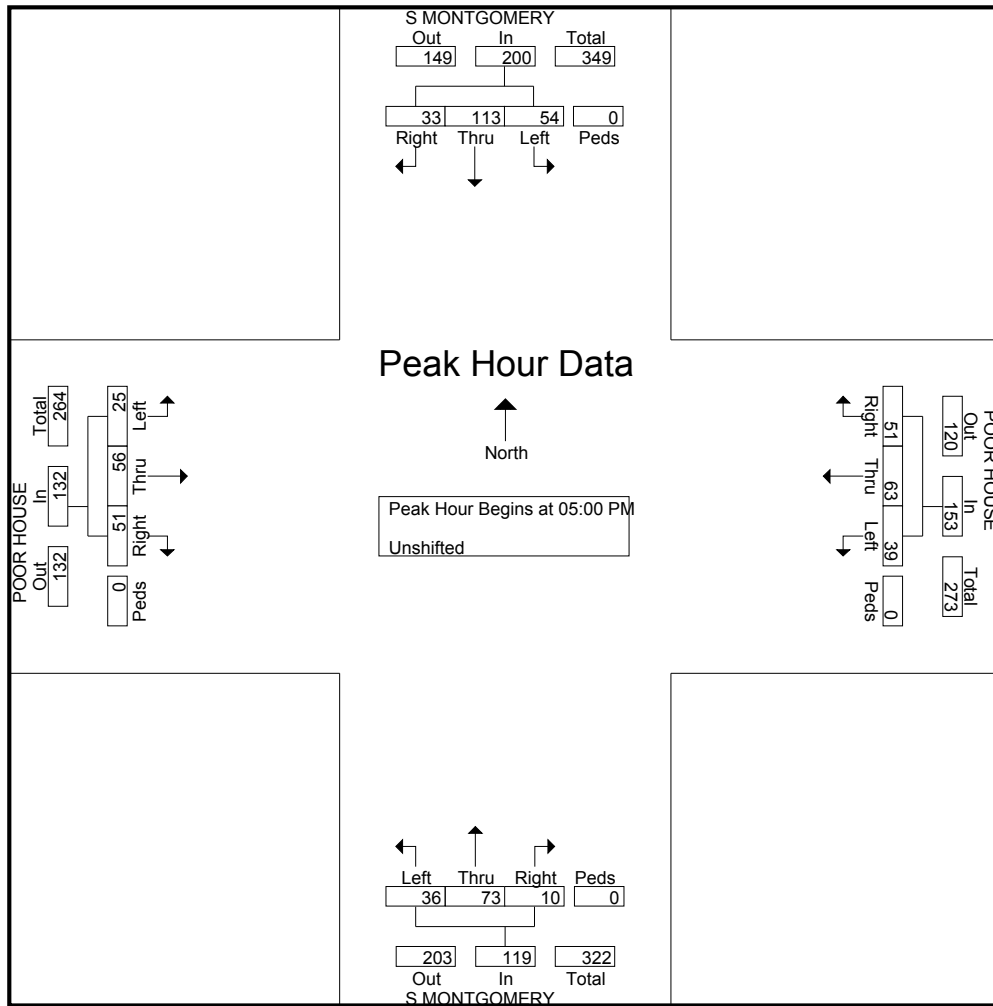
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.4 A17

Intersection: Poor House Rd/S. Montgomery
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Clear/Dry

File Name : poor-house
Site Code : 00000000
Start Date : 7/22/2020
Page No : 5

Start Time	S MONTGOMERY Southbound					POOR HOUSE Westbound					S MONTGOMERY Northbound					POOR HOUSE Eastbound					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 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	14	33	8	0	55	8	16	8	0	32	8	14	1	0	23	5	12	13	0	30	140
05:15 PM	15	26	7	0	48	18	21	19	0	58	10	19	3	0	32	5	21	16	0	42	180
05:30 PM	11	22	9	0	42	4	11	13	0	28	7	19	5	0	31	3	11	12	0	26	127
05:45 PM	14	32	9	0	55	9	15	11	0	35	11	21	1	0	33	12	12	10	0	34	157
Total Volume	54	113	33	0	200	39	63	51	0	153	36	73	10	0	119	25	56	51	0	132	604
% App. Total	27	56.5	16.5	0		25.5	41.2	33.3	0		30.3	61.3	8.4	0		18.9	42.4	38.6	0		
PHF	.900	.856	.917	.000	.909	.542	.750	.671	.000	.659	.818	.869	.500	.000	.902	.521	.667	.797	.000	.786	.839





**TURNING MOVEMENT COUNT #1810092
HAIL STATE BLVD @ POOR HOUSE RD
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.2.4 A19

Michael Baker International
310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 1810092 - Hail
State Blvd @ Poor House Rd,
Oktibbeha County
Site Code: 1810092
Start Date: 04/09/2018
Page No: 1

Turning Movement Data

Start Time	Hail State Blvd Southbound				Poor House Rd Westbound				Poor House Rd Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
7:00 AM	2	1	1	4	7	14	0	21	11	15	0	26	51
7:15 AM	2	0	0	2	8	24	0	32	8	17	0	25	59
7:30 AM	1	0	0	1	18	33	0	51	16	35	0	51	103
7:45 AM	2	0	0	2	13	28	0	41	7	40	0	47	90
Hourly Total	7	1	1	9	46	99	0	145	42	107	0	149	303
8:00 AM	2	1	0	3	8	16	0	24	7	24	0	31	58
8:15 AM	5	0	0	5	8	5	0	13	9	15	0	24	42
8:30 AM	1	4	0	5	7	9	0	16	10	8	0	18	39
8:45 AM	0	1	0	1	4	14	0	18	9	9	0	18	37
Hourly Total	8	6	0	14	27	44	0	71	35	56	0	91	176
9:00 AM	3	2	0	5	5	16	0	21	6	4	0	10	36
9:15 AM	4	3	0	7	4	12	0	16	8	10	0	18	41
9:30 AM	3	2	1	6	2	7	0	9	12	4	0	16	31
9:45 AM	1	1	0	2	3	16	0	19	8	5	0	13	34
Hourly Total	11	8	1	20	14	51	0	65	34	23	0	57	142
10:00 AM	7	1	0	8	2	7	0	9	6	1	0	7	24
10:15 AM	3	0	0	3	6	13	0	19	7	2	1	10	32
10:30 AM	3	1	1	5	5	9	0	14	7	2	0	9	28
10:45 AM	2	3	0	5	1	5	0	6	13	3	0	16	27
Hourly Total	15	5	1	21	14	34	0	48	33	8	1	42	111
11:00 AM	5	3	0	8	3	10	0	13	9	5	0	14	35
11:15 AM	11	1	0	12	3	11	0	14	16	2	0	18	44
11:30 AM	6	3	0	9	2	15	0	17	8	4	0	12	38
11:45 AM	4	5	0	9	2	9	0	11	10	2	0	12	32
Hourly Total	26	12	0	38	10	45	0	55	43	13	0	56	149
12:00 PM	12	3	0	15	3	7	0	10	7	4	0	11	36
12:15 PM	10	1	0	11	2	14	0	16	14	9	0	23	50
12:30 PM	1	6	0	7	3	13	0	16	9	5	0	14	37
12:45 PM	4	1	0	5	4	7	0	11	15	7	0	22	38
Hourly Total	27	11	0	38	12	41	0	53	45	25	0	70	161
1:00 PM	6	5	0	11	1	11	0	12	13	10	0	23	46
1:15 PM	9	2	0	11	2	9	0	11	11	9	0	20	42
1:30 PM	3	2	0	5	2	13	0	15	8	9	0	17	37
1:45 PM	2	1	0	3	3	10	1	14	13	2	0	15	32
Hourly Total	20	10	0	30	8	43	1	52	45	30	0	75	157
2:00 PM	9	3	0	12	0	15	0	15	13	6	0	19	46
2:15 PM	4	1	0	5	1	11	0	12	14	2	0	16	33
2:30 PM	5	0	0	5	0	7	0	7	7	5	0	12	24
2:45 PM	10	1	0	11	2	14	0	16	13	5	0	18	45
Hourly Total	28	5	0	33	3	47	0	50	47	18	0	65	148
3:00 PM	9	4	0	13	1	15	0	16	13	4	0	17	46
3:15 PM	3	5	1	9	1	16	0	17	19	3	0	22	48
3:30 PM	8	5	1	14	3	19	0	22	23	6	0	29	65
3:45 PM	16	2	0	18	1	15	0	16	15	1	0	16	50
Hourly Total	36	16	2	54	6	65	0	71	70	14	0	84	209
4:00 PM	18	2	0	20	0	14	0	14	16	2	0	18	52
4:15 PM	10	5	0	15	3	13	0	16	24	6	0	30	61
4:30 PM	13	7	0	20	0	13	0	13	21	4	0	25	58
4:45 PM	18	5	0	23	3	16	0	19	13	7	0	20	62
Hourly Total	59	19	0	78	6	56	0	62	74	19	0	93	233
5:00 PM	21	7	0	28	3	20	0	23	23	3	0	26	77
5:15 PM	31	9	0	40	1	21	0	22	19	2	0	21	83
5:30 PM	14	7	0	21	1	17	0	18	24	1	0	25	64
5:45 PM	16	5	0	21	1	14	0	15	28	1	0	29	65
Hourly Total	82	28	0	110	6	72	0	78	94	7	0	101	289
6:00 PM	11	2	0	13	1	18	0	19	17	8	0	25	57
6:15 PM	16	1	0	17	0	16	0	16	15	4	0	19	52
6:30 PM	7	3	0	10	0	19	0	19	19	7	0	26	55
6:45 PM	10	2	0	12	2	8	0	10	9	4	0	13	35
Hourly Total	44	8	0	52	3	61	0	64	60	23	0	83	199
Grand Total	363	129	5	497	155	658	1	814	622	343	1	966	2277
Approach %	73.0	26.0	1.0	-	19.0	80.8	0.1	-	64.4	35.5	0.1	-	-
Total %	15.9	5.7	0.2	21.8	6.8	28.9	0.0	35.7	27.3	15.1	0.0	42.4	-
Lights	351	126	5	482	150	635	1	786	598	332	1	931	2199
% Lights	96.7	97.7	100.0	97.0	96.8	96.5	100.0	96.6	96.1	96.8	100.0	96.4	96.6

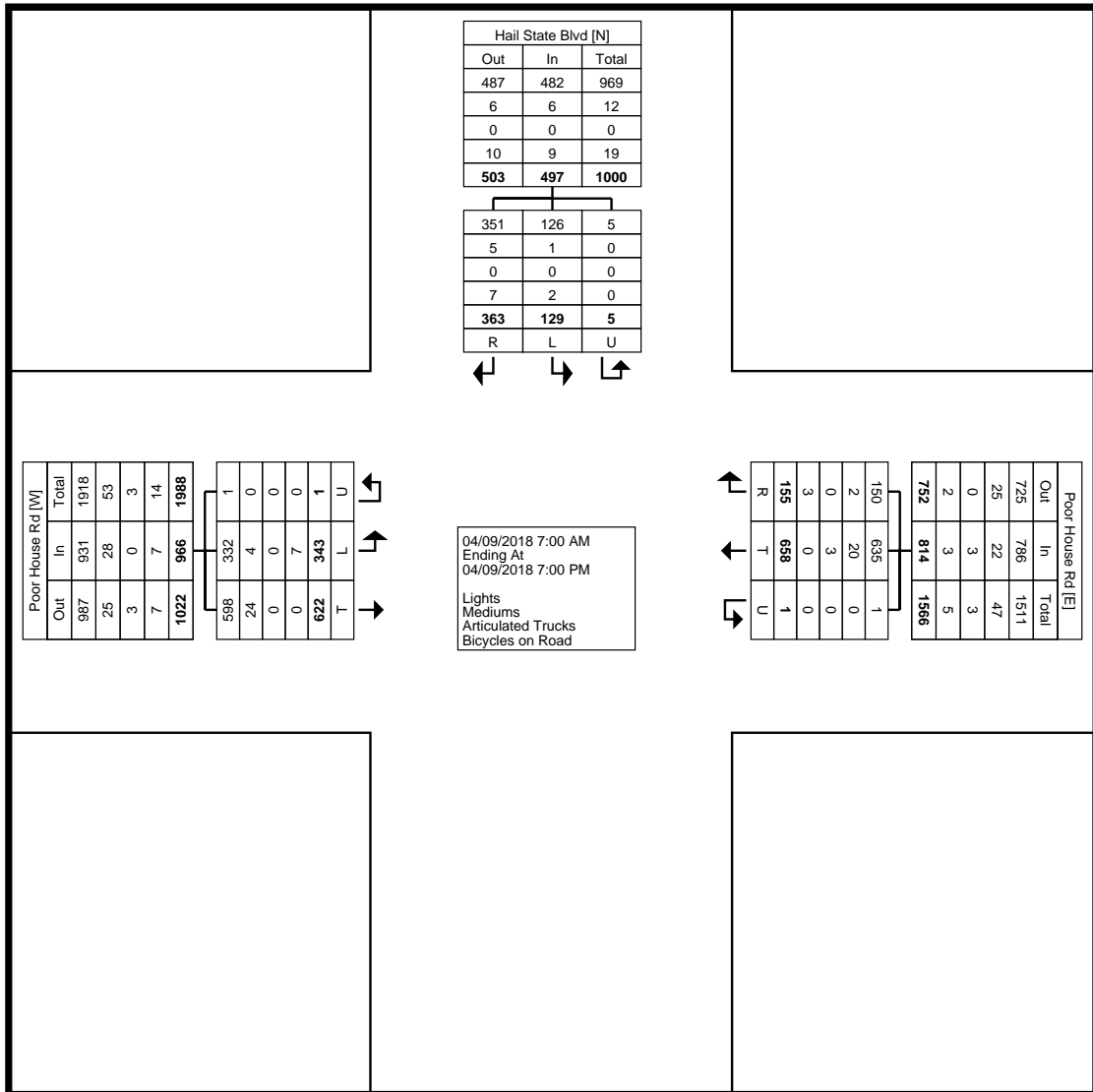
5.2.4 A20

Mediums	5	1	0	6	2	20	0	22	24	4	0	28	56
% Mediums	1.4	0.8	0.0	1.2	1.3	3.0	0.0	2.7	3.9	1.2	0.0	2.9	2.5
Articulated Trucks	0	0	0	0	0	3	0	3	0	0	0	0	3
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.1
Bicycles on Road	7	2	0	9	3	0	0	3	0	7	0	7	19
% Bicycles on Road	1.9	1.6	0.0	1.8	1.9	0.0	0.0	0.4	0.0	2.0	0.0	0.7	0.8

5.2.4 A21

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1810092 - Hail
 State Blvd @ Poor House Rd,
 Oktibbeha County
 Site Code: 1810092
 Start Date: 04/09/2018
 Page No: 3



Turning Movement Data Plot

5.2.4 A22

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 601.607.8700

Count Name: 1810092 - Hail
 State Blvd @ Poor House Rd,
 Oktibbeha County
 Site Code: 1810092
 Start Date: 04/09/2018
 Page No: 4

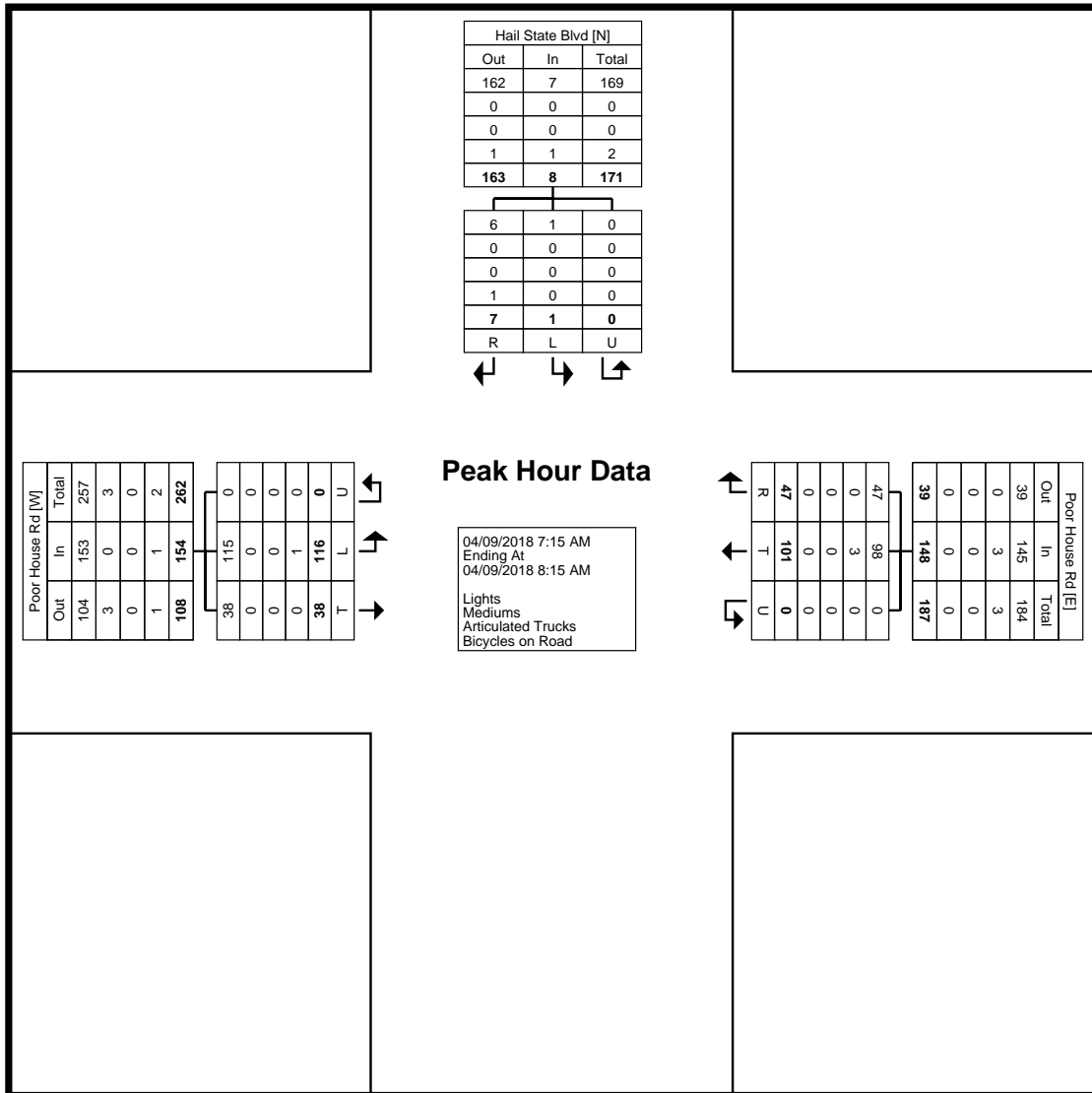
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Hail State Blvd Southbound				Poor House Rd Westbound				Poor House Rd Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
7:15 AM	2	0	0	2	8	24	0	32	8	17	0	25	59
7:30 AM	1	0	0	1	18	33	0	51	16	35	0	51	103
7:45 AM	2	0	0	2	13	28	0	41	7	40	0	47	90
8:00 AM	2	1	0	3	8	16	0	24	7	24	0	31	58
Total	7	1	0	8	47	101	0	148	38	116	0	154	310
Approach %	87.5	12.5	0.0	-	31.8	68.2	0.0	-	24.7	75.3	0.0	-	-
Total %	2.3	0.3	0.0	2.6	15.2	32.6	0.0	47.7	12.3	37.4	0.0	49.7	-
PHF	0.875	0.250	0.000	0.667	0.653	0.765	0.000	0.725	0.594	0.725	0.000	0.755	0.752
Lights	6	1	0	7	47	98	0	145	38	115	0	153	305
% Lights	85.7	100.0	-	87.5	100.0	97.0	-	98.0	100.0	99.1	-	99.4	98.4
Mediums	0	0	0	0	0	3	0	3	0	0	0	0	3
% Mediums	0.0	0.0	-	0.0	0.0	3.0	-	2.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	1	0	0	1	0	0	0	0	0	1	0	1	2
% Bicycles on Road	14.3	0.0	-	12.5	0.0	0.0	-	0.0	0.0	0.9	-	0.6	0.6

5.2.4 A23

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1810092 - Hail
 State Blvd @ Poor House Rd,
 Oktibbeha County
 Site Code: 1810092
 Start Date: 04/09/2018
 Page No: 5



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

5.2.4 A24

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1810092 - Hail
 State Blvd @ Poor House Rd,
 Oktibbeha County
 Site Code: 1810092
 Start Date: 04/09/2018
 Page No: 6

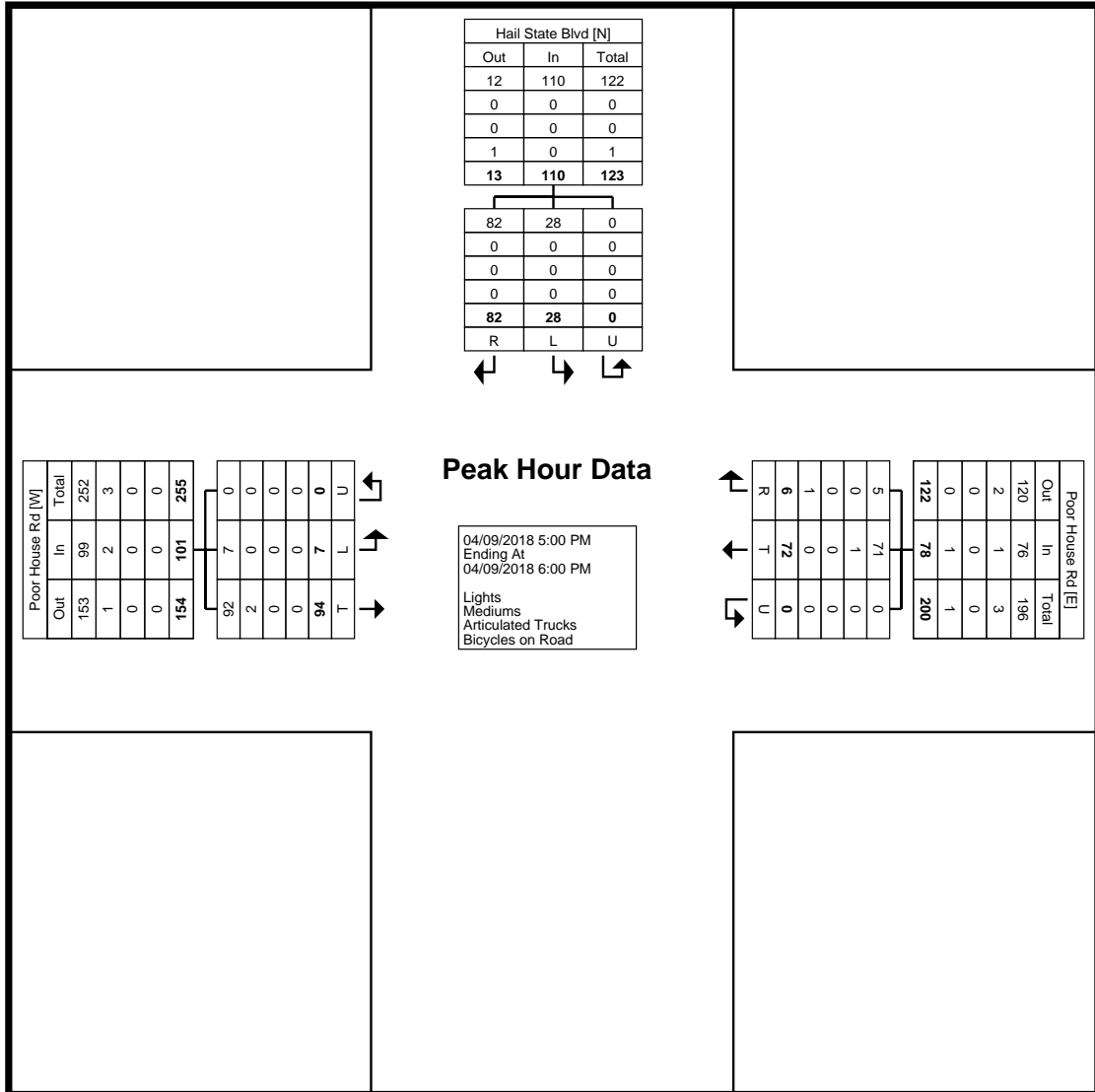
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Hail State Blvd Southbound				Poor House Rd Westbound				Poor House Rd Eastbound				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
5:00 PM	21	7	0	28	3	20	0	23	23	3	0	26	77
5:15 PM	31	9	0	40	1	21	0	22	19	2	0	21	83
5:30 PM	14	7	0	21	1	17	0	18	24	1	0	25	64
5:45 PM	16	5	0	21	1	14	0	15	28	1	0	29	65
Total	82	28	0	110	6	72	0	78	94	7	0	101	289
Approach %	74.5	25.5	0.0	-	7.7	92.3	0.0	-	93.1	6.9	0.0	-	-
Total %	28.4	9.7	0.0	38.1	2.1	24.9	0.0	27.0	32.5	2.4	0.0	34.9	-
PHF	0.661	0.778	0.000	0.688	0.500	0.857	0.000	0.848	0.839	0.583	0.000	0.871	0.870
Lights	82	28	0	110	5	71	0	76	92	7	0	99	285
% Lights	100.0	100.0	-	100.0	83.3	98.6	-	97.4	97.9	100.0	-	98.0	98.6
Mediums	0	0	0	0	0	1	0	1	2	0	0	2	3
% Mediums	0.0	0.0	-	0.0	0.0	1.4	-	1.3	2.1	0.0	-	2.0	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bicycles on Road	0.0	0.0	-	0.0	16.7	0.0	-	1.3	0.0	0.0	-	0.0	0.3

5.2.4 A25

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1810092 - Hail
 State Blvd @ Poor House Rd,
 Oktibbeha County
 Site Code: 1810092
 Start Date: 04/09/2018
 Page No: 7



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



TURNING MOVEMENT COUNT #1910139
OLD HWY 25 @ LONGVIEW RD / W POOR HOUSE RD
STARKVILLE, MS
OKTIBBEHA COUNTY

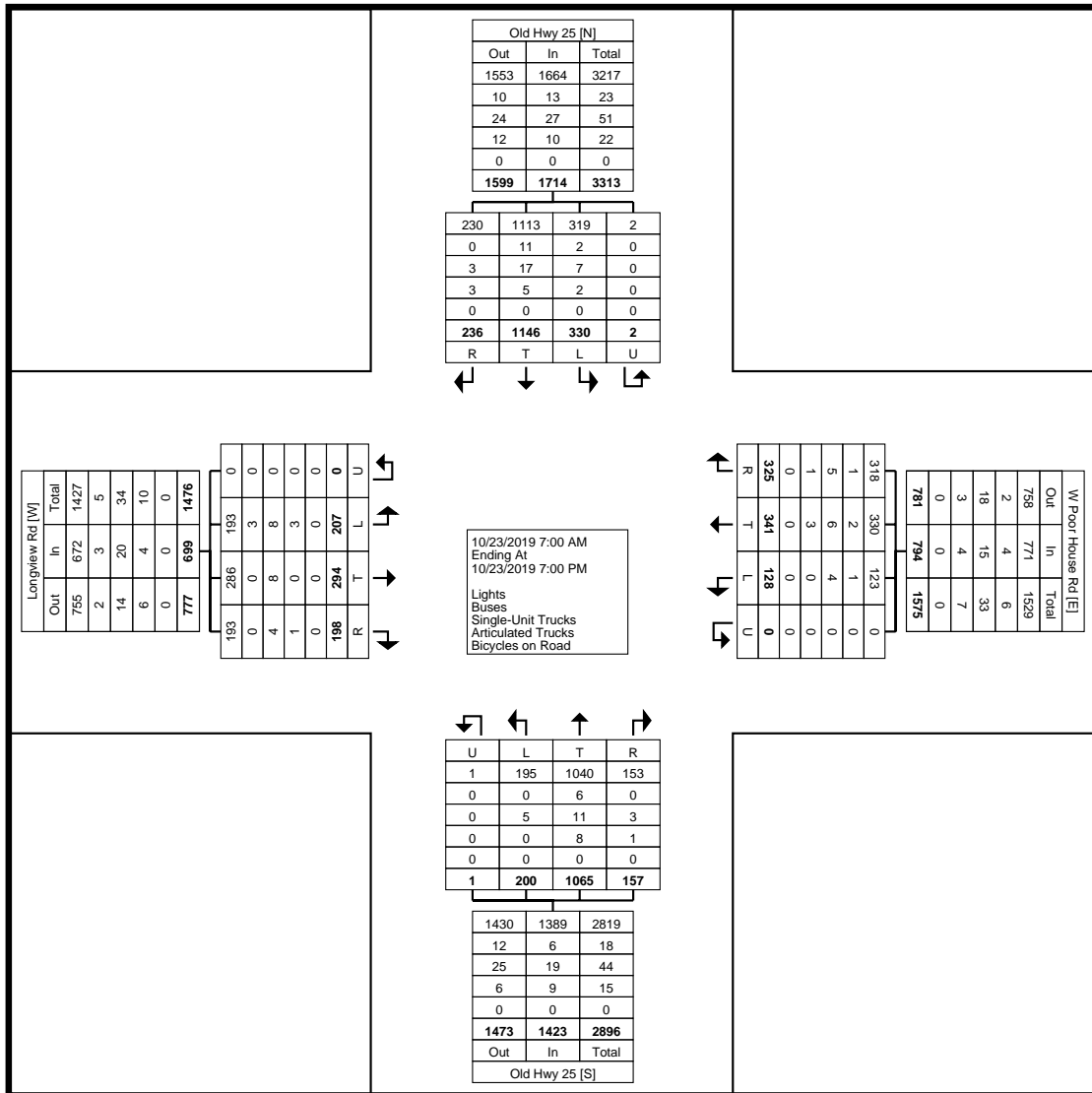
5.2.4 A29

Lights	230	1113	319	2	1664	318	330	123	0	771	153	1040	195	1	1389	193	286	193	0	672	4496
% Lights	97.5	97.1	96.7	100.0	97.1	97.8	96.8	96.1	-	97.1	97.5	97.7	97.5	100.0	97.6	97.5	97.3	93.2	-	96.1	97.1
Buses	0	11	2	0	13	1	2	1	0	4	0	6	0	0	6	0	0	3	0	3	26
% Buses	0.0	1.0	0.6	0.0	0.8	0.3	0.6	0.8	-	0.5	0.0	0.6	0.0	0.0	0.4	0.0	0.0	1.4	-	0.4	0.6
Single-Unit Trucks	3	17	7	0	27	5	6	4	0	15	3	11	5	0	19	4	8	8	0	20	81
% Single-Unit Trucks	1.3	1.5	2.1	0.0	1.6	1.5	1.8	3.1	-	1.9	1.9	1.0	2.5	0.0	1.3	2.0	2.7	3.9	-	2.9	1.7
Articulated Trucks	3	5	2	0	10	1	3	0	0	4	1	8	0	0	9	1	0	3	0	4	27
% Articulated Trucks	1.3	0.4	0.6	0.0	0.6	0.3	0.9	0.0	-	0.5	0.6	0.8	0.0	0.0	0.6	0.5	0.0	1.4	-	0.6	0.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0

5.2.4 A30

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910139 - Old
 Hwy 25 @ Longview Rd / W
 Poor House Rd, Starkville
 Site Code: 1910139
 Start Date: 10/23/2019
 Page No: 3



Turning Movement Data Plot

5.2.4 A31

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 1910139 - Old
Hwy 25 @ Longview Rd / W
Poor House Rd, Starkville
Site Code: 1910139
Start Date: 10/23/2019
Page No: 4

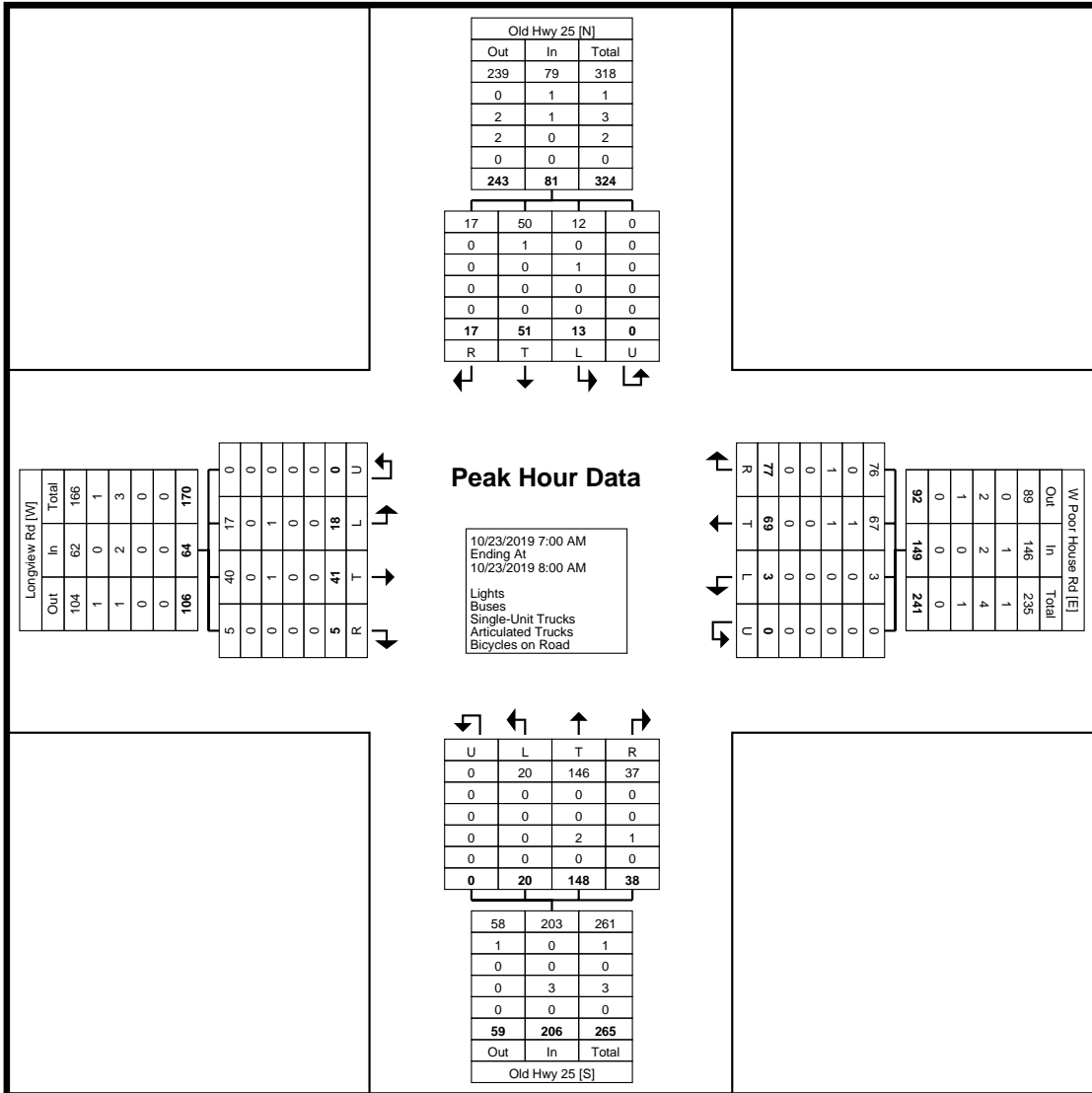
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Old Hwy 25 Southbound					W Poor House Rd Westbound					Old Hwy 25 Northbound					Longview Rd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	3	8	5	0	16	10	18	0	0	28	6	33	7	0	46	1	5	1	0	7	97
7:15 AM	7	16	1	0	24	17	16	3	0	36	9	34	4	0	47	1	11	5	0	17	124
7:30 AM	4	18	4	0	26	26	17	0	0	43	12	42	5	0	59	0	17	7	0	24	152
7:45 AM	3	9	3	0	15	24	18	0	0	42	11	39	4	0	54	3	8	5	0	16	127
Total	17	51	13	0	81	77	69	3	0	149	38	148	20	0	206	5	41	18	0	64	500
Approach %	21.0	63.0	16.0	0.0	-	51.7	46.3	2.0	0.0	-	18.4	71.8	9.7	0.0	-	7.8	64.1	28.1	0.0	-	-
Total %	3.4	10.2	2.6	0.0	16.2	15.4	13.8	0.6	0.0	29.8	7.6	29.6	4.0	0.0	41.2	1.0	8.2	3.6	0.0	12.8	-
PHF	0.607	0.708	0.650	0.000	0.779	0.740	0.958	0.250	0.000	0.866	0.792	0.881	0.714	0.000	0.873	0.417	0.603	0.643	0.000	0.667	0.822
Lights	17	50	12	0	79	76	67	3	0	146	37	146	20	0	203	5	40	17	0	62	490
% Lights	100.0	98.0	92.3	-	97.5	98.7	97.1	100.0	-	98.0	97.4	98.6	100.0	-	98.5	100.0	97.6	94.4	-	96.9	98.0
Buses	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Buses	0.0	2.0	0.0	-	1.2	0.0	1.4	0.0	-	0.7	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	5
% Single-Unit Trucks	0.0	0.0	7.7	-	1.2	1.3	1.4	0.0	-	1.3	0.0	0.0	0.0	-	0.0	0.0	2.4	5.6	-	3.1	1.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	2.6	1.4	0.0	-	1.5	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

5.2.4 A32

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910139 - Old Hwy 25 @ Longview Rd / W Poor House Rd, Starkville
 Site Code: 1910139
 Start Date: 10/23/2019
 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

5.2.4 A33

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910139 - Old
 Hwy 25 @ Longview Rd / W
 Poor House Rd, Starkville
 Site Code: 1910139
 Start Date: 10/23/2019
 Page No: 6

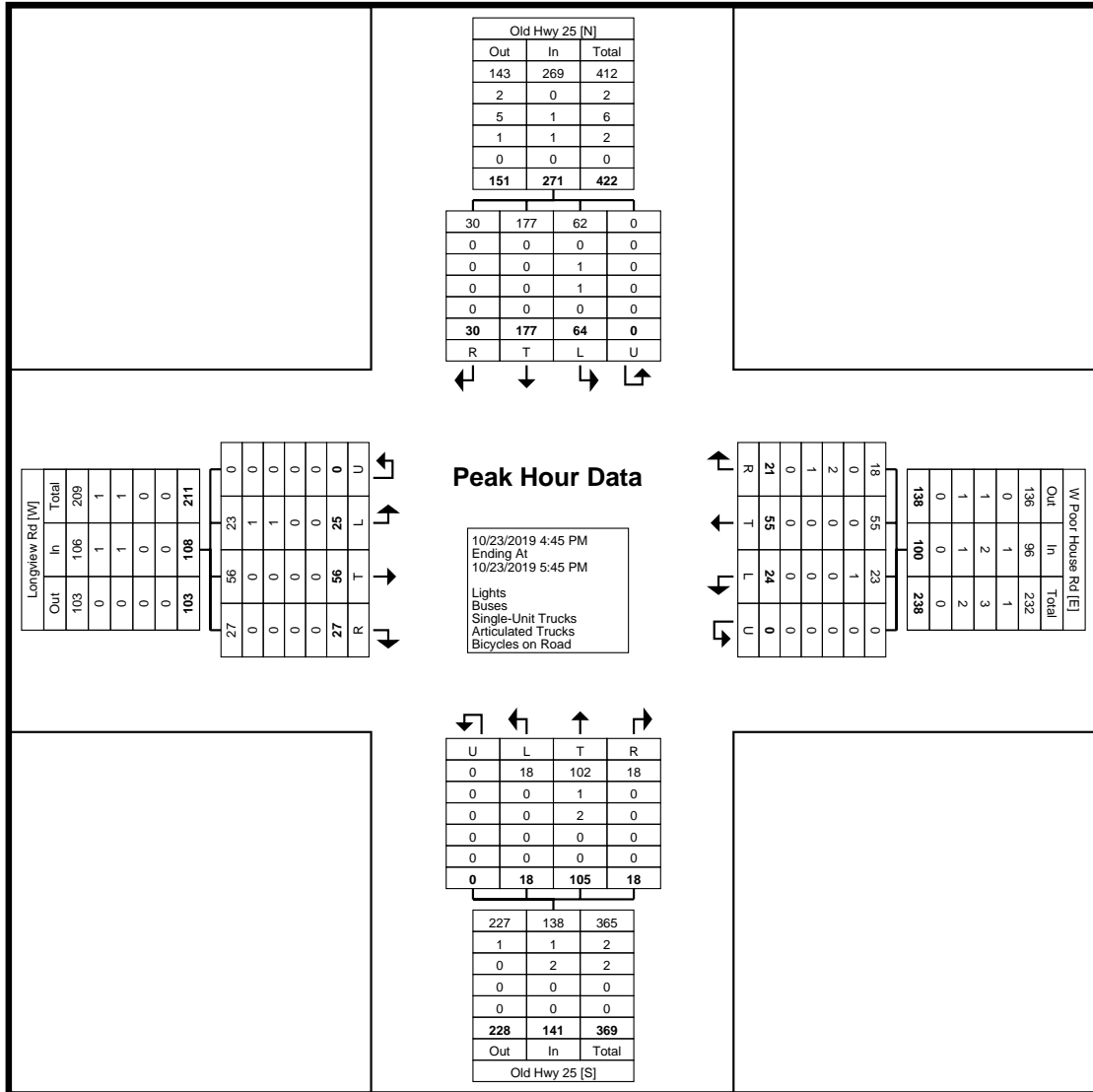
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Old Hwy 25 Southbound					W Poor House Rd Westbound					Old Hwy 25 Northbound					Longview Rd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:45 PM	5	36	9	0	50	4	12	5	0	21	4	30	2	0	36	5	9	5	0	19	126
5:00 PM	10	45	24	0	79	5	11	5	0	21	1	27	3	0	31	4	17	8	0	29	160
5:15 PM	7	49	14	0	70	5	22	6	0	33	7	21	10	0	38	7	13	5	0	25	166
5:30 PM	8	47	17	0	72	7	10	8	0	25	6	27	3	0	36	11	17	7	0	35	168
Total	30	177	64	0	271	21	55	24	0	100	18	105	18	0	141	27	56	25	0	108	620
Approach %	11.1	65.3	23.6	0.0	-	21.0	55.0	24.0	0.0	-	12.8	74.5	12.8	0.0	-	25.0	51.9	23.1	0.0	-	-
Total %	4.8	28.5	10.3	0.0	43.7	3.4	8.9	3.9	0.0	16.1	2.9	16.9	2.9	0.0	22.7	4.4	9.0	4.0	0.0	17.4	-
PHF	0.750	0.903	0.667	0.000	0.858	0.750	0.625	0.750	0.000	0.758	0.643	0.875	0.450	0.000	0.928	0.614	0.824	0.781	0.000	0.771	0.923
Lights	30	177	62	0	269	18	55	23	0	96	18	102	18	0	138	27	56	23	0	106	609
% Lights	100.0	100.0	96.9	-	99.3	85.7	100.0	95.8	-	96.0	100.0	97.1	100.0	-	97.9	100.0	100.0	92.0	-	98.1	98.2
Buses	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	3
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	4.2	-	1.0	0.0	1.0	0.0	-	0.7	0.0	0.0	4.0	-	0.9	0.5
Single-Unit Trucks	0	0	1	0	1	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	6
% Single-Unit Trucks	0.0	0.0	1.6	-	0.4	9.5	0.0	0.0	-	2.0	0.0	1.9	0.0	-	1.4	0.0	0.0	4.0	-	0.9	1.0
Articulated Trucks	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	0.0	0.0	1.6	-	0.4	4.8	0.0	0.0	-	1.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

5.2.4 A34

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910139 - Old Hwy 25 @ Longview Rd / W Poor House Rd, Starkville
 Site Code: 1910139
 Start Date: 10/23/2019
 Page No: 7



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

HCM 6th Signalized Intersection Summary
29: S Montgomery St & Academy Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	222	91	193	469	154	97
Future Volume (veh/h)	222	91	193	469	154	97
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	110	233	565	186	117
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	391	348	589	868	455	734
Arrive On Green	0.22	0.22	0.14	0.46	0.24	0.24
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	267	110	233	565	186	117
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	5.7	2.4	3.5	9.5	3.4	1.8
Cycle Q Clear(g_c), s	5.7	2.4	3.5	9.5	3.4	1.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	391	348	589	868	455	734
V/C Ratio(X)	0.68	0.32	0.40	0.65	0.41	0.16
Avail Cap(c_a), veh/h	1191	1060	845	2252	1569	1678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	13.4	8.2	8.5	13.1	6.4
Incr Delay (d2), s/veh	2.1	0.5	0.4	0.8	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.8	1.0	2.6	1.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	14.0	8.6	9.3	13.7	6.5
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	377			798	303	
Approach Delay, s/veh	16.0			9.1	10.9	
Approach LOS	B			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.1	16.5			25.6	15.5
Change Period (Y+Rc), s	3.5	6.5			6.5	6.5
Max Green Setting (Gmax), s	11.5	34.5			49.5	27.5
Max Q Clear Time (g_c+I1), s	5.5	5.4			11.5	7.7
Green Ext Time (p_c), s	0.4	1.2			2.5	1.5
Intersection Summary						
HCM 6th Ctrl Delay			11.2			
HCM 6th LOS			B			

5.2.4 B2

HCM 6th Signalized Intersection Summary 293: S Montgomery St & Poor House Rd

Existing AM Peak.syn

05/13/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	48	89	20	6	47	59	44	113	35	32	36	14
Future Volume (veh/h)	48	89	20	6	47	59	44	113	35	32	36	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	97	22	7	51	64	48	123	38	35	39	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	414	88	59	319	370	206	512	149	327	354	127
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	429	994	210	40	765	888	324	1059	307	561	732	262
Grp Volume(v), veh/h	171	0	0	122	0	0	209	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1633	0	0	1692	0	0	1690	0	0	1555	0	0
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	4.0	0.0	0.0	6.1	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.30		0.13	0.06		0.52	0.23		0.18	0.39		0.17
Lane Grp Cap(c), veh/h	733	0	0	747	0	0	866	0	0	807	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.16	0.00	0.00	0.24	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	733	0	0	747	0	0	866	0	0	807	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	16.5	0.0	0.0	13.6	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	1.6	0.0	0.0	2.5	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	0.0	0.0	17.0	0.0	0.0	14.2	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			122			209				89
Approach Delay, s/veh		17.6			17.0			14.2				12.9
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		42.0		48.0		42.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		37.5		43.5		37.5				
Max Q Clear Time (g_c+I1), s		8.1		7.5		4.4		6.0				
Green Ext Time (p_c), s		1.2		1.0		0.5		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				15.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 29: S Montgomery St & Academy Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	161	109	229	428	185
Future Volume (veh/h)	150	161	109	229	428	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	194	131	276	516	223
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	325	289	424	1008	672	859
Arrive On Green	0.18	0.18	0.10	0.54	0.36	0.36
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	181	194	131	276	516	223
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	4.3	5.3	1.8	3.7	11.4	3.5
Cycle Q Clear(g_c), s	4.3	5.3	1.8	3.7	11.4	3.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	325	289	424	1008	672	859
V/C Ratio(X)	0.56	0.67	0.31	0.27	0.77	0.26
Avail Cap(c_a), veh/h	744	662	523	2302	1862	1867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	17.8	8.5	5.8	13.2	5.7
Incr Delay (d2), s/veh	1.5	2.7	0.4	0.1	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.9	0.5	1.0	4.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.9	20.5	8.9	6.0	15.1	5.9
LnGrp LOS	B	C	A	A	B	A
Approach Vol, veh/h	375			407	739	
Approach Delay, s/veh	19.7			6.9	12.3	
Approach LOS	B			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.4	23.3			31.7	15.0
Change Period (Y+Rc), s	3.5	6.5			6.5	6.5
Max Green Setting (Gmax), s	7.5	46.5			57.5	19.5
Max Q Clear Time (g_c+I1), s	3.8	13.4			5.7	7.3
Green Ext Time (p_c), s	0.1	3.4			1.1	1.3

Intersection Summary						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			

5.2.4 B4

HCM 6th Signalized Intersection Summary 293: S Montgomery St & Poor House Rd

Existing PM Peak.syn

05/13/2021



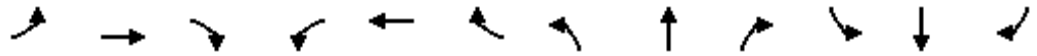
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	37	56	51	39	88	63	36	85	10	66	125	45
Future Volume (veh/h)	37	56	51	39	88	63	36	85	10	66	125	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	61	55	42	96	68	39	92	11	72	136	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	283	229	154	343	221	245	557	63	249	457	154
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	339	697	564	261	845	545	392	1126	127	400	924	312
Grp Volume(v), veh/h	156	0	0	206	0	0	142	0	0	257	0	0
Grp Sat Flow(s),veh/h/ln	1601	0	0	1651	0	0	1645	0	0	1635	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	7.1	0.0	0.0	3.8	0.0	0.0	7.9	0.0	0.0
Prop In Lane	0.26		0.35	0.20		0.33	0.27		0.08	0.28		0.19
Lane Grp Cap(c), veh/h	700	0	0	718	0	0	864	0	0	860	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.29	0.00	0.00	0.16	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	700	0	0	718	0	0	864	0	0	860	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	0.0	18.0	0.0	0.0	12.5	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.0	0.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	3.0	0.0	0.0	1.6	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	0.0	19.0	0.0	0.0	12.9	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		156			206			142			257	
Approach Delay, s/veh		18.2			19.0			12.9			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		44.5		36.5		44.5		36.5				
Max Q Clear Time (g_c+I1), s		5.8		7.2		9.9		9.1				
Green Ext Time (p_c), s		0.8		0.9		1.6		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				16.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 29: S Montgomery St & Academy Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	285	159	372	848	280	124
Future Volume (veh/h)	285	159	372	848	280	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	192	448	1022	337	149
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	405	360	632	1110	666	925
Arrive On Green	0.23	0.23	0.19	0.59	0.36	0.36
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	343	192	448	1022	337	149
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	13.4	7.7	10.4	35.6	10.3	3.1
Cycle Q Clear(g_c), s	13.4	7.7	10.4	35.6	10.3	3.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	405	360	632	1110	666	925
V/C Ratio(X)	0.85	0.53	0.71	0.92	0.51	0.16
Avail Cap(c_a), veh/h	503	447	826	1455	806	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	24.7	10.9	13.2	18.4	7.0
Incr Delay (d2), s/veh	10.7	1.2	1.9	8.2	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	2.9	3.6	14.0	4.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	25.9	12.8	21.4	19.0	7.0
LnGrp LOS	D	C	B	C	B	A
Approach Vol, veh/h	535			1470	486	
Approach Delay, s/veh	33.4			18.8	15.3	
Approach LOS	C			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.3	32.4			49.6	23.0
Change Period (Y+Rc), s	3.5	6.5			6.5	6.5
Max Green Setting (Gmax), s	21.7	31.3			56.5	20.5
Max Q Clear Time (g_c+I1), s	12.4	12.3			37.6	15.4
Green Ext Time (p_c), s	1.3	1.9			5.6	1.1
Intersection Summary						
HCM 6th Ctrl Delay			21.2			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
293: S Montgomery St & Poor House Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	78	114	26	8	60	92	56	153	45	90	71	67
Future Volume (veh/h)	78	114	26	8	60	92	56	153	45	90	71	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	124	28	9	65	100	61	166	49	98	77	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	381	80	56	291	413	192	505	140	310	243	207
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	508	892	188	33	681	965	303	1070	296	539	514	439
Grp Volume(v), veh/h	237	0	0	174	0	0	276	0	0	248	0	0
Grp Sat Flow(s),veh/h/ln	1588	0	0	1679	0	0	1670	0	0	1491	0	0
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	5.9	0.0	0.0	8.5	0.0	0.0	8.3	0.0	0.0
Prop In Lane	0.36		0.12	0.05		0.57	0.22		0.18	0.40		0.29
Lane Grp Cap(c), veh/h	733	0	0	760	0	0	837	0	0	760	0	0
V/C Ratio(X)	0.32	0.00	0.00	0.23	0.00	0.00	0.33	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	733	0	0	760	0	0	837	0	0	760	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	16.4	0.0	0.0	14.8	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.4	0.0	0.0	3.5	0.0	0.0	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0	17.1	0.0	0.0	15.8	0.0	0.0	15.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		237			174			276				248
Approach Delay, s/veh		18.1			17.1			15.8				15.8
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		43.0		47.0		43.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		42.5		38.5		42.5		38.5				
Max Q Clear Time (g_c+I1), s		10.5		10.0		10.3		7.9				
Green Ext Time (p_c), s		1.7		1.5		1.6		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 29: S Montgomery St & Academy Rd

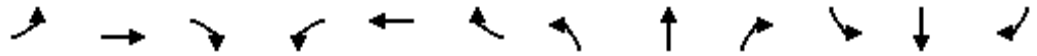


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	344	221	456	825	237
Future Volume (veh/h)	192	344	221	456	825	237
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	414	266	549	994	286
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	414	368	280	1166	883	1117
Arrive On Green	0.23	0.23	0.11	0.62	0.47	0.47
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	231	414	266	549	994	286
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	10.3	20.9	9.3	14.1	42.5	5.9
Cycle Q Clear(g_c), s	10.3	20.9	9.3	14.1	42.5	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	414	368	280	1166	883	1117
V/C Ratio(X)	0.56	1.12	0.95	0.47	1.13	0.26
Avail Cap(c_a), veh/h	414	368	280	1166	883	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	34.5	27.5	9.0	23.8	4.8
Incr Delay (d2), s/veh	1.7	85.2	40.4	0.3	71.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	16.5	5.6	5.0	34.3	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.2	119.7	68.0	9.3	94.7	4.9
LnGrp LOS	C	F	E	A	F	A
Approach Vol, veh/h	645			815	1280	
Approach Delay, s/veh	88.4			28.5	74.7	
Approach LOS	F			C	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.6	49.0			62.6	27.4
Change Period (Y+Rc), s	3.5	6.5			6.5	6.5
Max Green Setting (Gmax), s	10.1	42.5			56.1	20.9
Max Q Clear Time (g_c+I1), s	11.3	44.5			16.1	22.9
Green Ext Time (p_c), s	0.0	0.0			2.5	0.0

Intersection Summary

HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
293: S Montgomery St & Poor House Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	102	72	65	50	113	136	46	137	13	118	176	91
Future Volume (veh/h)	102	72	65	50	113	136	46	137	13	118	176	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	78	71	54	123	148	50	149	14	128	191	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	185	147	125	279	299	210	602	54	270	394	190
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	527	468	374	198	707	757	317	1192	106	431	779	375
Grp Volume(v), veh/h	260	0	0	325	0	0	213	0	0	418	0	0
Grp Sat Flow(s),veh/h/ln	1368	0	0	1663	0	0	1615	0	0	1585	0	0
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	0.0	12.4	0.0	0.0	5.8	0.0	0.0	15.1	0.0	0.0
Prop In Lane	0.43		0.27	0.17		0.46	0.23		0.07	0.31		0.24
Lane Grp Cap(c), veh/h	597	0	0	703	0	0	866	0	0	853	0	0
V/C Ratio(X)	0.44	0.00	0.00	0.46	0.00	0.00	0.25	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	597	0	0	703	0	0	866	0	0	853	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	20.3	0.0	0.0	12.4	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	2.2	0.0	0.0	0.7	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	5.3	0.0	0.0	2.4	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	0.0	22.5	0.0	0.0	13.1	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		260			325			213				418
Approach Delay, s/veh		22.5			22.5			13.1				16.6
Approach LOS		C			C			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		40.0		50.0		40.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		45.5		35.5		45.5		35.5				
Max Q Clear Time (g_c+I1), s		7.8		15.3		17.1		14.4				
Green Ext Time (p_c), s		1.3		1.6		2.9		2.0				

Intersection Summary

HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

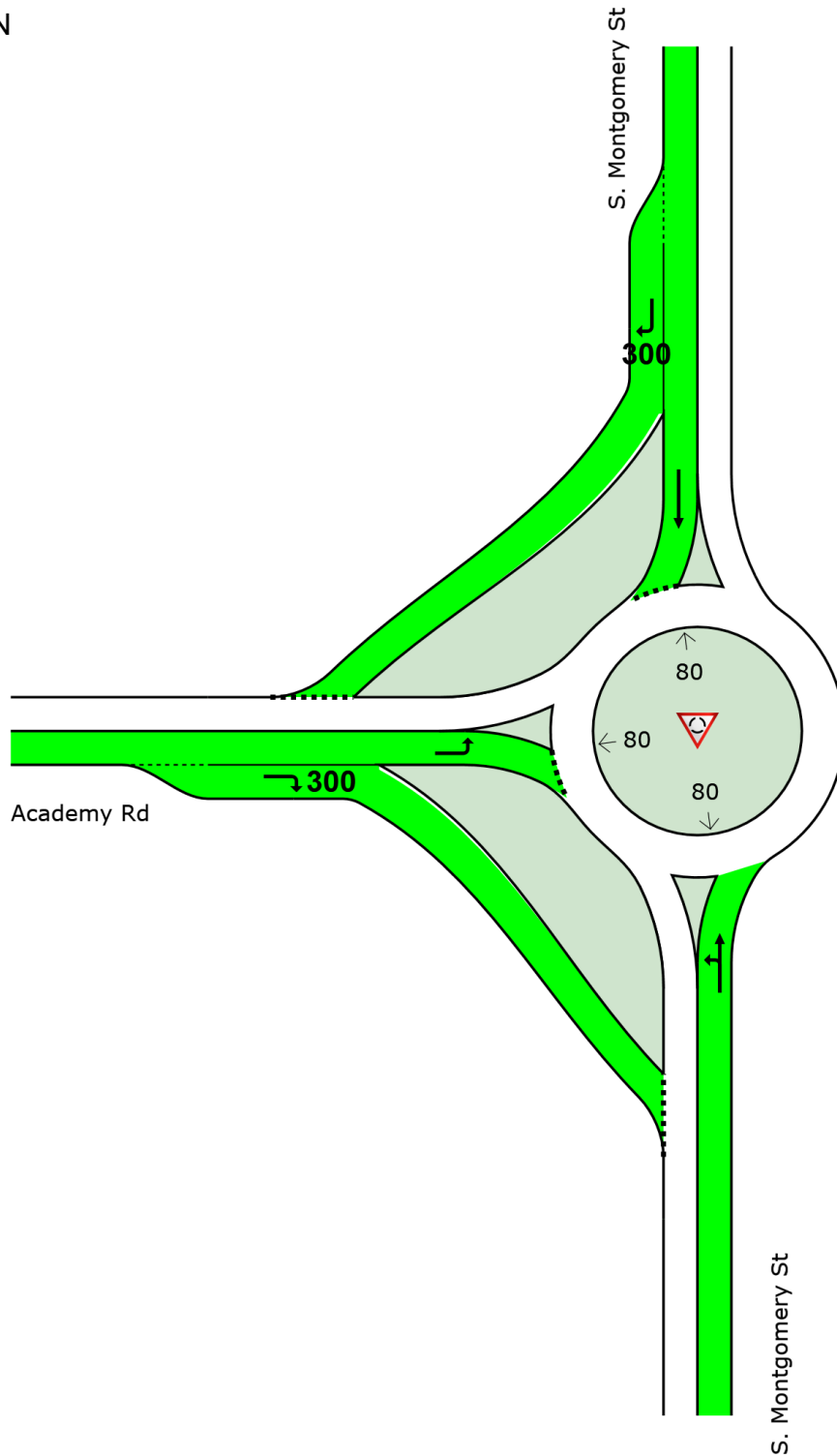
LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2045 AM Peak - Channelized (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

	Approaches			Intersection
	South	North	West	
LOS	A	A	A	A



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

Delay Model: SIDRA Standard (Geometric Delay is not included).

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Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\S Montgomery\2045 PM Peak - Academy at Montgomery.sip9

MOVEMENT SUMMARY

 Site: 101 [2045 AM Peak - Channelized (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: S. Montgomery St														
3	L2	372	1.0	404	1.0	0.688	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	36.3
8	T1	848	1.0	922	1.0	0.688	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	36.3
Approach		1220	1.0	1326	1.0	0.688	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	36.3
North: S. Montgomery St														
4	T1	280	1.0	304	1.0	0.255	1.5	LOS A	1.2	30.2	0.49	0.35	0.49	35.8
14	R2	124	1.0	135	1.0	0.113	1.3	LOS A	0.5	11.9	0.44	0.33	0.44	35.6
Approach		404	1.0	439	1.0	0.255	1.4	LOS A	1.2	30.2	0.48	0.34	0.48	35.7
West: Academy Rd														
5	L2	285	1.0	310	1.0	0.253	1.2	LOS A	1.4	35.5	0.50	0.37	0.50	33.5
12	R2	159	1.0	173	1.0	0.141	1.0	LOS A	0.7	17.9	0.45	0.32	0.45	35.5
Approach		444	1.0	483	1.0	0.253	1.1	LOS A	1.4	35.5	0.48	0.35	0.48	34.2
All Vehicles		2068	1.0	2248	1.0	0.688	0.8	LOS A	1.4	35.5	0.20	0.14	0.20	35.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is not included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\S Montgomery\2045 PM Peak - Academy at Montgomery.sip9

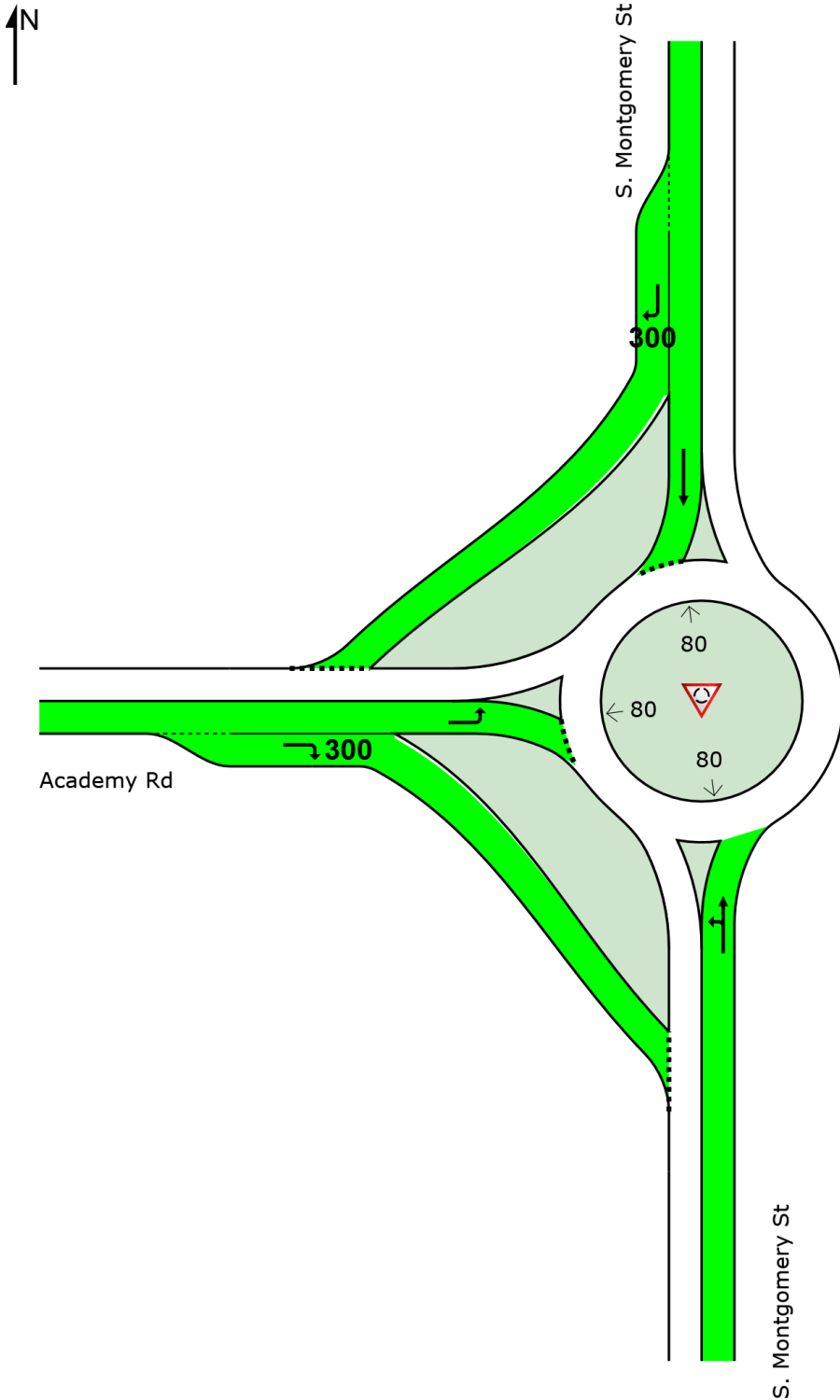
LEVEL OF SERVICE

Lane Level of Service

 Site: 101 [2045 PM Peak - Channelized (Site Folder: General)]

New Site
 Site Category: (None)
 Roundabout

	Approaches			Intersection
	South	North	West	
LOS	A	A	A	A



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

Delay Model: SIDRA Standard (Geometric Delay is not included).

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Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\S Montgomery\2045 PM Peak - Academy at Montgomery.sip9

MOVEMENT SUMMARY

 **Site: 101 [2045 PM Peak - Channelized (Site Folder: General)]**

New Site

Site Category: (None)

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
South: S. Montgomery St														
3	L2	221	1.0	240	1.0	0.382	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.4
8	T1	456	1.0	496	1.0	0.382	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
Approach		677	1.0	736	1.0	0.382	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	36.5
North: S. Montgomery St														
4	T1	825	1.0	897	1.0	0.686	2.4	LOS A	7.1	179.3	0.73	0.57	0.79	35.0
14	R2	237	1.0	258	1.0	0.197	0.9	LOS A	0.9	23.8	0.39	0.26	0.39	35.7
Approach		1062	1.0	1154	1.0	0.686	2.1	LOS A	7.1	179.3	0.65	0.50	0.70	35.2
West: Academy Rd														
5	L2	192	1.0	209	1.0	0.278	2.4	LOS A	1.4	35.3	0.75	0.68	0.75	33.0
12	R2	344	1.0	374	1.0	0.498	3.6	LOS A	3.1	77.2	0.84	0.88	0.97	34.6
Approach		536	1.0	583	1.0	0.498	3.2	LOS A	3.1	77.2	0.81	0.81	0.89	34.0
All Vehicles		2275	1.0	2473	1.0	0.686	1.8	LOS A	7.1	179.3	0.49	0.42	0.53	35.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is not included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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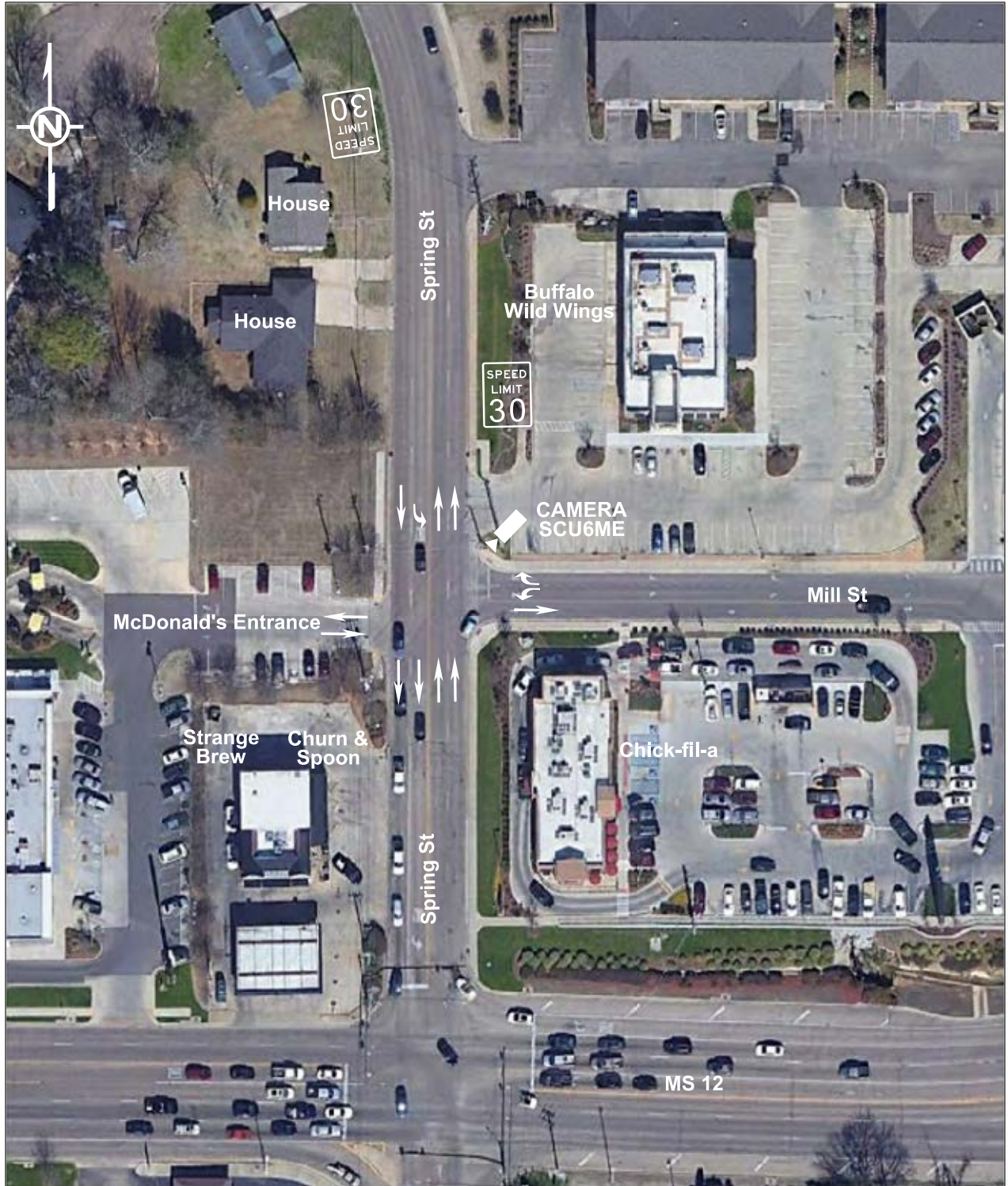
Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\S Montgomery\2045 PM Peak - Academy at Montgomery.sip9



APPENDIX 5.2.5

Attachments:

Turning Movement Traffic Counts	5.2.5 A1 – 5.2.5 A19
Existing Capacity Analysis	5.2.5 B1 – 5.2.5 B42



TURNING MOVEMENT COUNT #2010070
SPRING ST @ MILL ST / McDONALD'S ENTRANCE
STARKVILLE, MS
OKTIBBEHA COUNTY

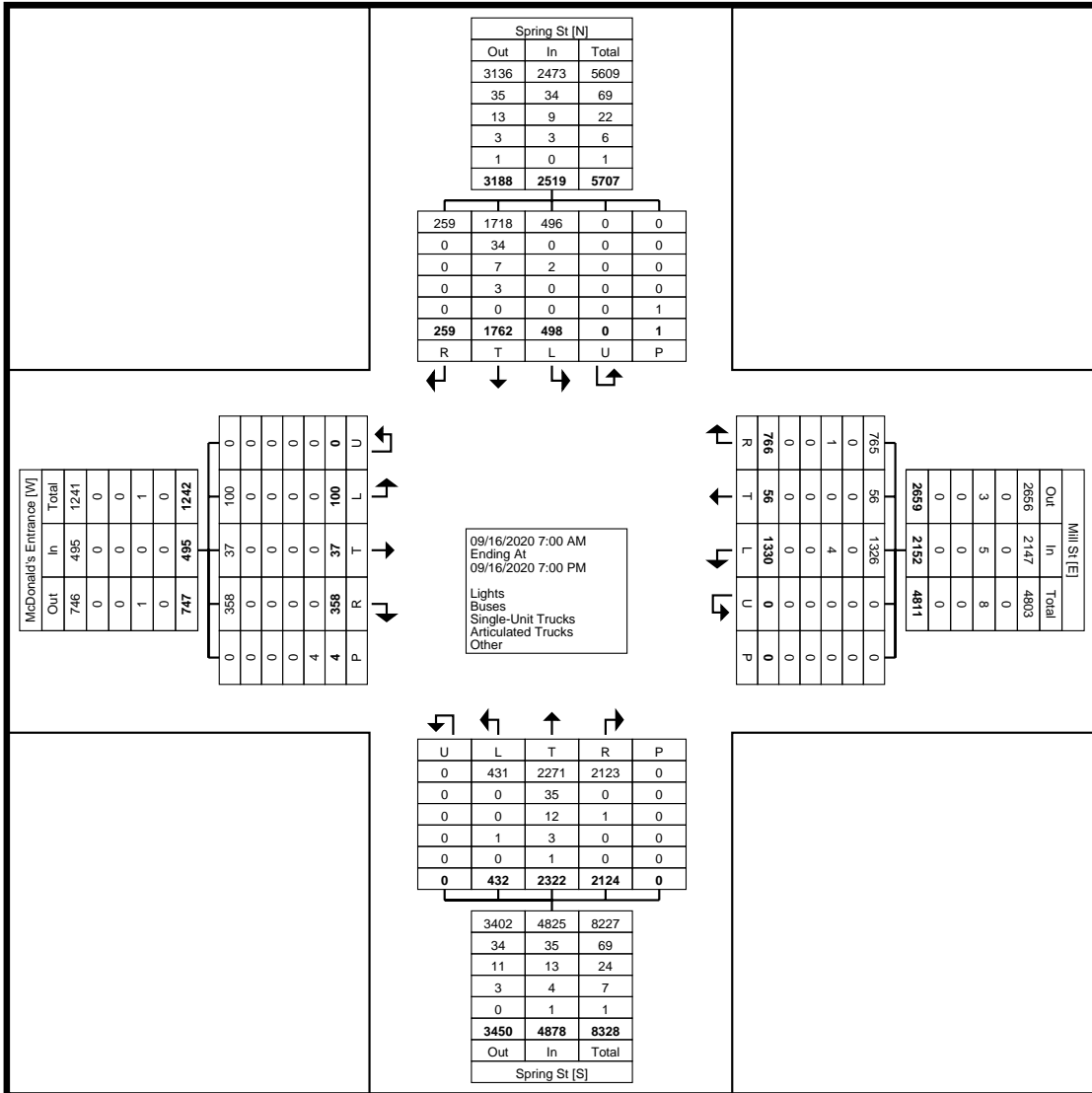
5.2.5 A3

Lights	259	1718	496	0	-	2473	765	56	1326	0	-	2147	2123	2271	431	0	-	4825	358	37	100	0	-	495	9940
% Lights	100.0	97.5	99.6	-	-	98.2	99.9	100.0	99.7	-	-	99.8	100.0	97.8	99.8	-	-	98.9	100.0	100.0	100.0	-	-	100.0	99.0
Buses	0	34	0	0	-	34	0	0	0	0	-	0	0	35	0	0	-	35	0	0	0	0	-	0	69
% Buses	0.0	1.9	0.0	-	-	1.3	0.0	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.7
Single-Unit Trucks	0	7	2	0	-	9	1	0	4	0	-	5	1	12	0	0	-	13	0	0	0	0	-	0	27
% Single-Unit Trucks	0.0	0.4	0.4	-	-	0.4	0.1	0.0	0.3	-	-	0.2	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Articulated Trucks	0	3	0	0	-	3	0	0	0	0	-	0	0	3	1	0	-	4	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.2	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

5.2.5 A4

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 3



Turning Movement Data Plot

5.2.5 A5

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010070 - Spring
St @ Mill St / McDonald's
Entrance, Starkville
Site Code: 2010070
Start Date: 09/16/2020
Page No: 4

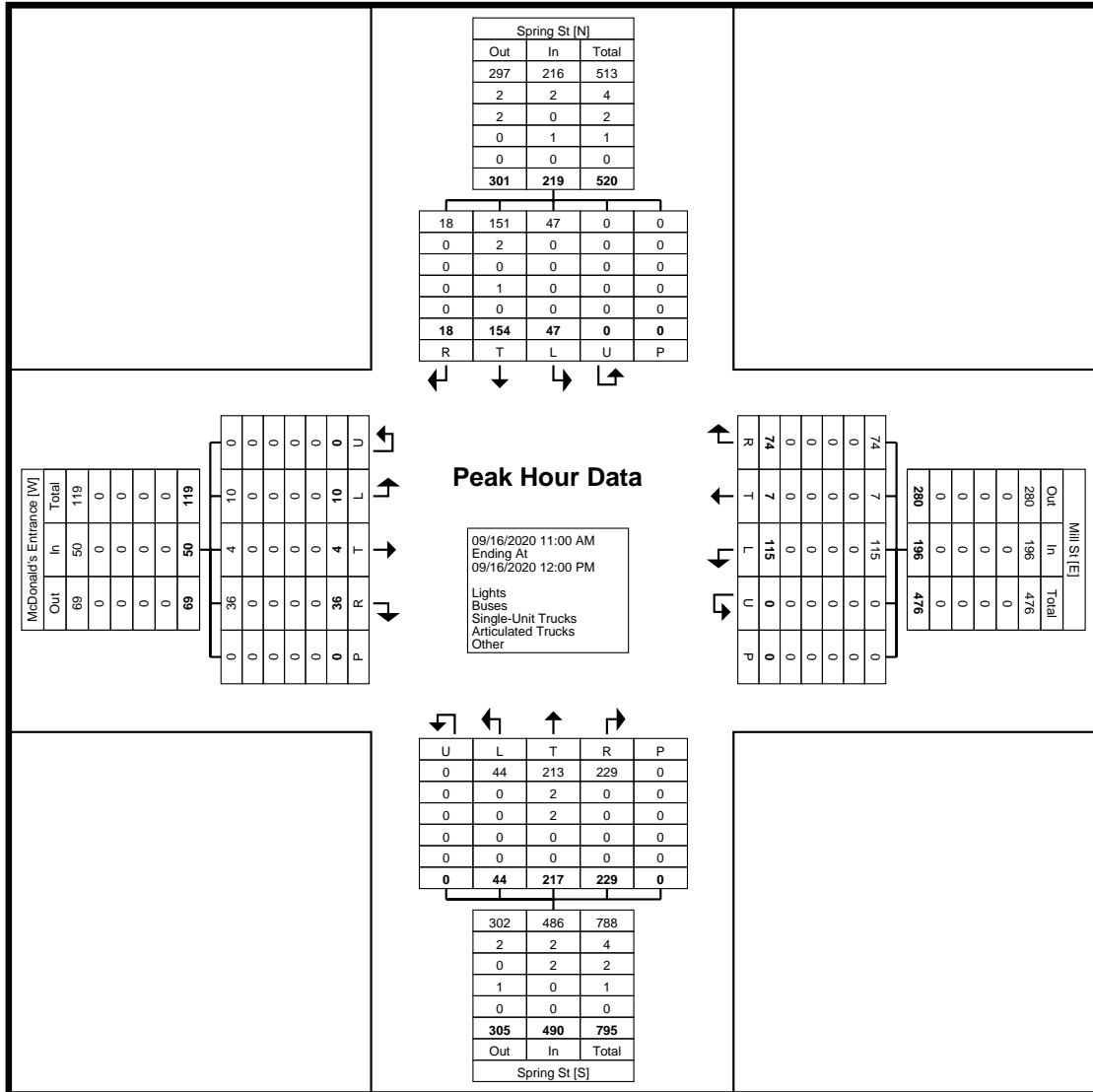
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Spring St Southbound						Mill St Westbound						Spring St Northbound						McDonald's Entrance Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	4	36	7	0	0	47	8	1	28	0	0	37	42	46	10	0	0	98	5	1	2	0	0	8	190
11:15 AM	7	34	14	0	0	55	22	2	38	0	0	62	63	54	8	0	0	125	13	1	4	0	0	18	260
11:30 AM	3	40	16	0	0	59	16	1	21	0	0	38	57	53	15	0	0	125	9	1	2	0	0	12	234
11:45 AM	4	44	10	0	0	58	28	3	28	0	0	59	67	64	11	0	0	142	9	1	2	0	0	12	271
Total	18	154	47	0	0	219	74	7	115	0	0	196	229	217	44	0	0	490	36	4	10	0	0	50	955
Approach %	8.2	70.3	21.5	0.0	-	-	37.8	3.6	58.7	0.0	-	-	46.7	44.3	9.0	0.0	-	-	72.0	8.0	20.0	0.0	-	-	-
Total %	1.9	16.1	4.9	0.0	-	22.9	7.7	0.7	12.0	0.0	-	20.5	24.0	22.7	4.6	0.0	-	51.3	3.8	0.4	1.0	0.0	-	5.2	-
PHF	0.643	0.875	0.734	0.000	-	0.928	0.661	0.583	0.757	0.000	-	0.790	0.854	0.848	0.733	0.000	-	0.863	0.692	1.000	0.625	0.000	-	0.694	0.881
Lights	18	151	47	0	-	216	74	7	115	0	-	196	229	213	44	0	-	486	36	4	10	0	-	50	948
% Lights	100.0	98.1	100.0	-	-	98.6	100.0	100.0	100.0	-	-	100.0	100.0	98.2	100.0	-	-	99.2	100.0	100.0	100.0	-	-	100.0	99.3
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Buses	0.0	1.3	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.2.5 A6

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

5.2.5 A7

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 6

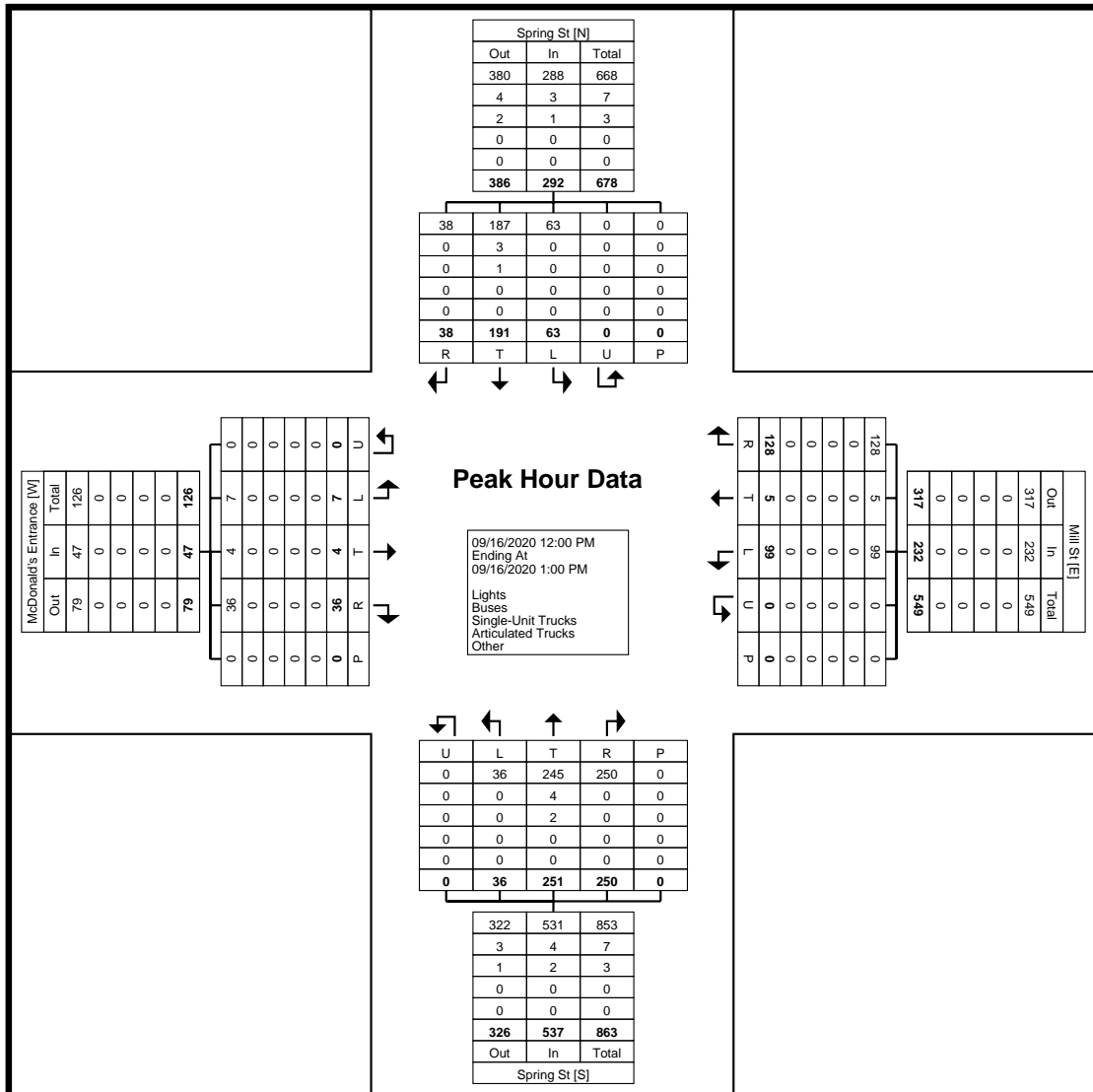
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Spring St Southbound						Mill St Westbound						Spring St Northbound						McDonald's Entrance Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	10	46	21	0	0	77	26	1	37	0	0	64	62	56	13	0	0	131	9	0	2	0	0	11	283
12:15 PM	10	43	18	0	0	71	37	1	23	0	0	61	71	53	8	0	0	132	11	1	1	0	0	13	277
12:30 PM	9	60	8	0	0	77	37	1	20	0	0	58	81	76	5	0	0	162	8	1	2	0	0	11	308
12:45 PM	9	42	16	0	0	67	28	2	19	0	0	49	36	66	10	0	0	112	8	2	2	0	0	12	240
Total	38	191	63	0	0	292	128	5	99	0	0	232	250	251	36	0	0	537	36	4	7	0	0	47	1108
Approach %	13.0	65.4	21.6	0.0	-	-	55.2	2.2	42.7	0.0	-	-	46.6	46.7	6.7	0.0	-	-	76.6	8.5	14.9	0.0	-	-	-
Total %	3.4	17.2	5.7	0.0	-	26.4	11.6	0.5	8.9	0.0	-	20.9	22.6	22.7	3.2	0.0	-	48.5	3.2	0.4	0.6	0.0	-	4.2	-
PHF	0.950	0.796	0.750	0.000	-	0.948	0.865	0.625	0.669	0.000	-	0.906	0.772	0.826	0.692	0.000	-	0.829	0.818	0.500	0.875	0.000	-	0.904	0.899
Lights	38	187	63	0	-	288	128	5	99	0	-	232	250	245	36	0	-	531	36	4	7	0	-	47	1098
% Lights	100.0	97.9	100.0	-	-	98.6	100.0	100.0	100.0	-	-	100.0	100.0	97.6	100.0	-	-	98.9	100.0	100.0	100.0	-	-	100.0	99.1
Buses	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	7
% Buses	0.0	1.6	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.6
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

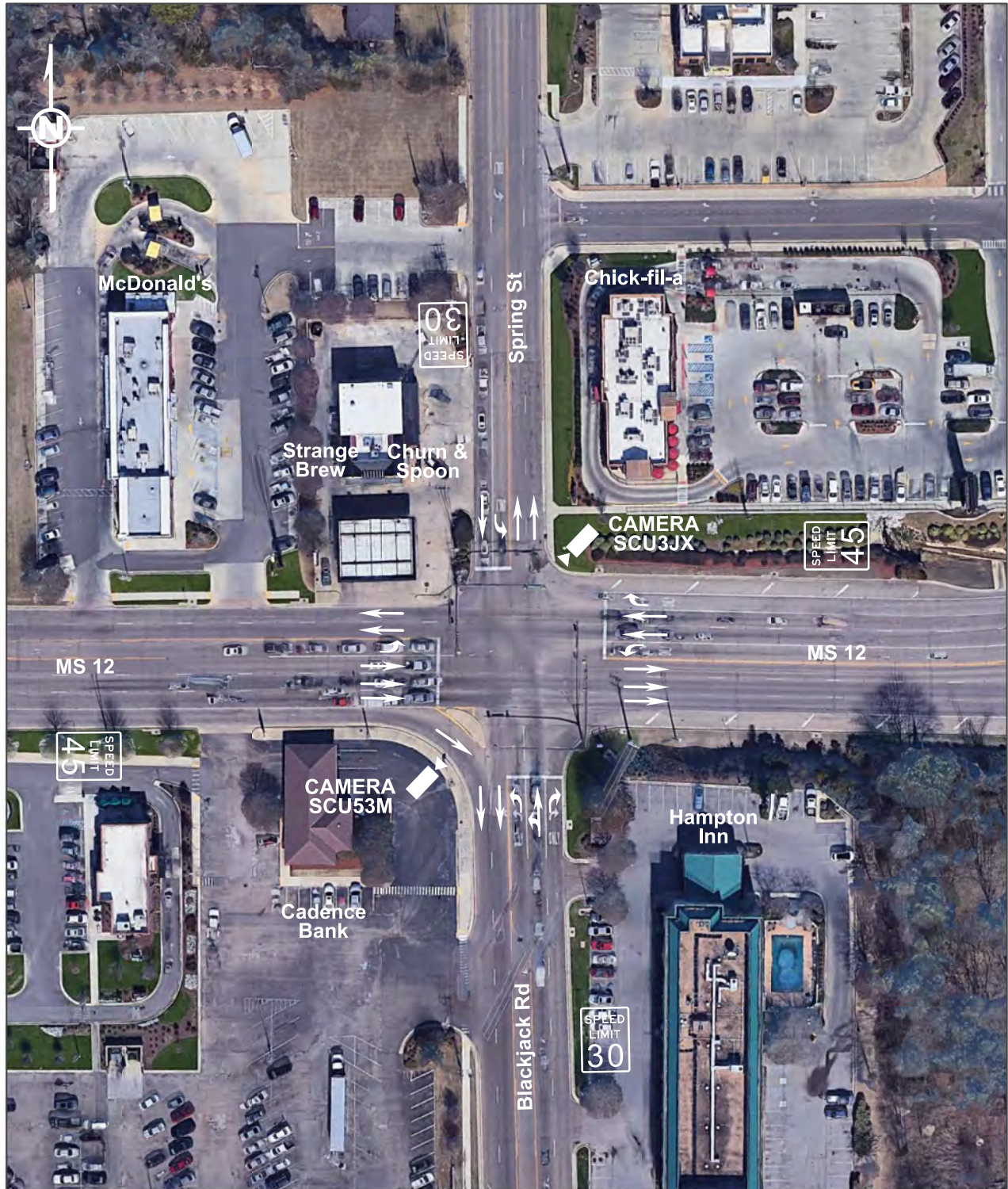
5.2.5 A8

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)



**TURNING MOVEMENT COUNT #1910126
MS 12 @ BLACKJACK RD / SPRING ST
STARKVILLE, MS
OKTIBBEHA COUNTY**

File Name : 1910126 - MS 12 @ Blackjack Rd-Spring St, Starkville
 Site Code : 1910126
 Start Date : 9/19/2019
 Page No : 1

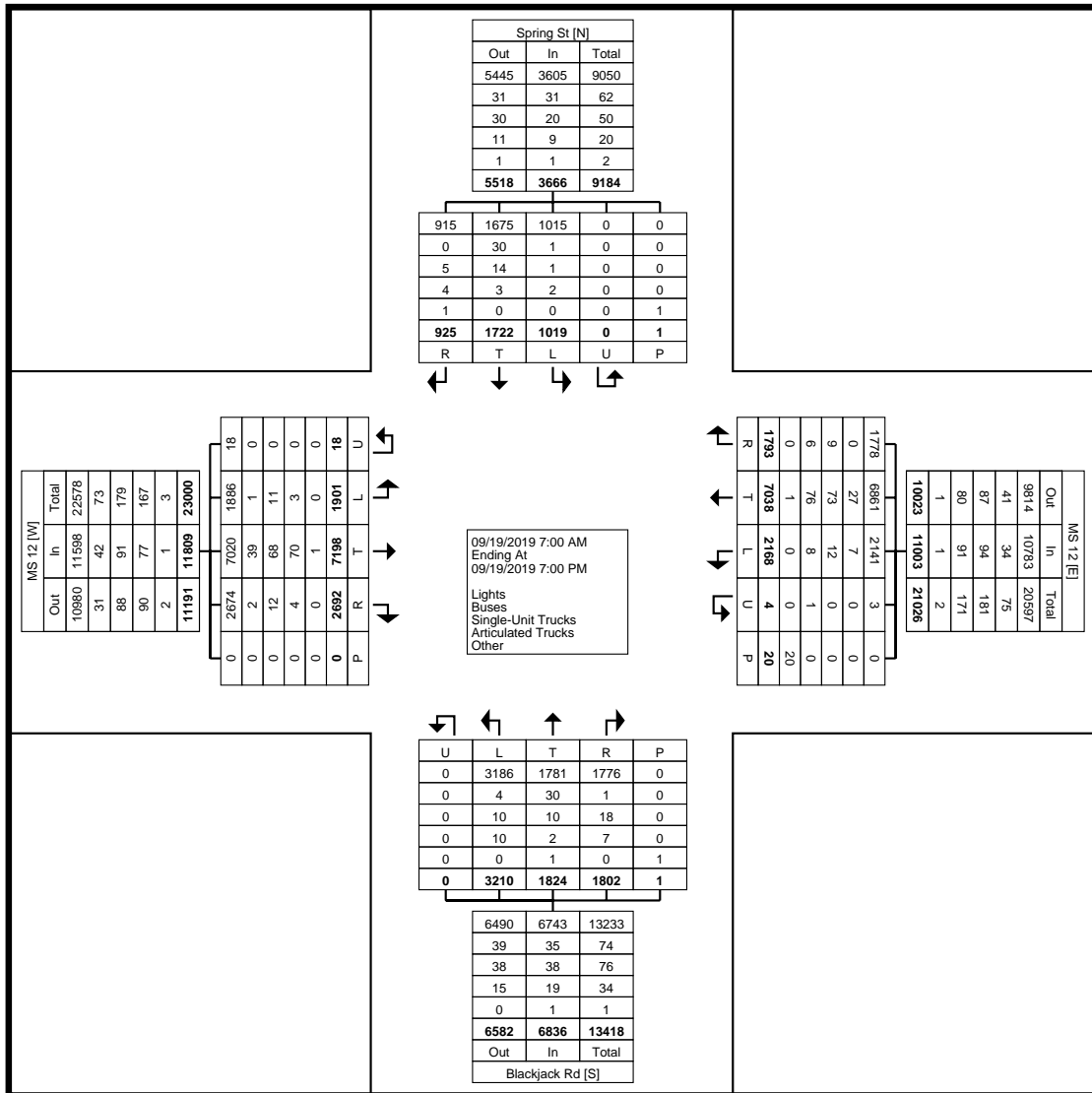
Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Spring St Southbound				MS 12 Westbound				Blackjack Rd Northbound				MS 12 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	145	159	43	0	209	356	53	1	121	122	230	0	141	898	256	0	2734
08:00 AM	94	111	47	0	141	300	59	2	132	113	172	0	160	641	169	0	2141
09:00 AM	86	120	55	0	98	391	95	2	210	132	116	0	111	449	136	0	2001
10:00 AM	58	102	73	0	115	380	96	0	201	120	103	0	130	448	156	0	1982
11:00 AM	88	126	84	0	151	648	196	0	314	161	108	0	189	463	186	0	2714
12:00 PM	97	162	90	0	202	668	204	1	317	163	147	1	177	618	284	0	3131
01:00 PM	79	142	96	1	188	570	171	2	247	183	142	0	162	618	248	0	2849
02:00 PM	91	135	79	0	203	608	147	0	274	162	138	0	160	556	204	0	2757
03:00 PM	69	178	92	0	195	678	170	2	339	178	152	0	157	581	243	0	3034
04:00 PM	55	141	87	0	213	777	144	2	322	177	182	0	152	625	265	0	3142
05:00 PM	69	173	74	0	257	943	269	0	378	160	187	0	169	640	265	0	3584
06:00 PM	88	173	105	0	196	719	189	8	355	153	125	0	193	661	280	0	3245
Grand Total	1019	1722	925	1	2168	7038	1793	20	3210	1824	1802	1	1901	7198	2692	0	33314
Apprch %	27.8	47	25.2	0	19.7	63.9	16.3	0.2	47	26.7	26.4	0	16.1	61	22.8	0	
Total %	3.1	5.2	2.8	0	6.5	21.1	5.4	0.1	9.6	5.5	5.4	0	5.7	21.6	8.1	0	
Lights	1015	1675	915	0	2141	6861	1778	0	3186	1781	1776	0	1886	7020	2674	0	32708
% Lights	99.6	97.3	98.9	0	98.8	97.5	99.2	0	99.3	97.6	98.6	0	99.2	97.5	99.3	0	98.2
Buses	1	30	0	0	7	27	0	0	4	30	1	0	1	39	2	0	142
% Buses	0.1	1.7	0	0	0.3	0.4	0	0	0.1	1.6	0.1	0	0.1	0.5	0.1	0	0.4
Single-Unit Trucks	1	14	5	0	12	73	9	0	10	10	18	0	11	68	12	0	243
% Single-Unit Trucks	0.1	0.8	0.5	0	0.6	1	0.5	0	0.3	0.5	1	0	0.6	0.9	0.4	0	0.7
Articulated Trucks	2	3	4	0	8	76	6	0	10	2	7	0	3	70	4	0	195
% Articulated Trucks	0.2	0.2	0.4	0	0.4	1.1	0.3	0	0.3	0.1	0.4	0	0.2	1	0.1	0	0.6
Bicycles on Road	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	4
% Bicycles on Road	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	0	0	0	19	0	0	0	1	0	0	0	0	21
% Pedestrians	0	0	0	100	0	0	0	95	0	0	0	100	0	0	0	0	0.1

5.2.5 A15

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910126 - MS 12
 @ Blackjack Rd / Spring St,
 Starkville
 Site Code: 1910126
 Start Date: 09/19/2019
 Page No: 3



Turning Movement Data Plot

5.2.5 A16

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910126 - MS 12
 @ Blackjack Rd / Spring St,
 Starkville
 Site Code: 1910126
 Start Date: 09/19/2019
 Page No: 4

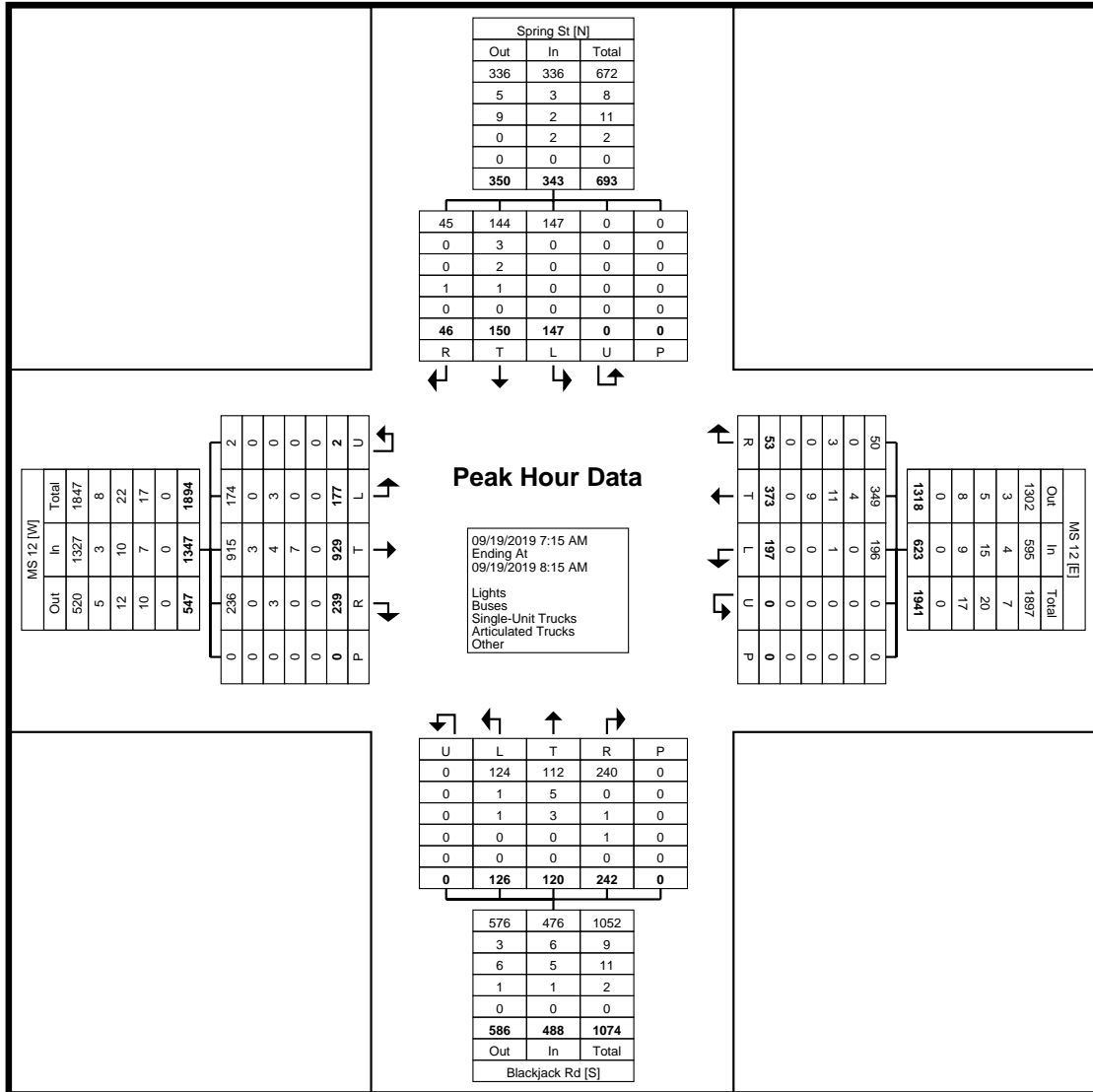
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Spring St Southbound						MS 12 Westbound						Blackjack Rd Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	8	38	31	0	0	77	20	90	48	0	0	158	53	29	29	0	0	111	69	213	38	1	0	321	667
7:30 AM	9	37	57	0	0	103	11	113	55	0	0	179	89	29	29	0	0	147	71	285	35	0	0	391	820
7:45 AM	16	45	37	0	0	98	12	100	51	0	0	163	60	33	39	0	0	132	64	257	40	1	0	362	755
8:00 AM	13	30	22	0	0	65	10	70	43	0	0	123	40	29	29	0	0	98	35	174	64	0	0	273	559
Total	46	150	147	0	0	343	53	373	197	0	0	623	242	120	126	0	0	488	239	929	177	2	0	1347	2801
Approach %	13.4	43.7	42.9	0.0	-	-	8.5	59.9	31.6	0.0	-	-	49.6	24.6	25.8	0.0	-	-	17.7	69.0	13.1	0.1	-	-	-
Total %	1.6	5.4	5.2	0.0	-	12.2	1.9	13.3	7.0	0.0	-	22.2	8.6	4.3	4.5	0.0	-	17.4	8.5	33.2	6.3	0.1	-	48.1	-
PHF	0.719	0.833	0.645	0.000	-	0.833	0.663	0.825	0.895	0.000	-	0.870	0.680	0.909	0.808	0.000	-	0.830	0.842	0.815	0.691	0.500	-	0.861	0.854
Lights	45	144	147	0	-	336	50	349	196	0	-	595	240	112	124	0	-	476	236	915	174	2	-	1327	2734
% Lights	97.8	96.0	100.0	-	-	98.0	94.3	93.6	99.5	-	-	95.5	99.2	93.3	98.4	-	-	97.5	98.7	98.5	98.3	100.0	-	98.5	97.6
Buses	0	3	0	0	-	3	0	4	0	0	-	4	0	5	1	0	-	6	0	3	0	0	-	3	16
% Buses	0.0	2.0	0.0	-	-	0.9	0.0	1.1	0.0	-	-	0.6	0.0	4.2	0.8	-	-	1.2	0.0	0.3	0.0	0.0	-	0.2	0.6
Single-Unit Trucks	0	2	0	0	-	2	3	11	1	0	-	15	1	3	1	0	-	5	3	4	3	0	-	10	32
% Single-Unit Trucks	0.0	1.3	0.0	-	-	0.6	5.7	2.9	0.5	-	-	2.4	0.4	2.5	0.8	-	-	1.0	1.3	0.4	1.7	0.0	-	0.7	1.1
Articulated Trucks	1	1	0	0	-	2	0	9	0	0	-	9	1	0	0	0	-	1	0	7	0	0	-	7	19
% Articulated Trucks	2.2	0.7	0.0	-	-	0.6	0.0	2.4	0.0	-	-	1.4	0.4	0.0	0.0	-	-	0.2	0.0	0.8	0.0	0.0	-	0.5	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.2.5 A17

Michael Baker International
310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 1910126 - MS 12
@ Blackjack Rd / Spring St,
Starkville
Site Code: 1910126
Start Date: 09/19/2019
Page No: 5



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

5.2.5 A18

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910126 - MS 12
 @ Blackjack Rd / Spring St,
 Starkville
 Site Code: 1910126
 Start Date: 09/19/2019
 Page No: 6

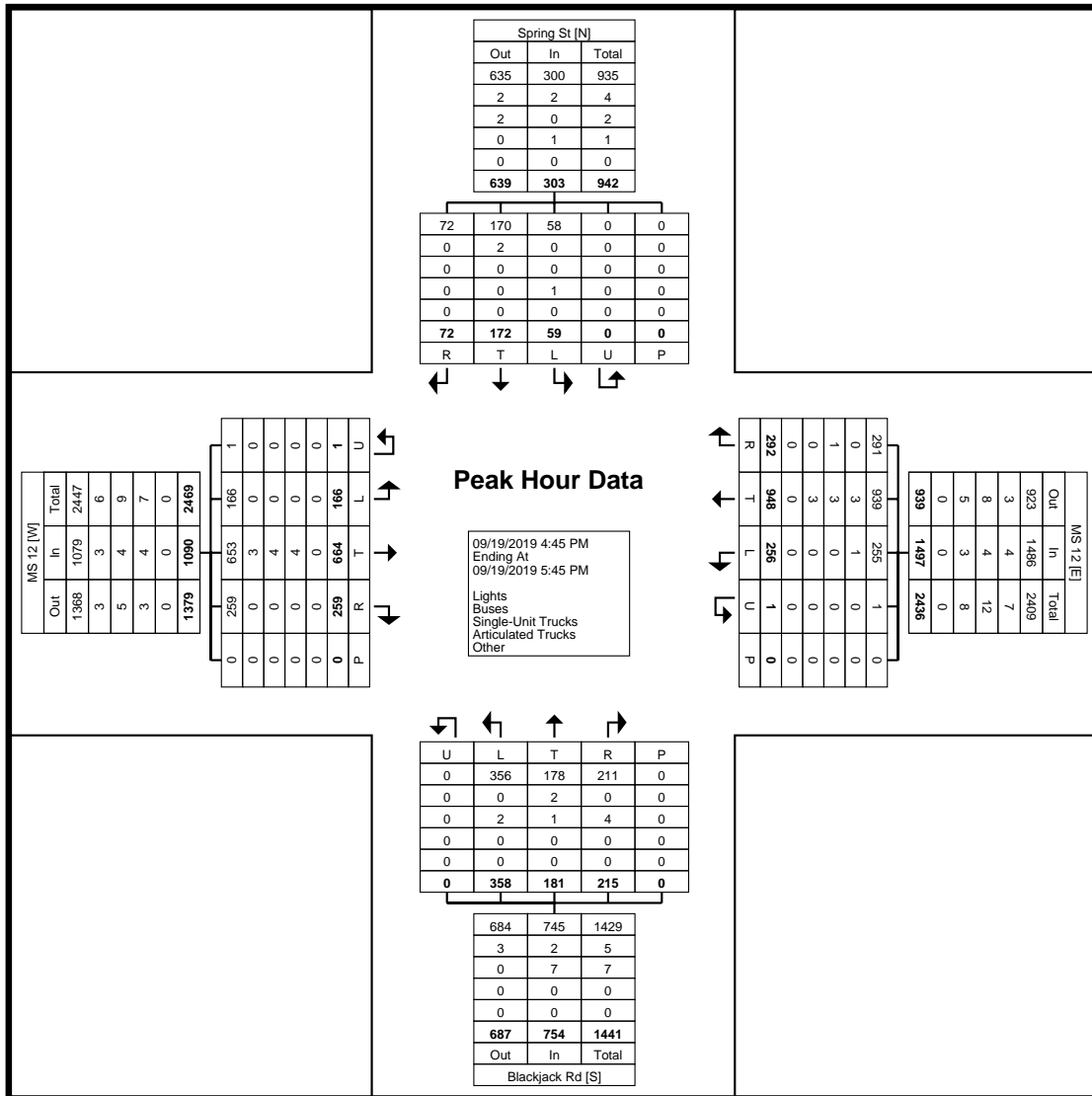
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Spring St Southbound						MS 12 Westbound						Blackjack Rd Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	20	41	15	0	0	76	62	209	59	1	0	331	63	55	68	0	0	186	66	163	42	1	0	272	865
5:00 PM	18	47	15	0	0	80	70	242	65	0	0	377	64	43	105	0	0	212	61	154	45	0	0	260	929
5:15 PM	22	41	16	0	0	79	90	235	66	0	0	391	50	47	95	0	0	192	63	187	43	0	0	293	955
5:30 PM	12	43	13	0	0	68	70	262	66	0	0	398	38	36	90	0	0	164	69	160	36	0	0	265	895
Total	72	172	59	0	0	303	292	948	256	1	0	1497	215	181	358	0	0	754	259	664	166	1	0	1090	3644
Approach %	23.8	56.8	19.5	0.0	-	-	19.5	63.3	17.1	0.1	-	-	28.5	24.0	47.5	0.0	-	-	23.8	60.9	15.2	0.1	-	-	-
Total %	2.0	4.7	1.6	0.0	-	8.3	8.0	26.0	7.0	0.0	-	41.1	5.9	5.0	9.8	0.0	-	20.7	7.1	18.2	4.6	0.0	-	29.9	-
PHF	0.818	0.915	0.922	0.000	-	0.947	0.811	0.905	0.970	0.250	-	0.940	0.840	0.823	0.852	0.000	-	0.889	0.938	0.888	0.922	0.250	-	0.930	0.954
Lights	72	170	58	0	-	300	291	939	255	1	-	1486	211	178	356	0	-	745	259	653	166	1	-	1079	3610
% Lights	100.0	98.8	98.3	-	-	99.0	99.7	99.1	99.6	100.0	-	99.3	98.1	98.3	99.4	-	-	98.8	100.0	98.3	100.0	100.0	-	99.0	99.1
Buses	0	2	0	0	-	2	0	3	1	0	-	4	0	2	0	0	-	2	0	3	0	0	-	3	11
% Buses	0.0	1.2	0.0	-	-	0.7	0.0	0.3	0.4	0.0	-	0.3	0.0	1.1	0.0	-	-	0.3	0.0	0.5	0.0	0.0	-	0.3	0.3
Single-Unit Trucks	0	0	0	0	-	0	1	3	0	0	-	4	4	1	2	0	-	7	0	4	0	0	-	4	15
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.3	0.3	0.0	0.0	-	0.3	1.9	0.6	0.6	-	-	0.9	0.0	0.6	0.0	0.0	-	0.4	0.4
Articulated Trucks	0	0	1	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	8
% Articulated Trucks	0.0	0.0	1.7	-	-	0.3	0.0	0.3	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	0.0	-	0.4	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.2.5 A19

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910126 - MS 12
 @ Blackjack Rd / Spring St,
 Starkville
 Site Code: 1910126
 Start Date: 09/19/2019
 Page No: 7



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

Queues

19: Blackjack Road/Spring St & Highway 12



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	224	1176	303	249	472	67	143	168	306	186	248
v/c Ratio	0.56	0.93	0.49	0.81	0.52	0.13	0.50	0.56	0.58	0.58	0.74
Control Delay	22.9	45.3	6.7	41.3	30.1	0.5	36.9	38.5	8.7	39.0	43.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	45.3	6.7	41.3	30.1	0.5	36.9	38.5	8.7	39.0	43.9
Queue Length 50th (ft)	72	217	0	81	111	0	70	84	0	87	112
Queue Length 95th (ft)	122	#282	37	#172	152	0	112	129	38	139	173
Internal Link Dist (ft)		1021			313			118			203
Turn Bay Length (ft)	370		340				350		350		
Base Capacity (vph)	412	1266	621	307	900	525	418	438	623	396	414
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.93	0.49	0.81	0.52	0.13	0.34	0.38	0.49	0.47	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	156	157	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	1207		289	840	375	388	408	346	299	230	70
Arrive On Green	0.11	0.24	0.00	0.11	0.24	0.24	0.22	0.22	0.22	0.17	0.17	0.17
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1375	420
Grp Volume(v), veh/h	224	1176	0	249	472	67	156	157	306	186	0	248
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	0	1795
Q Serve(g_s), s	7.9	19.3	0.0	9.0	9.9	2.9	6.4	6.1	15.8	8.2	0.0	11.3
Cycle Q Clear(g_c), s	7.9	19.3	0.0	9.0	9.9	2.9	6.4	6.1	15.8	8.2	0.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	388	1207		289	840	375	388	408	346	299	0	301
V/C Ratio(X)	0.58	0.97		0.86	0.56	0.18	0.40	0.39	0.89	0.62	0.00	0.82
Avail Cap(c_a), veh/h	388	1207		289	840	375	421	442	375	379	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	32.1	0.0	23.2	28.5	25.8	28.4	28.2	32.1	32.7	0.0	34.0
Incr Delay (d2), s/veh	2.1	20.0	0.0	22.5	0.9	0.2	0.7	0.6	20.5	2.1	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	9.8	0.0	5.3	4.1	1.1	2.7	2.7	7.8	3.6	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	52.1	0.0	45.7	29.3	26.0	29.0	28.8	52.6	34.9	0.0	45.1
LnGrp LOS	C	D		D	C	C	C	C	D	C	A	D
Approach Vol, veh/h		1400	A		788			619			434	
Approach Delay, s/veh		47.5			34.2			40.6			40.7	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	26.0		20.2	14.0	26.0		24.5				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	20.0		18.0	9.5	20.0		20.0				
Max Q Clear Time (g_c+I1), s	11.0	21.3		13.3	9.9	11.9		17.8				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	2.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
86: Spring St & McDonalds/Cotton Mill Dr

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	395	637	77	480	566	162	154	0	0	324	0	0
Stage 1	239	239	-	316	316	-	-	-	-	-	-	-
Stage 2	156	398	-	164	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	539	393	968	469	432	854	1424	-	-	1233	-	-
Stage 1	743	706	-	670	654	-	-	-	-	-	-	-
Stage 2	831	601	-	822	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	485	364	968	424	400	854	1424	-	-	1233	-	-
Mov Cap-2 Maneuver	485	364	-	424	400	-	-	-	-	-	-	-
Stage 1	719	676	-	649	633	-	-	-	-	-	-	-
Stage 2	768	582	-	754	669	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	14.9	0.8	2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	694	423	854	1233	-	-
HCM Lane V/C Ratio	0.026	-	-	0.074	0.262	0.038	0.039	-	-
HCM Control Delay (s)	7.6	0.1	-	10.6	16.5	9.4	8	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1	0.1	0.1	-	-

Queues

19: Blackjack Road/Spring St & Highway 12



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	199	735	308	247	858	215	322	332	192	87	341
v/c Ratio	0.90	0.73	0.55	0.79	0.97	0.39	0.87	0.86	0.37	0.25	0.92
Control Delay	65.1	38.8	8.1	39.3	57.4	6.3	57.0	55.9	5.1	32.5	64.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	38.8	8.1	39.3	57.4	6.3	57.0	55.9	5.1	32.5	64.0
Queue Length 50th (ft)	77	146	0	98	255	0	184	189	0	42	178
Queue Length 95th (ft)	#142	162	39	#145	#303	34	#261	#256	21	72	#268
Internal Link Dist (ft)		1021			313			118			203
Turn Bay Length (ft)	370		340				350		350		
Base Capacity (vph)	221	1003	559	322	888	558	395	410	539	361	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.73	0.55	0.77	0.97	0.39	0.82	0.81	0.36	0.24	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	327	368	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	994		352	887	395	396	416	352	360	235	121
Arrive On Green	0.07	0.19	0.00	0.13	0.25	0.25	0.22	0.22	0.22	0.20	0.20	0.20
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1163	600
Grp Volume(v), veh/h	199	735	0	247	858	215	327	368	192	87	0	341
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	0	1762
Q Serve(g_s), s	6.5	12.1	0.0	9.4	21.3	10.5	15.6	17.0	9.5	3.6	0.0	17.0
Cycle Q Clear(g_c), s	6.5	12.1	0.0	9.4	21.3	10.5	15.6	17.0	9.5	3.6	0.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	217	994		352	887	395	396	416	352	360	0	357
V/C Ratio(X)	0.92	0.74		0.70	0.97	0.54	0.83	0.89	0.54	0.24	0.00	0.96
Avail Cap(c_a), veh/h	217	994		358	887	395	416	437	371	360	0	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	33.7	0.0	23.8	33.0	29.0	33.0	33.5	30.6	29.8	0.0	35.1
Incr Delay (d2), s/veh	39.4	3.0	0.0	6.0	22.6	1.5	12.3	18.5	1.5	0.3	0.0	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.1	0.0	4.3	11.5	4.0	7.9	9.6	3.7	1.6	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	36.7	0.0	29.8	55.6	30.5	45.3	52.0	32.1	30.1	0.0	71.4
LnGrp LOS	E	D		C	E	C	D	D	C	C	A	E
Approach Vol, veh/h		934	A		1320			887			428	
Approach Delay, s/veh		43.9			46.7			45.2			63.0	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	23.3		24.0	11.0	28.2		25.8				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	11.7	17.0		18.0	6.5	22.2		20.8				
Max Q Clear Time (g_c+I1), s	11.4	14.1		19.0	8.5	23.3		19.0				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	0.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

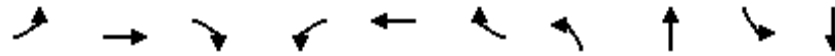
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	523	876	116	651	779	249	232	0	0	498	0	0
Stage 1	312	312	-	455	455	-	-	-	-	-	-	-
Stage 2	211	564	-	196	324	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	437	286	914	354	326	751	1333	-	-	1062	-	-
Stage 1	673	656	-	554	567	-	-	-	-	-	-	-
Stage 2	771	507	-	787	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	337	262	914	319	299	751	1333	-	-	1062	-	-
Mov Cap-2 Maneuver	337	262	-	319	299	-	-	-	-	-	-	-
Stage 1	649	623	-	535	547	-	-	-	-	-	-	-
Stage 2	617	489	-	721	616	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	11		16.7			0.5		1.5		
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	636	317	751	1062	-	-
HCM Lane V/C Ratio	0.024	-	-	0.063	0.367	0.158	0.043	-	-
HCM Control Delay (s)	7.8	0.1	-	11	22.8	10.7	8.5	0.1	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.6	0.6	0.1	-	-

Queues

19: Blackjack Road/Spring St & Highway 12



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	224	1176	303	249	472	67	159	458	186	248
v/c Ratio	0.52	0.81	0.45	0.85	0.46	0.11	0.42	0.87	0.87	0.60
Control Delay	20.0	33.9	5.6	46.3	27.2	0.3	39.6	40.6	59.6	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	33.9	5.6	46.3	27.2	0.3	39.6	40.6	59.6	34.6
Queue Length 50th (ft)	74	220	0	83	113	0	43	180	65	113
Queue Length 95th (ft)	109	238	34	#171	140	0	63	240	#128	165
Internal Link Dist (ft)		1021			313			118		203
Turn Bay Length (ft)	370		340				350			
Base Capacity (vph)	436	1506	682	292	1048	635	650	614	213	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.78	0.44	0.85	0.45	0.11	0.24	0.75	0.87	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B8

HCM 6th Signalized Intersection Summary 19: Blackjack Road/Spring St & Highway 12

Spring St - NB Restripe - Existing AM.syn
05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↖		↖	↗	
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	159	152	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1380		301	961	429	247	164	329	231	402	123
Arrive On Green	0.11	0.27	0.00	0.11	0.27	0.27	0.07	0.30	0.30	0.07	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	554	1115	1781	1375	420
Grp Volume(v), veh/h	224	1176	0	249	472	67	159	0	458	186	0	248
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1670	1781	0	1795
Q Serve(g_s), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	0.0	9.9
Cycle Q Clear(g_c), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	0.0	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.23
Lane Grp Cap(c), veh/h	413	1380		301	961	429	247	0	493	231	0	525
V/C Ratio(X)	0.54	0.85		0.83	0.49	0.16	0.64	0.00	0.93	0.80	0.00	0.47
Avail Cap(c_a), veh/h	413	1459		301	1016	453	632	0	515	231	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	30.3	0.0	22.6	26.9	24.3	39.5	0.0	29.9	24.8	0.0	25.4
Incr Delay (d2), s/veh	1.4	4.9	0.0	17.3	0.4	0.2	2.8	0.0	23.0	18.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.1	0.0	4.9	4.0	1.1	1.7	0.0	12.1	3.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	35.1	0.0	39.9	27.2	24.5	42.3	0.0	52.9	43.1	0.0	26.1
LnGrp LOS	C	D		D	C	C	D	A	D	D	A	C
Approach Vol, veh/h		1400	A		788			617				434
Approach Delay, s/veh		32.9			31.0			50.2				33.3
Approach LOS		C			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	29.7	12.2	31.6	14.0	29.7	12.0	31.8				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	16.0	17.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.8	21.1	5.9	11.9	9.8	11.8	8.0	25.3				
Green Ext Time (p_c), s	0.0	2.6	0.3	0.6	0.0	2.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

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

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

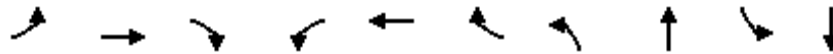
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	395	637	77	480	566	162	154	0	0	324	0	0
Stage 1	239	239	-	316	316	-	-	-	-	-	-	-
Stage 2	156	398	-	164	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	539	393	968	469	432	854	1424	-	-	1233	-	-
Stage 1	743	706	-	670	654	-	-	-	-	-	-	-
Stage 2	831	601	-	822	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	485	364	968	424	400	854	1424	-	-	1233	-	-
Mov Cap-2 Maneuver	485	364	-	424	400	-	-	-	-	-	-	-
Stage 1	719	676	-	649	633	-	-	-	-	-	-	-
Stage 2	768	582	-	754	669	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		14.9		0.8		2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	694	423	854	1233	-	-
HCM Lane V/C Ratio	0.026	-	-	0.074	0.262	0.038	0.039	-	-
HCM Control Delay (s)	7.6	0.1	-	10.6	16.5	9.4	8	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1	0.1	0.1	-	-

Queues

19: Blackjack Road/Spring St & Highway 12



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	735	308	247	858	215	429	417	87	341
v/c Ratio	0.71	0.55	0.48	0.74	0.92	0.37	0.81	0.72	0.28	0.85
Control Delay	32.8	30.1	6.2	33.3	48.3	6.1	49.2	32.5	17.7	50.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	30.1	6.2	33.3	48.3	6.1	49.2	32.5	17.7	50.3
Queue Length 50th (ft)	71	133	0	91	252	0	123	189	27	169
Queue Length 95th (ft)	102	147	36	#126	#283	34	150	246	47	225
Internal Link Dist (ft)		1021			313			118		203
Turn Bay Length (ft)	370		340				350			
Base Capacity (vph)	284	1342	644	335	934	576	551	588	320	446
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.55	0.48	0.74	0.92	0.37	0.78	0.71	0.27	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↑		↖	↗	
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	429	225	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1314		380	944	421	511	275	235	280	254	131
Arrive On Green	0.10	0.26	0.00	0.11	0.27	0.27	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	932	795	1781	1163	600
Grp Volume(v), veh/h	199	735	0	247	858	215	429	0	417	87	0	341
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1727	1781	0	1762
Q Serve(g_s), s	6.8	10.6	0.0	8.6	19.9	9.8	10.3	0.0	19.1	3.1	0.0	15.9
Cycle Q Clear(g_c), s	6.8	10.6	0.0	8.6	19.9	9.8	10.3	0.0	19.1	3.1	0.0	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		0.34
Lane Grp Cap(c), veh/h	286	1314		380	944	421	511	0	510	280	0	384
V/C Ratio(X)	0.70	0.56		0.65	0.91	0.51	0.84	0.00	0.82	0.31	0.00	0.89
Avail Cap(c_a), veh/h	301	1382		380	962	429	569	0	549	322	0	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	27.4	0.0	20.6	30.2	26.5	35.2	0.0	27.8	23.6	0.0	32.2
Incr Delay (d2), s/veh	6.5	0.5	0.0	3.9	12.1	1.0	9.9	0.0	8.9	0.6	0.0	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.2	0.0	3.8	9.6	3.7	4.9	0.0	8.8	1.3	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	27.8	0.0	24.5	42.4	27.5	45.1	0.0	36.7	24.2	0.0	50.1
LnGrp LOS	C	C		C	D	C	D	A	D	C	A	D
Approach Vol, veh/h		934	A		1320			846				428
Approach Delay, s/veh		28.0			36.6			41.0				44.9
Approach LOS		C			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	27.9	18.6	24.5	13.3	28.6	12.0	31.1				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	23.0	14.0	21.0	9.5	23.0	8.0	27.0				
Max Q Clear Time (g_c+I1), s	10.6	12.6	12.3	17.9	8.8	21.9	5.1	21.1				
Green Ext Time (p_c), s	0.0	3.5	0.3	0.6	0.0	0.7	0.0	1.3				

Intersection Summary												
HCM 6th Ctrl Delay			36.4									
HCM 6th LOS			D									

Notes

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

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	523	876	116	651	779	249	232	0	0	498	0	0
Stage 1	312	312	-	455	455	-	-	-	-	-	-	-
Stage 2	211	564	-	196	324	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	437	286	914	354	326	751	1333	-	-	1062	-	-
Stage 1	673	656	-	554	567	-	-	-	-	-	-	-
Stage 2	771	507	-	787	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	337	262	914	319	299	751	1333	-	-	1062	-	-
Mov Cap-2 Maneuver	337	262	-	319	299	-	-	-	-	-	-	-
Stage 1	649	623	-	535	547	-	-	-	-	-	-	-
Stage 2	617	489	-	721	616	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11		16.7			0.5			1.5		
HCM LOS	B		C								

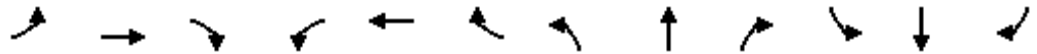
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	636	317	751	1062	-	-
HCM Lane V/C Ratio	0.024	-	-	0.063	0.367	0.158	0.043	-	-
HCM Control Delay (s)	7.8	0.1	-	11	22.8	10.7	8.5	0.1	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.6	0.6	0.1	-	-

Queues

Spring St -SB Right Turn Lane - Existing AM.syn

19: Blackjack Road/Spring St & Highway 12

05/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	224	1176	303	249	472	67	143	168	306	186	190	58
v/c Ratio	0.50	0.78	0.45	0.82	0.44	0.11	0.49	0.55	0.62	0.75	0.73	0.16
Control Delay	18.4	31.7	5.5	40.9	25.8	0.4	36.8	38.4	11.8	55.9	53.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	31.7	5.5	40.9	25.8	0.4	36.8	38.4	11.8	55.9	53.2	1.0
Queue Length 50th (ft)	65	202	0	73	103	0	71	85	16	94	95	0
Queue Length 95th (ft)	109	238	34	#170	140	0	111	127	55	#169	#166	0
Internal Link Dist (ft)		1021			313			118			203	
Turn Bay Length (ft)	370		340				350		350			160
Base Capacity (vph)	455	1559	695	303	1085	599	433	453	608	260	274	372
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.75	0.44	0.82	0.44	0.11	0.33	0.37	0.50	0.72	0.69	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↑↑↑	↷	↶	↑↑	↷	↶	↷	↷	↶	↑	↷
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	156	157	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1404		311	979	437	392	412	349	229	240	204
Arrive On Green	0.11	0.27	0.00	0.11	0.28	0.28	0.22	0.22	0.22	0.13	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	224	1176	0	249	472	67	156	157	306	186	190	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.5	18.4	0.0	8.5	9.4	2.7	6.4	6.1	15.9	8.6	8.4	2.8
Cycle Q Clear(g_c), s	7.5	18.4	0.0	8.5	9.4	2.7	6.4	6.1	15.9	8.6	8.4	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1404		311	979	437	392	412	349	229	240	204
V/C Ratio(X)	0.53	0.84		0.80	0.48	0.15	0.40	0.38	0.88	0.81	0.79	0.28
Avail Cap(c_a), veh/h	426	1502		311	1045	466	440	462	392	252	264	224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	29.0	0.0	21.5	25.7	23.3	28.3	28.2	32.0	36.0	35.9	33.5
Incr Delay (d2), s/veh	1.2	4.1	0.0	13.7	0.4	0.2	0.7	0.6	18.2	16.8	13.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.7	0.0	4.5	3.9	1.0	2.7	2.7	7.6	4.7	4.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	33.2	0.0	35.2	26.1	23.5	29.0	28.8	50.2	52.9	49.7	34.3
LnGrp LOS	C	C		D	C	C	C	C	D	D	D	C
Approach Vol, veh/h		1400	A		788			619			434	
Approach Delay, s/veh		31.1			28.8			39.4			49.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	29.4		16.9	14.0	29.4		24.7				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	25.0		12.0	9.5	25.0		21.0				
Max Q Clear Time (g_c+I1), s	10.5	20.4		10.6	9.5	11.4		17.9				
Green Ext Time (p_c), s	0.0	2.9		0.3	0.0	2.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	395	637	77	480	566	162	154	0	0	324	0	0
Stage 1	239	239	-	316	316	-	-	-	-	-	-	-
Stage 2	156	398	-	164	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	539	393	968	469	432	854	1424	-	-	1233	-	-
Stage 1	743	706	-	670	654	-	-	-	-	-	-	-
Stage 2	831	601	-	822	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	485	364	968	424	400	854	1424	-	-	1233	-	-
Mov Cap-2 Maneuver	485	364	-	424	400	-	-	-	-	-	-	-
Stage 1	719	676	-	649	633	-	-	-	-	-	-	-
Stage 2	768	582	-	754	669	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		14.9		0.8		2	
HCM LOS	B		B					

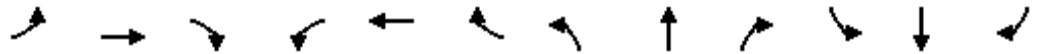
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	694	423	854	1233	-	-
HCM Lane V/C Ratio	0.026	-	-	0.074	0.262	0.038	0.039	-	-
HCM Control Delay (s)	7.6	0.1	-	10.6	16.5	9.4	8	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1	0.1	0.1	-	-

Queues

Spring St -SB Right Turn Lane - Existing PM.syn

19: Blackjack Road/Spring St & Highway 12

05/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	199	735	308	247	858	215	322	332	192	87	225	116
v/c Ratio	0.72	0.54	0.47	0.73	0.90	0.37	0.91	0.90	0.40	0.31	0.77	0.30
Control Delay	32.9	29.5	6.0	31.7	45.5	5.9	65.9	64.3	7.4	36.5	54.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	29.5	6.0	31.7	45.5	5.9	65.9	64.3	7.4	36.5	54.4	4.2
Queue Length 50th (ft)	69	131	0	89	248	0	189	194	0	44	123	0
Queue Length 95th (ft)	101	145	35	123	272	33	#282	#287	35	76	172	8
Internal Link Dist (ft)		1021			313			118			203	
Turn Bay Length (ft)	370		340				350		350			160
Base Capacity (vph)	281	1392	657	339	968	589	363	377	493	303	318	406
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.53	0.47	0.73	0.89	0.37	0.89	0.88	0.39	0.29	0.71	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B17

HCM 6th Signalized Intersection Summary 19: Blackjack Road/Spring St & Highway 12

Spring St -SB Right Turn Lane - Existing PM.syn

05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↗	↗	↘	↑	↗
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	327	368	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1340		381	961	428	388	408	346	262	275	233
Arrive On Green	0.10	0.26	0.00	0.11	0.27	0.27	0.22	0.22	0.22	0.15	0.15	0.15
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	199	735	0	247	858	215	327	368	192	87	225	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.9	10.6	0.0	8.7	19.9	9.8	15.1	16.4	9.3	3.8	10.0	5.8
Cycle Q Clear(g_c), s	6.9	10.6	0.0	8.7	19.9	9.8	15.1	16.4	9.3	3.8	10.0	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	1340		381	961	428	388	408	346	262	275	233
V/C Ratio(X)	0.69	0.55		0.65	0.89	0.50	0.84	0.90	0.56	0.33	0.82	0.50
Avail Cap(c_a), veh/h	301	1428		381	994	443	394	414	351	311	327	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	27.3	0.0	20.6	30.1	26.4	32.1	32.7	29.9	32.8	35.5	33.7
Incr Delay (d2), s/veh	6.4	0.4	0.0	3.8	10.2	0.9	15.0	22.4	1.9	0.7	13.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.2	0.0	3.8	9.4	3.7	7.9	9.8	3.6	1.7	5.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	27.7	0.0	24.4	40.3	27.3	47.1	55.0	31.7	33.6	48.6	35.4
LnGrp LOS	C	C		C	D	C	D	E	C	C	D	D
Approach Vol, veh/h		934	A		1320			887			428	
Approach Delay, s/veh		27.9			35.2			47.1			41.9	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	28.5		18.6	13.3	29.2		24.7				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	24.0		15.0	9.5	24.0		19.0				
Max Q Clear Time (g_c+I1), s	10.7	12.6		12.0	8.9	21.9		18.4				
Green Ext Time (p_c), s	0.0	3.7		0.6	0.0	1.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	523	876	116	651	779	249	232	0	0	498	0	0
Stage 1	312	312	-	455	455	-	-	-	-	-	-	-
Stage 2	211	564	-	196	324	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	437	286	914	354	326	751	1333	-	-	1062	-	-
Stage 1	673	656	-	554	567	-	-	-	-	-	-	-
Stage 2	771	507	-	787	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	337	262	914	319	299	751	1333	-	-	1062	-	-
Mov Cap-2 Maneuver	337	262	-	319	299	-	-	-	-	-	-	-
Stage 1	649	623	-	535	547	-	-	-	-	-	-	-
Stage 2	617	489	-	721	616	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11		16.7			0.5			1.5		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	636	317	751	1062	-	-
HCM Lane V/C Ratio	0.024	-	-	0.063	0.367	0.158	0.043	-	-
HCM Control Delay (s)	7.8	0.1	-	11	22.8	10.7	8.5	0.1	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.6	0.6	0.1	-	-

Queues

Spring St -SB Right Turn Lane - 3 Lane - Existing AM.syn

19: Blackjack Road/Spring St & Highway 12

05/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	224	1176	303	249	472	67	143	168	306	186	190	58
v/c Ratio	0.50	0.78	0.45	0.82	0.44	0.11	0.49	0.55	0.62	0.75	0.73	0.16
Control Delay	18.4	31.7	5.5	40.9	25.8	0.4	36.8	38.4	11.8	55.9	53.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	31.7	5.5	40.9	25.8	0.4	36.8	38.4	11.8	55.9	53.2	1.0
Queue Length 50th (ft)	65	202	0	73	103	0	71	85	16	94	95	0
Queue Length 95th (ft)	109	238	34	#170	140	0	111	127	55	#169	#166	0
Internal Link Dist (ft)		1021			313			118			203	
Turn Bay Length (ft)	370		340				350		350	140		160
Base Capacity (vph)	455	1559	695	303	1085	599	433	453	608	260	274	372
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.75	0.44	0.82	0.44	0.11	0.33	0.37	0.50	0.72	0.69	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B20

HCM 6th Signalized Intersection Summary Spring St -SB Right Turn Lane - 3 Lane - Existing AM.syn 19: Blackjack Road/Spring St & Highway 12

05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖	↗	↗	↖	↑	↗
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	156	157	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1404		311	979	437	392	412	349	229	240	204
Arrive On Green	0.11	0.27	0.00	0.11	0.28	0.28	0.22	0.22	0.22	0.13	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	224	1176	0	249	472	67	156	157	306	186	190	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.5	18.4	0.0	8.5	9.4	2.7	6.4	6.1	15.9	8.6	8.4	2.8
Cycle Q Clear(g_c), s	7.5	18.4	0.0	8.5	9.4	2.7	6.4	6.1	15.9	8.6	8.4	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1404		311	979	437	392	412	349	229	240	204
V/C Ratio(X)	0.53	0.84		0.80	0.48	0.15	0.40	0.38	0.88	0.81	0.79	0.28
Avail Cap(c_a), veh/h	426	1502		311	1045	466	440	462	392	252	264	224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	29.0	0.0	21.5	25.7	23.3	28.3	28.2	32.0	36.0	35.9	33.5
Incr Delay (d2), s/veh	1.2	4.1	0.0	13.7	0.4	0.2	0.7	0.6	18.2	16.8	13.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.7	0.0	4.5	3.9	1.0	2.7	2.7	7.6	4.7	4.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	33.2	0.0	35.2	26.1	23.5	29.0	28.8	50.2	52.9	49.7	34.3
LnGrp LOS	C	C		D	C	C	C	C	D	D	D	C
Approach Vol, veh/h		1400	A		788			619			434	
Approach Delay, s/veh		31.1			28.8			39.4			49.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	29.4		16.9	14.0	29.4		24.7				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	25.0		12.0	9.5	25.0		21.0				
Max Q Clear Time (g_c+I1), s	10.5	20.4		10.6	9.5	11.4		17.9				
Green Ext Time (p_c), s	0.0	2.9		0.3	0.0	2.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	574	637	143	492	484	160	154	0	0	324	0	0
Stage 1	239	239	-	234	234	-	-	-	-	-	-	-
Stage 2	335	398	-	258	250	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	395	905	487	483	885	1426	-	-	1236	-	-
Stage 1	764	708	-	769	711	-	-	-	-	-	-	-
Stage 2	679	603	-	747	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	391	370	905	442	452	885	1426	-	-	1236	-	-
Mov Cap-2 Maneuver	391	370	-	442	452	-	-	-	-	-	-	-
Stage 1	744	680	-	749	693	-	-	-	-	-	-	-
Stage 2	633	587	-	687	673	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		14.4		0.8		1.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	620	442	885	1236	-	-
HCM Lane V/C Ratio	0.026	-	-	0.082	0.251	0.037	0.039	-	-
HCM Control Delay (s)	7.6	-	-	11.3	15.9	9.2	8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1	0.1	0.1	-	-

Queues

Spring St -SB Right Turn Lane - 3 Lane - Existing PM .syn

19: Blackjack Road/Spring St & Highway 12

05/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	199	735	308	247	858	215	322	332	192	87	225	116
v/c Ratio	0.72	0.54	0.47	0.73	0.90	0.37	0.91	0.90	0.40	0.31	0.77	0.30
Control Delay	32.9	29.5	6.0	31.7	45.5	5.9	65.9	64.3	7.4	36.5	54.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	29.5	6.0	31.7	45.5	5.9	65.9	64.3	7.4	36.5	54.4	4.2
Queue Length 50th (ft)	69	131	0	89	248	0	189	194	0	44	123	0
Queue Length 95th (ft)	101	145	35	123	272	33	#282	#287	35	76	172	8
Internal Link Dist (ft)		1021			313			118			203	
Turn Bay Length (ft)	370		340				350		350	140		160
Base Capacity (vph)	281	1392	657	339	968	589	363	377	493	303	318	406
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.53	0.47	0.73	0.89	0.37	0.89	0.88	0.39	0.29	0.71	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B23

HCM 6th Signalized Intersection SunSpring St -SB Right Turn Lane - 3 Lane - Existing PM .syn 19: Blackjack Road/Spring St & Highway 12

05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↘	↘	↑↑	↘	↘	↘	↘	↘	↑	↘
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	327	368	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1340		381	961	428	388	408	346	262	275	233
Arrive On Green	0.10	0.26	0.00	0.11	0.27	0.27	0.22	0.22	0.22	0.15	0.15	0.15
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	199	735	0	247	858	215	327	368	192	87	225	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.9	10.6	0.0	8.7	19.9	9.8	15.1	16.4	9.3	3.8	10.0	5.8
Cycle Q Clear(g_c), s	6.9	10.6	0.0	8.7	19.9	9.8	15.1	16.4	9.3	3.8	10.0	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	1340		381	961	428	388	408	346	262	275	233
V/C Ratio(X)	0.69	0.55		0.65	0.89	0.50	0.84	0.90	0.56	0.33	0.82	0.50
Avail Cap(c_a), veh/h	301	1428		381	994	443	394	414	351	311	327	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	27.3	0.0	20.6	30.1	26.4	32.1	32.7	29.9	32.8	35.5	33.7
Incr Delay (d2), s/veh	6.4	0.4	0.0	3.8	10.2	0.9	15.0	22.4	1.9	0.7	13.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.2	0.0	3.8	9.4	3.7	7.9	9.8	3.6	1.7	5.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	27.7	0.0	24.4	40.3	27.3	47.1	55.0	31.7	33.6	48.6	35.4
LnGrp LOS	C	C		C	D	C	D	E	C	C	D	D
Approach Vol, veh/h		934	A		1320			887			428	
Approach Delay, s/veh		27.9			35.2			47.1			41.9	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	28.5		18.6	13.3	29.2		24.7				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	24.0		15.0	9.5	24.0		19.0				
Max Q Clear Time (g_c+I1), s	10.7	12.6		12.0	8.9	21.9		18.4				
Green Ext Time (p_c), s	0.0	3.7		0.6	0.0	1.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	831	876	220	673	670	280	232	0	0	498	0	0
Stage 1	312	312	-	346	346	-	-	-	-	-	-	-
Stage 2	519	564	-	327	324	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	287	820	369	378	759	1336	-	-	1066	-	-
Stage 1	699	658	-	670	635	-	-	-	-	-	-	-
Stage 2	540	508	-	686	650	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	227	268	820	336	353	759	1336	-	-	1066	-	-
Mov Cap-2 Maneuver	227	268	-	336	353	-	-	-	-	-	-	-
Stage 1	682	630	-	653	619	-	-	-	-	-	-	-
Stage 2	438	495	-	631	622	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		15.9		0.5		1.4	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	506	337	759	1066	-	-
HCM Lane V/C Ratio	0.024	-	-	0.079	0.345	0.156	0.043	-	-
HCM Control Delay (s)	7.8	-	-	12.7	21.2	10.6	8.5	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.5	0.6	0.1	-	-

Queues

Spring St -SB Right Turn Lane & NB Restripe - Existing AM.syn

19: Blackjack Road/Spring St & Highway 12

05/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	224	1176	303	249	472	67	159	458	186	190	58
v/c Ratio	0.52	0.81	0.45	0.85	0.46	0.12	0.43	0.87	0.87	0.45	0.12
Control Delay	20.0	33.9	5.6	46.3	27.2	0.4	40.2	40.6	59.1	32.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	33.9	5.6	46.3	27.2	0.4	40.2	40.6	59.1	32.3	0.5
Queue Length 50th (ft)	74	220	0	83	113	0	43	180	65	89	0
Queue Length 95th (ft)	109	238	34	#171	140	0	63	240	#123	132	0
Internal Link Dist (ft)		1021			313			118		203	
Turn Bay Length (ft)	370		340				350				160
Base Capacity (vph)	436	1506	682	292	1048	584	447	614	213	487	535
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.78	0.44	0.85	0.45	0.11	0.36	0.75	0.87	0.39	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B26

HCM 6th Signalized Intersection Spring St/SB Right Turn Lane & NB Restripe - Existing AM.syn 19: Blackjack Road/Spring St & Highway 12

05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↑	↗
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	159	152	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1380		301	961	429	242	164	329	231	550	466
Arrive On Green	0.11	0.27	0.00	0.11	0.27	0.27	0.07	0.30	0.30	0.07	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	554	1115	1781	1870	1585
Grp Volume(v), veh/h	224	1176	0	249	472	67	159	0	458	186	190	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1670	1781	1870	1585
Q Serve(g_s), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	7.0	2.3
Cycle Q Clear(g_c), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	7.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	413	1380		301	961	429	242	0	493	231	550	466
V/C Ratio(X)	0.54	0.85		0.83	0.49	0.16	0.66	0.00	0.93	0.80	0.35	0.12
Avail Cap(c_a), veh/h	413	1459		301	1016	453	435	0	515	231	550	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	30.3	0.0	22.6	26.9	24.3	39.7	0.0	29.9	24.7	24.3	22.6
Incr Delay (d2), s/veh	1.4	4.9	0.0	17.3	0.4	0.2	3.0	0.0	23.0	18.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.1	0.0	4.9	4.0	1.1	1.7	0.0	12.1	3.8	3.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	35.1	0.0	39.9	27.2	24.5	42.7	0.0	52.9	43.0	24.7	22.8
LnGrp LOS	C	D		D	C	C	D	A	D	D	C	C
Approach Vol, veh/h		1400	A		788			617			434	
Approach Delay, s/veh		32.9			31.0			50.3			32.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	29.7	12.1	31.7	14.0	29.7	12.0	31.8				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	11.0	22.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.8	21.1	5.9	9.0	9.8	11.8	8.0	25.3				
Green Ext Time (p_c), s	0.0	2.6	0.2	1.0	0.0	2.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

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

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	395	637	77	480	566	162	154	0	0	324	0	0
Stage 1	239	239	-	316	316	-	-	-	-	-	-	-
Stage 2	156	398	-	164	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	539	393	968	469	432	854	1424	-	-	1233	-	-
Stage 1	743	706	-	670	654	-	-	-	-	-	-	-
Stage 2	831	601	-	822	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	485	364	968	424	400	854	1424	-	-	1233	-	-
Mov Cap-2 Maneuver	485	364	-	424	400	-	-	-	-	-	-	-
Stage 1	719	676	-	649	633	-	-	-	-	-	-	-
Stage 2	768	582	-	754	669	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	10.6		14.9			0.8			2		
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	694	423	854	1233	-	-
HCM Lane V/C Ratio	0.026	-	-	0.074	0.262	0.038	0.039	-	-
HCM Control Delay (s)	7.6	0.1	-	10.6	16.5	9.4	8	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1	0.1	0.1	-	-

Queues

Spring St -SB Right Turn Lane & NB Restripe - Existing PM.syn

19: Blackjack Road/Spring St & Highway 12

05/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	735	308	247	858	215	429	417	87	225	116
v/c Ratio	0.69	0.51	0.46	0.70	0.86	0.35	0.73	0.75	0.33	0.72	0.25
Control Delay	30.1	27.6	5.7	28.0	39.5	4.5	42.0	34.3	20.6	47.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	27.6	5.7	28.0	39.5	4.5	42.0	34.3	20.6	47.5	1.3
Queue Length 50th (ft)	66	126	0	84	239	0	117	189	29	119	0
Queue Length 95th (ft)	99	143	35	120	267	23	145	246	49	167	0
Internal Link Dist (ft)		1021			313			118		203	
Turn Bay Length (ft)	370		340				350				160
Base Capacity (vph)	293	1511	687	359	1052	636	653	589	265	376	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.45	0.69	0.82	0.34	0.66	0.71	0.33	0.60	0.23

Intersection Summary

5.2.5 B29

HCM 6th Signalized Intersection Spring St/SB Right Turn Lane & NB Restripe - Existing PM.syn 19: Blackjack Road/Spring St & Highway 12

05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↑		↖	↑	↗
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	429	225	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1373		397	998	445	526	253	216	255	360	305
Arrive On Green	0.10	0.27	0.00	0.11	0.28	0.28	0.15	0.27	0.27	0.07	0.19	0.19
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	932	795	1781	1870	1585
Grp Volume(v), veh/h	199	735	0	247	858	215	429	0	417	87	225	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1727	1781	1870	1585
Q Serve(g_s), s	6.5	10.2	0.0	8.2	18.9	9.3	9.9	0.0	19.2	3.1	9.1	5.3
Cycle Q Clear(g_c), s	6.5	10.2	0.0	8.2	18.9	9.3	9.9	0.0	19.2	3.1	9.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	297	1373		397	998	445	526	0	470	255	360	305
V/C Ratio(X)	0.67	0.54		0.62	0.86	0.48	0.82	0.00	0.89	0.34	0.63	0.38
Avail Cap(c_a), veh/h	319	1543		397	1074	479	668	0	564	255	384	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	25.8	0.0	19.2	28.2	24.7	34.0	0.0	28.9	24.6	30.7	29.1
Incr Delay (d2), s/veh	4.9	0.3	0.0	3.0	6.8	0.8	6.2	0.0	14.1	0.8	2.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	0.0	3.5	8.5	3.5	4.5	0.0	9.4	1.3	4.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	26.2	0.0	22.2	35.0	25.6	40.2	0.0	43.0	25.4	33.6	29.9
LnGrp LOS	C	C		C	D	C	D	A	D	C	C	C
Approach Vol, veh/h		934	A		1320			846			428	
Approach Delay, s/veh		26.1			31.1			41.6			30.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	28.3	18.6	21.9	13.0	29.2	12.0	28.5				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	16.0	17.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.2	12.2	11.9	11.1	8.5	20.9	5.1	21.2				
Green Ext Time (p_c), s	0.0	4.0	0.6	0.8	0.1	2.3	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

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

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	523	876	116	651	779	249	232	0	0	498	0	0
Stage 1	312	312	-	455	455	-	-	-	-	-	-	-
Stage 2	211	564	-	196	324	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	437	286	914	354	326	751	1333	-	-	1062	-	-
Stage 1	673	656	-	554	567	-	-	-	-	-	-	-
Stage 2	771	507	-	787	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	337	262	914	319	299	751	1333	-	-	1062	-	-
Mov Cap-2 Maneuver	337	262	-	319	299	-	-	-	-	-	-	-
Stage 1	649	623	-	535	547	-	-	-	-	-	-	-
Stage 2	617	489	-	721	616	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11		16.7			0.5			1.5		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	636	317	751	1062	-	-
HCM Lane V/C Ratio	0.024	-	-	0.063	0.367	0.158	0.043	-	-
HCM Control Delay (s)	7.8	0.1	-	11	22.8	10.7	8.5	0.1	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.6	0.6	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	224	1176	303	249	472	67	159	458	186	190	58
v/c Ratio	0.52	0.81	0.45	0.85	0.46	0.12	0.43	0.87	0.87	0.45	0.12
Control Delay	20.0	33.9	5.6	46.3	27.2	0.4	40.2	40.6	59.1	32.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	33.9	5.6	46.3	27.2	0.4	40.2	40.6	59.1	32.3	0.5
Queue Length 50th (ft)	74	220	0	83	113	0	43	180	65	89	0
Queue Length 95th (ft)	109	238	34	#171	140	0	63	240	#123	132	0
Internal Link Dist (ft)		1021			313			118		203	
Turn Bay Length (ft)	370		340				350		140		160
Base Capacity (vph)	436	1506	682	292	1048	584	447	614	213	487	535
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.78	0.44	0.85	0.45	0.11	0.36	0.75	0.87	0.39	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B32

HCM 6th Signalized Intersection - SB Right Turn Lane & NB Restripe - 3 Lane - Existing AM.syn
 19: Blackjack Road/Spring St & Highway 12 05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↑	↗
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	159	152	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1380		301	961	429	242	164	329	231	550	466
Arrive On Green	0.11	0.27	0.00	0.11	0.27	0.27	0.07	0.30	0.30	0.07	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	554	1115	1781	1870	1585
Grp Volume(v), veh/h	224	1176	0	249	472	67	159	0	458	186	190	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1670	1781	1870	1585
Q Serve(g_s), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	7.0	2.3
Cycle Q Clear(g_c), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	7.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	413	1380		301	961	429	242	0	493	231	550	466
V/C Ratio(X)	0.54	0.85		0.83	0.49	0.16	0.66	0.00	0.93	0.80	0.35	0.12
Avail Cap(c_a), veh/h	413	1459		301	1016	453	435	0	515	231	550	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	30.3	0.0	22.6	26.9	24.3	39.7	0.0	29.9	24.7	24.3	22.6
Incr Delay (d2), s/veh	1.4	4.9	0.0	17.3	0.4	0.2	3.0	0.0	23.0	18.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.1	0.0	4.9	4.0	1.1	1.7	0.0	12.1	3.8	3.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	35.1	0.0	39.9	27.2	24.5	42.7	0.0	52.9	43.0	24.7	22.8
LnGrp LOS	C	D		D	C	C	D	A	D	D	C	C
Approach Vol, veh/h		1400	A		788			617			434	
Approach Delay, s/veh		32.9			31.0			50.3			32.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	29.7	12.1	31.7	14.0	29.7	12.0	31.8				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	11.0	22.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.8	21.1	5.9	9.0	9.8	11.8	8.0	25.3				
Green Ext Time (p_c), s	0.0	2.6	0.2	1.0	0.0	2.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

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

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	574	637	143	492	484	160	154	0	0	324	0	0
Stage 1	239	239	-	234	234	-	-	-	-	-	-	-
Stage 2	335	398	-	258	250	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	395	905	487	483	885	1426	-	-	1236	-	-
Stage 1	764	708	-	769	711	-	-	-	-	-	-	-
Stage 2	679	603	-	747	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	391	370	905	442	452	885	1426	-	-	1236	-	-
Mov Cap-2 Maneuver	391	370	-	442	452	-	-	-	-	-	-	-
Stage 1	744	680	-	749	693	-	-	-	-	-	-	-
Stage 2	633	587	-	687	673	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		14.4		0.8		1.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	620	442	885	1236	-	-
HCM Lane V/C Ratio	0.026	-	-	0.082	0.251	0.037	0.039	-	-
HCM Control Delay (s)	7.6	-	-	11.3	15.9	9.2	8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1	0.1	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	735	308	247	858	215	429	417	87	225	116
v/c Ratio	0.69	0.51	0.46	0.70	0.86	0.35	0.73	0.75	0.33	0.72	0.25
Control Delay	30.1	27.6	5.7	28.0	39.5	4.5	42.0	34.3	20.6	47.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	27.6	5.7	28.0	39.5	4.5	42.0	34.3	20.6	47.5	1.3
Queue Length 50th (ft)	66	126	0	84	239	0	117	189	29	119	0
Queue Length 95th (ft)	99	143	35	120	267	23	145	246	49	167	0
Internal Link Dist (ft)		1021			313			118		203	
Turn Bay Length (ft)	370		340				350		140		160
Base Capacity (vph)	293	1511	687	359	1052	636	653	589	265	376	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.45	0.69	0.82	0.34	0.66	0.71	0.33	0.60	0.23

Intersection Summary

5.2.5 B35

HCM 6th Signalized Intersection - SB Right Turn Lane & NB Restripe - 3 Lane - Existing PM.syn
 19: Blackjack Road/Spring St & Highway 12 05/20/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↑	↗
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	429	225	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1373		397	998	445	526	253	216	255	360	305
Arrive On Green	0.10	0.27	0.00	0.11	0.28	0.28	0.15	0.27	0.27	0.07	0.19	0.19
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	932	795	1781	1870	1585
Grp Volume(v), veh/h	199	735	0	247	858	215	429	0	417	87	225	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1727	1781	1870	1585
Q Serve(g_s), s	6.5	10.2	0.0	8.2	18.9	9.3	9.9	0.0	19.2	3.1	9.1	5.3
Cycle Q Clear(g_c), s	6.5	10.2	0.0	8.2	18.9	9.3	9.9	0.0	19.2	3.1	9.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	297	1373		397	998	445	526	0	470	255	360	305
V/C Ratio(X)	0.67	0.54		0.62	0.86	0.48	0.82	0.00	0.89	0.34	0.63	0.38
Avail Cap(c_a), veh/h	319	1543		397	1074	479	668	0	564	255	384	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	25.8	0.0	19.2	28.2	24.7	34.0	0.0	28.9	24.6	30.7	29.1
Incr Delay (d2), s/veh	4.9	0.3	0.0	3.0	6.8	0.8	6.2	0.0	14.1	0.8	2.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	0.0	3.5	8.5	3.5	4.5	0.0	9.4	1.3	4.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	26.2	0.0	22.2	35.0	25.6	40.2	0.0	43.0	25.4	33.6	29.9
LnGrp LOS	C	C		C	D	C	D	A	D	C	C	C
Approach Vol, veh/h		934	A		1320			846			428	
Approach Delay, s/veh		26.1			31.1			41.6			30.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	28.3	18.6	21.9	13.0	29.2	12.0	28.5				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	16.0	17.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.2	12.2	11.9	11.1	8.5	20.9	5.1	21.2				
Green Ext Time (p_c), s	0.0	4.0	0.6	0.8	0.1	2.3	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

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

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	831	876	220	673	670	280	232	0	0	498	0	0
Stage 1	312	312	-	346	346	-	-	-	-	-	-	-
Stage 2	519	564	-	327	324	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	287	820	369	378	759	1336	-	-	1066	-	-
Stage 1	699	658	-	670	635	-	-	-	-	-	-	-
Stage 2	540	508	-	686	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	227	268	820	336	353	759	1336	-	-	1066	-	-
Mov Cap-2 Maneuver	227	268	-	336	353	-	-	-	-	-	-	-
Stage 1	682	630	-	653	619	-	-	-	-	-	-	-
Stage 2	438	495	-	631	622	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		15.9		0.5		1.4	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	506	337	759	1066	-	-
HCM Lane V/C Ratio	0.024	-	-	0.079	0.345	0.156	0.043	-	-
HCM Control Delay (s)	7.8	-	-	12.7	21.2	10.6	8.5	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.5	0.6	0.1	-	-

5.2.5 B37

QueueSpring St -SB Right Turn Lane & NB Restripe - 3 Lane - One Lane NB - Existing AM.syn
 19: Blackjack Road/Spring St & Highway 12 07/22/2021



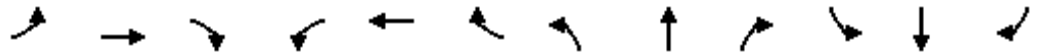
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	224	1176	303	249	472	67	159	458	186	190	58
v/c Ratio	0.52	0.81	0.45	0.85	0.46	0.12	0.43	0.87	0.87	0.45	0.12
Control Delay	20.0	33.9	5.6	46.3	27.2	0.4	40.2	40.6	59.1	32.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	33.9	5.6	46.3	27.2	0.4	40.2	40.6	59.1	32.3	0.5
Queue Length 50th (ft)	74	220	0	83	113	0	43	180	65	89	0
Queue Length 95th (ft)	109	238	34	#171	140	0	63	240	#123	132	0
Internal Link Dist (ft)		1021			313			118		203	
Turn Bay Length (ft)	370		340				350		140		160
Base Capacity (vph)	436	1506	682	292	1048	584	447	614	213	487	535
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.78	0.44	0.85	0.45	0.11	0.36	0.75	0.87	0.39	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

5.2.5 B38

HCM 6th Edition Summary Restripe - 3 Lane - One Lane NB - Existing AM.syn
 19: Blackjack Road/Spring St & Highway 12 07/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↑	↗
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	159	152	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1380		301	961	429	242	164	329	231	550	466
Arrive On Green	0.11	0.27	0.00	0.11	0.27	0.27	0.07	0.30	0.30	0.07	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	554	1115	1781	1870	1585
Grp Volume(v), veh/h	224	1176	0	249	472	67	159	0	458	186	190	58
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1670	1781	1870	1585
Q Serve(g_s), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	7.0	2.3
Cycle Q Clear(g_c), s	7.8	19.1	0.0	8.8	9.8	2.8	3.9	0.0	23.3	6.0	7.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	413	1380		301	961	429	242	0	493	231	550	466
V/C Ratio(X)	0.54	0.85		0.83	0.49	0.16	0.66	0.00	0.93	0.80	0.35	0.12
Avail Cap(c_a), veh/h	413	1459		301	1016	453	435	0	515	231	550	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	30.3	0.0	22.6	26.9	24.3	39.7	0.0	29.9	24.7	24.3	22.6
Incr Delay (d2), s/veh	1.4	4.9	0.0	17.3	0.4	0.2	3.0	0.0	23.0	18.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.1	0.0	4.9	4.0	1.1	1.7	0.0	12.1	3.8	3.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	35.1	0.0	39.9	27.2	24.5	42.7	0.0	52.9	43.0	24.7	22.8
LnGrp LOS	C	D		D	C	C	D	A	D	D	C	C
Approach Vol, veh/h		1400	A		788			617			434	
Approach Delay, s/veh		32.9			31.0			50.3			32.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	29.7	12.1	31.7	14.0	29.7	12.0	31.8				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	11.0	22.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.8	21.1	5.9	9.0	9.8	11.8	8.0	25.3				
Green Ext Time (p_c), s	0.0	2.6	0.2	1.0	0.0	2.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

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

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	-	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	574	637	143	574	566	242	154	0	0	324	0	0
Stage 1	239	239	-	316	316	-	-	-	-	-	-	-
Stage 2	335	398	-	258	250	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	395	905	430	434	797	1426	-	-	1236	-	-
Stage 1	764	708	-	695	655	-	-	-	-	-	-	-
Stage 2	679	603	-	747	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	389	370	905	390	406	797	1426	-	-	1236	-	-
Mov Cap-2 Maneuver	389	370	-	390	406	-	-	-	-	-	-	-
Stage 1	744	680	-	677	638	-	-	-	-	-	-	-
Stage 2	630	587	-	687	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	16	0.8	1.9
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	619	391	797	1236	-	-
HCM Lane V/C Ratio	0.026	-	-	0.083	0.284	0.041	0.039	-	-
HCM Control Delay (s)	7.6	-	-	11.3	17.8	9.7	8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.1	0.1	0.1	-	-

5.2.5 B40

QueueSpring St -SB Right Turn Lane & NB Restripe - 3 Lane - One Lane NB - Existing PM.syn
 19: Blackjack Road/Spring St & Highway 12 07/22/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	735	308	247	858	215	429	417	87	225	116
v/c Ratio	0.69	0.51	0.46	0.70	0.86	0.35	0.73	0.75	0.33	0.72	0.25
Control Delay	30.1	27.6	5.7	28.0	39.5	4.5	42.0	34.3	20.6	47.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	27.6	5.7	28.0	39.5	4.5	42.0	34.3	20.6	47.5	1.3
Queue Length 50th (ft)	66	126	0	84	239	0	117	189	29	119	0
Queue Length 95th (ft)	99	143	35	120	267	23	145	246	49	167	0
Internal Link Dist (ft)		1021			313			118		203	
Turn Bay Length (ft)	370		340				350		140		160
Base Capacity (vph)	293	1511	687	359	1052	636	653	589	265	376	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.45	0.69	0.82	0.34	0.66	0.71	0.33	0.60	0.23

Intersection Summary

5.2.5 B41

HCM 6th Edition Summary - Restripe - 3 Lane - One Lane NB - Existing PM.syn
 19: Blackjack Road/Spring St & Highway 12 07/22/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↖		↖	↑	↗
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	429	225	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1373		397	998	445	526	253	216	255	360	305
Arrive On Green	0.10	0.27	0.00	0.11	0.28	0.28	0.15	0.27	0.27	0.07	0.19	0.19
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	932	795	1781	1870	1585
Grp Volume(v), veh/h	199	735	0	247	858	215	429	0	417	87	225	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1727	1781	1870	1585
Q Serve(g_s), s	6.5	10.2	0.0	8.2	18.9	9.3	9.9	0.0	19.2	3.1	9.1	5.3
Cycle Q Clear(g_c), s	6.5	10.2	0.0	8.2	18.9	9.3	9.9	0.0	19.2	3.1	9.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	297	1373		397	998	445	526	0	470	255	360	305
V/C Ratio(X)	0.67	0.54		0.62	0.86	0.48	0.82	0.00	0.89	0.34	0.63	0.38
Avail Cap(c_a), veh/h	319	1543		397	1074	479	668	0	564	255	384	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	25.8	0.0	19.2	28.2	24.7	34.0	0.0	28.9	24.6	30.7	29.1
Incr Delay (d2), s/veh	4.9	0.3	0.0	3.0	6.8	0.8	6.2	0.0	14.1	0.8	2.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	0.0	3.5	8.5	3.5	4.5	0.0	9.4	1.3	4.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	26.2	0.0	22.2	35.0	25.6	40.2	0.0	43.0	25.4	33.6	29.9
LnGrp LOS	C	C		C	D	C	D	A	D	C	C	C
Approach Vol, veh/h		934	A		1320			846			428	
Approach Delay, s/veh		26.1			31.1			41.6			30.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	28.3	18.6	21.9	13.0	29.2	12.0	28.5				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.5	25.0	16.0	17.0	9.5	25.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	10.2	12.2	11.9	11.1	8.5	20.9	5.1	21.2				
Green Ext Time (p_c), s	0.0	4.0	0.6	0.8	0.1	2.3	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.3									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	-	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	831	876	220	782	779	389	232	0	0	498	0	0
Stage 1	312	312	-	455	455	-	-	-	-	-	-	-
Stage 2	519	564	-	327	324	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	287	820	312	327	659	1336	-	-	1066	-	-
Stage 1	699	658	-	585	569	-	-	-	-	-	-	-
Stage 2	540	508	-	686	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	268	820	284	305	659	1336	-	-	1066	-	-
Mov Cap-2 Maneuver	220	268	-	284	305	-	-	-	-	-	-	-
Stage 1	682	630	-	570	555	-	-	-	-	-	-	-
Stage 2	425	495	-	631	622	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	18.8	0.5	1.4
HCM LOS	B	C		

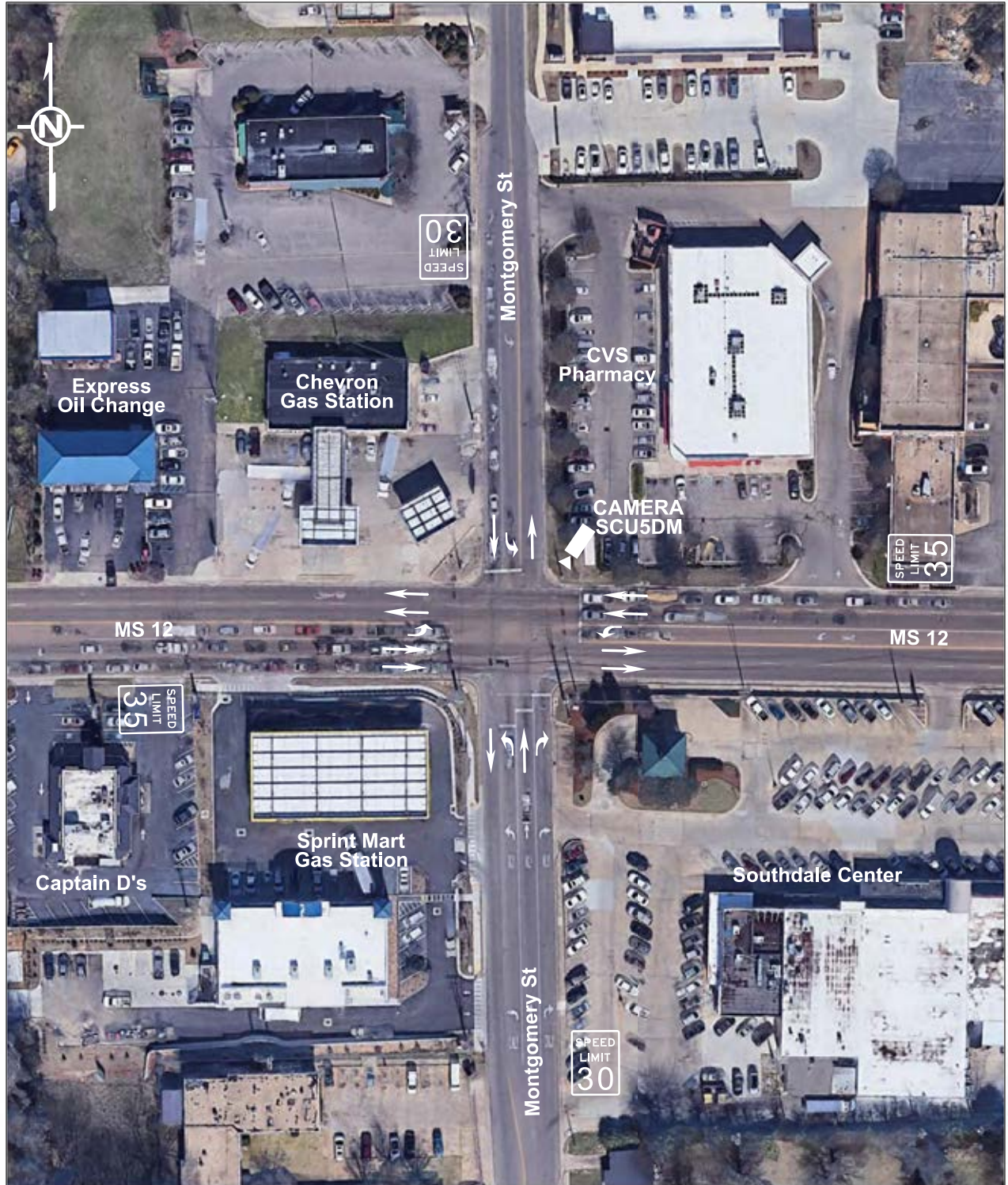
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	498	285	659	1066	-	-
HCM Lane V/C Ratio	0.024	-	-	0.081	0.408	0.18	0.043	-	-
HCM Control Delay (s)	7.8	-	-	12.9	26.1	11.7	8.5	-	-
HCM Lane LOS	A	-	-	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.9	0.7	0.1	-	-



APPENDIX 5.2.6

Attachments:

Turning Movement Traffic Counts	5.2.6 A1 – 5.2.6 A11
Existing Capacity Analysis	5.2.6 B1 – 5.2.6 B2



TURNING MOVEMENT COUNT #2010127
MS 12 @ MONTGOMERY ST
STARKVILLE, MS
OKTIBBEHA COUNTY

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Pedestrians

Start Time	Montgomery St From North				MS 12 From East				Montgomery St From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	33	118	39	0	36	358	146	0	265	234	61	0	38	626	62	0	2016
08:00 AM	49	96	51	0	44	431	161	0	172	179	86	0	48	540	43	2	1902
09:00 AM	60	112	58	0	42	407	116	0	155	128	69	0	37	429	62	0	1675
10:00 AM	74	105	71	0	41	504	109	0	124	116	69	0	49	497	95	1	1855
11:00 AM	110	152	117	0	72	654	141	0	156	172	92	1	55	632	91	1	2446
12:00 PM	111	182	113	0	69	677	160	0	171	174	105	0	66	731	131	0	2690
01:00 PM	110	148	104	0	70	689	153	0	182	176	102	0	45	743	117	0	2639
02:00 PM	101	197	92	0	51	682	180	0	198	158	93	0	52	723	115	0	2642
03:00 PM	97	170	76	0	69	730	161	0	169	181	105	0	54	679	136	2	2629
04:00 PM	100	179	85	0	53	754	207	0	162	147	93	0	57	713	106	0	2656
05:00 PM	86	245	91	0	61	879	271	0	166	147	97	0	49	730	99	2	2923
06:00 PM	92	154	111	0	56	743	189	0	145	127	98	0	68	689	98	0	2570
Grand Total	1023	1858	1008	0	664	7508	1994	0	2065	1939	1070	1	618	7732	1155	8	28643
Apprch %	26.3	47.8	25.9	0	6.5	73.9	19.6	0	40.7	38.2	21.1	0	6.5	81.3	12.1	0.1	
Total %	3.6	6.5	3.5	0	2.3	26.2	7	0	7.2	6.8	3.7	0	2.2	27	4	0	
Lights	1007	1833	997	0	659	7333	1962	0	2040	1913	1064	0	610	7572	1140	0	28130
% Lights	98.4	98.7	98.9	0	99.2	97.7	98.4	0	98.8	98.7	99.4	0	98.7	97.9	98.7	0	98.2
Buses	1	9	1	0	0	35	6	0	5	5	0	0	0	31	0	0	93
% Buses	0.1	0.5	0.1	0	0	0.5	0.3	0	0.2	0.3	0	0	0	0.4	0	0	0.3
Single-Unit Trucks	10	12	8	0	3	83	18	0	15	18	3	0	3	86	9	0	268
% Single-Unit Trucks	1	0.6	0.8	0	0.5	1.1	0.9	0	0.7	0.9	0.3	0	0.5	1.1	0.8	0	0.9
Articulated Trucks	5	4	2	0	2	57	8	0	5	3	3	0	5	43	6	0	143
% Articulated Trucks	0.5	0.2	0.2	0	0.3	0.8	0.4	0	0.2	0.2	0.3	0	0.8	0.6	0.5	0	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	9
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0

5.2.6 A3

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
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Count Name: 2010127 - MS 12
 @ Montgomery St, Starkville
 Site Code: 2010127
 Start Date: 10/06/2020
 Page No: 1

Turning Movement Data

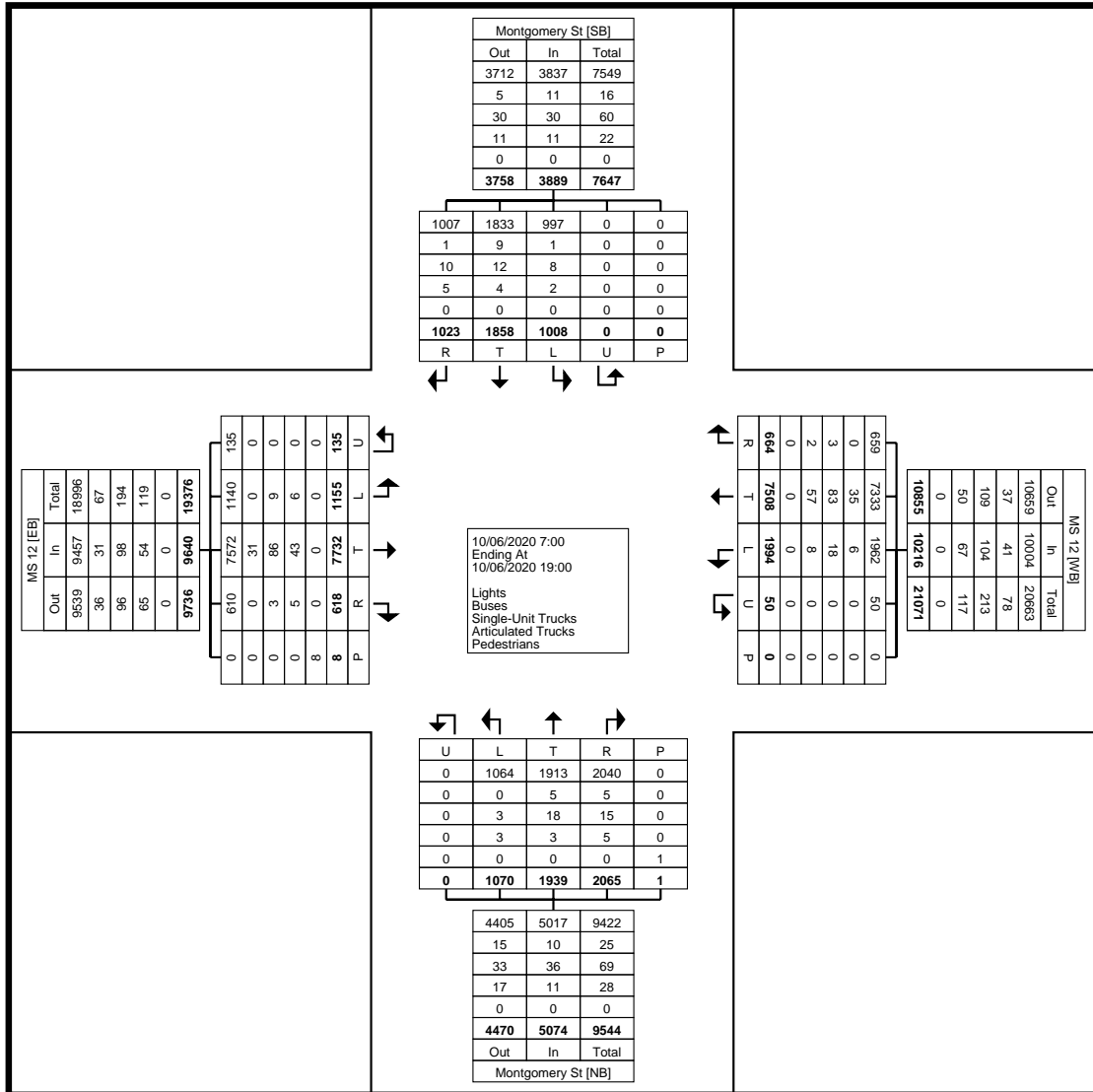
Start Time	Montgomery St Southbound						MS 12 Westbound						Montgomery St Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
	7:00	9	22	6	0	0	37	6	57	18	0	0	81	54	49	15	0	0	118	10	103	5	1	0	
Hourly Total	33	118	39	0	0	190	36	358	146	2	0	542	265	234	61	0	0	560	38	626	62	6	0	732	2024

5.2.6 A4

Lights	1007	1833	997	0	-	3837	659	7333	1962	50	-	10004	2040	1913	1064	0	-	5017	610	7572	1140	135	-	9457	28315
% Lights	98.4	98.7	98.9	-	-	98.7	99.2	97.7	98.4	100.0	-	97.9	98.8	98.7	99.4	-	-	98.9	98.7	97.9	98.7	100.0	-	98.1	98.3
Buses	1	9	1	0	-	11	0	35	6	0	-	41	5	5	0	0	-	10	0	31	0	0	-	31	93
% Buses	0.1	0.5	0.1	-	-	0.3	0.0	0.5	0.3	0.0	-	0.4	0.2	0.3	0.0	-	-	0.2	0.0	0.4	0.0	0.0	-	0.3	0.3
Single-Unit Trucks	10	12	8	0	-	30	3	83	18	0	-	104	15	18	3	0	-	36	3	86	9	0	-	98	268
% Single-Unit Trucks	1.0	0.6	0.8	-	-	0.8	0.5	1.1	0.9	0.0	-	1.0	0.7	0.9	0.3	-	-	0.7	0.5	1.1	0.8	0.0	-	1.0	0.9
Articulated Trucks	5	4	2	0	-	11	2	57	8	0	-	67	5	3	3	0	-	11	5	43	6	0	-	54	143
% Articulated Trucks	0.5	0.2	0.2	-	-	0.3	0.3	0.8	0.4	0.0	-	0.7	0.2	0.2	0.3	-	-	0.2	0.8	0.6	0.5	0.0	-	0.6	0.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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 Page No: 3



Turning Movement Data Plot

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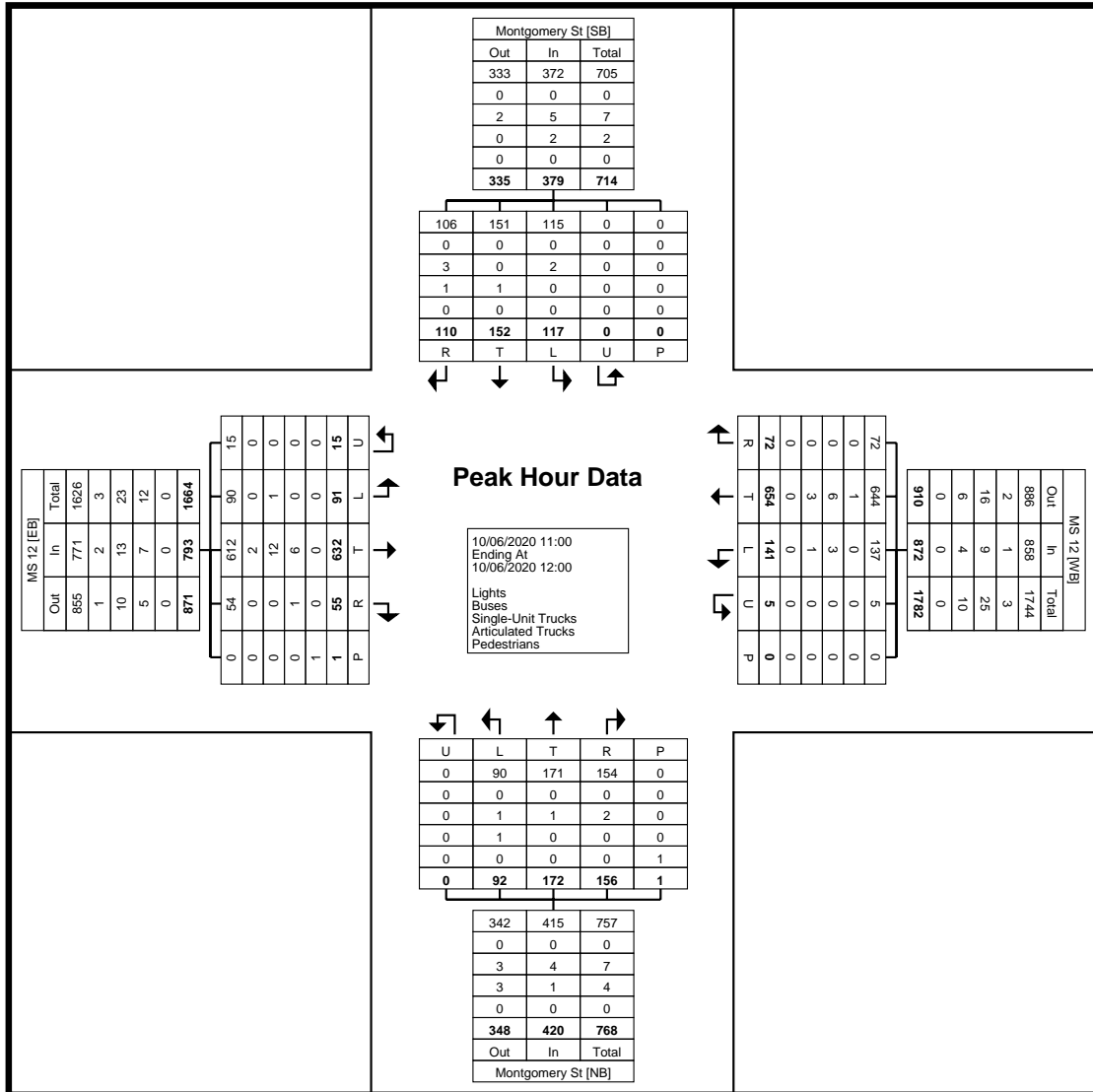
Count Name: 2010127 - MS 12
 @ Montgomery St, Starkville
 Site Code: 2010127
 Start Date: 10/06/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00)

Start Time	Montgomery St Southbound						MS 12 Westbound						Montgomery St Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00	21	30	32	0	0	83	12	154	29	1	0	196	49	39	32	0	0	120	9	127	26	0	0	162	561
11:15	26	33	28	0	0	87	12	188	39	1	0	240	38	40	17	0	1	95	11	168	21	6	1	206	628
11:30	37	41	34	0	0	112	20	147	37	2	0	206	33	43	23	0	0	99	16	151	24	4	0	195	612
11:45	26	48	23	0	0	97	28	165	36	1	0	230	36	50	20	0	0	106	19	186	20	5	0	230	663
Total	110	152	117	0	0	379	72	654	141	5	0	872	156	172	92	0	1	420	55	632	91	15	1	793	2464
Approach %	29.0	40.1	30.9	0.0	-	-	8.3	75.0	16.2	0.6	-	-	37.1	41.0	21.9	0.0	-	-	6.9	79.7	11.5	1.9	-	-	-
Total %	4.5	6.2	4.7	0.0	-	15.4	2.9	26.5	5.7	0.2	-	35.4	6.3	7.0	3.7	0.0	-	17.0	2.2	25.6	3.7	0.6	-	32.2	-
PHF	0.743	0.792	0.860	0.000	-	0.846	0.643	0.870	0.904	0.625	-	0.908	0.796	0.860	0.719	0.000	-	0.875	0.724	0.849	0.875	0.625	-	0.862	0.929
Lights	106	151	115	0	-	372	72	644	137	5	-	858	154	171	90	0	-	415	54	612	90	15	-	771	2416
% Lights	96.4	99.3	98.3	-	-	98.2	100.0	98.5	97.2	100.0	-	98.4	98.7	99.4	97.8	-	-	98.8	98.2	96.8	98.9	100.0	-	97.2	98.1
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	3
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.3	0.1
Single-Unit Trucks	3	0	2	0	-	5	0	6	3	0	-	9	2	1	1	0	-	4	0	12	1	0	-	13	31
% Single-Unit Trucks	2.7	0.0	1.7	-	-	1.3	0.0	0.9	2.1	0.0	-	1.0	1.3	0.6	1.1	-	-	1.0	0.0	1.9	1.1	0.0	-	1.6	1.3
Articulated Trucks	1	1	0	0	-	2	0	3	1	0	-	4	0	0	1	0	-	1	1	6	0	0	-	7	14
% Articulated Trucks	0.9	0.7	0.0	-	-	0.5	0.0	0.5	0.7	0.0	-	0.5	0.0	0.0	1.1	-	-	0.2	1.8	0.9	0.0	0.0	-	0.9	0.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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 Page No: 5



Turning Movement Peak Hour Data Plot (11:00)

5.2.6 A8

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

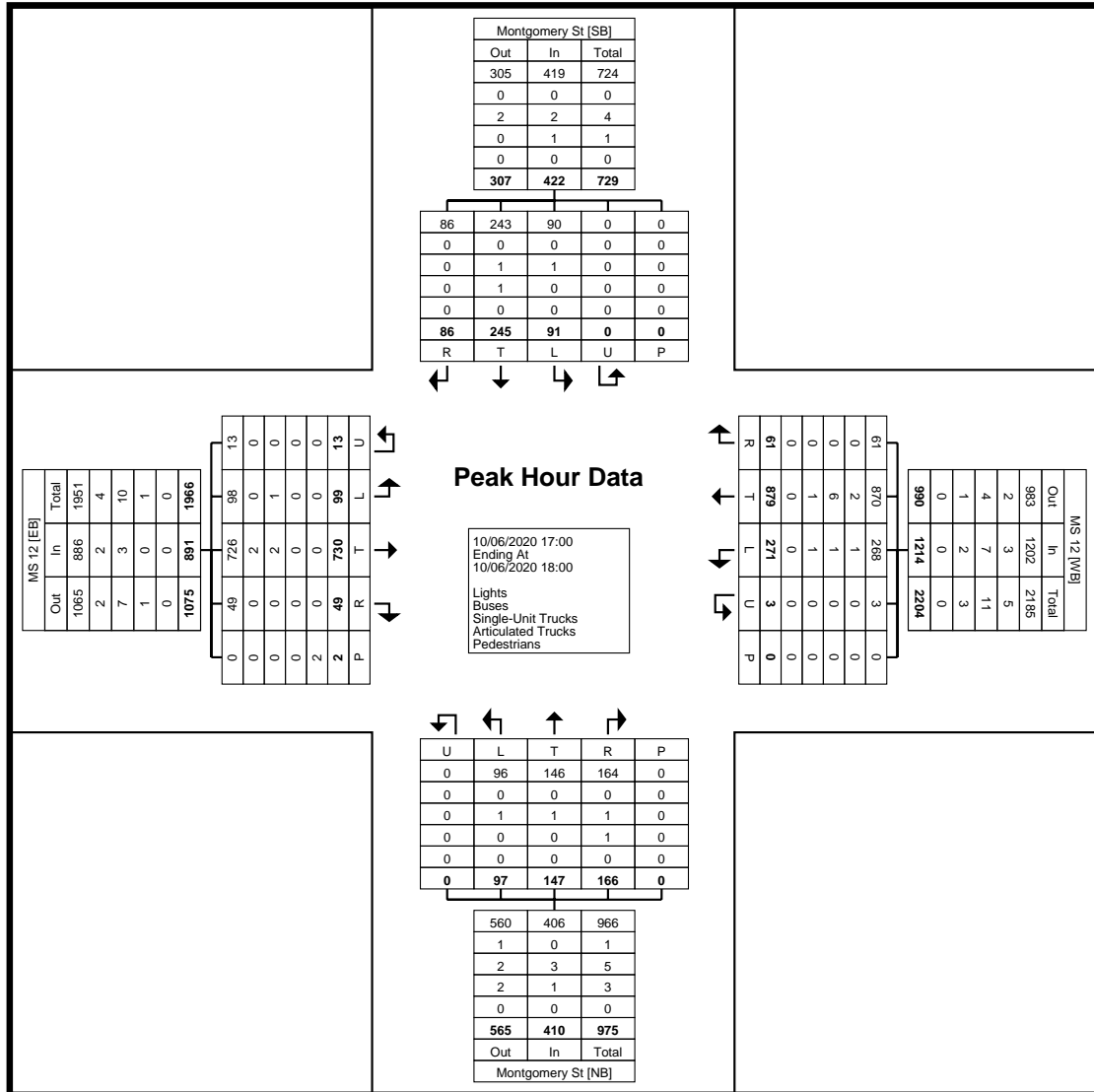
Count Name: 2010127 - MS 12
 @ Montgomery St, Starkville
 Site Code: 2010127
 Start Date: 10/06/2020
 Page No: 6

Turning Movement Peak Hour Data (17:00)

Start Time	Montgomery St Southbound						MS 12 Westbound						Montgomery St Northbound						MS 12 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
17:00	12	63	13	0	0	88	17	239	59	0	0	315	33	29	23	0	0	85	10	194	28	4	2	236	724
17:15	25	70	22	0	0	117	13	236	81	0	0	330	43	43	22	0	0	108	13	191	26	3	0	233	788
17:30	27	60	25	0	0	112	16	200	70	2	0	288	46	34	27	0	0	107	15	153	26	3	0	197	704
17:45	22	52	31	0	0	105	15	204	61	1	0	281	44	41	25	0	0	110	11	192	19	3	0	225	721
Total	86	245	91	0	0	422	61	879	271	3	0	1214	166	147	97	0	0	410	49	730	99	13	2	891	2937
Approach %	20.4	58.1	21.6	0.0	-	-	5.0	72.4	22.3	0.2	-	-	40.5	35.9	23.7	0.0	-	-	5.5	81.9	11.1	1.5	-	-	-
Total %	2.9	8.3	3.1	0.0	-	14.4	2.1	29.9	9.2	0.1	-	41.3	5.7	5.0	3.3	0.0	-	14.0	1.7	24.9	3.4	0.4	-	30.3	-
PHF	0.796	0.875	0.734	0.000	-	0.902	0.897	0.919	0.836	0.375	-	0.920	0.902	0.855	0.898	0.000	-	0.932	0.817	0.941	0.884	0.813	-	0.944	0.932
Lights	86	243	90	0	-	419	61	870	268	3	-	1202	164	146	96	0	-	406	49	726	98	13	-	886	2913
% Lights	100.0	99.2	98.9	-	-	99.3	100.0	99.0	98.9	100.0	-	99.0	98.8	99.3	99.0	-	-	99.0	100.0	99.5	99.0	100.0	-	99.4	99.2
Buses	0	0	0	0	-	0	0	2	1	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	5
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.4	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.2	0.2
Single-Unit Trucks	0	1	1	0	-	2	0	6	1	0	-	7	1	1	1	0	-	3	0	2	1	0	-	3	15
% Single-Unit Trucks	0.0	0.4	1.1	-	-	0.5	0.0	0.7	0.4	0.0	-	0.6	0.6	0.7	1.0	-	-	0.7	0.0	0.3	1.0	0.0	-	0.3	0.5
Articulated Trucks	0	1	0	0	-	1	0	1	1	0	-	2	1	0	0	0	-	1	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.4	0.0	-	-	0.2	0.0	0.1	0.4	0.0	-	0.2	0.6	0.0	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Michael Baker International
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 Ridgeland, Mississippi, United States 39157
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Count Name: 2010127 - MS 12
 @ Montgomery St, Starkville
 Site Code: 2010127
 Start Date: 10/06/2020
 Page No: 7



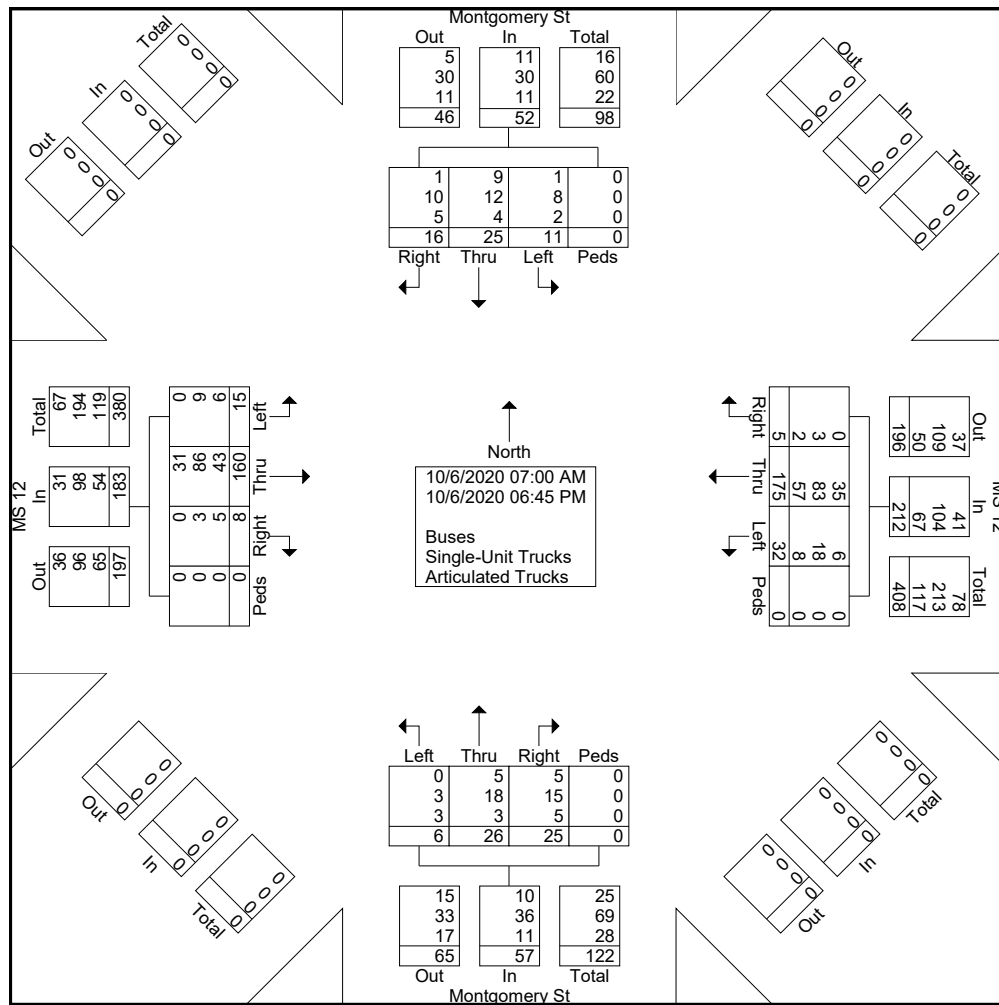
Turning Movement Peak Hour Data Plot (17:00)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

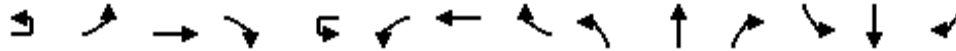
Start Time	Montgomery St From North				MS 12 From East				Montgomery St From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	2	0	0	0	4	0	0	0	1	0	0	0	3	0	0	10
07:15 AM	0	2	0	0	0	4	1	0	0	0	0	0	0	6	0	0	13
07:30 AM	0	3	0	0	0	0	0	0	1	1	0	0	0	3	0	0	8
07:45 AM	1	0	0	0	0	3	1	0	1	0	0	0	1	4	1	0	12
Total	1	7	0	0	0	11	2	0	2	2	0	0	1	16	1	0	43
08:00 AM	0	0	0	0	0	2	1	0	0	1	0	0	0	5	0	0	9
08:15 AM	0	0	0	0	1	7	4	0	1	1	1	0	0	4	0	0	19
08:30 AM	2	0	0	0	0	4	0	0	0	1	0	0	1	0	1	0	9
08:45 AM	0	0	0	0	0	6	1	0	1	0	0	0	0	5	0	0	13
Total	2	0	0	0	1	19	6	0	2	3	1	0	1	14	1	0	50
09:00 AM	1	1	0	0	0	5	1	0	1	2	0	0	0	4	0	0	15
09:15 AM	0	1	0	0	0	2	2	0	1	0	0	0	0	2	0	0	8
09:30 AM	0	0	1	0	0	8	0	0	0	0	0	0	0	3	1	0	13
09:45 AM	0	0	0	0	0	6	0	0	0	2	0	0	0	5	1	0	14
Total	1	2	1	0	0	21	3	0	2	4	0	0	0	14	2	0	50
10:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	6	1	0	9
10:15 AM	1	0	1	0	0	7	0	0	0	0	0	0	1	1	0	0	11
10:30 AM	1	0	1	0	1	4	0	0	1	2	0	0	1	5	0	0	16
10:45 AM	0	0	0	0	0	8	1	0	0	0	0	0	0	6	0	0	15
Total	2	0	2	0	1	20	1	0	2	2	0	0	2	18	1	0	51
11:00 AM	0	0	1	0	0	3	1	0	0	0	1	0	0	5	1	0	12
11:15 AM	2	0	0	0	0	2	1	0	1	0	0	0	0	8	0	0	14
11:30 AM	0	1	1	0	0	3	1	0	1	1	1	0	1	5	0	0	15
11:45 AM	2	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0	7
Total	4	1	2	0	0	10	4	0	2	1	2	0	1	20	1	0	48
12:00 PM	0	0	0	0	1	7	1	0	0	1	0	0	0	1	1	0	12
12:15 PM	1	0	1	0	0	2	1	0	3	1	0	0	0	3	1	0	13
12:30 PM	1	0	0	0	0	3	0	0	1	0	0	0	1	4	1	0	11
12:45 PM	1	2	0	0	0	5	0	0	0	1	1	0	0	4	1	0	15
Total	3	2	1	0	1	17	2	0	4	3	1	0	1	12	4	0	51
01:00 PM	1	0	1	0	0	4	1	0	0	0	0	0	0	6	1	0	14
01:15 PM	0	1	0	0	0	5	0	0	1	1	0	0	1	6	0	0	15
01:30 PM	1	0	0	0	0	7	1	0	0	0	0	0	0	3	1	0	13
01:45 PM	0	1	0	0	1	4	0	0	1	2	1	0	0	1	0	0	11
Total	2	2	1	0	1	20	2	0	2	3	1	0	1	16	2	0	53
02:00 PM	0	2	1	0	0	8	1	0	0	0	0	0	0	9	0	0	21
02:15 PM	0	2	1	0	0	7	0	0	0	0	0	0	0	6	1	0	17
02:30 PM	0	1	0	0	0	5	0	0	1	2	0	0	0	5	0	0	14
02:45 PM	0	0	1	0	0	5	0	0	2	1	0	0	0	6	0	0	15
Total	0	5	3	0	0	25	1	0	3	3	0	0	0	26	1	0	67
03:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	3	0	0	7
03:15 PM	0	0	0	0	1	3	3	0	0	0	0	0	0	5	0	0	12
03:30 PM	0	0	0	0	0	4	0	0	0	1	0	0	0	2	0	0	7
03:45 PM	1	2	0	0	0	4	0	0	0	0	0	0	0	2	0	0	9
Total	1	2	0	0	1	13	5	0	0	1	0	0	0	12	0	0	35
04:00 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	0	2	0	0	0	1	1	1	0	6
04:30 PM	0	0	0	0	0	3	1	0	0	1	0	0	0	1	0	0	6
04:45 PM	0	1	0	0	0	1	2	0	1	0	0	0	0	3	0	0	8
Total	0	1	0	0	0	6	3	0	4	2	0	0	1	5	1	0	23
05:00 PM	0	0	0	0	0	3	0	0	2	0	0	0	0	3	1	0	9
05:15 PM	0	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Montgomery St From North				MS 12 From East				Montgomery St From South				MS 12 From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	1	0	0	0	3	1	0	0	0	0	0	0	1	0	0	6
Total	0	2	1	0	0	9	3	0	2	1	1	0	0	4	1	0	24
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	4	0	0	0	1	0	0	0	3	0	0	9
Grand Total	16	25	11	0	5	175	32	0	25	26	6	0	8	160	15	0	504
Apprch %	30.8	48.1	21.2	0	2.4	82.5	15.1	0	43.9	45.6	10.5	0	4.4	87.4	8.2	0	
Total %	3.2	5	2.2	0	1	34.7	6.3	0	5	5.2	1.2	0	1.6	31.7	3	0	
Buses	1	9	1	0	0	35	6	0	5	5	0	0	0	31	0	0	93
% Buses	6.2	36	9.1	0	0	20	18.8	0	20	19.2	0	0	0	19.4	0	0	18.5
Single-Unit Trucks	10	12	8	0	3	83	18	0	15	18	3	0	3	86	9	0	268
% Single-Unit Trucks	62.5	48	72.7	0	60	47.4	56.2	0	60	69.2	50	0	37.5	53.8	60	0	53.2
Articulated Trucks	5	4	2	0	2	57	8	0	5	3	3	0	5	43	6	0	143
% Articulated Trucks	31.2	16	18.2	0	40	32.6	25	0	20	11.5	50	0	62.5	26.9	40	0	28.4



HCM 6th Signalized Intersection Summary
150: S. Montgomery St & Highway 12



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗			↖	↗		↖	↗	↘	↖	↗	
Traffic Volume (veh/h)	6	69	697	40	4	164	403	36	68	239	268	44	113	35
Future Volume (veh/h)	6	69	697	40	4	164	403	36	68	239	268	44	113	35
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No			
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		84	850	49		200	491	44	83	291	327	54	138	43
Peak Hour Factor		0.82	0.82	0.82		0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		431	1099	63		347	1204	108	409	464	393	294	321	100
Arrive On Green		0.06	0.32	0.32		0.10	0.37	0.37	0.07	0.25	0.25	0.06	0.23	0.23
Sat Flow, veh/h		1781	3415	197		1781	3299	295	1781	1870	1585	1781	1368	426
Grp Volume(v), veh/h		84	442	457		200	264	271	83	291	327	54	0	181
Grp Sat Flow(s),veh/h/ln		1781	1777	1835		1781	1777	1817	1781	1870	1585	1781	0	1794
Q Serve(g_s), s		2.1	15.3	15.3		4.8	7.5	7.6	2.3	9.4	13.3	1.5	0.0	5.8
Cycle Q Clear(g_c), s		2.1	15.3	15.3		4.8	7.5	7.6	2.3	9.4	13.3	1.5	0.0	5.8
Prop In Lane		1.00		0.11		1.00		0.16	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h		431	572	591		347	649	663	409	464	393	294	0	421
V/C Ratio(X)		0.20	0.77	0.77		0.58	0.41	0.41	0.20	0.63	0.83	0.18	0.00	0.43
Avail Cap(c_a), veh/h		476	795	821		520	998	1021	445	592	501	354	0	567
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		13.9	20.8	20.8		14.8	16.1	16.1	17.5	22.8	24.2	18.2	0.0	22.2
Incr Delay (d2), s/veh		0.2	3.2	3.1		1.5	0.4	0.4	0.2	1.4	9.2	0.3	0.0	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.8	6.2	6.4		1.8	2.8	2.9	0.9	4.0	5.6	0.6	0.0	2.4
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		14.1	24.0	23.9		16.3	16.5	16.5	17.8	24.2	33.4	18.5	0.0	22.8
LnGrp LOS		B	C	C		B	B	B	B	C	C	B	A	C
Approach Vol, veh/h		983			735			701			235			
Approach Delay, s/veh		23.1			16.5			27.7			21.8			
Approach LOS		C			B			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	7.5	30.8	8.2	21.4	10.4	27.9	7.3	22.4						
Change Period (Y+Rc), s	3.5	6.0	3.5	5.5	3.5	6.0	3.5	5.5						
Max Green Setting (Gmax), s	5.7	38.2	6.1	21.5	13.5	30.4	6.1	21.5						
Max Q Clear Time (g_c+14), s	14.1	9.6	4.3	7.8	6.8	17.3	3.5	15.3						
Green Ext Time (p_c), s	0.0	3.3	0.0	0.7	0.3	4.6	0.0	1.6						

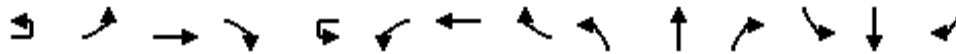
Intersection Summary

HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

HCM 6th Signalized Intersection Summary
150: S. Montgomery St & Highway 12



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖ ↗	↖ ↗			↖ ↗	↖ ↗		↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (veh/h)	13	99	730	49	3	271	879	61	97	147	166	91	245	86
Future Volume (veh/h)	13	99	730	49	3	271	879	61	97	147	166	91	245	86
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No		No		No		No		No
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		121	890	60		330	1072	74	118	179	202	111	299	105
Peak Hour Factor		0.82	0.82	0.82		0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		258	1115	75		389	1386	96	240	496	420	376	346	121
Arrive On Green		0.06	0.33	0.33		0.15	0.41	0.41	0.07	0.27	0.27	0.06	0.26	0.26
Sat Flow, veh/h		1781	3378	228		1781	3373	233	1781	1870	1585	1781	1322	464
Grp Volume(v), veh/h		121	468	482		330	565	581	118	179	202	111	0	404
Grp Sat Flow(s),veh/h/ln		1781	1777	1829		1781	1777	1828	1781	1870	1585	1781	0	1787
Q Serve(g_s), s		4.2	22.5	22.5		10.8	25.8	25.8	4.5	7.3	10.1	4.2	0.0	20.3
Cycle Q Clear(g_c), s		4.2	22.5	22.5		10.8	25.8	25.8	4.5	7.3	10.1	4.2	0.0	20.3
Prop In Lane		1.00		0.12		1.00		0.13	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h		258	586	604		389	730	751	240	496	420	376	0	467
V/C Ratio(X)		0.47	0.80	0.80		0.85	0.77	0.77	0.49	0.36	0.48	0.30	0.00	0.86
Avail Cap(c_a), veh/h		427	944	972		726	1256	1292	301	841	713	410	0	769
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		20.9	28.7	28.7		19.7	23.9	23.9	25.2	28.1	29.1	23.2	0.0	33.1
Incr Delay (d2), s/veh		1.3	2.6	2.5		5.2	1.8	1.7	1.6	0.4	0.9	0.4	0.0	5.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.7	9.6	9.8		4.6	10.5	10.8	1.9	3.2	3.8	1.8	0.0	9.2
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		22.2	31.2	31.2		25.0	25.7	25.7	26.8	28.5	30.0	23.6	0.0	38.9
LnGrp LOS		C	C	C		C	C	C	C	C	C	C	A	D
Approach Vol, veh/h			1071			1476		499		515				
Approach Delay, s/veh			30.2			25.5		28.7		35.6				
Approach LOS			C			C		C		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	9.6	44.7	9.8	30.1	17.2	37.0	9.4	30.4						
Change Period (Y+Rc), s	3.5	6.0	3.5	5.5	3.5	6.0	3.5	5.5						
Max Green Setting (Gmax), s	15.0	66.5	9.5	40.5	31.5	50.0	7.7	42.3						
Max Q Clear Time (g_c+1), s	10.2	27.8	6.5	22.3	12.8	24.5	6.2	12.1						
Green Ext Time (p_c), s	0.2	9.3	0.1	2.3	0.9	6.5	0.0	1.7						

Intersection Summary

HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.



APPENDIX 5.2.7

Attachments:

Turning Movement Traffic Counts	5.2.7 A1 – 5.2.7 A25
Existing Capacity Analysis	5.2.7 B1 – 5.2.7 B6



TURNING MOVEMENT COUNT #1910117
MS 12 @ STARK RD / AIRPORT RD
STARKVILLE, MS
OKTIBBEHA COUNTY

5.2.7 A3

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 1910117 - MS 12
 @ Stark Rd / Airport Rd,
 Starkville
 Site Code: 1910117
 Start Date: 09/18/2019
 Page No: 1

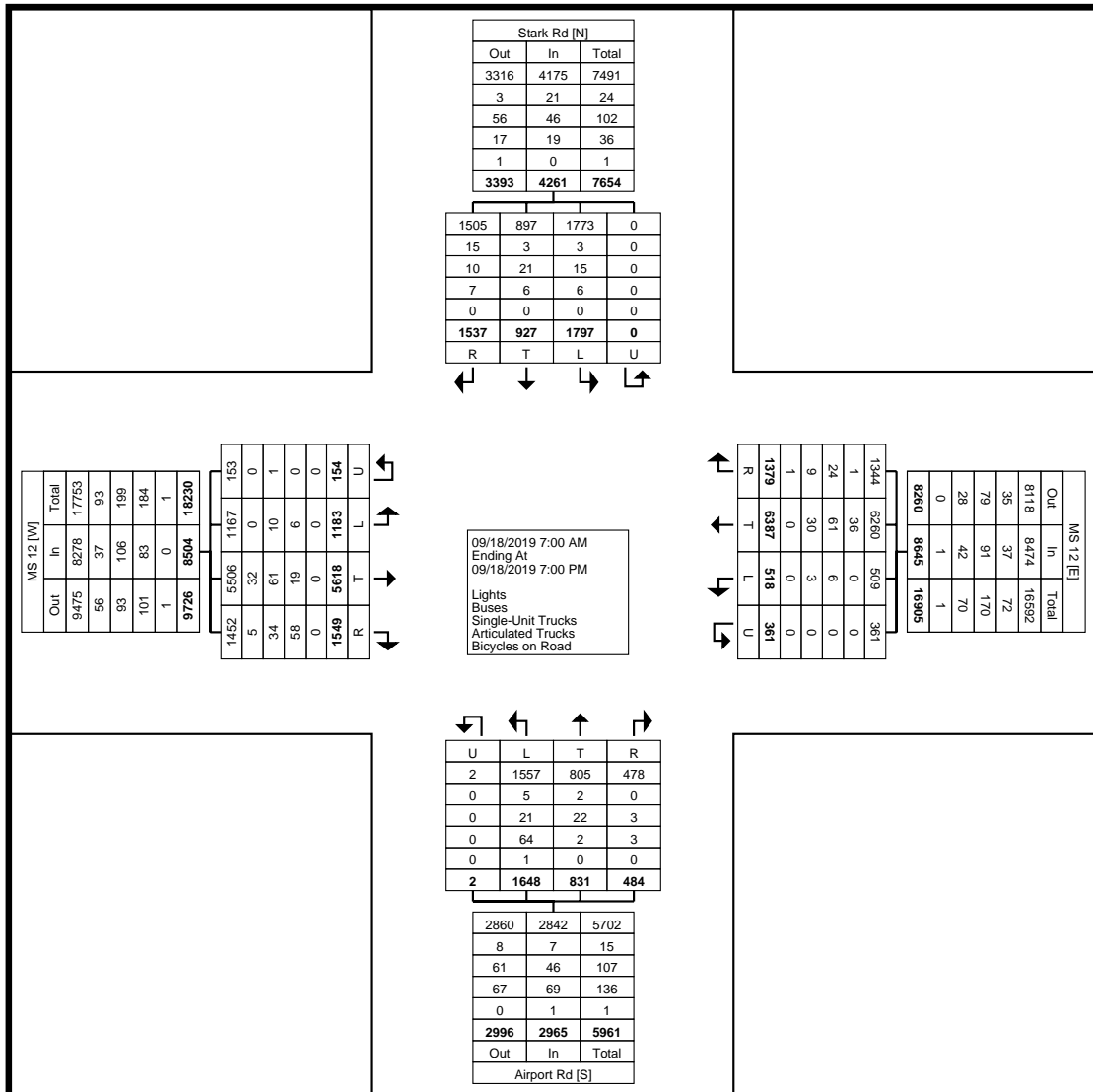
Turning Movement Data

Start Time	Stark Rd Southbound					MS 12 Westbound					Airport Rd Northbound					MS 12 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	19	18	39	0	76	16	46	5	0	67	7	13	34	0	54	42	95	11	1	149	346
7:15 AM	13	29	49	0	91	17	49	6	1	73	7	13	24	0	44	50	132	9	0	191	399
7:30 AM	16	43	50	0	109	20	58	7	0	85	5	15	17	0	37	53	162	10	1	226	457
7:45 AM	9	51	64	0	124	23	46	14	0	83	5	17	22	1	45	76	178	22	0	276	528
Hourly Total	57	141	202	0	400	76	199	32	1	308	24	58	97	1	180	221	567	52	2	842	1730
8:00 AM	19	27	36	0	82	18	71	13	0	102	6	11	25	0	42	40	106	12	1	159	385
8:15 AM	16	17	40	0	73	18	68	11	1	98	0	16	21	0	37	36	111	16	2	165	373
8:30 AM	24	17	30	0	71	24	72	7	4	107	8	10	21	0	39	28	100	12	1	141	358
8:45 AM	23	17	30	0	70	15	64	6	2	87	6	10	25	0	41	13	74	15	0	102	300
Hourly Total	82	78	136	0	296	75	275	37	7	394	20	47	92	0	159	117	391	55	4	567	1416
9:00 AM	26	15	22	0	63	24	71	11	3	109	7	15	20	0	42	20	111	22	1	154	368
9:15 AM	24	13	38	0	75	16	88	6	5	115	8	16	21	0	45	18	90	27	2	137	372
9:30 AM	24	15	24	0	63	18	72	5	5	100	3	17	14	0	34	15	110	22	2	149	346
9:45 AM	36	12	23	0	71	28	101	5	1	135	8	12	27	0	47	19	79	27	3	128	381
Hourly Total	110	55	107	0	272	86	332	27	14	459	26	60	82	0	168	72	390	98	8	568	1467
10:00 AM	19	27	40	0	86	26	89	13	2	130	5	17	26	0	48	33	100	17	2	152	416
10:15 AM	32	11	27	0	70	30	99	13	3	145	14	17	22	0	53	18	105	20	2	145	413
10:30 AM	28	10	24	0	62	23	89	13	2	127	5	8	23	0	36	25	96	24	1	146	371
10:45 AM	30	14	37	0	81	22	92	6	8	128	7	16	24	1	48	23	123	21	5	172	429
Hourly Total	109	62	128	0	299	101	369	45	15	530	31	58	95	1	185	99	424	82	10	615	1629
11:00 AM	34	13	35	0	82	32	118	9	12	171	13	12	26	0	51	17	99	19	2	137	441
11:15 AM	34	18	45	0	97	37	131	13	8	189	19	8	28	0	55	27	116	25	3	171	512
11:30 AM	46	9	38	0	93	22	126	12	13	173	29	13	35	0	77	24	116	29	3	172	515
11:45 AM	39	16	33	0	88	23	152	15	10	200	18	15	30	0	63	31	119	37	4	191	542
Hourly Total	153	56	151	0	360	114	527	49	43	733	79	48	119	0	246	99	450	110	12	671	2010
12:00 PM	54	20	39	0	113	38	139	18	13	208	26	19	35	0	80	29	135	28	5	197	598
12:15 PM	31	22	54	0	107	37	143	19	9	208	10	13	38	0	61	33	120	36	8	197	573
12:30 PM	34	19	42	0	95	35	165	12	14	226	9	14	30	0	53	30	130	32	5	197	571
12:45 PM	43	20	38	0	101	34	128	11	12	185	8	22	35	0	65	32	112	32	4	180	531
Hourly Total	162	81	173	0	416	144	575	60	48	827	53	68	138	0	259	124	497	128	22	771	2273
1:00 PM	33	17	43	0	93	31	124	18	13	186	12	13	33	0	58	30	116	36	3	185	522
1:15 PM	33	10	32	0	75	31	171	15	6	223	19	11	28	0	58	33	123	22	4	182	538
1:30 PM	34	13	29	0	76	26	140	8	11	185	8	15	31	0	54	27	134	36	3	200	515
1:45 PM	33	26	27	0	86	31	128	17	10	186	14	9	30	0	53	29	130	25	6	190	515
Hourly Total	133	66	131	0	330	119	563	58	40	780	53	48	122	0	223	119	503	119	16	757	2090
2:00 PM	48	16	39	0	103	32	163	11	8	214	14	19	33	0	66	28	108	30	4	170	553
2:15 PM	44	18	32	0	94	33	140	15	4	192	8	12	25	0	45	40	109	23	3	175	506
2:30 PM	37	11	40	0	88	29	139	11	10	189	15	22	40	0	77	32	111	37	2	182	536
2:45 PM	35	25	40	0	100	31	136	6	7	180	6	14	39	0	59	36	106	25	1	168	507
Hourly Total	164	70	151	0	385	125	578	43	29	775	43	67	137	0	247	136	434	115	10	695	2102
3:00 PM	39	25	36	0	100	36	166	7	8	217	13	20	30	0	63	38	97	19	3	157	537
3:15 PM	28	20	29	0	77	24	170	15	3	212	4	18	36	0	58	27	97	18	6	148	495
3:30 PM	29	18	29	0	76	27	138	13	8	186	16	21	46	0	83	42	113	28	3	186	531
3:45 PM	39	19	34	0	92	31	154	13	13	211	12	19	37	0	68	35	135	34	7	211	582
Hourly Total	135	82	128	0	345	118	628	48	32	826	45	78	149	0	272	142	442	99	19	702	2145
4:00 PM	41	20	39	0	100	44	212	15	10	281	4	18	58	0	80	18	133	23	4	178	639
4:15 PM	46	20	40	0	106	42	197	10	10	259	8	27	43	0	78	41	105	34	2	182	625
4:30 PM	31	26	45	0	102	30	194	10	7	241	19	39	61	0	119	37	117	29	5	188	650
4:45 PM	38	22	35	0	95	25	183	8	12	228	10	25	52	0	87	39	140	26	2	207	617
Hourly Total	156	88	159	0	403	141	786	43	39	1009	41	109	214	0	364	135	495	112	13	755	2531
5:00 PM	46	21	48	0	115	30	213	11	13	267	16	34	61	0	111	28	128	25	3	184	677
5:15 PM	50	34	45	0	129	47	219	10	17	293	4	36	58	0	98	54	128	23	8	213	733
5:30 PM	41	27	37	0	105	40	210	8	13	271	11	25	69	0	105	40	104	30	0	174	655
5:45 PM	31	13	41	0	85	44	185	8	14	251	9	30	52	0	91	27	129	28	6	190	617
Hourly Total	168	95	171	0	434	161	827	37	57	1082	40	125	240	0	405	149	489	106	17	761	2682
6:00 PM	28	9	44	0	81	32	182	11	8	233	10	25	46	0	81	40	136	28	5	209	604
6:15 PM	29	18	44	0	91	28	200	17	8	253	3	14	40	0	57	44	156	16	4	220	621
6:30 PM	31	15	47	0	93	29	168	9	12	218	12	14	41	0	67	28	139	31	5	203	581
6:45 PM	20	11	25	0	56	30	178	2	8	218	4	12	36	0	52	24	105	32	7	168	494
Hourly Total	108	53	160	0	321	119	728	39	36	922	29	65	163	0	257	136	536	107	21	800	2300
Grand Total	1537	927	1797	0	4261	1379	6387	518	361	8645	484	831	1648	2	2965	1549	5618	1183	154	8504	24375
Approach %	36.1	21.8	42.2	0.0	-	16.0	73.9	6.0	4.2	-	16.3	28.0	55.6	0.1	-	18.2	66.1	13.9	1.8	-	-
Total %	6.3	3.8	7.4	0.0	17.5	5.7	26.2	2.1	1.5	35.5	2.0	3.4	6.8	0.0	12.2	6.4	23.0	4.9	0.6	34.9	-

5.2.7 A5

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

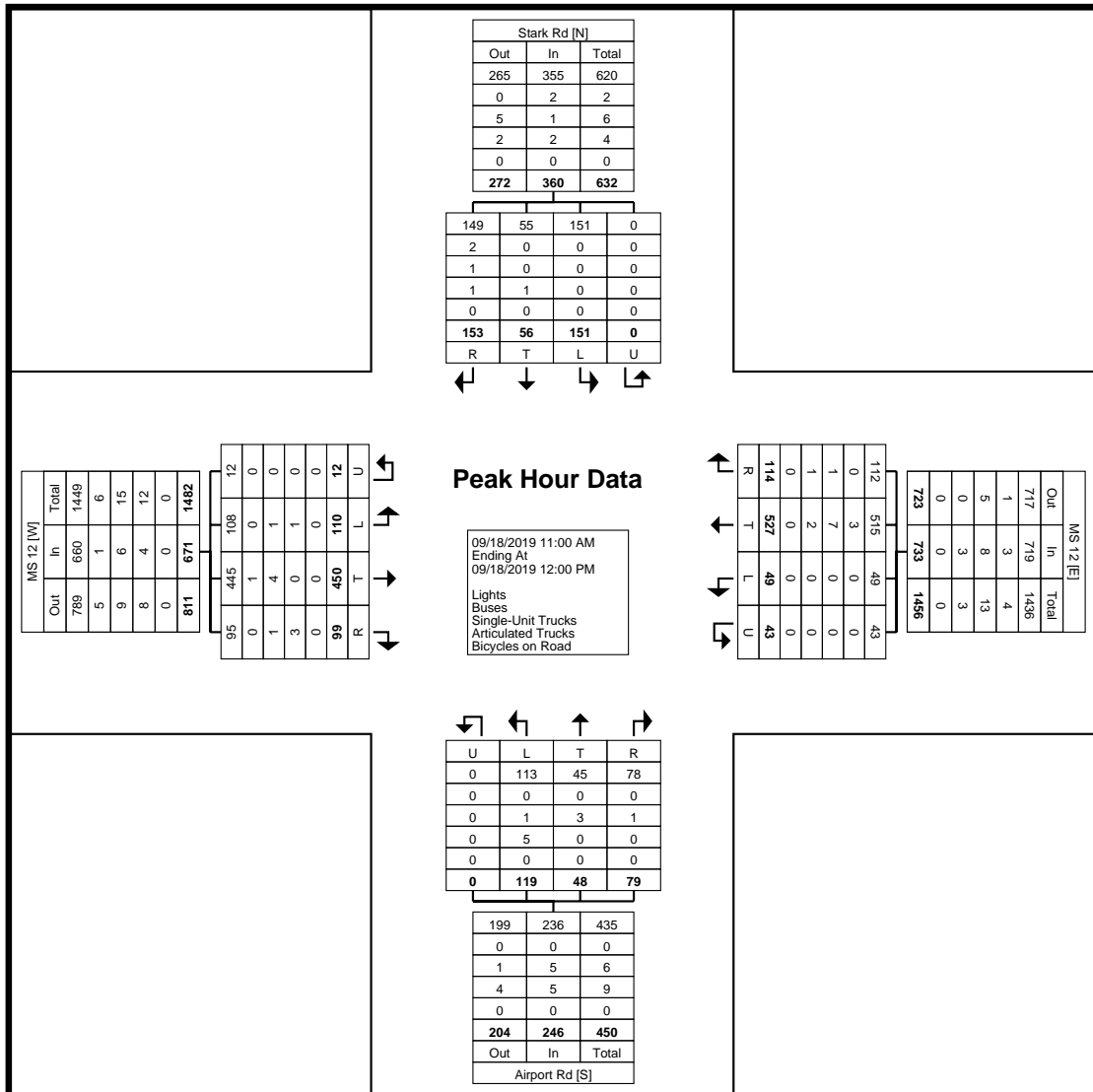
Count Name: 1910117 - MS 12
 @ Stark Rd / Airport Rd,
 Starkville
 Site Code: 1910117
 Start Date: 09/18/2019
 Page No: 3



Turning Movement Data Plot

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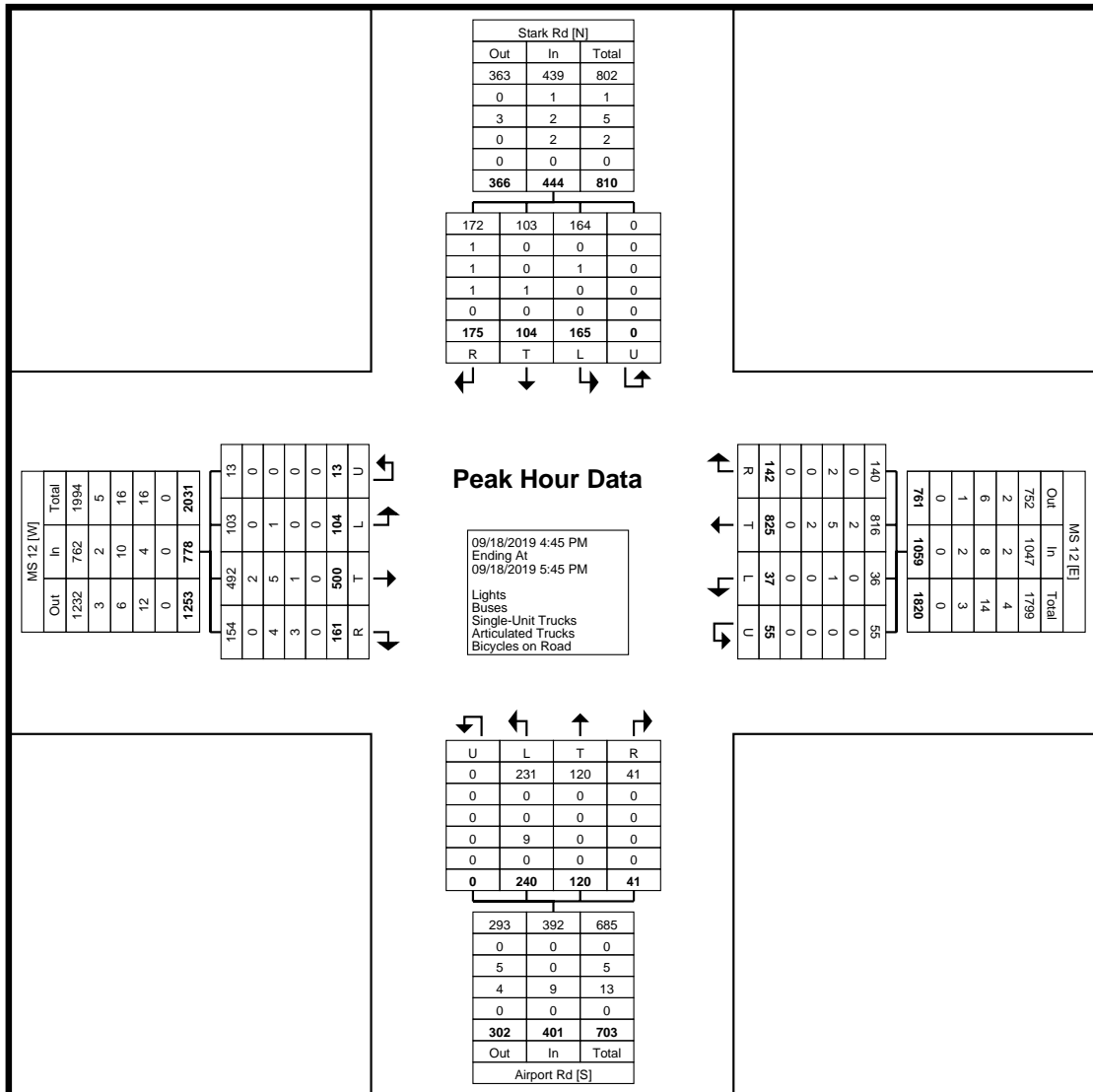
Count Name: 1910117 - MS 12
 @ Stark Rd / Airport Rd,
 Starkville
 Site Code: 1910117
 Start Date: 09/18/2019
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

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 601.607.8700

Count Name: 1910117 - MS 12
 @ Stark Rd / Airport Rd,
 Starkville
 Site Code: 1910117
 Start Date: 09/18/2019
 Page No: 7



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



**TURNING MOVEMENT COUNT #2010056
STARK RD @ ABERNATHY RD
STARKVILLE, MS
OKTIBBEHA COUNTY**

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010056 - Stark Rd @ Abernathy Rd, Starkville
 Site Code: 2010056
 Start Date: 09/17/2020
 Page No: 1

Turning Movement Data

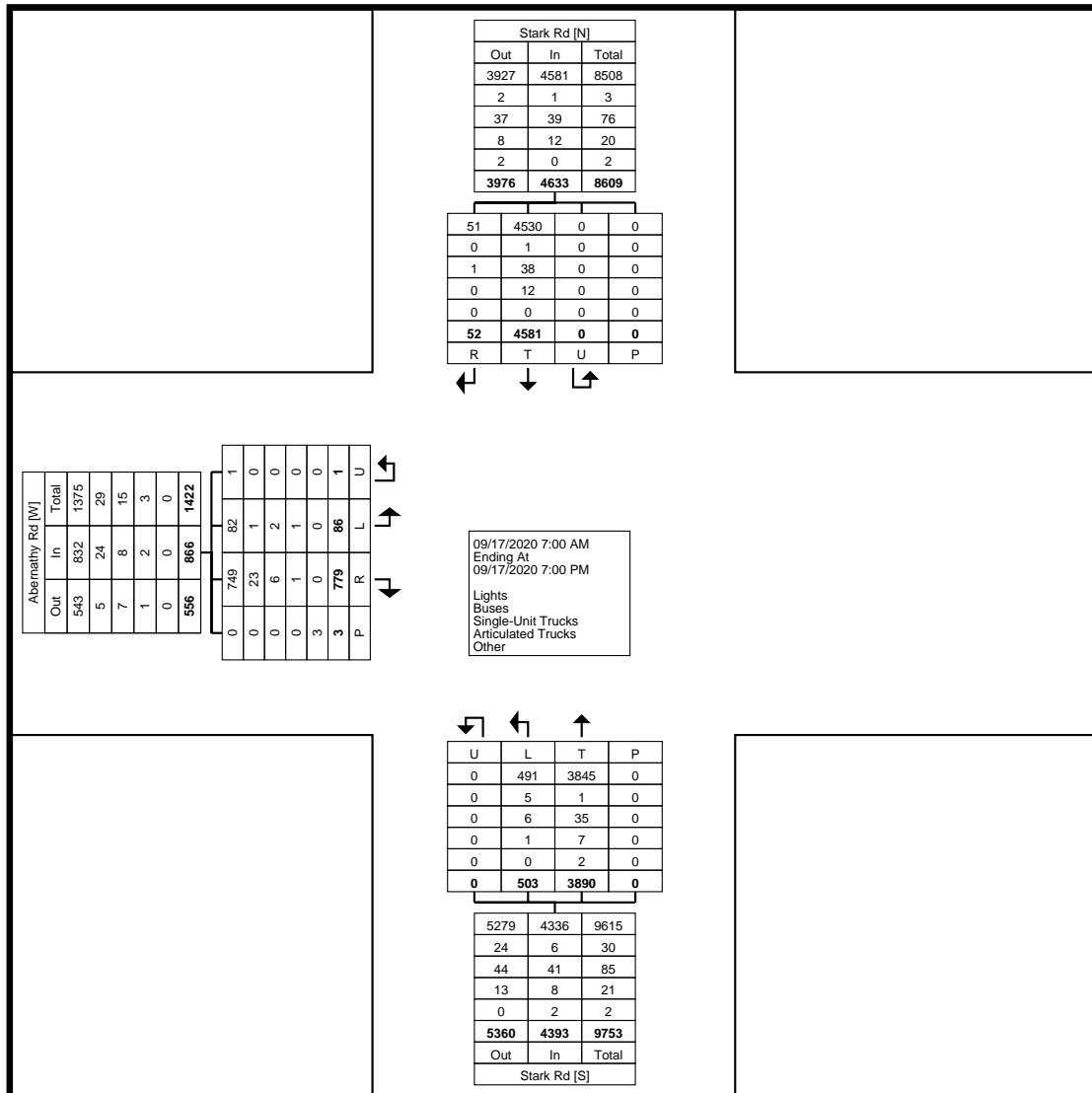
Start Time	Stark Rd Southbound					Stark Rd Northbound					Abernathy Rd Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:00 AM	0	51	0	0	51	25	6	0	0	31	23	2	0	0	25	107
7:15 AM	0	95	0	0	95	35	2	0	0	37	19	3	0	0	22	154
7:30 AM	0	100	0	0	100	51	7	0	0	58	34	4	0	0	38	196
7:45 AM	0	94	0	0	94	63	0	0	0	63	42	5	0	0	47	204
Hourly Total	0	340	0	0	340	174	15	0	0	189	118	14	0	0	132	661
8:00 AM	1	78	0	0	79	35	8	0	0	43	12	4	1	0	17	139
8:15 AM	1	75	0	0	76	50	5	0	0	55	7	1	0	0	8	139
8:30 AM	1	78	0	0	79	52	10	0	0	62	22	1	0	1	23	164
8:45 AM	0	78	0	0	78	57	6	0	0	63	20	3	0	0	23	164
Hourly Total	3	309	0	0	312	194	29	0	0	223	61	9	1	1	71	606
9:00 AM	0	75	0	0	75	48	8	0	0	56	19	3	0	0	22	153
9:15 AM	1	73	0	0	74	46	6	0	0	52	19	3	0	1	22	148
9:30 AM	1	63	0	0	64	60	6	0	0	66	10	2	0	0	12	142
9:45 AM	2	100	0	0	102	68	1	0	0	69	11	1	0	0	12	183
Hourly Total	4	311	0	0	315	222	21	0	0	243	59	9	0	1	68	626
10:00 AM	3	97	0	0	100	54	8	0	0	62	11	2	0	0	13	175
10:15 AM	1	86	0	0	87	66	5	0	0	71	12	1	0	0	13	171
10:30 AM	1	100	0	0	101	72	9	0	0	81	14	2	0	0	16	198
10:45 AM	1	83	0	0	84	70	9	0	0	79	13	0	0	0	13	176
Hourly Total	6	366	0	0	372	262	31	0	0	293	50	5	0	0	55	720
11:00 AM	0	95	0	0	95	76	11	0	0	87	9	0	0	0	9	191
11:15 AM	2	91	0	0	93	89	8	0	0	97	19	2	0	0	21	211
11:30 AM	1	104	0	0	105	78	7	0	0	85	20	5	0	0	25	215
11:45 AM	0	108	0	0	108	79	11	0	0	90	20	1	0	0	21	219
Hourly Total	3	398	0	0	401	322	37	0	0	359	68	8	0	0	76	836
12:00 PM	2	116	0	0	118	91	17	0	0	108	21	1	0	0	22	248
12:15 PM	3	97	0	0	100	107	13	0	0	120	12	3	0	0	15	235
12:30 PM	0	116	0	0	116	87	17	0	0	104	22	2	0	0	24	244
12:45 PM	0	99	0	0	99	116	7	0	0	123	15	1	0	0	16	238
Hourly Total	5	428	0	0	433	401	54	0	0	455	70	7	0	0	77	965
1:00 PM	1	89	0	0	90	96	8	0	0	104	12	2	0	0	14	208
1:15 PM	1	102	0	0	103	91	15	0	0	106	14	0	0	0	14	223
1:30 PM	0	105	0	0	105	106	9	0	0	115	15	3	0	0	18	238
1:45 PM	0	123	0	0	123	86	11	0	0	97	13	4	0	0	17	237
Hourly Total	2	419	0	0	421	379	43	0	0	422	54	9	0	0	63	906
2:00 PM	0	101	0	0	101	95	9	0	0	104	15	1	0	0	16	221
2:15 PM	1	106	0	0	107	86	9	0	0	95	10	0	0	1	10	212
2:30 PM	1	98	0	0	99	86	3	0	0	89	16	0	0	0	16	204
2:45 PM	0	97	0	0	97	87	20	0	0	107	9	1	0	0	10	214
Hourly Total	2	402	0	0	404	354	41	0	0	395	50	2	0	1	52	851
3:00 PM	1	114	0	0	115	119	11	0	0	130	17	1	0	0	18	263
3:15 PM	0	98	0	0	98	101	12	0	0	113	11	0	0	0	11	222
3:30 PM	1	111	0	0	112	105	9	0	0	114	8	1	0	0	9	235
3:45 PM	1	116	0	0	117	114	9	0	0	123	18	1	0	0	19	259
Hourly Total	3	439	0	0	442	439	41	0	0	480	54	3	0	0	57	979
4:00 PM	2	95	0	0	97	102	18	0	0	120	16	2	0	0	18	235
4:15 PM	0	129	0	0	129	99	10	0	0	109	22	2	0	0	24	262
4:30 PM	1	116	0	0	117	111	23	0	0	134	15	4	0	0	19	270
4:45 PM	3	106	0	0	109	115	17	0	0	132	15	0	0	0	15	256
Hourly Total	6	446	0	0	452	427	68	0	0	495	68	8	0	0	76	1023
5:00 PM	5	128	0	0	133	121	14	0	0	135	16	1	0	0	17	285
5:15 PM	4	102	0	0	106	115	18	0	0	133	22	2	0	0	24	263
5:30 PM	2	109	0	0	111	102	25	0	0	127	16	1	0	0	17	255
5:45 PM	3	88	0	0	91	90	16	0	0	106	22	2	0	0	24	221
Hourly Total	14	427	0	0	441	428	73	0	0	501	76	6	0	0	82	1024
6:00 PM	1	68	0	0	69	92	18	0	0	110	11	3	0	0	14	193
6:15 PM	2	87	0	0	89	59	7	0	0	66	12	0	0	0	12	167
6:30 PM	0	74	0	0	74	59	11	0	0	70	15	3	0	0	18	162
6:45 PM	1	67	0	0	68	78	14	0	0	92	13	0	0	0	13	173
Hourly Total	4	296	0	0	300	288	50	0	0	338	51	6	0	0	57	695
Grand Total	52	4581	0	0	4633	3890	503	0	0	4393	779	86	1	3	866	9892
Approach %	1.1	98.9	0.0	-	-	88.5	11.5	0.0	-	-	90.0	9.9	0.1	-	-	-
Total %	0.5	46.3	0.0	-	46.8	39.3	5.1	0.0	-	44.4	7.9	0.9	0.0	-	8.8	-

5.2.7 A12

Lights	51	4530	0	-	4581	3845	491	0	-	4336	749	82	1	-	832	9749
% Lights	98.1	98.9	-	-	98.9	98.8	97.6	-	-	98.7	96.1	95.3	100.0	-	96.1	98.6
Buses	0	1	0	-	1	1	5	0	-	6	23	1	0	-	24	31
% Buses	0.0	0.0	-	-	0.0	0.0	1.0	-	-	0.1	3.0	1.2	0.0	-	2.8	0.3
Single-Unit Trucks	1	38	0	-	39	35	6	0	-	41	6	2	0	-	8	88
% Single-Unit Trucks	1.9	0.8	-	-	0.8	0.9	1.2	-	-	0.9	0.8	2.3	0.0	-	0.9	0.9
Articulated Trucks	0	12	0	-	12	7	1	0	-	8	1	1	0	-	2	22
% Articulated Trucks	0.0	0.3	-	-	0.3	0.2	0.2	-	-	0.2	0.1	1.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	-	0	2	0	0	-	2	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	-	-	0.0	0.1	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

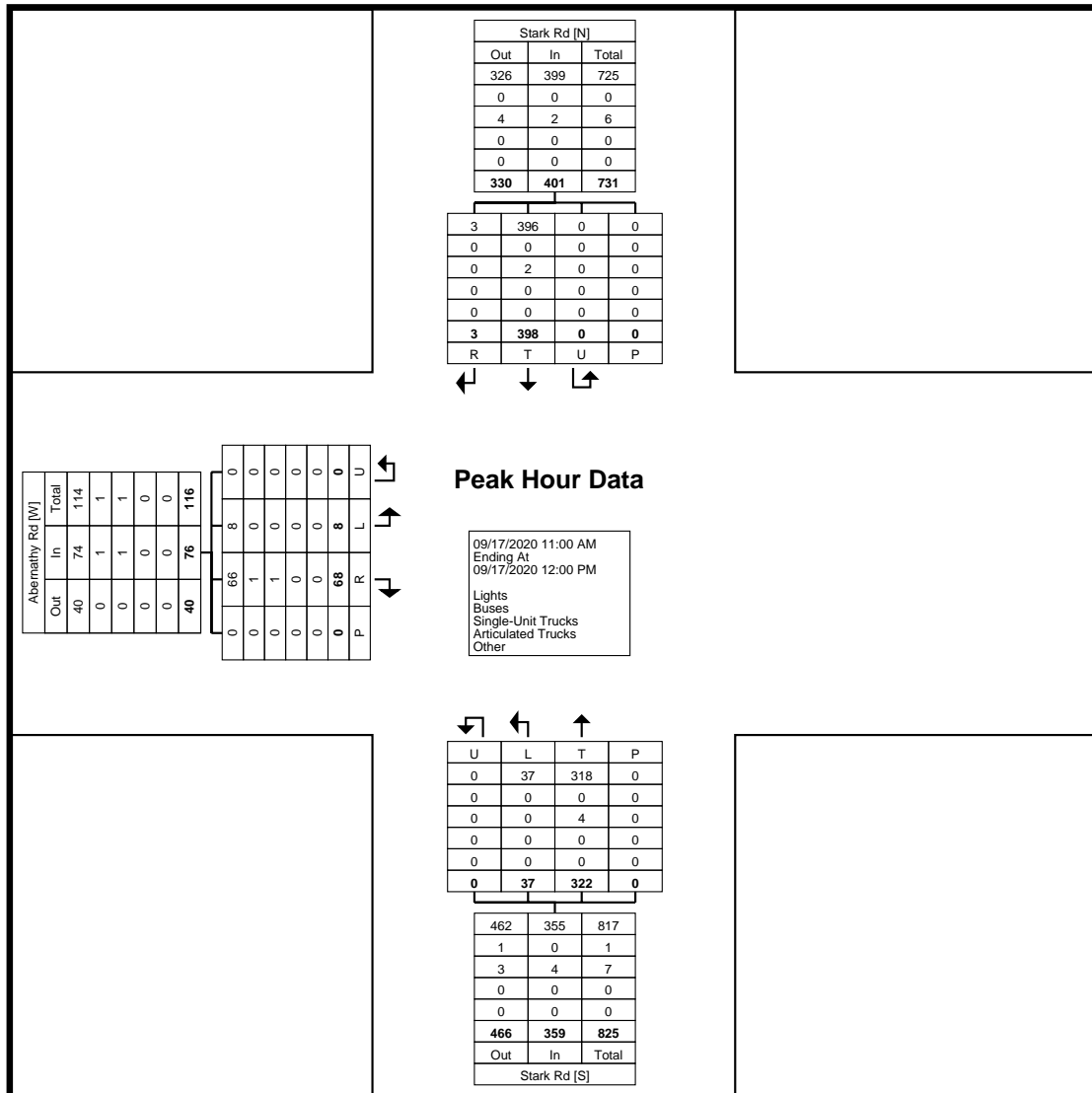
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 Rd @ Abernathy Rd, Starkville
 Site Code: 2010056
 Start Date: 09/17/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

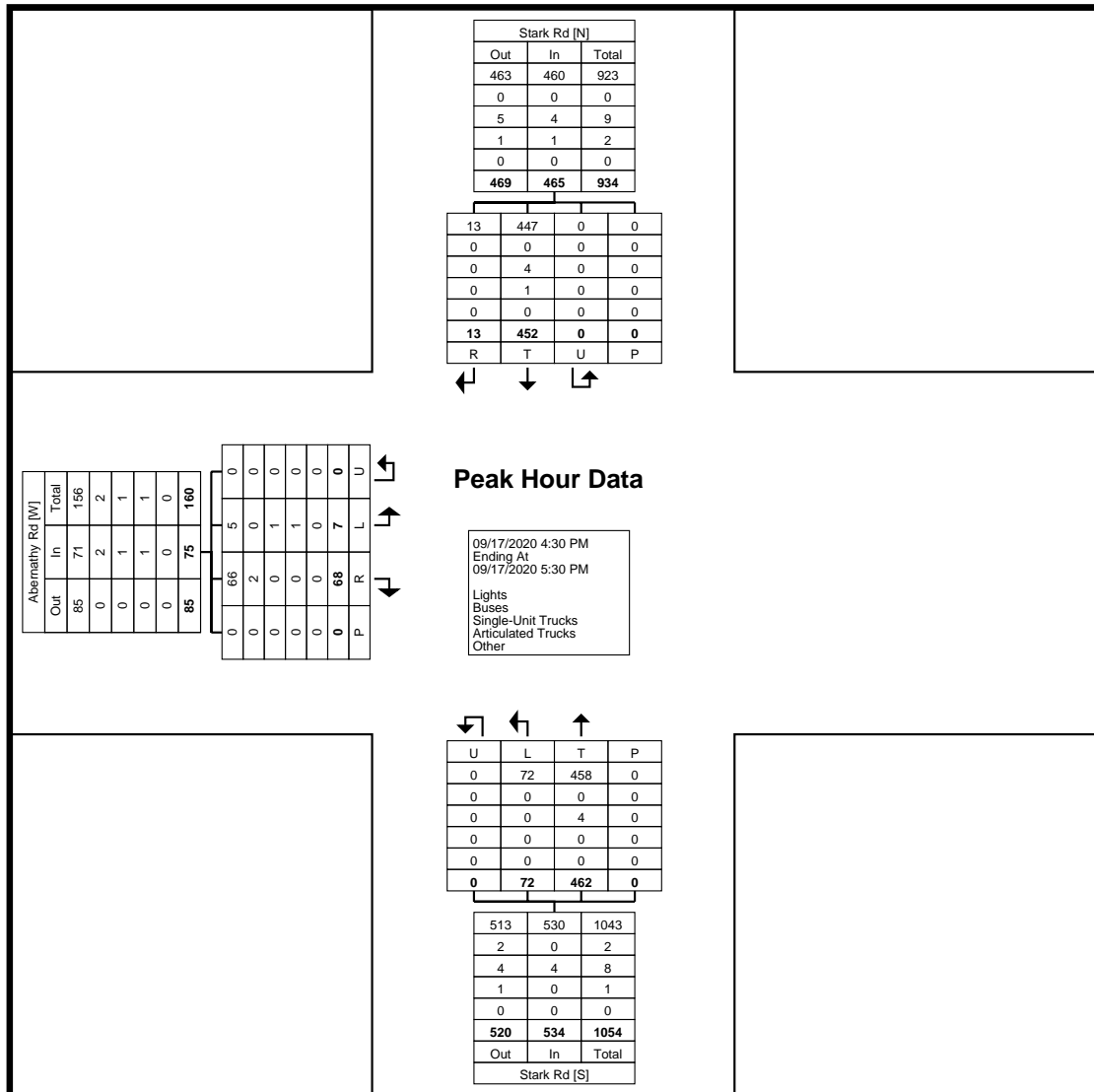
Count Name: 2010056 - Stark
 Rd @ Abernathy Rd, Starkville
 Site Code: 2010056
 Start Date: 09/17/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010056 - Stark
 Rd @ Abernathy Rd, Starkville
 Site Code: 2010056
 Start Date: 09/17/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Stark Rd From North			Stark Rd From South			Abernathy Rd From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
07:00 AM	0	1	0	1	1	0	0	1	0	4
07:15 AM	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	2	0	0	1	0	1	0	0	4
07:45 AM	0	2	0	1	0	0	1	0	0	4
Total	0	6	0	2	2	0	2	1	0	13
08:00 AM	0	0	0	1	1	0	2	0	0	4
08:15 AM	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	5	0	0	1	0	0	7
08:45 AM	0	1	0	2	0	0	0	0	0	3
Total	0	2	0	9	1	0	3	0	0	15
09:00 AM	0	0	0	1	0	0	1	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	4	0	1	0	0	1	0	0	6
Total	0	4	0	2	0	0	2	0	0	8
10:00 AM	0	0	0	0	0	0	1	0	0	1
10:15 AM	0	1	0	0	0	0	1	0	0	2
10:30 AM	0	2	0	1	0	0	1	0	0	4
10:45 AM	0	1	0	0	1	0	1	0	0	3
Total	0	4	0	1	1	0	4	0	0	10
11:00 AM	0	0	0	2	0	0	0	0	0	2
11:15 AM	0	1	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	2	0	0	1	0	0	4
11:45 AM	0	0	0	0	0	0	1	0	0	1
Total	0	2	0	4	0	0	2	0	0	8
12:00 PM	0	0	0	2	0	0	0	0	0	2
12:15 PM	0	2	0	1	0	0	1	0	0	4
12:30 PM	0	2	0	2	0	0	1	0	0	5
12:45 PM	0	1	0	0	0	0	2	0	0	3
Total	0	5	0	5	0	0	4	0	0	14
01:00 PM	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	3	0	0	1	0	0	0	0	4
01:30 PM	0	3	0	2	0	0	1	0	0	6
01:45 PM	0	2	0	0	0	0	2	0	0	4
Total	0	9	0	2	1	0	3	0	0	15
02:00 PM	0	1	0	1	1	0	0	0	0	3
02:15 PM	1	2	0	1	0	0	0	0	0	4
02:30 PM	0	0	0	4	0	0	1	0	0	5
02:45 PM	0	0	0	0	1	0	1	0	0	2
Total	1	3	0	6	2	0	2	0	0	14
03:00 PM	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	1	0	0	0	0	0	1
03:30 PM	0	1	0	4	1	0	1	0	0	7
03:45 PM	0	2	0	0	2	0	0	0	0	4
Total	0	4	0	5	3	0	1	0	0	13
04:00 PM	0	4	0	0	1	0	1	0	0	6
04:15 PM	0	2	0	1	0	0	0	1	0	4
04:30 PM	0	1	0	2	0	0	1	1	0	5
04:45 PM	0	2	0	1	0	0	0	0	0	3
Total	0	9	0	4	1	0	2	2	0	18
05:00 PM	0	1	0	0	0	0	1	0	0	2
05:15 PM	0	1	0	1	0	0	0	1	0	3
05:30 PM	0	1	0	0	0	0	1	0	0	2

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Stark Rd From North			Stark Rd From South			Abernathy Rd From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
05:45 PM	0	0	0	0	1	0	0	0	0	1
Total	0	3	0	1	1	0	2	1	0	8
06:00 PM	0	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	1	0	0	2	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	2	0	0	3	0	0	5
Grand Total	1	51	0	43	12	0	30	4	0	141
Apprch %	1.9	98.1	0	78.2	21.8	0	88.2	11.8	0	
Total %	0.7	36.2	0	30.5	8.5	0	21.3	2.8	0	
Buses	0	1	0	1	5	0	23	1	0	31
% Buses	0	2	0	2.3	41.7	0	76.7	25	0	22
Single-Unit Trucks	1	38	0	35	6	0	6	2	0	88
% Single-Unit Trucks	100	74.5	0	81.4	50	0	20	50	0	62.4
Articulated Trucks	0	12	0	7	1	0	1	1	0	22
% Articulated Trucks	0	23.5	0	16.3	8.3	0	3.3	25	0	15.6

Neel-Schaffer, Inc.
1115 Stark Road
Starkville, MS 39760
Solutions You Can Build Upon

File Name : Stark @ Starkville Crossing
 Site Code :
 Start Date : 8/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

Start Time	STARK RD Southbound				STARKVILLE CROSSING Westbound				STARK RD Northbound				EL VERACRUZ DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	7	20	0	27	2	0	1	3	0	9	2	11	0	0	0	0	41
06:15 AM	7	42	0	49	1	0	1	2	0	12	4	16	0	0	0	0	67
06:30 AM	8	40	0	48	2	0	1	3	0	13	0	13	0	0	0	0	64
06:45 AM	13	61	0	74	0	0	8	8	0	21	2	23	0	0	0	0	105
Total	35	163	0	198	5	0	11	16	0	55	8	63	0	0	0	0	277
07:00 AM	14	70	0	84	1	0	4	5	0	24	2	26	0	0	0	0	115
07:15 AM	20	100	0	120	1	0	9	10	0	26	3	29	0	0	0	0	159
07:30 AM	24	123	0	147	4	0	10	14	0	42	4	46	0	0	0	0	207
07:45 AM	18	87	0	105	3	0	11	14	0	53	4	57	0	0	0	0	176
Total	76	380	0	456	9	0	34	43	0	145	13	158	0	0	0	0	657
08:00 AM	12	65	0	77	4	0	9	13	0	42	3	45	0	0	0	0	135
08:15 AM	23	86	0	109	3	0	9	12	0	40	5	45	0	0	0	0	166
08:30 AM	26	68	0	94	2	0	13	15	0	42	3	45	0	0	0	0	154
08:45 AM	19	74	3	96	2	0	20	22	0	45	7	52	0	0	0	0	170
Total	80	293	3	376	11	0	51	62	0	169	18	187	0	0	0	0	625
09:00 AM	31	67	0	98	7	0	15	22	1	56	5	62	0	0	0	0	182
09:15 AM	26	46	0	72	8	0	21	29	0	37	6	43	0	0	0	0	144
09:30 AM	25	52	0	77	8	0	22	30	0	48	9	57	0	0	0	0	164
09:45 AM	26	74	0	100	4	0	18	22	0	55	4	59	0	0	0	0	181
Total	108	239	0	347	27	0	76	103	1	196	24	221	0	0	0	0	671
10:00 AM	41	63	0	104	5	1	18	24	0	49	11	60	0	0	0	0	188
10:15 AM	25	68	0	93	5	0	24	29	0	49	5	54	0	0	1	1	177
10:30 AM	28	65	0	93	7	0	28	35	1	58	5	64	0	0	1	1	193
10:45 AM	34	76	0	110	8	0	20	28	1	56	11	68	0	0	0	0	206
Total	128	272	0	400	25	1	90	116	2	212	32	246	0	0	2	2	764
11:00 AM	26	80	2	108	8	1	22	31	6	44	11	61	0	0	1	1	201
11:15 AM	23	80	1	104	8	0	24	32	2	59	7	68	0	0	0	0	204
11:30 AM	34	79	1	114	10	0	31	41	1	48	10	59	2	0	0	2	216
11:45 AM	34	90	1	125	8	1	32	41	3	60	11	74	0	0	3	3	243
Total	117	329	5	451	34	2	109	145	12	211	39	262	2	0	4	6	864
12:00 PM	28	94	2	124	8	1	36	45	3	84	13	100	0	0	5	5	274
12:15 PM	28	72	3	103	7	0	40	47	1	67	6	74	0	2	3	5	229
12:30 PM	15	90	1	106	13	1	31	45	2	63	5	70	2	0	2	4	225
12:45 PM	21	87	3	111	8	0	29	37	0	77	6	83	1	1	3	5	236
Total	92	343	9	444	36	2	136	174	6	291	30	327	3	3	13	19	964
01:00 PM	23	84	2	109	5	0	31	36	1	80	5	86	1	0	3	4	235
01:15 PM	30	72	1	103	15	1	41	57	1	58	10	69	1	1	1	3	232
01:30 PM	30	71	1	102	4	0	35	39	1	62	6	69	2	0	0	2	212
01:45 PM	24	76	0	100	4	0	24	28	0	72	11	83	2	0	4	6	217
Total	107	303	4	414	28	1	131	160	3	272	32	307	6	1	8	15	896
02:00 PM	30	78	0	108	7	0	37	44	1	80	7	88	0	0	1	1	241
02:15 PM	24	82	1	107	8	0	39	47	3	66	3	72	0	0	1	1	227

Neel-Schaffer, Inc.
1115 Stark Road
Starkville, MS 39760
Solutions You Can Build Upon

File Name : Stark @ Starkville Crossing

Site Code :

Start Date : 8/19/2021

Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles

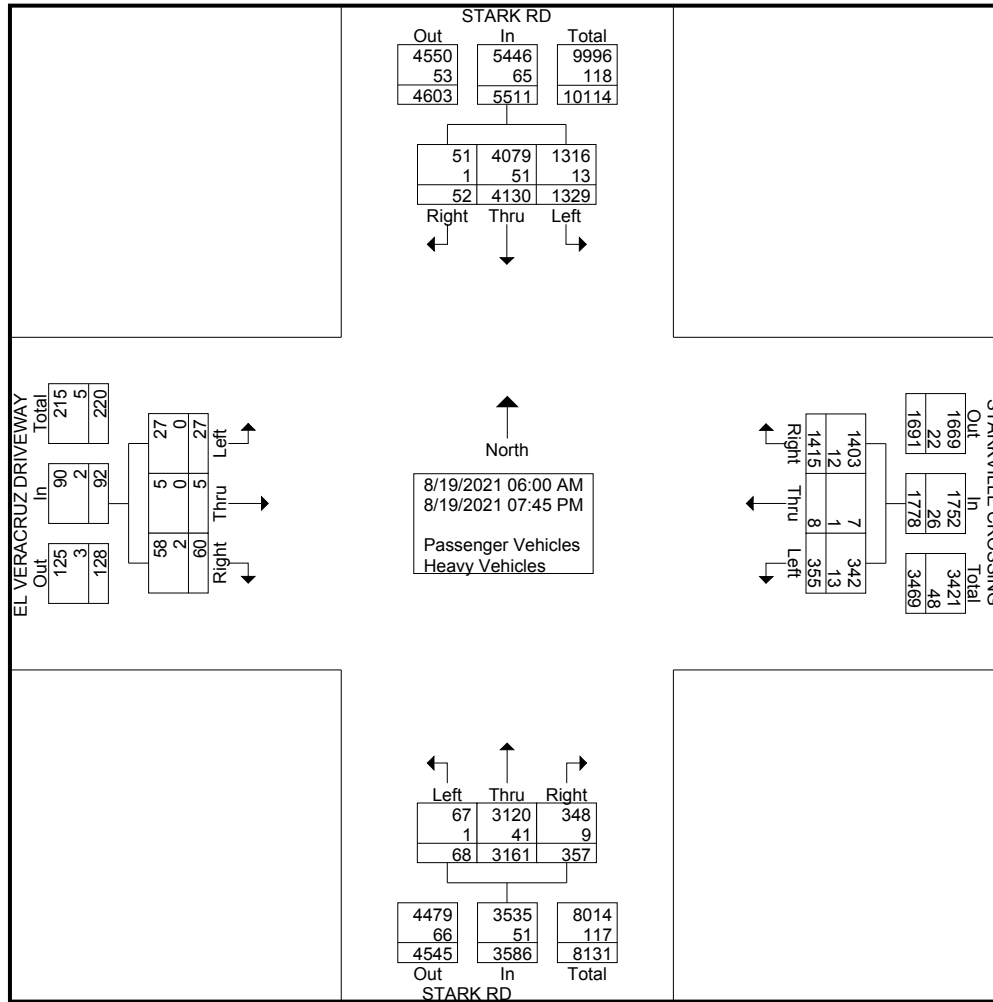
Start Time	STARK RD Southbound				STARKVILLE CROSSING Westbound				STARK RD Northbound				EL VERACRUZ DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
02:30 PM	19	68	1	88	4	0	36	40	0	66	5	71	1	0	0	1	200
02:45 PM	26	109	1	136	5	0	19	24	0	57	9	66	0	0	2	2	228
Total	99	337	3	439	24	0	131	155	4	269	24	297	1	0	4	5	896
03:00 PM	31	78	0	109	7	0	32	39	0	78	7	85	0	0	0	0	233
03:15 PM	19	75	0	94	6	0	32	38	1	80	10	91	1	0	1	2	225
03:30 PM	16	80	1	97	7	0	37	44	2	80	8	90	0	0	3	3	234
03:45 PM	33	70	1	104	10	0	26	36	0	41	5	46	0	0	1	1	187
Total	99	303	2	404	30	0	127	157	3	279	30	312	1	0	5	6	879
04:00 PM	28	78	1	107	5	0	38	43	1	98	6	105	1	0	0	1	256
04:15 PM	18	89	0	107	6	0	41	47	1	64	4	69	0	0	1	1	224
04:30 PM	37	104	0	141	6	0	40	46	0	89	6	95	0	0	0	0	282
04:45 PM	43	90	2	135	6	0	35	41	3	90	9	102	1	0	2	3	281
Total	126	361	3	490	23	0	154	177	5	341	25	371	2	0	3	5	1043
05:00 PM	33	75	1	109	9	0	38	47	2	82	10	94	0	0	0	0	250
05:15 PM	28	107	0	135	9	1	30	40	3	82	9	94	1	0	1	2	271
05:30 PM	28	98	1	127	10	0	42	52	3	71	8	82	0	0	2	2	263
05:45 PM	28	70	4	102	3	0	35	38	2	63	5	70	1	0	0	1	211
Total	117	350	6	473	31	1	145	177	10	298	32	340	2	0	3	5	995
06:00 PM	15	72	1	88	4	0	29	33	0	75	7	82	2	0	0	2	205
06:15 PM	27	68	2	97	9	0	32	41	3	52	6	61	1	0	4	5	204
06:30 PM	25	79	3	107	10	1	34	45	2	52	4	58	3	0	2	5	215
06:45 PM	16	48	0	64	10	0	27	37	3	53	6	62	0	0	3	3	166
Total	83	267	6	356	33	1	122	156	8	232	23	263	6	0	9	15	790
07:00 PM	16	49	2	67	9	0	23	32	3	65	6	74	1	0	3	4	177
07:15 PM	20	54	2	76	11	0	24	35	2	47	8	57	0	0	2	2	170
07:30 PM	12	50	1	63	8	0	28	36	5	46	7	58	3	1	1	5	162
07:45 PM	14	37	6	57	11	0	23	34	4	33	6	43	0	0	3	3	137
Total	62	190	11	263	39	0	98	137	14	191	27	232	4	1	9	14	646

Neel-Schaffer, Inc.
1115 Stark Road
Starkville, MS 39760
Solutions You Can Build Upon

File Name : Stark @ Starkville Crossing
 Site Code :
 Start Date : 8/19/2021
 Page No : 3

Groups Printed- Passenger Vehicles - Heavy Vehicles

	STARK RD Southbound				STARKVILLE CROSSING Westbound				STARK RD Northbound				EL VERACRUZ DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Grand Total	1329	4130	52	5511	355	8	1415	1778	68	3161	357	3586	27	5	60	92	10967
Apprch %	24.1	74.9	0.9		20	0.4	79.6		1.9	88.1	10		29.3	5.4	65.2		
Total %	12.1	37.7	0.5	50.3	3.2	0.1	12.9	16.2	0.6	28.8	3.3	32.7	0.2	0	0.5	0.8	
Passenger Vehicles	1316	4079	51	5446	342	7	1403	1752	67	3120	348	3535	27	5	58	90	10823
% Passenger Vehicles	99	98.8	98.1	98.8	96.3	87.5	99.2	98.5	98.5	98.7	97.5	98.6	100	100	96.7	97.8	98.7
Heavy Vehicles	13	51	1	65	13	1	12	26	1	41	9	51	0	0	2	2	144
% Heavy Vehicles	1	1.2	1.9	1.2	3.7	12.5	0.8	1.5	1.5	1.3	2.5	1.4	0	0	3.3	2.2	1.3



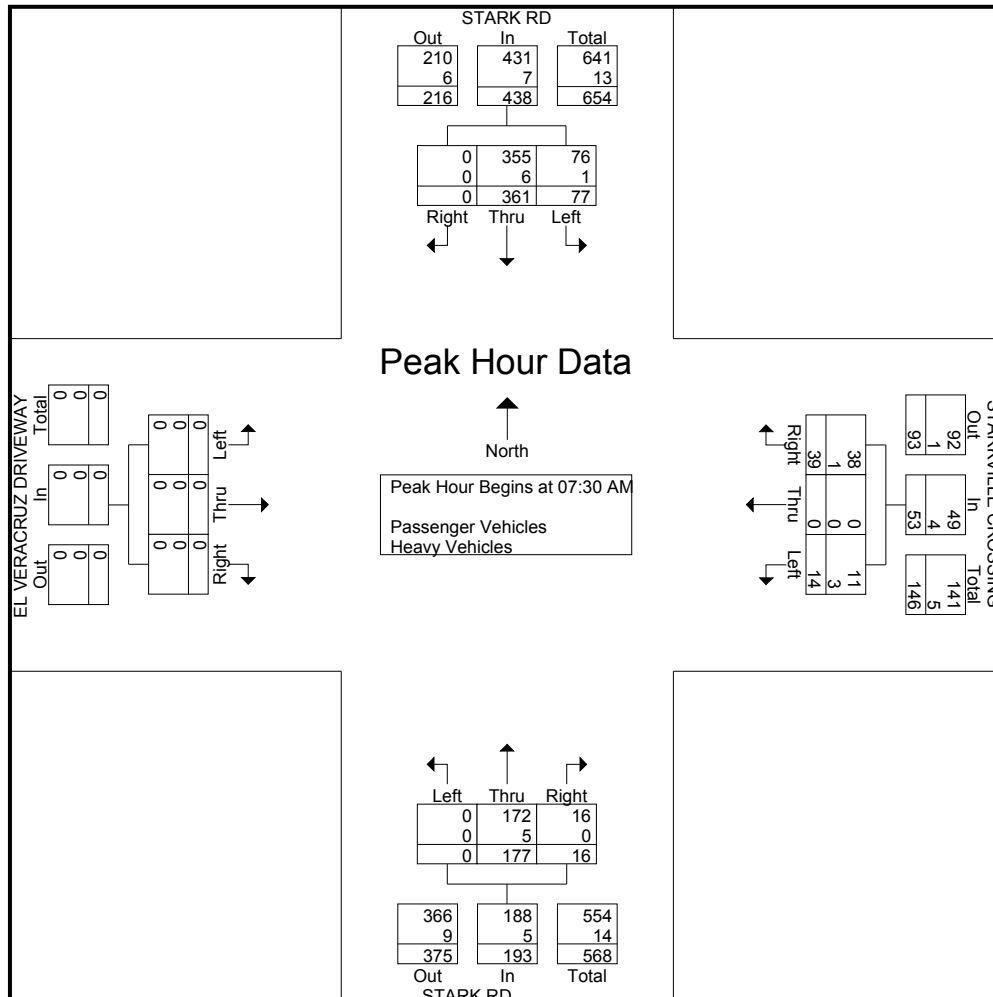
Neel-Schaffer, Inc.
1115 Stark Road
Starkville, MS 39760
Solutions You Can Build Upon

File Name : Stark @ Starkville Crossing
 Site Code :
 Start Date : 8/19/2021
 Page No : 4

Start Time	STARK RD Southbound				STARKVILLE CROSSING Westbound				STARK RD Northbound				EL VERACRUZ DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	24	123	0	147	4	0	10	14	0	42	4	46	0	0	0	0	207
07:45 AM	18	87	0	105	3	0	11	14	0	53	4	57	0	0	0	0	176
08:00 AM	12	65	0	77	4	0	9	13	0	42	3	45	0	0	0	0	135
08:15 AM	23	86	0	109	3	0	9	12	0	40	5	45	0	0	0	0	166
Total Volume	77	361	0	438	14	0	39	53	0	177	16	193	0	0	0	0	684
% App. Total	17.6	82.4	0		26.4	0	73.6		0	91.7	8.3		0	0	0		
PHF	.802	.734	.000	.745	.875	.000	.886	.946	.000	.835	.800	.846	.000	.000	.000	.000	.826
Passenger Vehicles	76	355	0	431	11	0	38	49	0	172	16	188	0	0	0	0	668
% Passenger Vehicles	98.7	98.3	0	98.4	78.6	0	97.4	92.5	0	97.2	100	97.4	0	0	0	0	97.7
Heavy Vehicles	1	6	0	7	3	0	1	4	0	5	0	5	0	0	0	0	16
% Heavy Vehicles	1.3	1.7	0	1.6	21.4	0	2.6	7.5	0	2.8	0	2.6	0	0	0	0	2.3



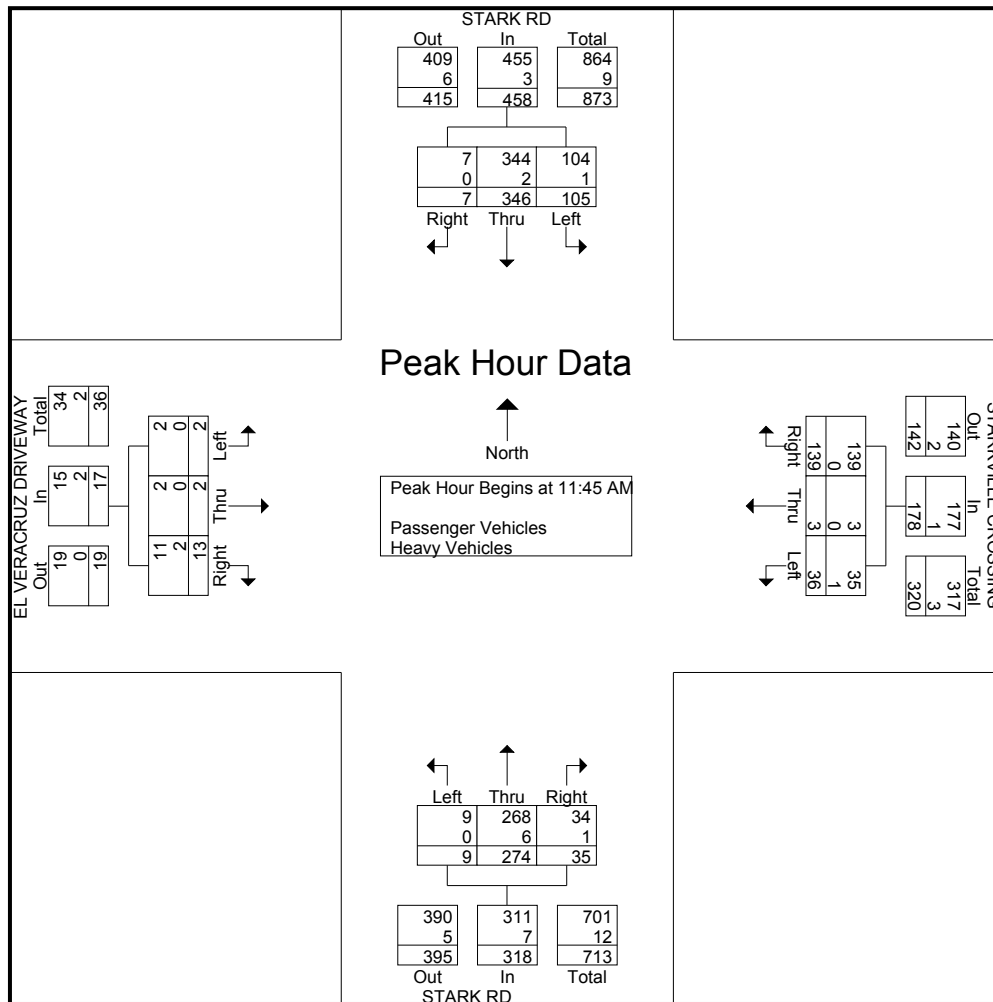
Neel-Schaffer, Inc.
1115 Stark Road
Starkville, MS 39760
Solutions You Can Build Upon

File Name : Stark @ Starkville Crossing
 Site Code :
 Start Date : 8/19/2021
 Page No : 5

Start Time	STARK RD Southbound				STARKVILLE CROSSING Westbound				STARK RD Northbound				EL VERACRUZ DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	34	90	1	125	8	1	32	41	3	60	11	74	0	0	3	3	243
12:00 PM	28	94	2	124	8	1	36	45	3	84	13	100	0	0	5	5	274
12:15 PM	28	72	3	103	7	0	40	47	1	67	6	74	0	2	3	5	229
12:30 PM	15	90	1	106	13	1	31	45	2	63	5	70	2	0	2	4	225
Total Volume	105	346	7	458	36	3	139	178	9	274	35	318	2	2	13	17	971
% App. Total	22.9	75.5	1.5		20.2	1.7	78.1		2.8	86.2	11		11.8	11.8	76.5		
PHF	.772	.920	.583	.916	.692	.750	.869	.947	.750	.815	.673	.795	.250	.250	.650	.850	.886
Passenger Vehicles	104	344	7	455	35	3	139	177	9	268	34	311	2	2	11	15	958
% Passenger Vehicles	99.0	99.4	100	99.3	97.2	100	100	99.4	100	97.8	97.1	97.8	100	100	84.6	88.2	98.7
Heavy Vehicles	1	2	0	3	1	0	0	1	0	6	1	7	0	0	2	2	13
% Heavy Vehicles	1.0	0.6	0	0.7	2.8	0	0	0.6	0	2.2	2.9	2.2	0	0	15.4	11.8	1.3



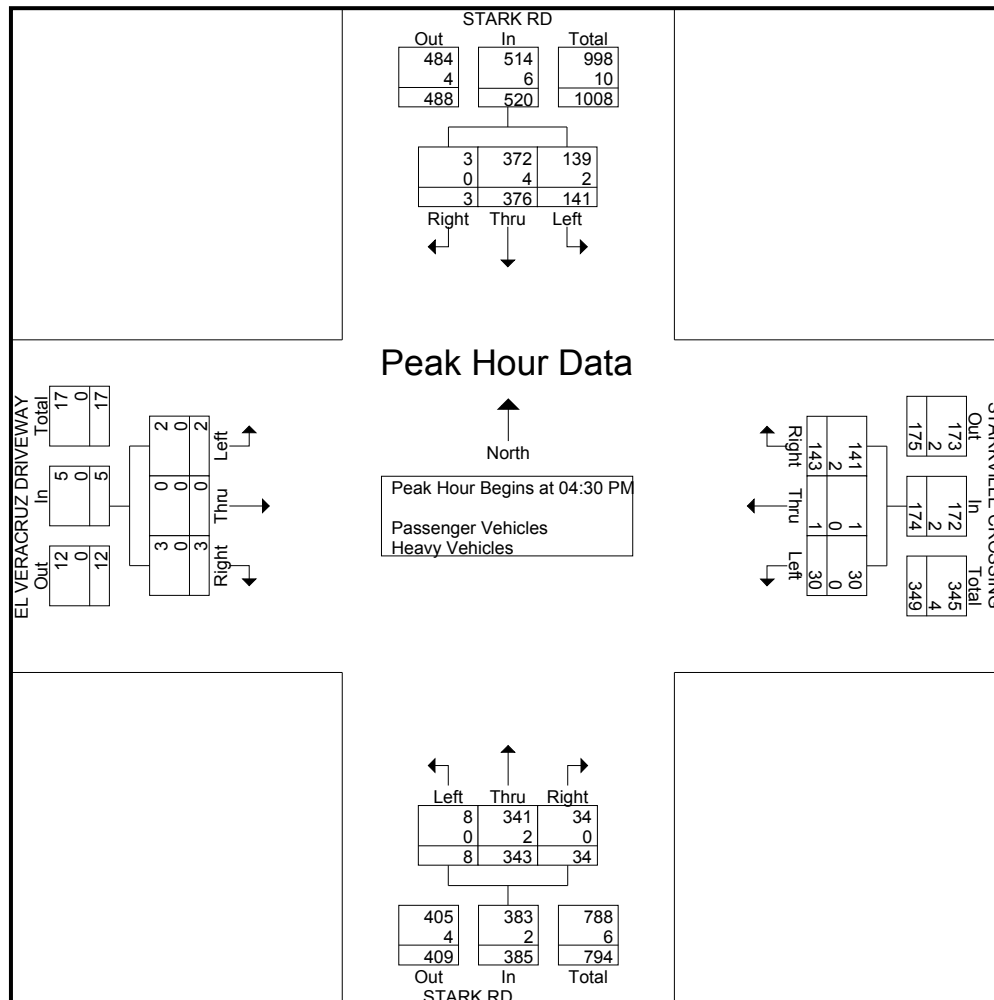
Neel-Schaffer, Inc.
1115 Stark Road
Starkville, MS 39760
Solutions You Can Build Upon

File Name : Stark @ Starkville Crossing
 Site Code :
 Start Date : 8/19/2021
 Page No : 6

Start Time	STARK RD Southbound				STARKVILLE CROSSING Westbound				STARK RD Northbound				EL VERACRUZ DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 02:00 PM to 07:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	37	104	0	141	6	0	40	46	0	89	6	95	0	0	0	0	282
04:45 PM	43	90	2	135	6	0	35	41	3	90	9	102	1	0	2	3	281
05:00 PM	33	75	1	109	9	0	38	47	2	82	10	94	0	0	0	0	250
05:15 PM	28	107	0	135	9	1	30	40	3	82	9	94	1	0	1	2	271
Total Volume	141	376	3	520	30	1	143	174	8	343	34	385	2	0	3	5	1084
% App. Total	27.1	72.3	0.6		17.2	0.6	82.2		2.1	89.1	8.8		40	0	60		
PHF	.820	.879	.375	.922	.833	.250	.894	.926	.667	.953	.850	.944	.500	.000	.375	.417	.961
Passenger Vehicles	139	372	3	514	30	1	141	172	8	341	34	383	2	0	3	5	1074
% Passenger Vehicles	98.6	98.9	100	98.8	100	100	98.6	98.9	100	99.4	100	99.5	100	0	100	100	99.1
Heavy Vehicles	2	4	0	6	0	0	2	2	0	2	0	2	0	0	0	0	10
% Heavy Vehicles	1.4	1.1	0	1.2	0	0	1.4	1.1	0	0.6	0	0.5	0	0	0	0	0.9



HCM 6th TWSC
5: Stark Road & El Veracruz/Starkville Crossing

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	14	0	39	0	177	16	77	361	0
Future Vol, veh/h	0	0	0	14	0	39	0	177	16	77	361	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	42	0	192	17	84	392	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	782	769	392	761	761	201	392	0	0	209	0	0
Stage 1	560	560	-	201	201	-	-	-	-	-	-	-
Stage 2	222	209	-	560	560	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	312	332	657	322	335	840	1167	-	-	1362	-	-
Stage 1	513	511	-	801	735	-	-	-	-	-	-	-
Stage 2	780	729	-	513	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	278	306	657	303	309	840	1167	-	-	1362	-	-
Mov Cap-2 Maneuver	278	306	-	303	309	-	-	-	-	-	-	-
Stage 1	513	471	-	801	735	-	-	-	-	-	-	-
Stage 2	741	729	-	472	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12	0	1.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1167	-	-	-	572	1362	-	-
HCM Lane V/C Ratio	-	-	-	-	0.101	0.061	-	-
HCM Control Delay (s)	0	-	-	0	12	7.8	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.2	-	-

HCM 6th Signalized Intersection Summary
 134: Airport Road/Stark Road & Highway 12

5.2.7 B2
 Existing AM Peak.syn
 06/02/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	55	578	219	41	224	78	89	56	23	199	150	57
Future Volume (veh/h)	55	578	219	41	224	78	89	56	23	199	150	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	657	0	47	255	0	101	64	0	226	170	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	977		311	940		394	197		493	280	
Arrive On Green	0.07	0.28	0.00	0.06	0.26	0.00	0.11	0.11	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	62	657	0	47	255	0	101	64	0	226	170	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	1870	0	1781	1870	0
Q Serve(g_s), s	1.4	9.3	0.0	1.0	3.2	0.0	2.7	1.8	0.0	6.1	4.8	0.0
Cycle Q Clear(g_c), s	1.4	9.3	0.0	1.0	3.2	0.0	2.7	1.8	0.0	6.1	4.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	478	977		311	940		394	197		493	280	
V/C Ratio(X)	0.13	0.67		0.15	0.27		0.26	0.33		0.46	0.61	
Avail Cap(c_a), veh/h	549	1785		401	1785		708	527		728	527	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	18.3	0.0	14.2	16.5	0.0	18.8	23.5	0.0	18.0	22.5	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.2	0.2	0.0	0.3	0.9	0.0	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.3	0.0	0.4	1.1	0.0	1.1	0.8	0.0	2.4	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	19.1	0.0	14.4	16.7	0.0	19.1	24.5	0.0	18.7	24.7	0.0
LnGrp LOS	B	B		B	B		B	C		B	C	
Approach Vol, veh/h		719	A		302	A		165	A		396	A
Approach Delay, s/veh		18.6			16.3			21.2			21.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	22.1	12.0	14.5	8.7	21.5	14.5	12.0				
Change Period (Y+Rc), s	5.0	6.5	6.0	6.0	5.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	28.5	16.0	16.0	6.0	28.5	16.0	16.0				
Max Q Clear Time (g_c+I1), s	3.0	11.3	4.7	6.8	3.4	5.2	8.1	3.8				
Green Ext Time (p_c), s	0.0	3.8	0.2	0.5	0.0	1.4	0.4	0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	107	17	184	367	1
Future Vol, veh/h	16	107	17	184	367	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	116	18	200	399	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	636	400	400	0	-	0
Stage 1	400	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	442	650	1159	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	650	1159	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1159	-	434	650	-	-
HCM Lane V/C Ratio	0.016	-	0.04	0.179	-	-
HCM Control Delay (s)	8.2	0	13.6	11.7	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.6	-	-

HCM 6th TWSC
5: Stark Road & El Veracruz/Starkville Crossing

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	3	30	1	143	8	343	34	141	376	3
Future Vol, veh/h	2	0	3	30	1	143	8	343	34	141	376	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	3	33	1	155	9	373	37	153	409	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1205	1145	411	1128	1128	392	412	0	0	410	0	0
Stage 1	717	717	-	410	410	-	-	-	-	-	-	-
Stage 2	488	428	-	718	718	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	161	200	641	181	204	657	1147	-	-	1149	-	-
Stage 1	421	434	-	619	595	-	-	-	-	-	-	-
Stage 2	561	585	-	420	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	105	164	641	155	167	657	1147	-	-	1149	-	-
Mov Cap-2 Maneuver	105	164	-	155	167	-	-	-	-	-	-	-
Stage 1	417	359	-	613	589	-	-	-	-	-	-	-
Stage 2	423	579	-	346	358	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.5		20.6		0.2		2.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	211	417	1149	-	-
HCM Lane V/C Ratio	0.008	-	-	0.026	0.454	0.133	-	-
HCM Control Delay (s)	8.2	0	-	22.5	20.6	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.3	0.5	-	-

HCM 6th Signalized Intersection Summary
 134: Airport Road/Stark Road & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	117	500	161	92	825	142	240	120	41	165	104	175
Future Volume (veh/h)	117	500	161	92	825	142	240	120	41	165	104	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	568	0	105	938	0	273	136	0	188	118	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1285		431	1269		441	223		381	182	
Arrive On Green	0.08	0.36	0.00	0.07	0.36	0.00	0.17	0.12	0.00	0.12	0.10	0.00
Sat Flow, veh/h	1781	3647	0	1781	3647	0	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	133	568	0	105	938	0	273	136	0	188	118	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	0	1781	1870	0	1781	1870	0
Q Serve(g_s), s	3.3	8.8	0.0	2.6	16.7	0.0	9.7	5.0	0.0	6.7	4.4	0.0
Cycle Q Clear(g_c), s	3.3	8.8	0.0	2.6	16.7	0.0	9.7	5.0	0.0	6.7	4.4	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	312	1285		431	1269		441	223		381	182	
V/C Ratio(X)	0.43	0.44		0.24	0.74		0.62	0.61		0.49	0.65	
Avail Cap(c_a), veh/h	444	3057		498	2910		574	1030		554	1030	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.1	17.6	0.0	13.1	20.4	0.0	23.5	30.4	0.0	24.8	31.6	0.0
Incr Delay (d2), s/veh	0.9	0.2	0.0	0.3	0.9	0.0	1.4	2.7	0.0	1.0	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.2	0.0	0.9	6.1	0.0	4.0	2.4	0.0	2.8	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	17.9	0.0	13.4	21.3	0.0	24.9	33.1	0.0	25.8	35.5	0.0
LnGrp LOS	B	B		B	C		C	C		C	D	
Approach Vol, veh/h		701	A		1043	A		409	A		306	A
Approach Delay, s/veh		17.5			20.5			27.6			29.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	32.8	16.6	13.1	10.6	32.5	15.0	14.6				
Change Period (Y+Rc), s	5.0	6.5	4.5	6.0	5.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	8.0	62.5	17.5	40.0	11.0	59.5	16.0	40.0				
Max Q Clear Time (g_c+I1), s	4.6	10.8	11.7	6.4	5.3	18.7	8.7	7.0				
Green Ext Time (p_c), s	0.1	3.9	0.4	0.6	0.1	7.2	0.3	0.8				

Intersection Summary												
HCM 6th Ctrl Delay				21.9								
HCM 6th LOS				C								

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	68	72	462	452	13
Future Vol, veh/h	7	68	72	462	452	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	74	78	502	491	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1156	498	505	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	217	572	1060	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	572	1060	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1060	-	195	572	-	-
HCM Lane V/C Ratio	0.074	-	0.039	0.129	-	-
HCM Control Delay (s)	8.7	0	24.2	12.2	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.4	-	-



APPENDIX 5.2.10

Attachments:

Turning Movement Traffic Counts	5.2.10 A1 – 5.2.10 A9
Existing Capacity Analysis	5.2.10 B1 – 5.2.10 B15



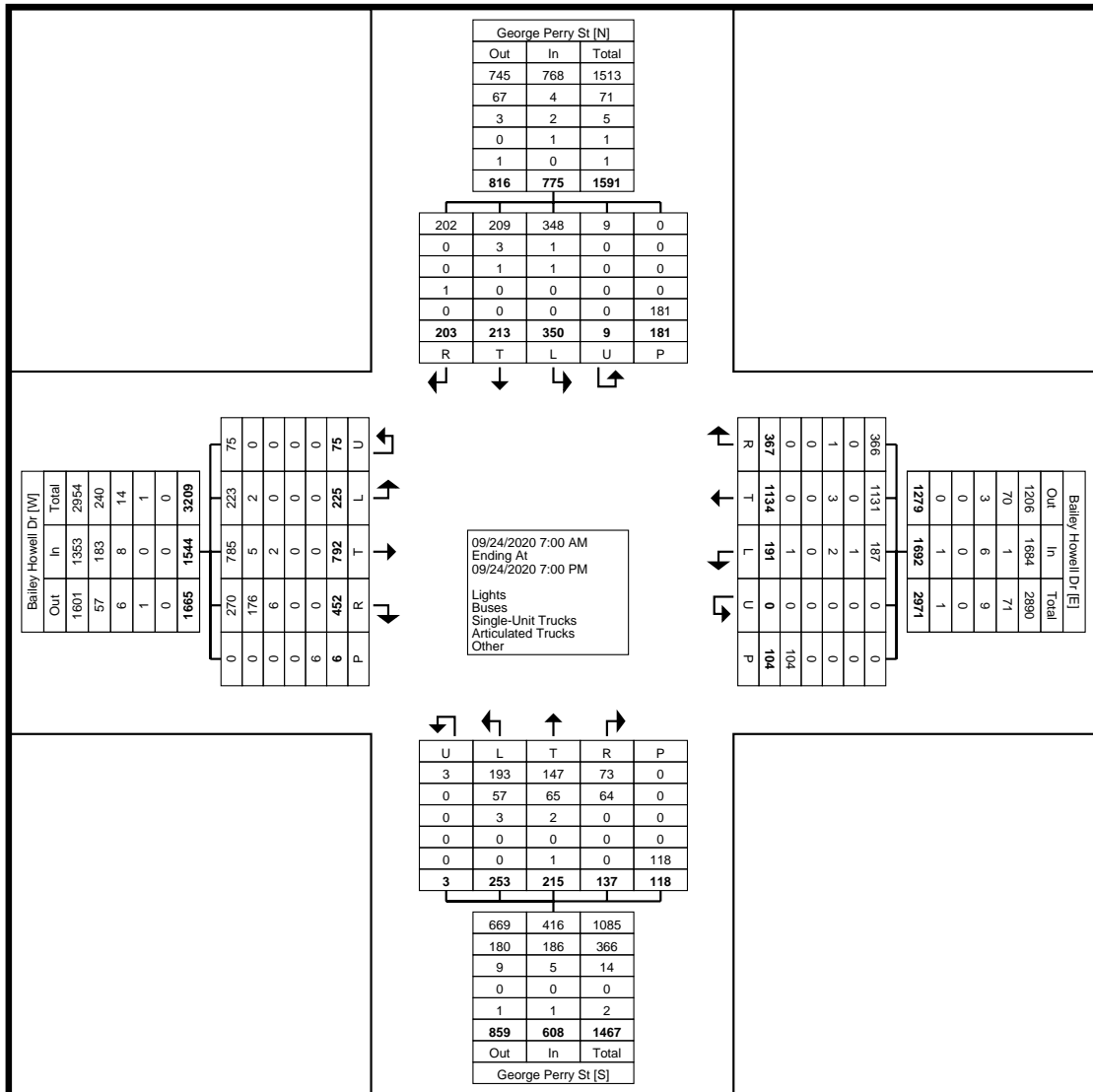
**TURNING MOVEMENT COUNT #2010076
GEORGE PERRY ST @ BAILEY HOWELL DR
STARKVILLE, MS
OKTIBBEHA COUNTY**

5.2.10 A3

Lights	202	209	348	9	-	768	366	1131	187	0	-	1684	73	147	193	3	-	416	270	785	223	75	-	1353	4221
% Lights	99.5	98.1	99.4	100.0	-	99.1	99.7	99.7	97.9	-	-	99.5	53.3	68.4	76.3	100.0	-	68.4	59.7	99.1	99.1	100.0	-	87.6	91.4
Buses	0	3	1	0	-	4	0	0	1	0	-	1	64	65	57	0	-	186	176	5	2	0	-	183	374
% Buses	0.0	1.4	0.3	0.0	-	0.5	0.0	0.0	0.5	-	-	0.1	46.7	30.2	22.5	0.0	-	30.6	38.9	0.6	0.9	0.0	-	11.9	8.1
Single-Unit Trucks	0	1	1	0	-	2	1	3	2	0	-	6	0	2	3	0	-	5	6	2	0	0	-	8	21
% Single-Unit Trucks	0.0	0.5	0.3	0.0	-	0.3	0.3	1.0	-	-	-	0.4	0.0	0.9	1.2	0.0	-	0.8	1.3	0.3	0.0	0.0	-	0.5	0.5
Articulated Trucks	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.5	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	-	-	0.1	0.0	0.5	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	1.1	-	-	-	-	-	1.9	-	-	-	-	-	1.7	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	179	-	-	-	-	-	102	-	-	-	-	-	116	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	98.9	-	-	-	-	-	98.1	-	-	-	-	-	98.3	-	-	-	-	-	100.0	-	-

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Count Name: 2010076 - George
 Perry St @ Bailey Howell Dr,
 Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

5.2.10 A5

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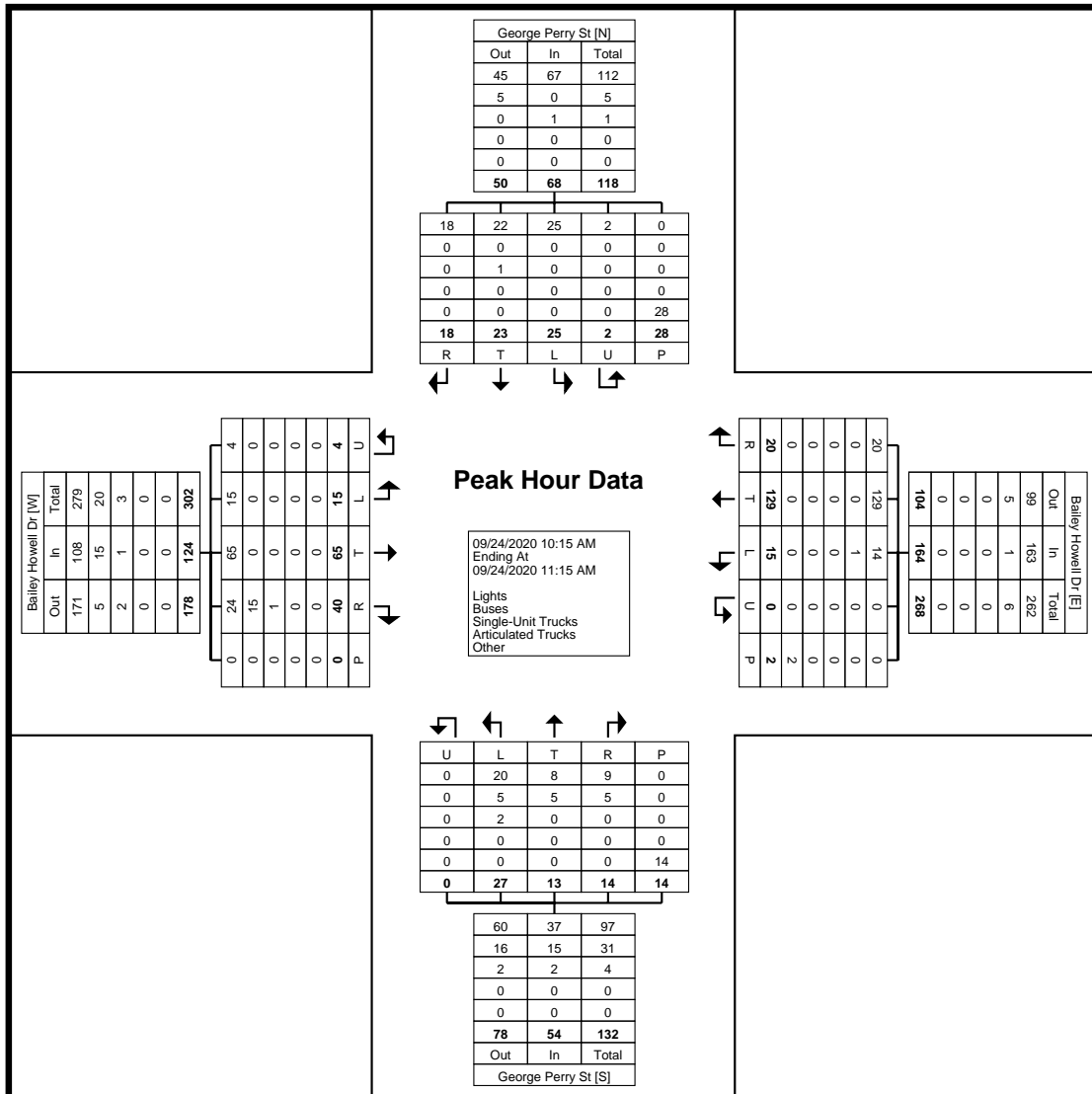
Count Name: 2010076 - George Perry St @ Bailey Howell Dr, Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 4

Turning Movement Peak Hour Data (10:15 AM)

Start Time	George Perry St Southbound						Bailey Howell Dr Westbound						George Perry St Northbound						Bailey Howell Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:15 AM	3	2	5	0	3	10	6	12	3	0	1	21	2	2	7	0	1	11	4	12	2	0	0	18	60
10:30 AM	5	5	9	2	2	21	3	26	3	0	0	32	2	3	4	0	1	9	9	11	7	1	0	28	90
10:45 AM	6	6	10	0	17	22	7	54	3	0	0	64	7	5	11	0	4	23	12	21	3	1	0	37	146
11:00 AM	4	10	1	0	6	15	4	37	6	0	1	47	3	3	5	0	8	11	15	21	3	2	0	41	114
Total	18	23	25	2	28	68	20	129	15	0	2	164	14	13	27	0	14	54	40	65	15	4	0	124	410
Approach %	26.5	33.8	36.8	2.9	-	-	12.2	78.7	9.1	0.0	-	-	25.9	24.1	50.0	0.0	-	-	32.3	52.4	12.1	3.2	-	-	-
Total %	4.4	5.6	6.1	0.5	-	16.6	4.9	31.5	3.7	0.0	-	40.0	3.4	3.2	6.6	0.0	-	13.2	9.8	15.9	3.7	1.0	-	30.2	-
PHF	0.750	0.575	0.625	0.250	-	0.773	0.714	0.597	0.625	0.000	-	0.641	0.500	0.650	0.614	0.000	-	0.587	0.667	0.774	0.536	0.500	-	0.756	0.702
Lights	18	22	25	2	-	67	20	129	14	0	-	163	9	8	20	0	-	37	24	65	15	4	-	108	375
% Lights	100.0	95.7	100.0	100.0	-	98.5	100.0	100.0	93.3	-	-	99.4	64.3	61.5	74.1	-	-	68.5	60.0	100.0	100.0	100.0	-	87.1	91.5
Buses	0	0	0	0	-	0	0	0	1	0	-	1	5	5	5	0	-	15	15	0	0	0	-	15	31
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	6.7	-	-	0.6	35.7	38.5	18.5	-	-	27.8	37.5	0.0	0.0	0.0	-	12.1	7.6
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	1	0	0	0	-	1	4
% Single-Unit Trucks	0.0	4.3	0.0	0.0	-	1.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	7.4	-	-	3.7	2.5	0.0	0.0	0.0	-	0.8	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	28	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: 2010076 - George
 Perry St @ Bailey Howell Dr,
 Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (10:15 AM)

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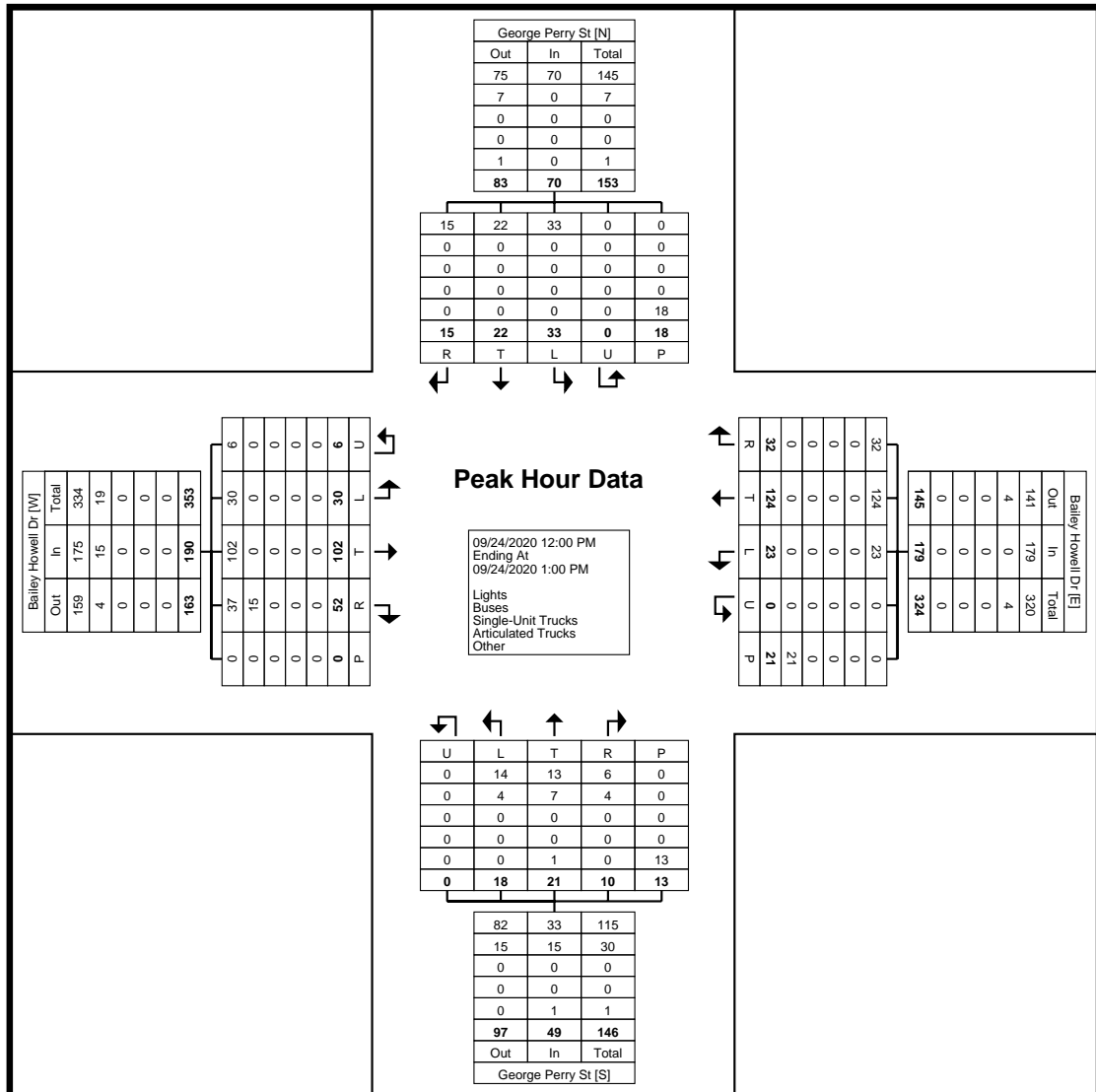
Count Name: 2010076 - George Perry St @ Bailey Howell Dr, Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 6

Turning Movement Peak Hour Data (12:00 PM)

Start Time	George Perry St Southbound						Bailey Howell Dr Westbound						George Perry St Northbound						Bailey Howell Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	5	4	6	0	15	15	9	31	3	0	18	43	2	3	7	0	6	12	13	34	11	0	0	58	128
12:15 PM	4	7	12	0	1	23	10	30	5	0	1	45	1	5	0	0	2	6	11	16	3	2	0	32	106
12:30 PM	3	4	8	0	1	15	8	38	8	0	1	54	3	5	5	0	0	13	12	24	10	4	0	50	132
12:45 PM	3	7	7	0	1	17	5	25	7	0	1	37	4	8	6	0	5	18	16	28	6	0	0	50	122
Total	15	22	33	0	18	70	32	124	23	0	21	179	10	21	18	0	13	49	52	102	30	6	0	190	488
Approach %	21.4	31.4	47.1	0.0	-	-	17.9	69.3	12.8	0.0	-	-	20.4	42.9	36.7	0.0	-	-	27.4	53.7	15.8	3.2	-	-	-
Total %	3.1	4.5	6.8	0.0	-	14.3	6.6	25.4	4.7	0.0	-	36.7	2.0	4.3	3.7	0.0	-	10.0	10.7	20.9	6.1	1.2	-	38.9	-
PHF	0.750	0.786	0.688	0.000	-	0.761	0.800	0.816	0.719	0.000	-	0.829	0.625	0.656	0.643	0.000	-	0.681	0.813	0.750	0.682	0.375	-	0.819	0.924
Lights	15	22	33	0	-	70	32	124	23	0	-	179	6	13	14	0	-	33	37	102	30	6	-	175	457
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	60.0	61.9	77.8	-	-	67.3	71.2	100.0	100.0	100.0	-	92.1	93.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	4	7	4	0	-	15	15	0	0	0	-	15	30
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	40.0	33.3	22.2	-	-	30.6	28.8	0.0	0.0	0.0	-	7.9	6.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	4.8	0.0	-	-	2.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	21	-	-	-	-	-	13	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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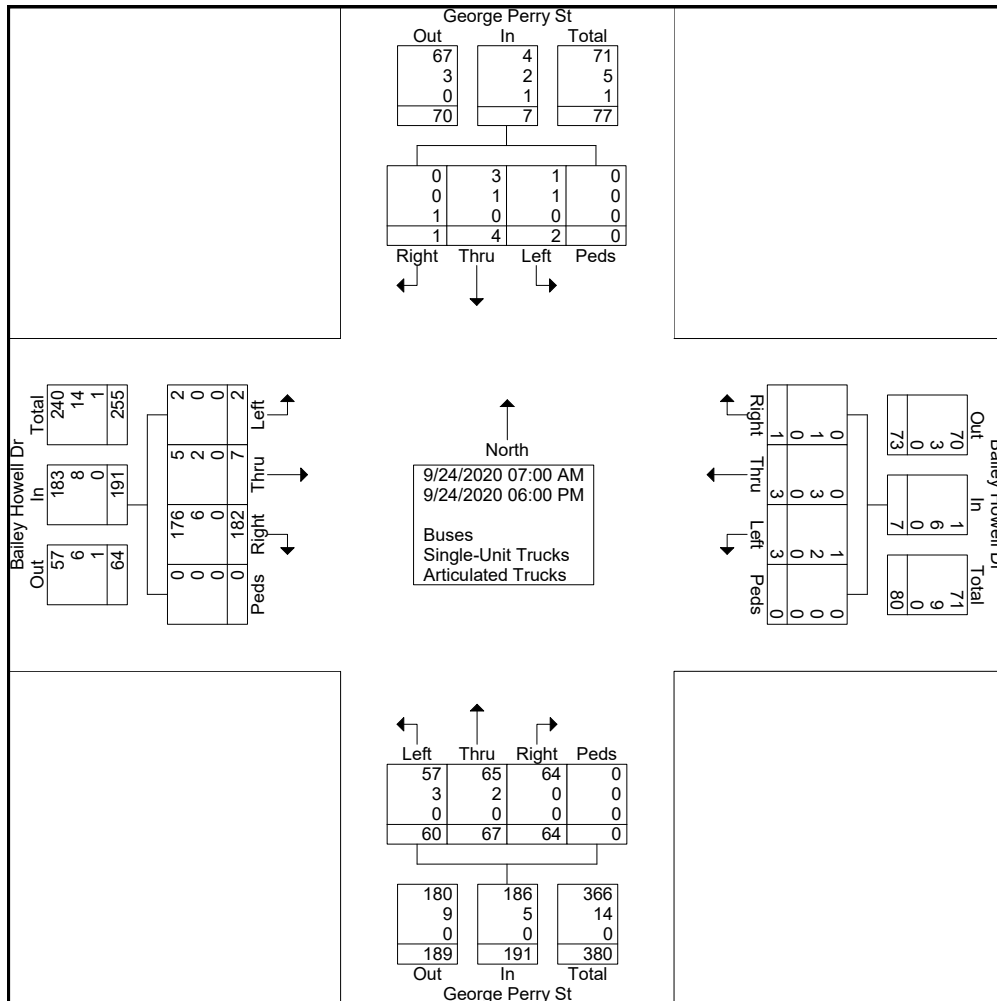
Count Name: 2010076 - George Perry St @ Bailey Howell Dr, Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	George Perry St From North				Bailey Howell Dr From East				George Perry St From South				Bailey Howell Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	0	0	0	7	5	6	0	21	2	1	0	42
08:00 AM	0	0	0	0	0	0	0	0	9	8	5	0	22	0	0	0	44
09:00 AM	0	0	0	0	0	0	0	0	9	10	5	0	22	1	0	0	47
10:00 AM	0	0	0	0	1	0	1	0	6	6	6	0	20	1	0	0	41
11:00 AM	0	1	0	0	0	0	0	0	6	5	6	0	16	0	0	0	34
12:00 PM	0	0	0	0	0	0	0	0	4	7	4	0	15	0	0	0	30
01:00 PM	1	1	0	0	0	0	0	0	8	8	4	0	20	0	0	0	42
02:00 PM	0	0	0	0	0	1	0	0	6	6	4	0	16	2	0	0	35
03:00 PM	0	0	0	0	0	1	1	0	3	4	3	0	8	0	0	0	20
04:00 PM	0	2	1	0	0	1	0	0	3	3	8	0	7	1	1	0	27
05:00 PM	0	0	0	0	0	0	0	0	3	4	3	0	11	0	0	0	21
06:00 PM	0	0	1	0	0	0	1	0	0	1	6	0	4	0	0	0	13
Grand Total	1	4	2	0	1	3	3	0	64	67	60	0	182	7	2	0	396
Apprch %	14.3	57.1	28.6	0	14.3	42.9	42.9	0	33.5	35.1	31.4	0	95.3	3.7	1	0	
Total %	0.3	1	0.5	0	0.3	0.8	0.8	0	16.2	16.9	15.2	0	46	1.8	0.5	0	
Buses	0	3	1	0	0	0	1	0	64	65	57	0	176	5	2	0	374
% Buses	0	75	50	0	0	0	33.3	0	100	97	95	0	96.7	71.4	100	0	94.4
Single-Unit Trucks	0	1	1	0	1	3	2	0	0	2	3	0	6	2	0	0	21
% Single-Unit Trucks	0	25	50	0	100	100	66.7	0	0	3	5	0	3.3	28.6	0	0	5.3
Articulated Trucks	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3



Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↘		↙	↔		↙	↑	↘
Traffic Vol, veh/h	14	46	42	4	80	22	20	19	13	24	14	11
Future Vol, veh/h	14	46	42	4	80	22	20	19	13	24	14	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	50	46	4	87	24	22	21	14	26	15	12
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	7.9	8.5	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	21%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	79%	42%	0%	100%	0%	0%	78%	0%	100%	0%
Vol Right, %	0%	0%	58%	0%	0%	100%	0%	22%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	12	23	14	46	42	4	102	24	14	11
LT Vol	17	3	0	14	0	0	4	0	24	0	0
Through Vol	0	9	10	0	46	0	0	80	0	14	0
RT Vol	0	0	13	0	0	42	0	22	0	0	11
Lane Flow Rate	19	13	24	15	50	46	4	111	26	15	12
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.03	0.02	0.033	0.024	0.07	0.055	0.007	0.151	0.042	0.022	0.015
Departure Headway (Hd)	5.746	5.352	4.839	5.566	5.065	4.365	5.545	4.894	5.751	5.25	4.548
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	624	669	740	644	708	821	647	734	623	683	787
Service Time	3.473	3.079	2.566	3.29	2.79	2.089	3.268	2.617	3.478	2.977	2.275
HCM Lane V/C Ratio	0.03	0.019	0.032	0.023	0.071	0.056	0.006	0.151	0.042	0.022	0.015
HCM Control Delay	8.7	8.2	7.7	8.4	8.2	7.3	8.3	8.5	8.7	8.1	7.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.2	0.2	0	0.5	0.1	0.1	0

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	22	67	41	24	119	60	20	30	20	30	18	31
Future Vol, veh/h	22	67	41	24	119	60	20	30	20	30	18	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	73	45	26	129	65	22	33	22	33	20	34
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	8.6	9.6	8.7	8.6
HCM LOS	A	A	A	A

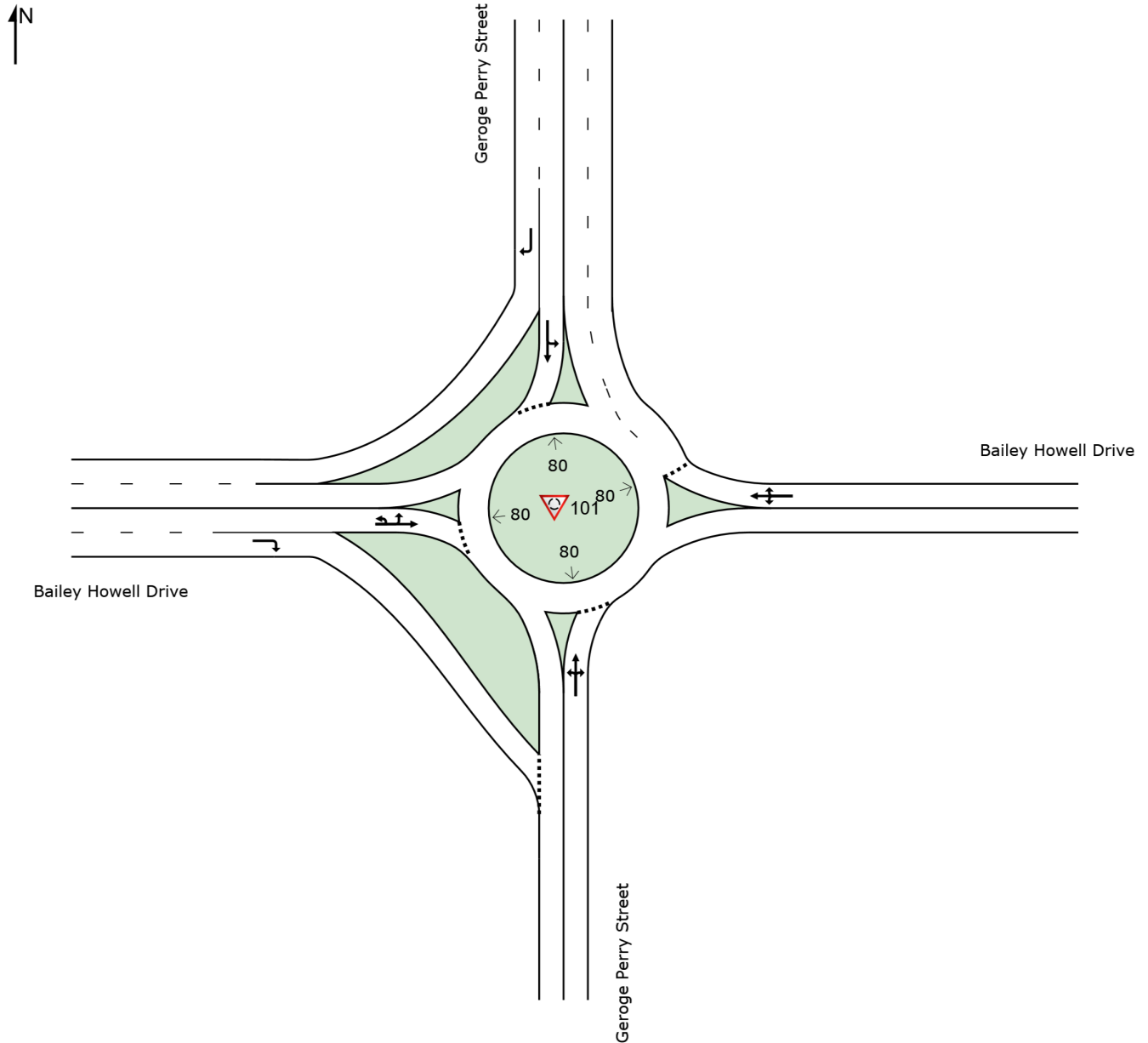
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	12%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	88%	43%	0%	100%	0%	0%	66%	0%	100%	0%
Vol Right, %	0%	0%	57%	0%	0%	100%	0%	34%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	17	35	22	67	41	24	179	30	18	31
LT Vol	18	2	0	22	0	0	24	0	30	0	0
Through Vol	0	15	15	0	67	0	0	119	0	18	0
RT Vol	0	0	20	0	0	41	0	60	0	0	31
Lane Flow Rate	20	18	38	24	73	45	26	195	33	20	34
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.034	0.029	0.056	0.039	0.11	0.059	0.042	0.272	0.056	0.031	0.046
Departure Headway (Hd)	6.191	5.747	5.286	5.932	5.432	4.731	5.768	5.034	6.172	5.67	4.966
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	619	673	601	657	753	619	712	578	628	716
Service Time	3.96	3.516	3.055	3.689	3.188	2.487	3.517	2.783	3.939	3.437	2.733
HCM Lane V/C Ratio	0.035	0.029	0.056	0.04	0.111	0.06	0.042	0.274	0.057	0.032	0.047
HCM Control Delay	9.2	8.7	8.4	8.9	8.9	7.8	8.8	9.7	9.3	8.6	8
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.1	0.4	0.2	0.1	1.1	0.2	0.1	0.1

SITE LAYOUT

 Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Bailey Howell Dr @ George Perry St
 Site Category: AM Peak
 Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

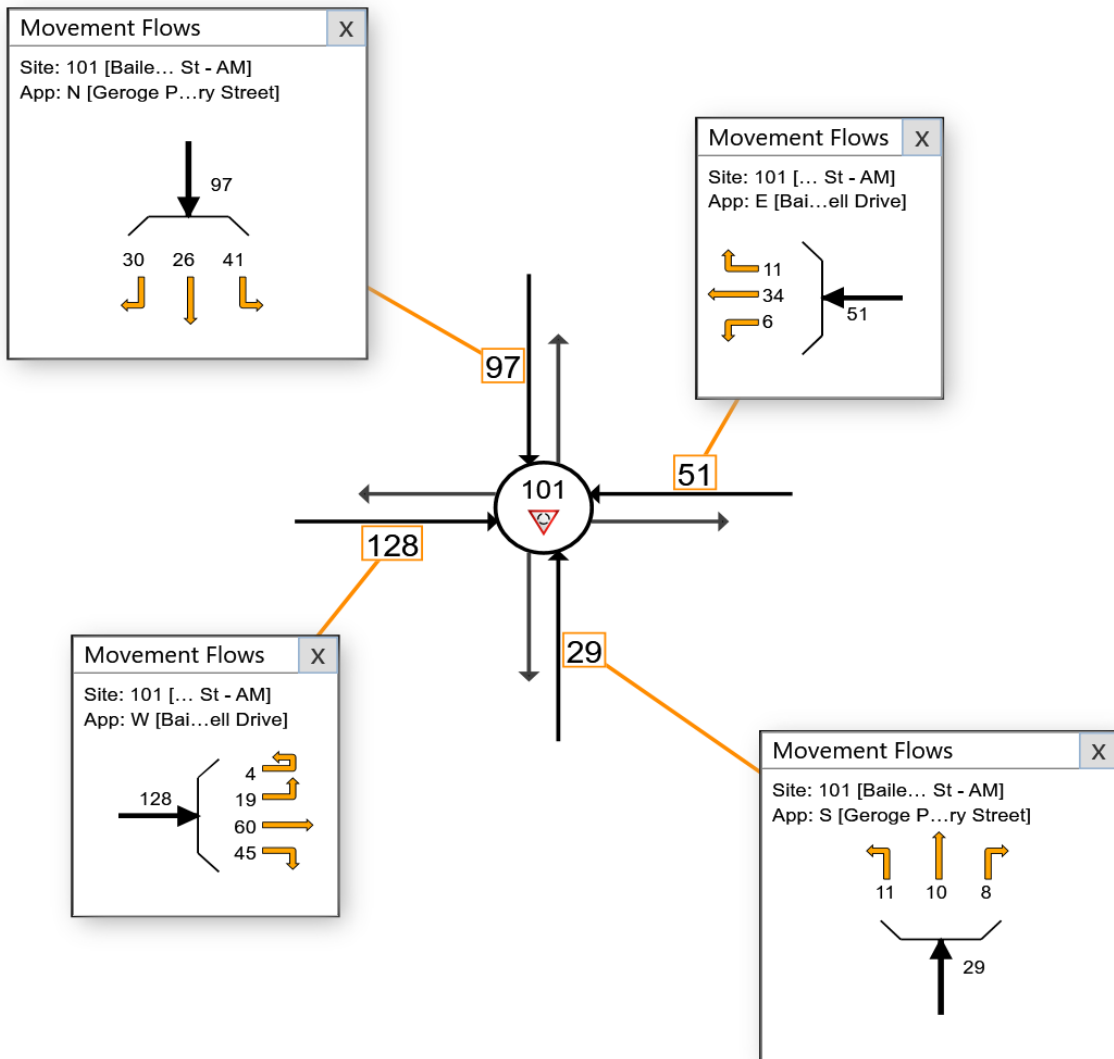
All Movement Classes

Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Bailey Howell Dr @ George Perry St
 Site Category: AM Peak
 Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones. Click and drag popup boxes to move to preferred positions.

Close All Popups

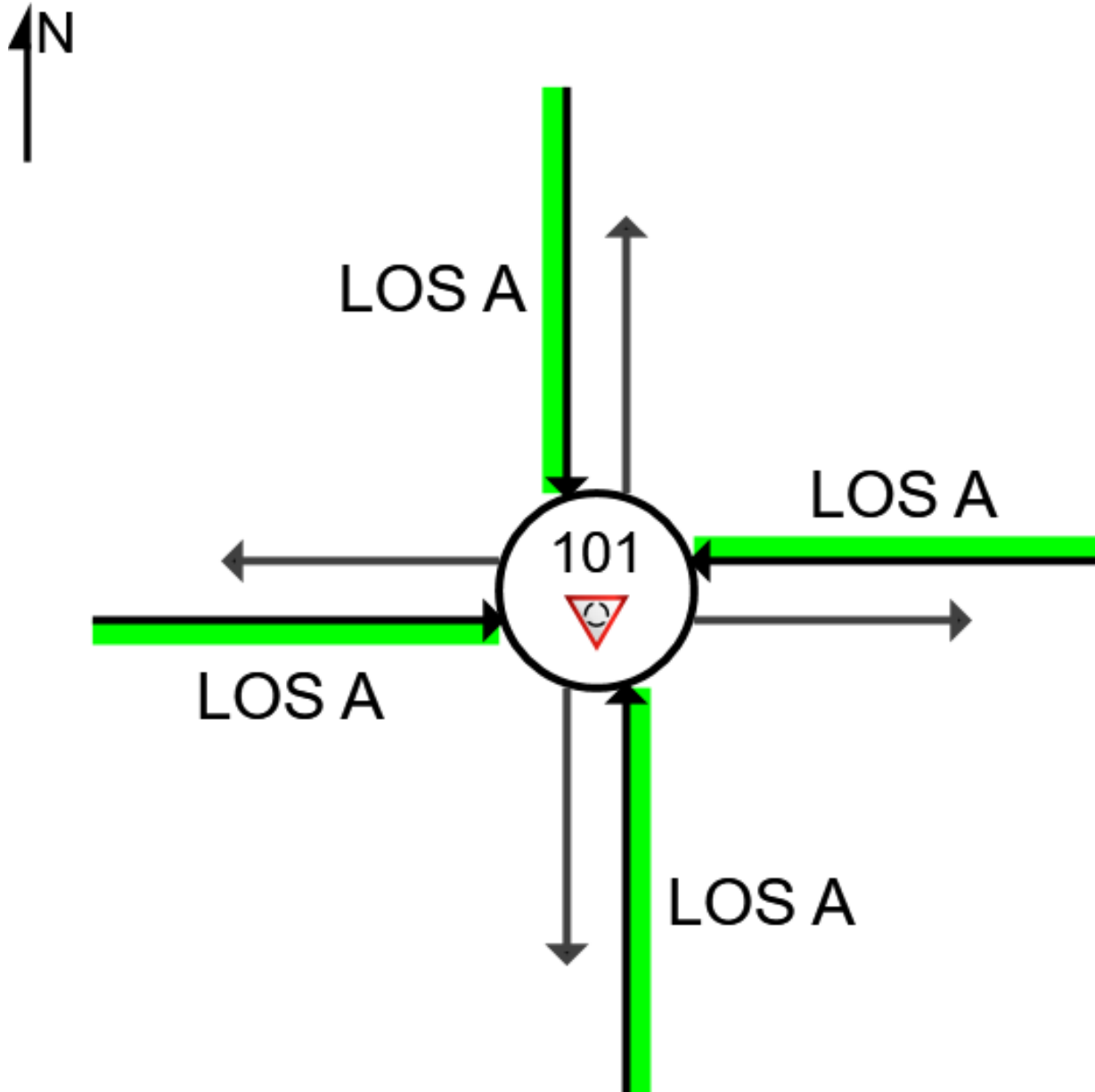


LEVEL OF SERVICE

Approach Level of Service

Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Bailey Howell Dr @ George Perry St
Site Category: AM Peak
Roundabout



DELAY (CONTROL)

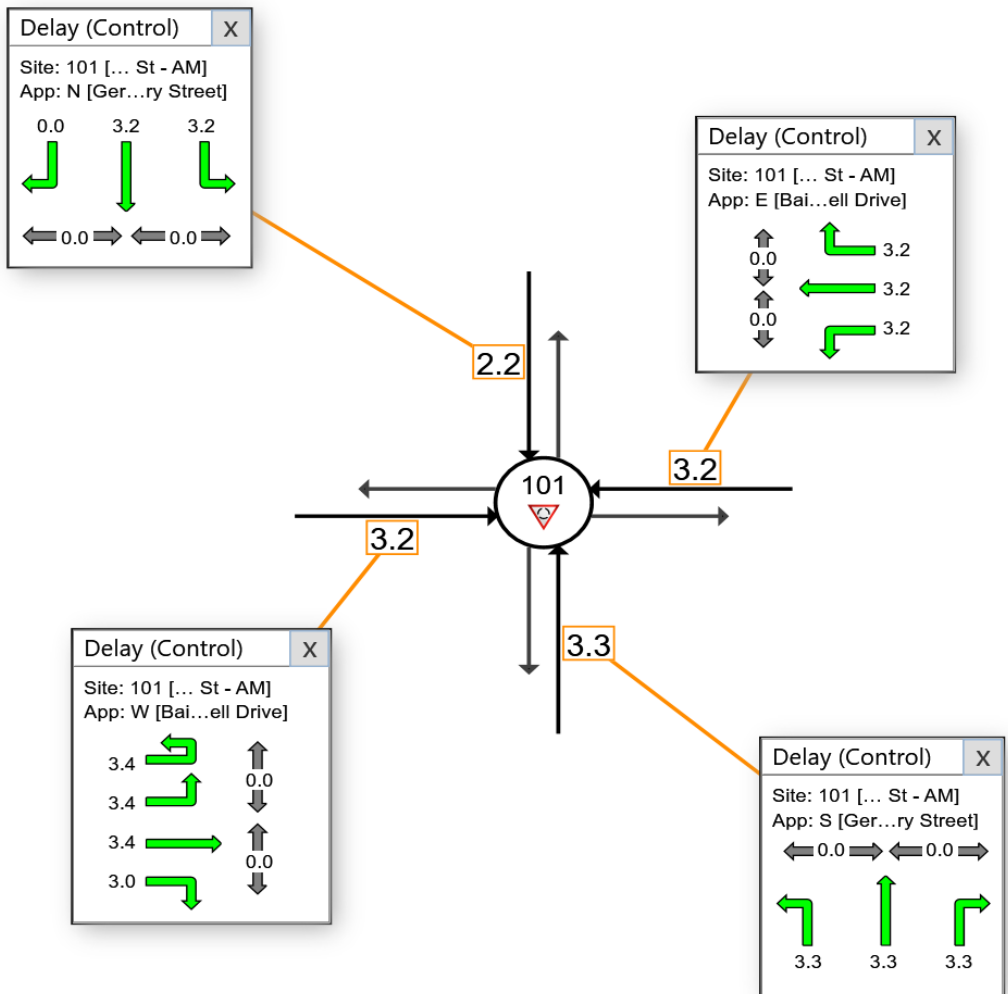
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Bailey Howell Dr @ George Perry St
 Site Category: AM Peak
 Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
 Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

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Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\George Perry @ Bailey Howell\George Perry @ Bailey Howell.sip9

MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

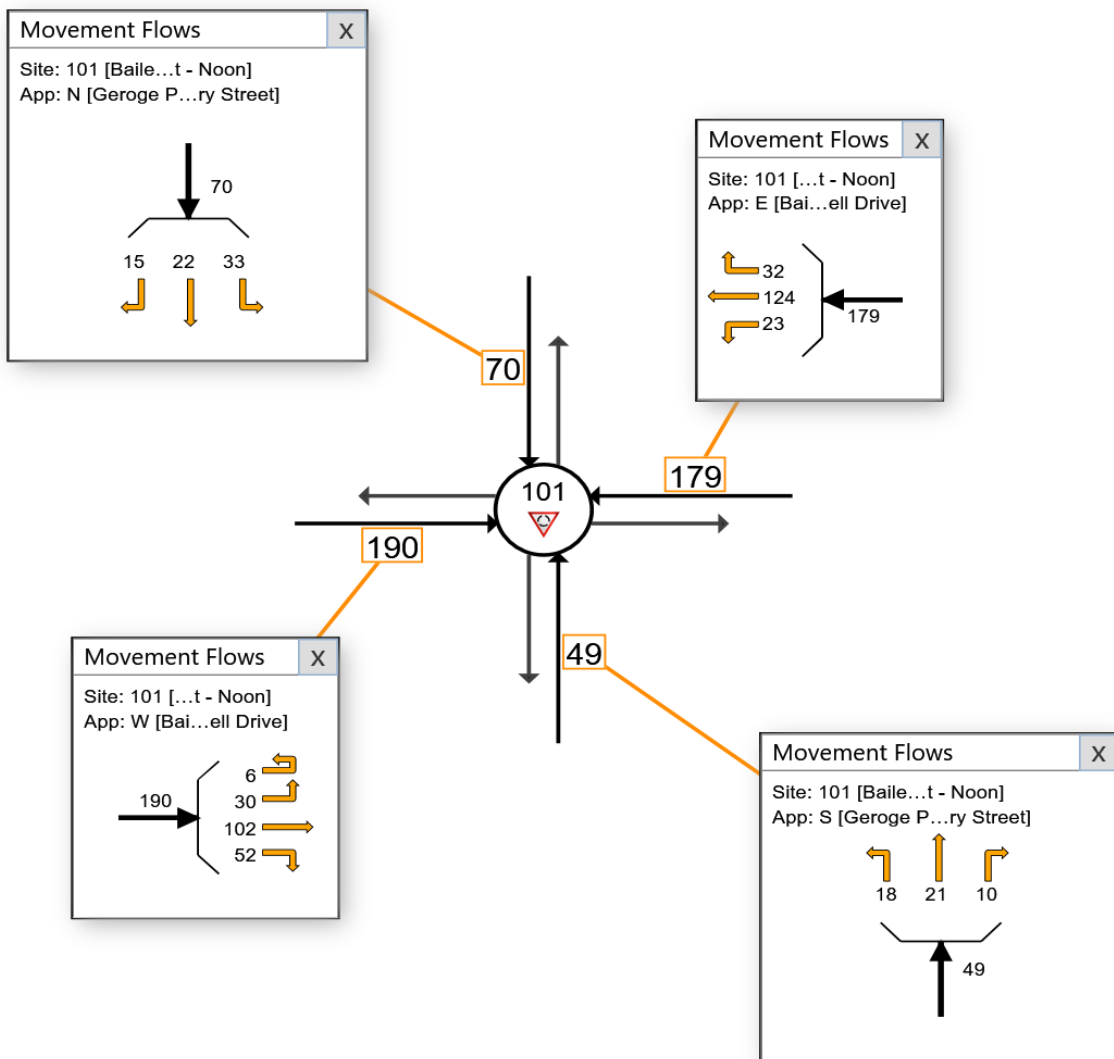
All Movement Classes

Site: 101 [Bailey Howell Dr @ George Perry St - Noon (Site Folder: General)]

Bailey Howell Dr @ George Perry St
 Site Category: Noon Peak
 Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones. Click and drag popup boxes to move to preferred positions.

Close All Popups

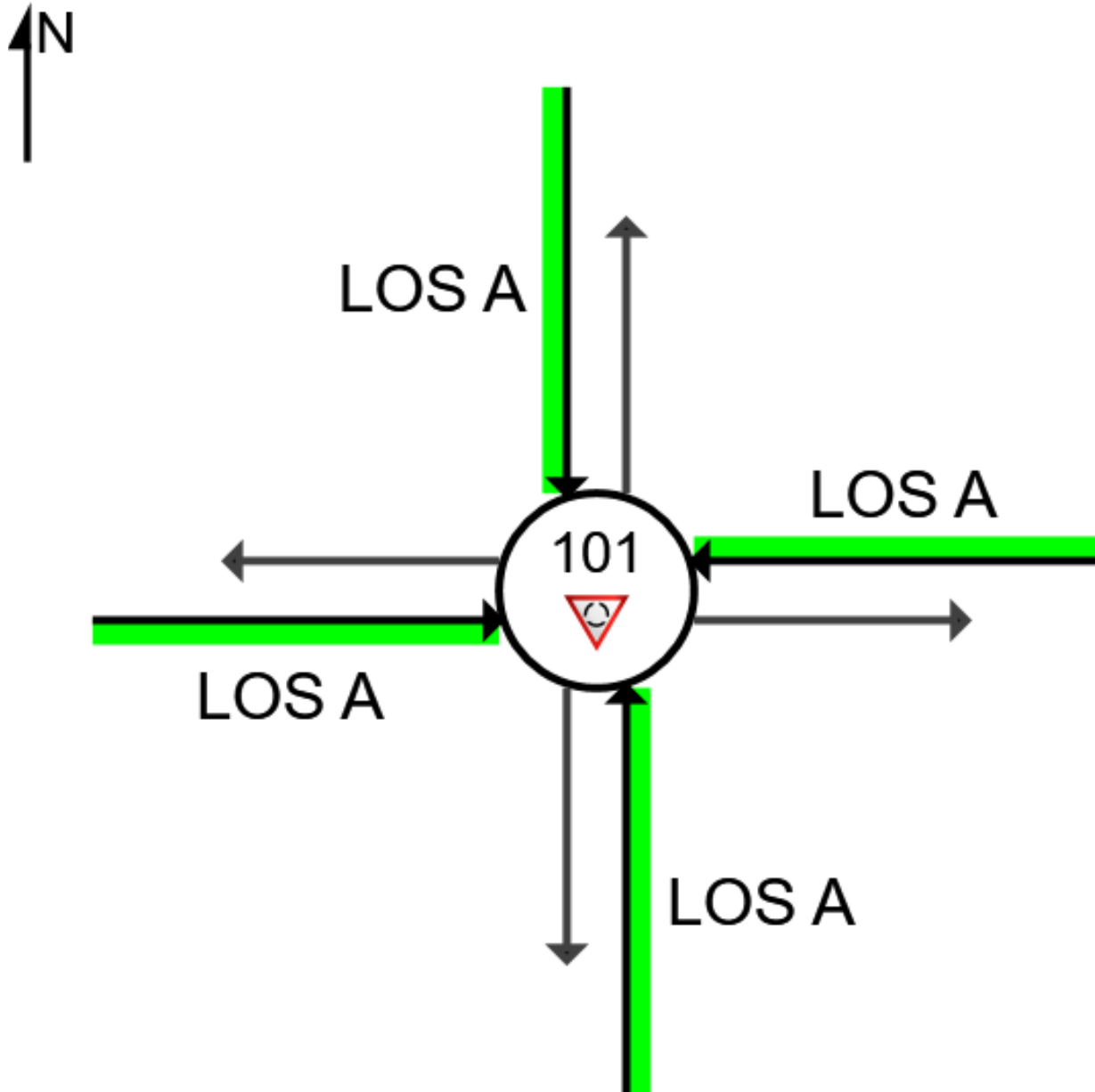


LEVEL OF SERVICE

Approach Level of Service

Site: 101 [Bailey Howell Dr @ George Perry St - Noon (Site Folder: General)]

Bailey Howell Dr @ George Perry St
Site Category: Noon Peak
Roundabout



DELAY (CONTROL)

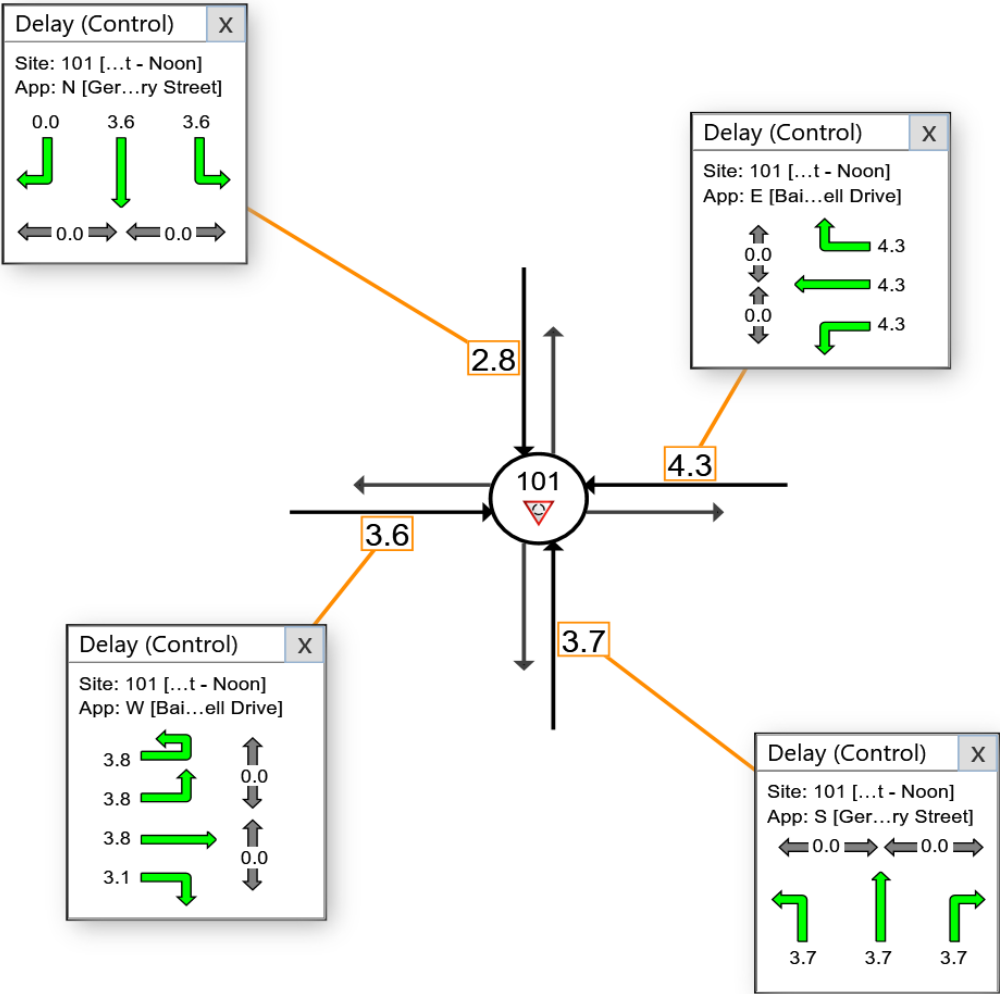
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Bailey Howell Dr @ George Perry St - Noon (Site Folder: General)]

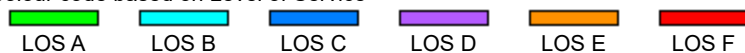
Bailey Howell Dr @ George Perry St
Site Category: Noon Peak
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones. Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

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Organisation: NEEL-SCHAFFER | Licence: PLUS / 1PC | Processed: Thursday, May 20, 2021 10:56:47 AM

Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\George Perry @ Bailey Howell\George Perry @ Bailey Howell.sip9

MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

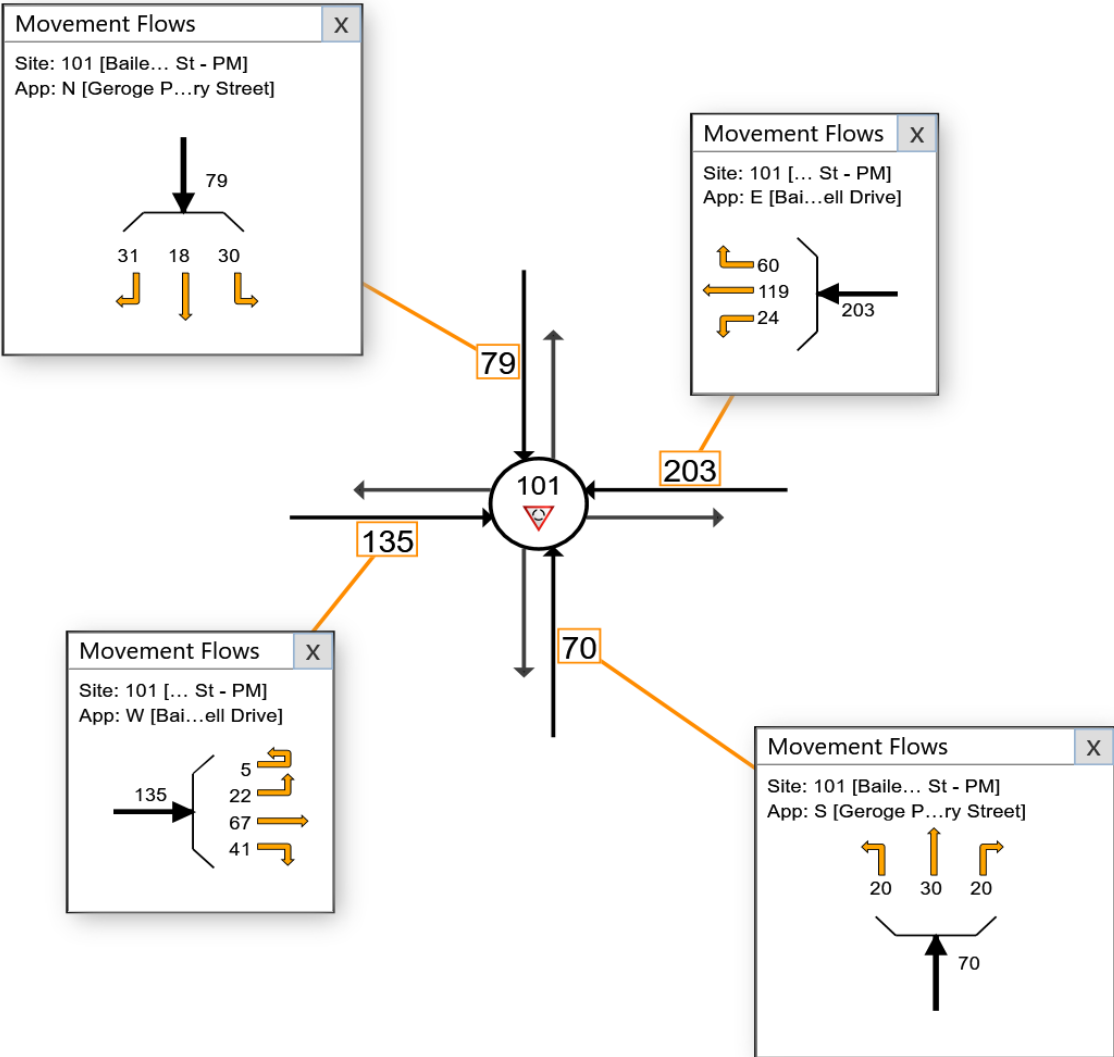
All Movement Classes

Site: 101 [Bailey Howell Dr @ George Perry St - PM (Site Folder: General)]

Bailey Howell Dr @ George Perry St
Site Category: PM Peak
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones. Click and drag popup boxes to move to preferred positions.

Close All Popups

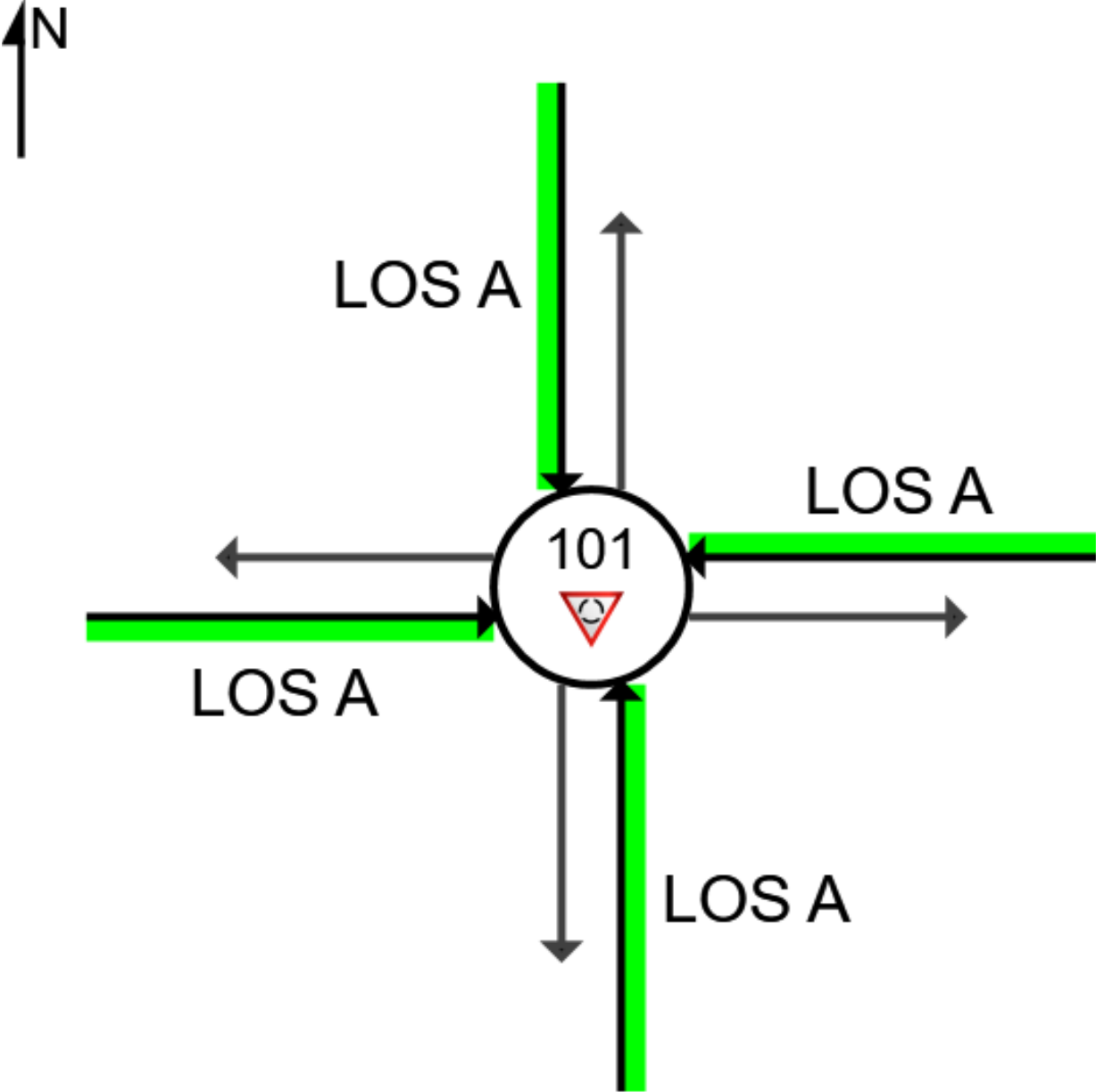


LEVEL OF SERVICE

Approach Level of Service

Site: 101 [Bailey Howell Dr @ George Perry St - PM (Site Folder: General)]

Bailey Howell Dr @ George Perry St
Site Category: PM Peak
Roundabout



DELAY (CONTROL)

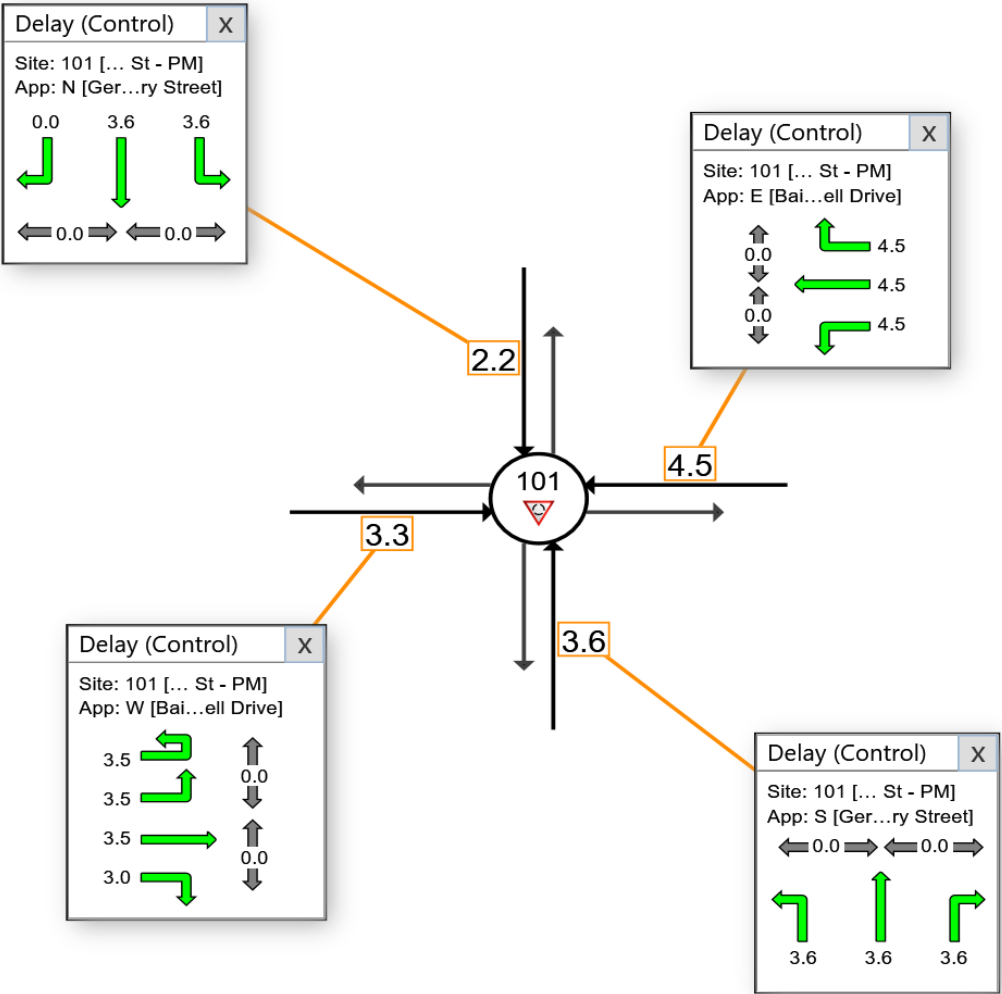
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Bailey Howell Dr @ George Perry St - PM (Site Folder: General)]

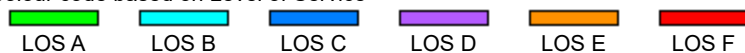
Bailey Howell Dr @ George Perry St
Site Category: PM Peak
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones. Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Roundabout Level of Service Method: Same as Sign Control

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

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Project: \\ns-jackson5\02-Traff\Projects\14995.001-Starkville-Planning\Sidra\George Perry @ Bailey Howell\George Perry @ Bailey Howell.sip9



APPENDIX 5.2.11

Attachments:

Turning Movement Traffic Counts	5.2.11 A1 – 5.2.11 A137
Existing Capacity Analysis	5.2.11 B1 – 5.2.11 B38
2045 No Build Capacity Analysis	5.2.11 C1 – 5.2.11 C38
Reassigned Volumes Capacity Analysis	5.2.11 D1 – 5.2.11 D42
2045 Reassigned Volumes Capacity Analysis	5.2.11 E1 – 5.2.11 E42

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A1

Intersection: Stone Blvd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: Cloudy AM

File Name : Stone-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

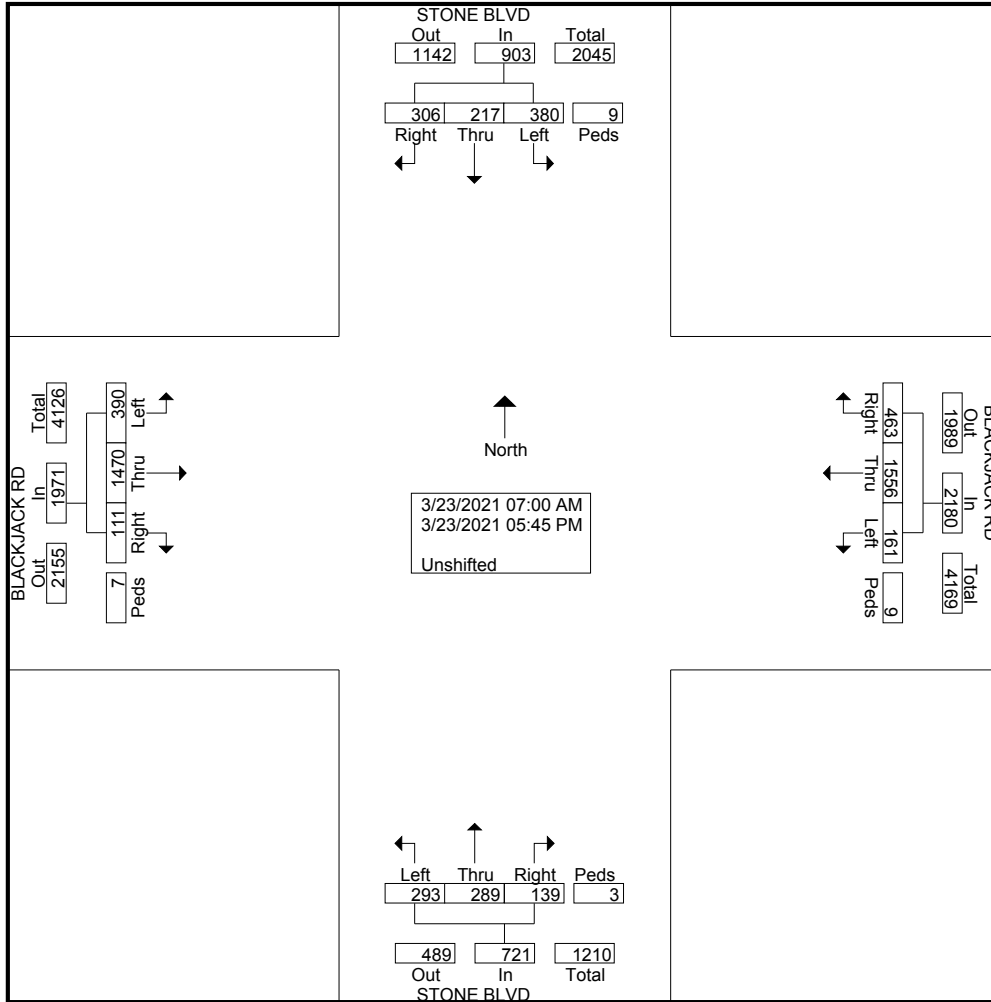
Start Time	STONE BLVD Southbound					BLACKJACK RD Westbound					STONE BLVD Northbound					BLACKJACK RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	9	7	2	0	18	15	52	9	0	76	5	17	10	0	32	11	31	4	2	48	174
07:15 AM	13	9	3	0	25	12	96	20	0	128	7	20	3	0	30	19	51	10	0	80	263
07:30 AM	0	9	0	1	10	20	78	45	0	143	13	25	6	0	44	39	57	5	0	101	298
07:45 AM	7	16	2	1	26	17	95	46	0	158	10	35	8	0	53	42	100	12	0	154	391
Total	29	41	7	2	79	64	321	120	0	505	35	97	27	0	159	111	239	31	2	383	1126
08:00 AM	9	9	9	0	27	11	61	22	1	95	13	26	8	0	47	52	78	8	0	138	307
08:15 AM	13	13	7	0	33	7	67	11	2	87	8	18	6	0	32	19	69	9	0	97	249
08:30 AM	12	16	5	0	33	4	64	16	0	84	5	17	5	0	27	23	49	5	0	77	221
08:45 AM	17	13	5	1	36	8	69	28	0	105	3	16	9	0	28	33	65	2	0	100	269
Total	51	51	26	1	129	30	261	77	3	371	29	77	28	0	134	127	261	24	0	412	1046
*** BREAK ***																					
04:00 PM	31	12	22	2	67	9	104	21	0	134	30	18	7	1	56	22	110	8	0	140	397
04:15 PM	31	13	27	0	71	11	116	15	0	142	19	15	11	2	47	18	134	7	0	159	419
04:30 PM	31	7	22	1	61	5	116	26	0	147	29	16	12	0	57	21	127	6	0	154	419
04:45 PM	33	12	42	1	88	9	117	50	0	176	25	15	8	0	48	16	124	8	0	148	460
Total	126	44	113	4	287	34	453	112	0	599	103	64	38	3	208	77	495	29	0	601	1695
05:00 PM	45	29	57	1	132	12	133	38	2	185	57	18	17	0	92	14	114	5	1	134	543
05:15 PM	43	23	52	0	118	10	126	32	4	172	29	16	13	0	58	24	114	5	0	143	491
05:30 PM	34	15	25	0	74	5	145	43	0	193	21	7	10	0	38	21	132	9	0	162	467
05:45 PM	52	14	26	1	93	6	117	41	0	164	19	10	6	0	35	16	115	8	4	143	435
Total	174	81	160	2	417	33	521	154	6	714	126	51	46	0	223	75	475	27	5	582	1936
Grand Total	380	217	306	9	912	161	1556	463	9	2189	293	289	139	3	724	390	1470	111	7	1978	5803
Apprch %	41.7	23.8	33.6	1		7.4	71.1	21.2	0.4		40.5	39.9	19.2	0.4		19.7	74.3	5.6	0.4		
Total %	6.5	3.7	5.3	0.2	15.7	2.8	26.8	8	0.2	37.7	5	5	2.4	0.1	12.5	6.7	25.3	1.9	0.1	34.1	

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A2

Intersection: Stone Blvd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: Cloudy AM

File Name : Stone-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



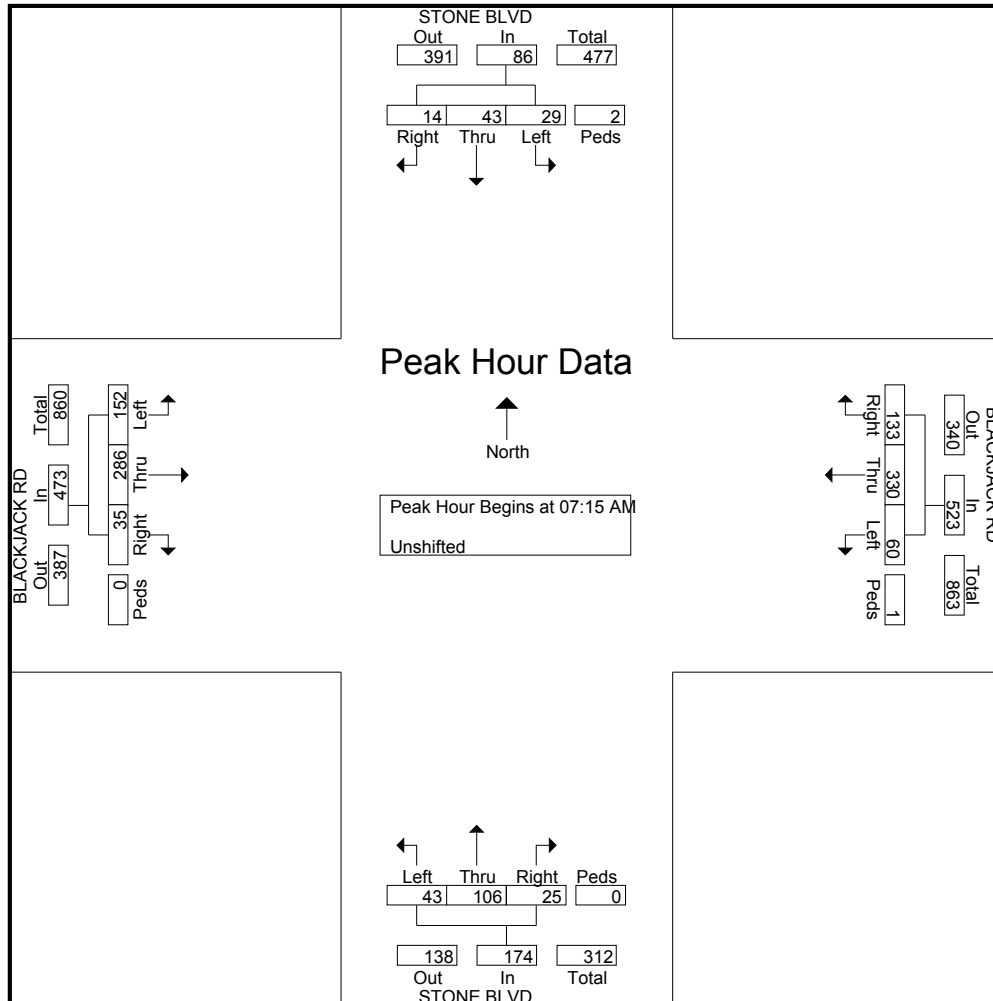
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A3

Intersection: Stone Blvd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: Cloudy AM

File Name : Stone-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	STONE BLVD Southbound					BLACKJACK RD Westbound					STONE BLVD Northbound					BLACKJACK RD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	13	9	3	0	25	12	96	20	0	128	7	20	3	0	30	19	51	10	0	80	263
07:30 AM	0	9	0	1	10	20	78	45	0	143	13	25	6	0	44	39	57	5	0	101	298
07:45 AM	7	16	2	1	26	17	95	46	0	158	10	35	8	0	53	42	100	12	0	154	391
08:00 AM	9	9	9	0	27	11	61	22	1	95	13	26	8	0	47	52	78	8	0	138	307
Total Volume	29	43	14	2	88	60	330	133	1	524	43	106	25	0	174	152	286	35	0	473	1259
% App. Total	33	48.9	15.9	2.3		11.5	63	25.4	0.2		24.7	60.9	14.4	0		32.1	60.5	7.4	0		
PHF	.558	.672	.389	.500	.815	.750	.859	.723	.250	.829	.827	.757	.781	.000	.821	.731	.715	.729	.000	.768	.805



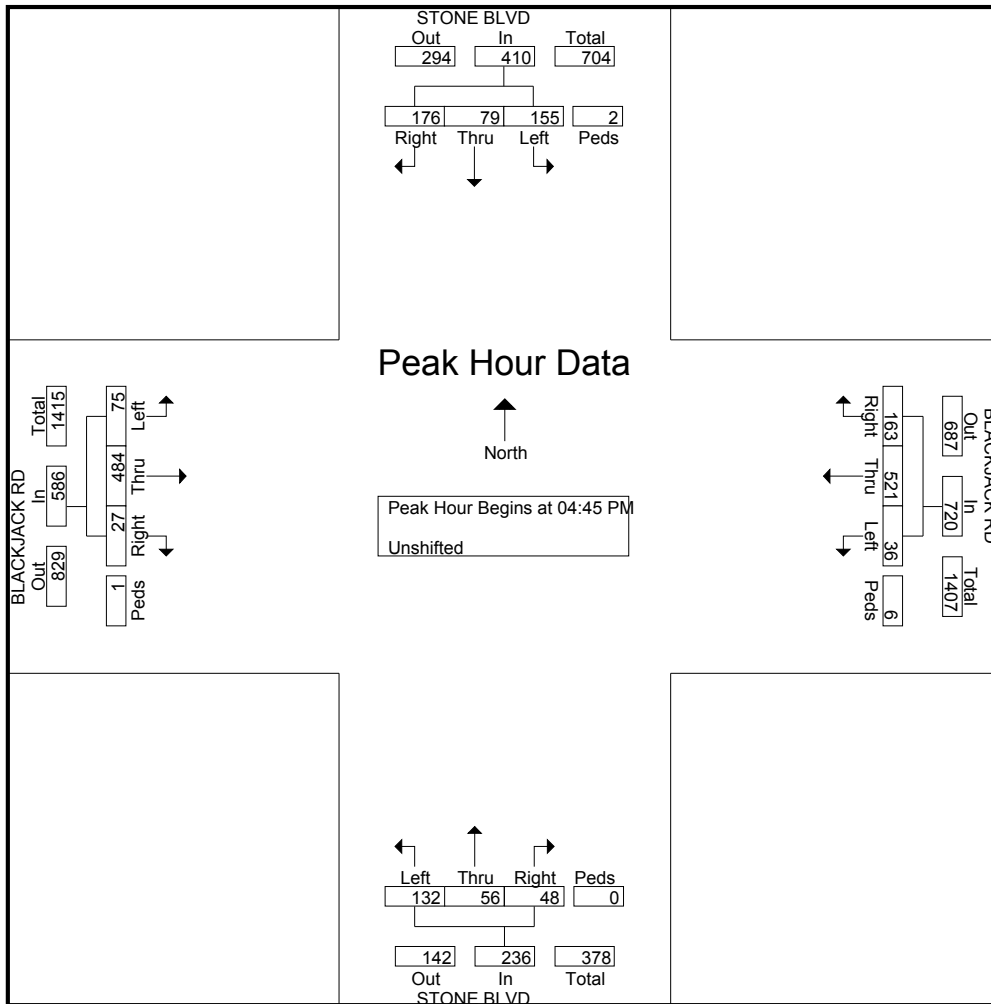
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A4

Intersection: Stone Blvd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: Cloudy AM

File Name : Stone-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	STONE BLVD Southbound					BLACKJACK RD Westbound					STONE BLVD Northbound					BLACKJACK RD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	33	12	42	1	88	9	117	50	0	176	25	15	8	0	48	16	124	8	0	148	460
05:00 PM	45	29	57	1	132	12	133	38	2	185	57	18	17	0	92	14	114	5	1	134	543
05:15 PM	43	23	52	0	118	10	126	32	4	172	29	16	13	0	58	24	114	5	0	143	491
05:30 PM	34	15	25	0	74	5	145	43	0	193	21	7	10	0	38	21	132	9	0	162	467
Total Volume	155	79	176	2	412	36	521	163	6	726	132	56	48	0	236	75	484	27	1	587	1961
% App. Total	37.6	19.2	42.7	0.5		5	71.8	22.5	0.8		55.9	23.7	20.3	0		12.8	82.5	4.6	0.2		
PHF	.861	.681	.772	.500	.780	.750	.898	.815	.375	.940	.579	.778	.706	.000	.641	.781	.917	.750	.250	.906	.903



Neel-Schaffer
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Jackson, MS 39225

5.2.11 A5

Intersection: Hardy Blvd/Blackjack Rd
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : hardy-blackjack
Site Code : 00000000
Start Date : 2/4/2021
Page No : 1

Groups Printed- Autos

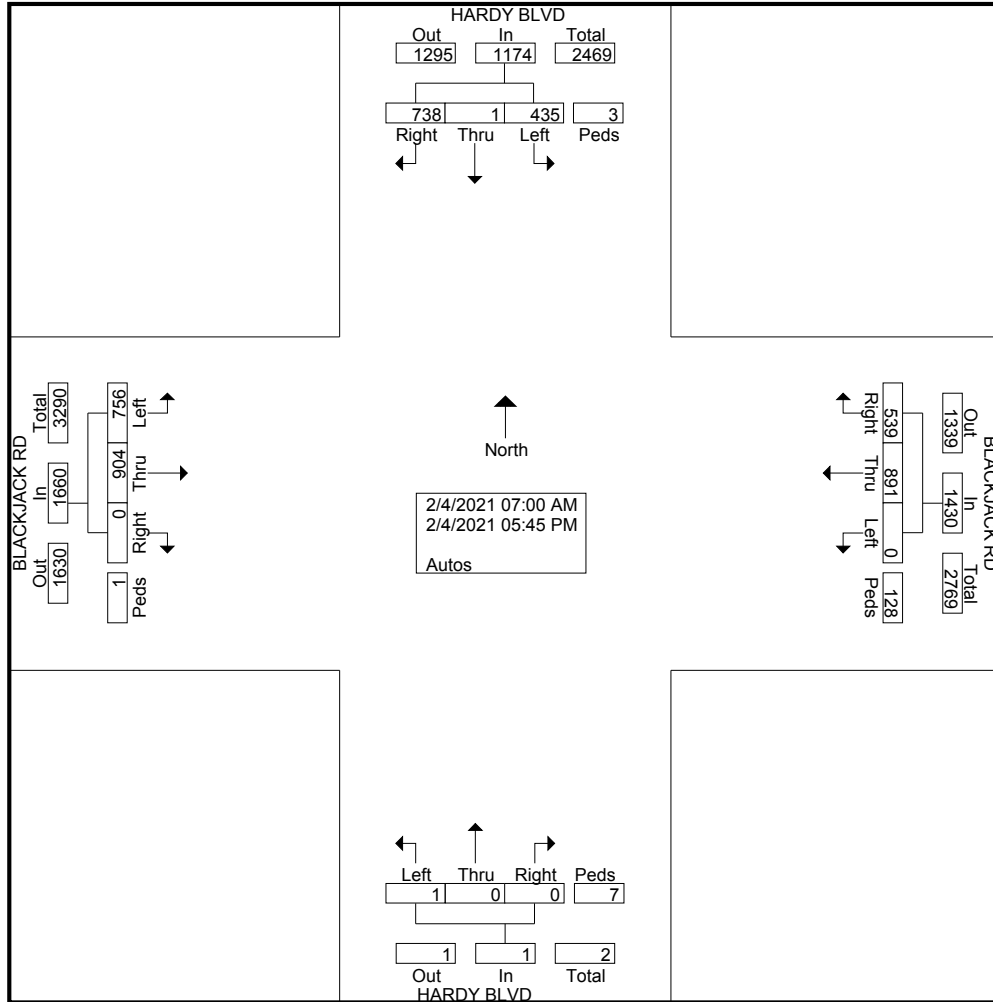
Start Time	HARDY BLVD Southbound					BLACKJACK RD Westbound					HARDY BLVD Northbound					BLACKJACK RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	16	0	10	0	26	0	29	13	4	46	0	0	0	0	0	27	19	0	0	46	118
07:15 AM	11	0	9	0	20	0	27	26	1	54	0	0	0	0	0	45	14	0	0	59	133
07:30 AM	5	0	21	0	26	0	58	42	14	114	0	0	0	0	0	72	13	0	0	85	225
07:45 AM	8	0	15	0	23	0	43	50	12	105	0	0	0	0	0	90	18	0	0	108	236
Total	40	0	55	0	95	0	157	131	31	319	0	0	0	0	0	234	64	0	0	298	712
08:00 AM	9	0	19	0	28	0	21	8	2	31	0	0	0	0	0	55	21	0	0	76	135
08:15 AM	9	0	25	0	34	0	32	7	3	42	0	0	0	0	0	42	20	0	0	62	138
08:30 AM	5	0	22	0	27	0	29	11	0	40	1	0	0	1	2	41	10	0	0	51	120
08:45 AM	10	0	35	2	47	0	48	28	0	76	0	0	0	5	5	50	26	0	0	76	204
Total	33	0	101	2	136	0	130	54	5	189	1	0	0	6	7	188	77	0	0	265	597
*** BREAK ***																					
03:30 PM	40	0	63	0	103	0	57	53	16	126	0	0	0	0	0	48	57	0	1	106	335
03:45 PM	45	0	67	0	112	0	65	45	23	133	0	0	0	0	0	31	70	0	0	101	346
Total	85	0	130	0	215	0	122	98	39	259	0	0	0	0	0	79	127	0	1	207	681
04:00 PM	42	0	60	0	102	0	49	27	6	82	0	0	0	0	0	36	76	0	0	112	296
04:15 PM	24	1	32	0	57	0	52	17	9	78	0	0	0	0	0	25	71	0	0	96	231
04:30 PM	31	0	50	0	81	0	75	22	7	104	0	0	0	0	0	34	77	0	0	111	296
04:45 PM	44	0	64	0	108	0	67	36	10	113	0	0	0	0	0	31	82	0	0	113	334
Total	141	1	206	0	348	0	243	102	32	377	0	0	0	0	0	126	306	0	0	432	1157
05:00 PM	38	0	84	0	122	0	50	49	14	113	0	0	0	0	0	31	88	0	0	119	354
05:15 PM	44	0	67	0	111	0	59	39	7	105	0	0	0	0	0	37	97	0	0	134	350
05:30 PM	30	0	53	1	84	0	61	37	0	98	0	0	0	1	1	23	68	0	0	91	274
05:45 PM	24	0	42	0	66	0	69	29	0	98	0	0	0	0	0	38	77	0	0	115	279
Total	136	0	246	1	383	0	239	154	21	414	0	0	0	1	1	129	330	0	0	459	1257
Grand Total	435	1	738	3	1177	0	891	539	128	1558	1	0	0	7	8	756	904	0	1	1661	4404
Apprch %	37	0.1	62.7	0.3		0	57.2	34.6	8.2		12.5	0	0	87.5		45.5	54.4	0	0.1		
Total %	9.9	0	16.8	0.1	26.7	0	20.2	12.2	2.9	35.4	0	0	0	0.2	0.2	17.2	20.5	0	0	37.7	

Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A6

Intersection: Hardy Blvd/Blackjack Rd
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : hardy-blackjack
Site Code : 00000000
Start Date : 2/4/2021
Page No : 2



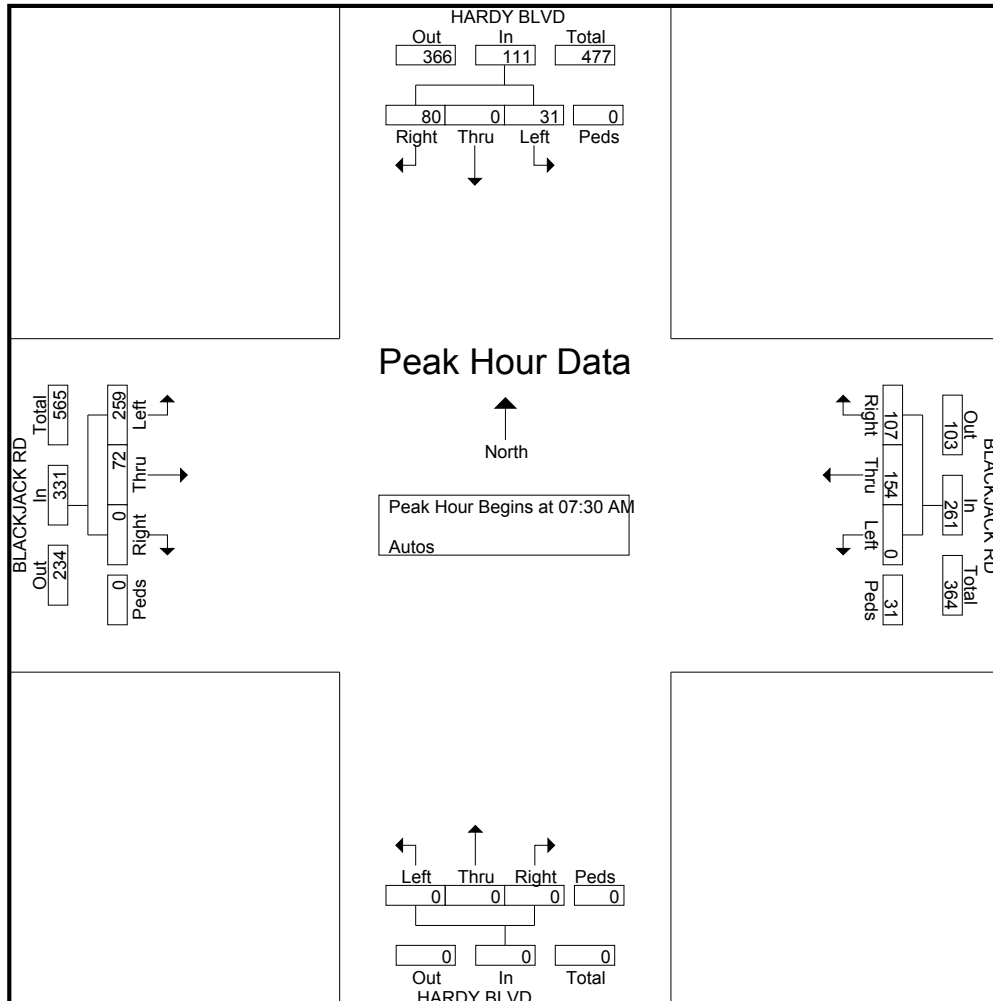
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A7

Intersection: Hardy Blvd/Blackjack Rd
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : hardy-blackjack
Site Code : 00000000
Start Date : 2/4/2021
Page No : 3

Start Time	HARDY BLVD Southbound					BLACKJACK RD Westbound					HARDY BLVD Northbound					BLACKJACK RD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	0	21	0	26	0	58	42	14	114	0	0	0	0	0	72	13	0	0	85	225
07:45 AM	8	0	15	0	23	0	43	50	12	105	0	0	0	0	0	90	18	0	0	108	236
08:00 AM	9	0	19	0	28	0	21	8	2	31	0	0	0	0	0	55	21	0	0	76	135
08:15 AM	9	0	25	0	34	0	32	7	3	42	0	0	0	0	0	42	20	0	0	62	138
Total Volume	31	0	80	0	111	0	154	107	31	292	0	0	0	0	0	259	72	0	0	331	734
% App. Total	27.9	0	72.1	0		0	52.7	36.6	10.6		0	0	0	0		78.2	21.8	0	0		
PHF	.861	.000	.800	.000	.816	.000	.664	.535	.554	.640	.000	.000	.000	.000	.000	.719	.857	.000	.000	.766	.778



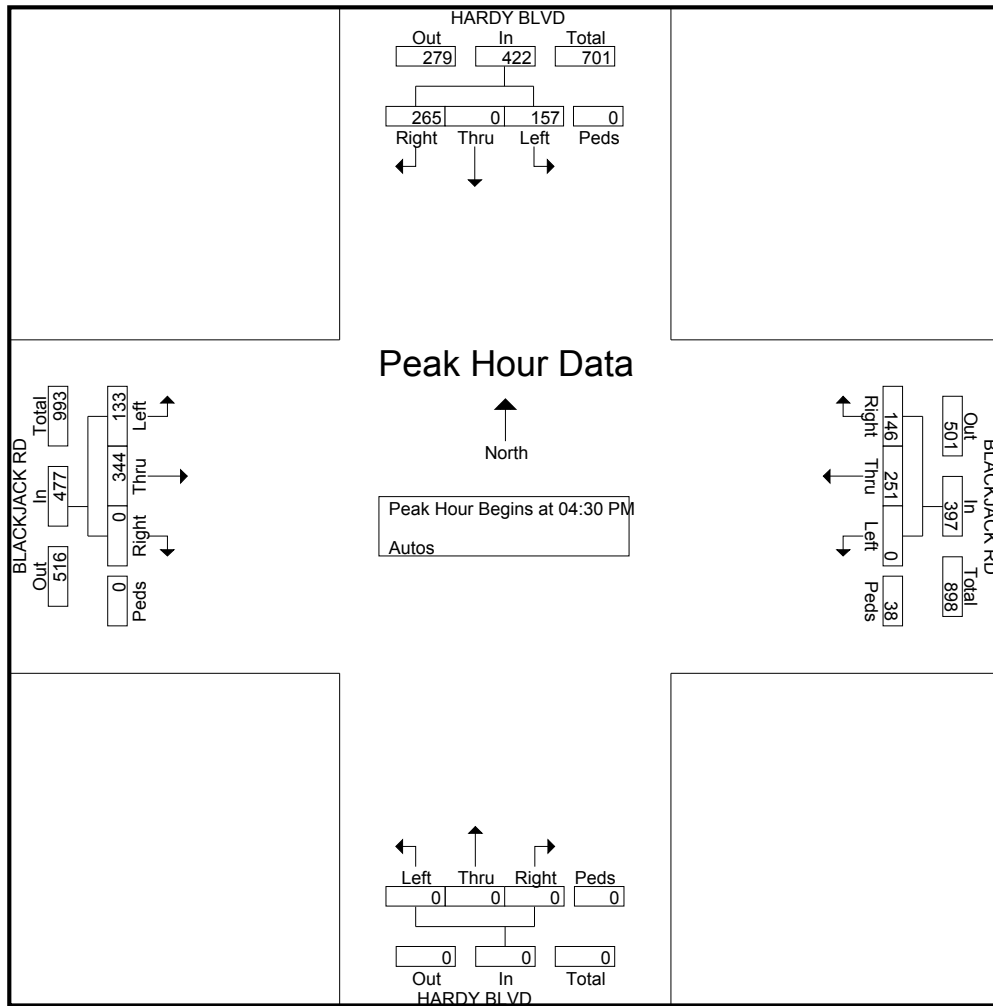
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Jackson, MS 39225

5.2.11 A8

Intersection: Hardy Blvd/Blackjack Rd
Counter: Ja. Kiser
City/State: Starkville/MS
Weather: Clear/Dry

File Name : hardy-blackjack
Site Code : 00000000
Start Date : 2/4/2021
Page No : 4

Start Time	HARDY BLVD Southbound					BLACKJACK RD Westbound					HARDY BLVD Northbound					BLACKJACK RD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	31	0	50	0	81	0	75	22	7	104	0	0	0	0	0	34	77	0	0	111	296
04:45 PM	44	0	64	0	108	0	67	36	10	113	0	0	0	0	0	31	82	0	0	113	334
05:00 PM	38	0	84	0	122	0	50	49	14	113	0	0	0	0	0	31	88	0	0	119	354
05:15 PM	44	0	67	0	111	0	59	39	7	105	0	0	0	0	0	37	97	0	0	134	350
Total Volume	157	0	265	0	422	0	251	146	38	435	0	0	0	0	0	133	344	0	0	477	1334
% App. Total	37.2	0	62.8	0		0	57.7	33.6	8.7		0	0	0	0	0	27.9	72.1	0	0		
PHF	.892	.000	.789	.000	.865	.000	.837	.745	.679	.962	.000	.000	.000	.000	.000	.899	.887	.000	.000	.890	.942



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5.2.11 A9

Intersection: Campus Trail/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Construction on BJ, east of Hardy

File Name : Campus-Trl-BJ
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

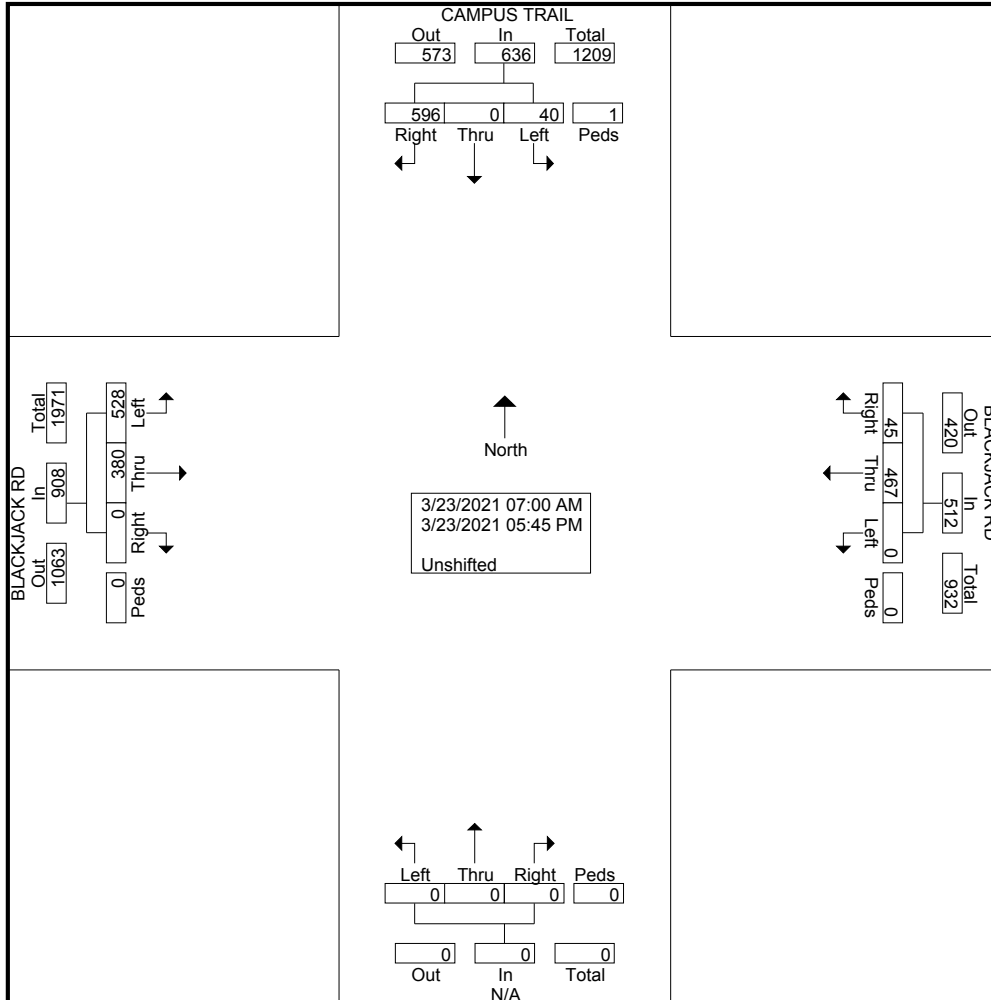
Start Time	CAMPUS TRAIL Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	0	12	0	16	0	20	0	0	20	0	0	0	0	0	15	8	0	0	23	59
07:15 AM	4	0	20	0	24	0	28	1	0	29	0	0	0	0	0	6	6	0	0	12	65
07:30 AM	2	0	49	0	51	0	59	0	0	59	0	0	0	0	0	4	4	0	0	8	118
07:45 AM	1	0	38	0	39	0	37	5	0	42	0	0	0	0	0	10	15	0	0	25	106
Total	11	0	119	0	130	0	144	6	0	150	0	0	0	0	0	35	33	0	0	68	348
08:00 AM	1	0	19	1	21	0	16	0	0	16	0	0	0	0	0	6	14	0	0	20	57
08:15 AM	2	0	16	0	18	0	17	2	0	19	0	0	0	0	0	11	16	0	0	27	64
08:30 AM	0	0	20	0	20	0	21	0	0	21	0	0	0	0	0	8	9	0	0	17	58
08:45 AM	0	0	25	0	25	0	26	2	0	28	0	0	0	0	0	12	14	0	0	26	79
Total	3	0	80	1	84	0	80	4	0	84	0	0	0	0	0	37	53	0	0	90	258
*** BREAK ***																					
04:00 PM	3	0	34	0	37	0	25	1	0	26	0	0	0	0	0	52	33	0	0	85	148
04:15 PM	3	0	35	0	38	0	29	7	0	36	0	0	0	0	0	57	32	0	0	89	163
04:30 PM	3	0	47	0	50	0	29	9	0	38	0	0	0	0	0	52	29	0	0	81	169
04:45 PM	2	0	65	0	67	0	40	1	0	41	0	0	0	0	0	56	32	0	0	88	196
Total	11	0	181	0	192	0	123	18	0	141	0	0	0	0	0	217	126	0	0	343	676
05:00 PM	1	0	54	0	55	0	34	8	0	42	0	0	0	0	0	56	36	0	0	92	189
05:15 PM	5	0	48	0	53	0	26	1	0	27	0	0	0	0	0	73	49	0	0	122	202
05:30 PM	5	0	57	0	62	0	29	4	0	33	0	0	0	0	0	50	45	0	0	95	190
05:45 PM	4	0	57	0	61	0	31	4	0	35	0	0	0	0	0	60	38	0	0	98	194
Total	15	0	216	0	231	0	120	17	0	137	0	0	0	0	0	239	168	0	0	407	775
Grand Total	40	0	596	1	637	0	467	45	0	512	0	0	0	0	0	528	380	0	0	908	2057
Apprch %	6.3	0	93.6	0.2		0	91.2	8.8	0		0	0	0	0		58.1	41.9	0	0		
Total %	1.9	0	29	0	31	0	22.7	2.2	0	24.9	0	0	0	0	0	25.7	18.5	0	0	44.1	

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5.2.11 A10

Intersection: Campus Trail/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Construction on BJ, east of Hardy

File Name : Campus-Trl-BJ
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



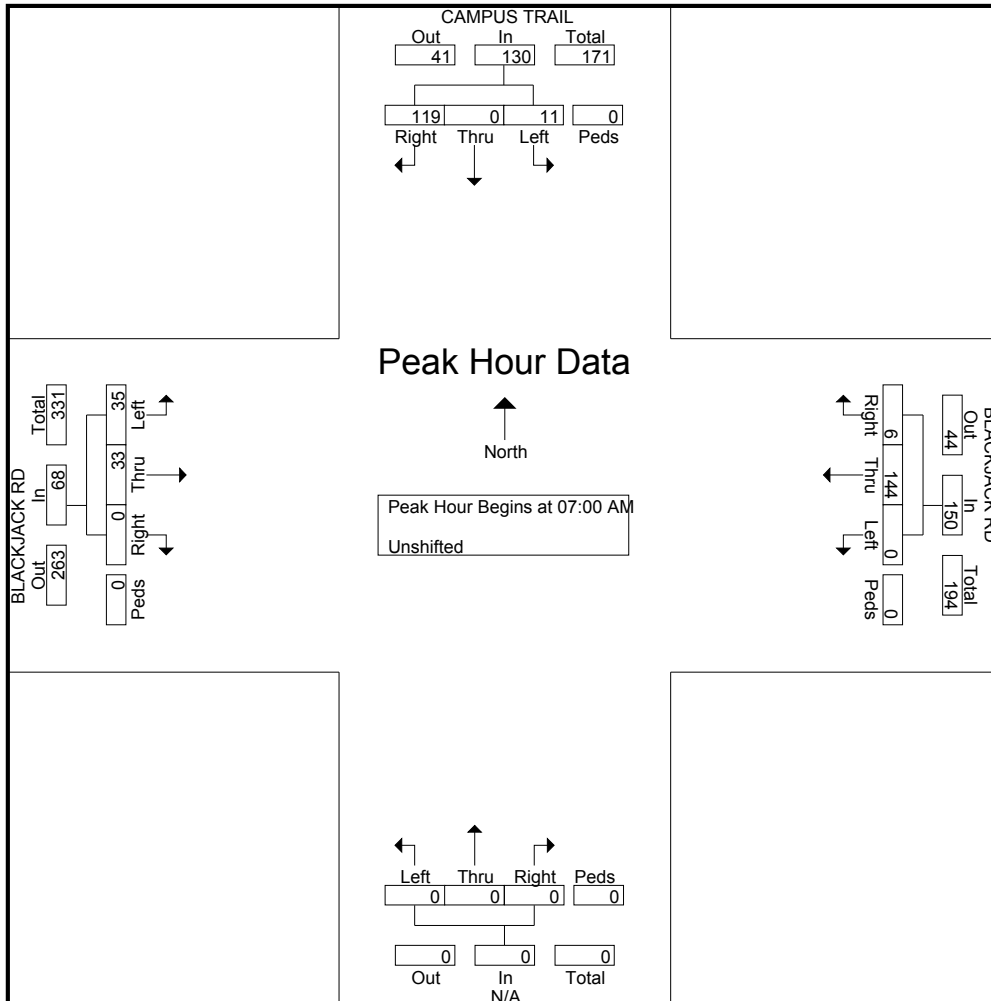
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5.2.11 A11

Intersection: Campus Trail/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Construction on BJ, east of Hardy

File Name : Campus-Trl-BJ
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	CAMPUS TRAIL Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	0	12	0	16	0	20	0	0	20	0	0	0	0	0	15	8	0	0	23	59
07:15 AM	4	0	20	0	24	0	28	1	0	29	0	0	0	0	0	6	6	0	0	12	65
07:30 AM	2	0	49	0	51	0	59	0	0	59	0	0	0	0	0	4	4	0	0	8	118
07:45 AM	1	0	38	0	39	0	37	5	0	42	0	0	0	0	0	10	15	0	0	25	106
Total Volume	11	0	119	0	130	0	144	6	0	150	0	0	0	0	0	35	33	0	0	68	348
% App. Total	8.5	0	91.5	0		0	96	4	0		0	0	0	0		51.5	48.5	0	0		
PHF	.688	.000	.607	.000	.637	.000	.610	.300	.000	.636	.000	.000	.000	.000	.000	.583	.550	.000	.000	.680	.737



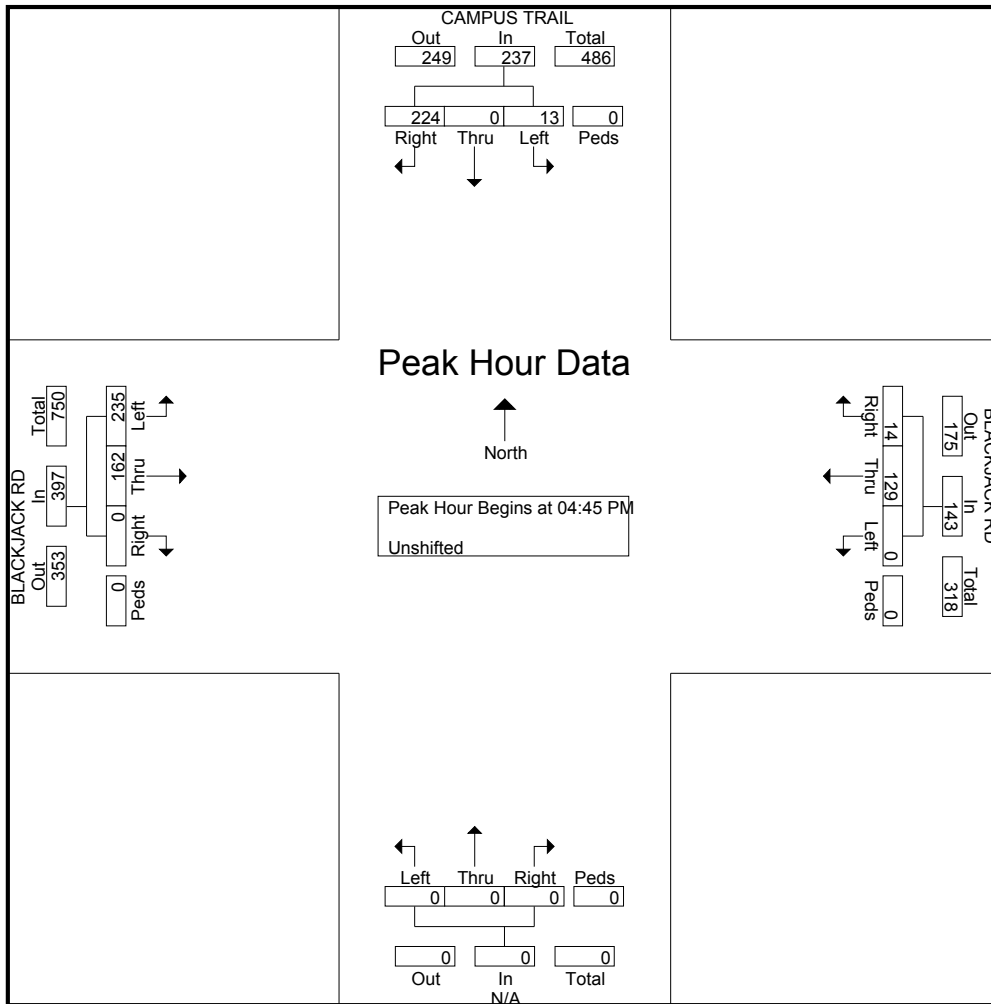
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Jackson, MS 39225

5.2.11 A12

Intersection: Campus Trail/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Construction on BJ, east of Hardy

File Name : Campus-Trl-BJ
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	CAMPUS TRAIL Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	0	65	0	67	0	40	1	0	41	0	0	0	0	0	56	32	0	0	88	196
05:00 PM	1	0	54	0	55	0	34	8	0	42	0	0	0	0	0	56	36	0	0	92	189
05:15 PM	5	0	48	0	53	0	26	1	0	27	0	0	0	0	0	73	49	0	0	122	202
05:30 PM	5	0	57	0	62	0	29	4	0	33	0	0	0	0	0	50	45	0	0	95	190
Total Volume	13	0	224	0	237	0	129	14	0	143	0	0	0	0	0	235	162	0	0	397	777
% App. Total	5.5	0	94.5	0		0	90.2	9.8	0		0	0	0	0		59.2	40.8	0	0		
PHF	.650	.000	.862	.000	.884	.000	.806	.438	.000	.851	.000	.000	.000	.000	.000	.805	.827	.000	.000	.814	.962



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5.2.11 A13

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

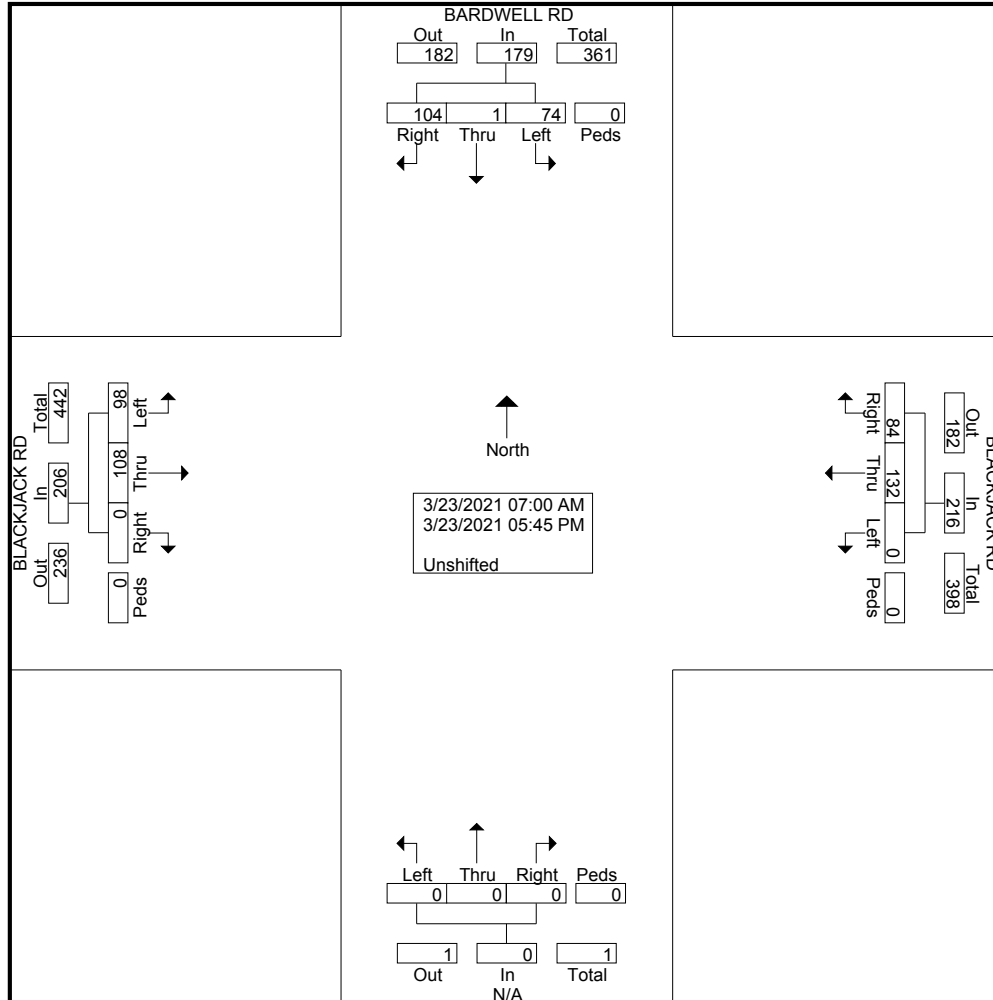
Start Time	BARDWELL RD Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	6	0	7	0	10	9	0	19	0	0	0	0	0	7	0	0	0	7	33
07:15 AM	3	0	3	0	6	0	12	8	0	20	0	0	0	0	0	6	3	0	0	9	35
07:30 AM	2	0	3	0	5	0	12	9	0	21	0	0	0	0	0	9	3	0	0	12	38
07:45 AM	5	0	10	0	15	0	13	10	0	23	0	0	0	0	0	5	4	0	0	9	47
Total	11	0	22	0	33	0	47	36	0	83	0	0	0	0	0	27	10	0	0	37	153
08:00 AM	4	0	1	0	5	0	10	4	0	14	0	0	0	0	0	1	6	0	0	7	26
08:15 AM	6	0	2	0	8	0	8	5	0	13	0	0	0	0	0	6	6	0	0	12	33
08:30 AM	2	0	4	0	6	0	10	3	0	13	0	0	0	0	0	4	5	0	0	9	28
08:45 AM	4	0	5	0	9	0	8	4	0	12	0	0	0	0	0	8	4	0	0	12	33
Total	16	0	12	0	28	0	36	16	0	52	0	0	0	0	0	19	21	0	0	40	120
*** BREAK ***																					
04:00 PM	4	1	8	0	13	0	7	4	0	11	0	0	0	0	0	7	4	0	0	11	35
04:15 PM	11	0	11	0	22	0	2	3	0	5	0	0	0	0	0	4	10	0	0	14	41
04:30 PM	8	0	13	0	21	0	7	7	0	14	0	0	0	0	0	7	5	0	0	12	47
04:45 PM	2	0	7	0	9	0	9	4	0	13	0	0	0	0	0	6	6	0	0	12	34
Total	25	1	39	0	65	0	25	18	0	43	0	0	0	0	0	24	25	0	0	49	157
05:00 PM	3	0	11	0	14	0	3	6	0	9	0	0	0	0	0	4	8	0	0	12	35
05:15 PM	5	0	6	0	11	0	7	2	0	9	0	0	0	0	0	9	19	0	0	28	48
05:30 PM	10	0	9	0	19	0	8	3	0	11	0	0	0	0	0	6	15	0	0	21	51
05:45 PM	4	0	5	0	9	0	6	3	0	9	0	0	0	0	0	9	10	0	0	19	37
Total	22	0	31	0	53	0	24	14	0	38	0	0	0	0	0	28	52	0	0	80	171
Grand Total	74	1	104	0	179	0	132	84	0	216	0	0	0	0	0	98	108	0	0	206	601
Apprch %	41.3	0.6	58.1	0		0	61.1	38.9	0		0	0	0	0		47.6	52.4	0	0		
Total %	12.3	0.2	17.3	0	29.8	0	22	14	0	35.9	0	0	0	0		16.3	18	0	0	34.3	

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5.2.11 A14

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



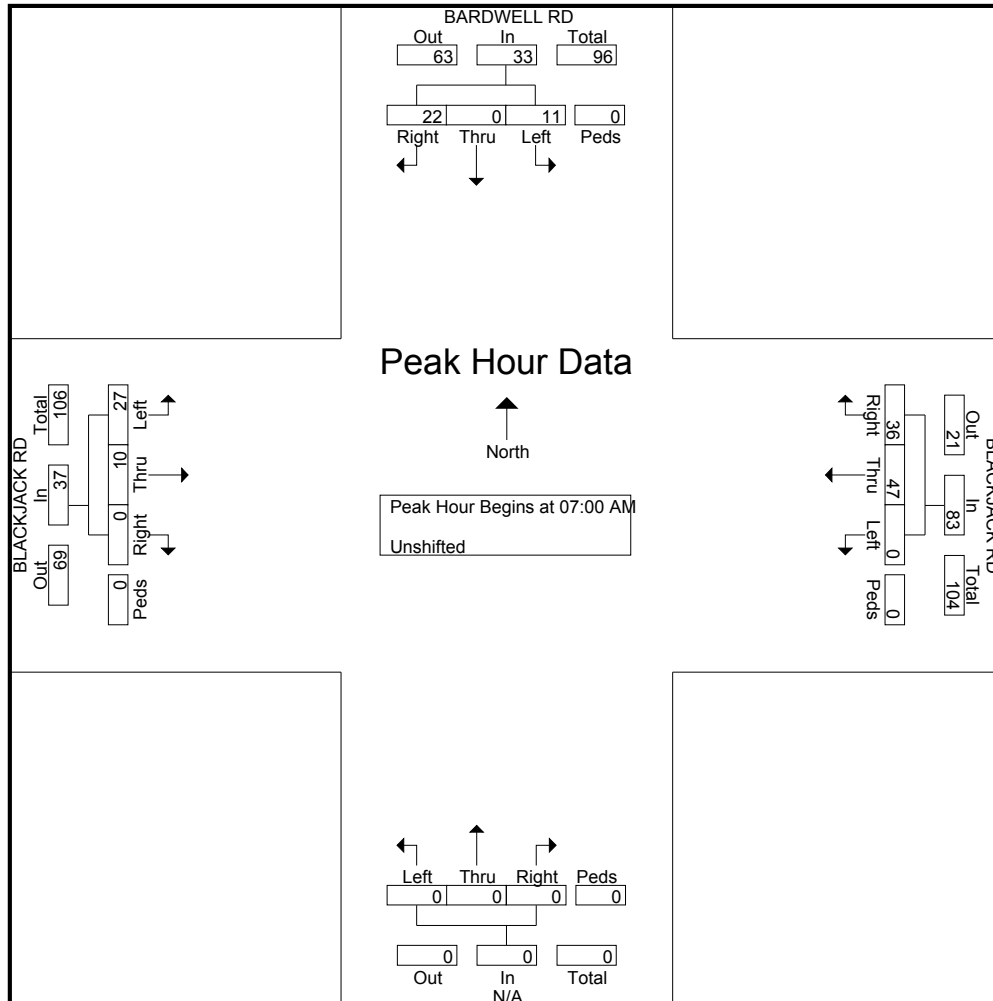
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5.2.11 A15

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	BARDWELL RD Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	6	0	7	0	10	9	0	19	0	0	0	0	0	7	0	0	0	7	33
07:15 AM	3	0	3	0	6	0	12	8	0	20	0	0	0	0	0	6	3	0	0	9	35
07:30 AM	2	0	3	0	5	0	12	9	0	21	0	0	0	0	0	9	3	0	0	12	38
07:45 AM	5	0	10	0	15	0	13	10	0	23	0	0	0	0	0	5	4	0	0	9	47
Total Volume	11	0	22	0	33	0	47	36	0	83	0	0	0	0	0	27	10	0	0	37	153
% App. Total	33.3	0	66.7	0		0	56.6	43.4	0		0	0	0	0		73	27	0	0		
PHF	.550	.000	.550	.000	.550	.000	.904	.900	.000	.902	.000	.000	.000	.000	.000	.750	.625	.000	.000	.771	.814



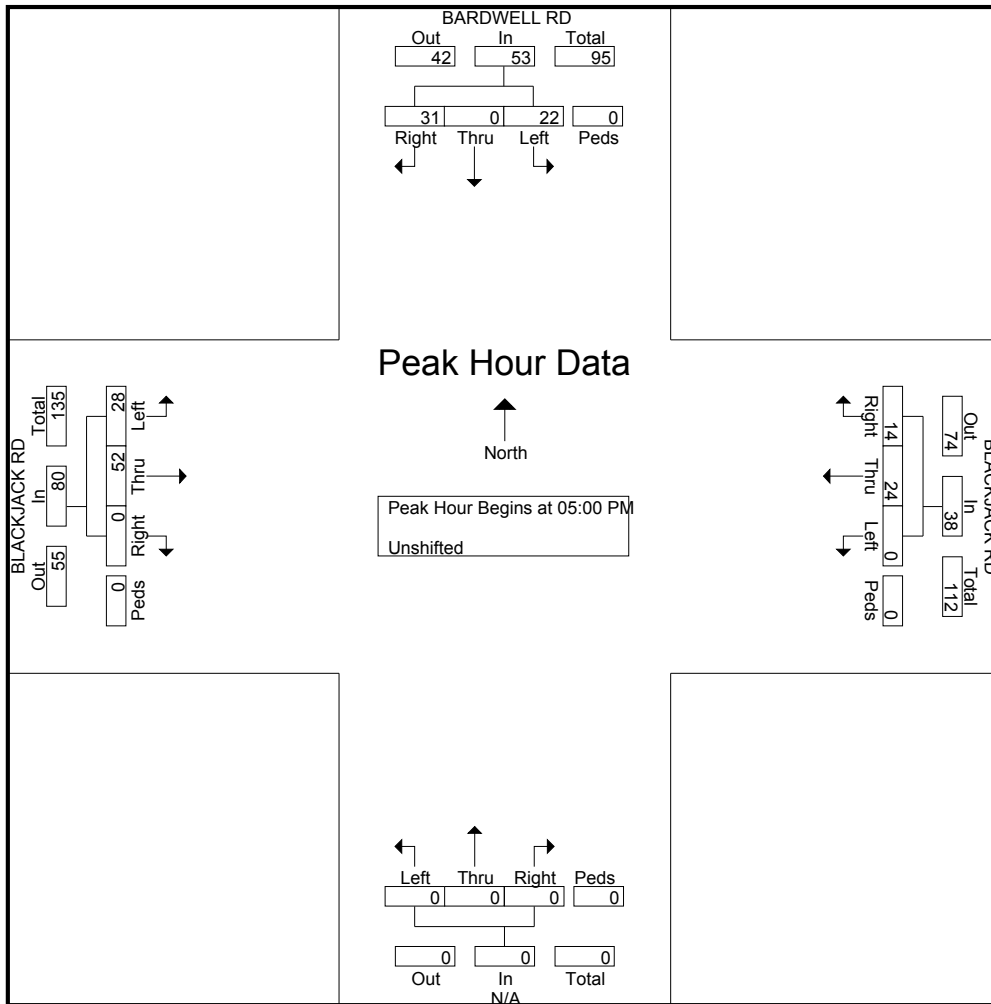
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Jackson, MS 39225

5.2.11 A16

Intersection: Bardwell Rd/Blackjack Rd
Counter: Ja. Kiser (Video)
County/State: Oktibbeha/MS
Weather: AM Cloudy

File Name : Bardwell-Blackjack
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	BARDWELL RD Southbound					BLACKJACK RD Westbound					N/A Northbound					BLACKJACK RD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	0	11	0	14	0	3	6	0	9	0	0	0	0	0	4	8	0	0	12	35
05:15 PM	5	0	6	0	11	0	7	2	0	9	0	0	0	0	0	9	19	0	0	28	48
05:30 PM	10	0	9	0	19	0	8	3	0	11	0	0	0	0	0	6	15	0	0	21	51
05:45 PM	4	0	5	0	9	0	6	3	0	9	0	0	0	0	0	9	10	0	0	19	37
Total Volume	22	0	31	0	53	0	24	14	0	38	0	0	0	0	0	28	52	0	0	80	171
% App. Total	41.5	0	58.5	0		0	63.2	36.8	0		0	0	0	0		35	65	0	0		
PHF	.550	.000	.705	.000	.697	.000	.750	.583	.000	.864	.000	.000	.000	.000	.000	.778	.684	.000	.000	.714	.838



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5.2.11 A17

Intersection: Russell St/MS Hwy 12
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Cloudy AM

File Name : Russell-Hwy12
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

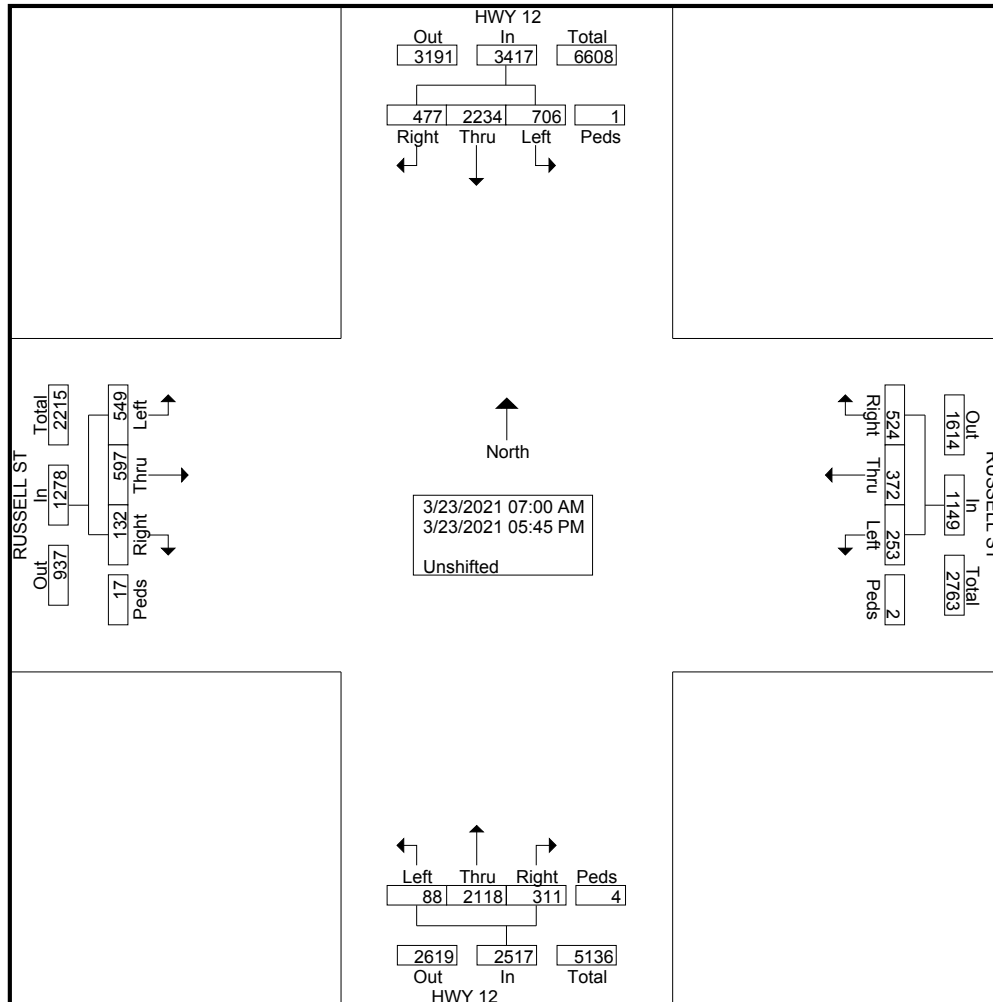
Start Time	HWY 12 Southbound					RUSSELL ST Westbound					HWY 12 Northbound					RUSSELL ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	30	82	11	0	123	0	3	4	0	7	1	100	9	0	110	18	25	3	0	46	286
07:15 AM	42	131	22	0	195	3	5	9	0	17	2	142	25	0	169	28	25	2	1	56	437
07:30 AM	61	168	25	0	254	2	6	13	1	22	0	142	29	0	171	37	37	5	0	79	526
07:45 AM	96	138	35	0	269	7	17	16	0	40	4	167	46	0	217	53	67	3	1	124	650
Total	229	519	93	0	841	12	31	42	1	86	7	551	109	0	667	136	154	13	2	305	1899
08:00 AM	70	113	32	0	215	7	12	11	0	30	5	177	33	0	215	33	38	5	1	77	537
08:15 AM	41	110	23	0	174	3	9	11	0	23	6	123	16	0	145	29	22	4	1	56	398
08:30 AM	35	109	16	0	160	8	8	18	0	34	4	80	24	0	108	24	34	6	0	64	366
08:45 AM	40	97	24	0	161	9	14	8	0	31	1	103	20	0	124	27	37	4	1	69	385
Total	186	429	95	0	710	27	43	48	0	118	16	483	93	0	592	113	131	19	3	266	1686
*** BREAK ***																					
04:00 PM	22	137	41	0	200	23	37	67	0	127	7	156	15	0	178	33	27	11	1	72	577
04:15 PM	30	140	31	0	201	22	27	28	0	77	6	133	15	0	154	33	31	19	1	84	516
04:30 PM	29	164	34	0	227	15	29	46	0	90	6	144	16	0	166	36	32	18	0	86	569
04:45 PM	43	162	32	0	237	24	34	48	0	106	9	118	7	0	134	31	45	10	0	86	563
Total	124	603	138	0	865	84	127	189	0	400	28	551	53	0	632	133	135	58	2	328	2225
05:00 PM	43	190	34	0	267	53	67	93	0	213	12	147	14	0	173	61	64	12	3	140	793
05:15 PM	42	205	47	0	294	36	43	57	0	136	15	149	13	0	177	42	39	15	0	96	703
05:30 PM	30	141	39	0	210	19	30	53	0	102	2	125	11	1	139	28	35	4	3	70	521
05:45 PM	52	147	31	1	231	22	31	42	1	96	8	112	18	3	141	36	39	11	4	90	558
Total	167	683	151	1	1002	130	171	245	1	547	37	533	56	4	630	167	177	42	10	396	2575
Grand Total	706	2234	477	1	3418	253	372	524	2	1151	88	2118	311	4	2521	549	597	132	17	1295	8385
Apprch %	20.7	65.4	14	0		22	32.3	45.5	0.2		3.5	84	12.3	0.2		42.4	46.1	10.2	1.3		
Total %	8.4	26.6	5.7	0	40.8	3	4.4	6.2	0	13.7	1	25.3	3.7	0	30.1	6.5	7.1	1.6	0.2	15.4	

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5.2.11 A18

Intersection: Russell St/MS Hwy 12
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Cloudy AM

File Name : Russell-Hwy12
Site Code : 0000000
Start Date : 3/23/2021
Page No : 2



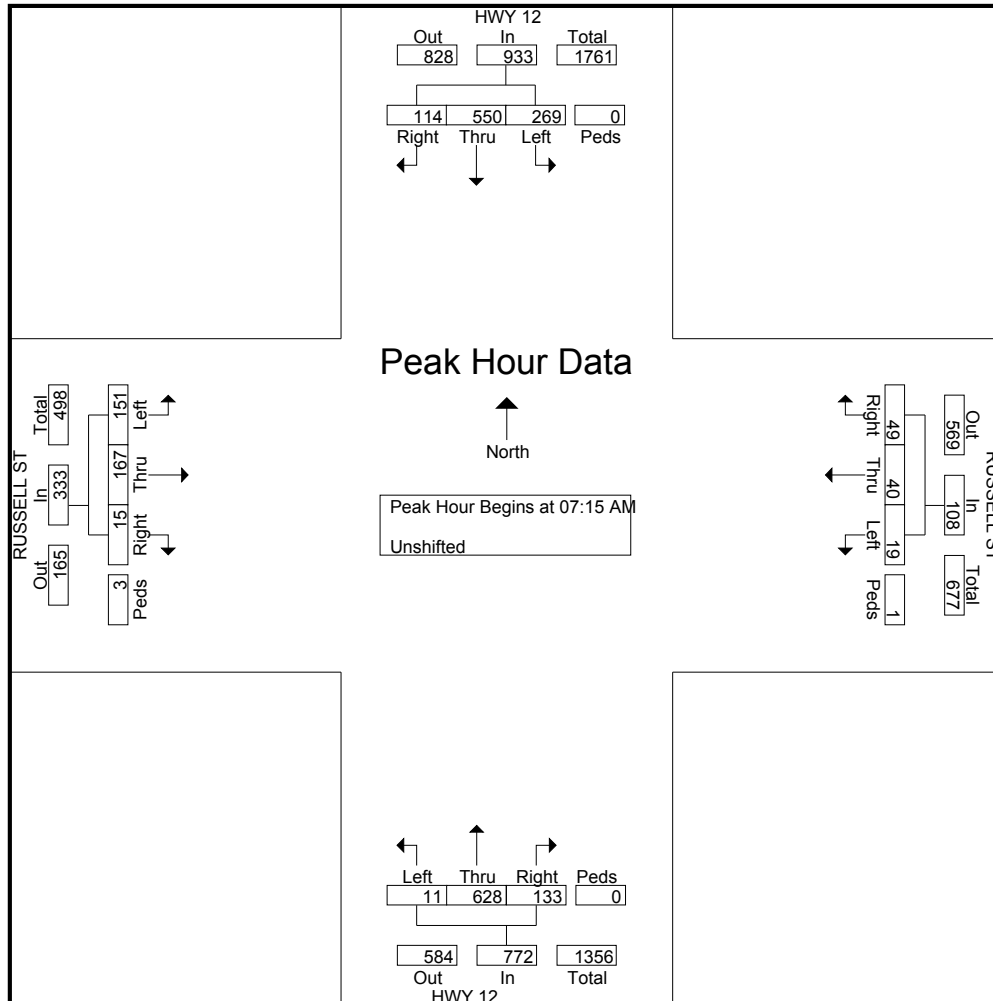
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Jackson, MS 39225

5.2.11 A19

Intersection: Russell St/MS Hwy 12
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Cloudy AM

File Name : Russell-Hwy12
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	HWY 12 Southbound					RUSSELL ST Westbound					HWY 12 Northbound					RUSSELL ST Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	42	131	22	0	195	3	5	9	0	17	2	142	25	0	169	28	25	2	1	56	437
07:30 AM	61	168	25	0	254	2	6	13	1	22	0	142	29	0	171	37	37	5	0	79	526
07:45 AM	96	138	35	0	269	7	17	16	0	40	4	167	46	0	217	53	67	3	1	124	650
08:00 AM	70	113	32	0	215	7	12	11	0	30	5	177	33	0	215	33	38	5	1	77	537
Total Volume	269	550	114	0	933	19	40	49	1	109	11	628	133	0	772	151	167	15	3	336	2150
% App. Total	28.8	58.9	12.2	0		17.4	36.7	45	0.9		1.4	81.3	17.2	0		44.9	49.7	4.5	0.9		
PHF	.701	.818	.814	.000	.867	.679	.588	.766	.250	.681	.550	.887	.723	.000	.889	.712	.623	.750	.750	.677	.827



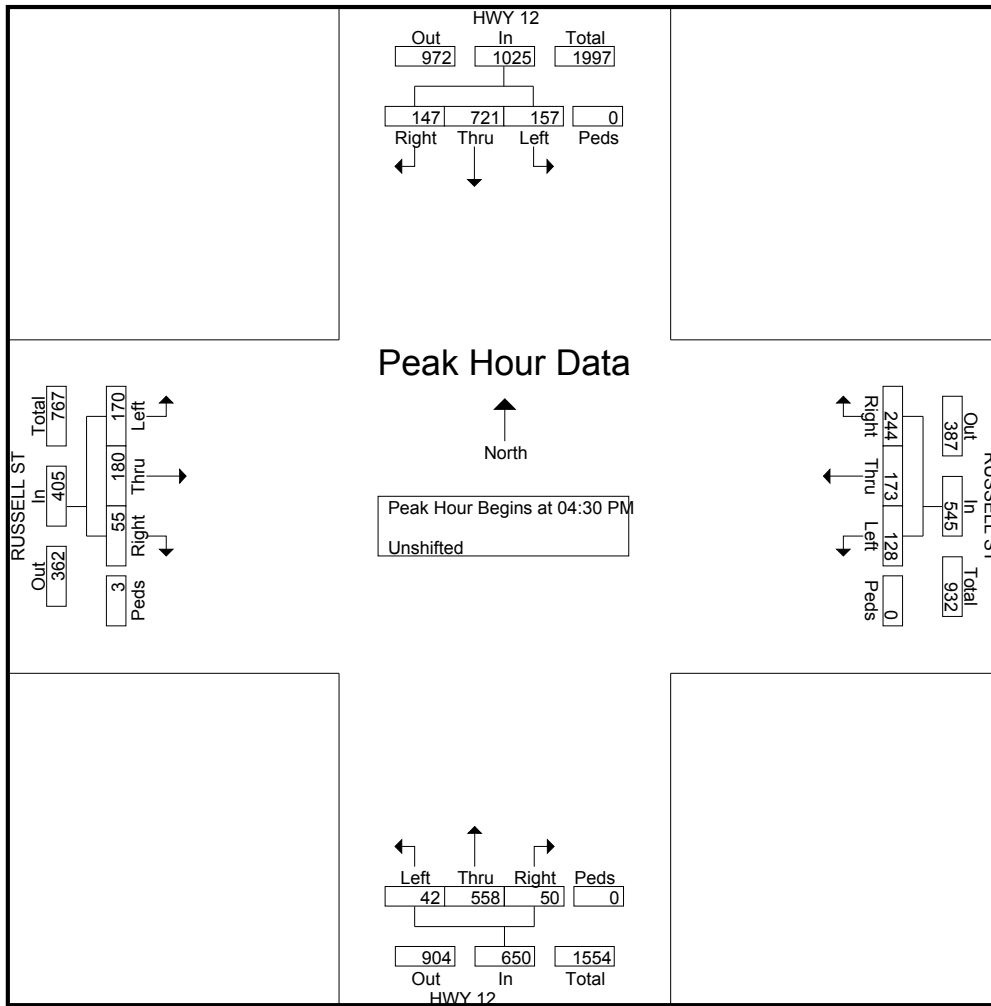
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5.2.11 A20

Intersection: Russell St/MS Hwy 12
Counter: T. Kiser (Video)
City/State: Starkville/MS
Weather: Cloudy AM

File Name : Russell-Hwy12
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	HWY 12 Southbound					RUSSELL ST Westbound					HWY 12 Northbound					RUSSELL ST Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	29	164	34	0	227	15	29	46	0	90	6	144	16	0	166	36	32	18	0	86	569
04:45 PM	43	162	32	0	237	24	34	48	0	106	9	118	7	0	134	31	45	10	0	86	563
05:00 PM	43	190	34	0	267	53	67	93	0	213	12	147	14	0	173	61	64	12	3	140	793
05:15 PM	42	205	47	0	294	36	43	57	0	136	15	149	13	0	177	42	39	15	0	96	703
Total Volume	157	721	147	0	1025	128	173	244	0	545	42	558	50	0	650	170	180	55	3	408	2628
% App. Total	15.3	70.3	14.3	0		23.5	31.7	44.8	0		6.5	85.8	7.7	0		41.7	44.1	13.5	0.7		
PHF	.913	.879	.782	.000	.872	.604	.646	.656	.000	.640	.700	.936	.781	.000	.918	.697	.703	.764	.250	.729	.828



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5.2.11 A21

Intersection: Russell St/Bost Dr
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Russell-Bost
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

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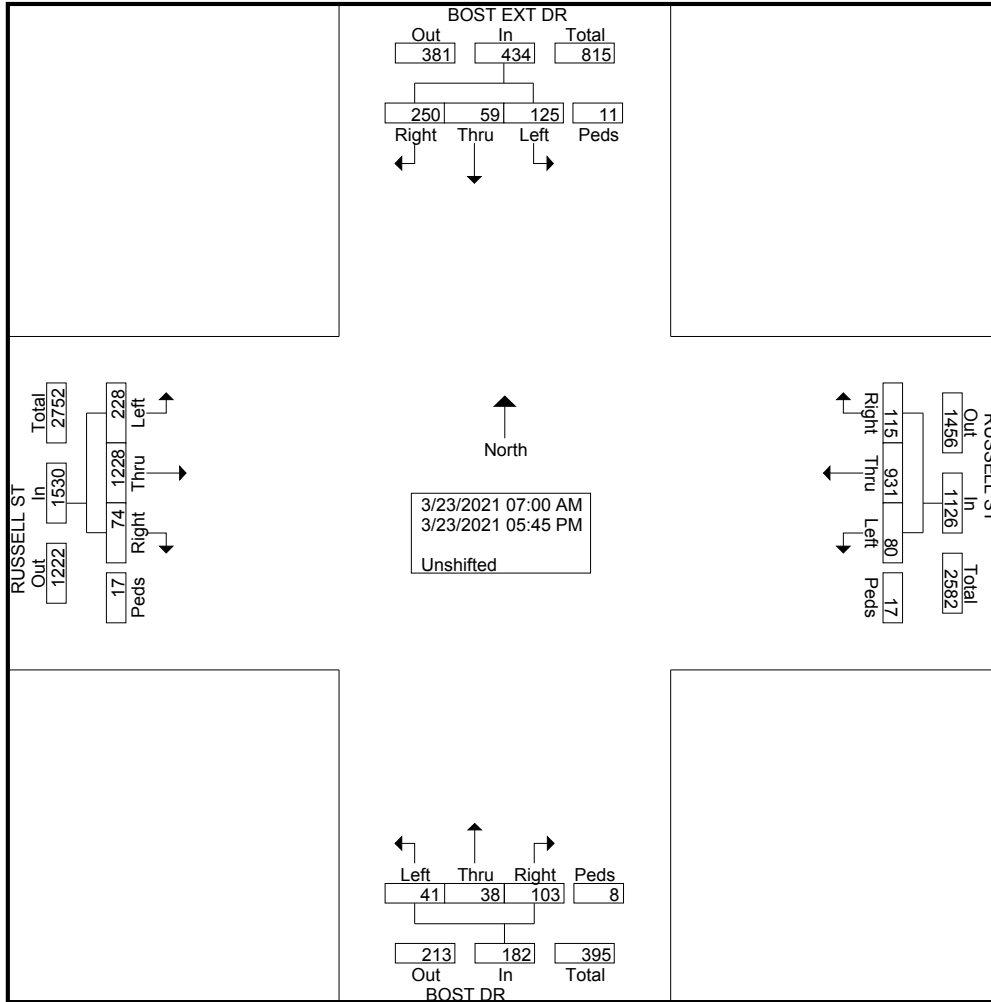
Start Time	BOST EXT DR Southbound					RUSSELL ST Westbound					BOST DR Northbound					RUSSELL ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	2	0	0	6	5	11	1	1	18	1	0	0	0	1	3	49	2	0	54	79
07:15 AM	6	1	5	0	12	1	14	6	0	21	0	3	2	0	5	8	80	3	0	91	129
07:30 AM	9	3	2	5	19	0	21	3	1	25	0	0	3	4	7	20	96	4	4	124	175
07:45 AM	11	2	9	4	26	7	34	5	1	47	1	2	7	0	10	32	148	18	2	200	283
Total	30	8	16	9	63	13	80	15	3	111	2	5	12	4	23	63	373	27	6	469	666
08:00 AM	7	2	1	0	10	5	24	8	0	37	1	1	2	0	4	32	85	8	2	127	178
08:15 AM	5	1	2	0	8	1	16	6	0	23	4	1	1	1	7	10	64	4	1	79	117
08:30 AM	4	2	6	0	12	3	36	6	0	45	1	3	2	0	6	10	68	3	1	82	145
08:45 AM	6	4	8	0	18	1	26	10	2	39	1	4	3	0	8	7	80	7	0	94	159
Total	22	9	17	0	48	10	102	30	2	144	7	9	8	1	25	59	297	22	4	382	599
*** BREAK ***																					
04:00 PM	7	4	13	0	24	2	97	11	0	110	6	1	2	0	9	7	57	3	0	67	210
04:15 PM	8	3	16	0	27	4	66	10	1	81	4	3	5	0	12	10	59	3	1	73	193
04:30 PM	6	3	17	0	26	3	82	7	1	93	5	2	11	0	18	10	56	2	1	69	206
04:45 PM	10	9	35	0	54	6	79	13	4	102	7	2	8	2	19	11	68	2	1	82	257
Total	31	19	81	0	131	15	324	41	6	386	22	8	26	2	58	38	240	10	3	291	866
05:00 PM	14	7	72	2	95	15	167	4	3	189	1	8	16	0	25	13	88	5	1	107	416
05:15 PM	9	8	36	0	53	9	106	11	1	127	5	2	12	0	19	25	74	3	0	102	301
05:30 PM	9	5	12	0	26	9	83	8	2	102	4	3	15	0	22	16	61	5	1	83	233
05:45 PM	10	3	16	0	29	9	69	6	0	84	0	3	14	1	18	14	95	2	2	113	244
Total	42	23	136	2	203	42	425	29	6	502	10	16	57	1	84	68	318	15	4	405	1194
Grand Total	125	59	250	11	445	80	931	115	17	1143	41	38	103	8	190	228	1228	74	17	1547	3325
Apprch %	28.1	13.3	56.2	2.5		7	81.5	10.1	1.5		21.6	20	54.2	4.2		14.7	79.4	4.8	1.1		
Total %	3.8	1.8	7.5	0.3	13.4	2.4	28	3.5	0.5	34.4	1.2	1.1	3.1	0.2	5.7	6.9	36.9	2.2	0.5	46.5	

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5.2.11 A22

Intersection: Russell St/Bost Dr
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Russell-Bost
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



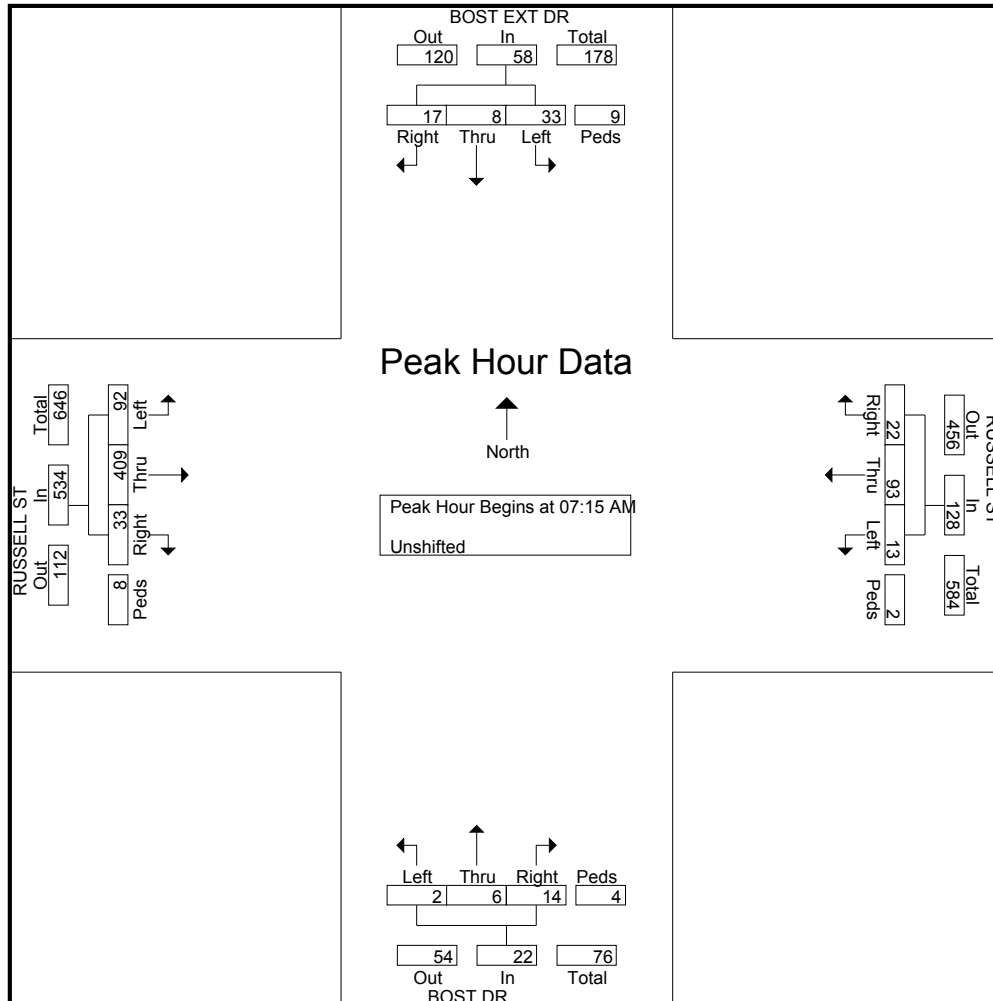
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Jackson, MS 39225

5.2.11 A23

Intersection: Russell St/Bost Dr
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Russell-Bost
Site Code : 0000000
Start Date : 3/23/2021
Page No : 3

Start Time	BOST EXT DR Southbound					RUSSELL ST Westbound					BOST DR Northbound					RUSSELL ST Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	1	5	0	12	1	14	6	0	21	0	3	2	0	5	8	80	3	0	91	129
07:30 AM	9	3	2	5	19	0	21	3	1	25	0	0	3	4	7	20	96	4	4	124	175
07:45 AM	11	2	9	4	26	7	34	5	1	47	1	2	7	0	10	32	148	18	2	200	283
08:00 AM	7	2	1	0	10	5	24	8	0	37	1	1	2	0	4	32	85	8	2	127	178
Total Volume	33	8	17	9	67	13	93	22	2	130	2	6	14	4	26	92	409	33	8	542	765
% App. Total	49.3	11.9	25.4	13.4		10	71.5	16.9	1.5		7.7	23.1	53.8	15.4		17	75.5	6.1	1.5		
PHF	.750	.667	.472	.450	.644	.464	.684	.688	.500	.691	.500	.500	.500	.250	.650	.719	.691	.458	.500	.678	.676



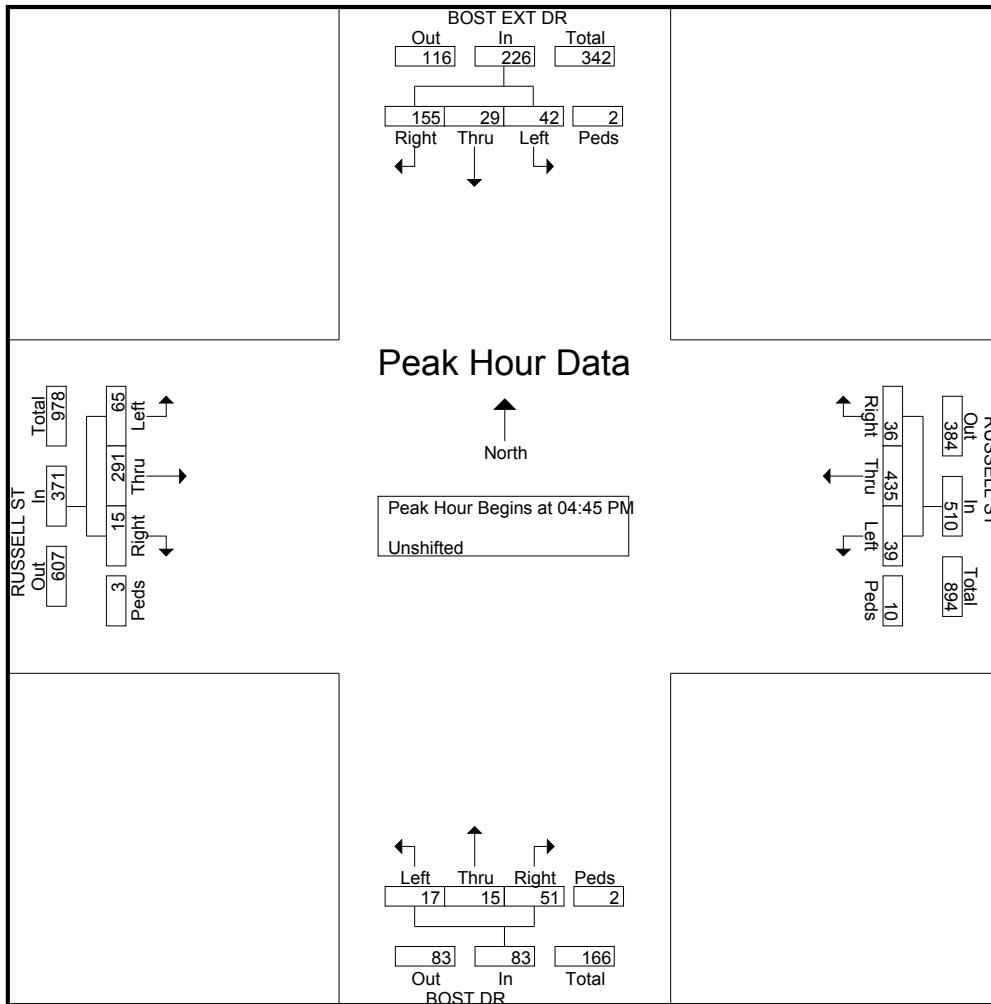
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Jackson, MS 39225

5.2.11 A24

Intersection: Russell St/Bost Dr
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Russell-Bost
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	BOST EXT DR Southbound					RUSSELL ST Westbound					BOST DR Northbound					RUSSELL ST Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	9	35	0	54	6	79	13	4	102	7	2	8	2	19	11	68	2	1	82	257
05:00 PM	14	7	72	2	95	15	167	4	3	189	1	8	16	0	25	13	88	5	1	107	416
05:15 PM	9	8	36	0	53	9	106	11	1	127	5	2	12	0	19	25	74	3	0	102	301
05:30 PM	9	5	12	0	26	9	83	8	2	102	4	3	15	0	22	16	61	5	1	83	233
Total Volume	42	29	155	2	228	39	435	36	10	520	17	15	51	2	85	65	291	15	3	374	1207
% App. Total	18.4	12.7	68	0.9		7.5	83.7	6.9	1.9		20	17.6	60	2.4		17.4	77.8	4	0.8		
PHF	.750	.806	.538	.250	.600	.650	.651	.692	.625	.688	.607	.469	.797	.250	.850	.650	.827	.750	.750	.874	.725



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5.2.11 A25

Intersection: Stone Blvd/Creelman St
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Creelman-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

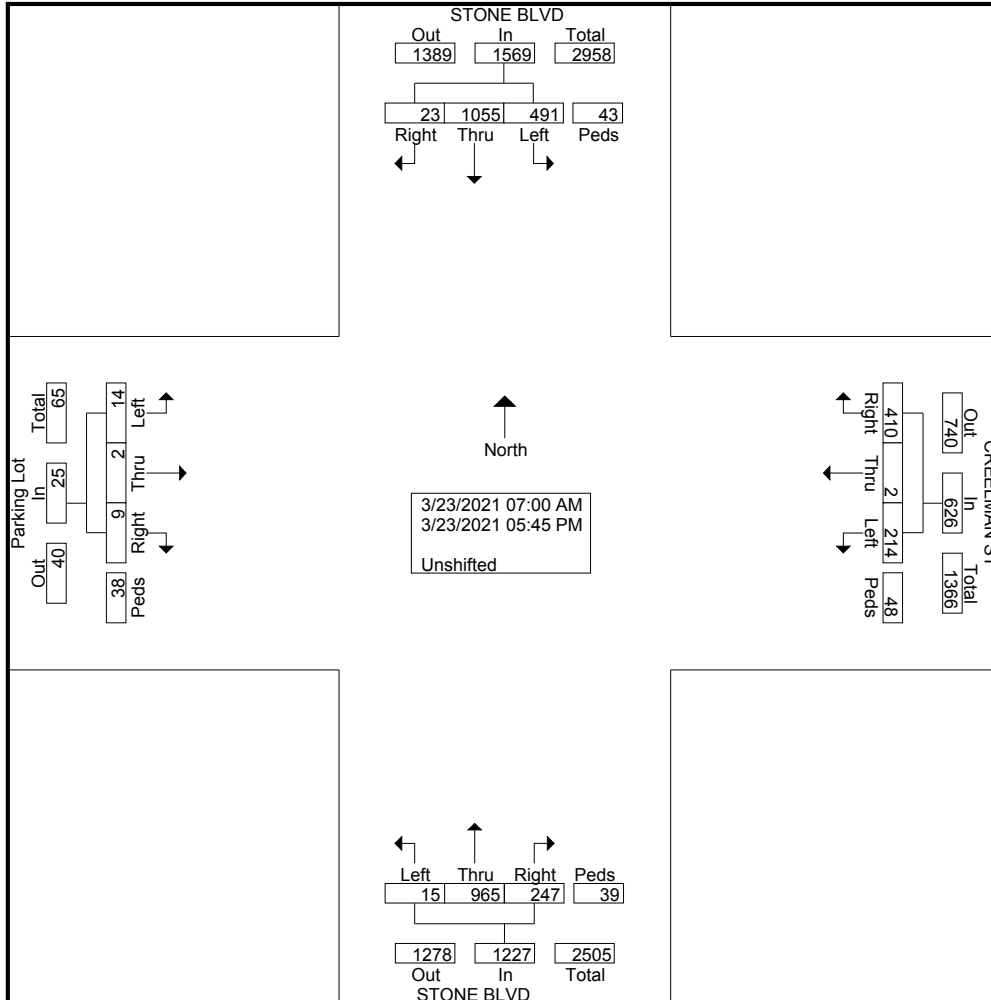
Start Time	STONE BLVD Southbound					CREELMAN ST Westbound					STONE BLVD Northbound					Parking Lot Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	11	39	0	3	53	1	0	8	0	9	0	21	5	2	28	0	0	0	0	0	90
07:15 AM	25	55	2	0	82	2	0	13	0	15	1	26	9	0	36	1	0	0	0	1	134
07:30 AM	24	73	1	3	101	1	0	7	0	8	0	60	10	0	70	0	0	1	4	5	184
07:45 AM	66	90	4	5	165	10	0	17	1	28	1	68	28	1	98	0	0	0	8	8	299
Total	126	257	7	11	401	14	0	45	1	60	2	175	52	3	232	1	0	1	12	14	707
08:00 AM	40	64	7	6	117	5	0	18	0	23	2	45	16	1	64	0	0	0	5	5	209
08:15 AM	21	51	3	2	77	4	0	8	2	14	2	35	5	0	42	1	0	0	1	2	135
08:30 AM	26	61	2	2	91	2	0	20	0	22	2	38	9	0	49	0	0	1	5	6	168
08:45 AM	18	57	1	3	79	5	0	16	3	24	0	56	8	5	69	0	1	0	4	5	177
Total	105	233	13	13	364	16	0	62	5	83	6	174	38	6	224	1	1	1	15	18	689
*** BREAK ***																					
04:00 PM	14	60	0	2	76	17	0	29	5	51	2	95	10	2	109	2	0	0	3	5	241
04:15 PM	14	65	0	3	82	17	0	23	3	43	1	58	13	5	77	2	0	1	4	7	209
04:30 PM	28	49	0	1	78	21	0	41	4	66	0	72	13	2	87	1	0	1	1	3	234
04:45 PM	38	65	0	3	106	19	0	28	7	54	1	80	26	4	111	0	0	1	1	2	273
Total	94	239	0	9	342	74	0	121	19	214	4	305	62	13	384	5	0	3	9	17	957
05:00 PM	34	89	1	3	127	32	1	69	12	114	0	91	9	5	105	5	0	1	1	7	353
05:15 PM	37	85	1	4	127	30	1	38	8	77	1	80	26	6	113	1	0	1	0	2	319
05:30 PM	41	67	0	1	109	27	0	44	3	74	1	69	31	2	103	1	1	2	0	4	290
05:45 PM	54	85	1	2	142	21	0	31	0	52	1	71	29	4	105	0	0	0	1	1	300
Total	166	326	3	10	505	110	2	182	23	317	3	311	95	17	426	7	1	4	2	14	1262
Grand Total	491	1055	23	43	1612	214	2	410	48	674	15	965	247	39	1266	14	2	9	38	63	3615
Apprch %	30.5	65.4	1.4	2.7		31.8	0.3	60.8	7.1		1.2	76.2	19.5	3.1		22.2	3.2	14.3	60.3		
Total %	13.6	29.2	0.6	1.2	44.6	5.9	0.1	11.3	1.3	18.6	0.4	26.7	6.8	1.1	35	0.4	0.1	0.2	1.1	1.7	

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5.2.11 A26

Intersection: Stone Blvd/Creelman St
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Creelman-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



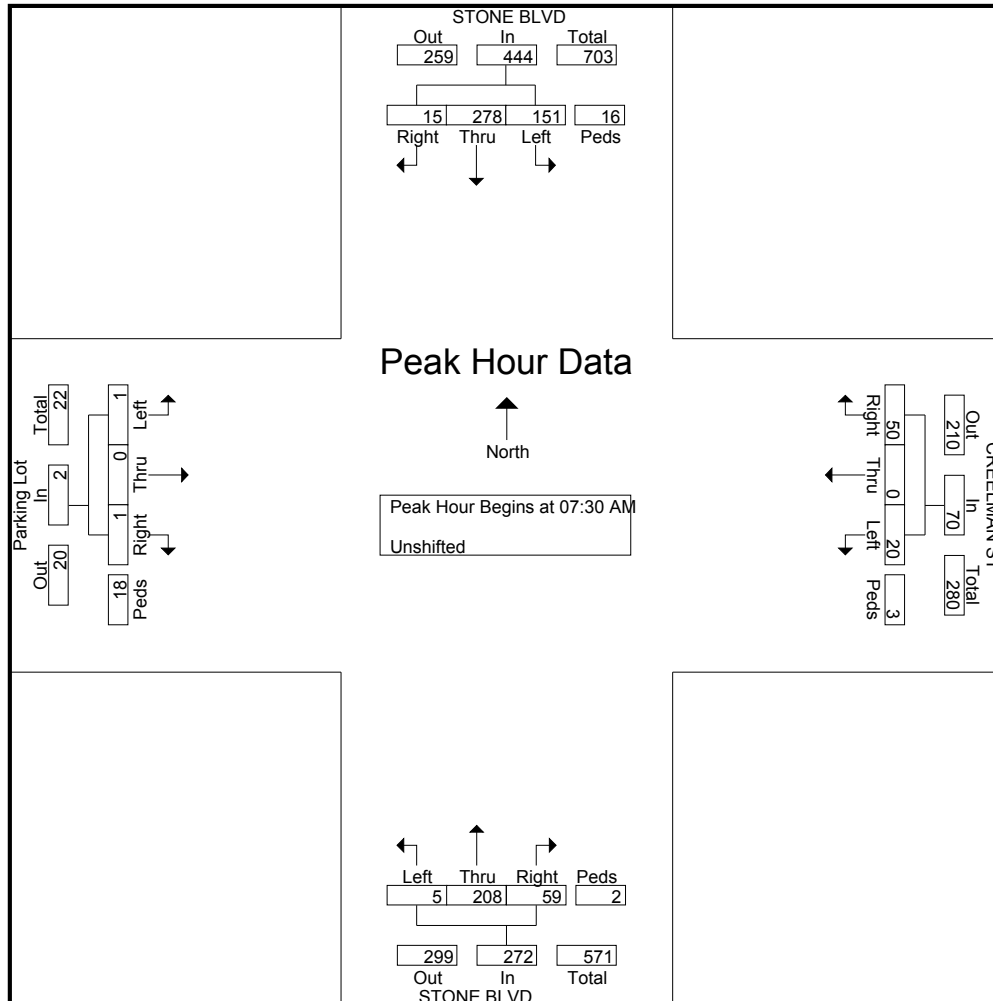
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5.2.11 A27

Intersection: Stone Blvd/Creelman St
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Creelman-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	STONE BLVD Southbound					CREELMAN ST Westbound					STONE BLVD Northbound					Parking Lot Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	24	73	1	3	101	1	0	7	0	8	0	60	10	0	70	0	0	1	4	5	184
07:45 AM	66	90	4	5	165	10	0	17	1	28	1	68	28	1	98	0	0	0	8	8	299
08:00 AM	40	64	7	6	117	5	0	18	0	23	2	45	16	1	64	0	0	0	5	5	209
08:15 AM	21	51	3	2	77	4	0	8	2	14	2	35	5	0	42	1	0	0	1	2	135
Total Volume	151	278	15	16	460	20	0	50	3	73	5	208	59	2	274	1	0	1	18	20	827
% App. Total	32.8	60.4	3.3	3.5		27.4	0	68.5	4.1		1.8	75.9	21.5	0.7		5	0	5	90		
PHF	.572	.772	.536	.667	.697	.500	.000	.694	.375	.652	.625	.765	.527	.500	.699	.250	.000	.250	.563	.625	.691



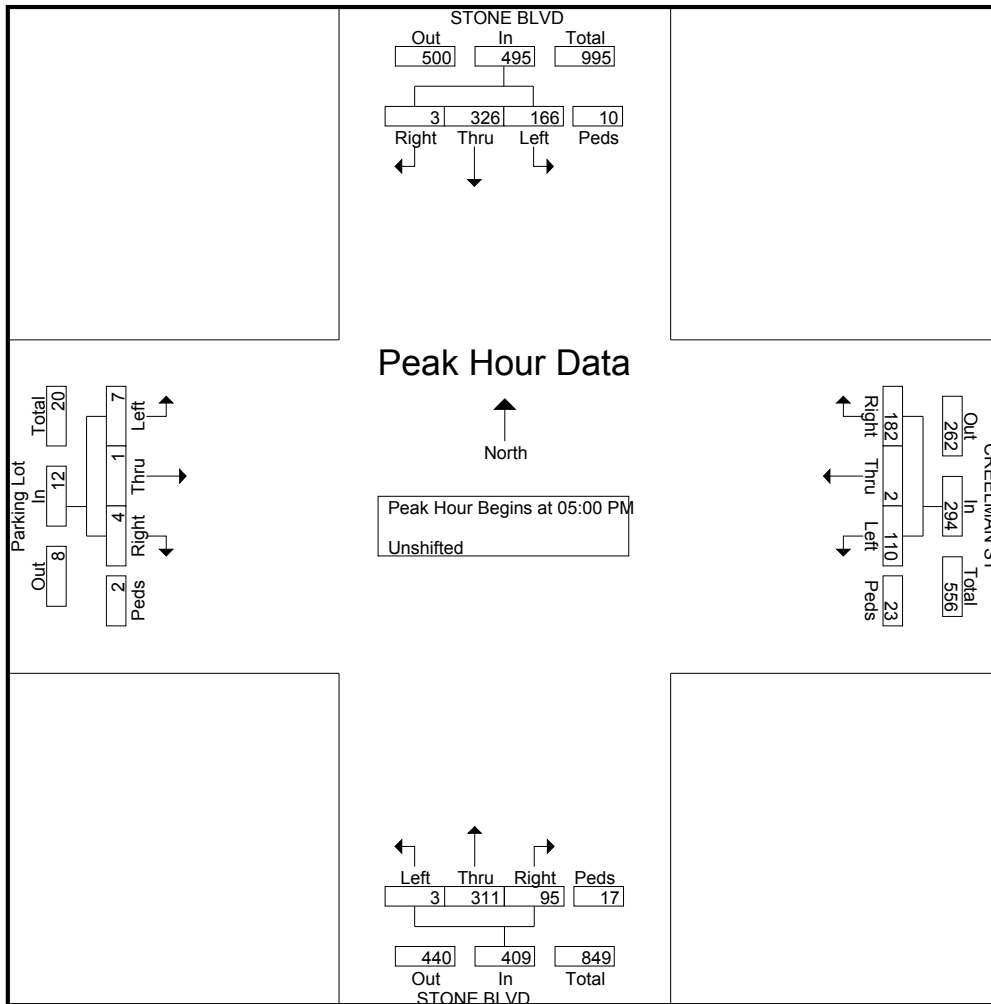
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Jackson, MS 39225

5.2.11 A28

Intersection: Stone Blvd/Creelman St
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Creelman-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	STONE BLVD Southbound					CREELMAN ST Westbound					STONE BLVD Northbound					Parking Lot Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	34	89	1	3	127	32	1	69	12	114	0	91	9	5	105	5	0	1	1	7	353
05:15 PM	37	85	1	4	127	30	1	38	8	77	1	80	26	6	113	1	0	1	0	2	319
05:30 PM	41	67	0	1	109	27	0	44	3	74	1	69	31	2	103	1	1	2	0	4	290
05:45 PM	54	85	1	2	142	21	0	31	0	52	1	71	29	4	105	0	0	0	1	1	300
Total Volume	166	326	3	10	505	110	2	182	23	317	3	311	95	17	426	7	1	4	2	14	1262
% App. Total	32.9	64.6	0.6	2		34.7	0.6	57.4	7.3		0.7	73	22.3	4		50	7.1	28.6	14.3		
PHF	.769	.916	.750	.625	.889	.859	.500	.659	.479	.695	.750	.854	.766	.708	.942	.350	.250	.500	.500	.500	.894



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5.2.11 A29

Intersection: Stone Blvd/Bully Blvd
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

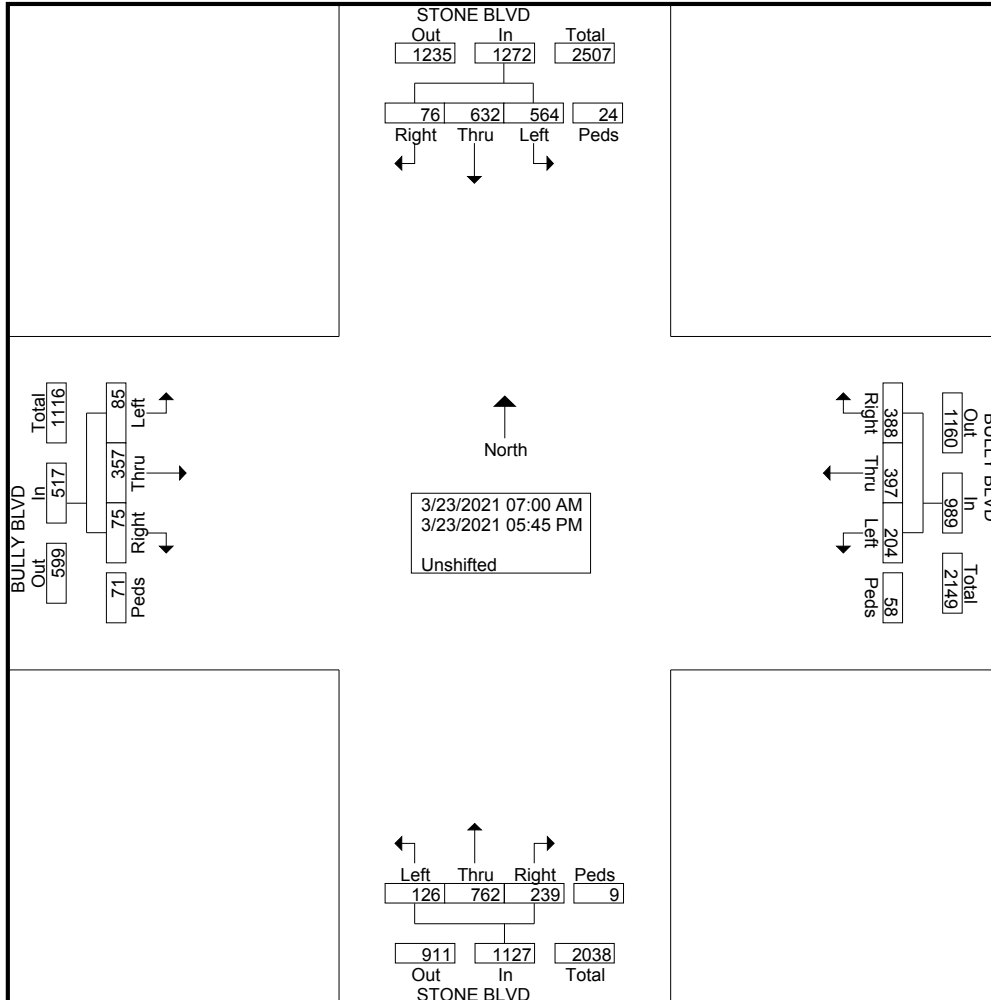
Start Time	STONE BLVD Southbound					BULLY BLVD Westbound					STONE BLVD Northbound					BULLY BLVD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	28	13	0	1	42	5	1	3	1	10	3	24	7	2	36	0	14	0	0	14	102
07:15 AM	29	25	1	0	55	2	3	6	0	11	5	30	19	0	54	4	15	2	1	22	142
07:30 AM	46	18	4	0	68	3	7	10	3	23	6	63	25	0	94	3	24	3	3	33	218
07:45 AM	64	21	6	1	92	5	5	13	6	29	6	83	35	0	124	7	35	2	7	51	296
Total	167	77	11	2	257	15	16	32	10	73	20	200	86	2	308	14	88	7	11	120	758
08:00 AM	29	29	4	0	62	3	4	10	5	22	10	59	32	0	101	3	27	0	5	35	220
08:15 AM	22	24	6	1	53	4	9	12	4	29	3	31	15	0	49	2	16	5	1	24	155
08:30 AM	27	25	2	1	55	6	7	8	2	23	2	41	16	0	59	1	13	4	0	18	155
08:45 AM	30	28	6	0	64	7	8	18	1	34	6	47	16	1	70	3	15	2	6	26	194
Total	108	106	18	2	234	20	28	48	12	108	21	178	79	1	279	9	71	11	12	103	724
*** BREAK ***																					
04:00 PM	29	46	6	3	84	18	30	42	1	91	6	51	11	0	68	10	12	2	11	35	278
04:15 PM	30	53	4	4	91	12	23	25	3	63	6	37	6	0	49	5	15	5	4	29	232
04:30 PM	19	47	3	2	71	11	31	33	8	83	7	43	9	1	60	3	16	5	3	27	241
04:45 PM	38	48	4	3	93	27	57	36	5	125	13	65	6	2	86	5	15	4	5	29	333
Total	116	194	17	12	339	68	141	136	17	362	32	196	32	3	263	23	58	16	23	120	1084
05:00 PM	41	72	10	3	126	40	68	40	1	149	18	51	11	1	81	9	31	8	6	54	410
05:15 PM	45	77	11	2	135	33	67	46	1	147	14	49	8	2	73	11	29	10	8	58	413
05:30 PM	46	51	6	0	103	15	38	40	5	98	12	47	13	0	72	11	41	6	8	66	339
05:45 PM	41	55	3	3	102	13	39	46	12	110	9	41	10	0	60	8	39	17	3	67	339
Total	173	255	30	8	466	101	212	172	19	504	53	188	42	3	286	39	140	41	25	245	1501
Grand Total	564	632	76	24	1296	204	397	388	58	1047	126	762	239	9	1136	85	357	75	71	588	4067
Apprch %	43.5	48.8	5.9	1.9		19.5	37.9	37.1	5.5		11.1	67.1	21	0.8		14.5	60.7	12.8	12.1		
Total %	13.9	15.5	1.9	0.6	31.9	5	9.8	9.5	1.4	25.7	3.1	18.7	5.9	0.2	27.9	2.1	8.8	1.8	1.7	14.5	

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5.2.11 A30

Intersection: Stone Blvd/Bully Blvd
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



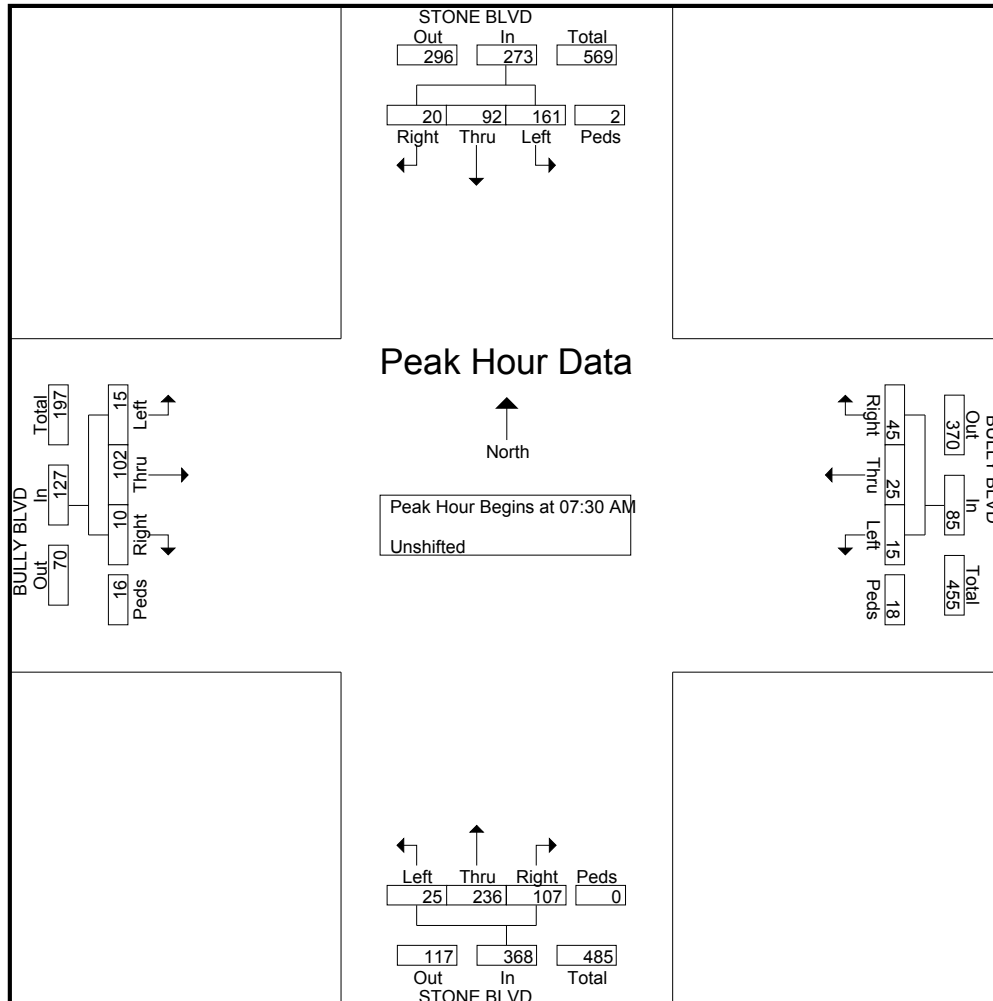
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Jackson, MS 39225

5.2.11 A31

Intersection: Stone Blvd/Bully Blvd
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Stone
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	STONE BLVD Southbound					BULLY BLVD Westbound					STONE BLVD Northbound					BULLY BLVD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	46	18	4	0	68	3	7	10	3	23	6	63	25	0	94	3	24	3	3	33	218
07:45 AM	64	21	6	1	92	5	5	13	6	29	6	83	35	0	124	7	35	2	7	51	296
08:00 AM	29	29	4	0	62	3	4	10	5	22	10	59	32	0	101	3	27	0	5	35	220
08:15 AM	22	24	6	1	53	4	9	12	4	29	3	31	15	0	49	2	16	5	1	24	155
Total Volume	161	92	20	2	275	15	25	45	18	103	25	236	107	0	368	15	102	10	16	143	889
% App. Total	58.5	33.5	7.3	0.7		14.6	24.3	43.7	17.5		6.8	64.1	29.1	0		10.5	71.3	7	11.2		
PHF	.629	.793	.833	.500	.747	.750	.694	.865	.750	.888	.625	.711	.764	.000	.742	.536	.729	.500	.571	.701	.751



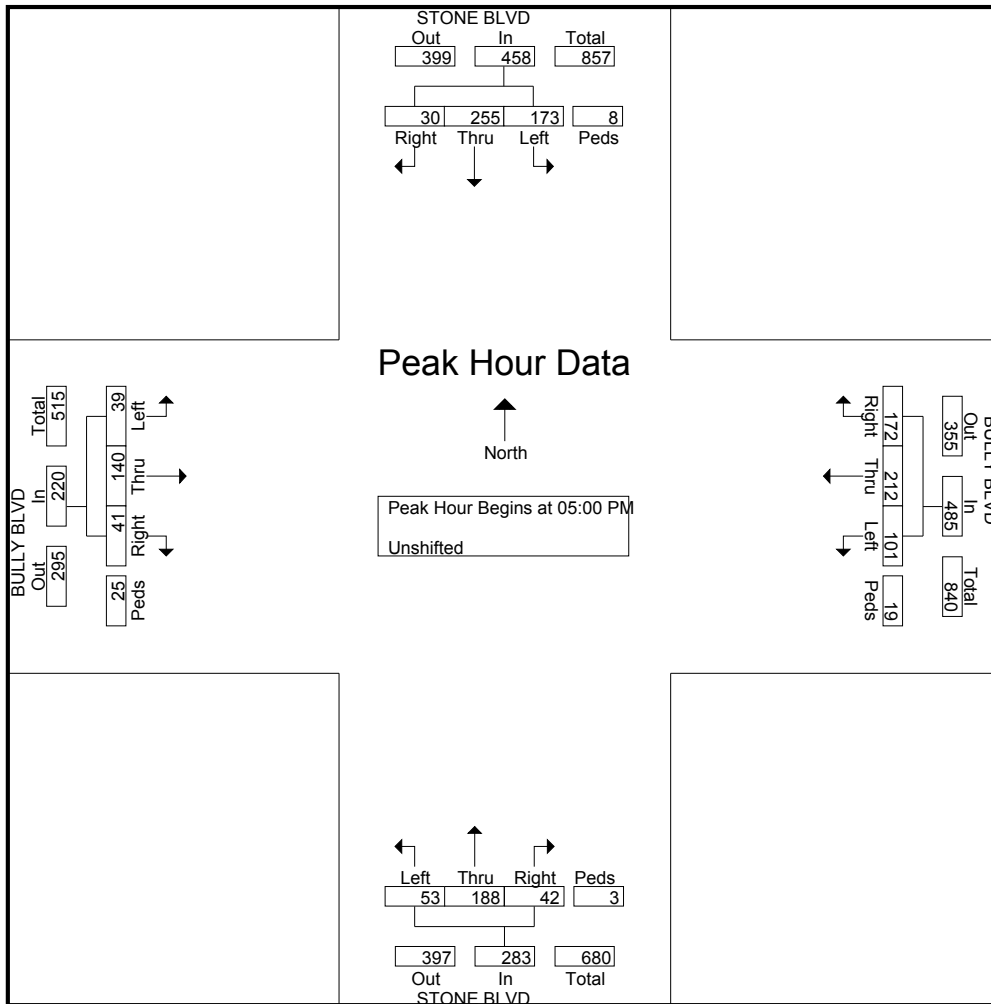
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5.2.11 A32

Intersection: Stone Blvd/Bully Blvd
Counter: T. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Stone
Site Code : 0000000
Start Date : 3/23/2021
Page No : 4

Start Time	STONE BLVD Southbound					BULLY BLVD Westbound					STONE BLVD Northbound					BULLY BLVD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	41	72	10	3	126	40	68	40	1	149	18	51	11	1	81	9	31	8	6	54	410
05:15 PM	45	77	11	2	135	33	67	46	1	147	14	49	8	2	73	11	29	10	8	58	413
05:30 PM	46	51	6	0	103	15	38	40	5	98	12	47	13	0	72	11	41	6	8	66	339
05:45 PM	41	55	3	3	102	13	39	46	12	110	9	41	10	0	60	8	39	17	3	67	339
Total Volume	173	255	30	8	466	101	212	172	19	504	53	188	42	3	286	39	140	41	25	245	1501
% App. Total	37.1	54.7	6.4	1.7		20	42.1	34.1	3.8		18.5	65.7	14.7	1		15.9	57.1	16.7	10.2		
PHF	.940	.828	.682	.667	.863	.631	.779	.935	.396	.846	.736	.922	.808	.375	.883	.886	.854	.603	.781	.914	.909



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5.2.11 A33

Intersection: Bully Blvd/Frat-Sorority Row
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Frat-Row
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

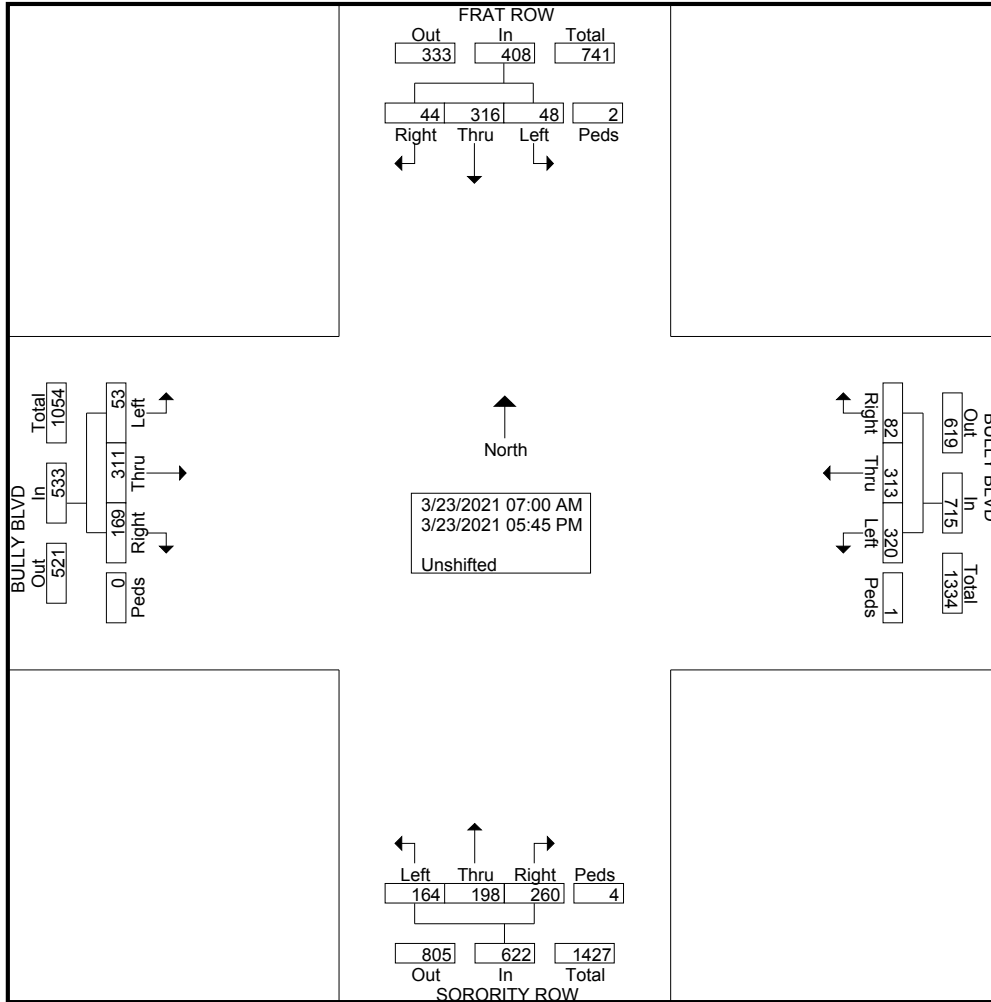
Start Time	FRAT ROW Southbound					BULLY BLVD Westbound					SORORITY ROW Northbound					BULLY BLVD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	7	0	0	8	8	1	0	0	9	2	0	0	0	2	2	13	7	0	22	41
07:15 AM	1	10	4	0	15	10	1	0	0	11	2	3	5	0	10	0	19	6	0	25	61
07:30 AM	0	11	1	0	12	11	5	3	0	19	4	6	5	0	15	1	28	9	0	38	84
07:45 AM	2	19	0	0	21	9	9	1	0	19	3	7	9	0	19	4	57	12	0	73	132
Total	4	47	5	0	56	38	16	4	0	58	11	16	19	0	46	7	117	34	0	158	318
08:00 AM	2	17	0	0	19	10	4	2	0	16	5	6	1	1	13	0	30	7	0	37	85
08:15 AM	0	3	0	0	3	6	8	0	0	14	6	1	9	0	16	0	20	6	0	26	59
08:30 AM	1	16	0	0	17	7	5	1	0	13	3	2	3	0	8	2	17	8	0	27	65
08:45 AM	1	11	3	2	17	6	13	1	0	20	6	8	10	3	27	1	13	10	0	24	88
Total	4	47	3	2	56	29	30	4	0	63	20	17	23	4	64	3	80	31	0	114	297
*** BREAK ***																					
04:00 PM	0	7	5	0	12	16	30	2	0	48	12	16	8	0	36	5	16	10	0	31	127
04:15 PM	0	17	1	0	18	9	29	2	0	40	6	10	15	0	31	3	8	8	0	19	108
04:30 PM	4	25	2	0	31	20	24	4	0	48	7	14	15	0	36	8	18	18	0	44	159
04:45 PM	2	31	0	0	33	46	34	10	0	90	17	14	14	0	45	4	22	13	0	39	207
Total	6	80	8	0	94	91	117	18	0	226	42	54	52	0	148	20	64	49	0	133	601
05:00 PM	5	49	6	0	60	56	54	19	0	129	24	32	35	0	91	4	14	17	0	35	315
05:15 PM	6	41	6	0	53	34	45	18	1	98	24	37	37	0	98	7	10	10	0	27	276
05:30 PM	5	29	7	0	41	38	24	13	0	75	25	20	55	0	100	7	19	15	0	41	257
05:45 PM	18	23	9	0	50	34	27	6	0	67	18	22	39	0	79	5	7	13	0	25	221
Total	34	142	28	0	204	162	150	56	1	369	91	111	166	0	368	23	50	55	0	128	1069
Grand Total	48	316	44	2	410	320	313	82	1	716	164	198	260	4	626	53	311	169	0	533	2285
Apprch %	11.7	77.1	10.7	0.5		44.7	43.7	11.5	0.1		26.2	31.6	41.5	0.6		9.9	58.3	31.7	0		
Total %	2.1	13.8	1.9	0.1	17.9	14	13.7	3.6	0	31.3	7.2	8.7	11.4	0.2	27.4	2.3	13.6	7.4	0	23.3	

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5.2.11 A34

Intersection: Bully Blvd/Frat-Sorority Row
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Frat-Row
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



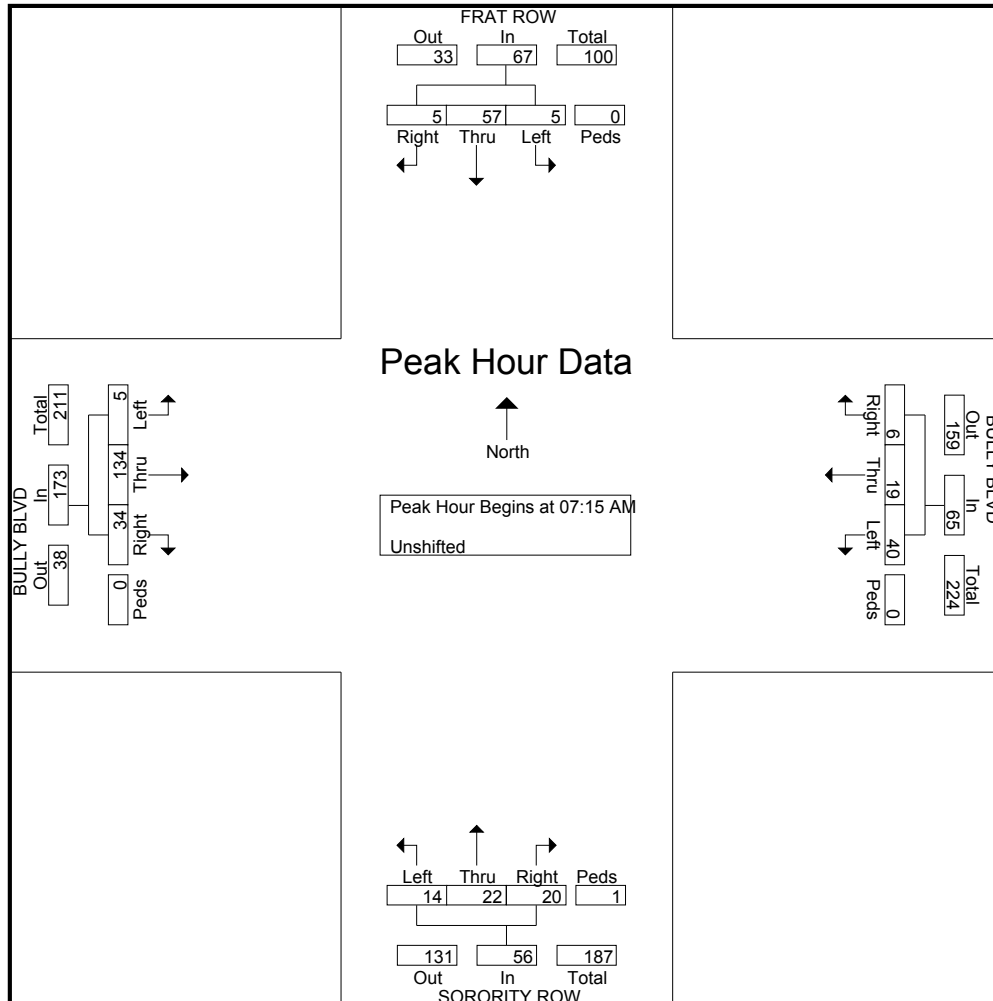
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Jackson, MS 39225

5.2.11 A35

Intersection: Bully Blvd/Frat-Sorority Row
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Frat-Row
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	FRAT ROW Southbound					BULLY BLVD Westbound					SORORITY ROW Northbound					BULLY BLVD Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	10	4	0	15	10	1	0	0	11	2	3	5	0	10	0	19	6	0	25	61
07:30 AM	0	11	1	0	12	11	5	3	0	19	4	6	5	0	15	1	28	9	0	38	84
07:45 AM	2	19	0	0	21	9	9	1	0	19	3	7	9	0	19	4	57	12	0	73	132
08:00 AM	2	17	0	0	19	10	4	2	0	16	5	6	1	1	13	0	30	7	0	37	85
Total Volume	5	57	5	0	67	40	19	6	0	65	14	22	20	1	57	5	134	34	0	173	362
% App. Total	7.5	85.1	7.5	0		61.5	29.2	9.2	0		24.6	38.6	35.1	1.8		2.9	77.5	19.7	0		
PHF	.625	.750	.313	.000	.798	.909	.528	.500	.000	.855	.700	.786	.556	.250	.750	.313	.588	.708	.000	.592	.686



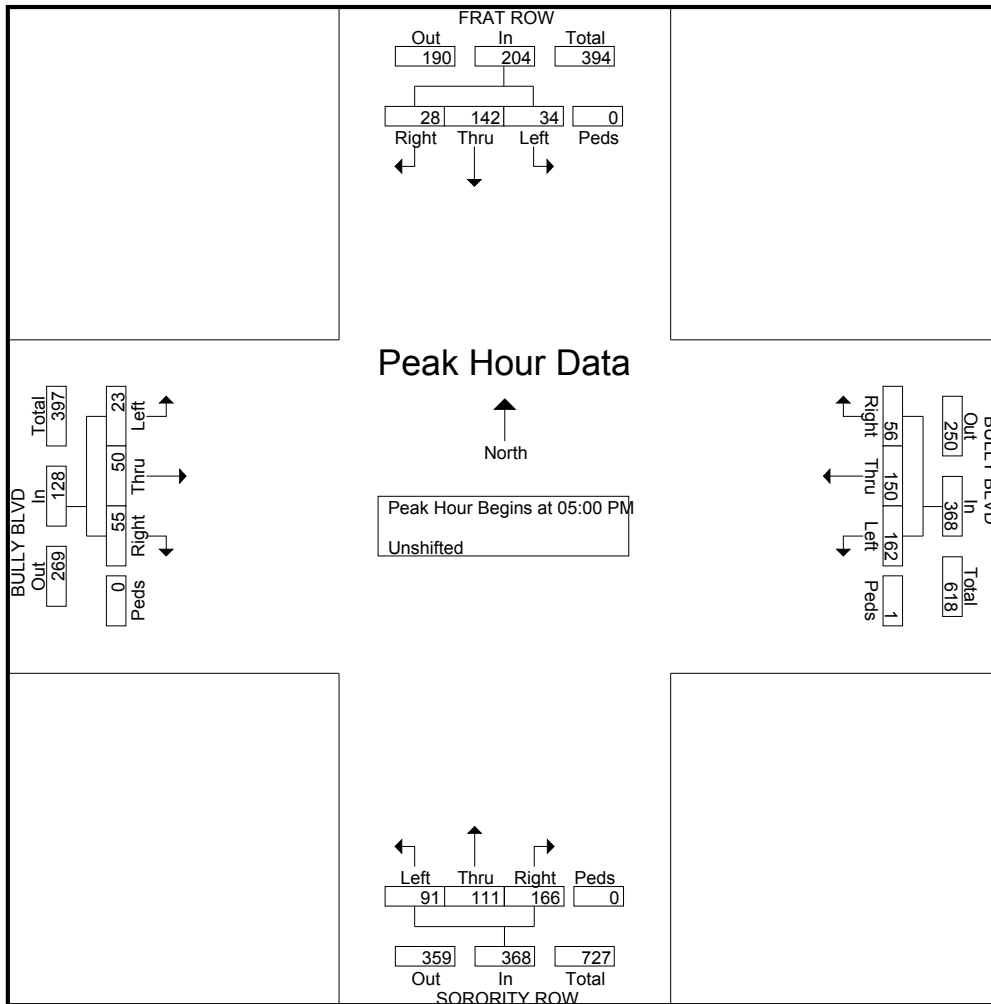
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Jackson, MS 39225

5.2.11 A36

Intersection: Bully Blvd/Frat-Sorority Row
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: AM Cloudy

File Name : Bully-Frat-Row
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	FRAT ROW Southbound					BULLY BLVD Westbound					SORORITY ROW Northbound					BULLY BLVD Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	49	6	0	60	56	54	19	0	129	24	32	35	0	91	4	14	17	0	35	315
05:15 PM	6	41	6	0	53	34	45	18	1	98	24	37	37	0	98	7	10	10	0	27	276
05:30 PM	5	29	7	0	41	38	24	13	0	75	25	20	55	0	100	7	19	15	0	41	257
05:45 PM	18	23	9	0	50	34	27	6	0	67	18	22	39	0	79	5	7	13	0	25	221
Total Volume	34	142	28	0	204	162	150	56	1	369	91	111	166	0	368	23	50	55	0	128	1069
% App. Total	16.7	69.6	13.7	0		43.9	40.7	15.2	0.3		24.7	30.2	45.1	0		18	39.1	4.3	0		
PHF	.472	.724	.778	.000	.850	.723	.694	.737	.250	.715	.910	.750	.755	.000	.920	.821	.658	.809	.000	.780	.848



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5.2.11 A37

Intersection: Lee Blvd/Barr Ave
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Lee-Blvd-Barr-Ave
Site Code : 00000000
Start Date : 3/23/2021
Page No : 1

Groups Printed- Unshifted

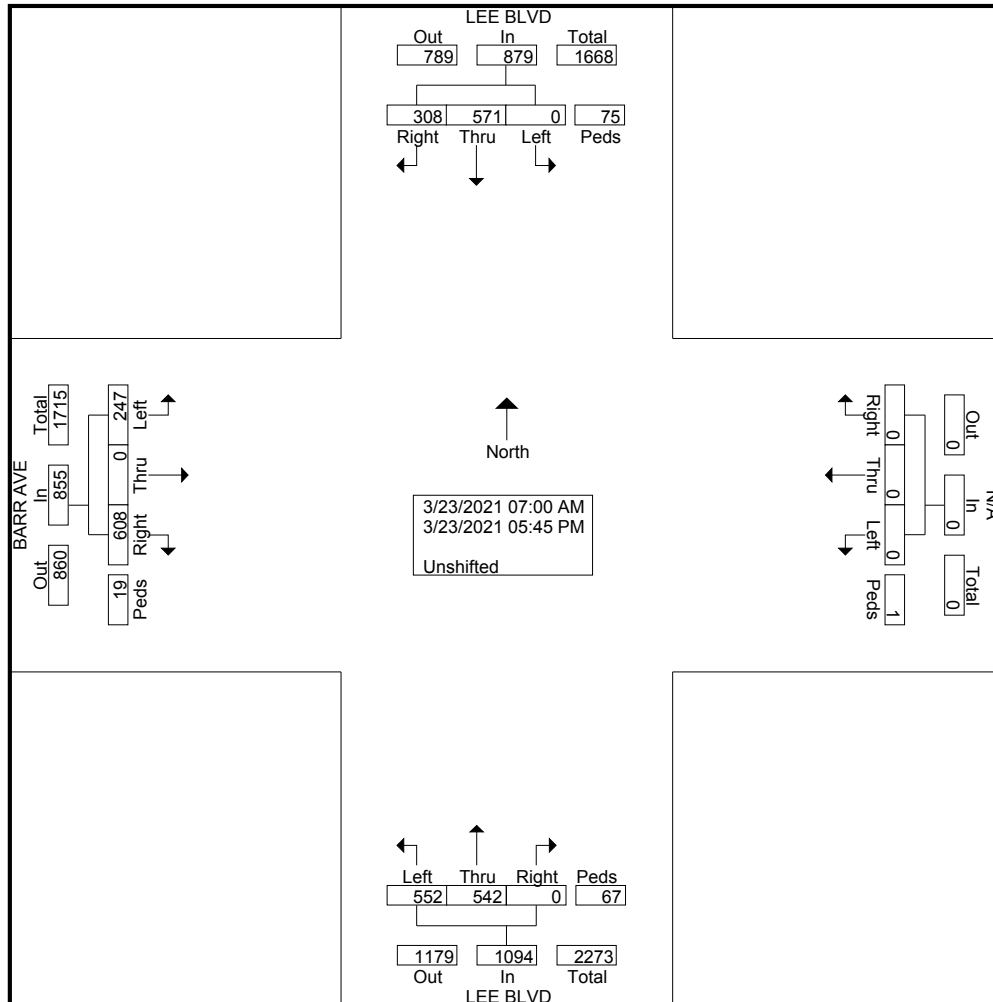
Start Time	LEE BLVD Southbound					N/A Westbound					LEE BLVD Northbound					BARR AVE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	18	9	3	30	0	0	0	0	0	14	13	0	1	28	7	0	22	1	30	88
07:15 AM	0	40	21	1	62	0	0	0	0	0	20	13	0	0	33	6	0	21	0	27	122
07:30 AM	0	64	21	9	94	0	0	0	0	0	33	31	0	1	65	6	0	40	0	46	205
07:45 AM	0	83	21	22	126	0	0	0	0	0	33	18	0	2	53	12	0	74	1	87	266
Total	0	205	72	35	312	0	0	0	0	0	100	75	0	4	179	31	0	157	2	190	681
08:00 AM	0	43	18	7	68	0	0	0	0	0	13	20	0	2	35	4	0	38	0	42	145
08:15 AM	0	38	16	1	55	0	0	0	0	0	21	14	0	4	39	6	0	21	0	27	121
08:30 AM	0	34	12	5	51	0	0	0	0	0	21	17	0	0	38	9	0	36	1	46	135
08:45 AM	0	26	13	8	47	0	0	0	0	0	25	18	0	0	43	13	0	39	1	53	143
Total	0	141	59	21	221	0	0	0	0	0	80	69	0	6	155	32	0	134	2	168	544
*** BREAK ***																					
04:00 PM	0	19	19	4	42	0	0	0	0	0	42	52	0	5	99	29	0	34	0	63	204
04:15 PM	0	23	10	6	39	0	0	0	0	0	38	50	0	7	95	22	0	29	3	54	188
04:30 PM	0	31	22	2	55	0	0	0	0	0	39	42	0	5	86	17	0	23	0	40	181
04:45 PM	0	33	21	1	55	0	0	0	0	0	54	34	0	8	96	20	0	48	4	72	223
Total	0	106	72	13	191	0	0	0	0	0	173	178	0	25	376	88	0	134	7	229	796
05:00 PM	0	36	31	2	69	0	0	0	1	1	62	83	0	15	160	25	0	55	1	81	311
05:15 PM	0	22	26	2	50	0	0	0	0	0	66	59	0	6	131	26	0	44	2	72	253
05:30 PM	0	33	21	1	55	0	0	0	0	0	30	42	0	9	81	22	0	45	5	72	208
05:45 PM	0	28	27	1	56	0	0	0	0	0	41	36	0	2	79	23	0	39	0	62	197
Total	0	119	105	6	230	0	0	0	1	1	199	220	0	32	451	96	0	183	8	287	969
Grand Total	0	571	308	75	954	0	0	0	1	1	552	542	0	67	1161	247	0	608	19	874	2990
Apprch %	0	59.9	32.3	7.9		0	0	0	100		47.5	46.7	0	5.8		28.3	0	69.6	2.2		
Total %	0	19.1	10.3	2.5	31.9	0	0	0	0	0	18.5	18.1	0	2.2	38.8	8.3	0	20.3	0.6	29.2	

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5.2.11 A38

Intersection: Lee Blvd/Barr Ave
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Lee-Blvd-Barr-Ave
Site Code : 00000000
Start Date : 3/23/2021
Page No : 2



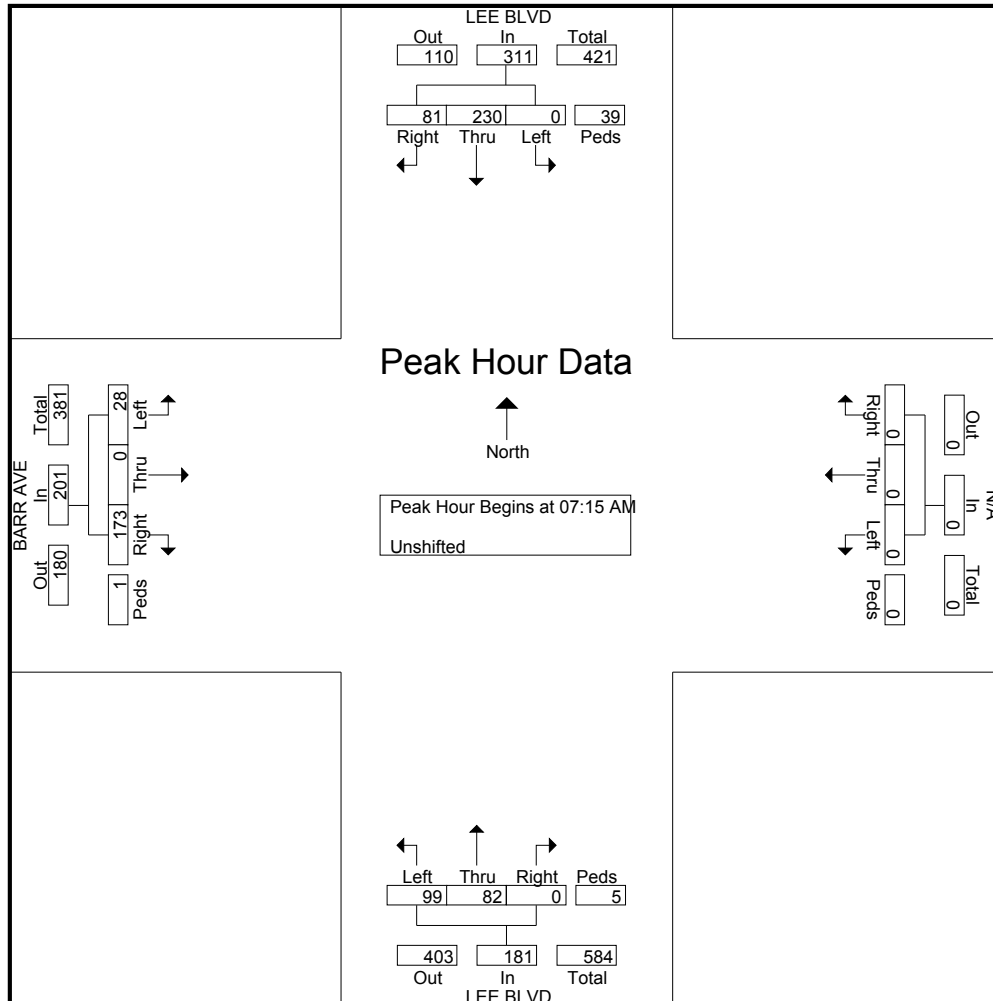
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A39

Intersection: Lee Blvd/Barr Ave
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Lee-Blvd-Barr-Ave
Site Code : 00000000
Start Date : 3/23/2021
Page No : 3

Start Time	LEE BLVD Southbound					N/A Westbound					LEE BLVD Northbound					BARR AVE Eastbound					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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	40	21	1	62	0	0	0	0	0	20	13	0	0	33	6	0	21	0	27	122
07:30 AM	0	64	21	9	94	0	0	0	0	0	33	31	0	1	65	6	0	40	0	46	205
07:45 AM	0	83	21	22	126	0	0	0	0	0	33	18	0	2	53	12	0	74	1	87	266
08:00 AM	0	43	18	7	68	0	0	0	0	0	13	20	0	2	35	4	0	38	0	42	145
Total Volume	0	230	81	39	350	0	0	0	0	0	99	82	0	5	186	28	0	173	1	202	738
% App. Total	0	65.7	23.1	11.1		0	0	0	0		53.2	44.1	0	2.7		13.9	0	85.6	0.5		
PHF	.000	.693	.964	.443	.694	.000	.000	.000	.000	.000	.750	.661	.000	.625	.715	.583	.000	.584	.250	.580	.694



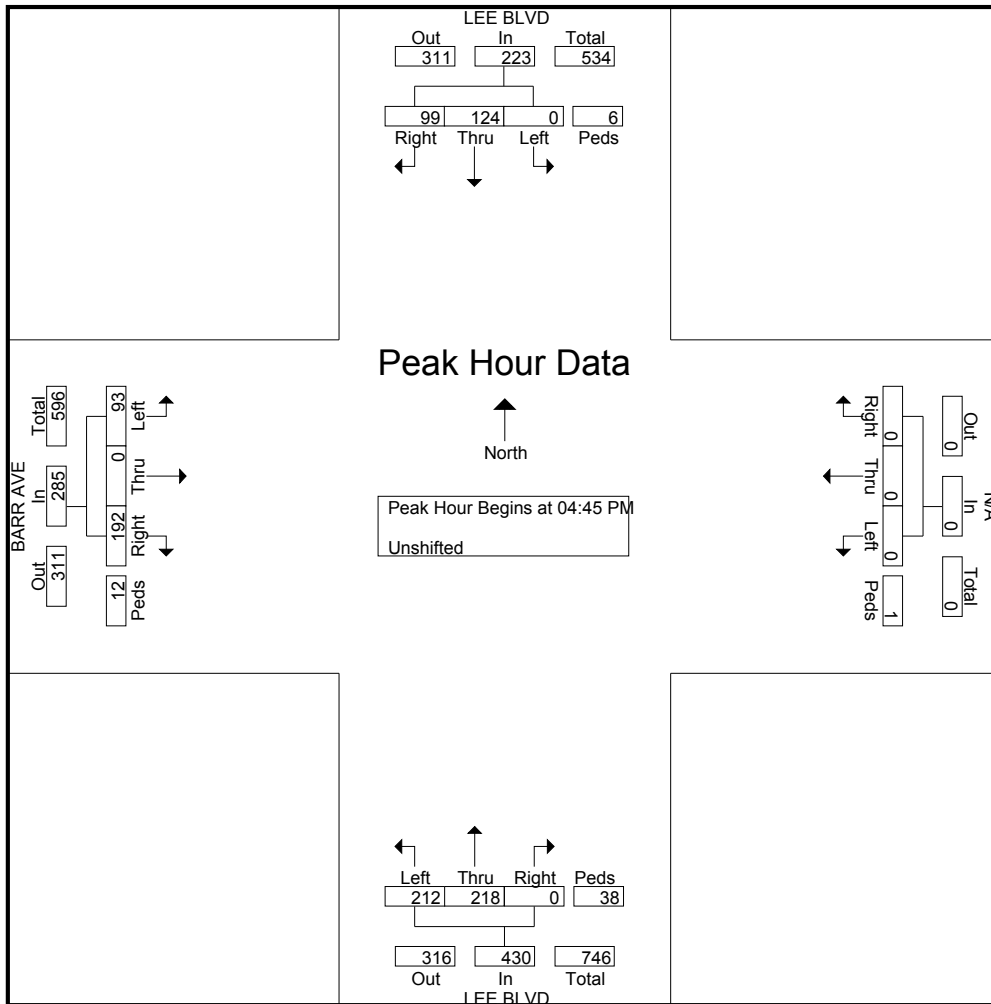
Neel-Schaffer
P.O. Box 22625
Jackson, MS 39225

5.2.11 A40

Intersection: Lee Blvd/Barr Ave
Counter: Ja. Kiser (Video)
City/State: MSU/MS
Weather: Cloudy AM

File Name : Lee-Blvd-Barr-Ave
Site Code : 00000000
Start Date : 3/23/2021
Page No : 4

Start Time	LEE BLVD Southbound					N/A Westbound					LEE BLVD Northbound					BARR AVE Eastbound					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 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	33	21	1	55	0	0	0	0	0	54	34	0	8	96	20	0	48	4	72	223
05:00 PM	0	36	31	2	69	0	0	0	1	1	62	83	0	15	160	25	0	55	1	81	311
05:15 PM	0	22	26	2	50	0	0	0	0	0	66	59	0	6	131	26	0	44	2	72	253
05:30 PM	0	33	21	1	55	0	0	0	0	0	30	42	0	9	81	22	0	45	5	72	208
Total Volume	0	124	99	6	229	0	0	0	1	1	212	218	0	38	468	93	0	192	12	297	995
% App. Total	0	54.1	43.2	2.6		0	0	0	100		45.3	46.6	0	8.1		31.3	0	64.6	4		
PHF	.000	.861	.798	.750	.830	.000	.000	.000	.250	.250	.803	.657	.000	.633	.731	.894	.000	.873	.600	.917	.800





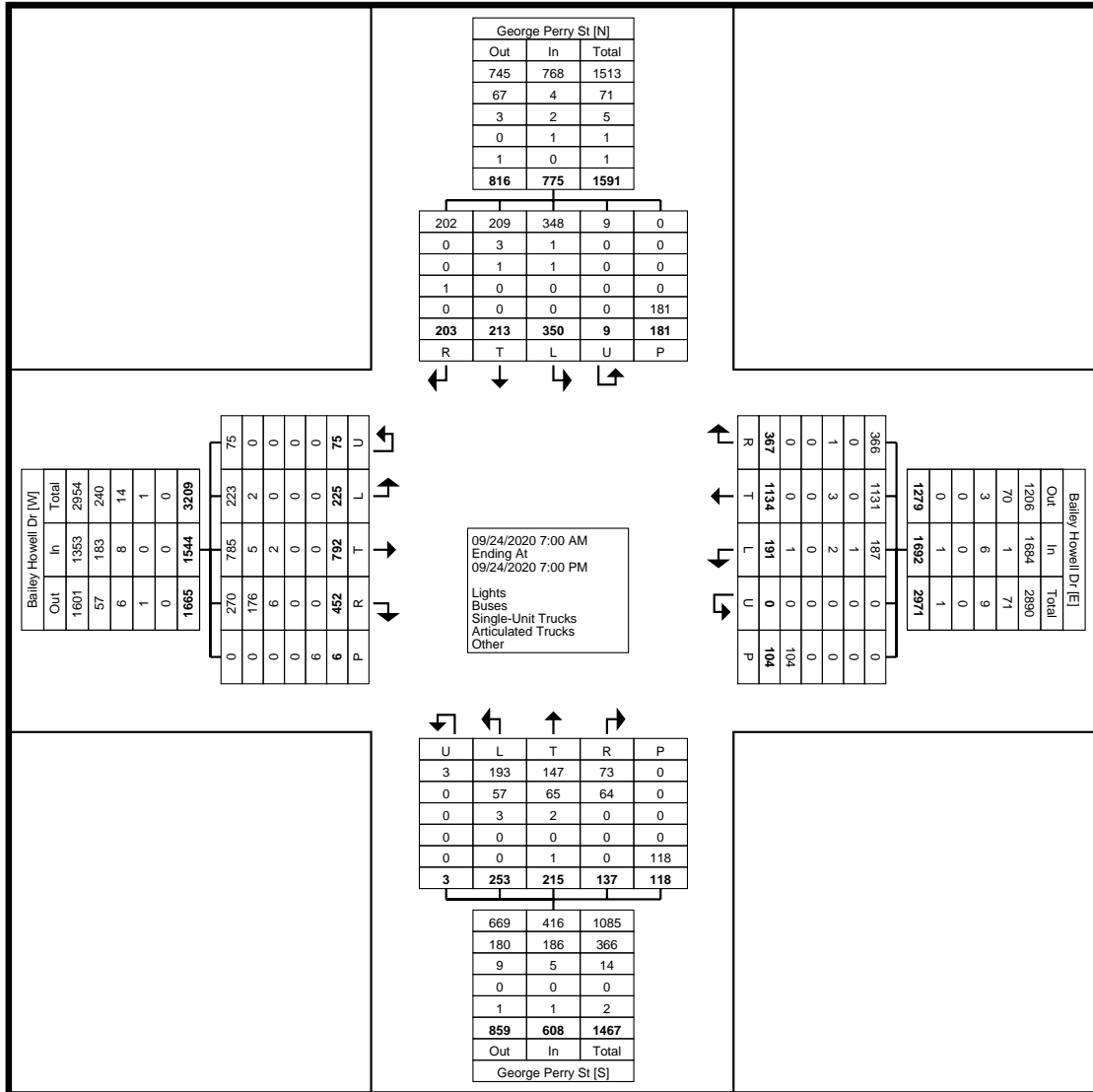
TURNING MOVEMENT COUNT #2010076
 GEORGE PERRY ST @ BAILEY HOWELL DR
 STARKVILLE, MS
 OKTIBBEHA COUNTY

5.2.11A43

Lights	202	209	348	9	-	768	366	1131	187	0	-	1684	73	147	193	3	-	416	270	785	223	75	-	1353	4221
% Lights	99.5	98.1	99.4	100.0	-	99.1	99.7	99.7	97.9	-	-	99.5	53.3	68.4	76.3	100.0	-	68.4	59.7	99.1	99.1	100.0	-	87.6	91.4
Buses	0	3	1	0	-	4	0	0	1	0	-	1	64	65	57	0	-	186	176	5	2	0	-	183	374
% Buses	0.0	1.4	0.3	0.0	-	0.5	0.0	0.0	0.5	-	-	0.1	46.7	30.2	22.5	0.0	-	30.6	38.9	0.6	0.9	0.0	-	11.9	8.1
Single-Unit Trucks	0	1	1	0	-	2	1	3	2	0	-	6	0	2	3	0	-	5	6	2	0	0	-	8	21
% Single-Unit Trucks	0.0	0.5	0.3	0.0	-	0.3	0.3	1.0	-	-	-	0.4	0.0	0.9	1.2	0.0	-	0.8	1.3	0.3	0.0	0.0	-	0.5	0.5
Articulated Trucks	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.5	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.5	-	-	0.1	0.0	0.5	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	1.1	-	-	-	-	-	1.9	-	-	-	-	-	1.7	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	179	-	-	-	-	-	102	-	-	-	-	-	116	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	98.9	-	-	-	-	-	98.1	-	-	-	-	-	98.3	-	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010076 - George
 Perry St @ Bailey Howell Dr,
 Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

5.2.11A45

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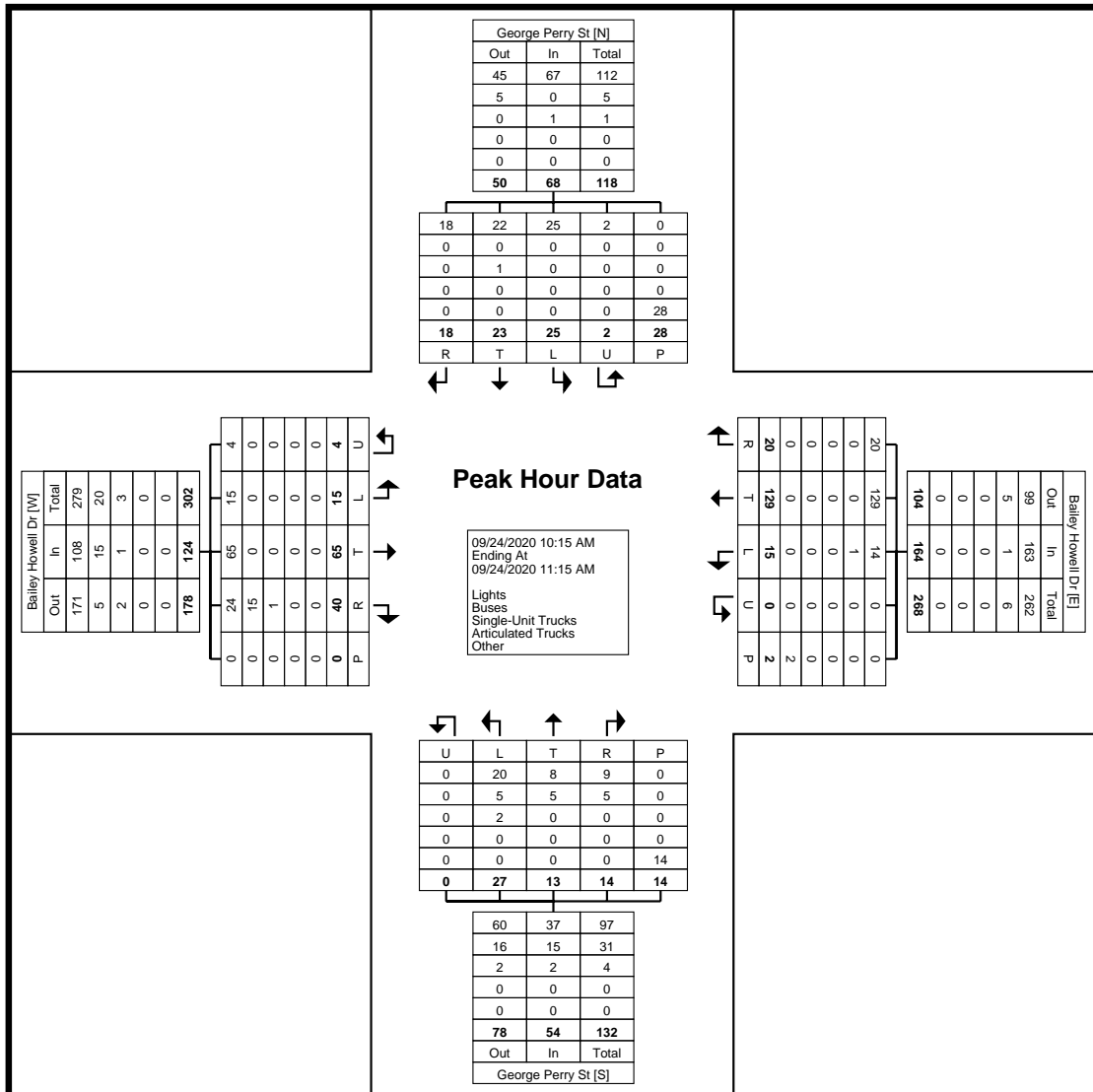
Count Name: 2010076 - George Perry St @ Bailey Howell Dr, Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 4

Turning Movement Peak Hour Data (10:15 AM)

Start Time	George Perry St Southbound						Bailey Howell Dr Westbound						George Perry St Northbound						Bailey Howell Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:15 AM	3	2	5	0	3	10	6	12	3	0	1	21	2	2	7	0	1	11	4	12	2	0	0	18	60
10:30 AM	5	5	9	2	2	21	3	26	3	0	0	32	2	3	4	0	1	9	9	11	7	1	0	28	90
10:45 AM	6	6	10	0	17	22	7	54	3	0	0	64	7	5	11	0	4	23	12	21	3	1	0	37	146
11:00 AM	4	10	1	0	6	15	4	37	6	0	1	47	3	3	5	0	8	11	15	21	3	2	0	41	114
Total	18	23	25	2	28	68	20	129	15	0	2	164	14	13	27	0	14	54	40	65	15	4	0	124	410
Approach %	26.5	33.8	36.8	2.9	-	-	12.2	78.7	9.1	0.0	-	-	25.9	24.1	50.0	0.0	-	-	32.3	52.4	12.1	3.2	-	-	-
Total %	4.4	5.6	6.1	0.5	-	16.6	4.9	31.5	3.7	0.0	-	40.0	3.4	3.2	6.6	0.0	-	13.2	9.8	15.9	3.7	1.0	-	30.2	-
PHF	0.750	0.575	0.625	0.250	-	0.773	0.714	0.597	0.625	0.000	-	0.641	0.500	0.650	0.614	0.000	-	0.587	0.667	0.774	0.536	0.500	-	0.756	0.702
Lights	18	22	25	2	-	67	20	129	14	0	-	163	9	8	20	0	-	37	24	65	15	4	-	108	375
% Lights	100.0	95.7	100.0	100.0	-	98.5	100.0	100.0	93.3	-	-	99.4	64.3	61.5	74.1	-	-	68.5	60.0	100.0	100.0	100.0	-	87.1	91.5
Buses	0	0	0	0	-	0	0	0	1	0	-	1	5	5	5	0	-	15	15	0	0	0	-	15	31
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	6.7	-	-	0.6	35.7	38.5	18.5	-	-	27.8	37.5	0.0	0.0	0.0	-	12.1	7.6
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	1	0	0	0	-	1	4
% Single-Unit Trucks	0.0	4.3	0.0	0.0	-	1.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	7.4	-	-	3.7	2.5	0.0	0.0	0.0	-	0.8	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	28	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010076 - George
 Perry St @ Bailey Howell Dr,
 Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (10:15 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010076 - George Perry St @ Bailey Howell Dr, Starkville
 Site Code: 2010076
 Start Date: 09/24/2020
 Page No: 6

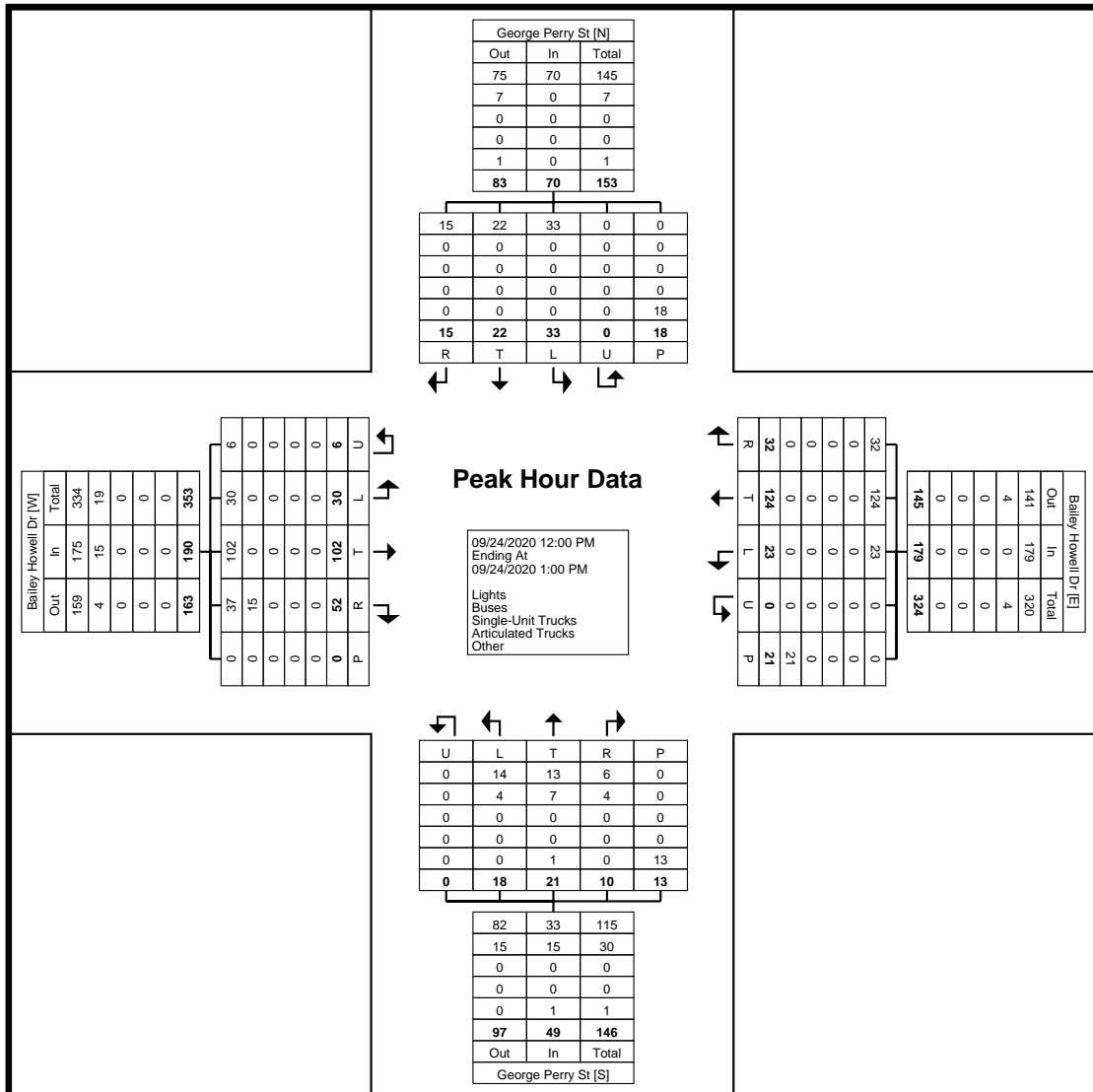
Turning Movement Peak Hour Data (12:00 PM)

Start Time	George Perry St Southbound						Bailey Howell Dr Westbound						George Perry St Northbound						Bailey Howell Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	5	4	6	0	15	15	9	31	3	0	18	43	2	3	7	0	6	12	13	34	11	0	0	58	128
12:15 PM	4	7	12	0	1	23	10	30	5	0	1	45	1	5	0	0	2	6	11	16	3	2	0	32	106
12:30 PM	3	4	8	0	1	15	8	38	8	0	1	54	3	5	5	0	0	13	12	24	10	4	0	50	132
12:45 PM	3	7	7	0	1	17	5	25	7	0	1	37	4	8	6	0	5	18	16	28	6	0	0	50	122
Total	15	22	33	0	18	70	32	124	23	0	21	179	10	21	18	0	13	49	52	102	30	6	0	190	488
Approach %	21.4	31.4	47.1	0.0	-	-	17.9	69.3	12.8	0.0	-	-	20.4	42.9	36.7	0.0	-	-	27.4	53.7	15.8	3.2	-	-	-
Total %	3.1	4.5	6.8	0.0	-	14.3	6.6	25.4	4.7	0.0	-	36.7	2.0	4.3	3.7	0.0	-	10.0	10.7	20.9	6.1	1.2	-	38.9	-
PHF	0.750	0.786	0.688	0.000	-	0.761	0.800	0.816	0.719	0.000	-	0.829	0.625	0.656	0.643	0.000	-	0.681	0.813	0.750	0.682	0.375	-	0.819	0.924
Lights	15	22	33	0	-	70	32	124	23	0	-	179	6	13	14	0	-	33	37	102	30	6	-	175	457
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	60.0	61.9	77.8	-	-	67.3	71.2	100.0	100.0	100.0	-	92.1	93.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	4	7	4	0	-	15	15	0	0	0	-	15	30
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	40.0	33.3	22.2	-	-	30.6	28.8	0.0	0.0	0.0	-	7.9	6.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	4.8	0.0	-	-	2.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	21	-	-	-	-	-	13	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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601.607.8700

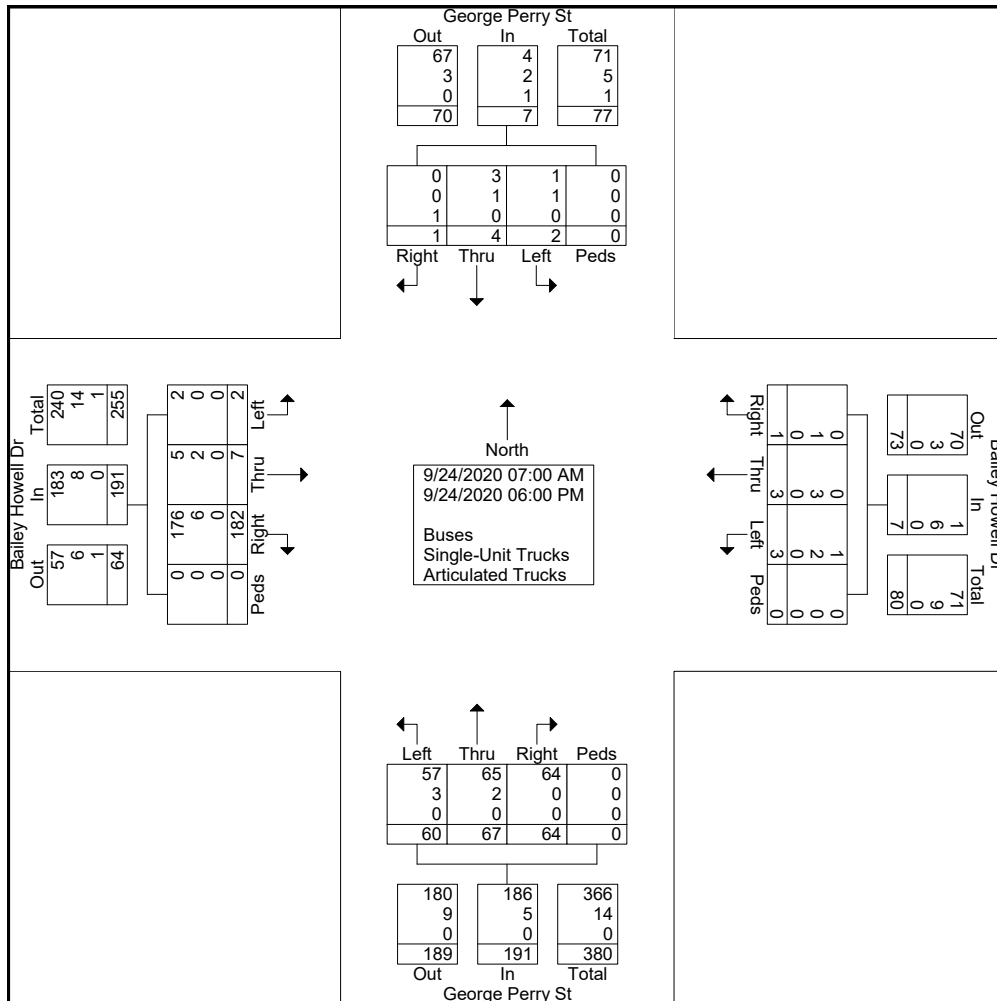
Count Name: 2010076 - George
Perry St @ Bailey Howell Dr,
Starkville
Site Code: 2010076
Start Date: 09/24/2020
Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	George Perry St From North				Bailey Howell Dr From East				George Perry St From South				Bailey Howell Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	0	0	0	7	5	6	0	21	2	1	0	42
08:00 AM	0	0	0	0	0	0	0	0	9	8	5	0	22	0	0	0	44
09:00 AM	0	0	0	0	0	0	0	0	9	10	5	0	22	1	0	0	47
10:00 AM	0	0	0	0	1	0	1	0	6	6	6	0	20	1	0	0	41
11:00 AM	0	1	0	0	0	0	0	0	6	5	6	0	16	0	0	0	34
12:00 PM	0	0	0	0	0	0	0	0	4	7	4	0	15	0	0	0	30
01:00 PM	1	1	0	0	0	0	0	0	8	8	4	0	20	0	0	0	42
02:00 PM	0	0	0	0	0	1	0	0	6	6	4	0	16	2	0	0	35
03:00 PM	0	0	0	0	0	1	1	0	3	4	3	0	8	0	0	0	20
04:00 PM	0	2	1	0	0	1	0	0	3	3	8	0	7	1	1	0	27
05:00 PM	0	0	0	0	0	0	0	0	3	4	3	0	11	0	0	0	21
06:00 PM	0	0	1	0	0	0	1	0	0	1	6	0	4	0	0	0	13
Grand Total	1	4	2	0	1	3	3	0	64	67	60	0	182	7	2	0	396
Apprch %	14.3	57.1	28.6	0	14.3	42.9	42.9	0	33.5	35.1	31.4	0	95.3	3.7	1	0	
Total %	0.3	1	0.5	0	0.3	0.8	0.8	0	16.2	16.9	15.2	0	46	1.8	0.5	0	
Buses	0	3	1	0	0	0	1	0	64	65	57	0	176	5	2	0	374
% Buses	0	75	50	0	0	0	33.3	0	100	97	95	0	96.7	71.4	100	0	94.4
Single-Unit Trucks	0	1	1	0	1	3	2	0	0	2	3	0	6	2	0	0	21
% Single-Unit Trucks	0	25	50	0	100	100	66.7	0	0	3	5	0	3.3	28.6	0	0	5.3
Articulated Trucks	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3





**TURNING MOVEMENT COUNT #2010077
 BAILEY HOWELL DR @ COLLEGE VIEW DR
 STARKVILLE, MS
 OKTIBBEHA COUNTY**

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010077 - Bailey
 Howell Dr @ College View Dr,
 Starkville
 Site Code: 2010077
 Start Date: 09/24/2020
 Page No: 1

Turning Movement Data

Start Time	College View Dr Southbound					Bailey Howell Dr Westbound					College View Dr Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	10	25	0	0	35	18	11	0	0	29	27	2	0	0	29	93
7:15 AM	14	29	0	0	43	14	11	0	7	25	29	10	0	0	39	107
7:30 AM	28	50	0	0	78	10	10	0	0	20	26	4	0	0	30	128
7:45 AM	48	64	0	0	112	9	10	0	9	19	35	4	0	0	39	170
Hourly Total	100	168	0	0	268	51	42	0	16	93	117	20	0	0	137	498
8:00 AM	34	42	0	0	76	13	16	0	0	29	27	2	0	0	29	134
8:15 AM	19	34	0	0	53	15	9	0	2	24	16	2	0	0	18	95
8:30 AM	14	32	0	0	46	27	19	0	2	46	11	4	0	0	15	107
8:45 AM	15	44	0	0	59	24	12	0	0	36	33	8	0	0	41	136
Hourly Total	82	152	0	0	234	79	56	0	4	135	87	16	0	0	103	472
9:00 AM	16	31	0	0	47	22	10	0	2	32	23	5	0	0	28	107
9:15 AM	8	32	0	0	40	38	23	0	5	61	16	6	0	0	22	123
9:30 AM	6	27	0	0	33	27	13	0	1	40	12	7	0	0	19	92
9:45 AM	4	25	0	0	29	31	19	0	1	50	23	6	0	0	29	108
Hourly Total	34	115	0	0	149	118	65	0	9	183	74	24	0	0	98	430
10:00 AM	3	13	0	0	16	25	18	0	2	43	14	9	0	0	23	82
10:15 AM	8	22	0	0	30	17	8	0	0	25	22	5	0	0	27	82
10:30 AM	9	15	0	0	24	33	32	0	1	65	20	8	0	0	28	117
10:45 AM	15	46	0	0	61	21	37	0	9	58	33	13	0	2	46	165
Hourly Total	35	96	0	0	131	96	95	0	12	191	89	35	0	2	124	446
11:00 AM	7	35	0	0	42	47	36	0	4	83	33	8	0	0	41	166
11:15 AM	5	20	0	0	25	39	23	0	1	62	17	11	0	0	28	115
11:30 AM	11	23	0	0	34	37	29	0	0	66	17	14	0	0	31	131
11:45 AM	14	30	0	0	44	35	33	0	0	68	39	15	0	0	54	166
Hourly Total	37	108	0	0	145	158	121	0	5	279	106	48	0	0	154	578
12:00 PM	11	37	0	0	48	69	66	0	10	135	36	17	0	0	53	236
12:15 PM	15	42	0	0	57	32	26	1	7	59	31	19	0	0	50	166
12:30 PM	15	36	0	0	51	48	31	0	5	79	30	15	0	0	45	175
12:45 PM	15	40	0	0	55	44	19	0	4	63	27	23	0	0	50	168
Hourly Total	56	155	0	0	211	193	142	1	26	336	124	74	0	0	198	745
1:00 PM	11	31	0	0	42	42	18	1	1	61	24	19	0	0	43	146
1:15 PM	10	44	0	0	54	33	23	0	0	56	33	25	0	0	58	168
1:30 PM	11	37	0	0	48	33	17	0	1	50	26	10	0	0	36	134
1:45 PM	24	49	0	0	73	37	22	0	2	59	30	18	0	0	48	180
Hourly Total	56	161	0	0	217	145	80	1	4	226	113	72	0	0	185	628
2:00 PM	17	44	0	0	61	48	22	0	3	70	31	16	0	0	47	178
2:15 PM	14	27	0	0	41	24	22	0	0	46	26	16	0	0	42	129
2:30 PM	8	22	0	0	30	34	29	0	0	63	31	14	0	0	45	138
2:45 PM	5	25	0	0	30	31	23	0	0	54	21	12	0	0	33	117
Hourly Total	44	118	0	0	162	137	96	0	3	233	109	58	0	0	167	562
3:00 PM	6	11	0	0	17	22	24	0	5	46	24	14	0	0	38	101
3:15 PM	6	28	0	0	34	34	23	0	1	57	8	14	0	0	22	113
3:30 PM	7	32	0	0	39	32	28	0	2	60	12	14	0	0	26	125
3:45 PM	4	23	0	0	27	51	29	1	2	81	22	25	0	0	47	155
Hourly Total	23	94	0	0	117	139	104	1	10	244	66	67	0	0	133	494
4:00 PM	6	15	0	0	21	30	26	0	2	56	16	20	0	0	36	113
4:15 PM	6	16	0	0	22	40	17	0	0	57	18	19	0	0	37	116
4:30 PM	8	21	0	0	29	36	21	0	5	57	15	20	0	0	35	121
4:45 PM	18	21	0	0	39	47	37	0	1	84	18	27	0	0	45	168
Hourly Total	38	73	0	0	111	153	101	0	8	254	67	86	0	0	153	518
5:00 PM	10	21	0	0	31	70	25	0	6	95	9	69	0	0	78	204
5:15 PM	9	23	0	0	32	71	29	0	5	100	19	28	0	0	47	179
5:30 PM	12	21	0	0	33	36	24	0	0	60	18	18	0	0	36	129
5:45 PM	8	24	0	0	32	32	21	0	1	53	13	18	0	0	31	116
Hourly Total	39	89	0	0	128	209	99	0	12	308	59	133	0	0	192	628
6:00 PM	8	14	0	0	22	58	26	0	2	84	17	18	0	0	35	141
6:15 PM	10	25	0	0	35	51	22	1	4	74	22	11	0	0	33	142
6:30 PM	7	19	0	0	26	37	21	0	4	58	18	9	0	0	27	111
6:45 PM	2	18	0	0	20	37	21	0	2	58	18	14	0	0	32	110
Hourly Total	27	76	0	0	103	183	90	1	12	274	75	52	0	0	127	504
Grand Total	571	1405	0	0	1976	1661	1091	4	121	2756	1086	685	0	2	1771	6503
Approach %	28.9	71.1	0.0	-	-	60.3	39.6	0.1	-	-	61.3	38.7	0.0	-	-	-
Total %	8.8	21.6	0.0	-	30.4	25.5	16.8	0.1	-	42.4	16.7	10.5	0.0	-	27.2	-

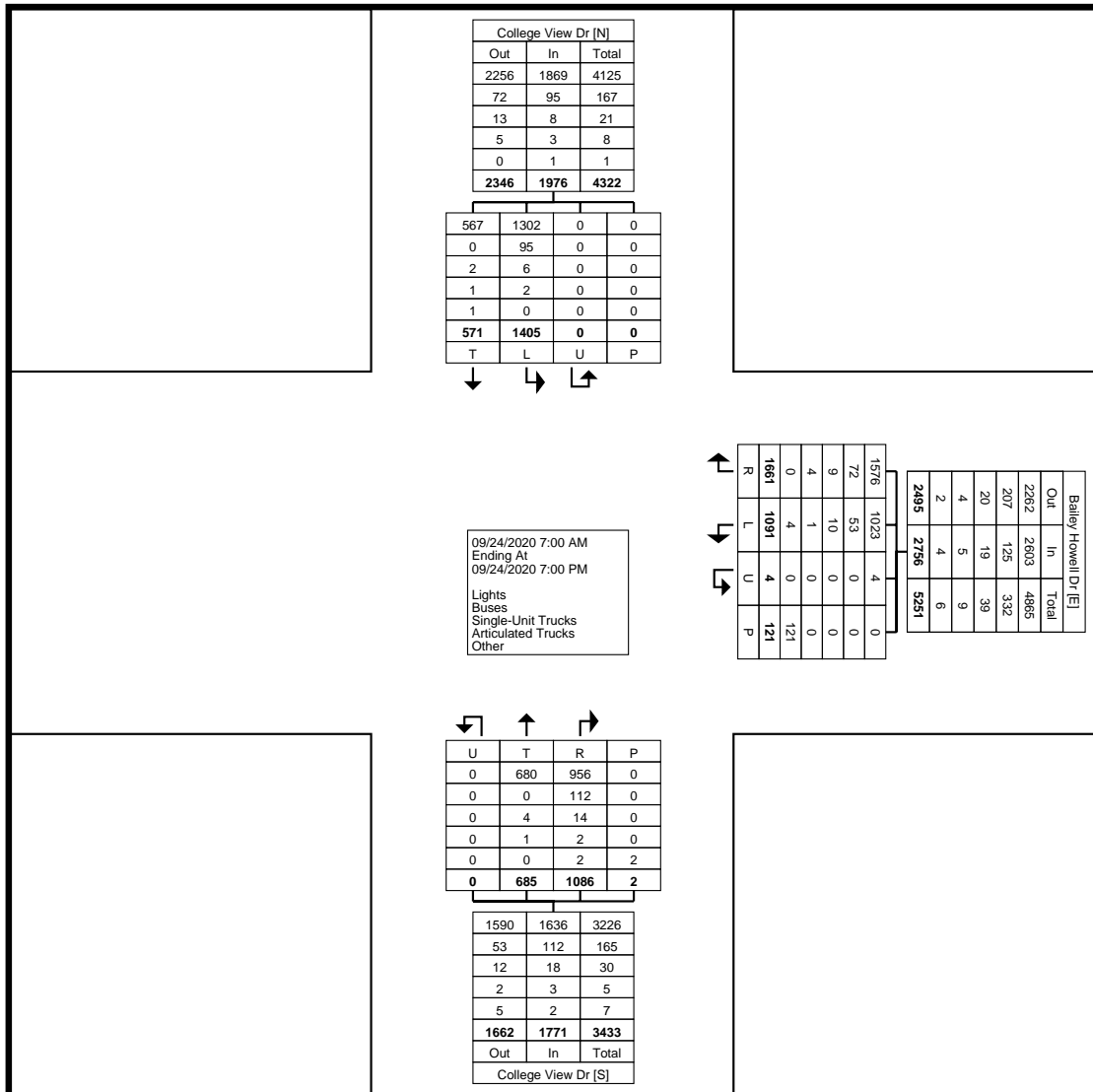
5.2.11 A52

Lights	567	1302	0	-	1869	1576	1023	4	-	2603	956	680	0	-	1636	6108
% Lights	99.3	92.7	-	-	94.6	94.9	93.8	100.0	-	94.4	88.0	99.3	-	-	92.4	93.9
Buses	0	95	0	-	95	72	53	0	-	125	112	0	0	-	112	332
% Buses	0.0	6.8	-	-	4.8	4.3	4.9	0.0	-	4.5	10.3	0.0	-	-	6.3	5.1
Single-Unit Trucks	2	6	0	-	8	9	10	0	-	19	14	4	0	-	18	45
% Single-Unit Trucks	0.4	0.4	-	-	0.4	0.5	0.9	0.0	-	0.7	1.3	0.6	-	-	1.0	0.7
Articulated Trucks	1	2	0	-	3	4	1	0	-	5	2	1	0	-	3	11
% Articulated Trucks	0.2	0.1	-	-	0.2	0.2	0.1	0.0	-	0.2	0.2	0.1	-	-	0.2	0.2
Bicycles on Road	1	0	0	-	1	0	4	0	-	4	2	0	0	-	2	7
% Bicycles on Road	0.2	0.0	-	-	0.1	0.0	0.4	0.0	-	0.1	0.2	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	3.3	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	117	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	96.7	-	-	-	-	100.0	-	-

5.2.11 A53

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Count Name: 2010077 - Bailey
 Howell Dr @ College View Dr,
 Starkville
 Site Code: 2010077
 Start Date: 09/24/2020
 Page No: 3



Turning Movement Data Plot

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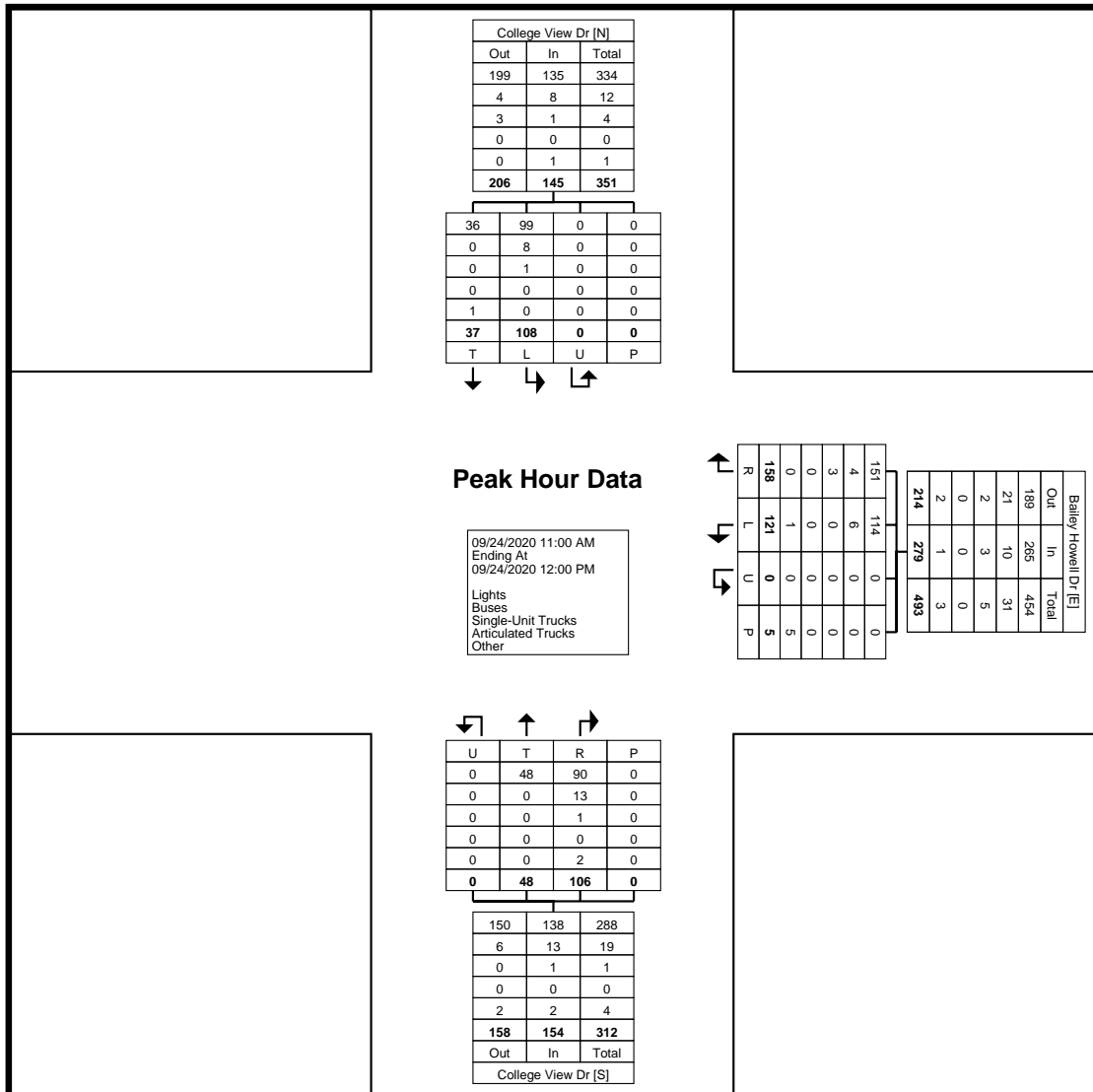
Count Name: 2010077 - Bailey
 Howell Dr @ College View Dr,
 Starkville
 Site Code: 2010077
 Start Date: 09/24/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00 AM)

Start Time	College View Dr Southbound					Bailey Howell Dr Westbound					College View Dr Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	7	35	0	0	42	47	36	0	4	83	33	8	0	0	41	166
11:15 AM	5	20	0	0	25	39	23	0	1	62	17	11	0	0	28	115
11:30 AM	11	23	0	0	34	37	29	0	0	66	17	14	0	0	31	131
11:45 AM	14	30	0	0	44	35	33	0	0	68	39	15	0	0	54	166
Total	37	108	0	0	145	158	121	0	5	279	106	48	0	0	154	578
Approach %	25.5	74.5	0.0	-	-	56.6	43.4	0.0	-	-	68.8	31.2	0.0	-	-	-
Total %	6.4	18.7	0.0	-	25.1	27.3	20.9	0.0	-	48.3	18.3	8.3	0.0	-	26.6	-
PHF	0.661	0.771	0.000	-	0.824	0.840	0.840	0.000	-	0.840	0.679	0.800	0.000	-	0.713	0.870
Lights	36	99	0	-	135	151	114	0	-	265	90	48	0	-	138	538
% Lights	97.3	91.7	-	-	93.1	95.6	94.2	-	-	95.0	84.9	100.0	-	-	89.6	93.1
Buses	0	8	0	-	8	4	6	0	-	10	13	0	0	-	13	31
% Buses	0.0	7.4	-	-	5.5	2.5	5.0	-	-	3.6	12.3	0.0	-	-	8.4	5.4
Single-Unit Trucks	0	1	0	-	1	3	0	0	-	3	1	0	0	-	1	5
% Single-Unit Trucks	0.0	0.9	-	-	0.7	1.9	0.0	-	-	1.1	0.9	0.0	-	-	0.6	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	1	0	0	-	1	0	1	0	-	1	2	0	0	-	2	4
% Bicycles on Road	2.7	0.0	-	-	0.7	0.0	0.8	-	-	0.4	1.9	0.0	-	-	1.3	0.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: 2010077 - Bailey
 Howell Dr @ College View Dr,
 Starkville
 Site Code: 2010077
 Start Date: 09/24/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

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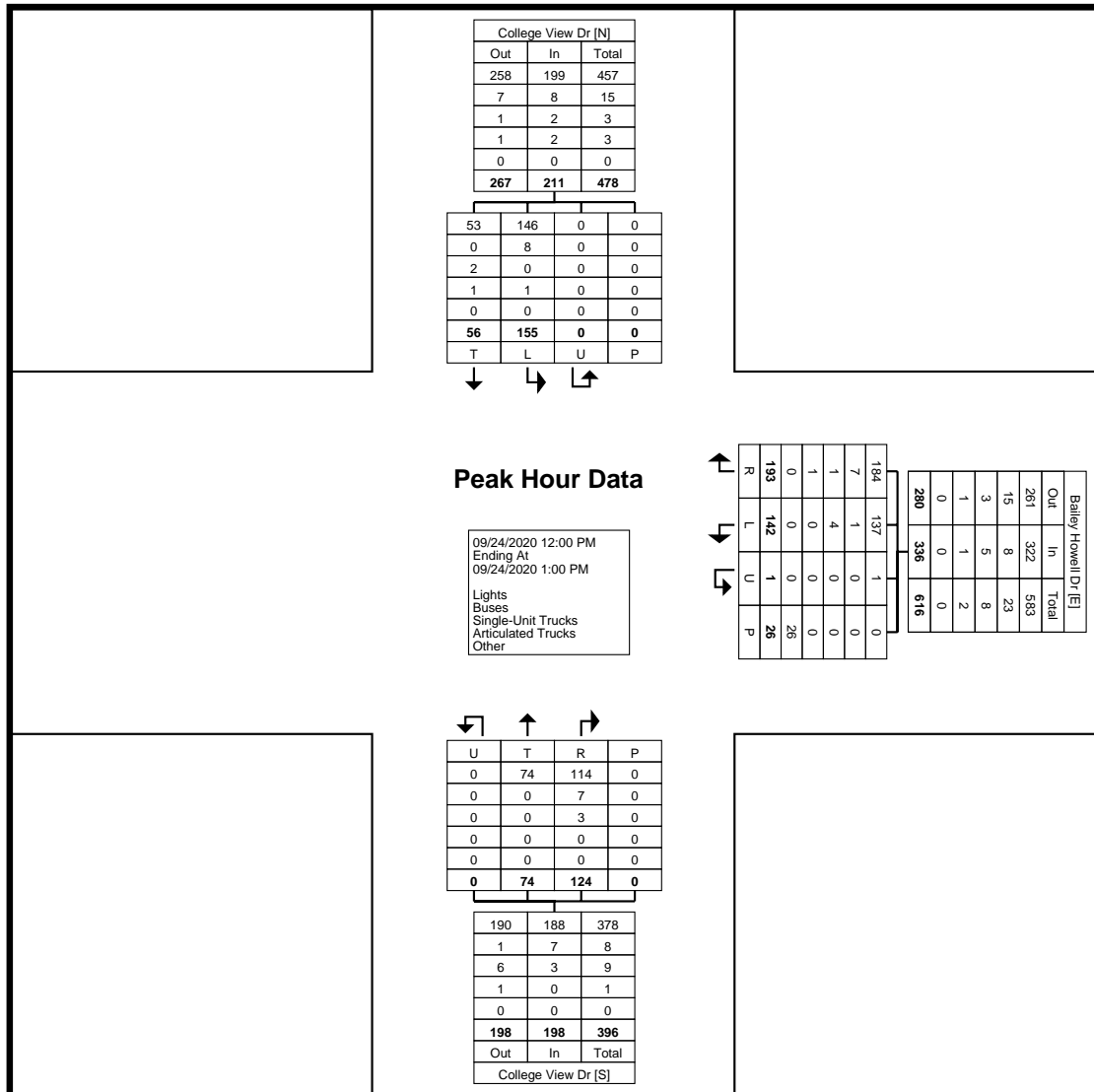
Count Name: 2010077 - Bailey
 Howell Dr @ College View Dr,
 Starkville
 Site Code: 2010077
 Start Date: 09/24/2020
 Page No: 6

Turning Movement Peak Hour Data (12:00 PM)

Start Time	College View Dr Southbound					Bailey Howell Dr Westbound					College View Dr Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	11	37	0	0	48	69	66	0	10	135	36	17	0	0	53	236
12:15 PM	15	42	0	0	57	32	26	1	7	59	31	19	0	0	50	166
12:30 PM	15	36	0	0	51	48	31	0	5	79	30	15	0	0	45	175
12:45 PM	15	40	0	0	55	44	19	0	4	63	27	23	0	0	50	168
Total	56	155	0	0	211	193	142	1	26	336	124	74	0	0	198	745
Approach %	26.5	73.5	0.0	-	-	57.4	42.3	0.3	-	-	62.6	37.4	0.0	-	-	-
Total %	7.5	20.8	0.0	-	28.3	25.9	19.1	0.1	-	45.1	16.6	9.9	0.0	-	26.6	-
PHF	0.933	0.923	0.000	-	0.925	0.699	0.538	0.250	-	0.622	0.861	0.804	0.000	-	0.934	0.789
Lights	53	146	0	-	199	184	137	1	-	322	114	74	0	-	188	709
% Lights	94.6	94.2	-	-	94.3	95.3	96.5	100.0	-	95.8	91.9	100.0	-	-	94.9	95.2
Buses	0	8	0	-	8	7	1	0	-	8	7	0	0	-	7	23
% Buses	0.0	5.2	-	-	3.8	3.6	0.7	0.0	-	2.4	5.6	0.0	-	-	3.5	3.1
Single-Unit Trucks	2	0	0	-	2	1	4	0	-	5	3	0	0	-	3	10
% Single-Unit Trucks	3.6	0.0	-	-	0.9	0.5	2.8	0.0	-	1.5	2.4	0.0	-	-	1.5	1.3
Articulated Trucks	1	1	0	-	2	1	0	0	-	1	0	0	0	-	0	3
% Articulated Trucks	1.8	0.6	-	-	0.9	0.5	0.0	0.0	-	0.3	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	3.8	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	25	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	96.2	-	-	-	-	-	-	-

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Count Name: 2010077 - Bailey
 Howell Dr @ College View Dr,
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 Site Code: 2010077
 Start Date: 09/24/2020
 Page No: 7

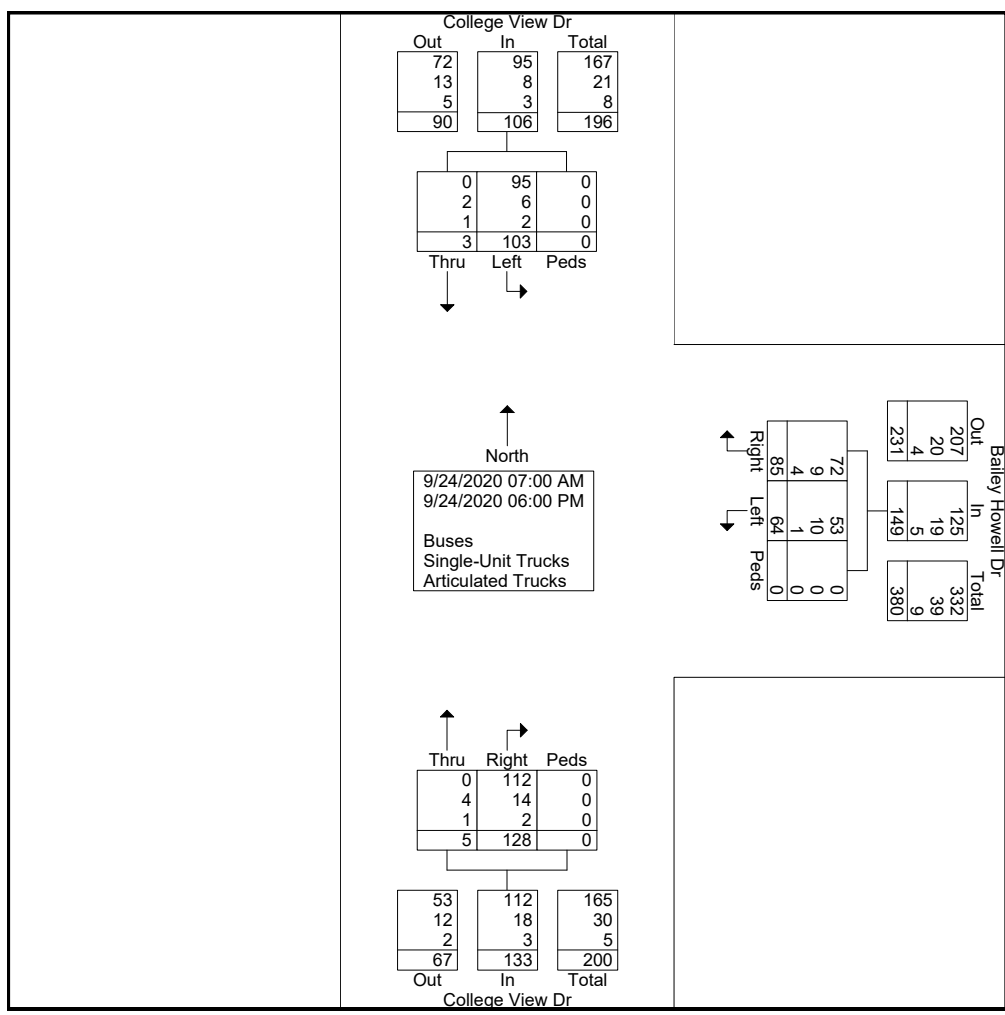


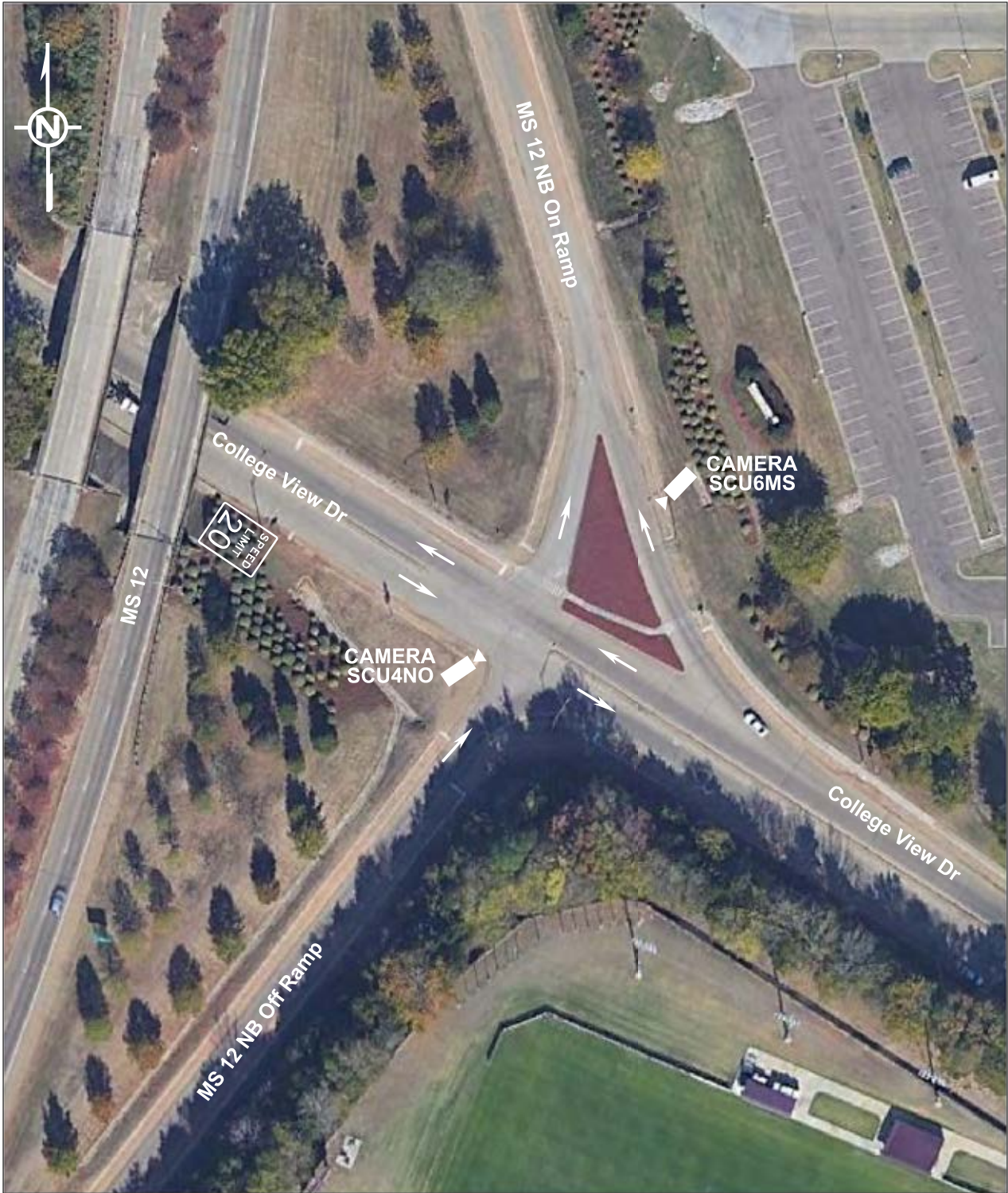
Turning Movement Peak Hour Data Plot (12:00 PM)

5.2.11 A58

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	College View Dr From North			Bailey Howell Dr From East			College View Dr From South			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	0	11	0	8	4	0	15	0	0	38
08:00 AM	0	10	0	10	5	0	13	2	0	40
09:00 AM	0	13	0	10	4	0	14	0	0	41
10:00 AM	0	8	0	7	4	0	13	1	0	33
11:00 AM	0	9	0	7	6	0	14	0	0	36
12:00 PM	3	9	0	9	5	0	10	0	0	36
01:00 PM	0	11	0	9	6	0	13	0	0	39
02:00 PM	0	9	0	8	5	0	13	2	0	37
03:00 PM	0	9	0	7	8	0	7	0	0	31
04:00 PM	0	5	0	5	8	0	7	0	0	25
05:00 PM	0	6	0	3	3	0	8	0	0	20
06:00 PM	0	3	0	2	6	0	1	0	0	12
Grand Total	3	103	0	85	64	0	128	5	0	388
Apprch %	2.8	97.2	0	57	43	0	96.2	3.8	0	
Total %	0.8	26.5	0	21.9	16.5	0	33	1.3	0	
Buses	0	95	0	72	53	0	112	0	0	332
% Buses	0	92.2	0	84.7	82.8	0	87.5	0	0	85.6
Single-Unit Trucks	2	6	0	9	10	0	14	4	0	45
% Single-Unit Trucks	66.7	5.8	0	10.6	15.6	0	10.9	80	0	11.6
Articulated Trucks	1	2	0	4	1	0	2	1	0	11
% Articulated Trucks	33.3	1.9	0	4.7	1.6	0	1.6	20	0	2.8



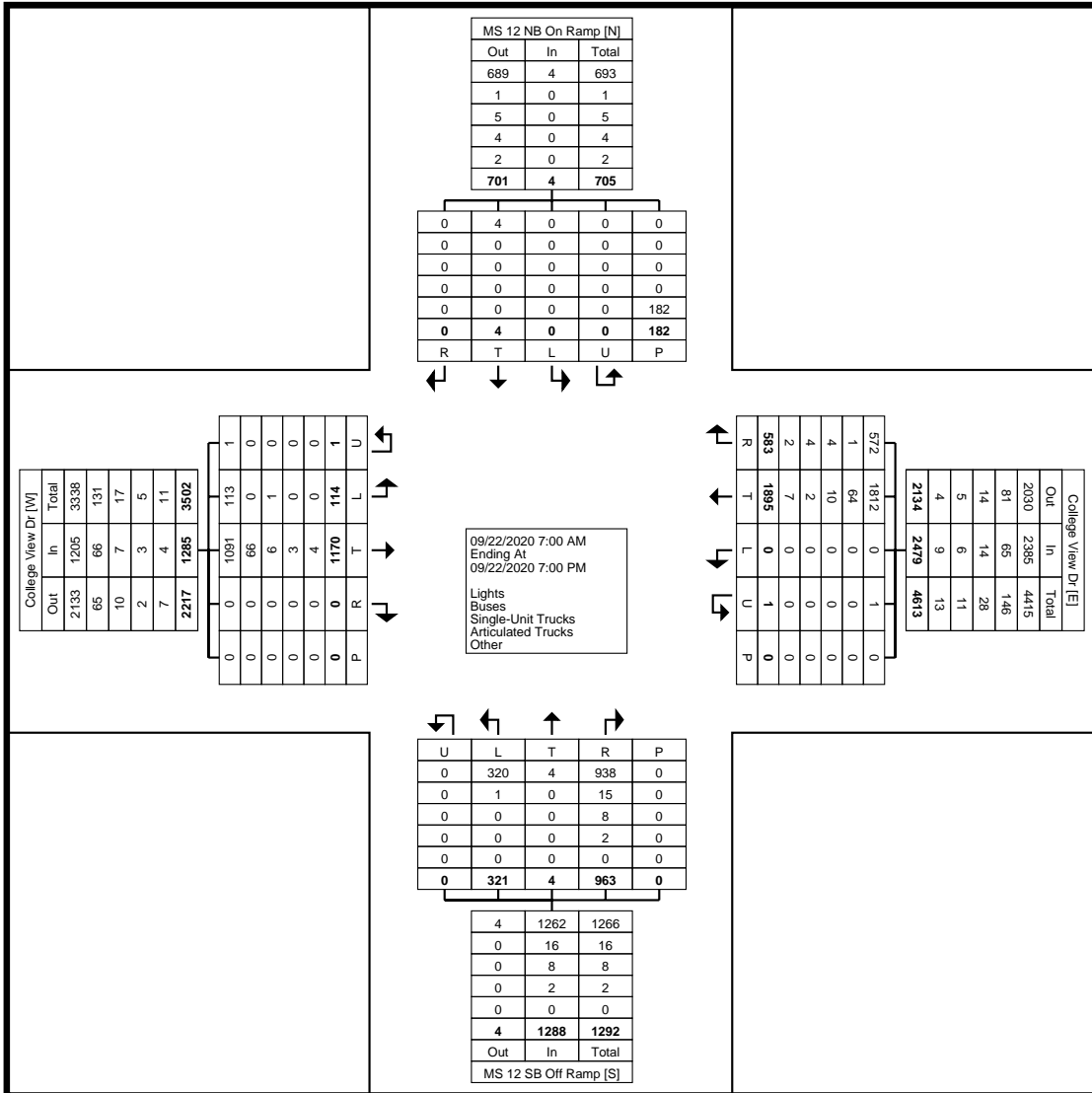


**TURNING MOVEMENT COUNT #2010078
 MS 12 NB RAMPS @ COLLEGE VIEW DR
 STARKVILLE, MS
 OKTIBBEHA COUNTY**

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010078 - MS 12
NB Ramps @ College View Dr,
Starkville
Site Code: 2010078
Start Date: 09/22/2020
Page No: 3



Turning Movement Data Plot

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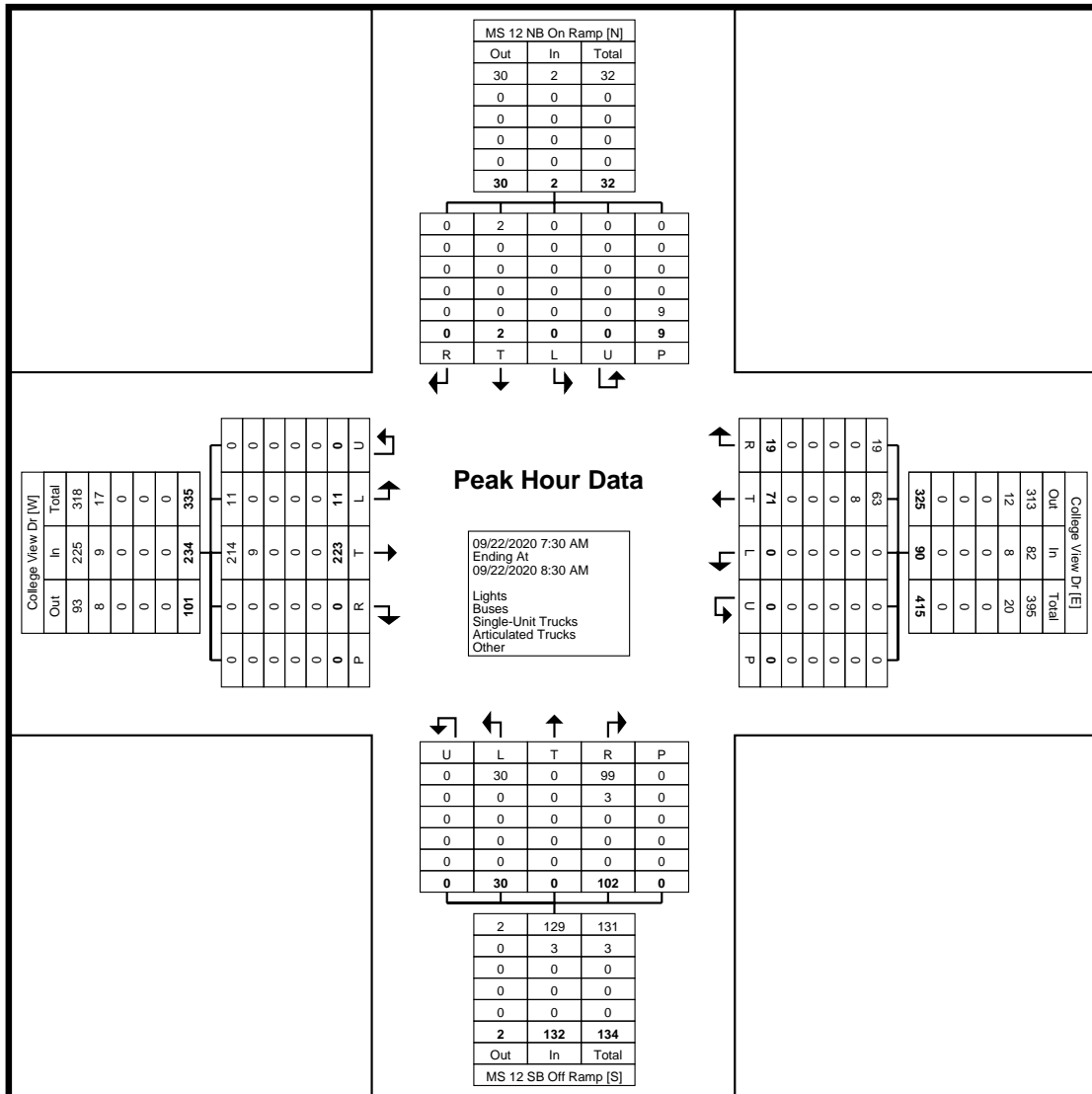
Count Name: 2010078 - MS 12
 NB Ramps @ College View Dr,
 Starkville
 Site Code: 2010078
 Start Date: 09/22/2020
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	MS 12 NB On Ramp Southbound						College View Dr Westbound						MS 12 SB Off Ramp Northbound						College View Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	0	0	0	0	4	0	6	14	0	0	0	20	28	0	7	0	0	35	0	55	4	0	0	59	114
7:45 AM	0	0	0	0	3	0	2	21	0	0	0	23	38	0	6	0	0	44	0	71	2	0	0	73	140
8:00 AM	0	0	0	0	0	0	6	13	0	0	0	19	22	0	11	0	0	33	0	61	3	0	0	64	116
8:15 AM	0	2	0	0	2	2	5	23	0	0	0	28	14	0	6	0	0	20	0	36	2	0	0	38	88
Total	0	2	0	0	9	2	19	71	0	0	0	90	102	0	30	0	0	132	0	223	11	0	0	234	458
Approach %	0.0	100.0	0.0	0.0	-	-	21.1	78.9	0.0	0.0	-	-	77.3	0.0	22.7	0.0	-	-	0.0	95.3	4.7	0.0	-	-	-
Total %	0.0	0.4	0.0	0.0	-	0.4	4.1	15.5	0.0	0.0	-	19.7	22.3	0.0	6.6	0.0	-	28.8	0.0	48.7	2.4	0.0	-	51.1	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.792	0.772	0.000	0.000	-	0.804	0.671	0.000	0.682	0.000	-	0.750	0.000	0.785	0.688	0.000	-	0.801	0.818
Lights	0	2	0	0	-	2	19	63	0	0	-	82	99	0	30	0	-	129	0	214	11	0	-	225	438
% Lights	-	100.0	-	-	-	100.0	100.0	88.7	-	-	-	91.1	97.1	-	100.0	-	-	97.7	-	96.0	100.0	-	-	96.2	95.6
Buses	0	0	0	0	-	0	0	8	0	0	-	8	3	0	0	0	-	3	0	9	0	0	-	9	20
% Buses	-	0.0	-	-	-	0.0	0.0	11.3	-	-	-	8.9	2.9	-	0.0	-	-	2.3	-	4.0	0.0	-	-	3.8	4.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 2010078 - MS 12
 NB Ramps @ College View Dr,
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 Site Code: 2010078
 Start Date: 09/22/2020
 Page No: 5



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

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 Ridgeland, Mississippi, United States 39157
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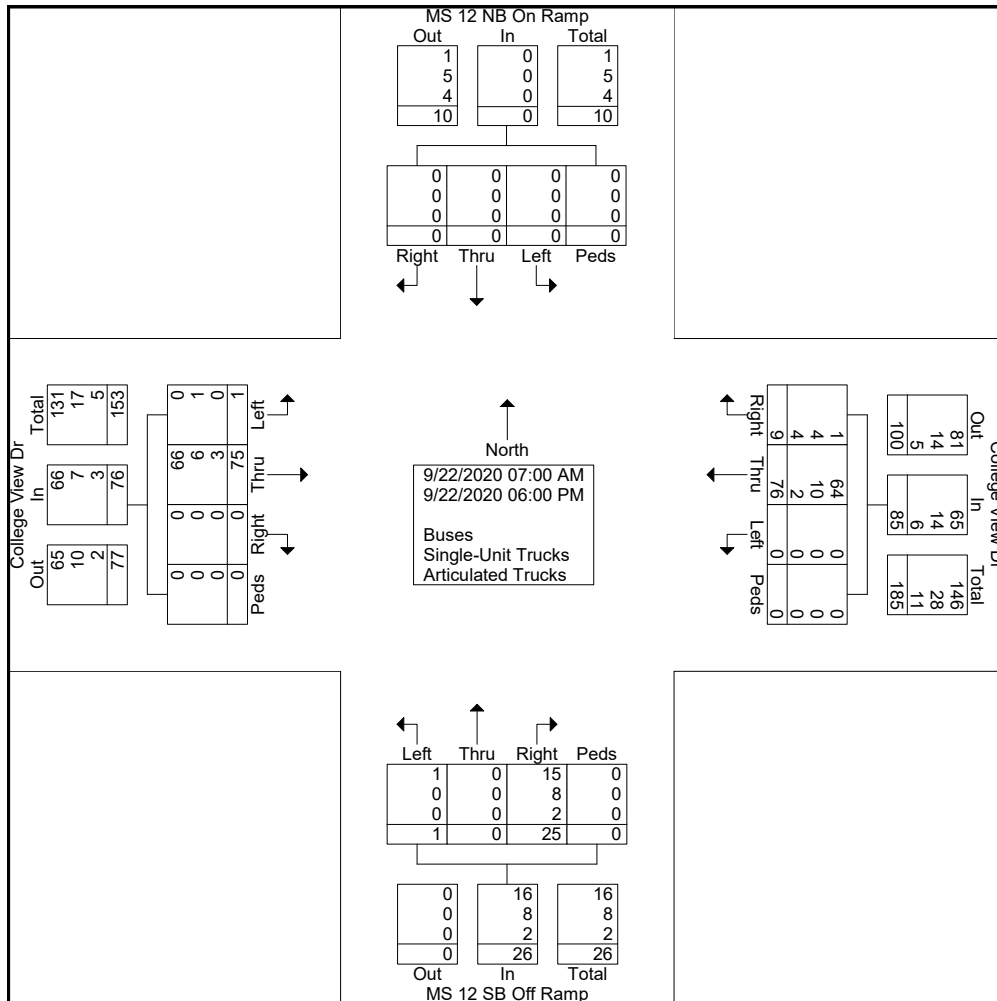
Count Name: 2010078 - MS 12
 NB Ramps @ College View Dr,
 Starkville
 Site Code: 2010078
 Start Date: 09/22/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	MS 12 NB On Ramp Southbound						College View Dr Westbound						MS 12 SB Off Ramp Northbound						College View Dr Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	0	0	0	0	6	0	30	56	0	0	0	86	11	0	13	0	0	24	0	28	5	0	0	33	143
5:00 PM	0	0	0	0	5	0	61	91	0	0	0	152	12	0	12	0	0	24	0	13	4	0	0	17	193
5:15 PM	0	0	0	0	9	0	20	78	0	0	0	98	18	0	7	0	0	25	0	13	5	0	0	18	141
5:30 PM	0	0	0	0	2	0	14	63	0	0	0	77	21	0	8	0	0	29	0	22	6	0	0	28	134
Total	0	0	0	0	22	0	125	288	0	0	0	413	62	0	40	0	0	102	0	76	20	0	0	96	611
Approach %	0.0	0.0	0.0	0.0	-	-	30.3	69.7	0.0	0.0	-	-	60.8	0.0	39.2	0.0	-	-	0.0	79.2	20.8	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	20.5	47.1	0.0	0.0	-	67.6	10.1	0.0	6.5	0.0	-	16.7	0.0	12.4	3.3	0.0	-	15.7	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.512	0.791	0.000	0.000	-	0.679	0.738	0.000	0.769	0.000	-	0.879	0.000	0.679	0.833	0.000	-	0.727	0.791
Lights	0	0	0	0	-	0	124	280	0	0	-	404	60	0	40	0	-	100	0	71	20	0	-	91	595
% Lights	-	-	-	-	-	-	99.2	97.2	-	-	-	97.8	96.8	-	100.0	-	-	98.0	-	93.4	100.0	-	-	94.8	97.4
Buses	0	0	0	0	-	0	0	5	0	0	-	5	1	0	0	0	-	1	0	5	0	0	-	5	11
% Buses	-	-	-	-	-	-	0.0	1.7	-	-	-	1.2	1.6	-	0.0	-	-	1.0	-	6.6	0.0	-	-	5.2	1.8
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	-	-	-	-	-	0.0	0.3	-	-	-	0.2	1.6	-	0.0	-	-	1.0	-	0.0	0.0	-	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	1	2	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	-	-	-	-	-	0.8	0.7	-	-	-	0.7	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	MS 12 NB On Ramp From North				College View Dr From East				MS 12 SB Off Ramp From South				College View Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	9	0	0	2	0	0	0	0	9	0	0	20
08:00 AM	0	0	0	0	0	8	0	0	2	0	0	0	0	7	1	0	18
09:00 AM	0	0	0	0	1	8	0	0	0	0	0	0	0	10	0	0	19
10:00 AM	0	0	0	0	1	7	0	0	3	0	0	0	0	8	0	0	19
11:00 AM	0	0	0	0	1	6	0	0	2	0	1	0	0	8	0	0	18
12:00 PM	0	0	0	0	1	9	0	0	3	0	0	0	0	6	0	0	19
01:00 PM	0	0	0	0	0	8	0	0	2	0	0	0	0	6	0	0	16
02:00 PM	0	0	0	0	0	5	0	0	3	0	0	0	0	5	0	0	13
03:00 PM	0	0	0	0	1	5	0	0	2	0	0	0	0	5	0	0	13
04:00 PM	0	0	0	0	4	5	0	0	4	0	0	0	0	6	0	0	19
05:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
06:00 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	9	76	0	0	25	0	1	0	0	75	1	0	187
Apprch %	0	0	0	0	10.6	89.4	0	0	96.2	0	3.8	0	0	98.7	1.3	0	
Total %	0	0	0	0	4.8	40.6	0	0	13.4	0	0.5	0	0	40.1	0.5	0	
Buses	0	0	0	0	1	64	0	0	15	0	1	0	0	66	0	0	147
% Buses	0	0	0	0	11.1	84.2	0	0	60	0	100	0	0	88	0	0	78.6
Single-Unit Trucks	0	0	0	0	4	10	0	0	8	0	0	0	0	6	1	0	29
% Single-Unit Trucks	0	0	0	0	44.4	13.2	0	0	32	0	0	0	0	8	100	0	15.5
Articulated Trucks	0	0	0	0	4	2	0	0	2	0	0	0	0	3	0	0	11
% Articulated Trucks	0	0	0	0	44.4	2.6	0	0	8	0	0	0	0	4	0	0	5.9





**TURNING MOVEMENT COUNT #2010079
 MS 12 SB RAMPS @ COLLEGE VIEW DR
 STARKVILLE, MS
 OKTIBBEHA COUNTY**

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

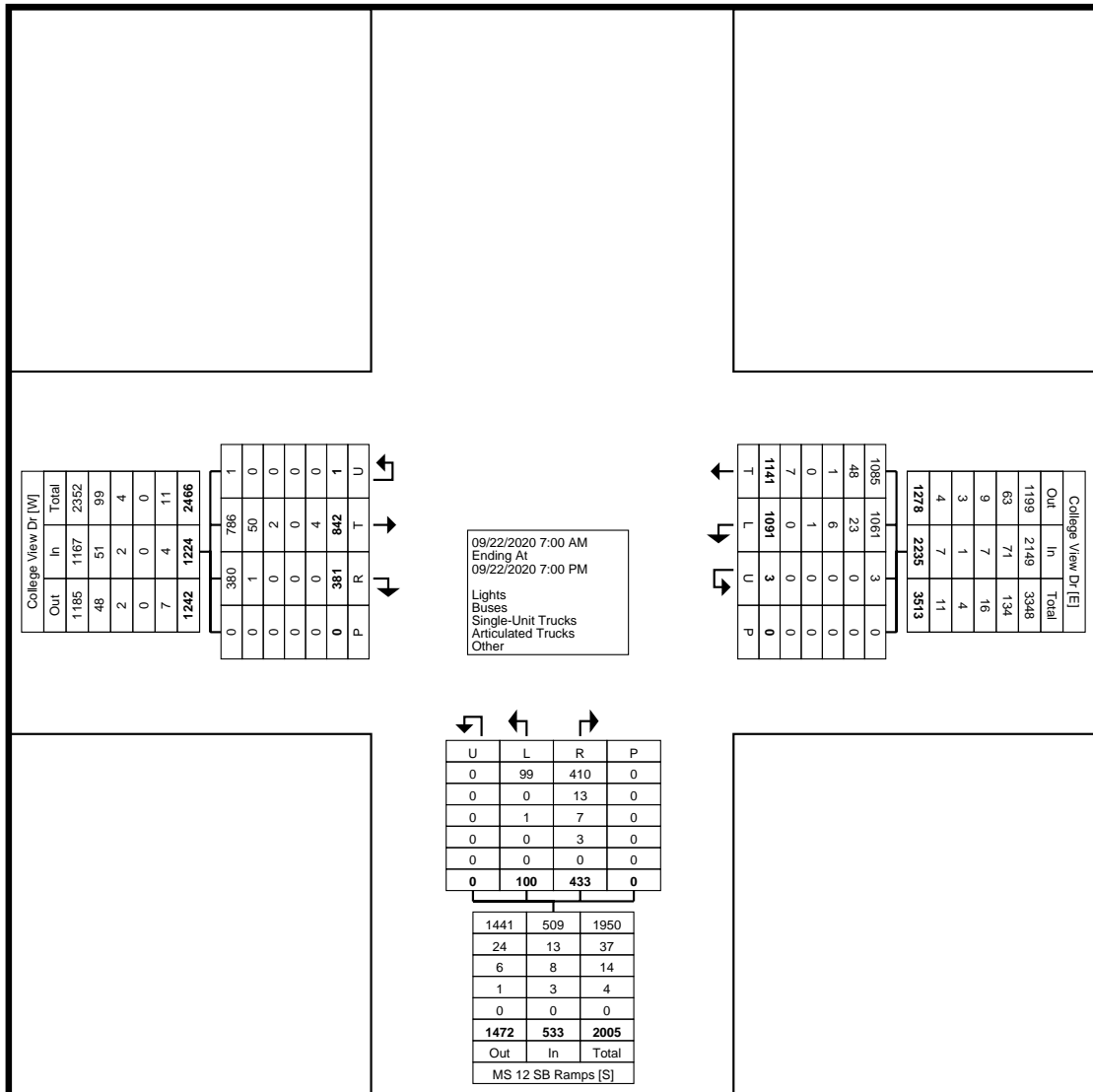
Count Name: 2010079 - MS 12
 SB Ramps @ College View Dr,
 Starkville
 Site Code: 2010079
 Start Date: 09/22/2020
 Page No: 1

Turning Movement Data

Start Time	College View Dr Westbound					MS 12 SB Ramps Northbound					College View Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	7	9	0	0	16	12	1	0	0	13	0	6	0	0	6	35
7:15 AM	16	6	0	0	22	19	6	0	0	25	2	9	0	0	11	58
7:30 AM	18	5	0	0	23	22	0	0	0	22	13	38	0	0	51	96
7:45 AM	18	9	0	0	27	47	7	0	0	54	9	28	0	0	37	118
Hourly Total	59	29	0	0	88	100	14	0	0	114	24	81	0	0	105	307
8:00 AM	18	7	0	0	25	29	2	0	0	31	6	33	0	0	39	95
8:15 AM	15	16	0	0	31	18	4	0	0	22	8	18	0	0	26	79
8:30 AM	14	19	0	0	33	12	2	0	0	14	6	16	0	0	22	69
8:45 AM	18	25	0	0	43	10	2	0	0	12	6	16	0	0	22	77
Hourly Total	65	67	0	0	132	69	10	0	0	79	26	83	0	0	109	320
9:00 AM	11	15	0	0	26	19	2	0	0	21	10	22	0	0	32	79
9:15 AM	13	12	0	0	25	7	0	0	0	7	2	19	0	0	21	53
9:30 AM	11	10	1	0	22	5	0	0	0	5	1	17	0	0	18	45
9:45 AM	9	11	0	0	20	4	2	0	0	6	8	12	0	0	20	46
Hourly Total	44	48	1	0	93	35	4	0	0	39	21	70	0	0	91	223
10:00 AM	21	19	0	0	40	3	1	0	0	4	3	11	0	0	14	58
10:15 AM	12	16	0	0	28	4	0	0	0	4	4	13	0	0	17	49
10:30 AM	20	24	0	0	44	8	2	0	0	10	2	14	0	0	16	70
10:45 AM	22	21	0	0	43	15	2	0	0	17	3	23	0	0	26	86
Hourly Total	75	80	0	0	155	30	5	0	0	35	12	61	0	0	73	263
11:00 AM	16	30	0	0	46	9	0	0	0	9	9	12	0	0	21	76
11:15 AM	15	26	0	0	41	8	0	0	0	8	8	12	0	0	20	69
11:30 AM	26	23	0	0	49	7	0	0	0	7	10	13	0	0	23	79
11:45 AM	31	33	0	0	64	7	2	0	0	9	6	13	0	0	19	92
Hourly Total	88	112	0	0	200	31	2	0	0	33	33	50	0	0	83	316
12:00 PM	33	44	0	0	77	9	2	0	0	11	5	19	0	0	24	112
12:15 PM	23	19	0	0	42	11	3	0	0	14	10	19	0	0	29	85
12:30 PM	31	39	0	0	70	16	0	0	0	16	8	29	0	0	37	123
12:45 PM	33	29	0	0	62	7	2	0	0	9	3	22	0	0	25	96
Hourly Total	120	131	0	0	251	43	7	0	0	50	26	89	0	0	115	416
1:00 PM	20	30	0	0	50	11	0	0	0	11	9	11	0	0	20	81
1:15 PM	21	26	0	0	47	6	1	0	0	7	6	14	0	0	20	74
1:30 PM	25	15	0	0	40	10	1	0	0	11	7	18	0	0	25	76
1:45 PM	29	29	0	0	58	11	3	0	0	14	14	24	0	0	38	110
Hourly Total	95	100	0	0	195	38	5	0	0	43	36	67	0	0	103	341
2:00 PM	23	22	0	0	45	10	3	0	0	13	5	29	0	0	34	92
2:15 PM	18	23	0	0	41	5	4	0	0	9	7	8	0	0	15	65
2:30 PM	21	18	0	0	39	7	0	0	0	7	12	11	0	0	23	69
2:45 PM	30	17	1	0	48	3	5	0	0	8	8	12	0	0	20	76
Hourly Total	92	80	1	0	173	25	12	0	0	37	32	60	0	0	92	302
3:00 PM	21	22	0	0	43	6	2	0	0	8	2	22	0	0	24	75
3:15 PM	20	20	0	0	40	4	5	0	0	9	13	16	1	0	30	79
3:30 PM	18	25	1	0	44	6	3	0	0	9	9	21	0	0	30	83
3:45 PM	28	27	0	0	55	1	4	0	0	5	9	17	0	0	26	86
Hourly Total	87	94	1	0	182	17	14	0	0	31	33	76	1	0	110	323
4:00 PM	33	18	0	0	51	4	3	0	0	7	8	15	0	0	23	81
4:15 PM	19	17	0	0	36	7	0	0	0	7	4	11	0	0	15	58
4:30 PM	33	25	0	0	58	5	5	0	0	10	11	22	0	0	33	101
4:45 PM	45	25	0	0	70	7	4	0	0	11	14	23	0	0	37	118
Hourly Total	130	85	0	0	215	23	12	0	0	35	37	71	0	0	108	358
5:00 PM	61	45	0	0	106	0	5	0	0	5	12	18	0	0	30	141
5:15 PM	39	47	0	0	86	3	2	0	0	5	20	15	0	0	35	126
5:30 PM	31	40	0	0	71	9	1	0	0	10	17	20	0	0	37	118
5:45 PM	36	38	0	0	74	3	1	0	0	4	13	13	0	0	26	104
Hourly Total	167	170	0	0	337	15	9	0	0	24	62	66	0	0	128	489
6:00 PM	32	35	0	0	67	2	1	0	0	3	16	22	0	0	38	108
6:15 PM	33	22	0	0	55	3	0	0	0	3	7	16	0	0	23	81
6:30 PM	24	18	0	0	42	1	4	0	0	5	7	15	0	0	22	69
6:45 PM	30	20	0	0	50	1	1	0	0	2	9	15	0	0	24	76
Hourly Total	119	95	0	0	214	7	6	0	0	13	39	68	0	0	107	334
Grand Total	1141	1091	3	0	2235	433	100	0	0	533	381	842	1	0	1224	3992
Approach %	51.1	48.8	0.1	-	-	81.2	18.8	0.0	-	-	31.1	68.8	0.1	-	-	-
Total %	28.6	27.3	0.1	-	56.0	10.8	2.5	0.0	-	13.4	9.5	21.1	0.0	-	30.7	-

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 Ridgeland, Mississippi, United States 39157
 601.607.8700

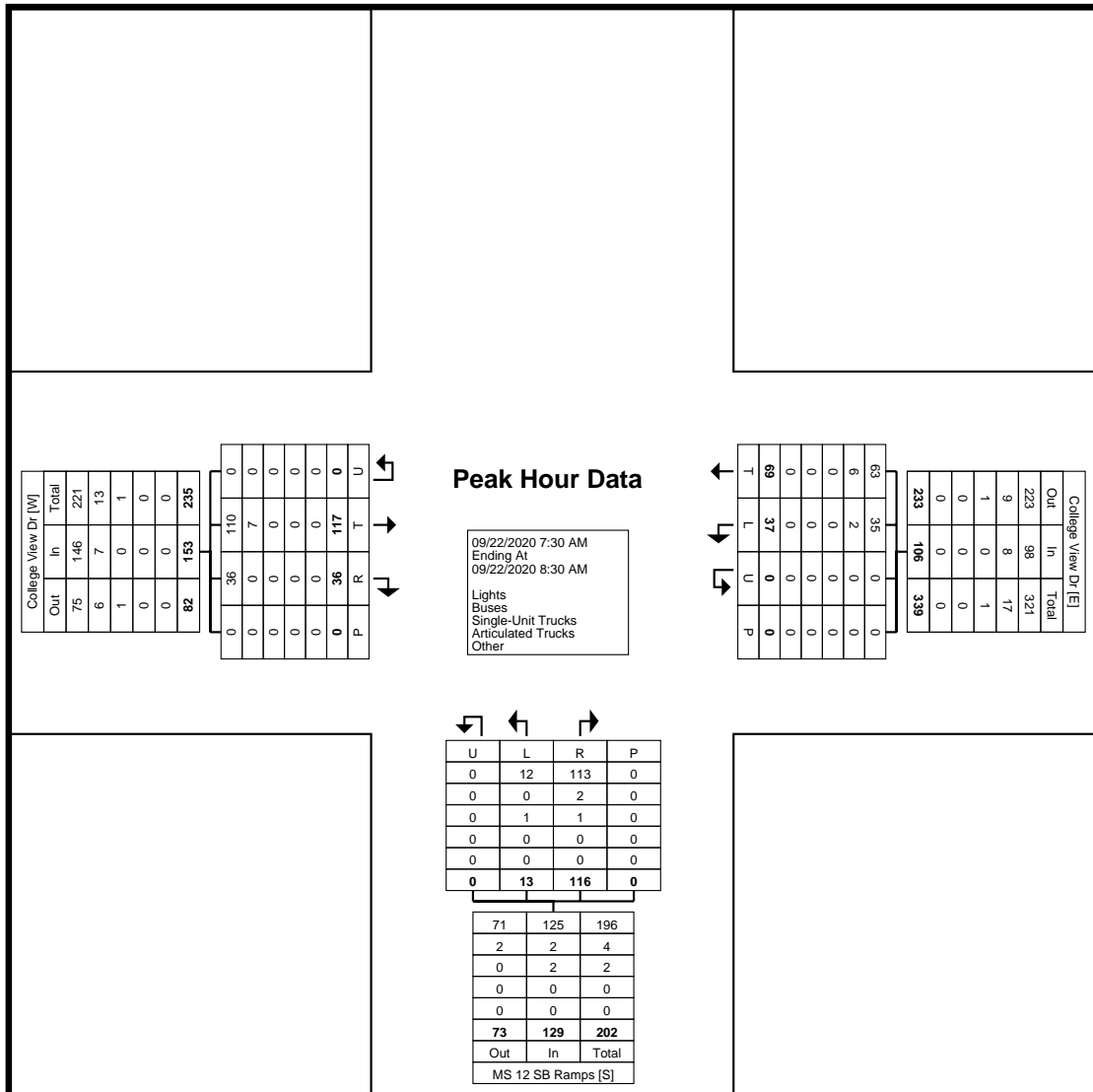
Count Name: 2010079 - MS 12
 SB Ramps @ College View Dr,
 Starkville
 Site Code: 2010079
 Start Date: 09/22/2020
 Page No: 3



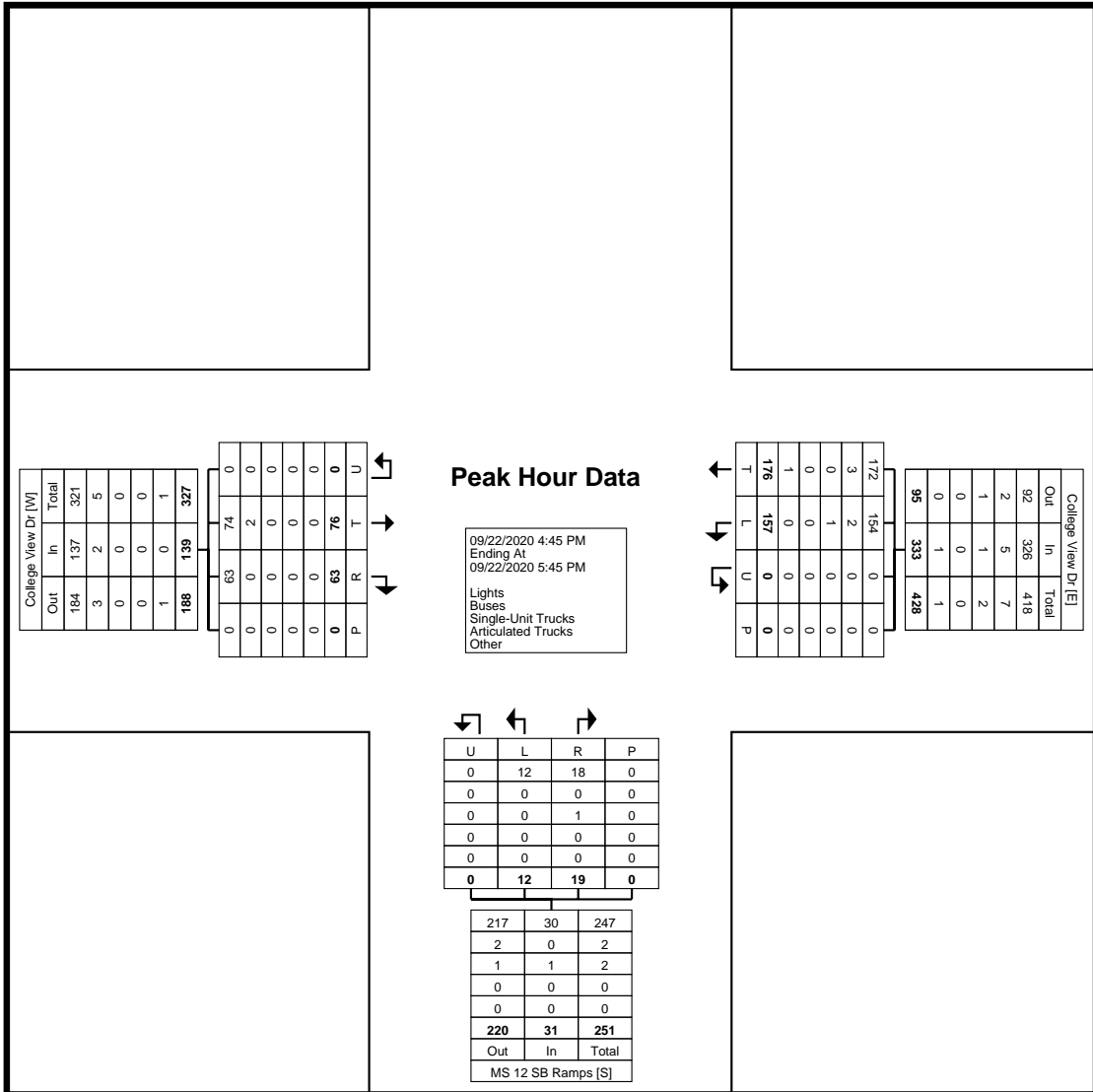
Turning Movement Data Plot

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010079 - MS 12
 SB Ramps @ College View Dr,
 Starkville
 Site Code: 2010079
 Start Date: 09/22/2020
 Page No: 5



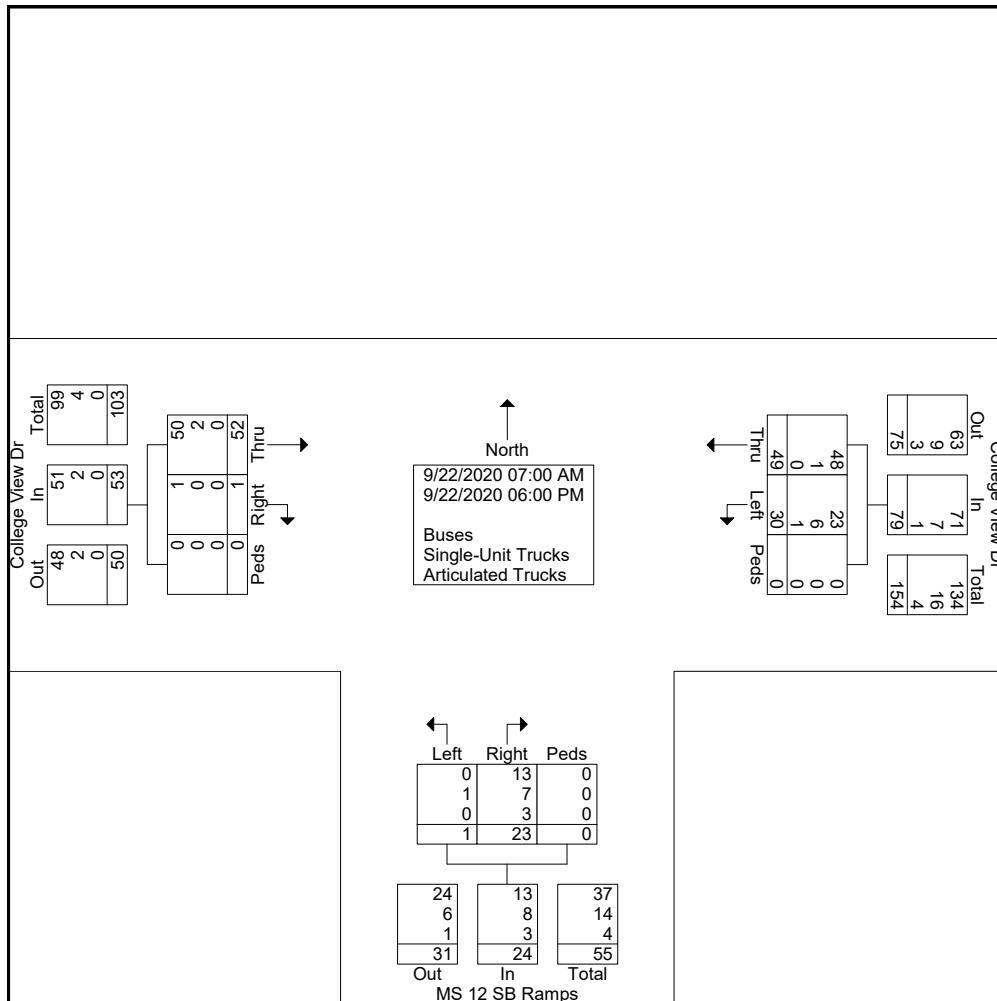
Turning Movement Peak Hour Data Plot (7:30 AM)



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

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	College View Dr From East			MS 12 SB Ramps From South			College View Dr From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	6	3	0	2	0	0	0	7	0	18
08:00 AM	6	2	0	3	1	0	0	6	0	18
09:00 AM	6	2	0	3	0	0	0	7	0	18
10:00 AM	5	3	0	2	0	0	0	6	0	16
11:00 AM	4	3	0	3	0	0	0	4	0	14
12:00 PM	5	4	0	1	0	0	0	5	0	15
01:00 PM	6	2	0	1	0	0	0	5	0	14
02:00 PM	3	2	0	0	0	0	0	5	0	10
03:00 PM	3	2	0	2	0	0	0	3	0	10
04:00 PM	2	3	0	4	0	0	0	2	0	11
05:00 PM	3	3	0	2	0	0	1	2	0	11
06:00 PM	0	1	0	0	0	0	0	0	0	1
Grand Total	49	30	0	23	1	0	1	52	0	156
Apprch %	62	38	0	95.8	4.2	0	1.9	98.1	0	
Total %	31.4	19.2	0	14.7	0.6	0	0.6	33.3	0	
Buses	48	23	0	13	0	0	1	50	0	135
% Buses	98	76.7	0	56.5	0	0	100	96.2	0	86.5
Single-Unit Trucks	1	6	0	7	1	0	0	2	0	17
% Single-Unit Trucks	2	20	0	30.4	100	0	0	3.8	0	10.9
Articulated Trucks	0	1	0	3	0	0	0	0	0	4
% Articulated Trucks	0	3.3	0	13	0	0	0	0	0	2.6

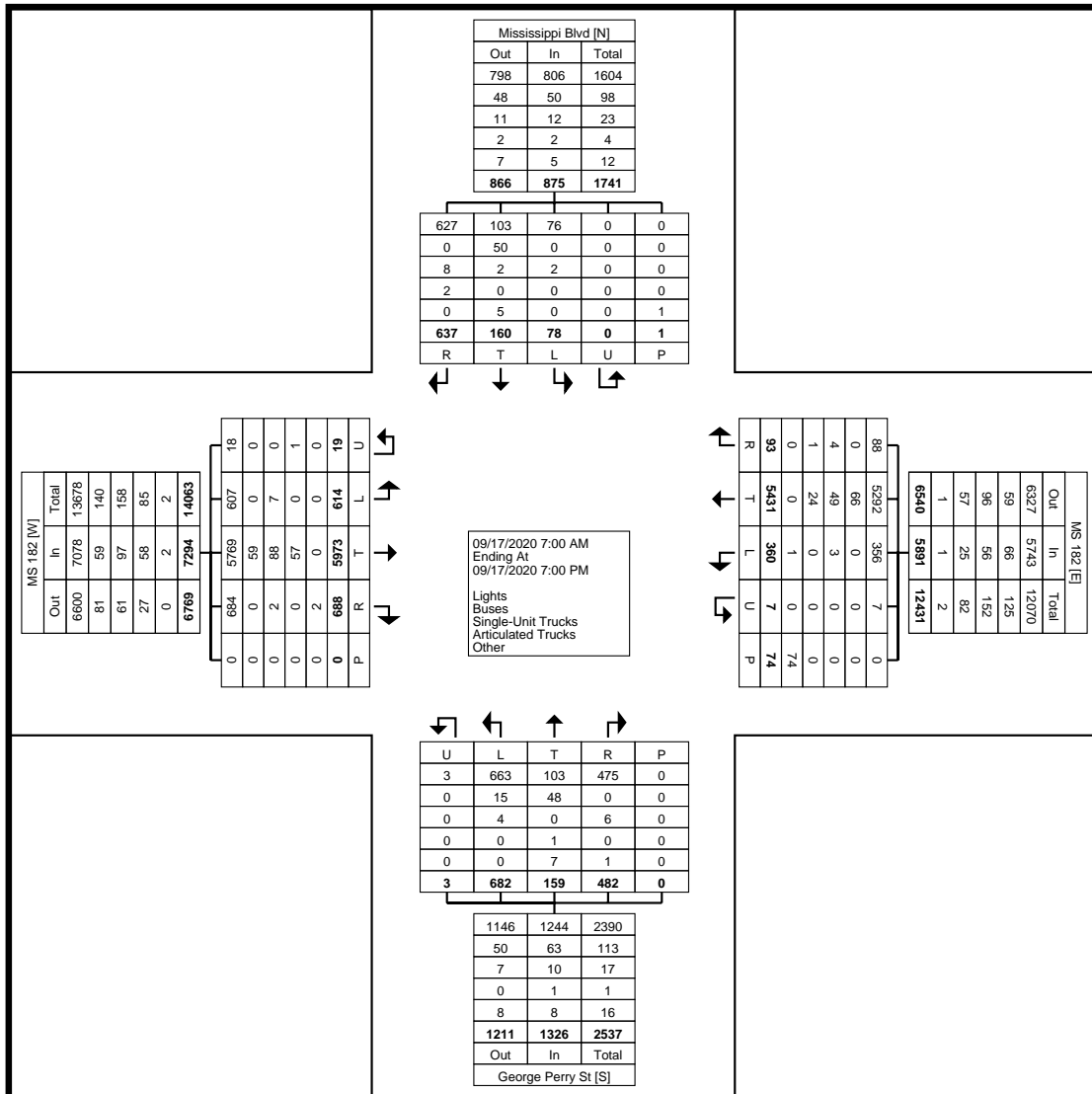




TURNING MOVEMENT COUNT #2010075
 MS 182 @ GEORGE PERRY ST / MISSISSIPPI BLVD
 STARKVILLE, MS
 OKTIBBEHA COUNTY

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010075 - MS 182
 @ George Perry St / Mississippi
 Blvd, Starkville
 Site Code:
 Start Date: 09/17/2020
 Page No: 3



Turning Movement Data Plot

5.2.11A81

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310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

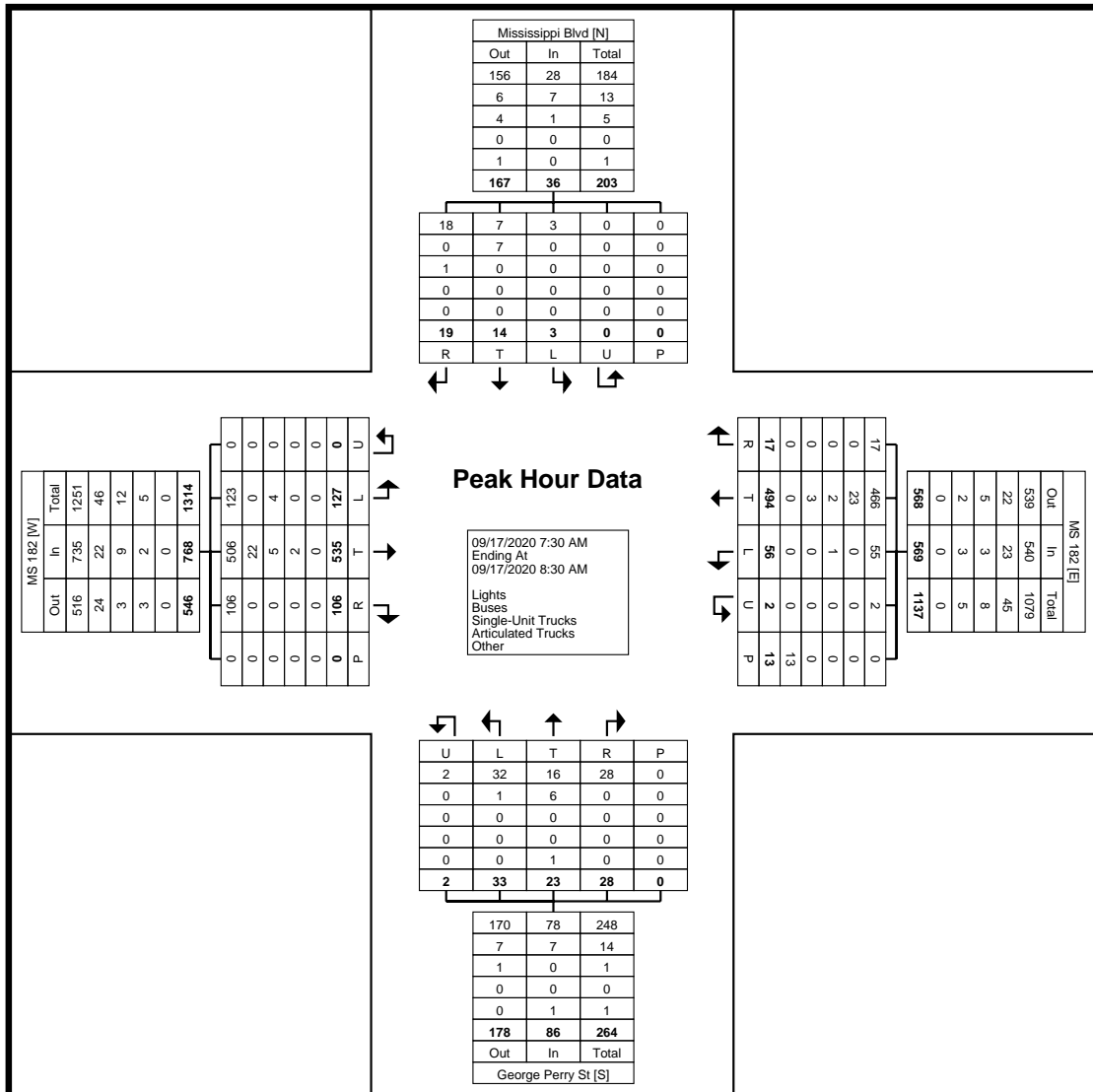
Count Name: 2010075 - MS 182
@ George Perry St / Mississippi
Blvd, Starkville
Site Code:
Start Date: 09/17/2020
Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Mississippi Blvd Southbound						MS 182 Westbound						George Perry St Northbound						MS 182 Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	7	4	0	0	0	11	3	115	12	0	4	130	6	5	1	1	0	13	32	161	11	0	0	204	358
7:45 AM	3	2	2	0	0	7	3	101	20	1	5	125	6	7	4	0	0	17	33	142	41	0	0	216	365
8:00 AM	7	5	0	0	0	12	8	152	14	0	3	174	9	8	18	1	0	36	24	128	49	0	0	201	423
8:15 AM	2	3	1	0	0	6	3	126	10	1	1	140	7	3	10	0	0	20	17	104	26	0	0	147	313
Total	19	14	3	0	0	36	17	494	56	2	13	569	28	23	33	2	0	86	106	535	127	0	0	768	1459
Approach %	52.8	38.9	8.3	0.0	-	-	3.0	86.8	9.8	0.4	-	-	32.6	26.7	38.4	2.3	-	-	13.8	69.7	16.5	0.0	-	-	-
Total %	1.3	1.0	0.2	0.0	-	2.5	1.2	33.9	3.8	0.1	-	39.0	1.9	1.6	2.3	0.1	-	5.9	7.3	36.7	8.7	0.0	-	52.6	-
PHF	0.679	0.700	0.375	0.000	-	0.750	0.531	0.813	0.700	0.500	-	0.818	0.778	0.719	0.458	0.500	-	0.597	0.803	0.831	0.648	0.000	-	0.889	0.862
Lights	18	7	3	0	-	28	17	466	55	2	-	540	28	16	32	2	-	78	106	506	123	0	-	735	1381
% Lights	94.7	50.0	100.0	-	-	77.8	100.0	94.3	98.2	100.0	-	94.9	100.0	69.6	97.0	100.0	-	90.7	100.0	94.6	96.9	-	-	95.7	94.7
Buses	0	7	0	0	-	7	0	23	0	0	-	23	0	6	1	0	-	7	0	22	0	0	-	22	59
% Buses	0.0	50.0	0.0	-	-	19.4	0.0	4.7	0.0	0.0	-	4.0	0.0	26.1	3.0	0.0	-	8.1	0.0	4.1	0.0	-	-	2.9	4.0
Single-Unit Trucks	1	0	0	0	-	1	0	2	1	0	-	3	0	0	0	0	-	0	0	5	4	0	-	9	13
% Single-Unit Trucks	5.3	0.0	0.0	-	-	2.8	0.0	0.4	1.8	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.9	3.1	-	-	1.2	0.9
Articulated Trucks	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	5
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.6	0.0	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4	0.0	-	-	0.3	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	4.3	0.0	0.0	-	1.2	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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 601.607.8700

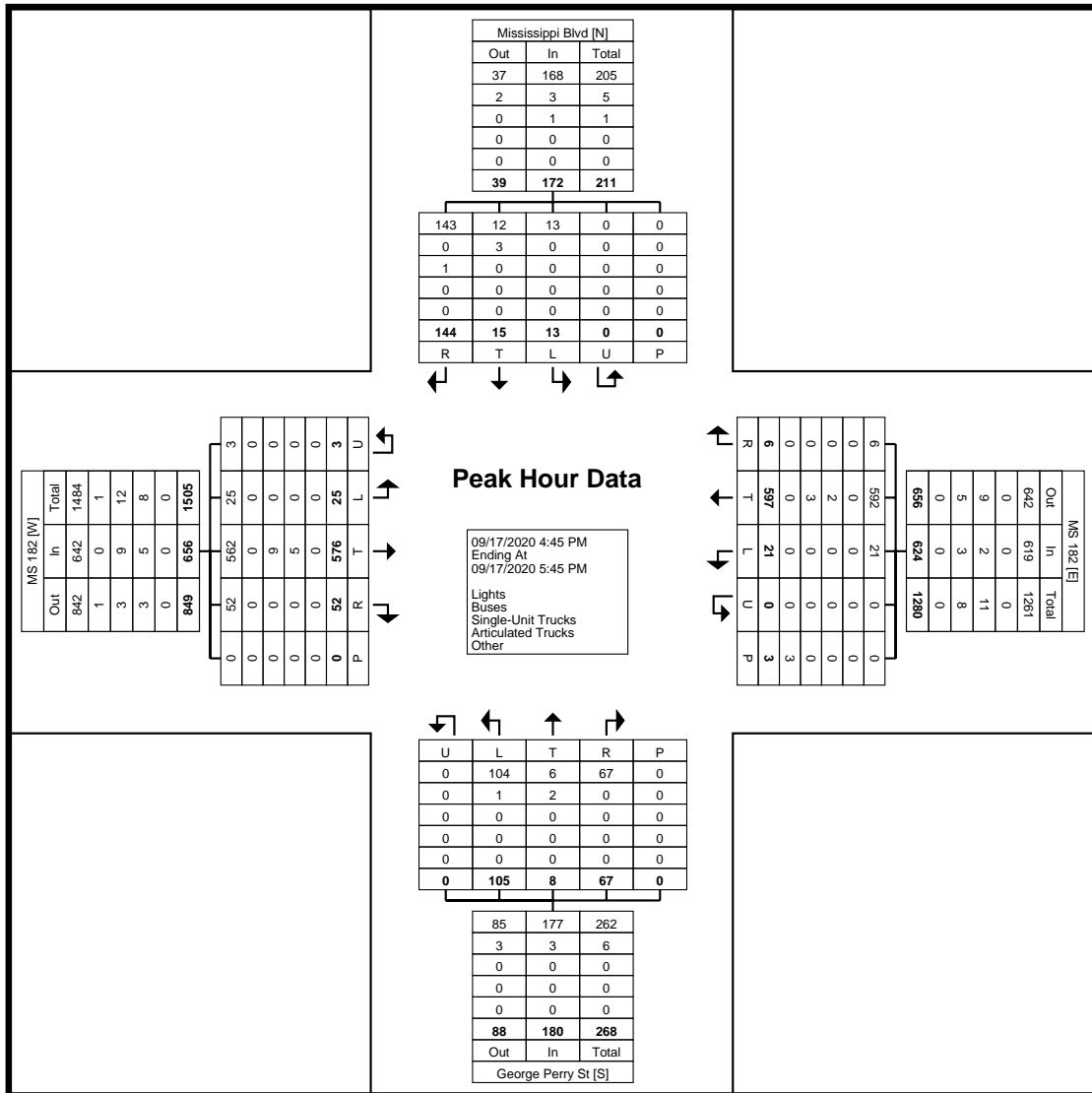
Count Name: 2010075 - MS 182
 @ George Perry St / Mississippi
 Blvd, Starkville
 Site Code:
 Start Date: 09/17/2020
 Page No: 5



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

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 310 New Pointe Drive
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 601.607.8700

Count Name: 2010075 - MS 182
 @ George Perry St / Mississippi
 Blvd, Starkville
 Site Code:
 Start Date: 09/17/2020
 Page No: 7



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



**TURNING MOVEMENT COUNT #2010086
 UNIVERSITY DR @ COLONEL MULDROW AVE
 STARKVILLE, MS
 OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	From North				University Dr From East				Colonel Muldrow Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	25	0	0	12	0	13	2	1	123	0	0	176
08:00 AM	0	0	0	0	0	44	0	0	8	0	10	5	1	104	0	0	172
09:00 AM	0	0	0	0	0	71	0	0	8	0	19	17	0	100	0	1	216
10:00 AM	0	0	0	0	0	101	1	1	10	0	21	12	3	117	0	4	270
11:00 AM	0	0	0	0	0	177	0	1	15	0	37	21	4	151	0	1	407
12:00 PM	0	0	0	0	0	218	2	2	26	0	34	29	4	205	0	4	524
01:00 PM	0	0	0	0	0	151	2	2	11	0	35	23	0	182	0	2	408
02:00 PM	0	0	0	0	0	150	0	1	19	0	25	22	1	145	0	0	363
03:00 PM	0	0	0	0	0	166	1	1	18	0	28	23	0	141	0	0	378
04:00 PM	0	0	0	0	0	161	1	14	10	0	33	31	0	141	0	1	392
05:00 PM	0	0	0	0	0	256	1	4	14	0	43	24	0	168	0	1	511
06:00 PM	0	0	0	0	0	167	1	2	12	0	36	49	0	140	0	10	417
Grand Total	0	0	0	0	0	1687	9	28	163	0	334	258	14	1717	0	24	4234
Apprch %	0	0	0	0	0	97.9	0.5	1.6	21.6	0	44.2	34.2	0.8	97.8	0	1.4	
Total %	0	0	0	0	0	39.8	0.2	0.7	3.8	0	7.9	6.1	0.3	40.6	0	0.6	
Lights	0	0	0	0	0	1606	8	0	162	0	328	0	12	1636	0	0	3752
% Lights	0	0	0	0	0	95.2	88.9	0	99.4	0	98.2	0	85.7	95.3	0	0	88.6
Buses	0	0	0	0	0	44	0	0	0	0	1	0	0	42	0	0	87
% Buses	0	0	0	0	0	2.6	0	0	0	0	0.3	0	0	2.4	0	0	2.1
Single-Unit Trucks	0	0	0	0	0	4	0	0	0	0	4	0	1	7	0	0	16
% Single-Unit Trucks	0	0	0	0	0	0.2	0	0	0	0	1.2	0	7.1	0.4	0	0	0.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0.1
Bicycles on Road	0	0	0	0	0	33	1	0	1	0	0	0	1	27	0	0	63
% Bicycles on Road	0	0	0	0	0	2	11.1	0	0.6	0	0	0	7.1	1.6	0	0	1.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	0	0	0.1
Pedestrians	0	0	0	0	0	0	0	28	0	0	0	252	0	0	0	24	304
% Pedestrians	0	0	0	0	0	0	0	100	0	0	0	97.7	0	0	0	100	7.2

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 1

Turning Movement Data

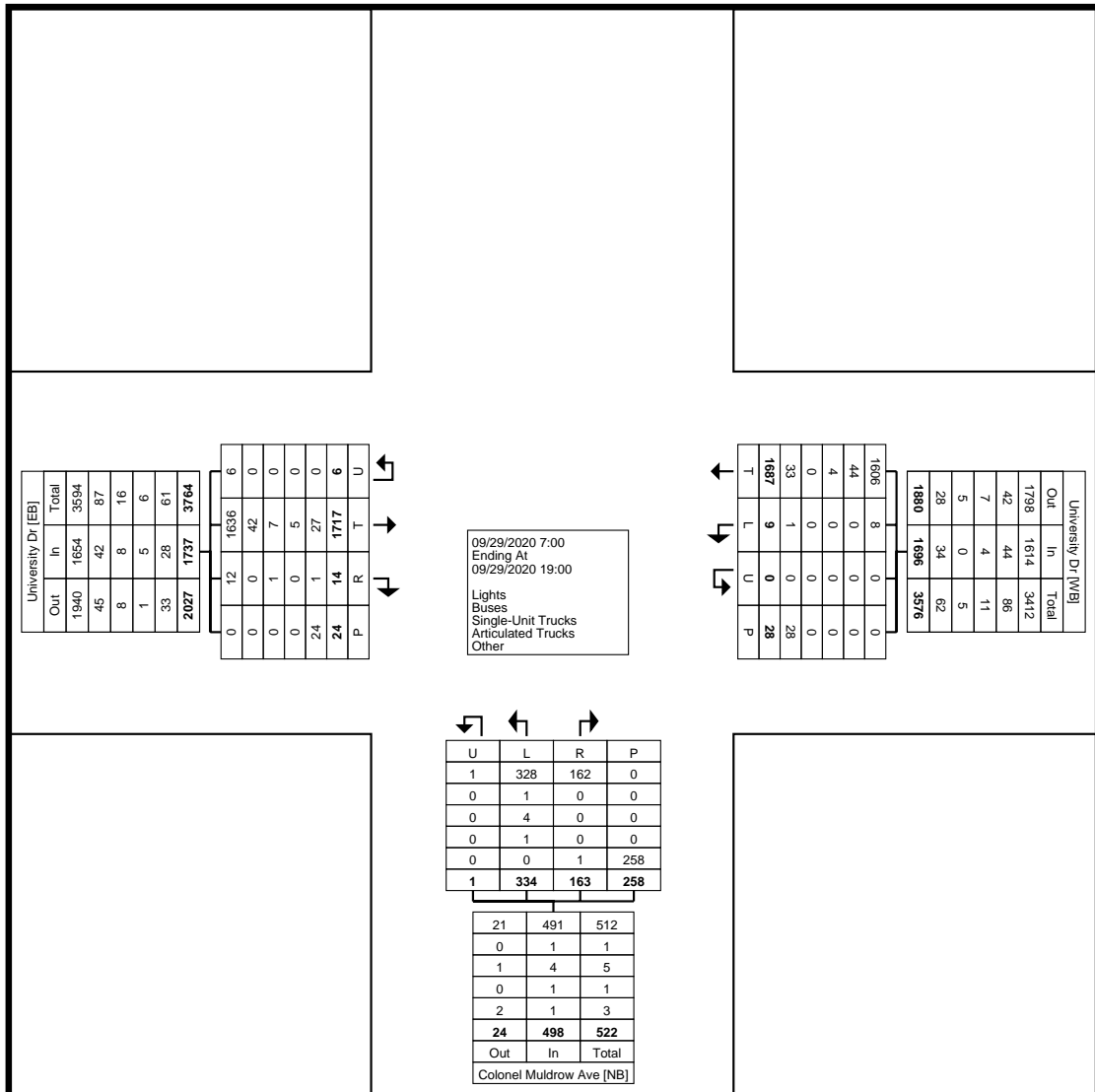
Start Time	University Dr Westbound					Colonel Muldrow Ave Northbound					University Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00	7	0	0	0	7	1	3	0	0	4	0	10	0	0	10	21
7:15	9	0	0	0	9	2	4	0	0	6	0	30	0	0	30	45
7:30	5	0	0	0	5	3	2	0	1	5	0	34	1	0	35	45
7:45	4	0	0	0	4	6	4	0	1	10	1	49	0	0	50	64
Hourly Total	25	0	0	0	25	12	13	0	2	25	1	123	1	0	125	175
8:00	6	0	0	0	6	6	1	0	2	7	0	31	0	0	31	44
8:15	7	0	0	0	7	2	6	0	0	8	1	24	0	0	25	40
8:30	19	0	0	0	19	0	1	0	1	1	0	24	0	0	24	44
8:45	12	0	0	0	12	0	2	0	2	2	0	25	0	0	25	39
Hourly Total	44	0	0	0	44	8	10	0	5	18	1	104	0	0	105	167
9:00	10	0	0	0	10	1	4	0	4	5	0	25	0	0	25	40
9:15	21	0	0	0	21	3	5	0	7	8	0	30	0	0	30	59
9:30	16	0	0	0	16	2	5	0	4	7	0	21	1	1	22	45
9:45	24	0	0	0	24	2	5	0	2	7	0	24	0	0	24	55
Hourly Total	71	0	0	0	71	8	19	0	17	27	0	100	1	1	101	199
10:00	12	0	0	0	12	2	4	0	1	6	1	21	0	1	22	40
10:15	24	0	0	0	24	2	7	0	1	9	1	26	0	3	27	60
10:30	28	0	0	1	28	4	5	0	7	9	0	29	0	0	29	66
10:45	37	1	0	0	38	2	5	0	3	7	1	41	0	0	42	87
Hourly Total	101	1	0	1	102	10	21	0	12	31	3	117	0	4	120	253
11:00	39	0	0	0	39	2	8	0	5	10	1	39	0	0	40	89
11:15	46	0	0	0	46	4	9	0	5	13	0	23	0	0	23	82
11:30	37	0	0	0	37	3	8	0	4	11	2	38	0	1	40	88
11:45	55	0	0	1	55	6	12	0	7	18	1	51	1	0	53	126
Hourly Total	177	0	0	1	177	15	37	0	21	52	4	151	1	1	156	385
12:00	52	0	0	2	52	3	7	0	4	10	0	50	0	2	50	112
12:15	52	0	0	0	52	5	7	0	9	12	1	60	0	2	61	125
12:30	51	0	0	0	51	9	9	1	10	19	1	53	0	0	54	124
12:45	63	2	0	0	65	9	11	0	6	20	2	42	0	0	44	129
Hourly Total	218	2	0	2	220	26	34	1	29	61	4	205	0	4	209	490
13:00	39	2	0	1	41	4	8	0	5	12	0	44	0	0	44	97
13:15	41	0	0	1	41	2	6	0	5	8	0	47	2	2	49	98
13:30	32	0	0	0	32	4	7	0	6	11	0	41	0	0	41	84
13:45	39	0	0	0	39	1	14	0	7	15	0	50	0	0	50	104
Hourly Total	151	2	0	2	153	11	35	0	23	46	0	182	2	2	184	383
14:00	50	0	0	0	50	7	4	0	7	11	0	52	1	0	53	114
14:15	38	0	0	0	38	5	6	0	5	11	0	33	0	0	33	82
14:30	29	0	0	1	29	0	8	0	6	8	1	25	0	0	26	63
14:45	33	0	0	0	33	7	7	0	4	14	0	35	0	0	35	82
Hourly Total	150	0	0	1	150	19	25	0	22	44	1	145	1	0	147	341
15:00	45	0	0	1	45	2	7	0	8	9	0	40	0	0	40	94
15:15	30	1	0	0	31	6	8	0	6	14	0	30	0	0	30	75
15:30	48	0	0	0	48	4	7	0	6	11	0	38	0	0	38	97
15:45	43	0	0	0	43	6	6	0	3	12	0	33	0	0	33	88
Hourly Total	166	1	0	1	167	18	28	0	23	46	0	141	0	0	141	354
16:00	37	0	0	4	37	3	7	0	5	10	0	31	0	0	31	78
16:15	41	0	0	3	41	2	8	0	8	10	0	34	0	1	34	85
16:30	29	0	0	3	29	1	11	0	9	12	0	33	0	0	33	74
16:45	54	1	0	4	55	4	7	0	9	11	0	43	0	0	43	109
Hourly Total	161	1	0	14	162	10	33	0	31	43	0	141	0	1	141	346
17:00	75	1	0	0	76	3	7	0	3	10	0	53	0	0	53	139
17:15	91	0	0	0	91	4	15	0	9	19	0	55	0	1	55	165
17:30	46	0	0	3	46	4	6	0	6	10	0	37	0	0	37	93
17:45	44	0	0	1	44	3	15	0	6	18	0	23	0	0	23	85
Hourly Total	256	1	0	4	257	14	43	0	24	57	0	168	0	1	168	482
18:00	45	0	0	0	45	3	6	0	14	9	0	37	0	0	37	91
18:15	40	1	0	2	41	4	9	0	13	13	0	33	0	2	33	87
18:30	54	0	0	0	54	1	10	0	11	11	0	32	0	0	32	97
18:45	28	0	0	0	28	4	11	0	11	15	0	38	0	8	38	81
Hourly Total	167	1	0	2	168	12	36	0	49	48	0	140	0	10	140	356
Grand Total	1687	9	0	28	1696	163	334	1	258	498	14	1717	6	24	1737	3931
Approach %	99.5	0.5	0.0	-	-	32.7	67.1	0.2	-	-	0.8	98.8	0.3	-	-	-
Total %	42.9	0.2	0.0	-	43.1	4.1	8.5	0.0	-	12.7	0.4	43.7	0.2	-	44.2	-

5.2.11 A88

Lights	1606	8	0	-	1614	162	328	1	-	491	12	1636	6	-	1654	3759
% Lights	95.2	88.9	-	-	95.2	99.4	98.2	100.0	-	98.6	85.7	95.3	100.0	-	95.2	95.6
Buses	44	0	0	-	44	0	1	0	-	1	0	42	0	-	42	87
% Buses	2.6	0.0	-	-	2.6	0.0	0.3	0.0	-	0.2	0.0	2.4	0.0	-	2.4	2.2
Single-Unit Trucks	4	0	0	-	4	0	4	0	-	4	1	7	0	-	8	16
% Single-Unit Trucks	0.2	0.0	-	-	0.2	0.0	1.2	0.0	-	0.8	7.1	0.4	0.0	-	0.5	0.4
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	5	0	-	5	6
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	0.2	0.0	0.3	0.0	-	0.3	0.2
Bicycles on Road	33	1	0	-	34	1	0	0	-	1	1	27	0	-	28	63
% Bicycles on Road	2.0	11.1	-	-	2.0	0.6	0.0	0.0	-	0.2	7.1	1.6	0.0	-	1.6	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	6	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	2.3	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	28	-	-	-	-	252	-	-	-	-	24	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	97.7	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 3



Turning Movement Data Plot

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 601.607.8700

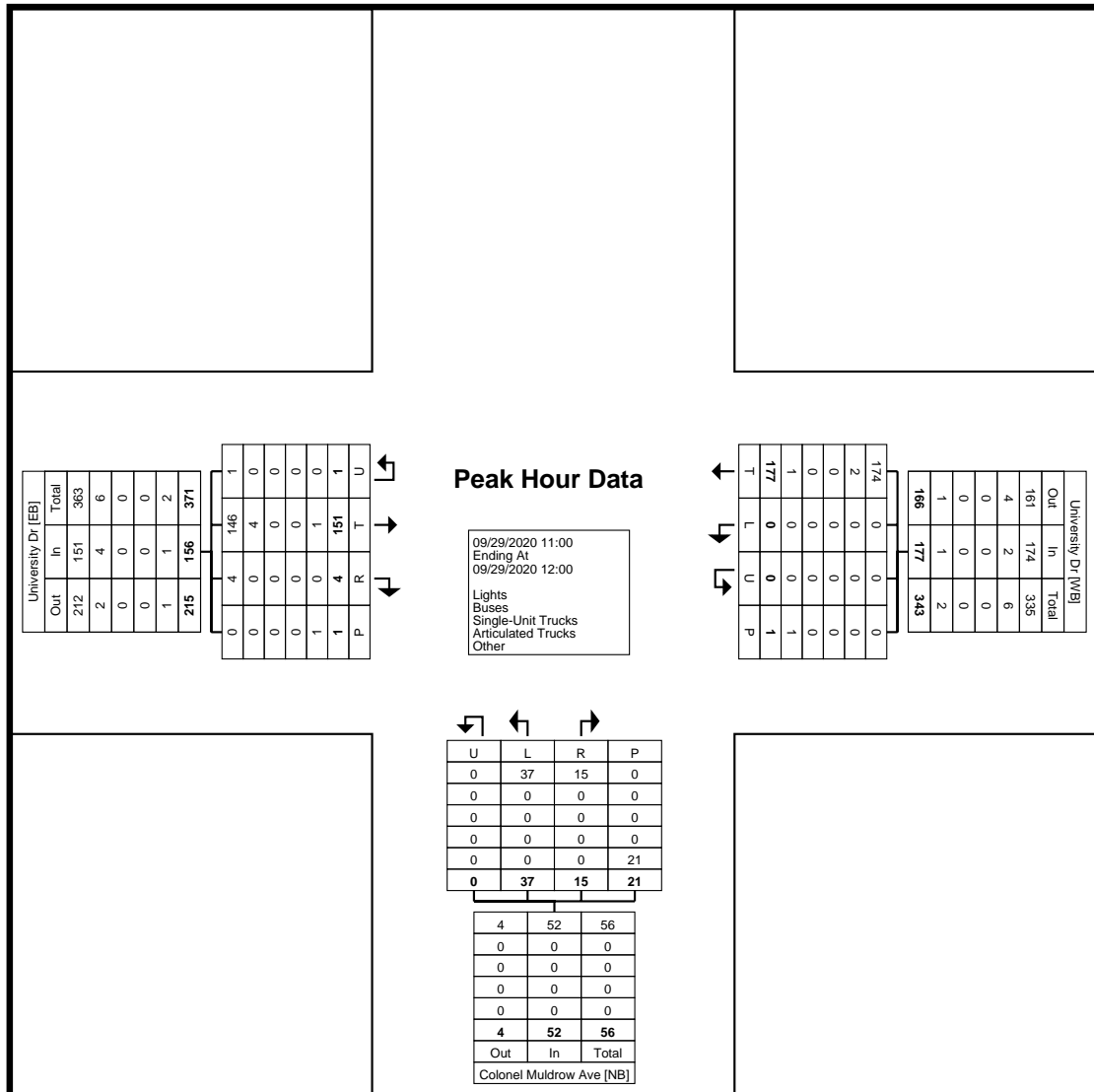
Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 4

Turning Movement Peak Hour Data (11:00)

Start Time	University Dr Westbound					Colonel Muldrow Ave Northbound					University Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00	39	0	0	0	39	2	8	0	5	10	1	39	0	0	40	89
11:15	46	0	0	0	46	4	9	0	5	13	0	23	0	0	23	82
11:30	37	0	0	0	37	3	8	0	4	11	2	38	0	1	40	88
11:45	55	0	0	1	55	6	12	0	7	18	1	51	1	0	53	126
Total	177	0	0	1	177	15	37	0	21	52	4	151	1	1	156	385
Approach %	100.0	0.0	0.0	-	-	28.8	71.2	0.0	-	-	2.6	96.8	0.6	-	-	-
Total %	46.0	0.0	0.0	-	46.0	3.9	9.6	0.0	-	13.5	1.0	39.2	0.3	-	40.5	-
PHF	0.805	0.000	0.000	-	0.805	0.625	0.771	0.000	-	0.722	0.500	0.740	0.250	-	0.736	0.764
Lights	174	0	0	-	174	15	37	0	-	52	4	146	1	-	151	377
% Lights	98.3	-	-	-	98.3	100.0	100.0	-	-	100.0	100.0	96.7	100.0	-	96.8	97.9
Buses	2	0	0	-	2	0	0	0	-	0	0	4	0	-	4	6
% Buses	1.1	-	-	-	1.1	0.0	0.0	-	-	0.0	0.0	2.6	0.0	-	2.6	1.6
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	0.6	-	-	-	0.6	0.0	0.0	-	-	0.0	0.0	0.7	0.0	-	0.6	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	21	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00)

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 601.607.8700

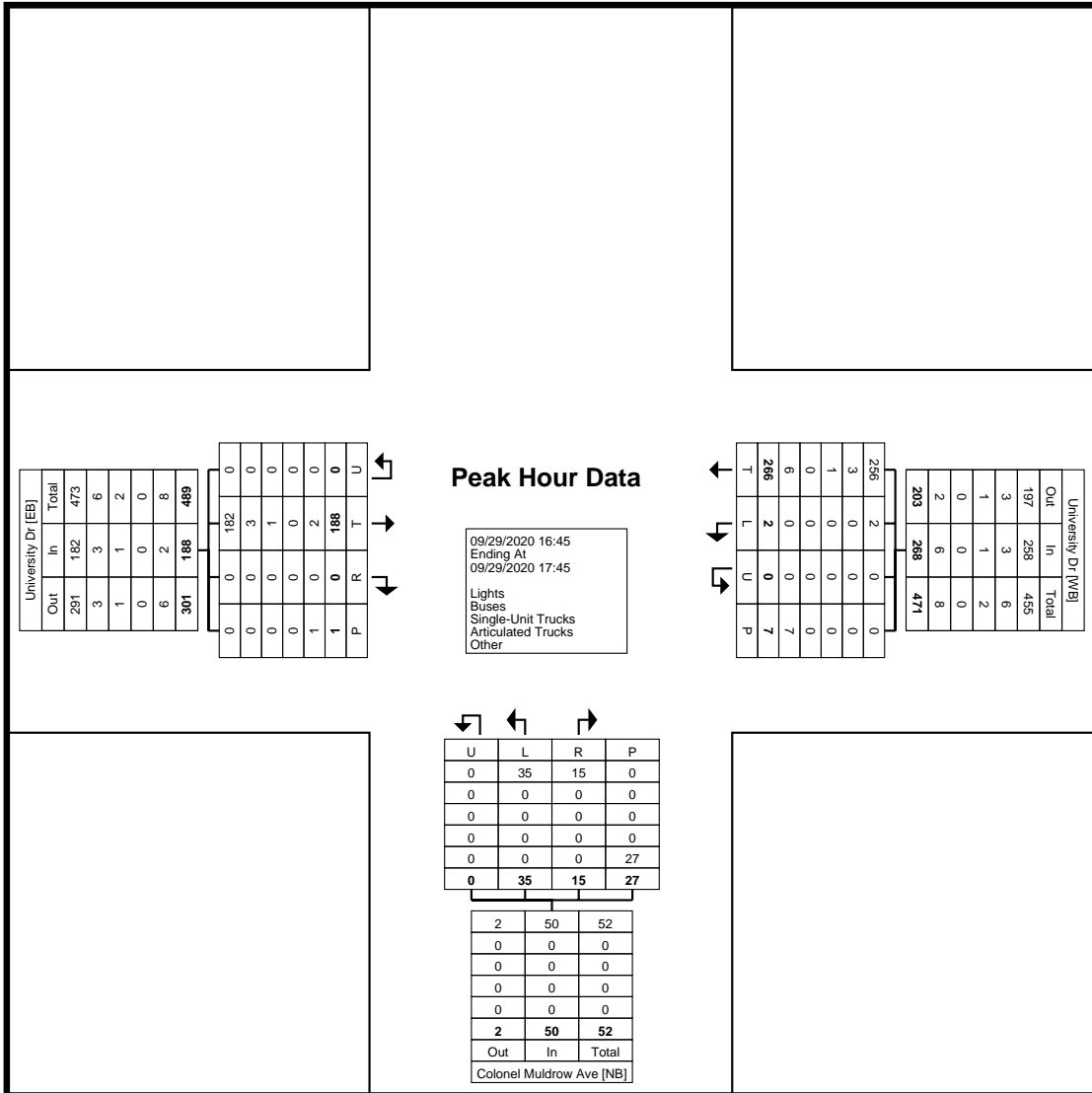
Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	University Dr Westbound					Colonel Muldrow Ave Northbound					University Dr Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
16:45	54	1	0	4	55	4	7	0	9	11	0	43	0	0	43	109
17:00	75	1	0	0	76	3	7	0	3	10	0	53	0	0	53	139
17:15	91	0	0	0	91	4	15	0	9	19	0	55	0	1	55	165
17:30	46	0	0	3	46	4	6	0	6	10	0	37	0	0	37	93
Total	266	2	0	7	268	15	35	0	27	50	0	188	0	1	188	506
Approach %	99.3	0.7	0.0	-	-	30.0	70.0	0.0	-	-	0.0	100.0	0.0	-	-	-
Total %	52.6	0.4	0.0	-	53.0	3.0	6.9	0.0	-	9.9	0.0	37.2	0.0	-	37.2	-
PHF	0.731	0.500	0.000	-	0.736	0.938	0.583	0.000	-	0.658	0.000	0.855	0.000	-	0.855	0.767
Lights	256	2	0	-	258	15	35	0	-	50	0	182	0	-	182	490
% Lights	96.2	100.0	-	-	96.3	100.0	100.0	-	-	100.0	-	96.8	-	-	96.8	96.8
Buses	3	0	0	-	3	0	0	0	-	0	0	3	0	-	3	6
% Buses	1.1	0.0	-	-	1.1	0.0	0.0	-	-	0.0	-	1.6	-	-	1.6	1.2
Single-Unit Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Single-Unit Trucks	0.4	0.0	-	-	0.4	0.0	0.0	-	-	0.0	-	0.5	-	-	0.5	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	6	0	0	-	6	0	0	0	-	0	0	2	0	-	2	8
% Bicycles on Road	2.3	0.0	-	-	2.2	0.0	0.0	-	-	0.0	-	1.1	-	-	1.1	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	27	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010086 -
 University Dr @ Colonel
 Muldrow Ave, Starkville
 Site Code: 2010086
 Start Date: 09/29/2020
 Page No: 7



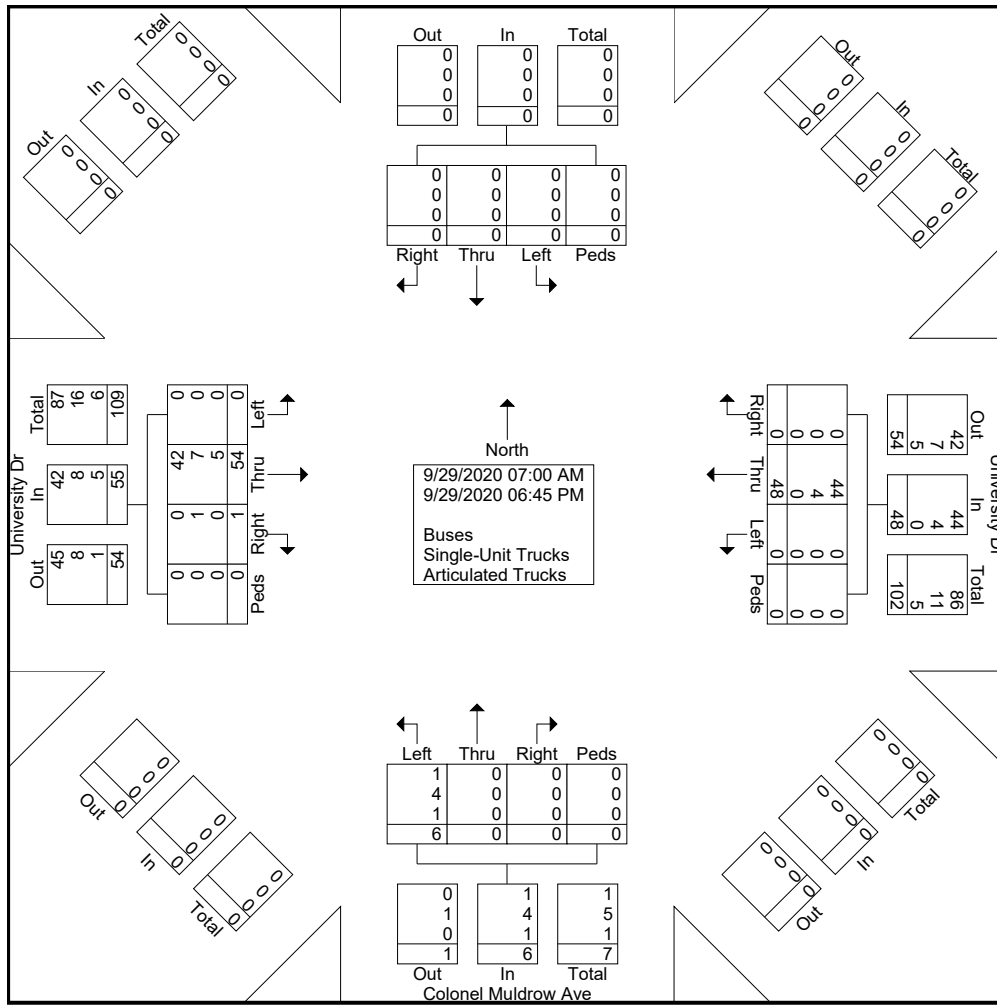
Turning Movement Peak Hour Data Plot (16:45)

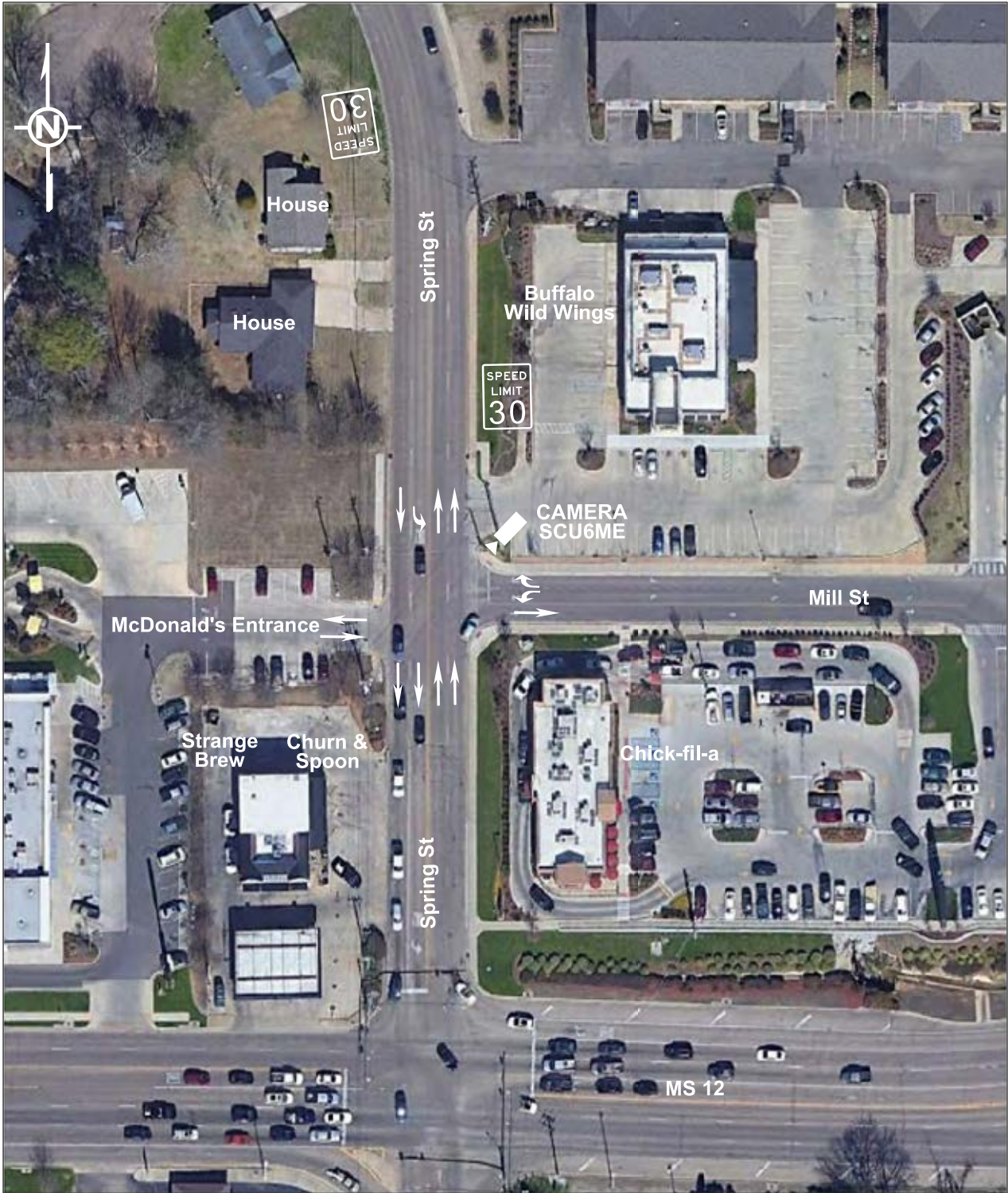
Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	From North				University Dr From East				Colonel Muldrow Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
Total	0	0	0	0	0	4	0	0	0	0	1	0	1	5	0	0	11
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
09:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
09:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	2	0	0	5	0	0	11
10:00 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0	6
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
10:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
Total	0	0	0	0	0	5	0	0	0	0	1	0	0	5	0	0	11
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
Total	0	0	0	0	0	5	0	0	0	0	1	0	0	6	0	0	12
01:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
01:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
01:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	3
Total	0	0	0	0	0	4	0	0	0	0	1	0	0	5	0	0	10
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	From North				University Dr From East				Colonel Muldrow Ave From South				University Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	8
Grand Total	0	0	0	0	0	48	0	0	0	0	6	0	1	54	0	0	109
Apprch %	0	0	0	0	0	100	0	0	0	0	100	0	1.8	98.2	0	0	
Total %	0	0	0	0	0	44	0	0	0	0	5.5	0	0.9	49.5	0	0	
Buses	0	0	0	0	0	44	0	0	0	0	1	0	0	42	0	0	87
% Buses	0	0	0	0	0	91.7	0	0	0	0	16.7	0	0	77.8	0	0	79.8
Single-Unit Trucks	0	0	0	0	0	4	0	0	0	0	4	0	1	7	0	0	16
% Single-Unit Trucks	0	0	0	0	0	8.3	0	0	0	0	66.7	0	100	13	0	0	14.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	6
% Articulated Trucks	0	0	0	0	0	0	0	0	0	0	16.7	0	0	9.3	0	0	5.5





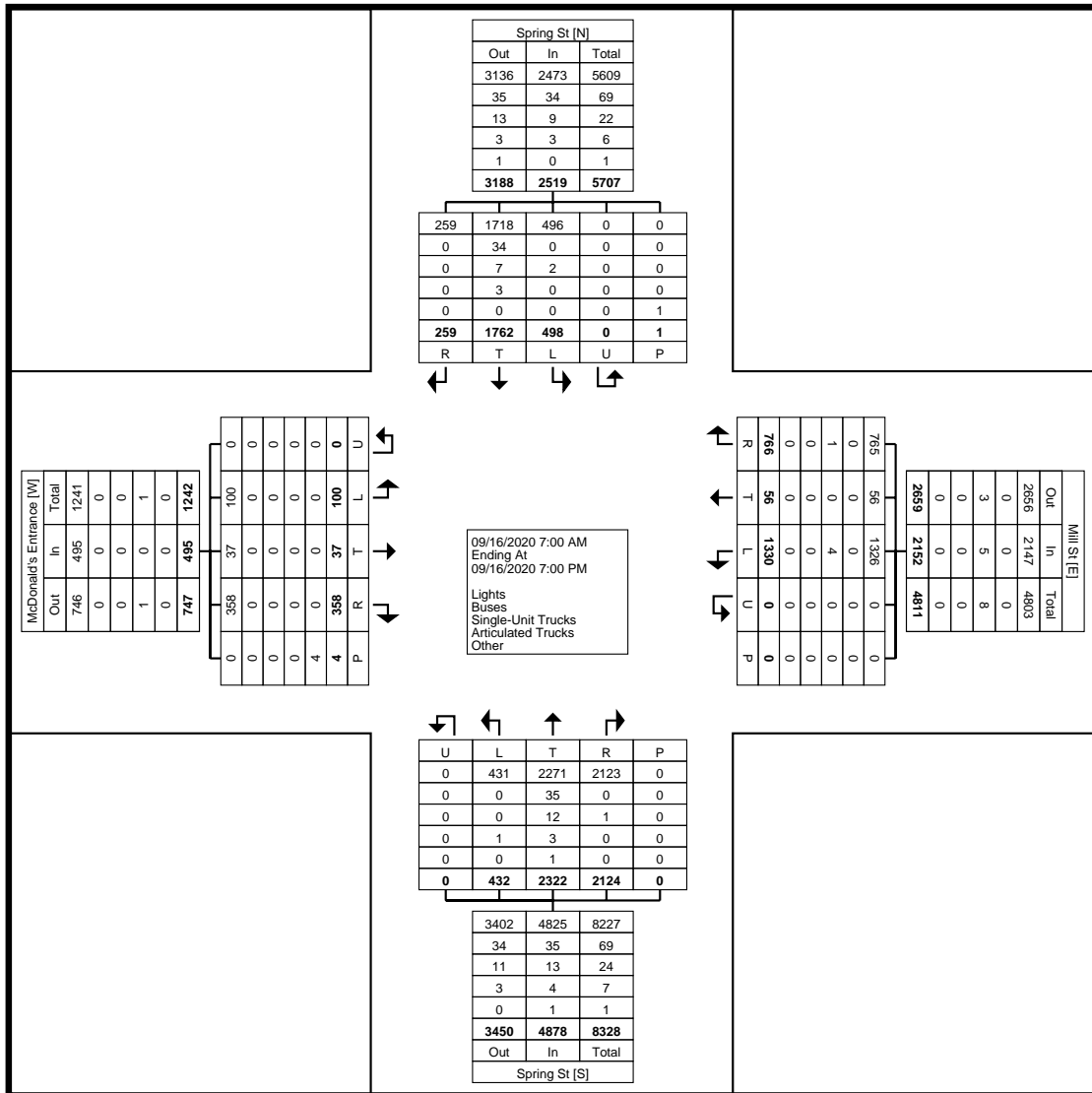
TURNING MOVEMENT COUNT #2010070
 SPRING ST @ MILL ST / McDONALD'S ENTRANCE
 STARKVILLE, MS
 OKTIBBEHA COUNTY

5.2.11 A98

Lights	259	1718	496	0	-	2473	765	56	1326	0	-	2147	2123	2271	431	0	-	4825	358	37	100	0	-	495	9940
% Lights	100.0	97.5	99.6	-	-	98.2	99.9	100.0	99.7	-	-	99.8	100.0	97.8	99.8	-	-	98.9	100.0	100.0	100.0	-	-	100.0	99.0
Buses	0	34	0	0	-	34	0	0	0	0	-	0	0	35	0	0	-	35	0	0	0	0	-	0	69
% Buses	0.0	1.9	0.0	-	-	1.3	0.0	0.0	0.0	-	-	0.0	0.0	1.5	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.7
Single-Unit Trucks	0	7	2	0	-	9	1	0	4	0	-	5	1	12	0	0	-	13	0	0	0	0	-	0	27
% Single-Unit Trucks	0.0	0.4	0.4	-	-	0.4	0.1	0.0	0.3	-	-	0.2	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.3
Articulated Trucks	0	3	0	0	-	3	0	0	0	0	-	0	0	3	1	0	-	4	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.2	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
310 New Pointe Drive

Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010070 - Spring
St @ Mill St / McDonald's
Entrance, Starkville
Site Code: 2010070
Start Date: 09/16/2020
Page No: 4

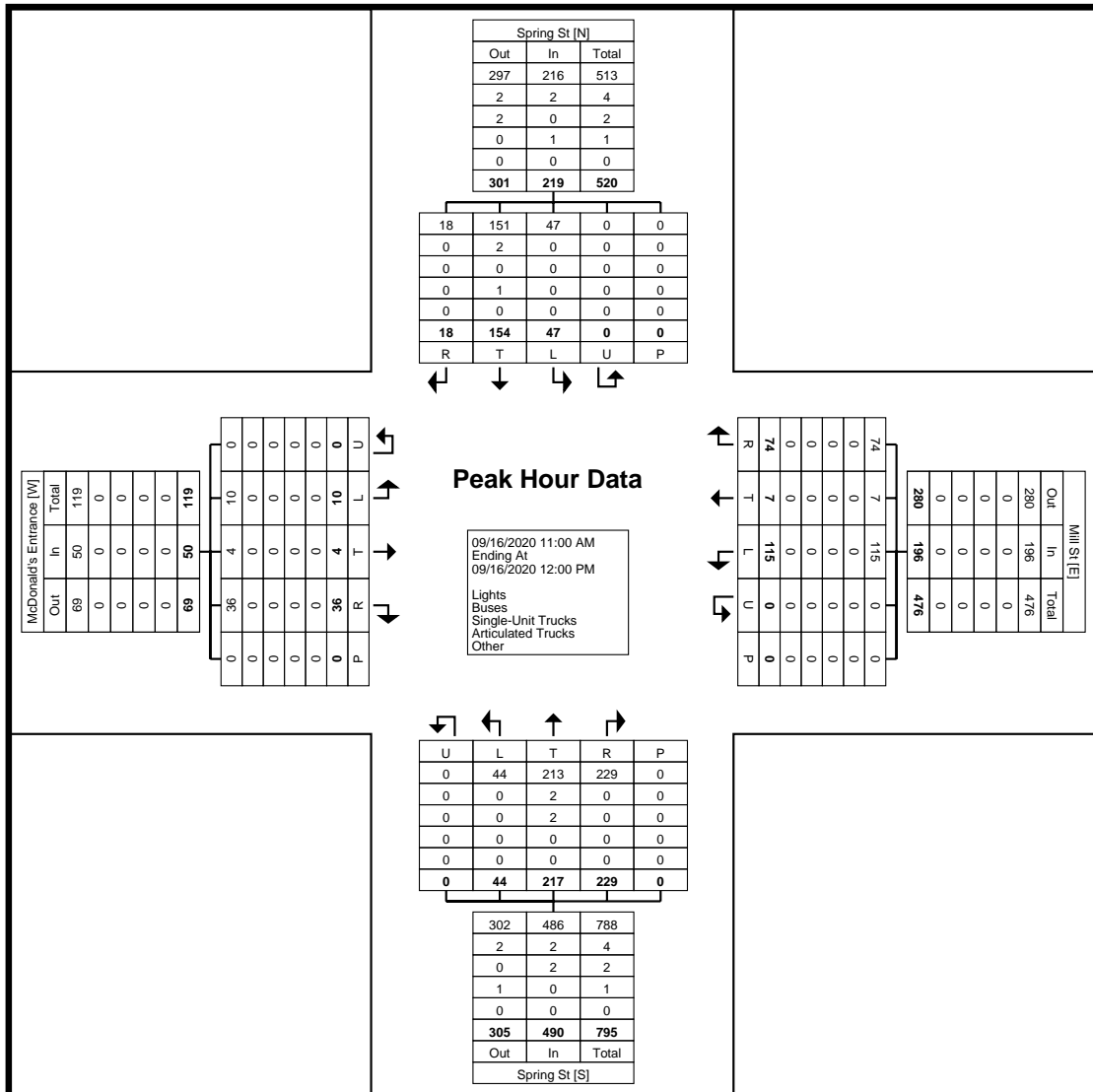
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Spring St Southbound						Mill St Westbound						Spring St Northbound						McDonald's Entrance Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	4	36	7	0	0	47	8	1	28	0	0	37	42	46	10	0	0	98	5	1	2	0	0	8	190
11:15 AM	7	34	14	0	0	55	22	2	38	0	0	62	63	54	8	0	0	125	13	1	4	0	0	18	260
11:30 AM	3	40	16	0	0	59	16	1	21	0	0	38	57	53	15	0	0	125	9	1	2	0	0	12	234
11:45 AM	4	44	10	0	0	58	28	3	28	0	0	59	67	64	11	0	0	142	9	1	2	0	0	12	271
Total	18	154	47	0	0	219	74	7	115	0	0	196	229	217	44	0	0	490	36	4	10	0	0	50	955
Approach %	8.2	70.3	21.5	0.0	-	-	37.8	3.6	58.7	0.0	-	-	46.7	44.3	9.0	0.0	-	-	72.0	8.0	20.0	0.0	-	-	-
Total %	1.9	16.1	4.9	0.0	-	22.9	7.7	0.7	12.0	0.0	-	20.5	24.0	22.7	4.6	0.0	-	51.3	3.8	0.4	1.0	0.0	-	5.2	-
PHF	0.643	0.875	0.734	0.000	-	0.928	0.661	0.583	0.757	0.000	-	0.790	0.854	0.848	0.733	0.000	-	0.863	0.692	1.000	0.625	0.000	-	0.694	0.881
Lights	18	151	47	0	-	216	74	7	115	0	-	196	229	213	44	0	-	486	36	4	10	0	-	50	948
% Lights	100.0	98.1	100.0	-	-	98.6	100.0	100.0	100.0	-	-	100.0	100.0	98.2	100.0	-	-	99.2	100.0	100.0	100.0	-	-	100.0	99.3
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Buses	0.0	1.3	0.0	-	-	0.9	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

5.2.11 A101

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 5



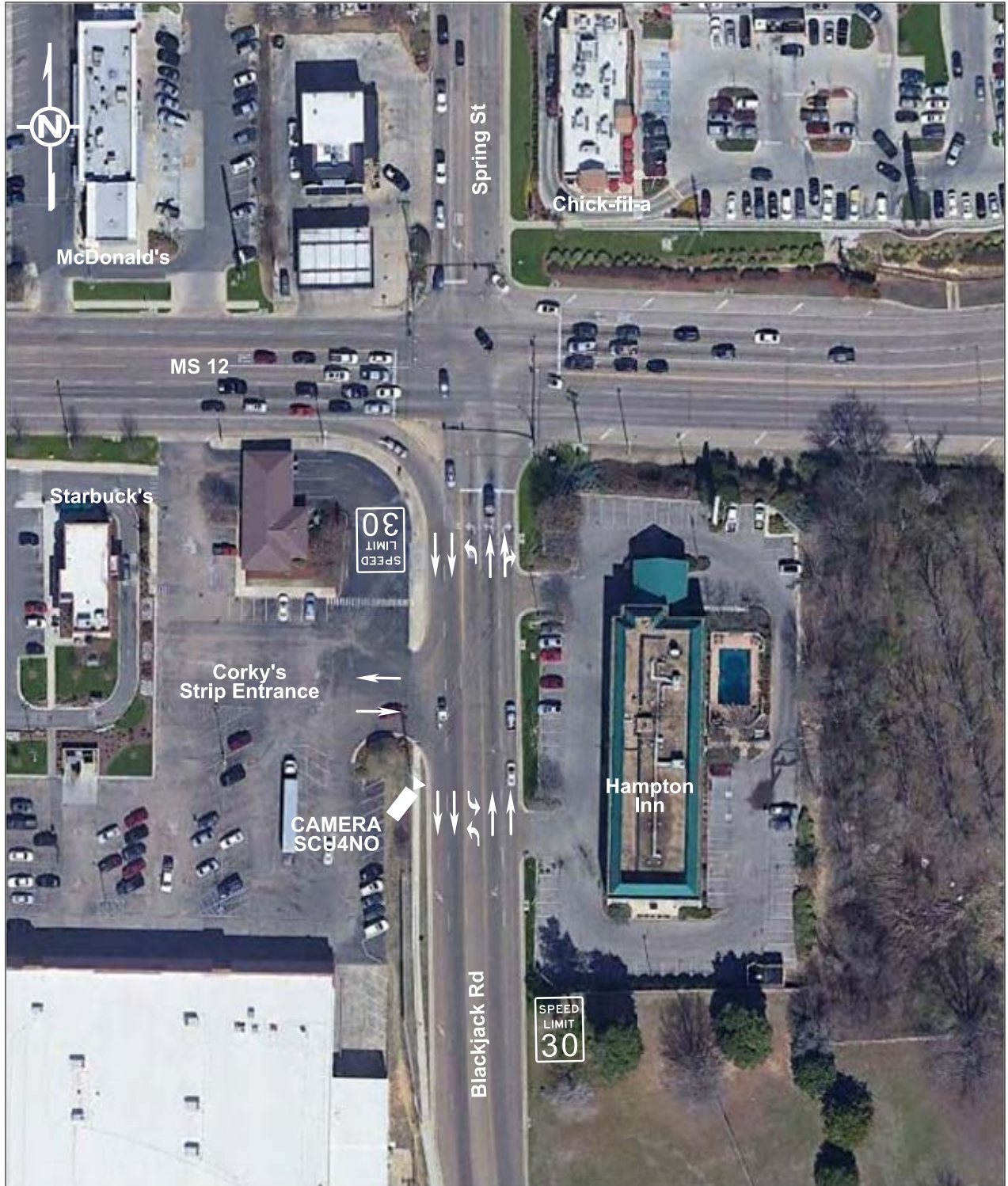
Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010070 - Spring
 St @ Mill St / McDonald's
 Entrance, Starkville
 Site Code: 2010070
 Start Date: 09/16/2020
 Page No: 6

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Spring St Southbound						Mill St Westbound						Spring St Northbound						McDonald's Entrance Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	10	46	21	0	0	77	26	1	37	0	0	64	62	56	13	0	0	131	9	0	2	0	0	11	283
12:15 PM	10	43	18	0	0	71	37	1	23	0	0	61	71	53	8	0	0	132	11	1	1	0	0	13	277
12:30 PM	9	60	8	0	0	77	37	1	20	0	0	58	81	76	5	0	0	162	8	1	2	0	0	11	308
12:45 PM	9	42	16	0	0	67	28	2	19	0	0	49	36	66	10	0	0	112	8	2	2	0	0	12	240
Total	38	191	63	0	0	292	128	5	99	0	0	232	250	251	36	0	0	537	36	4	7	0	0	47	1108
Approach %	13.0	65.4	21.6	0.0	-	-	55.2	2.2	42.7	0.0	-	-	46.6	46.7	6.7	0.0	-	-	76.6	8.5	14.9	0.0	-	-	-
Total %	3.4	17.2	5.7	0.0	-	26.4	11.6	0.5	8.9	0.0	-	20.9	22.6	22.7	3.2	0.0	-	48.5	3.2	0.4	0.6	0.0	-	4.2	-
PHF	0.950	0.796	0.750	0.000	-	0.948	0.865	0.625	0.669	0.000	-	0.906	0.772	0.826	0.692	0.000	-	0.829	0.818	0.500	0.875	0.000	-	0.904	0.899
Lights	38	187	63	0	-	288	128	5	99	0	-	232	250	245	36	0	-	531	36	4	7	0	-	47	1098
% Lights	100.0	97.9	100.0	-	-	98.6	100.0	100.0	100.0	-	-	100.0	100.0	97.6	100.0	-	-	98.9	100.0	100.0	100.0	-	-	100.0	99.1
Buses	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	7
% Buses	0.0	1.6	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.0	1.6	0.0	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.6
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**TURNING MOVEMENT COUNT #2010071
BLACKJACK RD @ CORKY'S STRIP ENTRANCE
STARKVILLE, MS
OKTIBBEHA COUNTY**

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010071 -
 Blackjack Rd @ Corky's Strip
 Entrance, Starkville
 Site Code: 2010071
 Start Date: 09/16/2020
 Page No: 1

Turning Movement Data

Start Time	Blackjack Rd Southbound					Blackjack Rd Northbound					Corky's Strip Entrance Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:00 AM	8	61	0	0	69	64	5	0	0	69	4	2	0	0	6	144
7:15 AM	10	100	0	0	110	76	11	0	0	87	5	10	0	0	15	212
7:30 AM	9	118	0	0	127	84	4	0	0	88	16	6	0	0	22	237
7:45 AM	8	148	0	0	156	130	7	0	0	137	11	6	0	0	17	310
Hourly Total	35	427	0	0	462	354	27	0	0	381	36	24	0	0	60	903
8:00 AM	12	93	0	0	105	105	8	0	0	113	13	5	0	0	18	236
8:15 AM	13	81	0	0	94	94	2	0	0	96	4	7	0	0	11	201
8:30 AM	11	69	0	0	80	82	1	0	0	83	7	6	0	0	13	176
8:45 AM	14	84	0	0	98	84	11	0	0	95	7	11	0	0	18	211
Hourly Total	50	327	0	0	377	365	22	0	0	387	31	29	0	0	60	824
9:00 AM	11	74	0	0	85	74	14	0	0	88	12	10	0	0	22	195
9:15 AM	12	75	0	0	87	71	10	0	0	81	4	6	0	0	10	178
9:30 AM	13	89	0	0	102	68	7	0	0	75	8	9	0	0	17	194
9:45 AM	17	78	0	0	95	90	13	0	0	103	9	8	0	0	17	215
Hourly Total	53	316	0	0	369	303	44	0	0	347	33	33	0	0	66	782
10:00 AM	19	80	0	0	99	93	6	0	0	99	15	15	0	0	30	228
10:15 AM	14	86	0	0	100	110	8	0	0	118	14	9	0	0	23	241
10:30 AM	9	81	0	0	90	86	13	0	0	99	9	6	0	0	15	204
10:45 AM	13	91	0	0	104	102	7	0	0	109	11	4	0	0	15	228
Hourly Total	55	338	0	0	393	391	34	0	0	425	49	34	0	0	83	901
11:00 AM	9	109	0	0	118	141	7	0	0	148	14	7	0	0	21	287
11:15 AM	18	107	0	0	125	120	15	0	0	135	19	10	0	0	29	289
11:30 AM	13	100	0	0	113	146	8	0	0	154	19	11	0	0	30	297
11:45 AM	12	113	0	0	125	166	15	0	0	181	17	8	0	0	25	331
Hourly Total	52	429	0	0	481	573	45	0	0	618	69	36	0	0	105	1204
12:00 PM	15	139	0	0	154	137	9	0	0	146	22	12	0	0	34	334
12:15 PM	20	141	0	0	161	139	11	0	0	150	11	7	0	0	18	329
12:30 PM	18	135	0	0	153	133	11	0	0	144	17	7	0	0	24	321
12:45 PM	15	128	0	0	143	142	14	0	0	156	15	10	0	0	25	324
Hourly Total	68	543	0	0	611	551	45	0	0	596	65	36	0	0	101	1308
1:00 PM	12	116	0	0	128	131	17	0	0	148	19	12	0	0	31	307
1:15 PM	12	134	0	0	146	114	3	0	0	117	22	11	0	0	33	296
1:30 PM	15	112	0	0	127	119	20	0	0	139	22	10	0	0	32	298
1:45 PM	14	120	0	0	134	125	8	0	0	133	23	10	0	0	33	300
Hourly Total	53	482	0	0	535	489	48	0	0	537	86	43	0	0	129	1201
2:00 PM	14	155	0	0	169	132	9	0	0	141	18	11	0	0	29	339
2:15 PM	11	110	0	0	121	105	18	0	0	123	23	12	0	0	35	279
2:30 PM	16	111	0	0	127	108	13	0	0	121	34	5	0	0	39	287
2:45 PM	20	132	0	0	152	130	11	0	0	141	30	5	0	0	35	328
Hourly Total	61	508	0	0	569	475	51	0	0	526	105	33	0	0	138	1233
3:00 PM	18	111	0	0	129	165	5	0	0	170	19	7	0	0	26	325
3:15 PM	12	127	0	0	139	139	14	0	0	153	22	13	0	0	35	327
3:30 PM	12	132	0	0	144	128	15	0	0	143	27	9	0	0	36	323
3:45 PM	16	134	0	0	150	117	13	0	0	130	17	4	0	0	21	301
Hourly Total	58	504	0	0	562	549	47	0	0	596	85	33	0	0	118	1276
4:00 PM	13	106	0	0	119	150	10	0	0	160	19	10	0	0	29	308
4:15 PM	17	114	0	0	131	156	10	0	0	166	21	13	0	0	34	331
4:30 PM	14	103	0	0	117	148	8	0	0	156	19	11	0	0	30	303
4:45 PM	21	119	0	0	140	154	10	0	0	164	14	11	0	0	25	329
Hourly Total	65	442	0	0	507	608	38	0	0	646	73	45	0	0	118	1271
5:00 PM	15	144	0	0	159	188	12	0	0	200	30	5	0	0	35	394
5:15 PM	14	152	0	0	166	170	18	0	1	188	23	6	0	0	29	383
5:30 PM	14	132	0	0	146	160	9	0	0	169	26	13	0	0	39	354
5:45 PM	10	132	0	0	142	149	10	0	0	159	21	9	0	0	30	331
Hourly Total	53	560	0	0	613	667	49	0	1	716	100	33	0	0	133	1462
6:00 PM	7	119	0	0	126	146	8	0	0	154	23	11	0	0	34	314
6:15 PM	18	146	0	0	164	158	13	0	0	171	12	8	0	0	20	355
6:30 PM	13	157	0	0	170	105	9	0	0	114	22	13	0	0	35	319
6:45 PM	15	113	0	0	128	130	7	0	0	137	22	16	0	0	38	303
Hourly Total	53	535	0	0	588	539	37	0	0	576	79	48	0	0	127	1291
Grand Total	656	5411	0	0	6067	5864	487	0	1	6351	811	427	0	0	1238	13656
Approach %	10.8	89.2	0.0	-	-	92.3	7.7	0.0	-	-	65.5	34.5	0.0	-	-	-
Total %	4.8	39.6	0.0	-	44.4	42.9	3.6	0.0	-	46.5	5.9	3.1	0.0	-	9.1	-

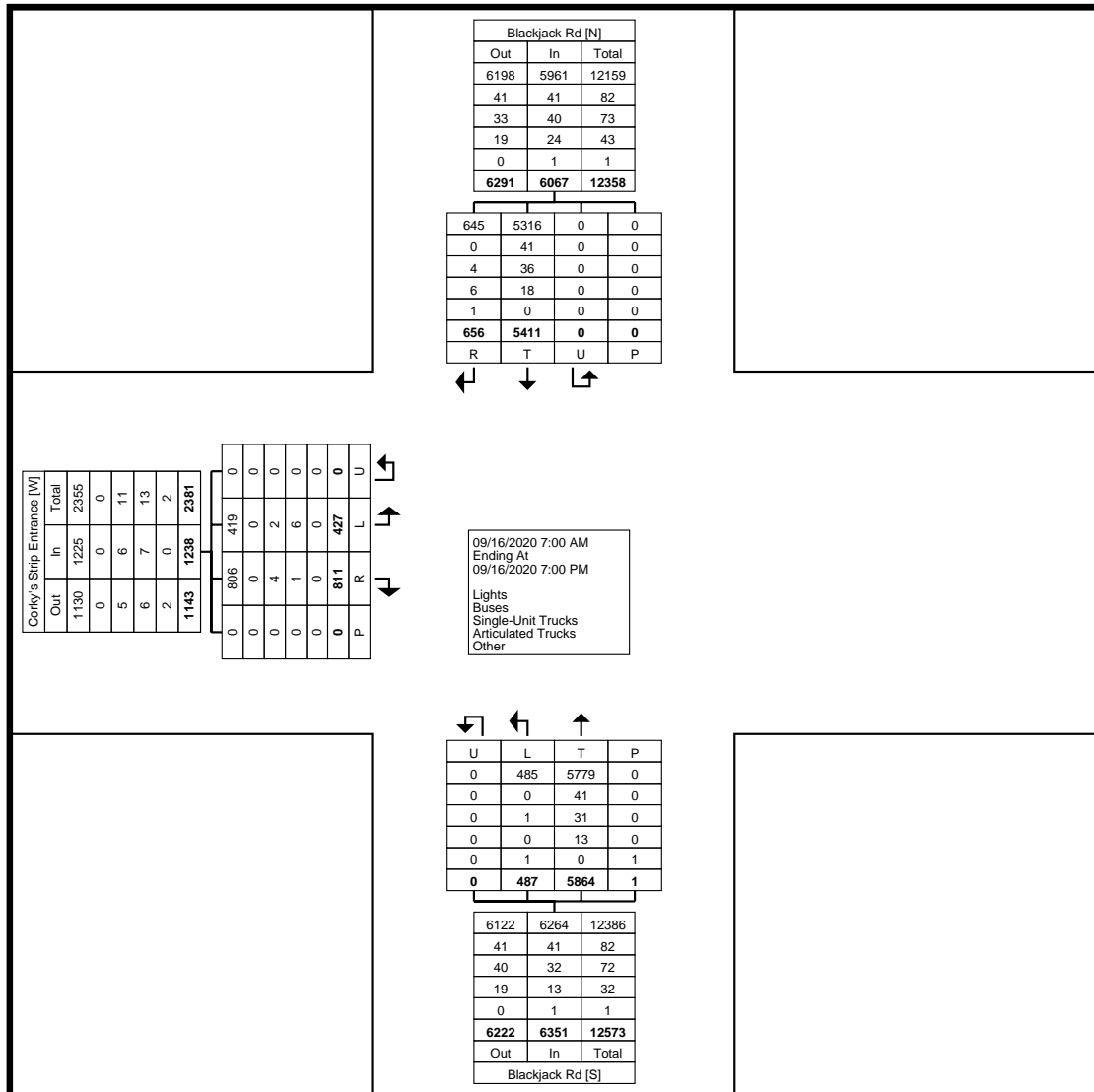
5.2.11 A108

Lights	645	5316	0	-	5961	5779	485	0	-	6264	806	419	0	-	1225	13450
% Lights	98.3	98.2	-	-	98.3	98.6	99.6	-	-	98.6	99.4	98.1	-	-	98.9	98.5
Buses	0	41	0	-	41	41	0	0	-	41	0	0	0	-	0	82
% Buses	0.0	0.8	-	-	0.7	0.7	0.0	-	-	0.6	0.0	0.0	-	-	0.0	0.6
Single-Unit Trucks	4	36	0	-	40	31	1	0	-	32	4	2	0	-	6	78
% Single-Unit Trucks	0.6	0.7	-	-	0.7	0.5	0.2	-	-	0.5	0.5	0.5	-	-	0.5	0.6
Articulated Trucks	6	18	0	-	24	13	0	0	-	13	1	6	0	-	7	44
% Articulated Trucks	0.9	0.3	-	-	0.4	0.2	0.0	-	-	0.2	0.1	1.4	-	-	0.6	0.3
Bicycles on Road	1	0	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Bicycles on Road	0.2	0.0	-	-	0.0	0.0	0.2	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-

5.2.11 A109

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

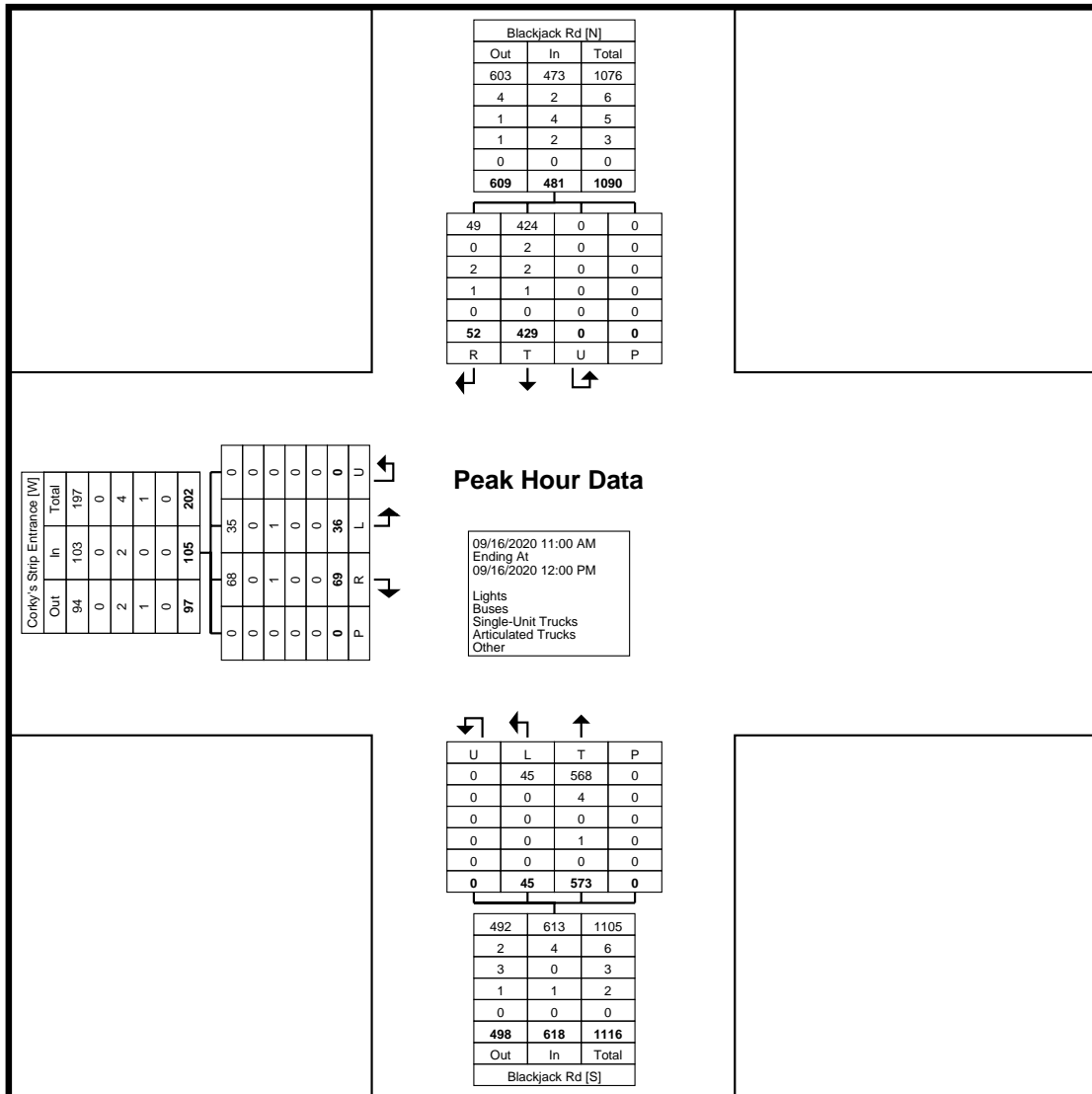
Count Name: 2010071 -
 Blackjack Rd @ Corky's Strip
 Entrance, Starkville
 Site Code: 2010071
 Start Date: 09/16/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010071 -
 Blackjack Rd @ Corky's Strip
 Entrance, Starkville
 Site Code: 2010071
 Start Date: 09/16/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00 AM)

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

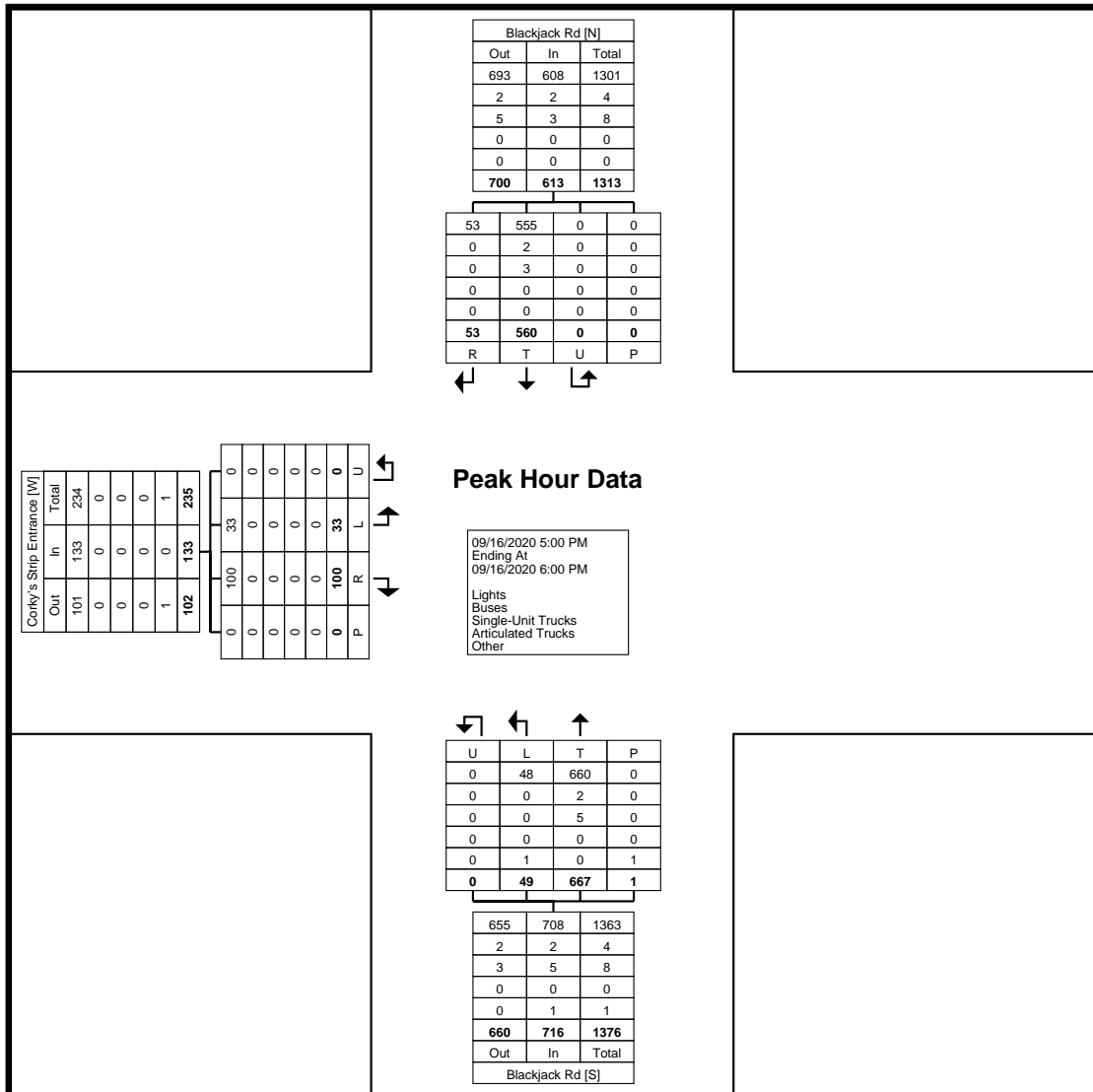
Count Name: 2010071 -
 Blackjack Rd @ Corky's Strip
 Entrance, Starkville
 Site Code: 2010071
 Start Date: 09/16/2020
 Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Blackjack Rd Southbound					Blackjack Rd Northbound					Corky's Strip Entrance Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
5:00 PM	15	144	0	0	159	188	12	0	0	200	30	5	0	0	35	394
5:15 PM	14	152	0	0	166	170	18	0	1	188	23	6	0	0	29	383
5:30 PM	14	132	0	0	146	160	9	0	0	169	26	13	0	0	39	354
5:45 PM	10	132	0	0	142	149	10	0	0	159	21	9	0	0	30	331
Total	53	560	0	0	613	667	49	0	1	716	100	33	0	0	133	1462
Approach %	8.6	91.4	0.0	-	-	93.2	6.8	0.0	-	-	75.2	24.8	0.0	-	-	-
Total %	3.6	38.3	0.0	-	41.9	45.6	3.4	0.0	-	49.0	6.8	2.3	0.0	-	9.1	-
PHF	0.883	0.921	0.000	-	0.923	0.887	0.681	0.000	-	0.895	0.833	0.635	0.000	-	0.853	0.928
Lights	53	555	0	-	608	660	48	0	-	708	100	33	0	-	133	1449
% Lights	100.0	99.1	-	-	99.2	99.0	98.0	-	-	98.9	100.0	100.0	-	-	100.0	99.1
Buses	0	2	0	-	2	2	0	0	-	2	0	0	0	-	0	4
% Buses	0.0	0.4	-	-	0.3	0.3	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.3
Single-Unit Trucks	0	3	0	-	3	5	0	0	-	5	0	0	0	-	0	8
% Single-Unit Trucks	0.0	0.5	-	-	0.5	0.7	0.0	-	-	0.7	0.0	0.0	-	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	2.0	-	-	0.1	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010071 -
 Blackjack Rd @ Corky's Strip
 Entrance, Starkville
 Site Code: 2010071
 Start Date: 09/16/2020
 Page No: 7



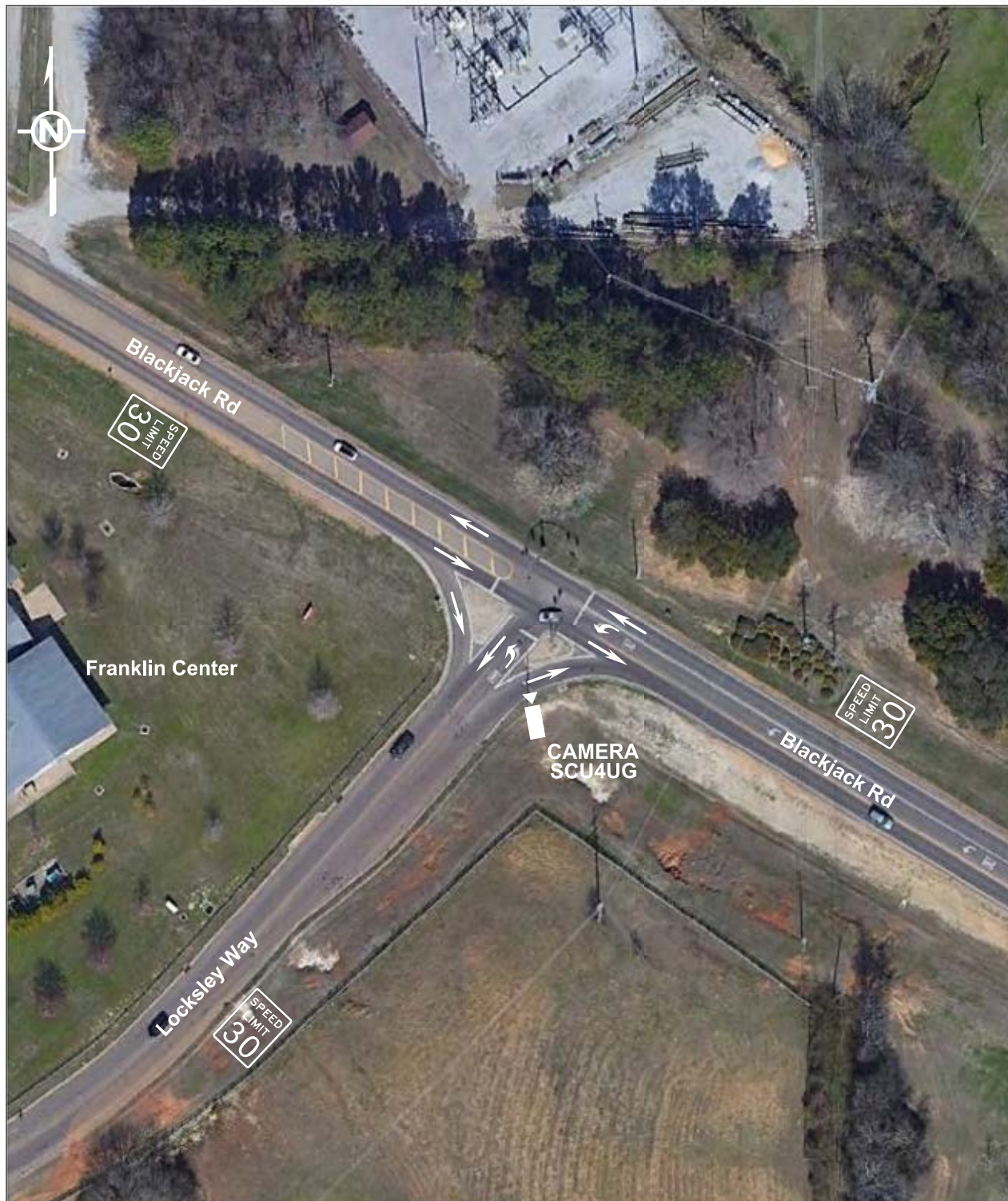
Turning Movement Peak Hour Data Plot (5:00 PM)

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Blackjack Rd From North			Blackjack Rd From South			Corky's Strip Entrance From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
07:00 AM	0	1	0	1	1	0	0	0	0	3
07:15 AM	0	3	0	1	0	0	0	0	0	4
07:30 AM	0	1	0	2	0	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	4
Total	0	7	0	6	1	0	0	0	0	14
08:00 AM	0	2	0	1	0	0	1	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	4
08:30 AM	0	3	0	1	0	0	0	0	0	4
08:45 AM	0	2	0	0	0	0	0	0	0	2
Total	0	9	0	4	0	0	1	0	0	14
09:00 AM	0	3	0	1	0	0	0	0	0	4
09:15 AM	1	2	0	3	0	0	0	0	0	6
09:30 AM	0	7	0	3	0	0	1	0	0	11
09:45 AM	0	4	0	1	0	0	0	0	0	5
Total	1	16	0	8	0	0	1	0	0	26
10:00 AM	0	1	0	6	0	0	0	0	0	7
10:15 AM	0	3	0	5	0	0	0	0	0	8
10:30 AM	0	5	0	1	0	0	0	0	0	6
10:45 AM	1	1	0	3	0	0	0	0	0	5
Total	1	10	0	15	0	0	0	0	0	26
11:00 AM	0	1	0	1	0	0	0	0	0	2
11:15 AM	2	1	0	1	0	0	0	1	0	5
11:30 AM	0	2	0	0	0	0	1	0	0	3
11:45 AM	1	1	0	3	0	0	0	0	0	5
Total	3	5	0	5	0	0	1	1	0	15
12:00 PM	0	2	0	0	0	0	2	1	0	5
12:15 PM	2	0	0	4	0	0	0	1	0	7
12:30 PM	0	6	0	1	0	0	0	0	0	7
12:45 PM	0	0	0	5	0	0	0	2	0	7
Total	2	8	0	10	0	0	2	4	0	26
01:00 PM	0	1	0	2	0	0	0	0	0	3
01:15 PM	1	2	0	1	0	0	0	0	0	4
01:30 PM	0	2	0	1	0	0	0	1	0	4
01:45 PM	1	2	0	1	0	0	0	0	0	4
Total	2	7	0	5	0	0	0	1	0	15
02:00 PM	0	6	0	4	0	0	0	0	0	10
02:15 PM	0	2	0	1	0	0	0	1	0	4
02:30 PM	0	3	0	1	0	0	0	0	0	4
02:45 PM	0	3	0	0	0	0	0	0	0	3
Total	0	14	0	6	0	0	0	1	0	21
03:00 PM	0	1	0	4	0	0	0	0	0	5
03:15 PM	0	3	0	1	0	0	0	0	0	4
03:30 PM	0	2	0	1	0	0	0	0	0	3
03:45 PM	0	4	0	2	0	0	0	0	0	6
Total	0	10	0	8	0	0	0	0	0	18
04:00 PM	0	2	0	2	0	0	0	0	0	4
04:15 PM	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	3	0	0	0	0	0	3
04:45 PM	0	0	0	4	0	0	0	0	0	4
Total	0	3	0	9	0	0	0	0	0	12
05:00 PM	0	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	3	0	0	0	0	0	3
05:30 PM	0	2	0	1	0	0	0	0	0	3

Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Blackjack Rd From North			Blackjack Rd From South			Corky's Strip Entrance From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
05:45 PM	0	1	0	3	0	0	0	0	0	4
Total	0	5	0	7	0	0	0	0	0	12
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	0	0	0	0	0	1
06:30 PM	1	0	0	1	0	0	0	0	0	2
06:45 PM	0	0	0	1	0	0	0	1	0	2
Total	1	1	0	2	0	0	0	1	0	5
Grand Total	10	95	0	85	1	0	5	8	0	204
Apprch %	9.5	90.5	0	98.8	1.2	0	38.5	61.5	0	
Total %	4.9	46.6	0	41.7	0.5	0	2.5	3.9	0	
Buses	0	41	0	41	0	0	0	0	0	82
% Buses	0	43.2	0	48.2	0	0	0	0	0	40.2
Single-Unit Trucks	4	36	0	31	1	0	4	2	0	78
% Single-Unit Trucks	40	37.9	0	36.5	100	0	80	25	0	38.2
Articulated Trucks	6	18	0	13	0	0	1	6	0	44
% Articulated Trucks	60	18.9	0	15.3	0	0	20	75	0	21.6



**TURNING MOVEMENT COUNT #2010097
BLACKJACK RD @ LOCKSLEY WAY
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Blackjack Rd From East			Locksley Way From South			Blackjack Rd From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	240	96	0	305	20	2	7	401	0	1071
08:00 AM	238	99	0	218	17	0	11	241	0	824
09:00 AM	311	93	0	168	17	0	8	225	0	822
10:00 AM	352	121	0	159	9	0	11	273	0	925
11:00 AM	535	232	0	164	22	0	13	381	0	1347
12:00 PM	509	230	0	306	35	0	9	476	0	1565
01:00 PM	513	200	0	249	23	1	10	416	0	1412
02:00 PM	516	218	0	244	19	0	15	417	0	1429
03:00 PM	520	277	0	265	18	0	11	386	0	1477
04:00 PM	545	316	0	216	18	0	6	406	0	1507
05:00 PM	547	369	0	243	22	1	10	398	0	1590
06:00 PM	485	235	0	212	17	1	7	394	0	1351
Grand Total	5311	2486	0	2749	237	5	118	4414	0	15320
Apprch %	68.1	31.9	0	91.9	7.9	0.2	2.6	97.4	0	
Total %	34.7	16.2	0	17.9	1.5	0	0.8	28.8	0	
Lights	5223	2460	0	2716	208	0	89	4363	0	15059
% Lights	98.3	99	0	98.8	87.8	0	75.4	98.8	0	98.3
Buses	8	5	0	9	29	0	29	6	0	86
% Buses	0.2	0.2	0	0.3	12.2	0	24.6	0.1	0	0.6
Single-Unit Trucks	60	20	0	23	0	0	0	27	0	130
% Single-Unit Trucks	1.1	0.8	0	0.8	0	0	0	0.6	0	0.8
Articulated Trucks	20	1	0	1	0	0	0	18	0	40
% Articulated Trucks	0.4	0	0	0	0	0	0	0.4	0	0.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	2	0	0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	40	0	0	0	0
Pedestrians	0	0	0	0	0	3	0	0	0	3
% Pedestrians	0	0	0	0	0	60	0	0	0	0

5.2.11 A118

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 601.607.8700

Count Name: 2010097 -
 Blackjack Rd @ Locksley Way,
 Starkville
 Site Code: 2010097
 Start Date: 10/01/2020
 Page No: 1

Turning Movement Data

Start Time	Blackjack Rd Westbound					Locksley Way Northbound					Blackjack Rd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00	45	14	0	0	59	42	2	0	0	44	2	66	0	0	68	171
7:15	60	18	0	0	78	57	5	0	1	62	2	86	0	0	88	228
7:30	54	25	0	0	79	90	8	0	0	98	2	123	0	0	125	302
7:45	81	39	0	0	120	116	5	0	1	121	1	126	0	0	127	368
Hourly Total	240	96	0	0	336	305	20	0	2	325	7	401	0	0	408	1069
8:00	49	20	0	0	69	65	7	0	0	72	1	76	0	0	77	218
8:15	64	27	0	0	91	56	5	0	0	61	3	56	0	0	59	211
8:30	53	24	0	0	77	52	2	0	0	54	1	61	0	0	62	193
8:45	72	28	0	0	100	45	3	0	0	48	6	48	0	0	54	202
Hourly Total	238	99	0	0	337	218	17	0	0	235	11	241	0	0	252	824
9:00	59	22	0	0	81	46	4	0	0	50	0	49	0	0	49	180
9:15	74	30	0	0	104	51	6	0	0	57	3	62	0	0	65	226
9:30	77	12	0	0	89	44	2	0	0	46	2	60	0	0	62	197
9:45	101	29	0	0	130	27	5	0	0	32	3	54	0	0	57	219
Hourly Total	311	93	0	0	404	168	17	0	0	185	8	225	0	0	233	822
10:00	83	26	0	0	109	33	3	0	0	36	2	66	0	0	68	213
10:15	88	27	0	0	115	45	3	0	0	48	4	63	0	0	67	230
10:30	75	22	0	0	97	36	1	0	0	37	5	72	0	0	77	211
10:45	106	46	0	0	152	45	2	0	0	47	0	72	0	0	72	271
Hourly Total	352	121	0	0	473	159	9	0	0	168	11	273	0	0	284	925
11:00	129	67	0	0	196	31	8	0	0	39	4	81	0	0	85	320
11:15	107	41	0	0	148	47	6	0	0	53	0	88	0	0	88	289
11:30	175	68	0	0	243	27	6	0	0	33	3	90	0	0	93	369
11:45	124	56	0	0	180	59	2	0	0	61	6	122	0	0	128	369
Hourly Total	535	232	0	0	767	164	22	0	0	186	13	381	0	0	394	1347
12:00	131	49	0	0	180	54	12	0	0	66	2	112	0	0	114	360
12:15	141	68	0	0	209	66	5	0	0	71	3	110	0	0	113	393
12:30	120	53	0	0	173	85	14	0	0	99	0	119	0	0	119	391
12:45	117	60	0	0	177	101	4	0	0	105	4	135	0	0	139	421
Hourly Total	509	230	0	0	739	306	35	0	0	341	9	476	0	0	485	1565
13:00	139	49	0	0	188	51	5	0	1	56	3	103	0	0	106	350
13:15	131	52	0	0	183	60	8	0	0	68	3	104	0	0	107	358
13:30	110	45	0	0	155	63	5	0	0	68	2	99	0	0	101	324
13:45	133	54	0	0	187	75	5	0	0	80	2	110	0	0	112	379
Hourly Total	513	200	0	0	713	249	23	0	1	272	10	416	0	0	426	1411
14:00	119	51	0	0	170	63	8	0	0	71	4	104	0	0	108	349
14:15	135	60	0	0	195	64	6	0	0	70	5	96	0	0	101	366
14:30	136	45	0	0	181	64	0	0	0	64	3	110	0	0	113	358
14:45	126	62	0	0	188	53	5	0	0	58	3	107	0	0	110	356
Hourly Total	516	218	0	0	734	244	19	0	0	263	15	417	0	0	432	1429
15:00	124	71	0	0	195	67	3	0	0	70	2	76	0	0	78	343
15:15	101	79	0	0	180	70	2	0	0	72	2	97	0	0	99	351
15:30	147	54	0	0	201	66	6	0	0	72	2	95	0	0	97	370
15:45	148	73	0	0	221	62	7	0	0	69	5	118	0	0	123	413
Hourly Total	520	277	0	0	797	265	18	0	0	283	11	386	0	0	397	1477
16:00	152	86	0	0	238	40	4	0	0	44	4	106	0	0	110	392
16:15	123	76	0	0	199	53	4	0	0	57	1	98	0	0	99	355
16:30	135	77	0	0	212	46	5	0	0	51	1	113	0	0	114	377
16:45	135	77	0	0	212	77	5	0	0	82	0	89	0	0	89	383
Hourly Total	545	316	0	0	861	216	18	0	0	234	6	406	0	0	412	1507
17:00	131	114	0	0	245	53	4	0	1	57	2	89	0	0	91	393
17:15	148	94	0	0	242	75	8	0	0	83	4	114	0	0	118	443
17:30	135	86	0	0	221	62	6	0	0	68	2	98	0	0	100	389
17:45	133	75	0	0	208	53	4	0	0	57	2	97	0	0	99	364
Hourly Total	547	369	0	0	916	243	22	0	1	265	10	398	0	0	408	1589
18:00	111	58	0	0	169	48	8	0	0	56	0	95	0	0	95	320
18:15	122	61	0	0	183	45	5	0	0	50	2	104	0	0	106	339
18:30	120	62	0	0	182	68	0	0	0	68	2	97	0	0	99	349
18:45	132	54	0	0	186	51	4	0	1	55	3	98	0	0	101	342
Hourly Total	485	235	0	0	720	212	17	0	1	229	7	394	0	0	401	1350
Grand Total	5311	2486	0	0	7797	2749	237	0	5	2986	118	4414	0	0	4532	15315
Approach %	68.1	31.9	0.0	-	-	92.1	7.9	0.0	-	-	2.6	97.4	0.0	-	-	-
Total %	34.7	16.2	0.0	-	50.9	17.9	1.5	0.0	-	19.5	0.8	28.8	0.0	-	29.6	-

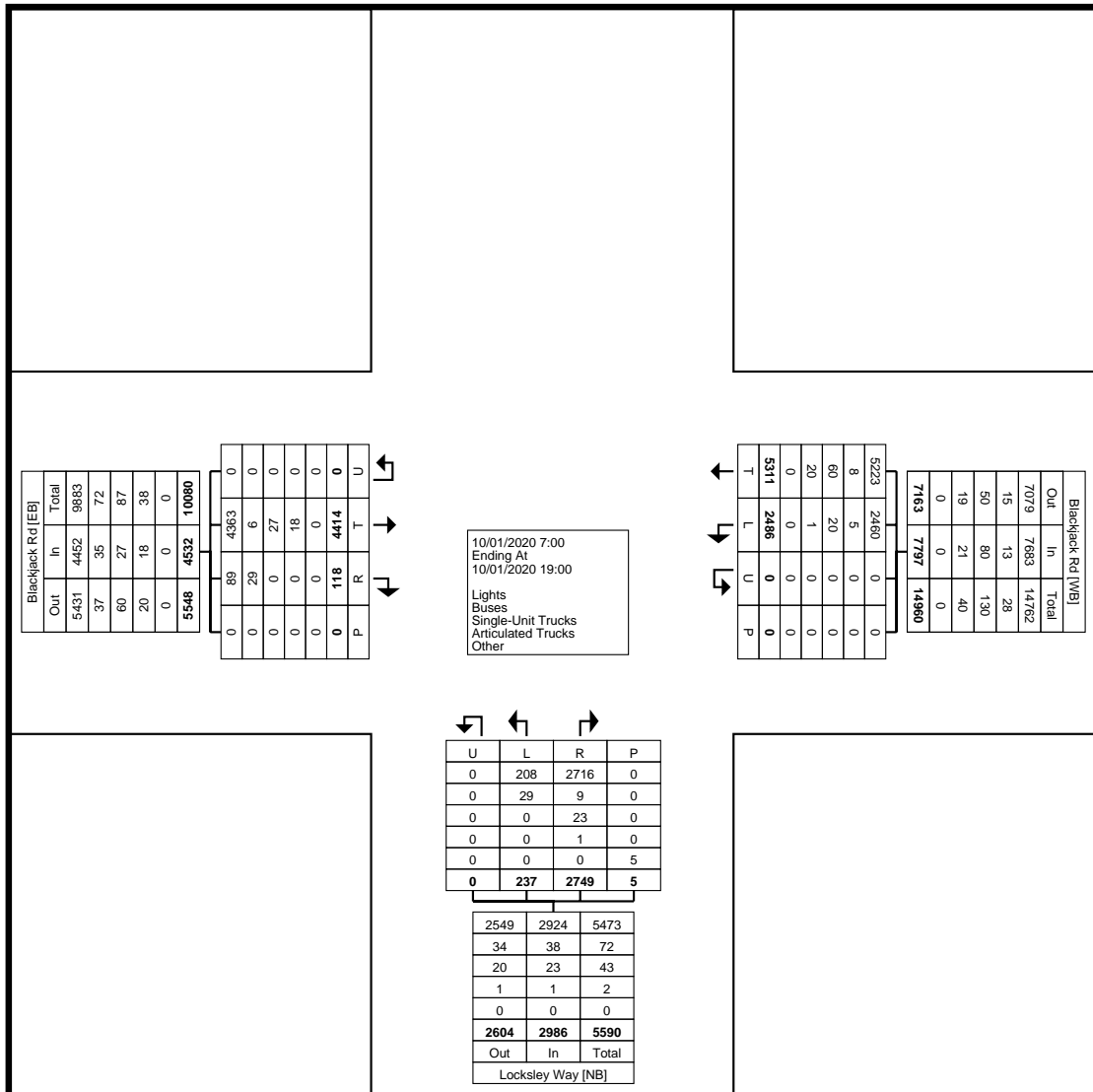
5.2.11 A119

Lights	5223	2460	0	-	7683	2716	208	0	-	2924	89	4363	0	-	4452	15059
% Lights	98.3	99.0	-	-	98.5	98.8	87.8	-	-	97.9	75.4	98.8	-	-	98.2	98.3
Buses	8	5	0	-	13	9	29	0	-	38	29	6	0	-	35	86
% Buses	0.2	0.2	-	-	0.2	0.3	12.2	-	-	1.3	24.6	0.1	-	-	0.8	0.6
Single-Unit Trucks	60	20	0	-	80	23	0	0	-	23	0	27	0	-	27	130
% Single-Unit Trucks	1.1	0.8	-	-	1.0	0.8	0.0	-	-	0.8	0.0	0.6	-	-	0.6	0.8
Articulated Trucks	20	1	0	-	21	1	0	0	-	1	0	18	0	-	18	40
% Articulated Trucks	0.4	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.0	0.4	-	-	0.4	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	40.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	60.0	-	-	-	-	-	-	-

5.2.11 A120

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

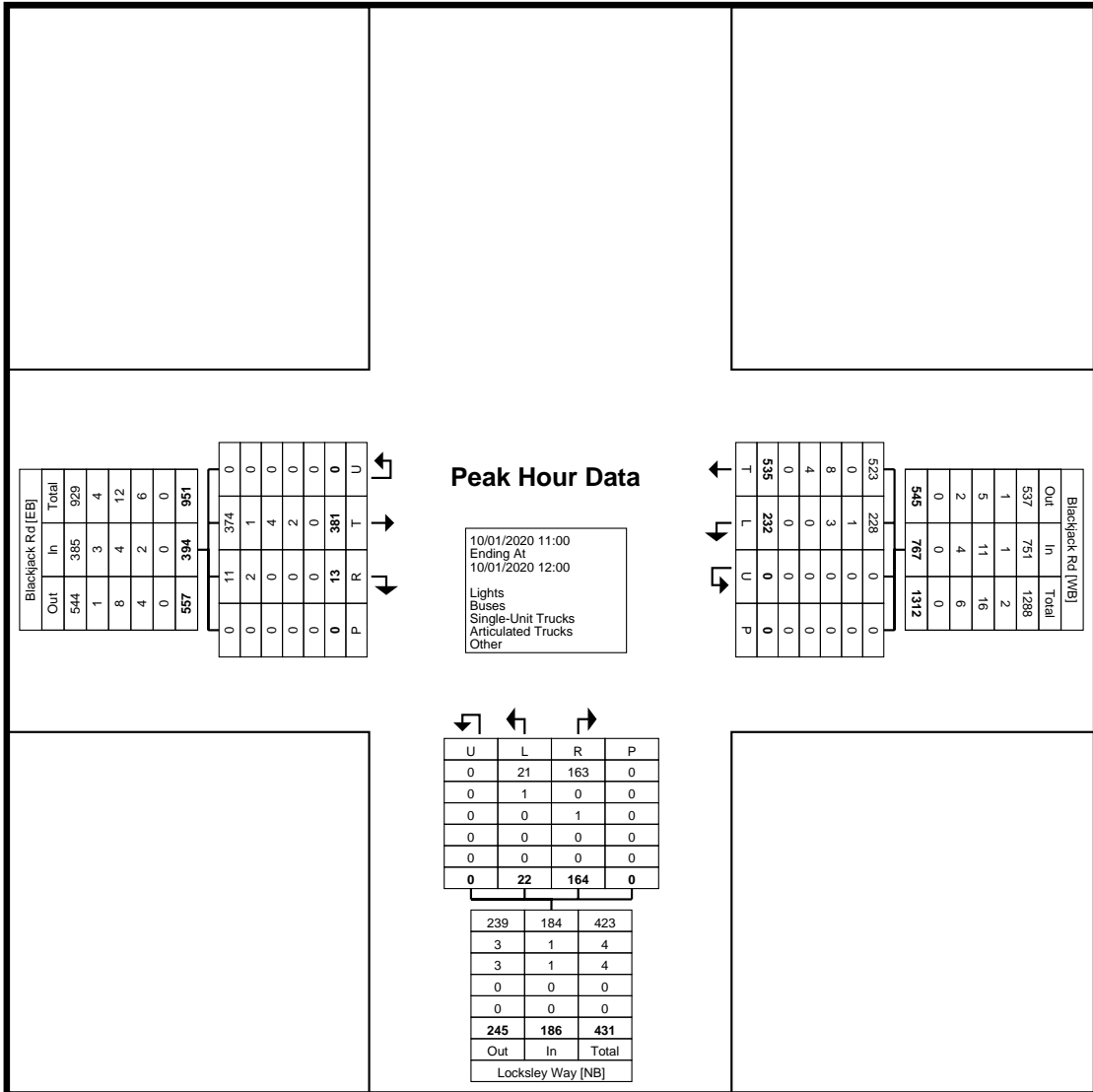
Count Name: 2010097 -
 Blackjack Rd @ Locksley Way,
 Starkville
 Site Code: 2010097
 Start Date: 10/01/2020
 Page No: 3



Turning Movement Data Plot

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010097 -
 Blackjack Rd @ Locksley Way,
 Starkville
 Site Code: 2010097
 Start Date: 10/01/2020
 Page No: 5



Turning Movement Peak Hour Data Plot (11:00)

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

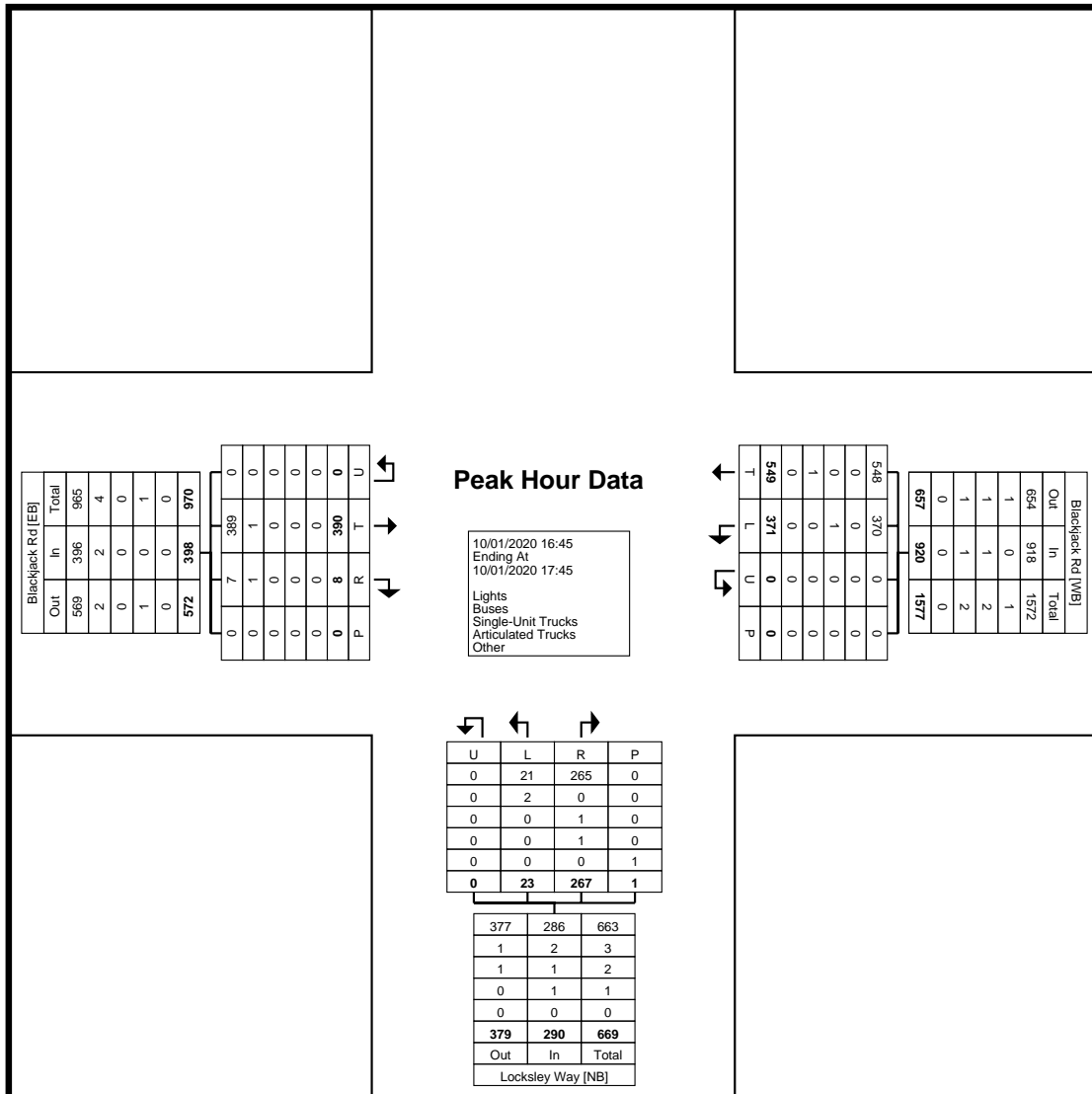
Count Name: 2010097 -
 Blackjack Rd @ Locksley Way,
 Starkville
 Site Code: 2010097
 Start Date: 10/01/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	Blackjack Rd Westbound					Locksley Way Northbound					Blackjack Rd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
16:45	135	77	0	0	212	77	5	0	0	82	0	89	0	0	89	383
17:00	131	114	0	0	245	53	4	0	1	57	2	89	0	0	91	393
17:15	148	94	0	0	242	75	8	0	0	83	4	114	0	0	118	443
17:30	135	86	0	0	221	62	6	0	0	68	2	98	0	0	100	389
Total	549	371	0	0	920	267	23	0	1	290	8	390	0	0	398	1608
Approach %	59.7	40.3	0.0	-	-	92.1	7.9	0.0	-	-	2.0	98.0	0.0	-	-	-
Total %	34.1	23.1	0.0	-	57.2	16.6	1.4	0.0	-	18.0	0.5	24.3	0.0	-	24.8	-
PHF	0.927	0.814	0.000	-	0.939	0.867	0.719	0.000	-	0.873	0.500	0.855	0.000	-	0.843	0.907
Lights	548	370	0	-	918	265	21	0	-	286	7	389	0	-	396	1600
% Lights	99.8	99.7	-	-	99.8	99.3	91.3	-	-	98.6	87.5	99.7	-	-	99.5	99.5
Buses	0	0	0	-	0	0	2	0	-	2	1	1	0	-	2	4
% Buses	0.0	0.0	-	-	0.0	0.0	8.7	-	-	0.7	12.5	0.3	-	-	0.5	0.2
Single-Unit Trucks	0	1	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.3	-	-	0.1	0.4	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.1
Articulated Trucks	1	0	0	-	1	1	0	0	-	1	0	0	0	-	0	2
% Articulated Trucks	0.2	0.0	-	-	0.1	0.4	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010097 -
 Blackjack Rd @ Locksley Way,
 Starkville
 Site Code: 2010097
 Start Date: 10/01/2020
 Page No: 7



Turning Movement Peak Hour Data Plot (16:45)



**TURNING MOVEMENT COUNT #2010098
BLACKJACK RD @ OKTOC RD
STARKVILLE, MS
OKTIBBEHA COUNTY**

Groups Printed- Lights - Buses - Unit Trucks - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Blackjack Rd From East			Oktoc Rd From South			Blackjack Rd From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
07:00 AM	216	5	0	29	267	0	116	226	0	859
08:00 AM	196	5	0	21	178	0	104	229	0	733
09:00 AM	248	13	1	27	170	0	134	232	0	825
10:00 AM	283	10	0	20	179	0	163	284	0	939
11:00 AM	416	19	0	23	219	1	200	273	0	1151
12:00 PM	443	21	0	31	226	0	234	398	0	1353
01:00 PM	405	17	0	31	220	0	240	404	0	1317
02:00 PM	438	21	0	22	221	0	249	388	0	1339
03:00 PM	444	29	0	35	207	0	285	419	0	1419
04:00 PM	366	34	0	27	239	0	286	351	0	1303
05:00 PM	447	37	0	38	257	0	346	403	0	1528
06:00 PM	411	31	1	27	186	0	275	383	0	1314
Grand Total	4313	242	2	331	2569	1	2632	3990	0	14080
Apprch %	94.6	5.3	0	11.4	88.6	0	39.7	60.3	0	
Total %	30.6	1.7	0	2.4	18.2	0	18.7	28.3	0	
Lights	4258	241	0	325	2547	0	2595	3938	0	13904
% Lights	98.7	99.6	0	98.2	99.1	0	98.6	98.7	0	98.8
Buses	11	0	0	0	2	0	3	11	0	27
% Buses	0.3	0	0	0	0.1	0	0.1	0.3	0	0.2
Single-Unit Trucks	39	1	0	6	16	0	25	35	0	122
% Single-Unit Trucks	0.9	0.4	0	1.8	0.6	0	0.9	0.9	0	0.9
Articulated Trucks	5	0	0	0	3	0	5	3	0	16
% Articulated Trucks	0.1	0	0	0	0.1	0	0.2	0.1	0	0.1
Bicycles on Road	0	0	0	0	1	0	4	3	0	8
% Bicycles on Road	0	0	0	0	0	0	0.2	0.1	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	2	0	0	1	0	0	0	3
% Pedestrians	0	0	100	0	0	100	0	0	0	0

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010098 -
 Blackjack Rd @ Oktoc Rd,
 Starkville
 Site Code: 2010098
 Start Date: 09/29/2020
 Page No: 1

Turning Movement Data

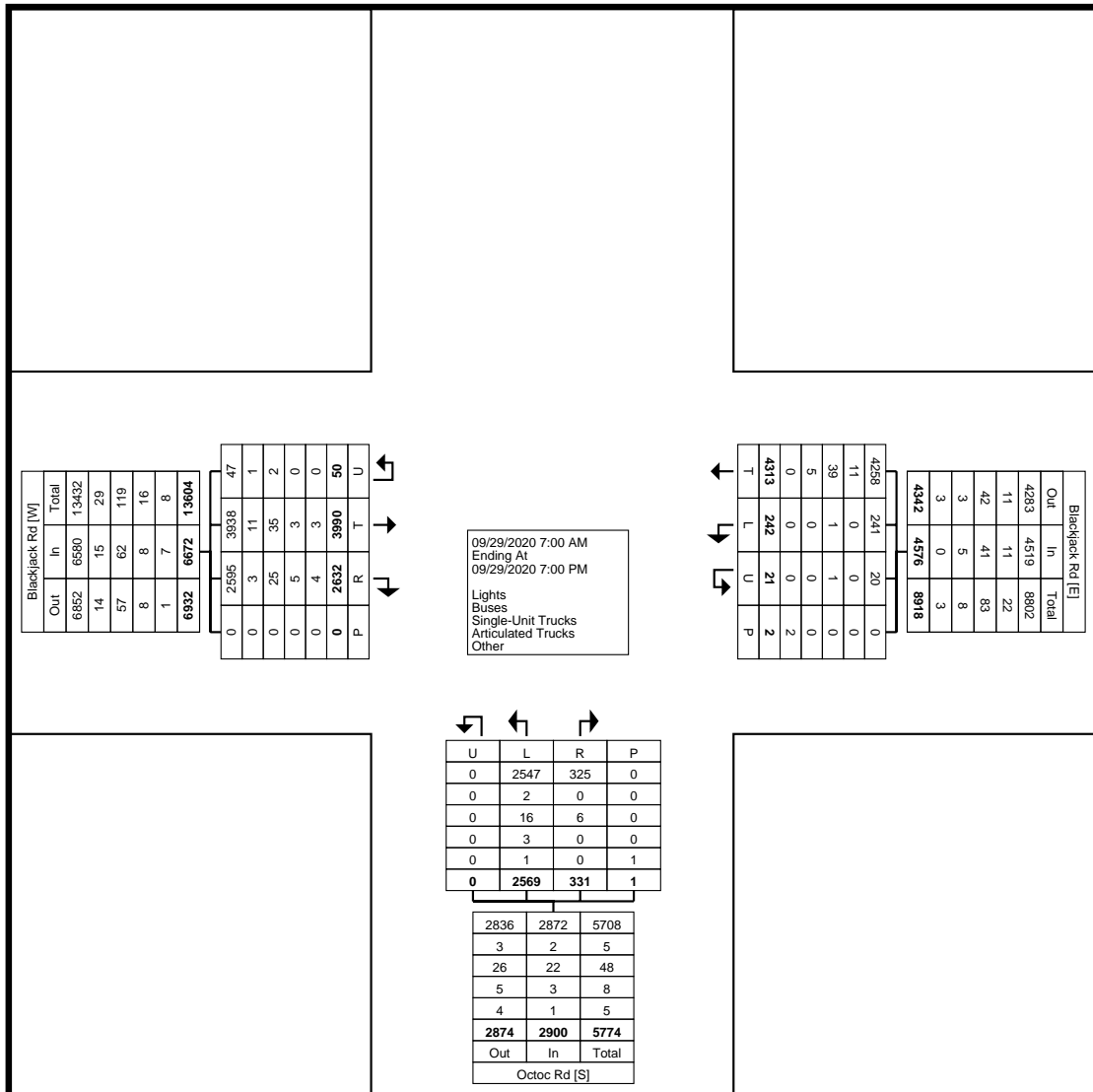
Start Time	Blackjack Rd Westbound					Oktoc Rd Northbound					Blackjack Rd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	43	2	0	0	45	6	42	0	0	48	24	44	0	0	68	161
7:15 AM	54	0	0	0	54	6	95	0	0	101	18	39	1	0	58	213
7:30 AM	60	1	0	0	61	11	69	0	0	80	33	78	1	0	112	253
7:45 AM	59	2	0	0	61	6	61	0	0	67	41	65	1	0	107	235
Hourly Total	216	5	0	0	221	29	267	0	0	296	116	226	3	0	345	862
8:00 AM	47	3	0	0	50	7	46	0	0	53	26	71	0	0	97	200
8:15 AM	48	1	0	0	49	5	40	0	0	45	25	48	0	0	73	167
8:30 AM	41	0	0	0	41	5	41	0	0	46	26	50	0	0	76	163
8:45 AM	60	1	0	0	61	4	51	0	0	55	27	60	1	0	88	204
Hourly Total	196	5	0	0	201	21	178	0	0	199	104	229	1	0	334	734
9:00 AM	43	2	1	1	46	7	42	0	0	49	35	69	0	0	104	199
9:15 AM	77	3	0	0	80	8	56	0	0	64	37	62	1	0	100	244
9:30 AM	73	6	0	0	79	5	35	0	0	40	28	58	1	0	87	206
9:45 AM	55	2	0	0	57	7	37	0	0	44	34	43	0	0	77	178
Hourly Total	248	13	1	1	262	27	170	0	0	197	134	232	2	0	368	827
10:00 AM	61	1	0	0	62	3	36	0	0	39	38	52	4	0	94	195
10:15 AM	69	2	1	0	72	5	37	0	0	42	29	65	1	0	95	209
10:30 AM	66	2	1	0	69	5	56	0	0	61	46	76	2	0	124	254
10:45 AM	87	5	1	0	93	7	50	0	0	57	50	91	2	0	143	293
Hourly Total	283	10	3	0	296	20	179	0	0	199	163	284	9	0	456	951
11:00 AM	110	6	0	0	116	5	64	0	1	69	42	67	2	0	111	296
11:15 AM	82	5	0	0	87	9	47	0	0	56	55	61	2	0	118	261
11:30 AM	114	4	0	0	118	6	53	0	0	59	52	69	2	0	123	300
11:45 AM	110	4	0	0	114	3	55	0	0	58	51	76	1	0	128	300
Hourly Total	416	19	0	0	435	23	219	0	1	242	200	273	7	0	480	1157
12:00 PM	93	5	0	0	98	7	61	0	0	68	56	90	1	0	147	313
12:15 PM	107	5	1	0	113	9	60	0	0	69	55	102	3	0	160	342
12:30 PM	115	6	1	0	122	4	54	0	0	58	64	102	1	0	167	347
12:45 PM	128	5	0	0	133	11	51	0	0	62	59	104	1	0	164	359
Hourly Total	443	21	2	0	466	31	226	0	0	257	234	398	6	0	638	1361
1:00 PM	86	1	0	0	87	5	64	0	0	69	62	104	2	0	168	324
1:15 PM	109	6	0	0	115	9	48	0	0	57	70	101	1	0	172	344
1:30 PM	97	3	1	0	101	6	43	0	0	49	58	102	0	0	160	310
1:45 PM	113	7	0	0	120	11	65	0	0	76	50	97	1	0	148	344
Hourly Total	405	17	1	0	423	31	220	0	0	251	240	404	4	0	648	1322
2:00 PM	110	5	0	0	115	5	51	0	0	56	74	107	0	0	181	352
2:15 PM	111	6	0	0	117	8	53	0	0	61	63	94	1	0	158	336
2:30 PM	116	7	0	0	123	2	60	0	0	62	50	93	1	0	144	329
2:45 PM	101	3	1	0	105	7	57	0	0	64	62	94	0	0	156	325
Hourly Total	438	21	1	0	460	22	221	0	0	243	249	388	2	0	639	1342
3:00 PM	103	5	1	0	109	4	50	0	0	54	58	100	0	0	158	321
3:15 PM	104	8	0	0	112	17	44	0	0	61	71	96	1	0	168	341
3:30 PM	115	8	1	0	124	5	53	0	0	58	75	120	5	0	200	382
3:45 PM	122	8	1	0	131	9	60	0	0	69	81	103	2	0	186	386
Hourly Total	444	29	3	0	476	35	207	0	0	242	285	419	8	0	712	1430
4:00 PM	99	7	2	0	108	6	54	0	0	60	81	91	5	0	177	345
4:15 PM	69	5	0	0	74	6	56	0	0	62	76	93	2	0	171	307
4:30 PM	92	12	1	0	105	5	54	0	0	59	59	83	0	0	142	306
4:45 PM	106	10	2	0	118	10	75	0	0	85	70	84	0	0	154	357
Hourly Total	366	34	5	0	405	27	239	0	0	266	286	351	7	0	644	1315
5:00 PM	99	10	1	0	110	12	60	0	0	72	104	84	0	0	188	370
5:15 PM	100	8	2	0	110	5	68	0	0	73	94	114	0	0	208	391
5:30 PM	114	7	2	0	123	10	76	0	0	86	82	113	0	0	195	404
5:45 PM	134	12	0	0	146	11	53	0	0	64	66	92	0	0	158	368
Hourly Total	447	37	5	0	489	38	257	0	0	295	346	403	0	0	749	1533
6:00 PM	101	10	0	1	111	7	50	0	0	57	79	107	1	0	187	355
6:15 PM	105	6	0	0	111	12	53	0	0	65	80	101	0	0	181	357
6:30 PM	102	8	0	0	110	2	48	0	0	50	59	92	0	0	151	311
6:45 PM	103	7	0	0	110	6	35	0	0	41	57	83	0	0	140	291
Hourly Total	411	31	0	1	442	27	186	0	0	213	275	383	1	0	659	1314
Grand Total	4313	242	21	2	4576	331	2569	0	1	2900	2632	3990	50	0	6672	14148
Approach %	94.3	5.3	0.5	-	-	11.4	88.6	0.0	-	-	39.4	59.8	0.7	-	-	-
Total %	30.5	1.7	0.1	-	32.3	2.3	18.2	0.0	-	20.5	18.6	28.2	0.4	-	47.2	-

5.2.11 A128

Lights	4258	241	20	-	4519	325	2547	0	-	2872	2595	3938	47	-	6580	13971
% Lights	98.7	99.6	95.2	-	98.8	98.2	99.1	-	-	99.0	98.6	98.7	94.0	-	98.6	98.7
Buses	11	0	0	-	11	0	2	0	-	2	3	11	1	-	15	28
% Buses	0.3	0.0	0.0	-	0.2	0.0	0.1	-	-	0.1	0.1	0.3	2.0	-	0.2	0.2
Single-Unit Trucks	39	1	1	-	41	6	16	0	-	22	25	35	2	-	62	125
% Single-Unit Trucks	0.9	0.4	4.8	-	0.9	1.8	0.6	-	-	0.8	0.9	0.9	4.0	-	0.9	0.9
Articulated Trucks	5	0	0	-	5	0	3	0	-	3	5	3	0	-	8	16
% Articulated Trucks	0.1	0.0	0.0	-	0.1	0.0	0.1	-	-	0.1	0.2	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	4	3	0	-	7	8
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.2	0.1	0.0	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010098 -
 Blackjack Rd @ Oktoc Rd,
 Starkville
 Site Code: 2010098
 Start Date: 09/29/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

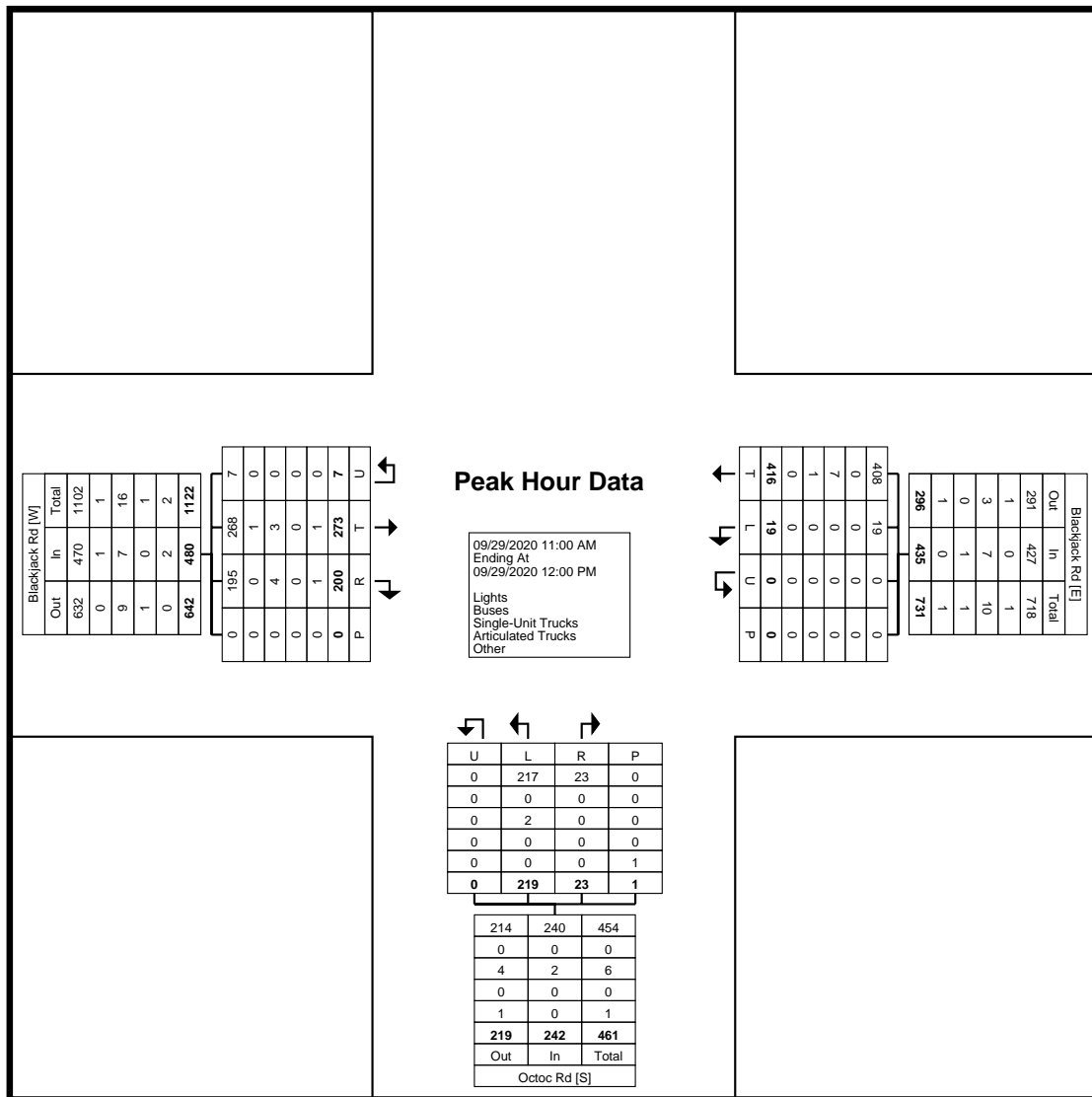
Count Name: 2010098 -
 Blackjack Rd @ Oktoc Rd,
 Starkville
 Site Code: 2010098
 Start Date: 09/29/2020
 Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

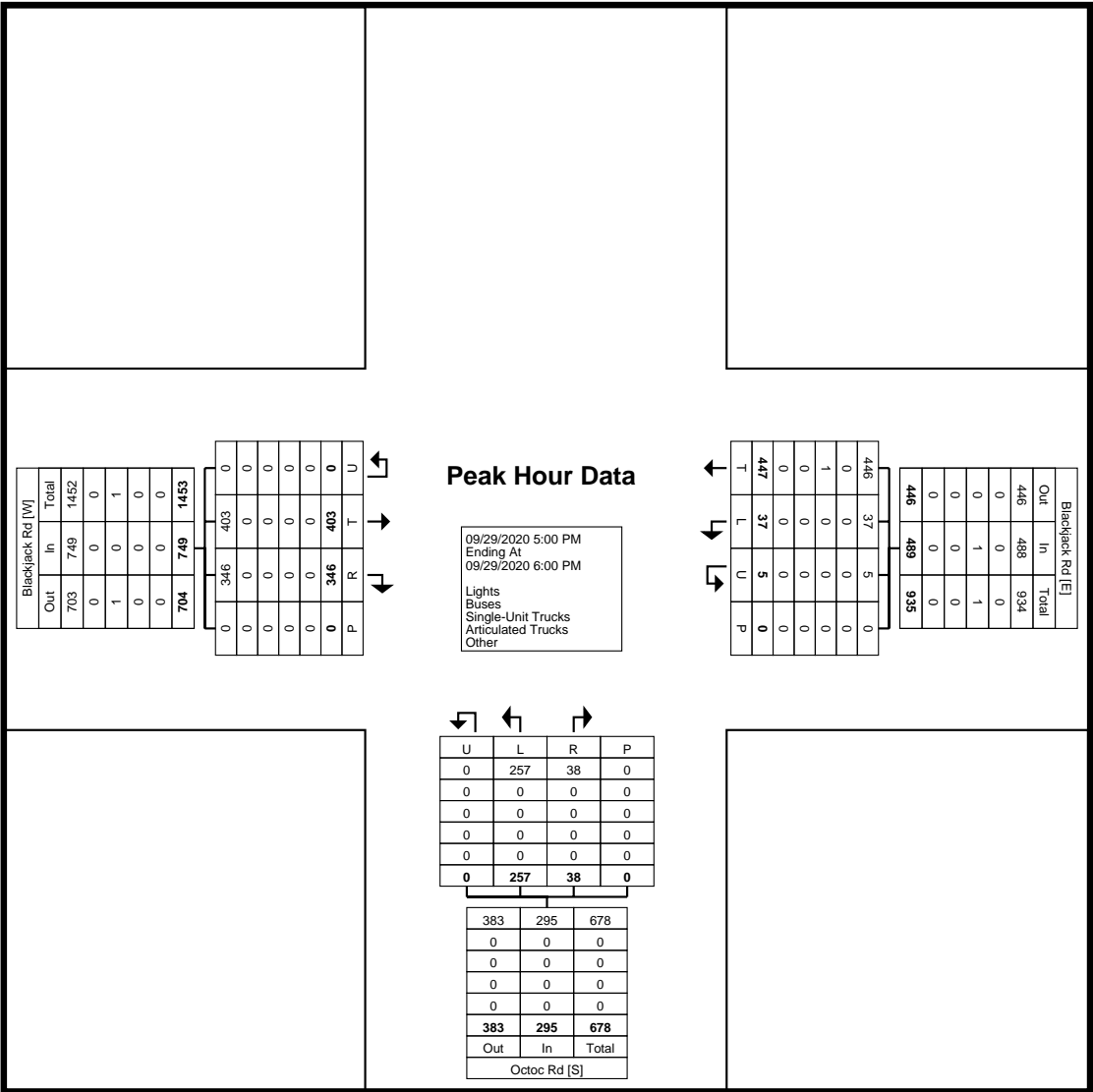
Start Time	Blackjack Rd Westbound					Oktoc Rd Northbound					Blackjack Rd Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	110	6	0	0	116	5	64	0	1	69	42	67	2	0	111	296
11:15 AM	82	5	0	0	87	9	47	0	0	56	55	61	2	0	118	261
11:30 AM	114	4	0	0	118	6	53	0	0	59	52	69	2	0	123	300
11:45 AM	110	4	0	0	114	3	55	0	0	58	51	76	1	0	128	300
Total	416	19	0	0	435	23	219	0	1	242	200	273	7	0	480	1157
Approach %	95.6	4.4	0.0	-	-	9.5	90.5	0.0	-	-	41.7	56.9	1.5	-	-	-
Total %	36.0	1.6	0.0	-	37.6	2.0	18.9	0.0	-	20.9	17.3	23.6	0.6	-	41.5	-
PHF	0.912	0.792	0.000	-	0.922	0.639	0.855	0.000	-	0.877	0.909	0.898	0.875	-	0.938	0.964
Lights	408	19	0	-	427	23	217	0	-	240	195	268	7	-	470	1137
% Lights	98.1	100.0	-	-	98.2	100.0	99.1	-	-	99.2	97.5	98.2	100.0	-	97.9	98.3
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	0.2	0.1
Single-Unit Trucks	7	0	0	-	7	0	2	0	-	2	4	3	0	-	7	16
% Single-Unit Trucks	1.7	0.0	-	-	1.6	0.0	0.9	-	-	0.8	2.0	1.1	0.0	-	1.5	1.4
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.2	0.0	-	-	0.2	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	1	1	0	-	2	2
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.5	0.4	0.0	-	0.4	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010098 -
 Blackjack Rd @ Oktoc Rd,
 Starkville
 Site Code: 2010098
 Start Date: 09/29/2020
 Page No: 7



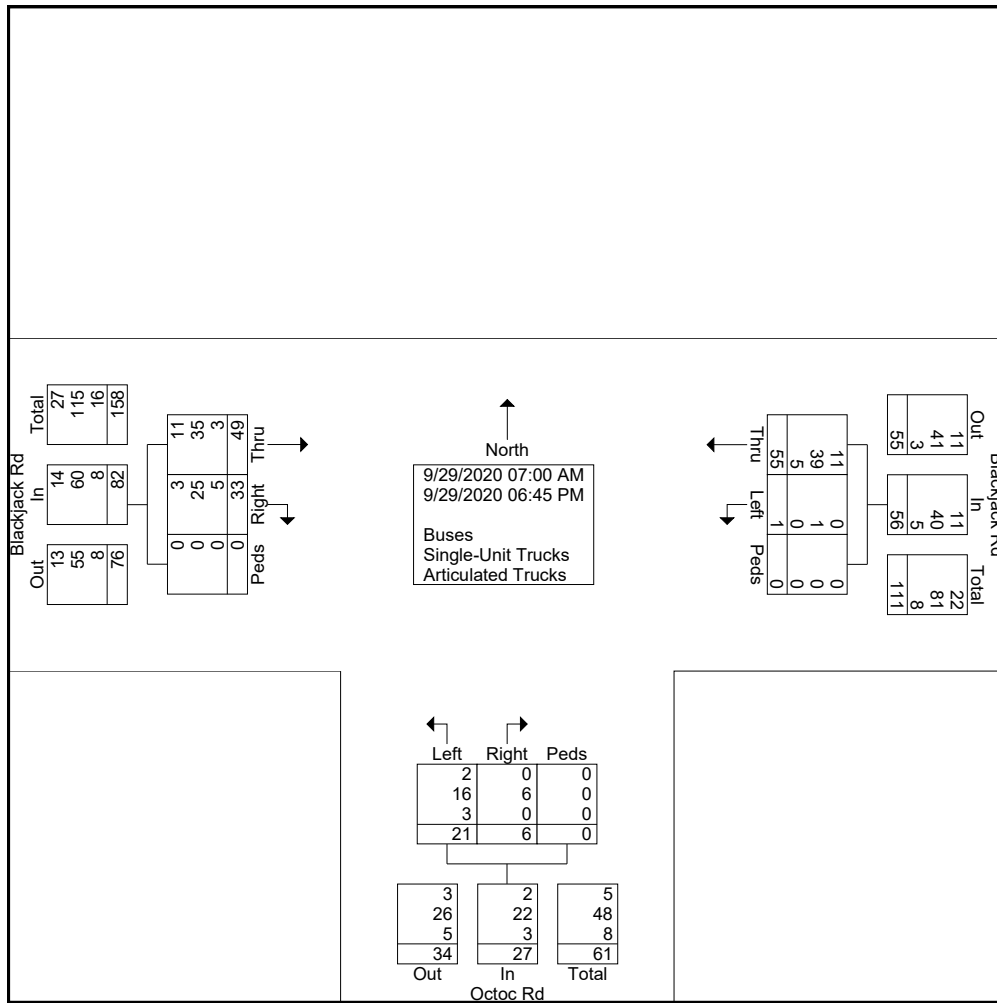
Turning Movement Peak Hour Data Plot (11:00 AM)



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

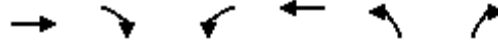
Groups Printed- Buses - Unit Trucks - Articulated Trucks

Start Time	Blackjack Rd From East			Oktoc Rd From South			Blackjack Rd From West			Int. Total
	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
06:00 PM	2	0	0	0	1	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	1
Total	2	0	0	0	1	0	1	0	0	4
Grand Total	55	1	0	6	21	0	33	49	0	165
Apprch %	98.2	1.8	0	22.2	77.8	0	40.2	59.8	0	
Total %	33.3	0.6	0	3.6	12.7	0	20	29.7	0	
Buses	11	0	0	0	2	0	3	11	0	27
% Buses	20	0	0	0	9.5	0	9.1	22.4	0	16.4
Single-Unit Trucks	39	1	0	6	16	0	25	35	0	122
% Single-Unit Trucks	70.9	100	0	100	76.2	0	75.8	71.4	0	73.9
Articulated Trucks	5	0	0	0	3	0	5	3	0	16
% Articulated Trucks	9.1	0	0	0	14.3	0	15.2	6.1	0	9.7



HCM 6th Signalized Intersection Summary

1: Loxley Way & Blackjack Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	411	6	102	244	25	32
Future Volume (veh/h)	411	6	102	244	25	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	507	0	126	301	31	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1345		760	1579	57	
Arrive On Green	0.72	0.00	0.06	0.84	0.03	0.00
Sat Flow, veh/h	1870	0	1781	1870	1781	1585
Grp Volume(v), veh/h	507	0	126	301	31	0
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870	1781	1585
Q Serve(g_s), s	7.6	0.0	1.1	2.2	1.2	0.0
Cycle Q Clear(g_c), s	7.6	0.0	1.1	2.2	1.2	0.0
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1345		760	1579	57	
V/C Ratio(X)	0.38		0.17	0.19	0.54	
Avail Cap(c_a), veh/h	1345		880	1579	477	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	3.9	0.0	2.1	1.1	34.7	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.3	7.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.1	0.2	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.7	0.0	2.3	1.3	42.6	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	507	A		427	31	A
Approach Delay, s/veh	4.7			1.6	42.6	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.0		6.8	9.1	56.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		61.5		19.5	9.5	47.5
Max Q Clear Time (g_c+I1), s		4.2		3.2	3.1	9.6
Green Ext Time (p_c), s		2.0		0.0	0.1	3.7

Intersection Summary

HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd



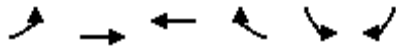
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	286	35	60	330	133	43	106	25	29	43	14
Future Volume (veh/h)	152	286	35	60	330	133	43	106	25	29	43	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	175	329	40	69	379	153	49	122	29	33	49	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	591	914	111	642	1009	855	268	167	40	198	142	46
Arrive On Green	0.07	0.56	0.56	0.05	0.54	0.54	0.04	0.11	0.11	0.03	0.10	0.10
Sat Flow, veh/h	1781	1636	199	1781	1870	1585	1781	1461	347	1781	1350	441
Grp Volume(v), veh/h	175	0	369	69	379	153	49	0	151	33	0	65
Grp Sat Flow(s),veh/h/ln	1781	0	1835	1781	1870	1585	1781	0	1808	1781	0	1791
Q Serve(g_s), s	3.2	0.0	8.3	1.2	8.7	3.7	1.8	0.0	6.0	1.2	0.0	2.5
Cycle Q Clear(g_c), s	3.2	0.0	8.3	1.2	8.7	3.7	1.8	0.0	6.0	1.2	0.0	2.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	591	0	1025	642	1009	855	268	0	207	198	0	188
V/C Ratio(X)	0.30	0.00	0.36	0.11	0.38	0.18	0.18	0.00	0.73	0.17	0.00	0.35
Avail Cap(c_a), veh/h	741	0	1025	682	1009	855	324	0	475	271	0	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	9.0	6.8	9.9	8.7	27.8	0.0	31.8	28.3	0.0	30.9
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.1	1.1	0.5	0.3	0.0	4.9	0.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.2	0.4	3.4	1.2	0.8	0.0	2.8	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	0.0	10.0	6.9	11.0	9.2	28.1	0.0	36.6	28.7	0.0	32.0
LnGrp LOS	A	A	B	A	B	A	C	A	D	C	A	C
Approach Vol, veh/h		544			601			200				98
Approach Delay, s/veh		9.1			10.0			34.6				30.9
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	46.0	7.7	12.3	9.7	44.6	7.0	13.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	41.5	5.5	19.5	11.5	35.5	5.5	19.5				
Max Q Clear Time (g_c+1), s	13.2	10.3	3.8	4.5	5.2	10.7	3.2	8.0				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.2	2.9	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	259	72	154	107	31	80
Future Volume (veh/h)	259	72	154	107	31	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	96	205	143	41	107
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	512	956	264	184	596	530
Arrive On Green	0.18	0.51	0.26	0.26	0.33	0.33
Sat Flow, veh/h	1781	1870	1026	716	1781	1585
Grp Volume(v), veh/h	345	96	0	348	41	107
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1742	1781	1585
Q Serve(g_s), s	7.4	1.5	0.0	10.8	0.9	2.8
Cycle Q Clear(g_c), s	7.4	1.5	0.0	10.8	0.9	2.8
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	512	956	0	448	596	530
V/C Ratio(X)	0.67	0.10	0.00	0.78	0.07	0.20
Avail Cap(c_a), veh/h	885	1974	0	1031	596	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	7.3	0.0	20.1	13.2	13.8
Incr Delay (d2), s/veh	1.6	0.0	0.0	2.9	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.5	0.0	4.3	0.4	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	7.4	0.0	23.0	13.4	14.7
LnGrp LOS	B	A	A	C	B	B
Approach Vol, veh/h		441	348		148	
Approach Delay, s/veh		12.4	23.0		14.3	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.3		24.0	14.8	19.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		61.5		19.5	22.5	34.5
Max Q Clear Time (g_c+I1), s		3.5		4.8	9.4	12.8
Green Ext Time (p_c), s		0.6		0.3	0.9	2.2
Intersection Summary						
HCM 6th Ctrl Delay			16.7			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	35	33	144	6	11	119
Future Vol, veh/h	35	33	144	6	11	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	36	157	7	12	129

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	164	0	-	0	273
Stage 1	-	-	-	-	161
Stage 2	-	-	-	-	112
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1414	-	-	-	716
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	913
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1414	-	-	-	697
Mov Cap-2 Maneuver	-	-	-	-	697
Stage 1	-	-	-	-	845
Stage 2	-	-	-	-	913

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1414	-	-	-	697	884
HCM Lane V/C Ratio	0.027	-	-	-	0.017	0.146
HCM Control Delay (s)	7.6	0	-	-	10.3	9.8
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.5

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Future Volume (veh/h)	177	929	239	197	373	53	126	120	242	147	150	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	1176	0	249	472	67	156	157	306	186	190	58
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	1207		289	840	375	388	408	346	299	230	70
Arrive On Green	0.11	0.24	0.00	0.11	0.24	0.24	0.22	0.22	0.22	0.17	0.17	0.17
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1375	420
Grp Volume(v), veh/h	224	1176	0	249	472	67	156	157	306	186	0	248
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	0	1795
Q Serve(g_s), s	7.9	19.3	0.0	9.0	9.9	2.9	6.4	6.1	15.8	8.2	0.0	11.3
Cycle Q Clear(g_c), s	7.9	19.3	0.0	9.0	9.9	2.9	6.4	6.1	15.8	8.2	0.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	388	1207		289	840	375	388	408	346	299	0	301
V/C Ratio(X)	0.58	0.97		0.86	0.56	0.18	0.40	0.39	0.89	0.62	0.00	0.82
Avail Cap(c_a), veh/h	388	1207		289	840	375	421	442	375	379	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	32.1	0.0	23.2	28.5	25.8	28.4	28.2	32.1	32.7	0.0	34.0
Incr Delay (d2), s/veh	2.1	20.0	0.0	22.5	0.9	0.2	0.7	0.6	20.5	2.1	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	9.8	0.0	5.3	4.1	1.1	2.7	2.7	7.8	3.6	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	52.1	0.0	45.7	29.3	26.0	29.0	28.8	52.6	34.9	0.0	45.1
LnGrp LOS	C	D		D	C	C	C	C	D	C	A	D
Approach Vol, veh/h		1400	A		788			619				434
Approach Delay, s/veh		47.5			34.2			40.6				40.7
Approach LOS		D			C			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	26.0		20.2	14.0	26.0		24.5				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	9.5	20.0		18.0	9.5	20.0		20.0				
Max Q Clear Time (g_c+I1), s	11.0	21.3		13.3	9.9	11.9		17.8				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	2.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	14	46	42	4	80	22	20	19	13	24	14	11
Future Vol, veh/h	14	46	42	4	80	22	20	19	13	24	14	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	50	46	4	87	24	22	21	14	26	15	12
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	7.9	8.5	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	21%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	79%	42%	0%	100%	0%	0%	78%	0%	100%	0%
Vol Right, %	0%	0%	58%	0%	0%	100%	0%	22%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	12	23	14	46	42	4	102	24	14	11
LT Vol	17	3	0	14	0	0	4	0	24	0	0
Through Vol	0	9	10	0	46	0	0	80	0	14	0
RT Vol	0	0	13	0	0	42	0	22	0	0	11
Lane Flow Rate	19	13	24	15	50	46	4	111	26	15	12
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.03	0.02	0.033	0.024	0.07	0.055	0.007	0.151	0.042	0.022	0.015
Departure Headway (Hd)	5.746	5.352	4.839	5.566	5.065	4.365	5.545	4.894	5.751	5.25	4.548
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	624	669	740	644	708	821	647	734	623	683	787
Service Time	3.473	3.079	2.566	3.29	2.79	2.089	3.268	2.617	3.478	2.977	2.275
HCM Lane V/C Ratio	0.03	0.019	0.032	0.023	0.071	0.056	0.006	0.151	0.042	0.022	0.015
HCM Control Delay	8.7	8.2	7.7	8.4	8.2	7.3	8.3	8.5	8.7	8.1	7.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.2	0.2	0	0.5	0.1	0.1	0

HCM 6th Signalized Intersection Summary

77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	167	15	19	40	49	11	628	133	269	550	114
Future Volume (veh/h)	151	167	15	19	40	49	11	628	133	269	550	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	182	16	21	43	0	12	683	145	292	598	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	311	264	271	146		388	1079	481	503	1569	700
Arrive On Green	0.11	0.17	0.17	0.02	0.08	0.00	0.01	0.30	0.30	0.15	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	164	182	16	21	43	0	12	683	145	292	598	124
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.9	4.5	0.4	0.5	1.1	0.0	0.2	8.3	3.5	5.0	5.7	2.4
Cycle Q Clear(g_c), s	3.9	4.5	0.4	0.5	1.1	0.0	0.2	8.3	3.5	5.0	5.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	311	264	271	146		388	1079	481	503	1569	700
V/C Ratio(X)	0.40	0.58	0.06	0.08	0.30		0.03	0.63	0.30	0.58	0.38	0.18
Avail Cap(c_a), veh/h	558	803	681	380	602		512	1952	871	908	3003	1339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	19.3	17.6	20.6	21.8	0.0	11.8	15.0	13.4	9.5	9.4	8.5
Incr Delay (d2), s/veh	0.6	1.7	0.1	0.1	1.1	0.0	0.0	0.6	0.3	1.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	0.1	0.2	0.5	0.0	0.1	3.0	1.1	1.6	1.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	21.0	17.7	20.7	22.9	0.0	11.8	15.6	13.7	10.6	9.5	8.6
LnGrp LOS	B	C	B	C	C		B	B	B	B	A	A
Approach Vol, veh/h		362			64	A		840			1014	
Approach Delay, s/veh		19.2			22.2			15.3			9.7	
Approach LOS		B			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.0	19.7	5.5	12.8	5.1	26.6	9.9	8.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	27.5	4.1	21.5	4.1	42.3	9.5	16.1				
Max Q Clear Time (g_c+1), s	10.0	10.3	2.5	6.5	2.2	7.7	5.9	3.1				
Green Ext Time (p_c), s	0.7	4.9	0.0	0.8	0.0	5.1	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

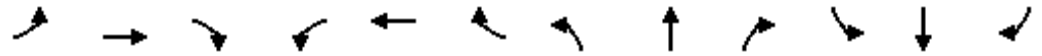
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	395	637	77	480	566	162	154	0	0	324	0	0
Stage 1	239	239	-	316	316	-	-	-	-	-	-	-
Stage 2	156	398	-	164	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	539	393	968	469	432	854	1424	-	-	1233	-	-
Stage 1	743	706	-	670	654	-	-	-	-	-	-	-
Stage 2	831	601	-	822	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	485	364	968	424	400	854	1424	-	-	1233	-	-
Mov Cap-2 Maneuver	485	364	-	424	400	-	-	-	-	-	-	-
Stage 1	719	676	-	649	633	-	-	-	-	-	-	-
Stage 2	768	582	-	754	669	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	10.6		14.9			0.8		2		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	694	423	854	1233	-	-
HCM Lane V/C Ratio	0.026	-	-	0.074	0.262	0.038	0.039	-	-
HCM Control Delay (s)	7.6	0.1	-	10.6	16.5	9.4	8	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1	0.1	0.1	-	-

HCM 6th Signalized Intersection Summary

106: Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	134	34	40	19	6	14	22	20	5	57	5
Future Volume (veh/h)	5	134	34	40	19	6	14	22	20	5	57	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	146	37	43	21	7	15	24	22	5	62	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	283	70	276	366	116	800	404	370	8	98	8
Arrive On Green	0.01	0.10	0.10	0.04	0.14	0.14	0.45	0.45	0.45	0.06	0.06	0.06
Sat Flow, veh/h	1781	2826	696	1781	2656	840	1781	898	824	128	1585	128
Grp Volume(v), veh/h	5	90	93	43	14	14	15	0	46	72	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1745	1781	1777	1719	1781	0	1722	1841	0	0
Q Serve(g_s), s	0.1	2.5	2.6	1.1	0.3	0.4	0.2	0.0	0.8	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.5	2.6	1.1	0.3	0.4	0.2	0.0	0.8	2.0	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.49	1.00		0.48	0.07		0.07
Lane Grp Cap(c), veh/h	288	178	175	276	245	237	800	0	774	114	0	0
V/C Ratio(X)	0.02	0.51	0.53	0.16	0.06	0.06	0.02	0.00	0.06	0.63	0.00	0.00
Avail Cap(c_a), veh/h	497	697	684	453	730	707	800	0	774	722	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	22.3	22.4	19.7	19.6	19.6	8.0	0.0	8.1	23.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	2.5	0.3	0.1	0.1	0.0	0.0	0.1	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.1	1.1	0.4	0.1	0.1	0.1	0.0	0.3	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	24.5	24.9	19.9	19.7	19.7	8.0	0.0	8.3	29.6	0.0	0.0
LnGrp LOS	C	C	C	B	B	B	A	A	A	C	A	A
Approach Vol, veh/h		188			71			61			72	
Approach Delay, s/veh		24.6			19.8			8.2			29.6	
Approach LOS		C			B			A			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	6.8	9.7		7.7	4.9	11.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.5	7.5	20.5		20.5	6.5	21.5				
Max Q Clear Time (g_c+I1), s		2.8	3.1	4.6		4.0	2.1	2.4				
Green Ext Time (p_c), s		0.2	0.0	0.8		0.2	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	92	409	33	13	93	22	2	6	14	33	8	17
Future Vol, veh/h	92	409	33	13	93	22	2	6	14	33	8	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	100	445	36	14	101	24	2	7	15	36	9	18

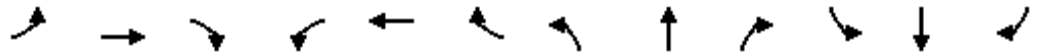
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	481	0	0	818	816	463	815	822	113
Stage 1	-	-	-	-	-	-	663	663	-	141	141	-
Stage 2	-	-	-	-	-	-	155	153	-	674	681	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1462	-	-	1082	-	-	295	311	599	296	309	940
Stage 1	-	-	-	-	-	-	450	459	-	862	780	-
Stage 2	-	-	-	-	-	-	847	771	-	444	450	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1462	-	-	1082	-	-	265	286	599	266	284	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	286	-	266	284	-
Stage 1	-	-	-	-	-	-	419	428	-	803	770	-
Stage 2	-	-	-	-	-	-	810	761	-	397	419	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.9			14			17.5		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	424	1462	-	-	1082	-	-	269	940
HCM Lane V/C Ratio	0.056	0.068	-	-	0.013	-	-	0.166	0.02
HCM Control Delay (s)	14	7.6	-	-	8.4	-	-	21	8.9
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.6	0.1

HCM 6th Signalized Intersection Summary

152: Stone Blvd & Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	102	10	15	25	45	25	236	107	161	92	20
Future Volume (veh/h)	15	102	10	15	25	45	25	236	107	161	92	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	111	11	16	27	49	27	257	116	175	100	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	163	16	180	58	105	860	677	306	668	885	195
Arrive On Green	0.02	0.10	0.10	0.02	0.10	0.10	0.03	0.55	0.55	0.07	0.60	0.60
Sat Flow, veh/h	1781	1675	166	1781	595	1080	1781	1220	551	1781	1485	327
Grp Volume(v), veh/h	16	0	122	16	0	76	27	0	373	175	0	122
Grp Sat Flow(s),veh/h/ln	1781	0	1840	1781	0	1676	1781	0	1771	1781	0	1812
Q Serve(g_s), s	0.6	0.0	4.5	0.6	0.0	3.0	0.4	0.0	8.3	2.8	0.0	2.0
Cycle Q Clear(g_c), s	0.6	0.0	4.5	0.6	0.0	3.0	0.4	0.0	8.3	2.8	0.0	2.0
Prop In Lane	1.00		0.09	1.00		0.64	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	210	0	179	180	0	163	860	0	983	668	0	1079
V/C Ratio(X)	0.08	0.00	0.68	0.09	0.00	0.47	0.03	0.00	0.38	0.26	0.00	0.11
Avail Cap(c_a), veh/h	316	0	515	286	0	469	948	0	983	838	0	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	30.4	27.6	0.0	29.7	6.1	0.0	8.7	5.9	0.0	6.1
Incr Delay (d2), s/veh	0.2	0.0	4.5	0.2	0.0	2.1	0.0	0.0	1.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.1	0.2	0.0	1.3	0.1	0.0	3.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	34.9	27.8	0.0	31.8	6.1	0.0	9.9	6.1	0.0	6.3
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		138			92			400			297	
Approach Delay, s/veh		34.0			31.1			9.6			6.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	43.2	5.8	11.3	6.5	46.0	5.8	11.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	35.5	5.5	19.5	5.5	41.5	5.5	19.5				
Max Q Clear Time (g_c+I1), s	4.8	10.3	2.6	6.5	2.4	4.0	2.6	5.0				
Green Ext Time (p_c), s	0.2	2.4	0.0	0.4	0.0	0.7	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Intersection												
Intersection Delay, s/veh	11											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	1	20	0	50	5	208	59	151	278	15
Future Vol, veh/h	1	0	1	20	0	50	5	208	59	151	278	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	22	0	54	5	226	64	164	302	16
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.3	9.2	11.2	11.1
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	50%	100%	0%	100%	0%
Vol Thru, %	0%	78%	0%	0%	0%	0%	95%
Vol Right, %	0%	22%	50%	0%	100%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	267	2	20	50	151	293
LT Vol	5	0	1	20	0	151	0
Through Vol	0	208	0	0	0	0	278
RT Vol	0	59	1	0	50	0	15
Lane Flow Rate	5	290	2	22	54	164	318
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.009	0.408	0.004	0.041	0.084	0.251	0.439
Departure Headway (Hd)	5.717	5.059	6.198	6.797	5.583	5.503	4.965
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	625	711	573	525	638	652	723
Service Time	3.462	2.803	4.28	4.565	3.35	3.244	2.705
HCM Lane V/C Ratio	0.008	0.408	0.003	0.042	0.085	0.252	0.44
HCM Control Delay	8.5	11.3	9.3	9.9	8.9	10.1	11.6
HCM Lane LOS	A	B	A	A	A	B	B
HCM 95th-tile Q	0	2	0	0.1	0.3	1	2.2

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	46	20	117	124	185
Future Vol, veh/h	47	46	20	117	124	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	50	22	127	135	201

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	557	86	0	0	149
Stage 1	86	-	-	-	-
Stage 2	471	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	491	973	-	-	1432
Stage 1	937	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	439	973	-	-	1432
Mov Cap-2 Maneuver	439	-	-	-	-
Stage 1	937	-	-	-	-
Stage 2	561	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	3.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	439	973	1432
HCM Lane V/C Ratio	-	-	0.116	0.051	0.094
HCM Control Delay (s)	-	-	14.3	8.9	7.8
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.3

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↔				
Traffic Vol, veh/h	11	223	0	0	71	19	30	0	102	0	0	0
Future Vol, veh/h	11	223	0	0	71	19	30	0	102	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	242	0	0	77	21	33	0	111	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	77	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1522	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1522	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	757	1522	-	-	-
HCM Lane V/C Ratio	0.19	0.008	-	-	-
HCM Control Delay (s)	10.9	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0	-	-	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	36	37	69	13	116
Future Vol, veh/h	117	36	37	69	13	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	39	40	75	14	126

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	127	0	302 147
Stage 1	-	-	-	-	147 -
Stage 2	-	-	-	-	155 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1459	-	690 900
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	873 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1459	-	670 900
Mov Cap-2 Maneuver	-	-	-	-	670 -
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	848 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1459	-
HCM Lane V/C Ratio	0.14	-	-	0.028	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↖	↖	↖	↗	↗	↖
Traffic Vol, veh/h	28	173	99	82	230	81
Future Vol, veh/h	28	173	99	82	230	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	188	108	89	250	88
Number of Lanes	1	1	1	1	1	1

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.8	9.6	10.4
HCM LOS	A	A	B

Lane	NELn1	NELn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	82	28	173	230	81
LT Vol	99	0	28	0	0	0
Through Vol	0	82	0	0	230	0
RT Vol	0	0	0	173	0	81
Lane Flow Rate	108	89	30	188	250	88
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.178	0.135	0.053	0.267	0.369	0.113
Departure Headway (Hd)	5.945	5.44	6.325	5.117	5.32	4.614
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	599	654	563	698	673	770
Service Time	3.721	3.216	4.094	2.885	3.087	2.381
HCM Lane V/C Ratio	0.18	0.136	0.053	0.269	0.371	0.114
HCM Control Delay	10	9.1	9.5	9.8	11.2	8
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.6	0.5	0.2	1.1	1.7	0.4

HCM 6th Signalized Intersection Summary
 307: George Perry St/Mississippi Blvd & Highway 182



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	535	106	58	494	17	35	23	28	3	14	19
Future Volume (veh/h)	127	535	106	58	494	17	35	23	28	3	14	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	582	115	63	537	18	31	35	30	3	15	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	923	411	99	821	366	582	646	488	13	63	64
Arrive On Green	0.08	0.26	0.26	0.06	0.23	0.23	0.33	0.33	0.33	0.04	0.04	0.04
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1977	1494	309	1546	1585
Grp Volume(v), veh/h	138	582	115	63	537	18	31	33	32	18	0	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1601	1855	0	1585
Q Serve(g_s), s	3.3	8.2	3.3	2.0	7.8	0.5	0.7	0.7	0.8	0.5	0.0	0.7
Cycle Q Clear(g_c), s	3.3	8.2	3.3	2.0	7.8	0.5	0.7	0.7	0.8	0.5	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	0.17		1.00
Lane Grp Cap(c), veh/h	357	923	411	99	821	366	582	611	523	75	0	64
V/C Ratio(X)	0.39	0.63	0.28	0.64	0.65	0.05	0.05	0.05	0.06	0.24	0.00	0.33
Avail Cap(c_a), veh/h	506	1631	728	299	1631	728	582	611	523	589	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	18.6	16.7	26.2	19.7	16.9	13.1	13.1	13.1	26.3	0.0	26.4
Incr Delay (d2), s/veh	0.7	0.7	0.4	6.6	0.9	0.1	0.2	0.2	0.2	1.6	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.1	1.1	1.0	3.0	0.2	0.3	0.3	0.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	19.3	17.1	32.8	20.6	17.0	13.2	13.2	13.3	28.0	0.0	29.3
LnGrp LOS	B	B	B	C	C	B	B	B	B	C	A	C
Approach Vol, veh/h		835			618			96				39
Approach Delay, s/veh		18.4			21.8			13.3				28.7
Approach LOS		B			C			B				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	19.2		6.8	9.3	17.6		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.5	26.0		18.0	9.5	26.0		18.5				
Max Q Clear Time (g_c+14), s	14.0	10.2		2.7	5.3	9.8		2.8				
Green Ext Time (p_c), s	0.0	3.9		0.1	0.1	3.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC
342: Blackjack Road & University Crossing Entrance

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	45	30	395	459	39
Future Vol, veh/h	27	45	30	395	459	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	49	33	429	499	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	801	271	541	0	-	0
Stage 1	520	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	322	727	1024	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	727	1024	-	-	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1024	-	422	727	-	-
HCM Lane V/C Ratio	0.032	-	0.07	0.067	-	-
HCM Control Delay (s)	8.6	-	14.2	10.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

HCM 6th Signalized Intersection Summary
1: Loxley Way & Blackjack Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	390	8	371	549	23	267
Future Volume (veh/h)	390	8	371	549	23	267
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	481	0	458	678	28	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1266		811	1587	53	
Arrive On Green	0.68	0.00	0.11	0.85	0.03	0.00
Sat Flow, veh/h	1870	0	1781	1870	1781	1585
Grp Volume(v), veh/h	481	0	458	678	28	0
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870	1781	1585
Q Serve(g_s), s	8.2	0.0	4.7	6.4	1.1	0.0
Cycle Q Clear(g_c), s	8.2	0.0	4.7	6.4	1.1	0.0
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1266		811	1587	53	
V/C Ratio(X)	0.38		0.56	0.43	0.53	
Avail Cap(c_a), veh/h	1266		1230	1587	447	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.2	0.0	3.1	1.3	35.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.8	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.7	0.6	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.1	0.0	3.8	2.2	43.3	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	481	A		1136	28	A
Approach Delay, s/veh	6.1			2.8	43.3	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		6.7	12.6	54.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	25.5	32.5
Max Q Clear Time (g_c+I1), s		8.4		3.1	6.7	10.2
Green Ext Time (p_c), s		5.7		0.0	1.4	3.1

Intersection Summary

HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd

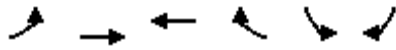


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	484	27	36	521	163	132	56	48	155	79	176
Future Volume (veh/h)	75	484	27	36	521	163	132	56	48	155	79	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	556	31	41	599	187	152	64	55	178	91	202
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	838	47	341	868	735	261	194	166	404	102	226
Arrive On Green	0.05	0.48	0.48	0.04	0.46	0.46	0.09	0.21	0.21	0.07	0.20	0.20
Sat Flow, veh/h	1781	1755	98	1781	1870	1585	1781	929	798	1781	517	1147
Grp Volume(v), veh/h	86	0	587	41	599	187	152	0	119	178	0	293
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	1870	1585	1781	0	1727	1781	0	1664
Q Serve(g_s), s	2.2	0.0	21.4	1.0	22.3	6.3	5.9	0.0	5.2	6.5	0.0	15.1
Cycle Q Clear(g_c), s	2.2	0.0	21.4	1.0	22.3	6.3	5.9	0.0	5.2	6.5	0.0	15.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.46	1.00		0.69
Lane Grp Cap(c), veh/h	316	0	885	341	868	735	261	0	360	404	0	328
V/C Ratio(X)	0.27	0.00	0.66	0.12	0.69	0.25	0.58	0.00	0.33	0.44	0.00	0.89
Avail Cap(c_a), veh/h	330	0	885	380	868	735	261	0	382	404	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	17.6	13.7	18.6	14.4	26.3	0.0	29.7	26.5	0.0	34.5
Incr Delay (d2), s/veh	0.5	0.0	3.9	0.2	4.5	0.8	3.3	0.0	0.5	0.8	0.0	23.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	9.5	0.4	10.1	2.3	2.7	0.0	2.2	3.0	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	21.5	13.9	23.1	15.2	29.6	0.0	30.2	27.2	0.0	57.7
LnGrp LOS	B	A	C	B	C	B	C	A	C	C	A	E
Approach Vol, veh/h		673			827			271			471	
Approach Delay, s/veh		20.6			20.9			29.9			46.2	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	46.6	12.0	21.9	8.9	45.4	11.0	22.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	4.5	40.9	7.5	18.5	5.1	40.9	6.5	19.5				
Max Q Clear Time (g_c+1), s	4.5	23.4	7.9	17.1	4.2	24.3	8.5	7.2				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.2	0.0	4.4	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	344	251	146	157	265
Future Volume (veh/h)	133	344	251	146	157	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	459	335	195	209	353
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	342	971	403	234	612	544
Arrive On Green	0.09	0.52	0.36	0.36	0.34	0.34
Sat Flow, veh/h	1781	1870	1109	645	1781	1585
Grp Volume(v), veh/h	177	459	0	530	209	353
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1754	1781	1585
Q Serve(g_s), s	3.8	10.2	0.0	18.1	5.7	12.3
Cycle Q Clear(g_c), s	3.8	10.2	0.0	18.1	5.7	12.3
Prop In Lane	1.00			0.37	1.00	1.00
Lane Grp Cap(c), veh/h	342	971	0	637	612	544
V/C Ratio(X)	0.52	0.47	0.00	0.83	0.34	0.65
Avail Cap(c_a), veh/h	480	1670	0	1157	612	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	10.0	0.0	19.0	16.0	18.2
Incr Delay (d2), s/veh	1.2	0.4	0.0	2.9	1.5	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	3.7	0.0	7.1	2.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	10.4	0.0	21.9	17.5	24.0
LnGrp LOS	B	B	A	C	B	C
Approach Vol, veh/h		636	530		562	
Approach Delay, s/veh		11.6	21.9		21.6	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.5		27.0	10.2	28.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		58.5		22.5	10.8	43.2
Max Q Clear Time (g_c+I1), s		12.2		14.3	5.8	20.1
Green Ext Time (p_c), s		3.3		1.3	0.2	3.7
Intersection Summary						
HCM 6th Ctrl Delay			18.0			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	235	162	129	14	13	224
Future Vol, veh/h	235	162	129	14	13	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	176	140	15	14	243

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	155	0	-	0	834 148
Stage 1	-	-	-	-	148 -
Stage 2	-	-	-	-	686 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1425	-	-	-	338 899
Stage 1	-	-	-	-	880 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1425	-	-	-	271 899
Mov Cap-2 Maneuver	-	-	-	-	271 -
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	500 -

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1425	-	-	-	271	899
HCM Lane V/C Ratio	0.179	-	-	-	0.052	0.271
HCM Control Delay (s)	8.1	0	-	-	19	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2	1.1

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Future Volume (veh/h)	157	581	243	195	678	170	339	178	152	69	178	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	735	0	247	858	215	327	368	192	87	225	116
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	994		352	887	395	396	416	352	360	235	121
Arrive On Green	0.07	0.19	0.00	0.13	0.25	0.25	0.22	0.22	0.22	0.20	0.20	0.20
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1163	600
Grp Volume(v), veh/h	199	735	0	247	858	215	327	368	192	87	0	341
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	0	1762
Q Serve(g_s), s	6.5	12.1	0.0	9.4	21.3	10.5	15.6	17.0	9.5	3.6	0.0	17.0
Cycle Q Clear(g_c), s	6.5	12.1	0.0	9.4	21.3	10.5	15.6	17.0	9.5	3.6	0.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	217	994		352	887	395	396	416	352	360	0	357
V/C Ratio(X)	0.92	0.74		0.70	0.97	0.54	0.83	0.89	0.54	0.24	0.00	0.96
Avail Cap(c_a), veh/h	217	994		358	887	395	416	437	371	360	0	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	33.7	0.0	23.8	33.0	29.0	33.0	33.5	30.6	29.8	0.0	35.1
Incr Delay (d2), s/veh	39.4	3.0	0.0	6.0	22.6	1.5	12.3	18.5	1.5	0.3	0.0	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.1	0.0	4.3	11.5	4.0	7.9	9.6	3.7	1.6	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	36.7	0.0	29.8	55.6	30.5	45.3	52.0	32.1	30.1	0.0	71.4
LnGrp LOS	E	D		C	E	C	D	D	C	C	A	E
Approach Vol, veh/h		934	A		1320			887			428	
Approach Delay, s/veh		43.9			46.7			45.2			63.0	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	23.3		24.0	11.0	28.2		25.8				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	11.7	17.0		18.0	6.5	22.2		20.8				
Max Q Clear Time (g_c+I1), s	11.4	14.1		19.0	8.5	23.3		19.0				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	0.0		0.8				

Intersection Summary

HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	22	67	41	24	119	60	20	30	20	30	18	31
Future Vol, veh/h	22	67	41	24	119	60	20	30	20	30	18	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	73	45	26	129	65	22	33	22	33	20	34
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	8.6	9.6	8.7	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	12%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	88%	43%	0%	100%	0%	0%	66%	0%	100%	0%
Vol Right, %	0%	0%	57%	0%	0%	100%	0%	34%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	17	35	22	67	41	24	179	30	18	31
LT Vol	18	2	0	22	0	0	24	0	30	0	0
Through Vol	0	15	15	0	67	0	0	119	0	18	0
RT Vol	0	0	20	0	0	41	0	60	0	0	31
Lane Flow Rate	20	18	38	24	73	45	26	195	33	20	34
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.034	0.029	0.056	0.039	0.11	0.059	0.042	0.272	0.056	0.031	0.046
Departure Headway (Hd)	6.191	5.747	5.286	5.932	5.432	4.731	5.768	5.034	6.172	5.67	4.966
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	619	673	601	657	753	619	712	578	628	716
Service Time	3.96	3.516	3.055	3.689	3.188	2.487	3.517	2.783	3.939	3.437	2.733
HCM Lane V/C Ratio	0.035	0.029	0.056	0.04	0.111	0.06	0.042	0.274	0.057	0.032	0.047
HCM Control Delay	9.2	8.7	8.4	8.9	8.9	7.8	8.8	9.7	9.3	8.6	8
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.1	0.4	0.2	0.1	1.1	0.2	0.1	0.1

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	180	55	128	173	244	42	558	50	157	721	147
Future Volume (veh/h)	170	180	55	128	173	244	42	558	50	157	721	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	196	60	139	188	0	46	607	54	171	784	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	329	279	391	278		302	1019	454	422	1233	550
Arrive On Green	0.12	0.18	0.18	0.09	0.15	0.00	0.04	0.29	0.29	0.10	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	185	196	60	139	188	0	46	607	54	171	784	160
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.4	5.0	1.7	3.3	4.9	0.0	0.9	7.6	1.3	3.3	9.6	3.8
Cycle Q Clear(g_c), s	4.4	5.0	1.7	3.3	4.9	0.0	0.9	7.6	1.3	3.3	9.6	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	329	279	391	278		302	1019	454	422	1233	550
V/C Ratio(X)	0.45	0.60	0.22	0.36	0.68		0.15	0.60	0.12	0.41	0.64	0.29
Avail Cap(c_a), veh/h	599	742	629	590	706		460	2029	905	644	2372	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	19.6	18.2	16.3	20.8	0.0	12.6	15.9	13.6	11.2	14.1	12.3
Incr Delay (d2), s/veh	0.8	1.7	0.4	0.5	2.9	0.0	0.2	0.6	0.1	0.6	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	0.6	1.3	2.2	0.0	0.3	2.8	0.4	1.2	3.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	21.3	18.6	16.9	23.7	0.0	12.8	16.4	13.7	11.9	14.7	12.5
LnGrp LOS	B	C	B	B	C		B	B	B	B	B	B
Approach Vol, veh/h		441			327	A		707			1115	
Approach Delay, s/veh		18.9			20.8			16.0			13.9	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	19.3	9.2	13.6	6.4	22.4	10.6	12.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	1.5	29.5	10.5	20.5	6.5	34.5	11.5	19.5				
Max Q Clear Time (g_c+1/3), s	1.5	9.6	5.3	7.0	2.9	11.6	6.4	6.9				
Green Ext Time (p_c), s	0.2	4.3	0.1	1.0	0.0	6.4	0.2	0.8				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	523	876	116	651	779	249	232	0	0	498	0	0
Stage 1	312	312	-	455	455	-	-	-	-	-	-	-
Stage 2	211	564	-	196	324	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	437	286	914	354	326	751	1333	-	-	1062	-	-
Stage 1	673	656	-	554	567	-	-	-	-	-	-	-
Stage 2	771	507	-	787	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	337	262	914	319	299	751	1333	-	-	1062	-	-
Mov Cap-2 Maneuver	337	262	-	319	299	-	-	-	-	-	-	-
Stage 1	649	623	-	535	547	-	-	-	-	-	-	-
Stage 2	617	489	-	721	616	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11		16.7			0.5			1.5		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	636	317	751	1062	-	-
HCM Lane V/C Ratio	0.024	-	-	0.063	0.367	0.158	0.043	-	-
HCM Control Delay (s)	7.8	0.1	-	11	22.8	10.7	8.5	0.1	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	1.6	0.6	0.1	-	-

HCM 6th Signalized Intersection Summary
106: Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	501	55	162	150	56	91	111	166	34	142	28
Future Volume (veh/h)	23	501	55	162	150	56	91	111	166	34	142	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	545	60	176	163	61	99	121	180	37	154	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	675	74	308	718	259	546	208	309	46	191	37
Arrive On Green	0.03	0.21	0.21	0.10	0.28	0.28	0.31	0.31	0.31	0.15	0.15	0.15
Sat Flow, veh/h	1781	3229	355	1781	2559	923	1781	679	1010	303	1262	246
Grp Volume(v), veh/h	25	299	306	176	111	113	99	0	301	221	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1777	1704	1781	0	1689	1811	0	0
Q Serve(g_s), s	0.8	12.3	12.4	5.6	3.7	3.9	3.1	0.0	11.5	9.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	12.3	12.4	5.6	3.7	3.9	3.1	0.0	11.5	9.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.54	1.00		0.60	0.17		0.14
Lane Grp Cap(c), veh/h	384	372	378	308	499	478	546	0	517	274	0	0
V/C Ratio(X)	0.07	0.81	0.81	0.57	0.22	0.24	0.18	0.00	0.58	0.81	0.00	0.00
Avail Cap(c_a), veh/h	454	452	459	377	577	553	546	0	517	437	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	28.8	28.9	20.6	21.2	21.3	19.5	0.0	22.5	31.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	8.6	8.7	1.7	0.2	0.3	0.7	0.0	4.7	5.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.9	6.1	2.3	1.5	1.5	1.4	0.0	5.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	37.4	37.6	22.3	21.4	21.5	20.3	0.0	27.2	37.2	0.0	0.0
LnGrp LOS	C	D	D	C	C	C	C	A	C	D	A	A
Approach Vol, veh/h		630			400			400				221
Approach Delay, s/veh		36.9			21.8			25.5				37.2
Approach LOS		D			C			C				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	12.0	20.5		16.1	6.6	26.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.5	10.5	19.5		18.5	5.1	24.9				
Max Q Clear Time (g_c+I1), s		13.5	7.6	14.4		11.0	2.8	5.9				
Green Ext Time (p_c), s		1.5	0.1	1.7		0.7	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				30.5								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	291	15	39	435	36	17	15	51	42	29	155
Future Vol, veh/h	65	291	15	39	435	36	17	15	51	42	29	155
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	316	16	42	473	39	18	16	55	46	32	168

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	512	0	0	332	0	0	1143	1062	324	1079	1051	493
Stage 1	-	-	-	-	-	-	466	466	-	577	577	-
Stage 2	-	-	-	-	-	-	677	596	-	502	474	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1053	-	-	1227	-	-	177	223	717	196	227	576
Stage 1	-	-	-	-	-	-	577	562	-	502	502	-
Stage 2	-	-	-	-	-	-	443	492	-	552	558	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1053	-	-	1227	-	-	102	201	717	157	205	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	201	-	157	205	-
Stage 1	-	-	-	-	-	-	538	524	-	468	485	-
Stage 2	-	-	-	-	-	-	283	475	-	460	521	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.6			25.3			22.4		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	266	1053	-	-	1227	-	-	174	576
HCM Lane V/C Ratio	0.339	0.067	-	-	0.035	-	-	0.444	0.292
HCM Control Delay (s)	25.3	8.7	-	-	8	-	-	41.2	13.8
HCM Lane LOS	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.1	-	-	2	1.2

HCM 6th Signalized Intersection Summary

152: Stone Blvd & Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	140	41	101	212	172	53	188	42	173	255	30
Future Volume (veh/h)	39	140	41	101	212	172	53	188	42	173	255	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	152	45	110	230	187	58	204	46	188	277	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	359	106	409	271	221	463	507	114	531	638	76
Arrive On Green	0.04	0.26	0.26	0.06	0.28	0.28	0.05	0.34	0.34	0.09	0.39	0.39
Sat Flow, veh/h	1781	1386	410	1781	955	776	1781	1477	333	1781	1640	195
Grp Volume(v), veh/h	42	0	197	110	0	417	58	0	250	188	0	310
Grp Sat Flow(s),veh/h/ln	1781	0	1796	1781	0	1731	1781	0	1810	1781	0	1835
Q Serve(g_s), s	1.3	0.0	6.8	3.3	0.0	17.0	1.5	0.0	7.9	4.9	0.0	9.3
Cycle Q Clear(g_c), s	1.3	0.0	6.8	3.3	0.0	17.0	1.5	0.0	7.9	4.9	0.0	9.3
Prop In Lane	1.00		0.23	1.00		0.45	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	221	0	465	409	0	492	463	0	622	531	0	714
V/C Ratio(X)	0.19	0.00	0.42	0.27	0.00	0.85	0.13	0.00	0.40	0.35	0.00	0.43
Avail Cap(c_a), veh/h	273	0	757	440	0	752	506	0	622	640	0	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	23.1	18.6	0.0	25.2	14.6	0.0	18.7	13.3	0.0	16.8
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.3	0.0	5.7	0.1	0.0	1.9	0.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.8	1.3	0.0	7.4	0.6	0.0	3.5	1.9	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	23.7	18.9	0.0	30.9	14.7	0.0	20.6	13.7	0.0	18.7
LnGrp LOS	C	A	C	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h		239			527			308			498	
Approach Delay, s/veh		23.2			28.4			19.5			16.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	30.2	9.3	23.8	8.0	33.6	7.4	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	22.9	6.1	31.5	5.3	29.1	5.1	32.5				
Max Q Clear Time (g_c+I1), s	6.9	9.9	5.3	8.8	3.5	11.3	3.3	19.0				
Green Ext Time (p_c), s	0.2	1.1	0.0	1.1	0.0	1.7	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Intersection												
Intersection Delay, s/veh	19.3											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	7	1	4	110	2	182	3	311	95	166	326	3
Future Vol, veh/h	7	1	4	110	2	182	3	311	95	166	326	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	4	120	2	198	3	338	103	180	354	3
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11.3	12.9	26.9	17.1
HCM LOS	B	B	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	58%	100%	0%	100%	0%
Vol Thru, %	0%	77%	8%	0%	1%	0%	99%
Vol Right, %	0%	23%	33%	0%	99%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	406	12	110	184	166	329
LT Vol	3	0	7	110	0	166	0
Through Vol	0	311	1	0	2	0	326
RT Vol	0	95	4	0	182	0	3
Lane Flow Rate	3	441	13	120	200	180	358
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.006	0.768	0.029	0.254	0.358	0.341	0.625
Departure Headway (Hd)	6.942	6.266	8.107	7.659	6.442	6.803	6.288
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	574	444	468	556	527	572
Service Time	4.716	4.04	6.107	5.437	4.219	4.575	4.059
HCM Lane V/C Ratio	0.006	0.768	0.029	0.256	0.36	0.342	0.626
HCM Control Delay	9.8	27	11.3	13.1	12.8	13.1	19.1
HCM Lane LOS	A	D	B	B	B	B	C
HCM 95th-tile Q	0	7	0.1	1	1.6	1.5	4.3

Intersection						
Int Delay, s/veh	6.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	115	224	142	64	86	49
Future Vol, veh/h	115	224	142	64	86	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	243	154	70	93	53

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	428	189	0	0	224
Stage 1	189	-	-	-	-
Stage 2	239	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	584	853	-	-	1345
Stage 1	843	-	-	-	-
Stage 2	801	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	543	853	-	-	1345
Mov Cap-2 Maneuver	543	-	-	-	-
Stage 1	843	-	-	-	-
Stage 2	744	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	543	853	1345
HCM Lane V/C Ratio	-	-	0.23	0.285	0.07
HCM Control Delay (s)	-	-	13.6	10.9	7.9
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.9	1.2	0.2

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕				
Traffic Vol, veh/h	20	76	0	0	288	125	40	0	62	0	0	0
Future Vol, veh/h	20	76	0	0	288	125	40	0	62	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	83	0	0	313	136	43	0	67	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	313	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1247	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1247	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	759	1247	-	-	-
HCM Lane V/C Ratio	0.146	0.017	-	-	-
HCM Control Delay (s)	10.6	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

Intersection						
Int Delay, s/veh	10.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	63	157	176	220	31
Future Vol, veh/h	76	63	157	176	220	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	68	171	191	239	34

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	83	0	650
Stage 1	-	-	-	-	117
Stage 2	-	-	-	-	533
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1514	-	434
Stage 1	-	-	-	-	908
Stage 2	-	-	-	-	588
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1514	-	379
Mov Cap-2 Maneuver	-	-	-	-	379
Stage 1	-	-	-	-	908
Stage 2	-	-	-	-	514

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	432	-	-	1514	-
HCM Lane V/C Ratio	0.632	-	-	0.113	-
HCM Control Delay (s)	26.6	-	-	7.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.2	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	93	192	212	218	124	99
Future Vol, veh/h	93	192	212	218	124	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	209	230	237	135	108
Number of Lanes	1	1	1	1	1	1

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.1	12.6	10
HCM LOS	B	B	A

Lane	NELn1	NELn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	218	93	192	124	99
LT Vol	212	0	93	0	0	0
Through Vol	0	218	0	0	124	0
RT Vol	0	0	0	192	0	99
Lane Flow Rate	230	237	101	209	135	108
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.402	0.381	0.193	0.327	0.228	0.161
Departure Headway (Hd)	6.288	5.782	6.86	5.648	6.102	5.391
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	574	623	524	637	589	665
Service Time	4.016	3.51	4.594	3.381	3.836	3.126
HCM Lane V/C Ratio	0.401	0.38	0.193	0.328	0.229	0.162
HCM Control Delay	13.2	12	11.2	11.1	10.6	9.2
HCM Lane LOS	B	B	B	B	B	A
HCM 95th-tile Q	1.9	1.8	0.7	1.4	0.9	0.6

HCM 6th Signalized Intersection Summary
307: George Perry St/Mississippi Blvd & Highway 182



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	576	52	21	597	6	105	8	67	13	15	144
Future Volume (veh/h)	28	576	52	21	597	6	105	8	67	13	15	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	626	57	23	649	7	114	9	73	14	16	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	953	425	47	932	416	1040	52	419	110	126	205
Arrive On Green	0.03	0.27	0.27	0.03	0.26	0.26	0.29	0.29	0.29	0.13	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	177	1435	853	975	1585
Grp Volume(v), veh/h	30	626	57	23	649	7	114	0	82	30	0	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1612	1828	0	1585
Q Serve(g_s), s	0.8	9.9	1.7	0.8	10.4	0.2	1.5	0.0	2.4	0.9	0.0	6.1
Cycle Q Clear(g_c), s	0.8	9.9	1.7	0.8	10.4	0.2	1.5	0.0	2.4	0.9	0.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	0.47		1.00
Lane Grp Cap(c), veh/h	247	953	425	47	932	416	1040	0	471	236	0	205
V/C Ratio(X)	0.12	0.66	0.13	0.49	0.70	0.02	0.11	0.00	0.17	0.13	0.00	0.77
Avail Cap(c_a), veh/h	344	1655	738	155	1655	738	1040	0	471	534	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	20.6	17.6	30.4	21.1	17.3	16.4	0.0	16.7	24.4	0.0	26.7
Incr Delay (d2), s/veh	0.2	0.8	0.1	7.8	1.0	0.0	0.2	0.0	0.8	0.2	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.9	0.6	0.4	4.1	0.1	0.6	0.0	0.9	0.4	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	21.4	17.7	38.2	22.0	17.3	16.6	0.0	17.5	24.7	0.0	32.6
LnGrp LOS	B	C	B	D	C	B	B	A	B	C	A	C
Approach Vol, veh/h		713			679			196				187
Approach Delay, s/veh		20.9			22.5			17.0				31.3
Approach LOS		C			C			B				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	21.5		12.7	6.6	21.1		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	29.5		18.5	5.5	29.5		18.5				
Max Q Clear Time (g_c+1), s	12.8	11.9		8.1	2.8	12.4		4.4				
Green Ext Time (p_c), s	0.0	4.2		0.4	0.0	4.2		0.7				

Intersection Summary

HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	100	49	667	560	53
Future Vol, veh/h	33	100	49	667	560	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	109	53	725	609	58

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1107	334	667	0	-	0
Stage 1	638	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	204	662	919	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	192	662	919	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	919	-	322	662	-	-
HCM Lane V/C Ratio	0.058	-	0.111	0.164	-	-
HCM Control Delay (s)	9.2	-	17.6	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.6	-	-

MOVEMENT SUMMARY

 Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: Existing AM Peak)]

AM

Site Category: Existing Design
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
SouthEast: Oktoc Road														
3ax	L1	270	3.0	293	3.0	0.325	6.9	LOS A	1.7	42.5	0.50	0.39	0.50	22.6
18bx	R3	30	3.0	33	3.0	0.325	6.9	LOS A	1.7	42.5	0.50	0.39	0.50	22.4
Approach		300	3.0	326	3.0	0.325	6.9	LOS A	1.7	42.5	0.50	0.39	0.50	22.6
East: Blackjack Road														
1b	L3	6	3.0	7	3.0	0.117	4.5	LOS A	0.5	11.9	0.40	0.29	0.40	18.8
6	T1	220	3.0	239	3.0	0.117	4.5	LOS A	0.5	11.9	0.40	0.29	0.40	18.6
Approach		226	3.0	246	3.0	0.117	4.5	LOS A	0.5	11.9	0.40	0.29	0.40	18.6
West: Blackjack Road														
2	T1	253	3.0	275	3.0	0.302	5.4	LOS A	1.7	44.5	0.06	0.01	0.06	19.2
12a	R1	117	3.0	127	3.0	0.302	5.4	LOS A	1.7	44.5	0.06	0.01	0.06	20.3
Approach		370	3.0	402	3.0	0.302	5.4	LOS A	1.7	44.5	0.06	0.01	0.06	19.4
All Vehicles		896	3.0	974	3.0	0.325	5.7	LOS A	1.7	44.5	0.29	0.21	0.29	19.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: Existing PM Peak)]

PM

Site Category: Existing Design

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
SouthEast: Oktoc Road														
3ax	L1	257	3.0	279	3.0	0.379	8.7	LOS A	1.9	48.1	0.62	0.59	0.62	21.5
18bx	R3	38	3.0	41	3.0	0.379	8.7	LOS A	1.9	48.1	0.62	0.59	0.62	21.4
Approach		295	3.0	321	3.0	0.379	8.7	LOS A	1.9	48.1	0.62	0.59	0.62	21.5
East: Blackjack Road														
1b	L3	37	3.0	40	3.0	0.248	5.7	LOS A	1.1	28.2	0.43	0.33	0.43	18.6
6	T1	447	3.0	486	3.0	0.248	5.7	LOS A	1.1	28.2	0.43	0.33	0.43	18.3
Approach		484	3.0	526	3.0	0.248	5.7	LOS A	1.1	28.2	0.43	0.33	0.43	18.3
West: Blackjack Road														
2	T1	403	3.0	438	3.0	0.634	10.7	LOS B	6.3	160.3	0.32	0.13	0.32	17.9
12a	R1	346	3.0	376	3.0	0.634	10.7	LOS B	6.3	160.3	0.32	0.13	0.32	18.3
Approach		749	3.0	814	3.0	0.634	10.7	LOS B	6.3	160.3	0.32	0.13	0.32	18.1
All Vehicles		1528	3.0	1661	3.0	0.634	8.7	LOS A	6.3	160.3	0.42	0.28	0.42	18.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

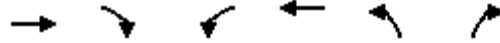
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HCM 6th Signalized Intersection Summary

1: Loxley Way & Blackjack Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	527	8	131	313	32	41
Future Volume (veh/h)	527	8	131	313	32	41
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	651	0	162	386	40	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1341		653	1574	67	
Arrive On Green	0.72	0.00	0.06	0.84	0.04	0.00
Sat Flow, veh/h	1870	0	1781	1870	1781	1585
Grp Volume(v), veh/h	651	0	162	386	40	0
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870	1781	1585
Q Serve(g_s), s	11.3	0.0	1.4	3.1	1.7	0.0
Cycle Q Clear(g_c), s	11.3	0.0	1.4	3.1	1.7	0.0
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1341		653	1574	67	
V/C Ratio(X)	0.49		0.25	0.25	0.59	
Avail Cap(c_a), veh/h	1341		791	1574	431	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.6	0.0	3.0	1.2	35.4	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.2	0.4	8.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.2	0.4	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	0.0	3.2	1.5	43.5	0.0
LnGrp LOS	A		A	A	D	
Approach Vol, veh/h	651	A		548	40	A
Approach Delay, s/veh	5.8			2.0	43.5	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.4		7.3	9.3	58.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.9		18.1	10.6	47.8
Max Q Clear Time (g_c+I1), s		5.1		3.7	3.4	13.3
Green Ext Time (p_c), s		2.7		0.0	0.2	5.1

Intersection Summary

HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd



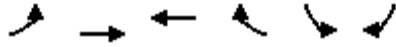
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	367	45	77	423	171	55	136	32	37	55	18
Future Volume (veh/h)	195	367	45	77	423	171	55	136	32	37	55	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	422	52	89	486	197	63	156	37	43	63	21
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	890	110	542	959	813	285	198	47	198	171	57
Arrive On Green	0.09	0.54	0.54	0.05	0.51	0.51	0.05	0.14	0.14	0.04	0.13	0.13
Sat Flow, veh/h	1781	1633	201	1781	1870	1585	1781	1461	347	1781	1342	447
Grp Volume(v), veh/h	224	0	474	89	486	197	63	0	193	43	0	84
Grp Sat Flow(s),veh/h/ln	1781	0	1834	1781	1870	1585	1781	0	1808	1781	0	1790
Q Serve(g_s), s	4.6	0.0	12.6	1.8	13.6	5.5	2.4	0.0	8.2	1.6	0.0	3.4
Cycle Q Clear(g_c), s	4.6	0.0	12.6	1.8	13.6	5.5	2.4	0.0	8.2	1.6	0.0	3.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	503	0	1000	542	959	813	285	0	245	198	0	227
V/C Ratio(X)	0.45	0.00	0.47	0.16	0.51	0.24	0.22	0.00	0.79	0.22	0.00	0.37
Avail Cap(c_a), veh/h	630	0	1000	569	959	813	315	0	412	244	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	11.1	8.5	12.7	10.8	28.2	0.0	33.2	28.7	0.0	31.8
Incr Delay (d2), s/veh	0.6	0.0	1.6	0.1	1.9	0.7	0.4	0.0	5.5	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	5.0	0.6	5.7	1.9	1.0	0.0	3.9	0.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	12.7	8.7	14.6	11.5	28.5	0.0	38.7	29.3	0.0	32.8
LnGrp LOS	A	A	B	A	B	B	C	A	D	C	A	C
Approach Vol, veh/h		698			772			256			127	
Approach Delay, s/veh		11.7			13.1			36.2			31.6	
Approach LOS		B			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	47.8	8.3	14.6	11.3	45.3	7.6	15.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	43.3	5.1	18.1	12.5	36.3	5.1	18.1				
Max Q Clear Time (g_c+1), s	13.8	14.6	4.4	5.4	6.6	15.6	3.6	10.2				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.3	0.3	3.8	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay		17.0										
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	332	92	197	137	40	103
Future Volume (veh/h)	332	92	197	137	40	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	443	123	263	183	53	137
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	538	1086	318	221	499	444
Arrive On Green	0.20	0.58	0.31	0.31	0.28	0.28
Sat Flow, veh/h	1781	1870	1027	715	1781	1585
Grp Volume(v), veh/h	443	123	0	446	53	137
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1742	1781	1585
Q Serve(g_s), s	9.8	1.9	0.0	15.4	1.4	4.4
Cycle Q Clear(g_c), s	9.8	1.9	0.0	15.4	1.4	4.4
Prop In Lane	1.00			0.41	1.00	1.00
Lane Grp Cap(c), veh/h	538	1086	0	538	499	444
V/C Ratio(X)	0.82	0.11	0.00	0.83	0.11	0.31
Avail Cap(c_a), veh/h	882	1821	0	887	499	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	6.1	0.0	20.7	17.2	18.3
Incr Delay (d2), s/veh	3.3	0.0	0.0	3.4	0.4	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.6	0.0	6.2	0.6	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	6.1	0.0	24.1	17.7	20.1
LnGrp LOS	B	A	A	C	B	C
Approach Vol, veh/h		566	446		190	
Approach Delay, s/veh		13.6	24.1		19.4	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.0		22.6	17.5	24.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.9		18.1	25.5	32.9
Max Q Clear Time (g_c+I1), s		3.9		6.4	11.8	17.4
Green Ext Time (p_c), s		0.7		0.4	1.2	2.6
Intersection Summary						
HCM 6th Ctrl Delay			18.4			
HCM 6th LOS			B			

HCM 6th TWSC
5: Black Jack & Campus View Dr

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	45	42	185	8	14	153
Future Vol, veh/h	45	42	185	8	14	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	46	201	9	15	166

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	210	0	-	0	350
Stage 1	-	-	-	-	206
Stage 2	-	-	-	-	144
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1361	-	-	-	647
Stage 1	-	-	-	-	829
Stage 2	-	-	-	-	883
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1361	-	-	-	623
Mov Cap-2 Maneuver	-	-	-	-	623
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	883

Approach	EB	WB	SB
HCM Control Delay, s	4	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1361	-	-	-	623	835
HCM Lane V/C Ratio	0.036	-	-	-	0.024	0.199
HCM Control Delay (s)	7.7	0	-	-	10.9	10.4
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.7

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↖	↑↑	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	227	1191	307	253	478	68	162	154	310	189	192	59
Future Volume (veh/h)	227	1191	307	253	478	68	162	154	310	189	192	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	287	1508	0	320	605	86	200	202	392	239	243	75
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	1723		349	1273	568	232	243	206	315	242	75
Arrive On Green	0.13	0.34	0.00	0.15	0.36	0.36	0.13	0.13	0.13	0.18	0.18	0.18
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1371	423
Grp Volume(v), veh/h	287	1508	0	320	605	86	200	202	392	239	0	318
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	0	1794
Q Serve(g_s), s	11.1	29.9	0.0	13.6	14.2	4.0	11.8	11.3	14.0	13.7	0.0	19.0
Cycle Q Clear(g_c), s	11.1	29.9	0.0	13.6	14.2	4.0	11.8	11.3	14.0	13.7	0.0	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	461	1723		349	1273	568	232	243	206	315	0	317
V/C Ratio(X)	0.62	0.88		0.92	0.48	0.15	0.86	0.83	1.90	0.76	0.00	1.00
Avail Cap(c_a), veh/h	549	1799		363	1273	568	232	243	206	315	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	33.5	0.0	27.7	26.7	23.4	45.8	45.6	46.8	42.1	0.0	44.3
Incr Delay (d2), s/veh	1.6	5.0	0.0	27.1	0.3	0.1	26.7	20.8	422.6	10.3	0.0	51.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	12.7	0.0	8.2	5.9	1.5	6.9	6.6	29.7	6.9	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	38.5	0.0	54.8	27.0	23.5	72.5	66.4	469.3	52.4	0.0	95.6
LnGrp LOS	C	D		D	C	C	E	E	F	D	A	F
Approach Vol, veh/h		1795	A		1011			794				557
Approach Delay, s/veh		35.7			35.5			266.9				77.1
Approach LOS		D			D			F				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.3	42.3		25.0	18.0	44.5		20.0				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	16.6	37.9		19.0	18.8	35.7		14.0				
Max Q Clear Time (g_c+I1), s	15.6	31.9		21.0	13.1	16.2		16.0				
Green Ext Time (p_c), s	0.1	4.4		0.0	0.4	4.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	85.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th AWSC
28: George Perry St & Bailey Howell Dr

Intersection

Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	59	54	5	103	28	26	24	17	31	18	14
Future Vol, veh/h	18	59	54	5	103	28	26	24	17	31	18	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	64	59	5	112	30	28	26	18	34	20	15
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	8.2	9.1	8.5	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	22%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	78%	41%	0%	100%	0%	0%	79%	0%	100%	0%
Vol Right, %	0%	0%	59%	0%	0%	100%	0%	21%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	15	29	18	59	54	5	131	31	18	14
LT Vol	23	3	0	18	0	0	5	0	31	0	0
Through Vol	0	12	12	0	59	0	0	103	0	18	0
RT Vol	0	0	17	0	0	54	0	28	0	0	14
Lane Flow Rate	25	17	32	20	64	59	5	142	34	20	15
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.041	0.026	0.044	0.031	0.093	0.074	0.009	0.2	0.056	0.03	0.02
Departure Headway (Hd)	5.96	5.569	5.046	5.732	5.231	4.531	5.702	5.053	5.966	5.464	4.761
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	642	708	624	684	789	627	709	599	654	749
Service Time	3.705	3.313	2.791	3.471	2.971	2.27	3.439	2.789	3.712	3.21	2.507
HCM Lane V/C Ratio	0.042	0.026	0.045	0.032	0.094	0.075	0.008	0.2	0.057	0.031	0.02
HCM Control Delay	9	8.5	8	8.7	8.5	7.6	8.5	9.1	9.1	8.4	7.6
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1	0.3	0.2	0	0.7	0.2	0.1	0.1

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	214	19	24	51	63	14	805	171	345	705	146
Future Volume (veh/h)	194	214	19	24	51	63	14	805	171	345	705	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	233	21	26	55	0	15	875	186	375	766	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	313	265	216	125		353	1218	543	488	1766	788
Arrive On Green	0.12	0.17	0.17	0.02	0.07	0.00	0.01	0.34	0.34	0.17	0.50	0.50
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	211	233	21	26	55	0	15	875	186	375	766	159
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.3	7.2	0.7	0.8	1.7	0.0	0.3	13.0	5.3	7.3	8.4	3.4
Cycle Q Clear(g_c), s	6.3	7.2	0.7	0.8	1.7	0.0	0.3	13.0	5.3	7.3	8.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	313	265	216	125		353	1218	543	488	1766	788
V/C Ratio(X)	0.54	0.75	0.08	0.12	0.44		0.04	0.72	0.34	0.77	0.43	0.20
Avail Cap(c_a), veh/h	392	603	511	292	495		444	1687	752	771	2615	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	24.0	21.2	25.4	27.1	0.0	12.6	17.3	14.8	11.5	9.8	8.5
Incr Delay (d2), s/veh	1.5	3.5	0.1	0.2	2.4	0.0	0.0	0.9	0.4	2.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.3	0.2	0.3	0.8	0.0	0.1	4.9	1.8	2.6	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	27.5	21.4	25.7	29.6	0.0	12.6	18.2	15.2	14.1	9.9	8.6
LnGrp LOS	C	C	C	C	C		B	B	B	B	A	A
Approach Vol, veh/h	465			81			A	1076			1300	
Approach Delay, s/veh	24.8			28.3				17.6			11.0	
Approach LOS	C			C				B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	25.2	5.9	14.6	5.4	34.5	12.0	8.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.8	28.7	4.0	19.5	4.0	44.5	7.5	16.0				
Max Q Clear Time (g_c+1), s	19.3	15.0	2.8	9.2	2.3	10.4	8.3	3.7				
Green Ext Time (p_c), s	0.9	5.8	0.0	0.9	0.0	6.9	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

86: Spring St & McDonalds/Cotton Mill Dr

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	15	5	40	126	5	38	44	189	194	56	155	26
Future Vol, veh/h	15	5	40	126	5	38	44	189	194	56	155	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	43	137	5	41	48	205	211	61	168	28

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	505	816	98	616	725	208	196	0	0	416	0	0
Stage 1	304	304	-	407	407	-	-	-	-	-	-	-
Stage 2	201	512	-	209	318	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	450	310	939	375	350	798	1374	-	-	1139	-	-
Stage 1	681	662	-	592	596	-	-	-	-	-	-	-
Stage 2	782	535	-	774	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	387	278	939	324	314	798	1374	-	-	1139	-	-
Mov Cap-2 Maneuver	387	278	-	324	314	-	-	-	-	-	-	-
Stage 1	649	622	-	564	568	-	-	-	-	-	-	-
Stage 2	700	510	-	688	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	21.2	0.8	2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1374	-	-	604	324	798	1139	-	-
HCM Lane V/C Ratio	0.035	-	-	0.108	0.439	0.052	0.053	-	-
HCM Control Delay (s)	7.7	0.1	-	11.7	24.5	9.8	8.3	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	2.1	0.2	0.2	-	-

HCM 6th Signalized Intersection Summary
106: Bully Blvd

2045 No Build AM Peak.syn

08/24/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕			↕	
Traffic Volume (veh/h)	6	172	44	51	24	8	18	28	26	6	73	6
Future Volume (veh/h)	6	172	44	51	24	8	18	28	26	6	73	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	187	48	55	26	9	20	30	28	7	79	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	335	84	287	425	139	766	383	357	10	109	10
Arrive On Green	0.01	0.12	0.12	0.05	0.16	0.16	0.43	0.43	0.43	0.07	0.07	0.07
Sat Flow, veh/h	1781	2815	705	1781	2629	863	1781	890	831	138	1562	138
Grp Volume(v), veh/h	7	116	119	55	17	18	20	0	58	93	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1743	1781	1777	1715	1781	0	1721	1839	0	0
Q Serve(g_s), s	0.2	3.4	3.5	1.4	0.4	0.5	0.4	0.0	1.1	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.4	3.5	1.4	0.4	0.5	0.4	0.0	1.1	2.7	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.50	1.00		0.48	0.08		0.08
Lane Grp Cap(c), veh/h	312	212	208	287	287	277	766	0	740	128	0	0
V/C Ratio(X)	0.02	0.55	0.57	0.19	0.06	0.06	0.03	0.00	0.08	0.72	0.00	0.00
Avail Cap(c_a), veh/h	507	666	654	439	699	675	766	0	740	690	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.8	22.7	22.8	19.5	19.4	19.4	9.0	0.0	9.2	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	2.5	0.3	0.1	0.1	0.1	0.0	0.2	7.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.5	0.6	0.2	0.2	0.1	0.0	0.4	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	24.9	25.2	19.8	19.5	19.5	9.0	0.0	9.4	32.4	0.0	0.0
LnGrp LOS	C	C	C	B	B	B	A	A	A	C	A	A
Approach Vol, veh/h		242			90			78				93
Approach Delay, s/veh		24.9			19.7			9.3				32.4
Approach LOS		C			B			A				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	7.3	11.0		8.3	5.0	13.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.5	7.5	20.5		20.5	6.5	21.5				
Max Q Clear Time (g_c+I1), s		3.1	3.4	5.5		4.7	2.2	2.5				
Green Ext Time (p_c), s		0.3	0.0	1.1		0.3	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				23.0								
HCM 6th LOS				C								

HCM 6th TWSC
149: Bost Dr/Bost Ext & Stone Blvd

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↔			↖	↗
Traffic Vol, veh/h	118	525	42	17	119	28	3	8	18	42	10	22
Future Vol, veh/h	118	525	42	17	119	28	3	8	18	42	10	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	571	46	18	129	30	3	9	20	46	11	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	617	0	0	1048	1045	594	1045	1053	144
Stage 1	-	-	-	-	-	-	850	850	-	180	180	-
Stage 2	-	-	-	-	-	-	198	195	-	865	873	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	963	-	-	206	229	505	207	226	903
Stage 1	-	-	-	-	-	-	355	377	-	822	750	-
Stage 2	-	-	-	-	-	-	804	739	-	348	368	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1420	-	-	963	-	-	177	204	505	177	202	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	204	-	177	202	-
Stage 1	-	-	-	-	-	-	323	343	-	748	736	-
Stage 2	-	-	-	-	-	-	757	725	-	297	335	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.9			17.7			26.4		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	316	1420	-	-	963	-	-	181	903
HCM Lane V/C Ratio	0.1	0.09	-	-	0.019	-	-	0.312	0.026
HCM Control Delay (s)	17.7	7.8	-	-	8.8	-	-	33.7	9.1
HCM Lane LOS	C	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.1	-	-	1.3	0.1

HCM 6th Signalized Intersection Summary
152: Stone Blvd & Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	19	131	13	19	32	58	32	303	137	206	118	26
Future Volume (veh/h)	19	131	13	19	32	58	32	303	137	206	118	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	142	14	21	35	63	35	329	149	224	128	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	193	19	180	69	124	818	654	296	580	870	190
Arrive On Green	0.02	0.12	0.12	0.02	0.12	0.12	0.03	0.54	0.54	0.08	0.59	0.59
Sat Flow, veh/h	1781	1675	165	1781	599	1078	1781	1219	552	1781	1487	325
Grp Volume(v), veh/h	21	0	156	21	0	98	35	0	478	224	0	156
Grp Sat Flow(s),veh/h/ln	1781	0	1841	1781	0	1676	1781	0	1771	1781	0	1812
Q Serve(g_s), s	0.8	0.0	6.1	0.8	0.0	4.1	0.6	0.0	12.8	3.9	0.0	2.9
Cycle Q Clear(g_c), s	0.8	0.0	6.1	0.8	0.0	4.1	0.6	0.0	12.8	3.9	0.0	2.9
Prop In Lane	1.00		0.09	1.00		0.64	1.00		0.31	1.00		0.18
Lane Grp Cap(c), veh/h	217	0	212	180	0	193	818	0	950	580	0	1061
V/C Ratio(X)	0.10	0.00	0.74	0.12	0.00	0.51	0.04	0.00	0.50	0.39	0.00	0.15
Avail Cap(c_a), veh/h	296	0	446	259	0	406	879	0	950	749	0	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	31.9	28.3	0.0	31.0	7.0	0.0	11.0	7.4	0.0	7.0
Incr Delay (d2), s/veh	0.2	0.0	4.9	0.3	0.0	2.1	0.0	0.0	1.9	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.9	0.3	0.0	1.7	0.2	0.0	4.9	1.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	36.8	28.5	0.0	33.1	7.0	0.0	12.9	7.8	0.0	7.3
LnGrp LOS	C	A	D	C	A	C	A	A	B	A	A	A
Approach Vol, veh/h		177			119			513				380
Approach Delay, s/veh		35.8			32.3			12.5				7.6
Approach LOS		D			C			B				A
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	44.6	6.3	13.1	7.1	48.2	6.3	13.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.3	35.5	5.1	18.1	5.1	43.7	5.1	18.1				
Max Q Clear Time (g_c+I1), s	5.9	14.8	2.8	8.1	2.6	4.9	2.8	6.1				
Green Ext Time (p_c), s	0.4	3.1	0.0	0.5	0.0	0.9	0.0	0.3				

Intersection Summary												
HCM 6th Ctrl Delay				16.4								
HCM 6th LOS				B								

Intersection												
Intersection Delay, s/veh	13.6											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	1	26	0	64	6	267	76	194	357	19
Future Vol, veh/h	1	0	1	26	0	64	6	267	76	194	357	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	28	0	70	7	290	83	211	388	21
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	9.9	9.9	14.4	13.7
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	50%	100%	0%	100%	0%
Vol Thru, %	0%	78%	0%	0%	0%	0%	95%
Vol Right, %	0%	22%	50%	0%	100%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	343	2	26	64	194	376
LT Vol	6	0	1	26	0	194	0
Through Vol	0	267	0	0	0	0	357
RT Vol	0	76	1	0	64	0	19
Lane Flow Rate	7	373	2	28	70	211	409
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.011	0.55	0.004	0.058	0.118	0.332	0.583
Departure Headway (Hd)	5.968	5.308	6.84	7.345	6.125	5.672	5.133
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	595	675	526	491	589	628	699
Service Time	3.753	3.092	4.845	5.045	3.825	3.45	2.91
HCM Lane V/C Ratio	0.012	0.553	0.004	0.057	0.119	0.336	0.585
HCM Control Delay	8.8	14.5	9.9	10.5	9.6	11.3	14.9
HCM Lane LOS	A	B	A	B	A	B	B
HCM 95th-tile Q	0	3.4	0	0.2	0.4	1.5	3.8

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	59	26	150	159	237
Future Vol, veh/h	60	59	26	150	159	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	64	28	163	173	258

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	714	110	0	0	191
Stage 1	110	-	-	-	-
Stage 2	604	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	398	943	-	-	1383
Stage 1	915	-	-	-	-
Stage 2	546	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	340	943	-	-	1383
Mov Cap-2 Maneuver	340	-	-	-	-
Stage 1	915	-	-	-	-
Stage 2	466	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	340	943	1383	-
HCM Lane V/C Ratio	-	-	0.192	0.068	0.125	-
HCM Control Delay (s)	-	-	18.1	9.1	8	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	0.4	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	286	0	0	91	24	38	0	131	0	0	0
Future Vol, veh/h	14	286	0	0	91	24	38	0	131	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	311	0	0	99	26	41	0	142	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	99	0	- - - 0 440 440 311
Stage 1	-	-	- - - 341 341 -
Stage 2	-	-	- - - 99 99 -
Critical Hdwy	4.12	-	- - - 6.42 6.52 6.22
Critical Hdwy Stg 1	-	-	- - - 5.42 5.52 -
Critical Hdwy Stg 2	-	-	- - - 5.42 5.52 -
Follow-up Hdwy	2.218	-	- - - 3.518 4.018 3.318
Pot Cap-1 Maneuver	1494	- 0 0	- - 574 511 729
Stage 1	-	- 0 0	- - 720 639 -
Stage 2	-	- 0 0	- - 925 813 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1494	- - -	- - 567 0 729
Mov Cap-2 Maneuver	-	- - -	- - 567 0 -
Stage 1	-	- - -	- - 711 0 -
Stage 2	-	- - -	- - 925 0 -

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	685	1494	-	-	-
HCM Lane V/C Ratio	0.268	0.01	-	-	-
HCM Control Delay (s)	12.2	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0	-	-	-

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	46	47	88	17	149
Future Vol, veh/h	150	46	47	88	17	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	50	51	96	18	162

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	163	0	386 188
Stage 1	-	-	-	-	188 -
Stage 2	-	-	-	-	198 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1416	-	617 854
Stage 1	-	-	-	-	844 -
Stage 2	-	-	-	-	835 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1416	-	594 854
Mov Cap-2 Maneuver	-	-	-	-	594 -
Stage 1	-	-	-	-	844 -
Stage 2	-	-	-	-	803 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	951	-	-	1416	-
HCM Lane V/C Ratio	0.19	-	-	0.036	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↖	↖	↖	↗	↗	↖
Traffic Vol, veh/h	36	222	127	105	295	104
Future Vol, veh/h	36	222	127	105	295	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	241	138	114	321	113
Number of Lanes	1	1	1	1	1	1

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.5	10.7	12.8
HCM LOS	B	B	B

Lane	NELn1	NELn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	105	36	222	295	104
LT Vol	127	0	36	0	0	0
Through Vol	0	105	0	0	295	0
RT Vol	0	0	0	222	0	104
Lane Flow Rate	138	114	39	241	321	113
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.246	0.187	0.074	0.375	0.509	0.157
Departure Headway (Hd)	6.415	5.908	6.802	5.589	5.72	5.011
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	560	608	527	644	632	717
Service Time	4.146	3.638	4.532	3.319	3.445	2.737
HCM Lane V/C Ratio	0.246	0.188	0.074	0.374	0.508	0.158
HCM Control Delay	11.2	10	10.1	11.7	14.2	8.7
HCM Lane LOS	B	A	B	B	B	A
HCM 95th-tile Q	1	0.7	0.2	1.7	2.9	0.6

HCM 6th Signalized Intersection Summary
 307: George Perry St/Mississippi Blvd & Highway 182



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	686	136	74	634	22	45	29	36	4	18	24
Future Volume (veh/h)	163	686	136	74	634	22	45	29	36	4	18	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	746	148	80	689	24	40	45	39	4	20	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	1090	486	108	953	425	522	575	441	14	72	74
Arrive On Green	0.10	0.31	0.31	0.06	0.27	0.27	0.29	0.29	0.29	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1964	1506	309	1546	1585
Grp Volume(v), veh/h	177	746	148	80	689	24	40	43	41	24	0	26
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1599	1855	0	1585
Q Serve(g_s), s	4.3	11.3	4.4	2.7	10.8	0.7	1.0	1.0	1.2	0.8	0.0	1.0
Cycle Q Clear(g_c), s	4.3	11.3	4.4	2.7	10.8	0.7	1.0	1.0	1.2	0.8	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	0.17		1.00
Lane Grp Cap(c), veh/h	362	1090	486	108	953	425	522	548	468	87	0	74
V/C Ratio(X)	0.49	0.68	0.30	0.74	0.72	0.06	0.08	0.08	0.09	0.28	0.00	0.35
Avail Cap(c_a), veh/h	460	1590	709	246	1533	684	522	548	468	543	0	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	18.7	16.3	28.4	20.4	16.7	15.7	15.7	15.8	28.3	0.0	28.4
Incr Delay (d2), s/veh	1.0	0.8	0.3	9.5	1.1	0.1	0.3	0.3	0.4	1.7	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.0	1.4	1.3	3.9	0.2	0.4	0.4	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	19.5	16.6	37.9	21.5	16.8	16.0	16.0	16.1	30.0	0.0	31.2
LnGrp LOS	B	B	B	D	C	B	B	B	B	C	A	C
Approach Vol, veh/h		1071			793			124				50
Approach Delay, s/veh		18.5			23.0			16.0				30.6
Approach LOS		B			C			B				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	23.4		7.4	10.6	21.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	3.5	27.5		18.0	9.5	26.5		18.0				
Max Q Clear Time (g_c+1/4), s	14.7	13.3		3.0	6.3	12.8		3.2				
Green Ext Time (p_c), s	0.0	4.4		0.1	0.1	3.7		0.4				

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC
342: Blackjack Road & University Crossing Entrance

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	58	38	507	589	50
Future Vol, veh/h	35	58	38	507	589	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	63	41	551	640	54

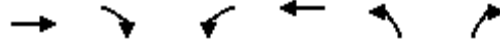
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1025	347	694	0	-	0
Stage 1	667	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	231	649	897	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	649	897	-	-	-
Mov Cap-2 Maneuver	341	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	897	-	341	649	-	-
HCM Lane V/C Ratio	0.046	-	0.112	0.097	-	-
HCM Control Delay (s)	9.2	-	16.9	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.3	-	-

HCM 6th Signalized Intersection Summary

1: Loxley Way & Blackjack Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	500	10	476	704	29	342
Future Volume (veh/h)	500	10	476	704	29	342
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	617	0	588	869	36	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1191		727	1578	63	
Arrive On Green	0.64	0.00	0.15	0.84	0.04	0.00
Sat Flow, veh/h	1870	0	1781	1870	1781	1585
Grp Volume(v), veh/h	617	0	588	869	36	0
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870	1781	1585
Q Serve(g_s), s	13.3	0.0	7.0	10.1	1.5	0.0
Cycle Q Clear(g_c), s	13.3	0.0	7.0	10.1	1.5	0.0
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1191		727	1578	63	
V/C Ratio(X)	0.52		0.81	0.55	0.57	
Avail Cap(c_a), veh/h	1191		1101	1578	439	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.3	0.0	7.7	1.7	35.3	0.0
Incr Delay (d2), s/veh	1.6	0.0	2.7	1.4	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	3.5	1.2	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	0.0	10.4	3.1	43.3	0.0
LnGrp LOS	A		B	A	D	
Approach Vol, veh/h	617	A		1457	36	A
Approach Delay, s/veh	8.9			6.0	43.3	
Approach LOS	A			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.2		7.1	15.4	51.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.7		18.3	26.5	31.7
Max Q Clear Time (g_c+I1), s		12.1		3.5	9.0	15.3
Green Ext Time (p_c), s		8.6		0.0	1.9	3.8

Intersection Summary

HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd



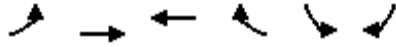
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	621	35	46	668	209	169	72	62	199	101	226
Future Volume (veh/h)	96	621	35	46	668	209	169	72	62	199	101	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	714	40	53	768	240	194	83	71	229	116	260
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	830	46	232	863	732	221	193	165	379	106	237
Arrive On Green	0.05	0.47	0.47	0.04	0.46	0.46	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1781	1754	98	1781	1870	1585	1781	931	796	1781	513	1150
Grp Volume(v), veh/h	110	0	754	53	768	240	194	0	154	229	0	376
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	1870	1585	1781	0	1727	1781	0	1663
Q Serve(g_s), s	2.9	0.0	32.4	1.4	33.6	8.6	7.1	0.0	7.0	7.0	0.0	18.5
Cycle Q Clear(g_c), s	2.9	0.0	32.4	1.4	33.6	8.6	7.1	0.0	7.0	7.0	0.0	18.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.46	1.00		0.69
Lane Grp Cap(c), veh/h	222	0	876	232	863	732	221	0	358	379	0	343
V/C Ratio(X)	0.50	0.00	0.86	0.23	0.89	0.33	0.88	0.00	0.43	0.60	0.00	1.10
Avail Cap(c_a), veh/h	228	0	876	261	863	732	221	0	358	379	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	21.0	17.4	22.0	15.3	28.8	0.0	30.9	28.4	0.0	35.6
Incr Delay (d2), s/veh	1.7	0.0	10.8	0.5	13.2	1.2	30.2	0.0	0.8	2.7	0.0	76.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	15.7	0.5	16.9	3.2	5.1	0.0	2.9	1.3	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	31.8	17.9	35.3	16.5	59.0	0.0	31.7	31.1	0.0	112.4
LnGrp LOS	C	A	C	B	D	B	E	A	C	C	A	F
Approach Vol, veh/h		864			1061			348				605
Approach Delay, s/veh		30.4			30.2			46.9				81.6
Approach LOS		C			C			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	46.9	11.6	23.0	9.2	45.9	11.5	23.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	41.3	7.1	18.5	5.0	41.4	7.0	18.6				
Max Q Clear Time (g_c+1), s	13.4	34.4	9.1	20.5	4.9	35.6	9.0	9.0				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.0	0.0	3.0	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay		43.1										
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	441	322	187	201	340
Future Volume (veh/h)	171	441	322	187	201	340
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	588	429	249	268	453
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	329	1109	487	283	511	455
Arrive On Green	0.09	0.59	0.44	0.44	0.29	0.29
Sat Flow, veh/h	1781	1870	1110	644	1781	1585
Grp Volume(v), veh/h	228	588	0	678	268	453
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1754	1781	1585
Q Serve(g_s), s	4.8	14.0	0.0	26.5	9.5	21.4
Cycle Q Clear(g_c), s	4.8	14.0	0.0	26.5	9.5	21.4
Prop In Lane	1.00			0.37	1.00	1.00
Lane Grp Cap(c), veh/h	329	1109	0	769	511	455
V/C Ratio(X)	0.69	0.53	0.00	0.88	0.52	1.00
Avail Cap(c_a), veh/h	434	1486	0	1019	511	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	9.1	0.0	19.2	22.4	26.7
Incr Delay (d2), s/veh	3.1	0.4	0.0	7.3	3.8	41.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.9	0.0	11.3	4.3	21.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	9.5	0.0	26.5	26.2	67.8
LnGrp LOS	B	A	A	C	C	E
Approach Vol, veh/h		816	678		721	
Approach Delay, s/veh		12.0	26.5		52.3	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.9		26.0	11.6	37.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		59.5		21.5	11.5	43.5
Max Q Clear Time (g_c+I1), s		16.0		23.4	6.8	28.5
Green Ext Time (p_c), s		4.6		0.0	0.3	4.4
Intersection Summary						
HCM 6th Ctrl Delay			29.6			
HCM 6th LOS			C			

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	301	208	165	18	17	287
Future Vol, veh/h	301	208	165	18	17	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	327	226	179	20	18	312

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	199	0	-	0	1069 189
Stage 1	-	-	-	-	189 -
Stage 2	-	-	-	-	880 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1373	-	-	-	245 853
Stage 1	-	-	-	-	843 -
Stage 2	-	-	-	-	406 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1373	-	-	-	178 853
Mov Cap-2 Maneuver	-	-	-	-	178 -
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	406 -

Approach	EB	WB	SB
HCM Control Delay, s	5	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1373	-	-	-	178	853
HCM Lane V/C Ratio	0.238	-	-	-	0.104	0.366
HCM Control Delay (s)	8.4	0	-	-	27.6	11.6
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.3	1.7

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (veh/h)	201	745	312	250	869	218	435	228	195	88	228	118
Future Volume (veh/h)	201	745	312	250	869	218	435	228	195	88	228	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	254	943	0	316	1100	276	420	472	247	111	289	149
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1286		370	1098	490	372	391	331	340	222	114
Arrive On Green	0.09	0.25	0.00	0.14	0.31	0.31	0.21	0.21	0.21	0.19	0.19	0.19
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	1781	1870	1585	1781	1163	600
Grp Volume(v), veh/h	254	943	0	316	1100	276	420	472	247	111	0	438
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1781	1870	1585	1781	0	1762
Q Serve(g_s), s	9.5	18.6	0.0	13.9	34.0	16.0	23.0	23.0	16.1	5.9	0.0	21.0
Cycle Q Clear(g_c), s	9.5	18.6	0.0	13.9	34.0	16.0	23.0	23.0	16.1	5.9	0.0	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	219	1286		370	1098	490	372	391	331	340	0	336
V/C Ratio(X)	1.16	0.73		0.85	1.00	0.56	1.13	1.21	0.75	0.33	0.00	1.30
Avail Cap(c_a), veh/h	219	1286		370	1098	490	372	391	331	340	0	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	37.8	0.0	26.3	38.0	31.8	43.5	43.5	40.8	38.4	0.0	44.5
Incr Delay (d2), s/veh	110.1	2.2	0.0	17.3	27.5	1.5	86.0	114.9	8.9	0.6	0.0	155.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	7.9	0.0	7.4	18.5	6.2	18.9	23.0	7.0	2.6	0.0	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.3	40.0	0.0	43.6	65.5	33.3	129.5	158.4	49.6	39.0	0.0	200.4
LnGrp LOS	F	D		D	F	C	F	F	D	D	A	F
Approach Vol, veh/h		1197	A		1692			1139				549
Approach Delay, s/veh		61.7			56.2			124.1				167.8
Approach LOS		E			E			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.3	33.7		27.0	14.0	40.0		29.0				
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0				
Max Green Setting (Gmax), s	15.8	27.7		21.0	9.5	34.0		23.0				
Max Q Clear Time (g_c+I1), s	15.9	20.6		23.0	11.5	36.0		25.0				
Green Ext Time (p_c), s	0.0	3.5		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	87.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th AWSC
28: George Perry St & Bailey Howell Dr

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↔		↖	↑	↗
Traffic Vol, veh/h	28	86	53	31	153	77	26	38	26	38	23	40
Future Vol, veh/h	28	86	53	31	153	77	26	38	26	38	23	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	93	58	34	166	84	28	41	28	41	25	43
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	9.2	10.9	9.2	9.2
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	12%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	88%	42%	0%	100%	0%	0%	67%	0%	100%	0%
Vol Right, %	0%	0%	58%	0%	0%	100%	0%	33%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	22	45	28	86	53	31	230	38	23	40
LT Vol	23	3	0	28	0	0	31	0	38	0	0
Through Vol	0	19	19	0	86	0	0	153	0	23	0
RT Vol	0	0	26	0	0	53	0	77	0	0	40
Lane Flow Rate	25	23	49	30	93	58	34	250	41	25	43
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.047	0.041	0.078	0.053	0.151	0.082	0.056	0.365	0.076	0.043	0.065
Departure Headway (Hd)	6.656	6.213	5.745	6.315	5.824	5.123	6.099	5.364	6.63	6.127	5.421
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	579	626	569	620	703	591	675	543	587	663
Service Time	4.369	3.926	3.458	4.026	3.524	2.823	3.799	3.064	4.343	3.839	3.134
HCM Lane V/C Ratio	0.046	0.04	0.078	0.053	0.15	0.083	0.058	0.37	0.076	0.043	0.065
HCM Control Delay	9.7	9.2	8.9	9.4	9.6	8.3	9.2	11.1	9.9	9.1	8.5
HCM Lane LOS	A	A	A	A	A	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.2	0.5	0.3	0.2	1.7	0.2	0.1	0.2

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↗	↘	↗	↘
Traffic Volume (veh/h)	218	231	71	164	222	313	54	716	64	201	925	189
Future Volume (veh/h)	218	231	71	164	222	313	54	716	64	201	925	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	251	77	178	241	0	59	778	70	218	1005	205
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	365	310	375	311		246	1138	508	383	1378	614
Arrive On Green	0.14	0.20	0.20	0.11	0.17	0.00	0.04	0.32	0.32	0.11	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	237	251	77	178	241	0	59	778	70	218	1005	205
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.2	8.3	2.7	5.4	8.3	0.0	1.5	12.8	2.1	5.1	16.2	6.1
Cycle Q Clear(g_c), s	7.2	8.3	2.7	5.4	8.3	0.0	1.5	12.8	2.1	5.1	16.2	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	365	310	375	311		246	1138	508	383	1378	614
V/C Ratio(X)	0.59	0.69	0.25	0.48	0.78		0.24	0.68	0.14	0.57	0.73	0.33
Avail Cap(c_a), veh/h	462	578	490	456	545		295	1566	699	498	1938	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	25.0	22.8	19.9	26.7	0.0	15.3	19.8	16.2	13.7	17.5	14.4
Incr Delay (d2), s/veh	1.5	2.3	0.4	0.9	4.2	0.0	0.5	0.7	0.1	1.3	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.7	1.0	2.2	3.9	0.0	0.6	5.0	0.7	1.9	6.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	27.3	23.2	20.9	30.9	0.0	15.8	20.5	16.3	15.0	18.4	14.7
LnGrp LOS	C	C	C	C	C		B	C	B	B	B	B
Approach Vol, veh/h		565			419	A		907			1428	
Approach Delay, s/veh		24.1			26.6			19.9			17.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	25.9	11.7	17.6	7.2	30.4	13.7	15.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	29.5	10.3	20.7	4.5	36.5	11.5	19.5				
Max Q Clear Time (g_c+1), s	10.3	14.8	7.4	10.3	3.5	18.2	9.2	10.3				
Green Ext Time (p_c), s	0.2	5.0	0.1	1.2	0.0	7.8	0.2	0.9				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

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

HCM 6th TWSC

86: Spring St & McDonalds/Cotton Mill Dr

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	10	1	36	127	10	140	38	331	258	54	244	29
Future Vol, veh/h	10	1	36	127	10	140	38	331	258	54	244	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	39	138	11	152	41	360	280	59	265	32

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	667	1121	149	833	997	320	297	0	0	640	0	0
Stage 1	399	399	-	582	582	-	-	-	-	-	-	-
Stage 2	268	722	-	251	415	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	344	205	871	261	243	676	1261	-	-	940	-	-
Stage 1	598	601	-	466	497	-	-	-	-	-	-	-
Stage 2	714	429	-	731	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	180	871	224	213	676	1261	-	-	940	-	-
Mov Cap-2 Maneuver	232	180	-	224	213	-	-	-	-	-	-	-
Stage 1	566	556	-	441	471	-	-	-	-	-	-	-
Stage 2	512	406	-	645	547	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	30.1	0.6	1.6
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1261	-	-	522	223	676	940	-	-
HCM Lane V/C Ratio	0.033	-	-	0.098	0.668	0.225	0.062	-	-
HCM Control Delay (s)	8	0.2	-	12.6	48.6	11.9	9.1	0.2	-
HCM Lane LOS	A	A	-	B	E	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	4.2	0.9	0.2	-	-

HCM 6th Signalized Intersection Summary
106: Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	642	71	208	192	72	117	142	213	44	182	36
Future Volume (veh/h)	29	642	71	208	192	72	117	142	213	44	182	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	698	77	226	209	78	127	154	232	48	198	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	763	84	304	816	295	466	176	265	55	227	45
Arrive On Green	0.03	0.24	0.24	0.11	0.32	0.32	0.26	0.26	0.26	0.18	0.18	0.18
Sat Flow, veh/h	1781	3227	356	1781	2556	925	1781	673	1014	305	1258	248
Grp Volume(v), veh/h	32	384	391	226	143	144	127	0	386	285	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1806	1781	1777	1704	1781	0	1688	1811	0	0
Q Serve(g_s), s	1.2	18.3	18.3	7.9	5.2	5.4	4.9	0.0	19.0	13.3	0.0	0.0
Cycle Q Clear(g_c), s	1.2	18.3	18.3	7.9	5.2	5.4	4.9	0.0	19.0	13.3	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.54	1.00		0.60	0.17		0.14
Lane Grp Cap(c), veh/h	396	420	427	304	568	544	466	0	441	327	0	0
V/C Ratio(X)	0.08	0.91	0.92	0.74	0.25	0.26	0.27	0.00	0.87	0.87	0.00	0.00
Avail Cap(c_a), veh/h	444	424	431	316	568	544	466	0	441	377	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.7	32.3	32.3	22.4	21.9	22.0	25.5	0.0	30.7	34.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	24.1	24.0	8.9	0.2	0.3	1.4	0.0	20.8	17.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.4	10.6	3.9	2.1	2.2	2.2	0.0	10.0	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	56.4	56.4	31.2	22.1	22.2	26.9	0.0	51.5	52.1	0.0	0.0
LnGrp LOS	C	E	E	C	C	C	C	A	D	D	A	A
Approach Vol, veh/h		807			513			513				285
Approach Delay, s/veh		55.1			26.1			45.4				52.1
Approach LOS		E			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.2	14.4	25.0		20.2	7.2	32.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		22.7	10.5	20.7		18.1	5.0	26.2				
Max Q Clear Time (g_c+I1), s		21.0	9.9	20.3		15.3	3.2	7.4				
Green Ext Time (p_c), s		0.5	0.0	0.2		0.4	0.0	1.5				

Intersection Summary		
HCM 6th Ctrl Delay		45.3
HCM 6th LOS		D

HCM 6th TWSC
149: Bost Dr/Bost Ext & Stone Blvd

Intersection												
Int Delay, s/veh	21.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	83	373	19	50	558	46	22	19	65	54	37	199
Future Vol, veh/h	83	373	19	50	558	46	22	19	65	54	37	199
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	405	21	54	607	50	24	21	71	59	40	216

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	657	0	0	426	0	0	1464	1361	416	1382	1346	632
Stage 1	-	-	-	-	-	-	596	596	-	740	740	-
Stage 2	-	-	-	-	-	-	868	765	-	642	606	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	931	-	-	1133	-	-	106	148	637	121	151	480
Stage 1	-	-	-	-	-	-	490	492	-	409	423	-
Stage 2	-	-	-	-	-	-	347	412	-	463	487	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	931	-	-	1133	-	-	40	127	637	84	130	480
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	127	-	84	130	-
Stage 1	-	-	-	-	-	-	442	444	-	369	403	-
Stage 2	-	-	-	-	-	-	163	392	-	355	440	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		0.6		111		67	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	132	931	-	-	1133	-	-	98	480
HCM Lane V/C Ratio	0.873	0.097	-	-	0.048	-	-	1.009	0.451
HCM Control Delay (s)	111	9.3	-	-	8.3	-	-	173	18.5
HCM Lane LOS	F	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	5.6	0.3	-	-	0.2	-	-	6.1	2.3

HCM 6th Signalized Intersection Summary
152: Stone Blvd & Bully Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	180	53	130	272	221	68	241	54	222	327	38
Future Volume (veh/h)	50	180	53	130	272	221	68	241	54	222	327	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	196	58	141	296	240	74	262	59	241	355	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	429	127	439	326	264	345	421	95	430	578	67
Arrive On Green	0.04	0.31	0.31	0.07	0.34	0.34	0.05	0.29	0.29	0.12	0.35	0.35
Sat Flow, veh/h	1781	1386	410	1781	956	775	1781	1478	333	1781	1646	190
Grp Volume(v), veh/h	54	0	254	141	0	536	74	0	321	241	0	396
Grp Sat Flow(s),veh/h/ln	1781	0	1797	1781	0	1731	1781	0	1810	1781	0	1836
Q Serve(g_s), s	1.7	0.0	9.5	4.4	0.0	24.7	2.4	0.0	12.9	7.5	0.0	14.9
Cycle Q Clear(g_c), s	1.7	0.0	9.5	4.4	0.0	24.7	2.4	0.0	12.9	7.5	0.0	14.9
Prop In Lane	1.00		0.23	1.00		0.45	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	202	0	556	439	0	590	345	0	516	430	0	645
V/C Ratio(X)	0.27	0.00	0.46	0.32	0.00	0.91	0.21	0.00	0.62	0.56	0.00	0.61
Avail Cap(c_a), veh/h	235	0	648	467	0	674	366	0	516	471	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	23.2	17.7	0.0	26.2	19.9	0.0	25.9	17.7	0.0	22.4
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.4	0.0	15.0	0.3	0.0	5.6	1.2	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.0	1.8	0.0	12.1	1.0	0.0	6.1	3.1	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	23.7	18.2	0.0	41.2	20.2	0.0	31.5	18.9	0.0	26.7
LnGrp LOS	C	A	C	B	A	D	C	A	C	B	A	C
Approach Vol, veh/h		308			677			395			637	
Approach Delay, s/veh		23.4			36.4			29.4			23.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	28.3	10.7	30.3	8.6	33.8	8.1	33.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	22.9	7.5	30.1	5.1	29.3	5.1	32.5				
Max Q Clear Time (g_c+I1), s	9.5	14.9	6.4	11.5	4.4	16.9	3.7	26.7				
Green Ext Time (p_c), s	0.1	1.2	0.0	1.4	0.0	1.9	0.0	1.8				

Intersection Summary												
HCM 6th Ctrl Delay											29.1	
HCM 6th LOS											C	

Intersection												
Intersection Delay, s/veh	50											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	1	5	141	3	233	4	399	122	213	418	4
Future Vol, veh/h	9	1	5	141	3	233	4	399	122	213	418	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	5	153	3	253	4	434	133	232	454	4
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	13	16.4	95.2	33.4
HCM LOS	B	C	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	60%	100%	0%	100%	0%
Vol Thru, %	0%	77%	7%	0%	1%	0%	99%
Vol Right, %	0%	23%	33%	0%	99%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	521	15	141	236	213	422
LT Vol	4	0	9	141	0	213	0
Through Vol	0	399	1	0	3	0	418
RT Vol	0	122	5	0	233	0	4
Lane Flow Rate	4	566	16	153	257	232	459
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.009	1.101	0.041	0.348	0.498	0.474	0.875
Departure Headway (Hd)	7.679	6.998	9.578	8.484	7.254	7.643	7.122
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	515	376	426	500	475	514
Service Time	5.454	4.773	7.578	6.184	4.954	5.343	4.822
HCM Lane V/C Ratio	0.009	1.099	0.043	0.359	0.514	0.488	0.893
HCM Control Delay	10.5	95.9	13	15.6	16.9	17	41.7
HCM Lane LOS	B	F	B	C	C	C	E
HCM 95th-tile Q	0	18.1	0.1	1.5	2.7	2.5	9.5

Intersection						
Int Delay, s/veh	8.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	147	287	182	82	110	63
Future Vol, veh/h	147	287	182	82	110	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	312	198	89	120	68

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	551	243	0	0	287	0
Stage 1	243	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	495	796	-	-	1275	-
Stage 1	797	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	446	796	-	-	1275	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	5.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	446	796	1275	-
HCM Lane V/C Ratio	-	-	0.358	0.392	0.094	-
HCM Control Delay (s)	-	-	17.5	12.4	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.6	1.9	0.3	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	26	97	0	0	369	160	51	0	80	0	0	0
Future Vol, veh/h	26	97	0	0	369	160	51	0	80	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	105	0	0	401	174	55	0	87	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	401	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1158	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1158	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	683	1158	-	-	-
HCM Lane V/C Ratio	0.208	0.024	-	-	-
HCM Control Delay (s)	11.7	8.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	-

Intersection						
Int Delay, s/veh	42.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	97	81	201	226	282	40
Future Vol, veh/h	97	81	201	226	282	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	88	218	246	307	43

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	105	0	831 149
Stage 1	-	-	-	-	149 -
Stage 2	-	-	-	-	682 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1486	-	340 898
Stage 1	-	-	-	-	879 -
Stage 2	-	-	-	-	502 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1486	-	~ 282 898
Mov Cap-2 Maneuver	-	-	-	-	~ 282 -
Stage 1	-	-	-	-	879 -
Stage 2	-	-	-	-	417 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	117.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	318	-	-	1486	-
HCM Lane V/C Ratio	1.101	-	-	0.147	-
HCM Control Delay (s)	117.2	-	-	7.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	13.6	-	-	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	↖	↖	↖	↗	↗	↖
Traffic Vol, veh/h	119	246	272	280	159	127
Future Vol, veh/h	119	246	272	280	159	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	267	296	304	173	138
Number of Lanes	1	1	1	1	1	1

Approach	SE	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	2	2
Conflicting Approach Left	SW	SE	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NE		SE
Conflicting Lanes Right	2	0	2
HCM Control Delay	13.6	16.7	11.7
HCM LOS	B	C	B

Lane	NELn1	NELn2	SELn1	SELn2	SWLn1	SWLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	272	280	119	246	159	127
LT Vol	272	0	119	0	0	0
Through Vol	0	280	0	0	159	0
RT Vol	0	0	0	246	0	127
Lane Flow Rate	296	304	129	267	173	138
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.555	0.528	0.265	0.457	0.321	0.229
Departure Headway (Hd)	6.756	6.248	7.374	6.157	6.683	5.968
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	575	486	583	536	599
Service Time	4.513	4.004	5.134	3.916	4.449	3.734
HCM Lane V/C Ratio	0.556	0.529	0.265	0.458	0.323	0.23
HCM Control Delay	17.7	15.8	12.8	14	12.6	10.5
HCM Lane LOS	C	C	B	B	B	B
HCM 95th-tile Q	3.4	3.1	1.1	2.4	1.4	0.9

HCM 6th Signalized Intersection Summary
 307: George Perry St/Mississippi Blvd & Highway 182



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	739	67	27	766	8	135	10	86	17	19	185
Future Volume (veh/h)	36	739	67	27	766	8	135	10	86	17	19	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	803	73	29	833	9	147	11	93	18	21	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1104	492	55	1079	481	896	43	362	132	154	247
Arrive On Green	0.04	0.31	0.31	0.03	0.30	0.30	0.25	0.25	0.25	0.16	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3563	170	1441	844	984	1585
Grp Volume(v), veh/h	39	803	73	29	833	9	147	0	104	39	0	201
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1611	1828	0	1585
Q Serve(g_s), s	1.1	14.4	2.4	1.1	15.3	0.3	2.3	0.0	3.7	1.3	0.0	8.8
Cycle Q Clear(g_c), s	1.1	14.4	2.4	1.1	15.3	0.3	2.3	0.0	3.7	1.3	0.0	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	0.46		1.00
Lane Grp Cap(c), veh/h	227	1104	492	55	1079	481	896	0	405	285	0	247
V/C Ratio(X)	0.17	0.73	0.15	0.53	0.77	0.02	0.16	0.00	0.26	0.14	0.00	0.81
Avail Cap(c_a), veh/h	284	1504	671	142	1539	686	896	0	405	460	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	22.0	17.8	34.2	22.7	17.5	20.9	0.0	21.4	26.1	0.0	29.2
Incr Delay (d2), s/veh	0.4	1.2	0.1	7.8	1.6	0.0	0.4	0.0	1.5	0.2	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.4	0.8	0.6	5.8	0.1	1.0	0.0	1.5	0.6	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	23.1	18.0	42.0	24.2	17.5	21.3	0.0	23.0	26.3	0.0	35.8
LnGrp LOS	B	C	B	D	C	B	C	A	C	C	A	D
Approach Vol, veh/h		915			871			251			240	
Approach Delay, s/veh		22.5			24.8			22.0			34.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	26.7		15.7	7.2	26.2		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	30.3		18.0	5.0	31.0		18.0				
Max Q Clear Time (g_c+1), s	13.1	16.4		10.8	3.1	17.3		5.7				
Green Ext Time (p_c), s	0.0	4.5		0.5	0.0	4.5		0.9				

Intersection Summary

HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC

342: Blackjack Road & University Crossing Entrance

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	128	63	855	718	68
Future Vol, veh/h	42	128	63	855	718	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	139	68	929	780	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1418	427	854	0	0	
Stage 1	817	-	-	-	-	
Stage 2	601	-	-	-	-	
Critical Hdwy	6.84	6.94	4.14	-	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	
Follow-up Hdwy	3.52	3.32	2.22	-	-	
Pot Cap-1 Maneuver	128	576	781	-	-	
Stage 1	395	-	-	-	-	
Stage 2	510	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	117	576	781	-	-	
Mov Cap-2 Maneuver	244	-	-	-	-	
Stage 1	361	-	-	-	-	
Stage 2	510	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	15.6	0.7	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	781	-	244	576	-	-
HCM Lane V/C Ratio	0.088	-	0.187	0.242	-	-
HCM Control Delay (s)	10.1	-	23.1	13.2	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	0.9	-	-

MOVEMENT SUMMARY

 Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: 2045 AM Peak)]

AM

Site Category: Existing Design
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
SouthEast: Oktoc Road														
3ax	L1	346	3.0	376	3.0	0.451	9.3	LOS A	2.7	68.0	0.62	0.57	0.66	21.1
18bx	R3	38	3.0	41	3.0	0.451	9.3	LOS A	2.7	68.0	0.62	0.57	0.66	21.0
Approach		384	3.0	417	3.0	0.451	9.3	LOS A	2.7	68.0	0.62	0.57	0.66	21.1
East: Blackjack Road														
1b	L3	8	3.0	9	3.0	0.163	5.2	LOS A	0.7	16.8	0.46	0.37	0.46	18.5
6	T1	282	3.0	307	3.0	0.163	5.2	LOS A	0.7	16.8	0.46	0.37	0.46	18.3
Approach		290	3.0	315	3.0	0.163	5.2	LOS A	0.7	16.8	0.46	0.37	0.46	18.3
West: Blackjack Road														
2	T1	324	3.0	352	3.0	0.388	6.4	LOS A	2.5	64.5	0.09	0.02	0.09	18.9
12a	R1	150	3.0	163	3.0	0.388	6.4	LOS A	2.5	64.5	0.09	0.02	0.09	19.8
Approach		474	3.0	515	3.0	0.388	6.4	LOS A	2.5	64.5	0.09	0.02	0.09	19.1
All Vehicles		1148	3.0	1248	3.0	0.451	7.1	LOS A	2.7	68.0	0.36	0.29	0.37	19.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: 2045 PM Peak)]

PM

Site Category: Existing Design

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
SouthEast: Oktoc Road														
3ax	L1	330	3.0	359	3.0	0.555	13.5	LOS B	4.2	108.4	0.76	0.91	1.17	18.9
18bx	R3	49	3.0	53	3.0	0.555	13.5	LOS B	4.2	108.4	0.76	0.91	1.17	19.0
Approach		379	3.0	412	3.0	0.555	13.5	LOS B	4.2	108.4	0.76	0.91	1.17	18.9
East: Blackjack Road														
1b	L3	47	3.0	51	3.0	0.342	7.3	LOS A	1.6	41.2	0.53	0.45	0.53	18.0
6	T1	573	3.0	623	3.0	0.342	7.3	LOS A	1.6	41.2	0.53	0.45	0.53	17.8
Approach		620	3.0	674	3.0	0.342	7.3	LOS A	1.6	41.2	0.53	0.45	0.53	17.8
West: Blackjack Road														
2	T1	517	3.0	562	3.0	0.823	18.4	LOS C	13.7	350.4	0.62	0.28	0.62	15.9
12a	R1	444	3.0	483	3.0	0.823	18.4	LOS C	13.7	350.4	0.62	0.28	0.62	15.3
Approach		961	3.0	1045	3.0	0.823	18.4	LOS C	13.7	350.4	0.62	0.28	0.62	15.7
All Vehicles		1960	3.0	2130	3.0	0.823	13.9	LOS B	13.7	350.4	0.62	0.46	0.70	16.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\william.fulcher\Desktop\Starkville - MSU Traffic Study\Sidra\2045 Roundabouts on stone.sip9

HCM 6th Signalized Intersection Summary
 1: Loxley Way/East-West Connector & Blackjack Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑	↗	↗	↘	↘
Traffic Volume (veh/h)	25	580	5	87	385	5	25	100	225	5	15	15
Future Volume (veh/h)	25	580	5	87	385	5	25	100	225	5	15	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	716	0	107	475	5	31	109	0	5	16	0
Peak Hour Factor	0.92	0.81	0.81	0.81	0.81	0.92	0.81	0.92	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	458	927		313	964	10	424	441		337	396	
Arrive On Green	0.03	0.50	0.00	0.05	0.52	0.52	0.03	0.24	0.00	0.01	0.21	0.00
Sat Flow, veh/h	1781	1870	0	1781	1847	19	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	27	716	0	107	0	480	31	109	0	5	16	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1867	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	0.6	27.0	0.0	2.5	0.0	14.3	1.2	4.1	0.0	0.2	0.6	0.0
Cycle Q Clear(g_c), s	0.6	27.0	0.0	2.5	0.0	14.3	1.2	4.1	0.0	0.2	0.6	0.0
Prop In Lane	1.00		0.00	1.00		0.01	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	458	927		313	0	974	424	441		337	396	
V/C Ratio(X)	0.06	0.77		0.34	0.00	0.49	0.07	0.25		0.01	0.04	
Avail Cap(c_a), veh/h	514	927		338	0	974	475	441		431	396	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.8	17.8	0.0	14.3	0.0	13.3	25.2	26.8	0.0	26.5	27.0	0.0
Incr Delay (d2), s/veh	0.1	6.2	0.0	0.6	0.0	1.8	0.1	1.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.3	0.0	1.0	0.0	6.0	0.5	1.9	0.0	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	24.0	0.0	14.9	0.0	15.1	25.3	28.1	0.0	26.5	27.2	0.0
LnGrp LOS	B	C		B	A	B	C	C		C	C	
Approach Vol, veh/h		743	A		587			140	A		21	A
Approach Delay, s/veh		23.5			15.1			27.5			27.1	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	47.3	7.1	22.8	6.9	49.5	5.1	24.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.8	42.8	5.1	18.3	5.1	43.5	5.1	18.3				
Max Q Clear Time (g_c+I1), s	4.5	29.0	3.2	2.6	2.6	16.3	2.2	6.1				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	3.3	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay				20.6								
HCM 6th LOS				C								

Notes

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd



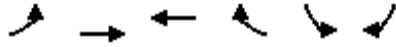
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	290	35	60	330	133	43	106	25	29	43	14
Future Volume (veh/h)	50	290	35	60	330	133	43	106	25	29	43	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	333	40	69	379	153	49	122	29	33	49	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	568	899	108	630	1035	877	274	169	40	203	143	47
Arrive On Green	0.05	0.55	0.55	0.05	0.55	0.55	0.04	0.12	0.12	0.03	0.11	0.11
Sat Flow, veh/h	1781	1638	197	1781	1870	1585	1781	1461	347	1781	1350	441
Grp Volume(v), veh/h	57	0	373	69	379	153	49	0	151	33	0	65
Grp Sat Flow(s),veh/h/ln	1781	0	1835	1781	1870	1585	1781	0	1808	1781	0	1791
Q Serve(g_s), s	1.0	0.0	8.3	1.2	8.2	3.4	1.7	0.0	5.8	1.2	0.0	2.4
Cycle Q Clear(g_c), s	1.0	0.0	8.3	1.2	8.2	3.4	1.7	0.0	5.8	1.2	0.0	2.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	568	0	1007	630	1035	877	274	0	209	203	0	190
V/C Ratio(X)	0.10	0.00	0.37	0.11	0.37	0.17	0.18	0.00	0.72	0.16	0.00	0.34
Avail Cap(c_a), veh/h	644	0	1007	698	1035	877	358	0	515	280	0	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	9.2	6.5	9.0	7.9	26.8	0.0	30.7	27.3	0.0	29.9
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.1	1.0	0.4	0.3	0.0	4.6	0.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.2	0.4	3.2	1.1	0.7	0.0	2.7	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.0	10.3	6.6	10.0	8.4	27.1	0.0	35.3	27.7	0.0	30.9
LnGrp LOS	A	A	B	A	B	A	C	A	D	C	A	C
Approach Vol, veh/h		430			601			200				98
Approach Delay, s/veh		9.8			9.2			33.3				29.8
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	44.0	7.6	12.1	7.9	44.3	6.9	12.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	39.5	6.5	19.5	6.5	39.5	5.5	20.5				
Max Q Clear Time (g_c+1), s	13.2	10.3	3.7	4.4	3.0	10.2	3.2	7.8				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.0	3.0	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	155	154	47	31	80
Future Volume (veh/h)	170	155	154	47	31	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	207	205	63	41	107
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	442	788	283	87	736	655
Arrive On Green	0.13	0.42	0.21	0.21	0.41	0.41
Sat Flow, veh/h	1781	1870	1373	422	1781	1585
Grp Volume(v), veh/h	227	207	0	268	41	107
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1794	1781	1585
Q Serve(g_s), s	5.0	3.9	0.0	7.6	0.8	2.3
Cycle Q Clear(g_c), s	5.0	3.9	0.0	7.6	0.8	2.3
Prop In Lane	1.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	442	788	0	370	736	655
V/C Ratio(X)	0.51	0.26	0.00	0.72	0.06	0.16
Avail Cap(c_a), veh/h	812	2010	0	1170	736	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	10.2	0.0	20.2	9.6	10.0
Incr Delay (d2), s/veh	0.9	0.2	0.0	2.7	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.4	0.0	3.2	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	10.4	0.0	22.9	9.7	10.6
LnGrp LOS	B	B	A	C	A	B
Approach Vol, veh/h		434	268		148	
Approach Delay, s/veh		12.4	22.9		10.3	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.4		27.0	11.7	15.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		58.5		22.5	18.5	35.5
Max Q Clear Time (g_c+I1), s		5.9		4.3	7.0	9.6
Green Ext Time (p_c), s		1.3		0.4	0.5	1.6
Intersection Summary						
HCM 6th Ctrl Delay			15.3			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	120	33	94	56	11	60
Future Vol, veh/h	120	33	94	56	11	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	36	102	61	12	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	163	0	-	0	429 133
Stage 1	-	-	-	-	133 -
Stage 2	-	-	-	-	296 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1416	-	-	-	583 916
Stage 1	-	-	-	-	893 -
Stage 2	-	-	-	-	755 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1416	-	-	-	529 916
Mov Cap-2 Maneuver	-	-	-	-	597 -
Stage 1	-	-	-	-	811 -
Stage 2	-	-	-	-	755 -

Approach	EB	WB	SB
HCM Control Delay, s	6.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1416	-	-	-	597	916
HCM Lane V/C Ratio	0.092	-	-	-	0.02	0.071
HCM Control Delay (s)	7.8	0	-	-	11.2	9.2
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.2

HCM 6th AWSC

8: Bost Ext/Bost Dr & University Dr/Barr Ave

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	34	100	20	18	10	40	5	130	100	155	20	10
Future Vol, veh/h	34	100	20	18	10	40	5	130	100	155	20	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	109	22	20	11	43	5	141	109	168	22	11
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			2		
HCM Control Delay	10.1			8.8			9.9			10.1		
HCM LOS	B			A			A			B		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1							
Vol Left, %	2%	25%	0%	26%	84%							
Vol Thru, %	55%	75%	0%	15%	11%							
Vol Right, %	43%	0%	100%	59%	5%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	235	134	20	68	185							
LT Vol	5	34	0	18	155							
Through Vol	130	100	0	10	20							
RT Vol	100	0	20	40	10							
Lane Flow Rate	255	146	22	74	201							
Geometry Grp	2	7	7	5	2							
Degree of Util (X)	0.326	0.235	0.03	0.104	0.28							
Departure Headway (Hd)	4.588	5.812	4.976	5.07	5.018							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	779	613	712	698	710							
Service Time	2.651	3.597	2.761	3.168	3.087							
HCM Lane V/C Ratio	0.327	0.238	0.031	0.106	0.283							
HCM Control Delay	9.9	10.4	7.9	8.8	10.1							
HCM Lane LOS	A	B	A	A	B							
HCM 95th-tile Q	1.4	0.9	0.1	0.3	1.1							

HCM 6th Signalized Intersection Summary
10: Highway 12 & College View St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	106	36	37	34	19	30	700	102	116	860	13
Future Volume (veh/h)	11	106	36	37	34	19	30	700	102	116	860	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	115	39	40	37	21	33	761	111	126	935	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	175	148	212	219	186	417	1959	874	488	2068	922
Arrive On Green	0.01	0.09	0.09	0.04	0.12	0.12	0.03	0.55	0.55	0.06	0.58	0.58
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	12	115	39	40	37	21	33	761	111	126	935	14
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.4	4.2	1.6	1.4	1.3	0.8	0.6	8.7	2.4	2.1	10.6	0.3
Cycle Q Clear(g_c), s	0.4	4.2	1.6	1.4	1.3	0.8	0.6	8.7	2.4	2.1	10.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	175	148	212	219	186	417	1959	874	488	2068	922
V/C Ratio(X)	0.05	0.66	0.26	0.19	0.17	0.11	0.08	0.39	0.13	0.26	0.45	0.02
Avail Cap(c_a), veh/h	364	511	433	281	511	433	494	1959	874	636	2068	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	31.2	30.0	27.6	28.4	28.2	6.8	9.1	7.7	6.3	8.5	6.3
Incr Delay (d2), s/veh	0.1	4.1	0.9	0.4	0.4	0.3	0.1	0.6	0.3	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	0.6	0.6	0.6	0.3	0.2	3.1	0.8	0.7	3.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	35.3	31.0	28.0	28.7	28.4	6.9	9.7	8.0	6.6	9.2	6.3
LnGrp LOS	C	D	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		166			98			905			1075	
Approach Delay, s/veh		33.8			28.4			9.4			8.8	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	43.8	7.2	11.2	6.9	46.0	5.6	12.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	36.5	5.5	19.5	5.5	41.5	5.5	19.5				
Max Q Clear Time (g_c+14), s	14.5	10.7	3.4	6.2	2.6	12.6	2.4	3.3				
Green Ext Time (p_c), s	0.1	6.2	0.0	0.5	0.0	7.8	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
15: Bully Blvd/Mill St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	770	170	25	535	25	40	10	20	10	10	50
Future Volume (veh/h)	50	770	170	25	535	25	40	10	20	10	10	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	837	185	27	582	27	43	11	22	11	11	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	1198	534	234	1134	506	575	195	389	576	89	436
Arrive On Green	0.05	0.34	0.34	0.03	0.32	0.32	0.04	0.35	0.35	0.01	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	557	1113	1781	275	1352
Grp Volume(v), veh/h	54	837	185	27	582	27	43	0	33	11	0	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1670	1781	0	1627
Q Serve(g_s), s	1.3	13.6	5.8	0.7	8.9	0.8	1.0	0.0	0.9	0.3	0.0	1.9
Cycle Q Clear(g_c), s	1.3	13.6	5.8	0.7	8.9	0.8	1.0	0.0	0.9	0.3	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.83
Lane Grp Cap(c), veh/h	343	1198	534	234	1134	506	575	0	584	576	0	525
V/C Ratio(X)	0.16	0.70	0.35	0.12	0.51	0.05	0.07	0.00	0.06	0.02	0.00	0.12
Avail Cap(c_a), veh/h	432	1998	891	355	1998	891	675	0	584	725	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	19.2	16.6	15.6	18.5	15.7	13.9	0.0	14.4	14.8	0.0	15.9
Incr Delay (d2), s/veh	0.2	0.7	0.4	0.2	0.4	0.0	0.1	0.0	0.2	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.3	2.0	0.3	3.4	0.3	0.4	0.0	0.3	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	19.9	17.0	15.8	18.8	15.8	13.9	0.0	14.6	14.8	0.0	16.4
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	B
Approach Vol, veh/h		1076			636			76				76
Approach Delay, s/veh		19.2			18.6			14.2				16.2
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	27.8	6.5	27.0	7.2	26.0	7.7	25.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	21.5	6.5	37.5	6.5	21.5	6.5	37.5				
Max Q Clear Time (g_c+1), s	12.3	2.9	2.7	15.6	3.0	3.9	3.3	10.9				
Green Ext Time (p_c), s	0.0	0.1	0.0	6.9	0.0	0.2	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay		18.6										
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↖		↖	↑	↗
Traffic Volume (veh/h)	70	869	290	203	381	50	164	107	195	101	150	48
Future Volume (veh/h)	70	869	290	203	381	50	164	107	195	101	150	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1100	0	257	482	63	208	135	247	128	190	61
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	1476		349	1250	558	290	153	280	254	467	395
Arrive On Green	0.06	0.29	0.00	0.12	0.35	0.35	0.08	0.26	0.26	0.08	0.25	0.25
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	592	1083	1781	1870	1585
Grp Volume(v), veh/h	89	1100	0	257	482	63	208	0	382	128	190	61
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1675	1781	1870	1585
Q Serve(g_s), s	3.0	17.2	0.0	8.4	9.0	2.4	5.2	0.0	19.4	4.6	7.5	2.7
Cycle Q Clear(g_c), s	3.0	17.2	0.0	8.4	9.0	2.4	5.2	0.0	19.4	4.6	7.5	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	404	1476		349	1250	558	290	0	433	254	467	395
V/C Ratio(X)	0.22	0.75		0.74	0.39	0.11	0.72	0.00	0.88	0.50	0.41	0.15
Avail Cap(c_a), veh/h	420	1907		503	1826	814	430	0	550	262	529	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	28.5	0.0	20.0	21.5	19.3	39.5	0.0	31.5	24.0	27.7	25.9
Incr Delay (d2), s/veh	0.3	1.2	0.0	3.3	0.2	0.1	3.3	0.0	13.1	1.5	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.9	0.0	3.5	3.6	0.9	2.3	0.0	9.2	2.0	3.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	29.6	0.0	23.3	21.7	19.4	42.8	0.0	44.6	25.5	28.3	26.1
LnGrp LOS	C	C		C	C	B	D	A	D	C	C	C
Approach Vol, veh/h		1189	A		802			590			379	
Approach Delay, s/veh		28.9			22.0			43.9			27.0	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	31.5	13.4	28.0	9.8	37.1	12.6	28.8				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.5	33.0	11.0	25.0	6.1	45.4	7.0	29.0				
Max Q Clear Time (g_c+10), s	10.4	19.2	7.2	9.5	5.0	11.0	6.6	21.4				
Green Ext Time (p_c), s	0.5	6.3	0.2	1.1	0.0	3.6	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

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

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	20	110	30	20	50	5
Future Vol, veh/h	20	110	30	20	50	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	100	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	120	33	22	54	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	55	0	-	0	197 33
Stage 1	-	-	-	-	33 -
Stage 2	-	-	-	-	164 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1550	-	-	-	792 1041
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	865 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1550	-	-	-	781 1041
Mov Cap-2 Maneuver	-	-	-	-	781 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	865 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1550	-	-	-	781	1041
HCM Lane V/C Ratio	0.014	-	-	-	0.07	0.005
HCM Control Delay (s)	7.4	-	-	-	10	8.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	151	167	15	19	40	49	11	628	133	269	550	114
Future Volume (veh/h)	151	167	15	19	40	49	11	628	133	269	550	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	182	16	21	43	0	12	683	145	292	598	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	311	264	271	146		388	1079	481	503	1569	700
Arrive On Green	0.11	0.17	0.17	0.02	0.08	0.00	0.01	0.30	0.30	0.15	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	164	182	16	21	43	0	12	683	145	292	598	124
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.9	4.5	0.4	0.5	1.1	0.0	0.2	8.3	3.5	5.0	5.7	2.4
Cycle Q Clear(g_c), s	3.9	4.5	0.4	0.5	1.1	0.0	0.2	8.3	3.5	5.0	5.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	311	264	271	146		388	1079	481	503	1569	700
V/C Ratio(X)	0.40	0.58	0.06	0.08	0.30		0.03	0.63	0.30	0.58	0.38	0.18
Avail Cap(c_a), veh/h	558	803	681	380	602		512	1952	871	908	3003	1339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	19.3	17.6	20.6	21.8	0.0	11.8	15.0	13.4	9.5	9.4	8.5
Incr Delay (d2), s/veh	0.6	1.7	0.1	0.1	1.1	0.0	0.0	0.6	0.3	1.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	0.1	0.2	0.5	0.0	0.1	3.0	1.1	1.6	1.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	21.0	17.7	20.7	22.9	0.0	11.8	15.6	13.7	10.6	9.5	8.6
LnGrp LOS	B	C	B	C	C		B	B	B	B	A	A
Approach Vol, veh/h		362			64	A		840			1014	
Approach Delay, s/veh		19.2			22.2			15.3			9.7	
Approach LOS		B			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	19.7	5.5	12.8	5.1	26.6	9.9	8.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	27.5	4.1	21.5	4.1	42.3	9.5	16.1				
Max Q Clear Time (g_c+I1), s	7.0	10.3	2.5	6.5	2.2	7.7	5.9	3.1				
Green Ext Time (p_c), s	0.7	4.9	0.0	0.8	0.0	5.1	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

86: Spring St & McDonalds/Cotton Mill Dr

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Future Vol, veh/h	12	4	31	98	4	30	34	147	151	44	121	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	34	107	4	33	37	160	164	48	132	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	574	637	143	492	484	160	154	0	0	324	0	0
Stage 1	239	239	-	234	234	-	-	-	-	-	-	-
Stage 2	335	398	-	258	250	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	395	905	487	483	885	1426	-	-	1236	-	-
Stage 1	764	708	-	769	711	-	-	-	-	-	-	-
Stage 2	679	603	-	747	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	391	370	905	442	452	885	1426	-	-	1236	-	-
Mov Cap-2 Maneuver	391	370	-	442	452	-	-	-	-	-	-	-
Stage 1	744	680	-	749	693	-	-	-	-	-	-	-
Stage 2	633	587	-	687	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.4	0.8	1.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	620	442	885	1236	-	-
HCM Lane V/C Ratio	0.026	-	-	0.082	0.251	0.037	0.039	-	-
HCM Control Delay (s)	7.6	-	-	11.3	15.9	9.2	8	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1	0.1	0.1	-	-

HCM 6th Signalized Intersection Summary
 106: Robert Louis Jones Dr & Bully Blvd/Bost Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	100	100	40	30	6	35	25	35	5	57	5
Future Volume (veh/h)	5	100	100	40	30	6	35	25	35	5	57	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	109	109	43	33	7	38	27	38	5	62	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	146	146	261	310	66	733	289	407	8	94	8
Arrive On Green	0.01	0.17	0.17	0.04	0.21	0.21	0.41	0.41	0.41	0.06	0.06	0.06
Sat Flow, veh/h	1781	858	858	1781	1496	317	1781	703	989	128	1585	128
Grp Volume(v), veh/h	5	0	218	43	0	40	38	0	65	72	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1813	1781	0	1692	1841	0	0
Q Serve(g_s), s	0.1	0.0	6.9	1.1	0.0	1.0	0.7	0.0	1.3	2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	6.9	1.1	0.0	1.0	0.7	0.0	1.3	2.2	0.0	0.0
Prop In Lane	1.00		0.50	1.00		0.17	1.00		0.58	0.07		0.07
Lane Grp Cap(c), veh/h	371	0	293	261	0	376	733	0	696	110	0	0
V/C Ratio(X)	0.01	0.00	0.74	0.16	0.00	0.11	0.05	0.00	0.09	0.66	0.00	0.00
Avail Cap(c_a), veh/h	531	0	676	387	0	746	733	0	696	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	22.5	18.5	0.0	18.4	10.1	0.0	10.3	26.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.7	0.3	0.0	0.1	0.1	0.0	0.3	6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.9	0.4	0.0	0.4	0.3	0.0	0.5	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	26.2	18.8	0.0	18.5	10.2	0.0	10.6	32.8	0.0	0.0
LnGrp LOS	B	A	C	B	A	B	B	A	B	C	A	A
Approach Vol, veh/h		223			83			103				72
Approach Delay, s/veh		26.1			18.6			10.4				32.8
Approach LOS		C			B			B				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.0	7.0	14.3		7.9	4.9	16.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.5	6.5	22.5		19.5	5.5	23.5				
Max Q Clear Time (g_c+I1), s		3.3	3.1	8.9		4.2	2.1	3.0				
Green Ext Time (p_c), s		0.4	0.0	1.0		0.2	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	200	15	110	10	10	10	70	150	15	5	45	46
Future Vol, veh/h	200	15	110	10	10	10	70	150	15	5	45	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	217	16	120	11	11	11	76	163	16	5	49	50

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	393	390	49	475	432	171	99	0	0	179	0	0
Stage 1	59	59	-	323	323	-	-	-	-	-	-	-
Stage 2	334	331	-	152	109	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	566	545	1020	500	516	873	1494	-	-	1397	-	-
Stage 1	953	846	-	689	650	-	-	-	-	-	-	-
Stage 2	680	645	-	850	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	526	515	1020	413	488	873	1494	-	-	1397	-	-
Mov Cap-2 Maneuver	526	515	-	413	488	-	-	-	-	-	-	-
Stage 1	904	843	-	654	617	-	-	-	-	-	-	-
Stage 2	626	612	-	733	802	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.9		12.2		2.2		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	526	913	534	1397	-	-
HCM Lane V/C Ratio	0.051	-	-	0.413	0.149	0.061	0.004	-	-
HCM Control Delay (s)	7.5	-	-	16.6	9.6	12.2	7.6	0	-
HCM Lane LOS	A	-	-	C	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2	0.5	0.2	0	-	-

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	5	65	30	10	120	50
Future Vol, veh/h	5	65	30	10	120	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	71	33	11	130	54

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	347	33	0	0	44	0
Stage 1	33	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	650	1041	-	-	1564	-
Stage 1	989	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	596	1041	-	-	1564	-
Mov Cap-2 Maneuver	596	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	5.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	596	1041	1564	-
HCM Lane V/C Ratio	-	-	0.009	0.068	0.083	-
HCM Control Delay (s)	-	-	11.1	8.7	7.5	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.2	0.3	-

HCM 6th Signalized Intersection Summary
 215: Campus View Dr/Bailey Howell Dr & E Lee Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	72	10	100	130	81	10	60	130	28	50	150
Future Volume (veh/h)	99	72	10	100	130	81	10	60	130	28	50	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	78	11	109	141	88	11	65	141	30	54	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	333	47	585	224	140	136	268	255	413	132	399
Arrive On Green	0.09	0.21	0.21	0.09	0.21	0.21	0.16	0.16	0.16	0.04	0.32	0.32
Sat Flow, veh/h	1781	1604	226	1781	1077	672	128	1665	1585	1781	410	1238
Grp Volume(v), veh/h	108	0	89	109	0	229	76	0	141	30	0	217
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1749	1793	0	1585	1781	0	1648
Q Serve(g_s), s	1.6	0.0	1.4	1.6	0.0	4.3	0.0	0.0	2.9	0.5	0.0	3.7
Cycle Q Clear(g_c), s	1.6	0.0	1.4	1.6	0.0	4.3	1.3	0.0	2.9	0.5	0.0	3.7
Prop In Lane	1.00		0.12	1.00		0.38	0.14		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	468	0	380	585	0	365	403	0	255	413	0	531
V/C Ratio(X)	0.23	0.00	0.23	0.19	0.00	0.63	0.19	0.00	0.55	0.07	0.00	0.41
Avail Cap(c_a), veh/h	826	0	1457	893	0	1344	1400	0	1173	722	0	1772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	11.8	9.4	0.0	12.9	13.1	0.0	13.8	10.3	0.0	9.5
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.2	0.0	1.8	0.2	0.0	1.9	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	0.5	0.0	1.5	0.5	0.0	1.0	0.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	12.1	9.5	0.0	14.7	13.4	0.0	15.7	10.4	0.0	10.0
LnGrp LOS	A	A	B	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h		197		338		217		247				
Approach Delay, s/veh		10.9		13.0		14.9		10.0				
Approach LOS		B		B		B		B				
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	5.8	10.3	7.8	11.9		16.0	7.8	12.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5	26.5	9.5	28.5		38.5	10.5	27.5				
Max Q Clear Time (g_c+1), s	5	4.9	3.6	3.4		5.7	3.6	6.3				
Green Ext Time (p_c), s	0.0	0.8	0.1	0.4		1.4	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	27	45	30	395	560	39
Future Vol, veh/h	27	45	30	395	560	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	49	33	429	609	42

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	911	326	651	0	0
Stage 1	630	-	-	-	-
Stage 2	281	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	274	670	931	-	-
Stage 1	493	-	-	-	-
Stage 2	741	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	264	670	931	-	-
Mov Cap-2 Maneuver	375	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	741	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	931	-	375	670	-	-
HCM Lane V/C Ratio	0.035	-	0.078	0.073	-	-
HCM Control Delay (s)	9	-	15.4	10.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.2	-	-

HCM 6th Signalized Intersection Summary
 1: Loxley Way/East-West Connector & Blackjack Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑	↗	↗	↘	↘
Traffic Volume (veh/h)	100	390	8	246	447	10	23	100	167	20	125	135
Future Volume (veh/h)	100	390	8	246	447	10	23	100	167	20	125	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	481	0	304	552	11	28	109	0	22	136	0
Peak Hour Factor	0.92	0.81	0.81	0.81	0.81	0.92	0.81	0.92	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	808		506	904	18	325	410		345	401	
Arrive On Green	0.05	0.43	0.00	0.12	0.49	0.49	0.03	0.22	0.00	0.02	0.21	0.00
Sat Flow, veh/h	1781	1870	0	1781	1827	36	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	109	481	0	304	0	563	28	109	0	22	136	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1864	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.9	17.0	0.0	7.6	0.0	18.9	1.0	4.2	0.0	0.8	5.3	0.0
Cycle Q Clear(g_c), s	2.9	17.0	0.0	7.6	0.0	18.9	1.0	4.2	0.0	0.8	5.3	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	413	808		506	0	922	325	410		345	401	
V/C Ratio(X)	0.26	0.60		0.60	0.00	0.61	0.09	0.27		0.06	0.34	
Avail Cap(c_a), veh/h	435	808		618	0	922	380	410		408	401	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.4	18.7	0.0	12.7	0.0	15.8	25.3	27.9	0.0	25.4	28.7	0.0
Incr Delay (d2), s/veh	0.3	3.2	0.0	1.1	0.0	3.0	0.1	1.6	0.0	0.1	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.7	0.0	2.9	0.0	8.2	0.4	2.0	0.0	0.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	22.0	0.0	13.8	0.0	18.8	25.4	29.5	0.0	25.5	31.0	0.0
LnGrp LOS	B	C		B	A	B	C	C		C	C	
Approach Vol, veh/h		590	A		867			137	A		158	A
Approach Delay, s/veh		20.4			17.0			28.7			30.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	41.8	6.9	23.0	9.1	47.2	6.5	23.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	32.9	5.1	18.5	5.7	42.7	5.1	18.5				
Max Q Clear Time (g_c+I1), s	9.6	19.0	3.0	7.3	4.9	20.9	2.8	6.2				
Green Ext Time (p_c), s	0.5	2.6	0.0	0.5	0.0	3.8	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

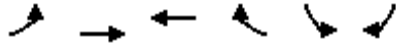
HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	525	27	36	521	163	132	56	48	155	79	50
Future Volume (veh/h)	25	525	27	36	521	163	132	56	48	155	79	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	603	31	41	599	187	152	64	55	178	91	57
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	926	48	379	997	845	300	105	91	322	122	76
Arrive On Green	0.03	0.53	0.53	0.04	0.53	0.53	0.10	0.11	0.11	0.10	0.11	0.11
Sat Flow, veh/h	1781	1763	91	1781	1870	1585	1781	929	798	1781	1075	674
Grp Volume(v), veh/h	29	0	634	41	599	187	152	0	119	178	0	148
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1870	1585	1781	0	1727	1781	0	1749
Q Serve(g_s), s	0.6	0.0	19.4	0.8	17.3	4.9	5.8	0.0	5.2	6.9	0.0	6.5
Cycle Q Clear(g_c), s	0.6	0.0	19.4	0.8	17.3	4.9	5.8	0.0	5.2	6.9	0.0	6.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.46	1.00		0.39
Lane Grp Cap(c), veh/h	360	0	974	379	997	845	300	0	196	322	0	198
V/C Ratio(X)	0.08	0.00	0.65	0.11	0.60	0.22	0.51	0.00	0.61	0.55	0.00	0.75
Avail Cap(c_a), veh/h	420	0	974	428	997	845	300	0	394	322	0	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	13.5	10.2	12.6	9.7	27.3	0.0	33.3	27.6	0.0	33.8
Incr Delay (d2), s/veh	0.1	0.0	3.4	0.1	2.7	0.6	1.4	0.0	3.0	2.1	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	8.1	0.3	7.2	1.7	2.5	0.0	2.3	3.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	16.9	10.4	15.3	10.3	28.7	0.0	36.3	29.7	0.0	39.3
LnGrp LOS	A	A	B	B	B	B	C	A	D	C	A	D
Approach Vol, veh/h		663			827			271			326	
Approach Delay, s/veh		16.6			13.9			32.0			34.1	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	45.9	12.0	13.4	6.8	46.5	12.0	13.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	41.4	7.5	18.0	5.0	41.5	7.5	18.0				
Max Q Clear Time (g_c+1), s	12.8	21.4	7.8	8.5	2.6	19.3	8.9	7.2				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.5	0.0	4.8	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay											20.3	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↖	↗
Traffic Volume (veh/h)	130	350	201	76	157	100
Future Volume (veh/h)	130	350	201	76	157	100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	467	268	101	209	133
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	368	819	344	130	732	652
Arrive On Green	0.10	0.44	0.27	0.27	0.41	0.41
Sat Flow, veh/h	1781	1870	1295	488	1781	1585
Grp Volume(v), veh/h	173	467	0	369	209	133
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1783	1781	1585
Q Serve(g_s), s	3.9	11.1	0.0	11.4	4.7	3.2
Cycle Q Clear(g_c), s	3.9	11.1	0.0	11.4	4.7	3.2
Prop In Lane	1.00			0.27	1.00	1.00
Lane Grp Cap(c), veh/h	368	819	0	474	732	652
V/C Ratio(X)	0.47	0.57	0.00	0.78	0.29	0.20
Avail Cap(c_a), veh/h	569	1773	0	1181	732	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	12.5	0.0	20.3	11.7	11.3
Incr Delay (d2), s/veh	0.9	0.6	0.0	2.8	1.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	0.0	4.7	1.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	13.2	0.0	23.1	12.7	12.0
LnGrp LOS	B	B	A	C	B	B
Approach Vol, veh/h		640	369		342	
Approach Delay, s/veh		13.6	23.1		12.4	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.6		29.0	10.3	20.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		56.5		24.5	12.5	39.5
Max Q Clear Time (g_c+I1), s		13.1		6.7	5.9	13.4
Green Ext Time (p_c), s		3.3		1.0	0.2	2.4
Intersection Summary						
HCM 6th Ctrl Delay			15.9			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	240	165	79	64	13	154
Future Vol, veh/h	240	165	79	64	13	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	179	86	70	14	167

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	156	0	-	0	822 121
Stage 1	-	-	-	-	121 -
Stage 2	-	-	-	-	701 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1424	-	-	-	344 930
Stage 1	-	-	-	-	904 -
Stage 2	-	-	-	-	492 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1424	-	-	-	281 930
Mov Cap-2 Maneuver	-	-	-	-	388 -
Stage 1	-	-	-	-	739 -
Stage 2	-	-	-	-	492 -

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1424	-	-	-	388	930
HCM Lane V/C Ratio	0.183	-	-	-	0.036	0.18
HCM Control Delay (s)	8.1	0	-	-	14.6	9.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1	0.7

Intersection	
Intersection Delay, s/veh	34.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	25	136	40	146	162	200	50	70	120	150	40	50
Future Vol, veh/h	25	136	40	146	162	200	50	70	120	150	40	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	148	43	159	176	217	54	76	130	163	43	54
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	14.1	57.6	17.3	18.2
HCM LOS	B	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	21%	16%	0%	29%	62%
Vol Thru, %	29%	84%	0%	32%	17%
Vol Right, %	50%	0%	100%	39%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	240	161	40	508	240
LT Vol	50	25	0	146	150
Through Vol	70	136	0	162	40
RT Vol	120	0	40	200	50
Lane Flow Rate	261	175	43	552	261
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.51	0.375	0.084	0.978	0.527
Departure Headway (Hd)	7.034	7.724	6.923	6.373	7.269
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	511	465	516	574	496
Service Time	5.103	5.489	4.688	4.373	5.337
HCM Lane V/C Ratio	0.511	0.376	0.083	0.962	0.526
HCM Control Delay	17.3	15.1	10.3	57.6	18.2
HCM Lane LOS	C	C	B	F	C
HCM 95th-tile Q	2.9	1.7	0.3	13.6	3

HCM 6th Signalized Intersection Summary
10: Highway 12 & College View St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	56	63	157	131	125	40	870	62	31	805	220
Future Volume (veh/h)	20	56	63	157	131	125	40	870	62	31	805	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	61	68	171	142	136	43	946	67	34	875	239
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	139	118	350	298	252	359	1884	840	362	1863	831
Arrive On Green	0.02	0.07	0.07	0.11	0.16	0.16	0.04	0.53	0.53	0.03	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	22	61	68	171	142	136	43	946	67	34	875	239
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.8	2.2	3.0	6.0	4.9	5.6	0.8	12.2	1.5	0.6	11.1	6.0
Cycle Q Clear(g_c), s	0.8	2.2	3.0	6.0	4.9	5.6	0.8	12.2	1.5	0.6	11.1	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	139	118	350	298	252	359	1884	840	362	1863	831
V/C Ratio(X)	0.10	0.44	0.58	0.49	0.48	0.54	0.12	0.50	0.08	0.09	0.47	0.29
Avail Cap(c_a), veh/h	320	484	410	417	615	521	424	1884	840	438	1863	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	31.7	32.0	24.7	27.4	27.7	7.9	10.8	8.2	8.1	10.7	9.5
Incr Delay (d2), s/veh	0.2	2.2	4.4	1.1	1.2	1.8	0.1	1.0	0.2	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	1.2	2.5	2.2	2.2	0.3	4.4	0.5	0.2	4.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	33.8	36.4	25.8	28.5	29.4	8.0	11.7	8.4	8.2	11.6	10.4
LnGrp LOS	C	C	D	C	C	C	A	B	A	A	B	B
Approach Vol, veh/h	151			449			1056			1148		
Approach Delay, s/veh	34.3			27.8			11.4			11.2		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	42.4	12.3	9.8	7.4	42.0	6.3	15.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	37.5	10.5	18.5	5.5	37.5	5.5	23.5				
Max Q Clear Time (g_c+1), s	12.6	14.2	8.0	5.0	2.8	13.1	2.8	7.6				
Green Ext Time (p_c), s	0.0	7.5	0.1	0.4	0.0	7.7	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
15: Bully Blvd/Mill St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	546	173	120	900	30	143	25	143	20	20	75
Future Volume (veh/h)	50	546	173	120	900	30	143	25	143	20	20	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	593	188	130	978	33	155	27	155	22	22	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	1184	528	358	1271	567	534	80	459	438	95	353
Arrive On Green	0.05	0.33	0.33	0.07	0.36	0.36	0.08	0.33	0.33	0.02	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	241	1381	1781	346	1291
Grp Volume(v), veh/h	54	593	188	130	978	33	155	0	182	22	0	104
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1622	1781	0	1638
Q Serve(g_s), s	1.5	10.0	6.7	3.5	18.3	1.0	4.4	0.0	6.3	0.7	0.0	3.7
Cycle Q Clear(g_c), s	1.5	10.0	6.7	3.5	18.3	1.0	4.4	0.0	6.3	0.7	0.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		0.79
Lane Grp Cap(c), veh/h	240	1184	528	358	1271	567	534	0	539	438	0	448
V/C Ratio(X)	0.23	0.50	0.36	0.36	0.77	0.06	0.29	0.00	0.34	0.05	0.00	0.23
Avail Cap(c_a), veh/h	290	1636	730	413	1731	772	611	0	539	525	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	20.0	18.9	15.2	21.3	15.8	15.9	0.0	18.8	18.7	0.0	21.1
Incr Delay (d2), s/veh	0.5	0.3	0.4	0.6	1.5	0.0	0.3	0.0	1.7	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.0	2.4	1.4	7.3	0.4	1.7	0.0	2.5	0.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	20.3	19.3	15.9	22.8	15.8	16.2	0.0	20.5	18.8	0.0	22.3
LnGrp LOS	B	C	B	B	C	B	B	A	C	B	A	C
Approach Vol, veh/h		835			1141			337				126
Approach Delay, s/veh		19.9			21.8			18.5				21.7
Approach LOS		B			C			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	29.4	9.7	29.5	10.8	25.0	7.9	31.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	24.5	7.5	34.5	9.5	20.5	5.5	36.5				
Max Q Clear Time (g_c+1), s	12.5	8.3	5.5	12.0	6.4	5.7	3.5	20.3				
Green Ext Time (p_c), s	0.0	0.9	0.1	4.8	0.1	0.4	0.0	6.5				

Intersection Summary

HCM 6th Ctrl Delay		20.7										
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↖		↖	↑	↗
Traffic Volume (veh/h)	156	567	293	271	816	179	382	172	135	67	147	96
Future Volume (veh/h)	156	567	293	271	816	179	382	172	135	67	147	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	718	0	343	1033	227	484	218	171	85	186	122
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1503		481	1245	555	570	245	192	224	282	239
Arrive On Green	0.10	0.29	0.00	0.15	0.35	0.35	0.16	0.25	0.25	0.06	0.15	0.15
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	971	762	1781	1870	1585
Grp Volume(v), veh/h	197	718	0	343	1033	227	484	0	389	85	186	122
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1733	1781	1870	1585
Q Serve(g_s), s	7.2	11.0	0.0	12.0	25.3	10.3	12.9	0.0	20.6	3.8	8.9	6.7
Cycle Q Clear(g_c), s	7.2	11.0	0.0	12.0	25.3	10.3	12.9	0.0	20.6	3.8	8.9	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	287	1503		481	1245	555	570	0	438	224	282	239
V/C Ratio(X)	0.69	0.48		0.71	0.83	0.41	0.85	0.00	0.89	0.38	0.66	0.51
Avail Cap(c_a), veh/h	347	1663		591	1456	650	690	0	546	224	334	283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	27.6	0.0	18.3	28.3	23.4	38.6	0.0	34.3	31.6	38.1	37.2
Incr Delay (d2), s/veh	4.3	0.2	0.0	3.1	3.7	0.5	8.4	0.0	14.1	1.1	3.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.4	0.0	5.0	10.9	3.9	6.1	0.0	10.2	1.7	4.3	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	27.8	0.0	21.4	32.0	23.9	47.0	0.0	48.4	32.6	41.8	38.9
LnGrp LOS	C	C		C	C	C	D	A	D	C	D	D
Approach Vol, veh/h		915	A		1603			873			393	
Approach Delay, s/veh		27.7			28.6			47.6			38.9	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	34.0	21.7	20.3	13.8	39.3	12.0	30.0				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	20.5	31.0	19.0	17.0	12.5	39.0	6.0	30.0				
Max Q Clear Time (g_c+1/4), s	14.0	13.0	14.9	10.9	9.2	27.3	5.8	22.6				
Green Ext Time (p_c), s	0.6	4.6	0.7	0.7	0.2	6.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

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

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	100	110	150	100	40	130
Future Vol, veh/h	100	110	150	100	40	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	100	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	120	163	109	43	141

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	272	0	-	0	501
Stage 1	-	-	-	-	163
Stage 2	-	-	-	-	338
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1291	-	-	-	530
Stage 1	-	-	-	-	866
Stage 2	-	-	-	-	722
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1291	-	-	-	485
Mov Cap-2 Maneuver	-	-	-	-	485
Stage 1	-	-	-	-	793
Stage 2	-	-	-	-	722

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1291	-	-	-	485	882
HCM Lane V/C Ratio	0.084	-	-	-	0.09	0.16
HCM Control Delay (s)	8	-	-	-	13.2	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	0.6

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	180	55	128	173	244	42	558	50	157	721	147
Future Volume (veh/h)	170	180	55	128	173	244	42	558	50	157	721	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	196	60	139	188	0	46	607	54	171	784	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	329	279	391	278		302	1019	454	422	1233	550
Arrive On Green	0.12	0.18	0.18	0.09	0.15	0.00	0.04	0.29	0.29	0.10	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	185	196	60	139	188	0	46	607	54	171	784	160
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.4	5.0	1.7	3.3	4.9	0.0	0.9	7.6	1.3	3.3	9.6	3.8
Cycle Q Clear(g_c), s	4.4	5.0	1.7	3.3	4.9	0.0	0.9	7.6	1.3	3.3	9.6	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	329	279	391	278		302	1019	454	422	1233	550
V/C Ratio(X)	0.45	0.60	0.22	0.36	0.68		0.15	0.60	0.12	0.41	0.64	0.29
Avail Cap(c_a), veh/h	599	742	629	590	706		460	2029	905	644	2372	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	19.6	18.2	16.3	20.8	0.0	12.6	15.9	13.6	11.2	14.1	12.3
Incr Delay (d2), s/veh	0.8	1.7	0.4	0.5	2.9	0.0	0.2	0.6	0.1	0.6	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	0.6	1.3	2.2	0.0	0.3	2.8	0.4	1.2	3.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	21.3	18.6	16.9	23.7	0.0	12.8	16.4	13.7	11.9	14.7	12.5
LnGrp LOS	B	C	B	B	C		B	B	B	B	B	B
Approach Vol, veh/h		441			327	A		707			1115	
Approach Delay, s/veh		18.9			20.8			16.0			13.9	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	19.3	9.2	13.6	6.4	22.4	10.6	12.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	29.5	10.5	20.5	6.5	34.5	11.5	19.5				
Max Q Clear Time (g_c+I1), s	5.3	9.6	5.3	7.0	2.9	11.6	6.4	6.9				
Green Ext Time (p_c), s	0.2	4.3	0.1	1.0	0.0	6.4	0.2	0.8				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

HCM 6th TWSC

86: Spring St & McDonalds/Cotton Mill Dr

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Future Vol, veh/h	8	1	28	99	8	109	30	258	201	42	190	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	30	108	9	118	33	280	218	46	207	25

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	831	876	220	673	670	280	232	0	0	498	0	0
Stage 1	312	312	-	346	346	-	-	-	-	-	-	-
Stage 2	519	564	-	327	324	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	287	820	369	378	759	1336	-	-	1066	-	-
Stage 1	699	658	-	670	635	-	-	-	-	-	-	-
Stage 2	540	508	-	686	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	227	268	820	336	353	759	1336	-	-	1066	-	-
Mov Cap-2 Maneuver	227	268	-	336	353	-	-	-	-	-	-	-
Stage 1	682	630	-	653	619	-	-	-	-	-	-	-
Stage 2	438	495	-	631	622	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		15.9		0.5		1.4	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	506	337	759	1066	-	-
HCM Lane V/C Ratio	0.024	-	-	0.079	0.345	0.156	0.043	-	-
HCM Control Delay (s)	7.8	-	-	12.7	21.2	10.6	8.5	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.5	0.6	0.1	-	-

HCM 6th Signalized Intersection Summary
 106: Robert Louis Jones Dr & Bully Blvd/Bost Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	120	200	3	80	56	191	111	166	34	30	40
Future Volume (veh/h)	25	120	200	3	80	56	191	111	166	34	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	130	217	3	87	61	208	121	180	37	33	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	158	263	176	230	161	673	257	382	50	44	58
Arrive On Green	0.03	0.25	0.25	0.00	0.22	0.22	0.38	0.38	0.38	0.09	0.09	0.09
Sat Flow, veh/h	1781	630	1051	1781	1024	718	1781	679	1010	565	503	656
Grp Volume(v), veh/h	27	0	347	3	0	148	208	0	301	113	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1681	1781	0	1741	1781	0	1689	1724	0	0
Q Serve(g_s), s	0.7	0.0	12.5	0.1	0.0	4.6	5.3	0.0	8.7	4.1	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	12.5	0.1	0.0	4.6	5.3	0.0	8.7	4.1	0.0	0.0
Prop In Lane	1.00		0.63	1.00		0.41	1.00		0.60	0.33		0.38
Lane Grp Cap(c), veh/h	354	0	421	176	0	391	673	0	638	151	0	0
V/C Ratio(X)	0.08	0.00	0.83	0.02	0.00	0.38	0.31	0.00	0.47	0.75	0.00	0.00
Avail Cap(c_a), veh/h	442	0	641	310	0	664	673	0	638	485	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	0.0	22.8	20.1	0.0	21.1	14.1	0.0	15.1	28.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	5.3	0.0	0.0	0.6	1.2	0.0	2.5	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	5.2	0.0	0.0	1.8	2.2	0.0	3.5	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	28.1	20.1	0.0	21.7	15.3	0.0	17.6	35.8	0.0	0.0
LnGrp LOS	B	A	C	C	A	C	B	A	B	D	A	A
Approach Vol, veh/h		374			151			509				113
Approach Delay, s/veh		27.4			21.7			16.7				35.8
Approach LOS		C			C			B				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.8	4.8	20.6		10.1	6.4	18.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.3	5.1	24.5		18.1	5.1	24.5				
Max Q Clear Time (g_c+I1), s		10.7	2.1	14.5		6.1	2.7	6.6				
Green Ext Time (p_c), s		2.1	0.0	1.5		0.4	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				22.7								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	5	44	5	5	5	140	60	5	5	110	224
Future Vol, veh/h	86	5	44	5	5	5	140	60	5	5	110	224
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	5	48	5	5	5	152	65	5	5	120	243

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	507	504	120	650	745	68	363	0	0	70	0	0
Stage 1	130	130	-	372	372	-	-	-	-	-	-	-
Stage 2	377	374	-	278	373	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	476	470	931	382	342	995	1196	-	-	1531	-	-
Stage 1	874	789	-	648	619	-	-	-	-	-	-	-
Stage 2	644	618	-	728	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	420	409	931	323	298	995	1196	-	-	1531	-	-
Mov Cap-2 Maneuver	420	409	-	323	298	-	-	-	-	-	-	-
Stage 1	763	786	-	566	540	-	-	-	-	-	-	-
Stage 2	553	540	-	683	616	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	13.7		14.3			5.8		0.1		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	420	824	402	1531	-	-
HCM Lane V/C Ratio	0.127	-	-	0.223	0.065	0.041	0.004	-	-
HCM Control Delay (s)	8.4	-	-	16	9.7	14.3	7.4	0	-
HCM Lane LOS	A	-	-	C	A	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.8	0.2	0.1	0	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	70	120	100	100	100	100
Future Vol, veh/h	70	120	100	100	100	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	130	109	109	109	109

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	436	109	0	0	218
Stage 1	109	-	-	-	-
Stage 2	327	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	578	945	-	-	1352
Stage 1	916	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	531	945	-	-	1352
Mov Cap-2 Maneuver	531	-	-	-	-
Stage 1	916	-	-	-	-
Stage 2	672	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	531	945	1352	-
HCM Lane V/C Ratio	-	-	0.143	0.138	0.08	-
HCM Control Delay (s)	-	-	12.9	9.4	7.9	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.5	0.3	-

HCM 6th Signalized Intersection Summary
 215: Campus View Dr/Bailey Howell Dr & E Lee Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	218	25	100	124	99	30	50	220	93	50	192
Future Volume (veh/h)	212	218	25	100	124	99	30	50	220	93	50	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	237	27	109	135	108	33	54	239	101	54	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	427	49	444	191	153	186	250	328	471	127	492
Arrive On Green	0.14	0.26	0.26	0.08	0.20	0.20	0.21	0.21	0.21	0.08	0.38	0.38
Sat Flow, veh/h	1781	1649	188	1781	962	770	396	1207	1585	1781	336	1300
Grp Volume(v), veh/h	230	0	264	109	0	243	87	0	239	101	0	263
Grp Sat Flow(s),veh/h/ln	1781	0	1837	1781	0	1732	1603	0	1585	1781	0	1636
Q Serve(g_s), s	4.6	0.0	5.9	2.2	0.0	6.3	0.0	0.0	6.7	1.9	0.0	5.7
Cycle Q Clear(g_c), s	4.6	0.0	5.9	2.2	0.0	6.3	1.8	0.0	6.7	1.9	0.0	5.7
Prop In Lane	1.00		0.10	1.00		0.44	0.38		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	478	0	476	444	0	343	436	0	328	471	0	619
V/C Ratio(X)	0.48	0.00	0.55	0.25	0.00	0.71	0.20	0.00	0.73	0.21	0.00	0.42
Avail Cap(c_a), veh/h	842	0	1248	580	0	851	890	0	812	613	0	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	15.3	13.4	0.0	17.9	15.8	0.0	17.7	11.7	0.0	11.0
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.3	0.0	2.7	0.2	0.0	3.1	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.3	0.8	0.0	2.5	0.7	0.0	2.4	0.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	16.3	13.7	0.0	20.6	16.0	0.0	20.8	11.9	0.0	11.5
LnGrp LOS	B	A	B	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h		494			352			326				364
Approach Delay, s/veh		14.8			18.4			19.5				11.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	8.2	14.4	8.3	16.9		22.6	11.2	14.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5	24.5	7.5	32.5		36.5	16.5	23.5				
Max Q Clear Time (g_c+1), s	13.5	8.7	4.2	7.9		7.7	6.6	8.3				
Green Ext Time (p_c), s	0.1	1.2	0.1	1.6		1.8	0.5	1.2				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	100	49	667	660	53
Future Vol, veh/h	33	100	49	667	660	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	109	53	725	717	58

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1215	388	775	0	-	0
Stage 1	746	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	174	611	837	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	163	611	837	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	837	-	290	611	-	-
HCM Lane V/C Ratio	0.064	-	0.124	0.178	-	-
HCM Control Delay (s)	9.6	-	19.2	12.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.6	-	-

MOVEMENT SUMMARY

Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
SouthEast: Oktoc Road														
3ax	L1	270	3.0	293	3.0	0.325	6.9	LOS A	1.7	42.5	0.50	0.39	0.50	22.6
18bx	R3	30	3.0	33	3.0	0.325	6.9	LOS A	1.7	42.5	0.50	0.39	0.50	22.4
Approach		300	3.0	326	3.0	0.325	6.9	LOS A	1.7	42.5	0.50	0.39	0.50	22.6
East: Blackjack Road														
1b	L3	6	3.0	7	3.0	0.117	4.5	LOS A	0.5	11.9	0.40	0.29	0.40	18.8
6	T1	220	3.0	239	3.0	0.117	4.5	LOS A	0.5	11.9	0.40	0.29	0.40	18.6
Approach		226	3.0	246	3.0	0.117	4.5	LOS A	0.5	11.9	0.40	0.29	0.40	18.6
West: Blackjack Road														
2	T1	253	3.0	275	3.0	0.302	5.4	LOS A	1.7	44.5	0.06	0.01	0.06	19.2
12a	R1	117	3.0	127	3.0	0.302	5.4	LOS A	1.7	44.5	0.06	0.01	0.06	20.3
Approach		370	3.0	402	3.0	0.302	5.4	LOS A	1.7	44.5	0.06	0.01	0.06	19.4
All Vehicles		896	3.0	974	3.0	0.325	5.7	LOS A	1.7	44.5	0.29	0.21	0.29	19.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bost Dr (Site Folder: Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Bost Dr														
3	L2	2	3.0	2	3.0	0.209	7.3	LOS A	0.9	22.3	0.60	0.59	0.60	20.1
8	T1	124	3.0	135	3.0	0.209	7.3	LOS A	0.9	22.3	0.60	0.59	0.60	17.3
18	R2	14	3.0	15	3.0	0.209	7.3	LOS A	0.9	22.3	0.60	0.59	0.60	17.7
Approach		140	3.0	152	3.0	0.209	7.3	LOS A	0.9	22.3	0.60	0.59	0.60	17.4
East: Stone Boulevard														
1	L2	13	3.0	14	3.0	0.133	4.6	LOS A	0.6	14.9	0.40	0.27	0.40	21.0
6	T1	93	3.0	101	3.0	0.133	4.6	LOS A	0.6	14.9	0.40	0.27	0.40	18.3
16	R2	22	3.0	24	3.0	0.133	4.6	LOS A	0.6	14.9	0.40	0.27	0.40	18.6
Approach		128	3.0	139	3.0	0.133	4.6	LOS A	0.6	14.9	0.40	0.27	0.40	18.6
North: Bost Extension Dr														
7	L2	33	3.0	36	3.0	0.053	3.5	LOS A	0.2	5.7	0.26	0.12	0.26	20.8
4	T1	8	3.0	9	3.0	0.053	3.5	LOS A	0.2	5.7	0.26	0.12	0.26	18.1
14	R2	17	3.0	18	3.0	0.053	3.5	LOS A	0.2	5.7	0.26	0.12	0.26	18.0
Approach		58	3.0	63	3.0	0.053	3.5	LOS A	0.2	5.7	0.26	0.12	0.26	19.7
West: Stone Boulevard														
5	L2	92	3.0	100	3.0	0.461	7.6	LOS A	3.2	82.2	0.28	0.13	0.28	19.8
2	T1	409	3.0	445	3.0	0.461	7.6	LOS A	3.2	82.2	0.28	0.13	0.28	17.4
12	R2	33	3.0	36	3.0	0.461	7.6	LOS A	3.2	82.2	0.28	0.13	0.28	16.4
Approach		534	3.0	580	3.0	0.461	7.6	LOS A	3.2	82.2	0.28	0.13	0.28	17.7
All Vehicles		860	3.0	935	3.0	0.461	6.8	LOS A	3.2	82.2	0.35	0.22	0.35	17.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Creelman Street (Site Folder: Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	5	3.0	5	3.0	0.222	4.6	LOS A	1.2	29.5	0.04	0.01	0.04	10.0
8	T1	267	3.0	290	3.0	0.222	4.6	LOS A	1.2	29.5	0.04	0.01	0.04	18.7
18	R2	1	3.0	1	3.0	0.222	4.6	LOS A	1.2	29.5	0.04	0.01	0.04	18.7
Approach		273	3.0	297	3.0	0.222	4.6	LOS A	1.2	29.5	0.04	0.01	0.04	18.6
East: Creelman Street														
1	L2	1	3.0	1	3.0	0.003	3.7	LOS A	0.0	0.3	0.40	0.20	0.40	20.9
6	T1	1	3.0	1	3.0	0.003	3.7	LOS A	0.0	0.3	0.40	0.20	0.40	18.1
16	R2	1	3.0	1	3.0	0.003	3.7	LOS A	0.0	0.3	0.40	0.20	0.40	18.8
Approach		3	3.0	3	3.0	0.003	3.7	LOS A	0.0	0.3	0.40	0.20	0.40	19.3
North: Stone Boulevard														
7	L2	1	3.0	1	3.0	0.364	6.1	LOS A	2.3	58.4	0.08	0.01	0.08	20.4
4	T1	429	3.0	466	3.0	0.364	6.1	LOS A	2.3	58.4	0.08	0.01	0.08	18.3
14	R2	15	3.0	16	3.0	0.364	6.1	LOS A	2.3	58.4	0.08	0.01	0.08	17.6
Approach		445	3.0	484	3.0	0.364	6.1	LOS A	2.3	58.4	0.08	0.01	0.08	18.3
West: Parking Lot														
5	L2	1	3.0	1	3.0	0.004	4.4	LOS A	0.0	0.4	0.49	0.30	0.49	21.0
2	T1	1	3.0	1	3.0	0.004	4.4	LOS A	0.0	0.4	0.49	0.30	0.49	17.8
12	R2	1	3.0	1	3.0	0.004	4.4	LOS A	0.0	0.4	0.49	0.30	0.49	17.6
Approach		3	3.0	3	3.0	0.004	4.4	LOS A	0.0	0.4	0.49	0.30	0.49	18.7
All Vehicles		724	3.0	787	3.0	0.364	5.5	LOS A	2.3	58.4	0.06	0.01	0.06	18.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bully Boulevard (Site Folder: Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: RoadName														
3	L2	25	3.0	27	3.0	0.347	7.7	LOS A	1.7	44.6	0.57	0.49	0.57	19.9
8	T1	162	3.0	176	3.0	0.347	7.7	LOS A	1.7	44.6	0.57	0.49	0.57	17.6
18	R2	107	3.0	116	3.0	0.347	7.7	LOS A	1.7	44.6	0.57	0.49	0.57	17.6
Approach		294	3.0	320	3.0	0.347	7.7	LOS A	1.7	44.6	0.57	0.49	0.57	17.9
East: RoadName														
1	L2	35	3.0	38	3.0	0.158	4.8	LOS A	0.7	18.2	0.39	0.26	0.39	20.7
6	T1	25	3.0	27	3.0	0.158	4.8	LOS A	0.7	18.2	0.39	0.26	0.39	19.0
16	R2	95	3.0	103	3.0	0.158	4.8	LOS A	0.7	18.2	0.39	0.26	0.39	18.4
Approach		155	3.0	168	3.0	0.158	4.8	LOS A	0.7	18.2	0.39	0.26	0.39	19.0
North: RoadName														
7	L2	212	3.0	230	3.0	0.379	6.7	LOS A	2.3	58.5	0.32	0.17	0.32	19.8
4	T1	192	3.0	209	3.0	0.379	6.7	LOS A	2.3	58.5	0.32	0.17	0.32	17.6
14	R2	20	3.0	22	3.0	0.379	6.7	LOS A	2.3	58.5	0.32	0.17	0.32	18.5
Approach		424	3.0	461	3.0	0.379	6.7	LOS A	2.3	58.5	0.32	0.17	0.32	18.7
West: RoadName														
5	L2	15	3.0	16	3.0	0.170	6.2	LOS A	0.7	18.3	0.55	0.49	0.55	20.2
2	T1	102	3.0	111	3.0	0.170	6.2	LOS A	0.7	18.3	0.55	0.49	0.55	18.8
12	R2	10	3.0	11	3.0	0.170	6.2	LOS A	0.7	18.3	0.55	0.49	0.55	18.7
Approach		127	3.0	138	3.0	0.170	6.2	LOS A	0.7	18.3	0.55	0.49	0.55	18.9
All Vehicles		1000	3.0	1087	3.0	0.379	6.6	LOS A	2.3	58.5	0.43	0.32	0.43	18.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Famous Marron Band St (Site Folder: Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	5	3.0	5	3.0	0.341	7.6	LOS A	1.7	43.6	0.56	0.48	0.56	20.0
8	T1	204	3.0	222	3.0	0.341	7.6	LOS A	1.7	43.6	0.56	0.48	0.56	17.6
18	R2	81	3.0	88	3.0	0.341	7.6	LOS A	1.7	43.6	0.56	0.48	0.56	17.9
Approach		290	3.0	315	3.0	0.341	7.6	LOS A	1.7	43.6	0.56	0.48	0.56	17.7
East: Famous Maroon Band Street														
1	L2	35	3.0	38	3.0	0.141	4.7	LOS A	0.6	15.9	0.40	0.28	0.40	20.7
6	T1	25	3.0	27	3.0	0.141	4.7	LOS A	0.6	15.9	0.40	0.28	0.40	18.1
16	R2	75	3.0	82	3.0	0.141	4.7	LOS A	0.6	15.9	0.40	0.28	0.40	18.4
Approach		135	3.0	147	3.0	0.141	4.7	LOS A	0.6	15.9	0.40	0.28	0.40	18.9
North: Stone Boulevard														
7	L2	175	3.0	190	3.0	0.205	4.7	LOS A	1.0	26.0	0.22	0.10	0.22	20.2
4	T1	40	3.0	43	3.0	0.205	4.7	LOS A	1.0	26.0	0.22	0.10	0.22	17.9
14	R2	20	3.0	22	3.0	0.205	4.7	LOS A	1.0	26.0	0.22	0.10	0.22	17.4
Approach		235	3.0	255	3.0	0.205	4.7	LOS A	1.0	26.0	0.22	0.10	0.22	19.6
West: East-West Connector														
5	L2	15	3.0	16	3.0	0.173	5.2	LOS A	0.8	19.8	0.44	0.32	0.44	21.0
2	T1	135	3.0	147	3.0	0.173	5.2	LOS A	0.8	19.8	0.44	0.32	0.44	18.2
12	R2	10	3.0	11	3.0	0.173	5.2	LOS A	0.8	19.8	0.44	0.32	0.44	17.9
Approach		160	3.0	174	3.0	0.173	5.2	LOS A	0.8	19.8	0.44	0.32	0.44	18.3
All Vehicles		820	3.0	891	3.0	0.341	5.8	LOS A	1.7	43.6	0.41	0.31	0.41	18.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
SouthEast: Oktoc Road														
3ax	L1	257	3.0	279	3.0	0.378	8.7	LOS A	1.9	47.9	0.62	0.58	0.62	21.5
18bx	R3	38	3.0	41	3.0	0.378	8.7	LOS A	1.9	47.9	0.62	0.58	0.62	21.4
Approach		295	3.0	321	3.0	0.378	8.7	LOS A	1.9	47.9	0.62	0.58	0.62	21.5
East: Blackjack Road														
1b	L3	37	3.0	40	3.0	0.162	4.9	LOS A	0.7	17.2	0.40	0.29	0.40	19.2
6	T1	280	3.0	304	3.0	0.162	4.9	LOS A	0.7	17.2	0.40	0.29	0.40	18.6
Approach		317	3.0	345	3.0	0.162	4.9	LOS A	0.7	17.2	0.40	0.29	0.40	18.7
West: Blackjack Road														
2	T1	400	3.0	435	3.0	0.631	10.6	LOS B	6.2	158.7	0.32	0.13	0.32	18.0
12a	R1	346	3.0	376	3.0	0.631	10.6	LOS B	6.2	158.7	0.32	0.13	0.32	18.3
Approach		746	3.0	811	3.0	0.631	10.6	LOS B	6.2	158.7	0.32	0.13	0.32	18.1
All Vehicles		1358	3.0	1476	3.0	0.631	8.9	LOS A	6.2	158.7	0.40	0.27	0.40	18.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bost Dr (Site Folder: Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Bost Dr														
3	L2	17	3.0	18	3.0	0.318	8.2	LOS A	1.5	37.5	0.62	0.60	0.62	19.5
8	T1	115	3.0	125	3.0	0.318	8.2	LOS A	1.5	37.5	0.62	0.60	0.62	16.9
18	R2	100	3.0	109	3.0	0.318	8.2	LOS A	1.5	37.5	0.62	0.60	0.62	17.3
Approach		232	3.0	252	3.0	0.318	8.2	LOS A	1.5	37.5	0.62	0.60	0.62	17.2
East: Stone Boulevard														
1	L2	39	3.0	42	3.0	0.480	8.8	LOS A	3.0	77.0	0.54	0.40	0.54	19.5
6	T1	373	3.0	405	3.0	0.480	8.8	LOS A	3.0	77.0	0.54	0.40	0.54	17.1
16	R2	60	3.0	65	3.0	0.480	8.8	LOS A	3.0	77.0	0.54	0.40	0.54	17.5
Approach		472	3.0	513	3.0	0.480	8.8	LOS A	3.0	77.0	0.54	0.40	0.54	17.4
North: Bost Extension Dr														
7	L2	104	3.0	113	3.0	0.381	9.0	LOS A	1.9	48.8	0.64	0.62	0.65	19.3
4	T1	29	3.0	32	3.0	0.381	9.0	LOS A	1.9	48.8	0.64	0.62	0.65	16.5
14	R2	155	3.0	168	3.0	0.381	9.0	LOS A	1.9	48.8	0.64	0.62	0.65	16.4
Approach		288	3.0	313	3.0	0.381	9.0	LOS A	1.9	48.8	0.64	0.62	0.65	17.5
West: Stone Boulevard														
5	L2	65	3.0	71	3.0	0.366	7.0	LOS A	2.0	52.4	0.44	0.31	0.44	20.0
2	T1	291	3.0	316	3.0	0.366	7.0	LOS A	2.0	52.4	0.44	0.31	0.44	17.6
12	R2	15	3.0	16	3.0	0.366	7.0	LOS A	2.0	52.4	0.44	0.31	0.44	16.7
Approach		371	3.0	403	3.0	0.366	7.0	LOS A	2.0	52.4	0.44	0.31	0.44	17.9
All Vehicles		1363	3.0	1482	3.0	0.480	8.3	LOS A	3.0	77.0	0.55	0.45	0.55	17.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Creelman Street (Site Folder: Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	3	3.0	3	3.0	0.368	6.1	LOS A	2.3	59.2	0.09	0.02	0.09	9.8
8	T1	444	3.0	483	3.0	0.368	6.1	LOS A	2.3	59.2	0.09	0.02	0.09	18.3
18	R2	1	3.0	1	3.0	0.368	6.1	LOS A	2.3	59.2	0.09	0.02	0.09	18.3
Approach		448	3.0	487	3.0	0.368	6.1	LOS A	2.3	59.2	0.09	0.02	0.09	18.3
East: Creelman Street														
1	L2	1	3.0	1	3.0	0.004	4.6	LOS A	0.0	0.4	0.51	0.31	0.51	20.6
6	T1	1	3.0	1	3.0	0.004	4.6	LOS A	0.0	0.4	0.51	0.31	0.51	17.8
16	R2	1	3.0	1	3.0	0.004	4.6	LOS A	0.0	0.4	0.51	0.31	0.51	18.6
Approach		3	3.0	3	3.0	0.004	4.6	LOS A	0.0	0.4	0.51	0.31	0.51	19.1
North: Stone Boulevard														
7	L2	1	3.0	1	3.0	0.405	6.6	LOS A	2.7	69.2	0.07	0.01	0.07	20.3
4	T1	492	3.0	535	3.0	0.405	6.6	LOS A	2.7	69.2	0.07	0.01	0.07	18.2
14	R2	3	3.0	3	3.0	0.405	6.6	LOS A	2.7	69.2	0.07	0.01	0.07	17.4
Approach		496	3.0	539	3.0	0.405	6.6	LOS A	2.7	69.2	0.07	0.01	0.07	18.2
West: Parking Lot														
5	L2	8	3.0	9	3.0	0.019	4.9	LOS A	0.1	1.8	0.53	0.39	0.53	20.4
2	T1	1	3.0	1	3.0	0.019	4.9	LOS A	0.1	1.8	0.53	0.39	0.53	17.4
12	R2	4	3.0	4	3.0	0.019	4.9	LOS A	0.1	1.8	0.53	0.39	0.53	17.1
Approach		13	3.0	14	3.0	0.019	4.9	LOS A	0.1	1.8	0.53	0.39	0.53	19.1
All Vehicles		960	3.0	1043	3.0	0.405	6.3	LOS A	2.7	69.2	0.09	0.02	0.09	18.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bully Boulevard (Site Folder: Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: RoadName														
3	L2	53	3.0	58	3.0	0.377	9.0	LOS A	1.9	47.8	0.64	0.62	0.65	19.6
8	T1	188	3.0	204	3.0	0.377	9.0	LOS A	1.9	47.8	0.64	0.62	0.65	17.2
18	R2	42	3.0	46	3.0	0.377	9.0	LOS A	1.9	47.8	0.64	0.62	0.65	17.3
Approach		283	3.0	308	3.0	0.377	9.0	LOS A	1.9	47.8	0.64	0.62	0.65	17.8
East: RoadName														
1	L2	150	3.0	163	3.0	0.536	10.6	LOS B	4.3	109.3	0.65	0.67	0.79	18.8
6	T1	110	3.0	120	3.0	0.536	10.6	LOS B	4.3	109.3	0.65	0.67	0.79	17.9
16	R2	220	3.0	239	3.0	0.536	10.6	LOS B	4.3	109.3	0.65	0.67	0.79	17.0
Approach		480	3.0	522	3.0	0.536	10.6	LOS B	4.3	109.3	0.65	0.67	0.79	17.7
North: RoadName														
7	L2	256	3.0	278	3.0	0.575	11.8	LOS B	5.4	137.5	0.70	0.84	0.98	18.4
4	T1	210	3.0	228	3.0	0.575	11.8	LOS B	5.4	137.5	0.70	0.84	0.98	16.4
14	R2	30	3.0	33	3.0	0.575	11.8	LOS B	5.4	137.5	0.70	0.84	0.98	17.6
Approach		496	3.0	539	3.0	0.575	11.8	LOS B	5.4	137.5	0.70	0.84	0.98	17.5
West: RoadName														
5	L2	39	3.0	42	3.0	0.361	10.3	LOS B	1.7	44.3	0.69	0.75	0.79	19.4
2	T1	140	3.0	152	3.0	0.361	10.3	LOS B	1.7	44.3	0.69	0.75	0.79	18.1
12	R2	41	3.0	45	3.0	0.361	10.3	LOS B	1.7	44.3	0.69	0.75	0.79	17.9
Approach		220	3.0	239	3.0	0.361	10.3	LOS B	1.7	44.3	0.69	0.75	0.79	18.3
All Vehicles		1479	3.0	1608	3.0	0.575	10.6	LOS B	5.4	137.5	0.67	0.73	0.83	17.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Famous Maroon Band St (Site Folder: Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	36	3.0	39	3.0	0.230	5.2	LOS A	1.1	29.1	0.34	0.20	0.34	20.9
8	T1	128	3.0	139	3.0	0.230	5.2	LOS A	1.1	29.1	0.34	0.20	0.34	18.1
18	R2	80	3.0	87	3.0	0.230	5.2	LOS A	1.1	29.1	0.34	0.20	0.34	18.4
Approach		244	3.0	265	3.0	0.230	5.2	LOS A	1.1	29.1	0.34	0.20	0.34	18.5
East: Famous Maroon Band Street														
1	L2	61	3.0	66	3.0	0.295	6.2	LOS A	1.5	38.7	0.43	0.30	0.43	20.2
6	T1	102	3.0	111	3.0	0.295	6.2	LOS A	1.5	38.7	0.43	0.30	0.43	17.7
16	R2	130	3.0	141	3.0	0.295	6.2	LOS A	1.5	38.7	0.43	0.30	0.43	18.0
Approach		293	3.0	318	3.0	0.295	6.2	LOS A	1.5	38.7	0.43	0.30	0.43	18.4
North: Stone Boulevard														
7	L2	83	3.0	90	3.0	0.408	7.7	LOS A	2.4	60.2	0.50	0.36	0.50	19.8
4	T1	193	3.0	210	3.0	0.408	7.7	LOS A	2.4	60.2	0.50	0.36	0.50	17.4
14	R2	125	3.0	136	3.0	0.408	7.7	LOS A	2.4	60.2	0.50	0.36	0.50	16.9
Approach		401	3.0	436	3.0	0.408	7.7	LOS A	2.4	60.2	0.50	0.36	0.50	17.8
West: East-West Connector														
5	L2	25	3.0	27	3.0	0.095	4.8	LOS A	0.4	10.0	0.47	0.36	0.47	20.8
2	T1	25	3.0	27	3.0	0.095	4.8	LOS A	0.4	10.0	0.47	0.36	0.47	18.1
12	R2	30	3.0	33	3.0	0.095	4.8	LOS A	0.4	10.0	0.47	0.36	0.47	17.8
Approach		80	3.0	87	3.0	0.095	4.8	LOS A	0.4	10.0	0.47	0.36	0.47	18.7
All Vehicles		1018	3.0	1107	3.0	0.408	6.5	LOS A	2.4	60.2	0.44	0.31	0.44	18.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\william.fulcher\Desktop\14995 Reports\Sidra\Roundabouts Reassigned Counts.sip9

HCM 6th Signalized Intersection Summary
1: Loxley Way/East-West Connector & Blackjack Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↑	↔	↔	↔	↔
Traffic Volume (veh/h)	32	744	6	112	494	6	32	128	289	6	19	19
Future Volume (veh/h)	32	744	6	112	494	6	32	128	289	6	19	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	919	0	138	610	7	40	139	0	7	21	0
Peak Hour Factor	0.92	0.81	0.81	0.81	0.81	0.92	0.81	0.92	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	926		190	961	11	419	435		312	385	
Arrive On Green	0.03	0.50	0.00	0.06	0.52	0.52	0.04	0.23	0.00	0.01	0.21	0.00
Sat Flow, veh/h	1781	1870	0	1781	1845	21	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	35	919	0	138	0	617	40	139	0	7	21	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1867	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	0.8	42.8	0.0	3.3	0.0	20.8	1.5	5.4	0.0	0.3	0.8	0.0
Cycle Q Clear(g_c), s	0.8	42.8	0.0	3.3	0.0	20.8	1.5	5.4	0.0	0.3	0.8	0.0
Prop In Lane	1.00		0.00	1.00		0.01	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	369	926		190	0	972	419	435		312	385	
V/C Ratio(X)	0.09	0.99		0.72	0.00	0.63	0.10	0.32		0.02	0.05	
Avail Cap(c_a), veh/h	412	926		194	0	972	460	435		397	385	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	22.0	0.0	20.3	0.0	15.1	25.8	27.9	0.0	27.2	28.0	0.0
Incr Delay (d2), s/veh	0.1	27.7	0.0	12.4	0.0	3.2	0.1	1.9	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	24.2	0.0	1.9	0.0	9.0	0.6	2.6	0.0	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	49.7	0.0	32.6	0.0	18.2	25.9	29.9	0.0	27.2	28.3	0.0
LnGrp LOS	B	D		C	A	B	C	C		C	C	
Approach Vol, veh/h		954	A		755			179	A		28	A
Approach Delay, s/veh		48.3			20.9			29.0			28.0	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	48.0	7.6	22.6	7.4	50.2	5.3	24.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	43.5	5.1	18.1	5.0	43.8	5.0	18.2				
Max Q Clear Time (g_c+I1), s	5.3	44.8	3.5	2.8	2.8	22.8	2.3	7.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd

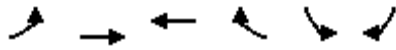


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	372	45	77	423	171	55	136	32	37	55	18
Future Volume (veh/h)	64	372	45	77	423	171	55	136	32	37	55	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	428	52	89	486	197	63	156	37	43	63	21
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	470	875	106	530	1007	853	292	201	48	204	173	58
Arrive On Green	0.05	0.53	0.53	0.06	0.54	0.54	0.05	0.14	0.14	0.04	0.13	0.13
Sat Flow, veh/h	1781	1636	199	1781	1870	1585	1781	1461	347	1781	1342	447
Grp Volume(v), veh/h	74	0	480	89	486	197	63	0	193	43	0	84
Grp Sat Flow(s),veh/h/ln	1781	0	1835	1781	1870	1585	1781	0	1808	1781	0	1790
Q Serve(g_s), s	1.4	0.0	12.7	1.7	12.5	5.1	2.3	0.0	7.9	1.6	0.0	3.3
Cycle Q Clear(g_c), s	1.4	0.0	12.7	1.7	12.5	5.1	2.3	0.0	7.9	1.6	0.0	3.3
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.19	1.00		0.25
Lane Grp Cap(c), veh/h	470	0	981	530	1007	853	292	0	249	204	0	230
V/C Ratio(X)	0.16	0.00	0.49	0.17	0.48	0.23	0.22	0.00	0.78	0.21	0.00	0.36
Avail Cap(c_a), veh/h	506	0	981	582	1007	853	333	0	457	262	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	11.3	8.0	11.1	9.4	27.2	0.0	32.1	27.7	0.0	30.7
Incr Delay (d2), s/veh	0.2	0.0	1.7	0.1	1.7	0.6	0.4	0.0	5.1	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.1	0.6	5.1	1.7	1.0	0.0	3.7	0.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	0.0	13.1	8.1	12.8	10.0	27.5	0.0	37.2	28.2	0.0	31.7
LnGrp LOS	A	A	B	A	B	B	C	A	D	C	A	C
Approach Vol, veh/h		554			772			256				127
Approach Delay, s/veh		12.4			11.5			34.8				30.5
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	45.7	8.2	14.4	8.5	46.0	7.5	15.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	40.5	40.5	5.5	19.5	5.5	41.5	5.5	19.5				
Max Q Clear Time (g_c+1), s	14.7	14.7	4.3	5.3	3.4	14.5	3.6	9.9				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.3	0.0	4.0	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay											16.7	
HCM 6th LOS											B	

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	218	199	197	60	40	103
Future Volume (veh/h)	218	199	197	60	40	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	265	263	80	53	137
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	477	904	344	105	639	569
Arrive On Green	0.15	0.48	0.25	0.25	0.36	0.36
Sat Flow, veh/h	1781	1870	1376	419	1781	1585
Grp Volume(v), veh/h	291	265	0	343	53	137
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1795	1781	1585
Q Serve(g_s), s	6.2	4.9	0.0	10.1	1.1	3.5
Cycle Q Clear(g_c), s	6.2	4.9	0.0	10.1	1.1	3.5
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	477	904	0	448	639	569
V/C Ratio(X)	0.61	0.29	0.00	0.77	0.08	0.24
Avail Cap(c_a), veh/h	841	1981	0	1116	639	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	8.9	0.0	19.9	12.1	12.8
Incr Delay (d2), s/veh	1.3	0.2	0.0	2.8	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.7	0.0	4.2	0.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	9.1	0.0	22.6	12.3	13.8
LnGrp LOS	B	A	A	C	B	B
Approach Vol, veh/h		556	343		190	
Approach Delay, s/veh		11.5	22.6		13.4	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.1		25.0	13.4	18.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		60.5		20.5	20.5	35.5
Max Q Clear Time (g_c+I1), s		6.9		5.5	8.2	12.1
Green Ext Time (p_c), s		1.7		0.5	0.7	2.1
Intersection Summary						
HCM 6th Ctrl Delay			15.4			
HCM 6th LOS			B			

HCM 6th TWSC
5: Black Jack & Campus View Dr

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	154	42	121	72	14	77
Future Vol, veh/h	154	42	121	72	14	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	46	132	78	15	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	210	0	-	0	551 171
Stage 1	-	-	-	-	171 -
Stage 2	-	-	-	-	380 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1361	-	-	-	495 873
Stage 1	-	-	-	-	859 -
Stage 2	-	-	-	-	691 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1361	-	-	-	434 873
Mov Cap-2 Maneuver	-	-	-	-	526 -
Stage 1	-	-	-	-	753 -
Stage 2	-	-	-	-	691 -

Approach	EB	WB	SB
HCM Control Delay, s	6.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1361	-	-	-	526	873
HCM Lane V/C Ratio	0.123	-	-	-	0.029	0.096
HCM Control Delay (s)	8	0	-	-	12	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1	0.3

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	44	128	26	23	13	51	6	167	128	199	26	13
Future Vol, veh/h	44	128	26	23	13	51	6	167	128	199	26	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	139	28	25	14	55	7	182	139	216	28	14
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.7	9.8	12.3	12.1
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	2%	26%	0%	26%	84%
Vol Thru, %	55%	74%	0%	15%	11%
Vol Right, %	43%	0%	100%	59%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	301	172	26	87	238
LT Vol	6	44	0	23	199
Through Vol	167	128	0	13	26
RT Vol	128	0	26	51	13
Lane Flow Rate	327	187	28	95	259
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.457	0.33	0.043	0.15	0.395
Departure Headway (Hd)	5.033	6.354	5.513	5.728	5.49
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	713	565	648	624	654
Service Time	3.071	4.098	3.256	3.781	3.531
HCM Lane V/C Ratio	0.459	0.331	0.043	0.152	0.396
HCM Control Delay	12.3	12.2	8.5	9.8	12.1
HCM Lane LOS	B	B	A	A	B
HCM 95th-tile Q	2.4	1.4	0.1	0.5	1.9

HCM 6th Signalized Intersection Summary
10: Highway 12 & College View St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	136	46	47	44	24	38	898	131	149	1103	17
Future Volume (veh/h)	14	136	46	47	44	24	38	898	131	149	1103	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	148	50	51	48	26	41	976	142	162	1199	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	208	176	214	256	217	324	1922	857	398	2021	901
Arrive On Green	0.02	0.11	0.11	0.04	0.14	0.14	0.04	0.54	0.54	0.07	0.57	0.57
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	15	148	50	51	48	26	41	976	142	162	1199	18
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.6	5.8	2.2	1.9	1.7	1.1	0.7	13.1	3.4	3.0	16.6	0.4
Cycle Q Clear(g_c), s	0.6	5.8	2.2	1.9	1.7	1.1	0.7	13.1	3.4	3.0	16.6	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	208	176	214	256	217	324	1922	857	398	2021	901
V/C Ratio(X)	0.05	0.71	0.28	0.24	0.19	0.12	0.13	0.51	0.17	0.41	0.59	0.02
Avail Cap(c_a), veh/h	361	459	389	257	461	391	385	1922	857	528	2021	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	32.4	30.8	28.0	28.9	28.6	8.4	11.0	8.7	8.1	10.6	7.1
Incr Delay (d2), s/veh	0.1	4.5	0.9	0.6	0.4	0.2	0.2	1.0	0.4	0.7	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.8	0.9	0.8	0.8	0.4	0.3	4.8	1.1	1.0	5.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	36.8	31.6	28.6	29.2	28.8	8.5	11.9	9.2	8.8	11.9	7.1
LnGrp LOS	C	D	C	C	C	C	A	B	A	A	B	A
Approach Vol, veh/h	213			125			1159			1379		
Approach Delay, s/veh	35.1			28.9			11.5			11.5		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	45.3	7.8	12.9	7.4	47.4	5.8	14.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	37.9	5.1	18.5	5.5	42.9	5.0	18.6				
Max Q Clear Time (g_c+1/3), s	15.0	15.1	3.9	7.8	2.7	18.6	2.6	3.7				
Green Ext Time (p_c), s	0.2	8.1	0.0	0.6	0.0	10.0	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
15: Bully Blvd/Mill St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	987	218	32	686	32	51	13	26	13	13	64
Future Volume (veh/h)	64	987	218	32	686	32	51	13	26	13	13	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1073	237	35	746	35	55	14	28	14	14	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	1429	637	219	1369	611	488	169	339	503	75	374
Arrive On Green	0.05	0.40	0.40	0.03	0.39	0.39	0.05	0.30	0.30	0.02	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	557	1113	1781	271	1355
Grp Volume(v), veh/h	70	1073	237	35	746	35	55	0	42	14	0	84
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1670	1781	0	1626
Q Serve(g_s), s	1.7	19.2	7.8	0.9	12.1	1.0	1.6	0.0	1.3	0.4	0.0	2.9
Cycle Q Clear(g_c), s	1.7	19.2	7.8	0.9	12.1	1.0	1.6	0.0	1.3	0.4	0.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.83
Lane Grp Cap(c), veh/h	342	1429	637	219	1369	611	488	0	508	503	0	448
V/C Ratio(X)	0.20	0.75	0.37	0.16	0.54	0.06	0.11	0.00	0.08	0.03	0.00	0.19
Avail Cap(c_a), veh/h	406	1935	863	289	1887	842	539	0	508	605	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	19.0	15.6	15.1	17.8	14.4	17.7	0.0	18.5	18.8	0.0	20.6
Incr Delay (d2), s/veh	0.3	1.1	0.4	0.3	0.3	0.0	0.1	0.0	0.3	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.5	2.7	0.3	4.7	0.4	0.6	0.0	0.5	0.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	20.2	16.0	15.5	18.1	14.4	17.8	0.0	18.8	18.8	0.0	21.5
LnGrp LOS	B	C	B	B	B	B	B	A	B	B	A	C
Approach Vol, veh/h	1380			816			97			98		
Approach Delay, s/veh	19.1			17.8			18.2			21.1		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	27.1	7.1	34.4	7.9	25.0	8.3	33.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	20.5	5.5	40.5	5.5	20.5	6.5	39.5				
Max Q Clear Time (g_c+1), s	12.4	3.3	2.9	21.2	3.6	4.9	3.7	14.1				
Green Ext Time (p_c), s	0.0	0.1	0.0	8.7	0.0	0.3	0.0	5.7				

Intersection Summary

HCM 6th Ctrl Delay	18.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
 19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↖		↖	↑	↗
Traffic Volume (veh/h)	90	1114	372	260	489	64	210	137	250	130	192	62
Future Volume (veh/h)	90	1114	372	260	489	64	210	137	250	130	192	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1410	0	329	619	81	266	173	316	165	243	78
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	1439		336	1325	591	345	178	325	189	493	418
Arrive On Green	0.06	0.28	0.00	0.15	0.37	0.37	0.10	0.30	0.30	0.06	0.26	0.26
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	593	1083	1781	1870	1585
Grp Volume(v), veh/h	114	1410	0	329	619	81	266	0	489	165	243	78
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1675	1781	1870	1585
Q Serve(g_s), s	5.0	30.1	0.0	16.0	14.6	3.7	8.3	0.0	31.7	7.0	12.1	4.2
Cycle Q Clear(g_c), s	5.0	30.1	0.0	16.0	14.6	3.7	8.3	0.0	31.7	7.0	12.1	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	350	1439		336	1325	591	345	0	503	189	493	418
V/C Ratio(X)	0.33	0.98		0.98	0.47	0.14	0.77	0.00	0.97	0.87	0.49	0.19
Avail Cap(c_a), veh/h	350	1439		336	1325	591	723	0	503	189	493	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	39.2	0.0	32.3	26.2	22.8	48.3	0.0	38.1	32.6	34.3	31.4
Incr Delay (d2), s/veh	0.5	19.0	0.0	43.6	0.3	0.1	3.7	0.0	33.1	32.9	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.8	0.0	9.6	6.1	1.4	3.7	0.0	17.4	4.9	5.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	58.2	0.0	75.9	26.5	22.9	51.9	0.0	71.2	65.6	35.0	31.6
LnGrp LOS	C	E		E	C	C	D	A	E	E	D	C
Approach Vol, veh/h		1524	A		1029			755			486	
Approach Delay, s/veh		55.8			42.0			64.4			44.8	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	37.0	17.0	35.0	11.0	47.0	13.0	39.0				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.5	31.0	23.0	17.0	6.5	41.0	7.0	33.0				
Max Q Clear Time (g_c+1/3), s	11.0	32.1	10.3	14.1	7.0	16.6	9.0	33.7				
Green Ext Time (p_c), s	0.0	0.0	0.7	0.5	0.0	4.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

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

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	26	141	38	26	64	6
Future Vol, veh/h	26	141	38	26	64	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	100	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	153	41	28	70	7
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	69	0	-	0	250	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1532	-	-	-	739	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1532	-	-	-	726	1030
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	826	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.2	0	10.3			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1532	-	-	-	726	1030
HCM Lane V/C Ratio	0.018	-	-	-	0.096	0.006
HCM Control Delay (s)	7.4	-	-	-	10.5	8.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	194	214	19	24	51	63	14	805	171	345	705	146
Future Volume (veh/h)	194	214	19	24	51	63	14	805	171	345	705	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	233	21	26	55	0	15	875	186	375	766	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	313	265	216	125		353	1218	543	488	1766	788
Arrive On Green	0.12	0.17	0.17	0.02	0.07	0.00	0.01	0.34	0.34	0.17	0.50	0.50
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	211	233	21	26	55	0	15	875	186	375	766	159
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.3	7.2	0.7	0.8	1.7	0.0	0.3	13.0	5.3	7.3	8.4	3.4
Cycle Q Clear(g_c), s	6.3	7.2	0.7	0.8	1.7	0.0	0.3	13.0	5.3	7.3	8.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	313	265	216	125		353	1218	543	488	1766	788
V/C Ratio(X)	0.54	0.75	0.08	0.12	0.44		0.04	0.72	0.34	0.77	0.43	0.20
Avail Cap(c_a), veh/h	392	603	511	292	495		444	1687	752	771	2615	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	24.0	21.2	25.4	27.1	0.0	12.6	17.3	14.8	11.5	9.8	8.5
Incr Delay (d2), s/veh	1.5	3.5	0.1	0.2	2.4	0.0	0.0	0.9	0.4	2.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.3	0.2	0.3	0.8	0.0	0.1	4.9	1.8	2.6	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	27.5	21.4	25.7	29.6	0.0	12.6	18.2	15.2	14.1	9.9	8.6
LnGrp LOS	C	C	C	C	C		B	B	B	B	A	A
Approach Vol, veh/h		465			81	A		1076			1300	
Approach Delay, s/veh		24.8			28.3			17.6			11.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	25.2	5.9	14.6	5.4	34.5	12.0	8.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.8	28.7	4.0	19.5	4.0	44.5	7.5	16.0				
Max Q Clear Time (g_c+I1), s	9.3	15.0	2.8	9.2	2.3	10.4	8.3	3.7				
Green Ext Time (p_c), s	0.9	5.8	0.0	0.9	0.0	6.9	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	15	5	40	126	5	38	44	189	194	56	155	26
Future Vol, veh/h	15	5	40	126	5	38	44	189	194	56	155	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	43	137	5	41	48	205	211	61	168	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	734	816	182	629	619	205	196	0	0	416	0	0
Stage 1	304	304	-	301	301	-	-	-	-	-	-	-
Stage 2	430	512	-	328	318	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	336	311	861	395	404	836	1377	-	-	1143	-	-
Stage 1	705	663	-	708	665	-	-	-	-	-	-	-
Stage 2	603	536	-	685	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	295	284	861	345	369	836	1377	-	-	1143	-	-
Mov Cap-2 Maneuver	295	284	-	345	369	-	-	-	-	-	-	-
Stage 1	680	628	-	683	642	-	-	-	-	-	-	-
Stage 2	549	517	-	610	619	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	19.6	0.8	2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	522	346	836	1143	-	-
HCM Lane V/C Ratio	0.035	-	-	0.125	0.412	0.049	0.053	-	-
HCM Control Delay (s)	7.7	-	-	12.9	22.5	9.5	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	1.9	0.2	0.2	-	-

HCM 6th Signalized Intersection Summary
 106: Robert Louis Jones Dr & Bully Blvd/Bost Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	128	128	51	38	8	45	32	45	6	73	6
Future Volume (veh/h)	6	128	128	51	38	8	45	32	45	6	73	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	139	139	55	41	9	49	35	49	7	79	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	180	180	274	372	82	650	258	361	10	109	10
Arrive On Green	0.01	0.21	0.21	0.05	0.25	0.25	0.37	0.37	0.37	0.07	0.07	0.07
Sat Flow, veh/h	1781	858	858	1781	1486	326	1781	705	987	138	1562	138
Grp Volume(v), veh/h	7	0	278	55	0	50	49	0	84	93	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1781	0	1812	1781	0	1693	1839	0	0
Q Serve(g_s), s	0.2	0.0	9.0	1.4	0.0	1.3	1.1	0.0	2.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	9.0	1.4	0.0	1.3	1.1	0.0	2.0	2.9	0.0	0.0
Prop In Lane	1.00		0.50	1.00		0.18	1.00		0.58	0.08		0.08
Lane Grp Cap(c), veh/h	422	0	359	274	0	454	650	0	618	128	0	0
V/C Ratio(X)	0.02	0.00	0.77	0.20	0.00	0.11	0.08	0.00	0.14	0.73	0.00	0.00
Avail Cap(c_a), veh/h	572	0	714	381	0	785	650	0	618	609	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	0.0	22.0	17.4	0.0	17.0	12.2	0.0	12.5	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.6	0.4	0.0	0.1	0.2	0.0	0.5	7.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.7	0.5	0.0	0.5	0.4	0.0	0.7	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	25.6	17.7	0.0	17.1	12.4	0.0	12.9	34.5	0.0	0.0
LnGrp LOS	B	A	C	B	A	B	B	A	B	C	A	A
Approach Vol, veh/h		285			105			133				93
Approach Delay, s/veh		25.4			17.4			12.8				34.5
Approach LOS		C			B			B				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.0	7.5	16.8		8.6	5.0	19.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	6.5	24.5		19.5	5.5	25.5				
Max Q Clear Time (g_c+I1), s		4.0	3.4	11.0		4.9	2.2	3.3				
Green Ext Time (p_c), s		0.5	0.0	1.4		0.3	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				22.7								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	11.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	256	19	141	13	13	13	90	192	19	6	58	59
Future Vol, veh/h	256	19	141	13	13	13	90	192	19	6	58	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	278	21	153	14	14	14	98	209	21	7	63	64

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	507	503	63	612	557	220	127	0	0	230	0	0
Stage 1	77	77	-	416	416	-	-	-	-	-	-	-
Stage 2	430	426	-	196	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	476	471	1002	405	439	820	1459	-	-	1338	-	-
Stage 1	932	831	-	614	592	-	-	-	-	-	-	-
Stage 2	603	586	-	806	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	430	437	1002	312	407	820	1459	-	-	1338	-	-
Mov Cap-2 Maneuver	430	437	-	312	407	-	-	-	-	-	-	-
Stage 1	870	826	-	573	552	-	-	-	-	-	-	-
Stage 2	539	547	-	662	775	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.8		14.1		2.3		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	430	869	436	1338	-	-
HCM Lane V/C Ratio	0.067	-	-	0.647	0.2	0.097	0.005	-	-
HCM Control Delay (s)	7.6	-	-	27.5	10.2	14.1	7.7	0	-
HCM Lane LOS	A	-	-	D	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	4.5	0.7	0.3	0	-	-

HCM 6th TWSC
175: Robert Louis Jones Dr & Bully Blvd

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	6	83	38	13	154	64
Future Vol, veh/h	6	83	38	13	154	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	90	41	14	167	70

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	445	41	0	0	55	0
Stage 1	41	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	571	1030	-	-	1550	-
Stage 1	981	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	509	1030	-	-	1550	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	5.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	509	1030	1550
HCM Lane V/C Ratio	-	-	0.013	0.088	0.108
HCM Control Delay (s)	-	-	12.2	8.8	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.3	0.4

HCM 6th Signalized Intersection Summary
 215: Campus View Dr/Bailey Howell Dr & E Lee Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	92	13	128	167	104	13	77	167	36	64	192
Future Volume (veh/h)	127	92	13	128	167	104	13	77	167	36	64	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	100	14	139	182	113	14	84	182	39	70	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	391	55	594	263	164	121	301	286	402	138	411
Arrive On Green	0.10	0.24	0.24	0.10	0.24	0.24	0.18	0.18	0.18	0.04	0.33	0.33
Sat Flow, veh/h	1781	1605	225	1781	1079	670	117	1672	1585	1781	414	1235
Grp Volume(v), veh/h	138	0	114	139	0	295	98	0	182	39	0	279
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1750	1789	0	1585	1781	0	1648
Q Serve(g_s), s	2.3	0.0	2.1	2.3	0.0	6.3	0.0	0.0	4.4	0.7	0.0	5.6
Cycle Q Clear(g_c), s	2.3	0.0	2.1	2.3	0.0	6.3	1.9	0.0	4.4	0.7	0.0	5.6
Prop In Lane	1.00		0.12	1.00		0.38	0.14		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	444	0	446	594	0	427	422	0	286	402	0	549
V/C Ratio(X)	0.31	0.00	0.26	0.23	0.00	0.69	0.23	0.00	0.64	0.10	0.00	0.51
Avail Cap(c_a), veh/h	769	0	1440	788	0	1250	1124	0	940	605	0	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	12.6	9.8	0.0	14.2	14.6	0.0	15.7	11.4	0.0	11.1
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.2	0.0	2.0	0.3	0.0	2.4	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.7	0.0	2.3	0.7	0.0	1.5	0.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	0.0	12.9	10.0	0.0	16.2	14.9	0.0	18.0	11.5	0.0	11.8
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	B
Approach Vol, veh/h		252			434			280			318	
Approach Delay, s/veh		11.7			14.2			16.9			11.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	6.3	11.9	8.5	14.6		18.2	8.5	14.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	24.5	8.5	32.5		35.5	11.5	29.5				
Max Q Clear Time (g_c+I), s	12.5	6.4	4.3	4.1		7.6	4.3	8.3				
Green Ext Time (p_c), s	0.0	1.1	0.1	0.6		1.9	0.2	1.8				

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

HCM 6th TWSC
342: Blackjack Road & University Crossing Entrance

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	58	38	507	718	50
Future Vol, veh/h	35	58	38	507	718	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	63	41	551	780	54
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1165	417	834	0	0	
Stage 1	807	-	-	-	-	
Stage 2	358	-	-	-	-	
Critical Hdwy	6.84	6.94	4.14	-	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	
Follow-up Hdwy	3.52	3.32	2.22	-	-	
Pot Cap-1 Maneuver	187	585	795	-	-	
Stage 1	399	-	-	-	-	
Stage 2	678	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	177	585	795	-	-	
Mov Cap-2 Maneuver	293	-	-	-	-	
Stage 1	378	-	-	-	-	
Stage 2	678	-	-	-	-	
Approach	EB	NB		SB		
HCM Control Delay, s	14.6	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	795	-	293	585	-	-
HCM Lane V/C Ratio	0.052	-	0.13	0.108	-	-
HCM Control Delay (s)	9.8	-	19.1	11.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.4	-	-

HCM 6th Signalized Intersection Summary
 1: Loxley Way/East-West Connector & Blackjack Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	500	10	315	573	13	29	128	214	26	160	173
Future Volume (veh/h)	128	500	10	315	573	13	29	128	214	26	160	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	617	0	389	707	14	36	139	0	28	174	0
Peak Hour Factor	0.92	0.81	0.81	0.81	0.81	0.92	0.81	0.92	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	747		433	882	17	298	401		323	392	
Arrive On Green	0.07	0.40	0.00	0.15	0.48	0.48	0.03	0.21	0.00	0.03	0.21	0.00
Sat Flow, veh/h	1781	1870	0	1781	1828	36	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	139	617	0	389	0	721	36	139	0	28	174	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	0	1864	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	3.9	25.6	0.0	10.3	0.0	28.2	1.3	5.4	0.0	1.1	7.0	0.0
Cycle Q Clear(g_c), s	3.9	25.6	0.0	10.3	0.0	28.2	1.3	5.4	0.0	1.1	7.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	316	747		433	0	899	298	401		323	392	
V/C Ratio(X)	0.44	0.83		0.90	0.00	0.80	0.12	0.35		0.09	0.44	
Avail Cap(c_a), veh/h	344	747		519	0	899	344	401		378	392	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	23.3	0.0	16.9	0.0	18.9	25.6	28.8	0.0	25.7	29.8	0.0
Incr Delay (d2), s/veh	1.0	10.1	0.0	16.4	0.0	7.5	0.2	2.4	0.0	0.1	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	12.7	0.0	5.6	0.0	13.1	0.6	2.7	0.0	0.4	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	33.4	0.0	33.3	0.0	26.3	25.8	31.2	0.0	25.8	33.4	0.0
LnGrp LOS	B	C		C	A	C	C	C		C	C	
Approach Vol, veh/h		756	A		1110			175	A		202	A
Approach Delay, s/veh		30.5			28.8			30.0			32.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	39.0	7.4	22.6	10.2	46.2	6.9	23.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.1	31.7	5.1	18.1	7.1	41.7	5.1	18.1				
Max Q Clear Time (g_c+I1), s	12.3	27.6	3.3	9.0	5.9	30.2	3.1	7.4				
Green Ext Time (p_c), s	0.6	1.6	0.0	0.6	0.0	3.9	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
2: Hail State Blvd/Stone Blvd & Blackjack Rd



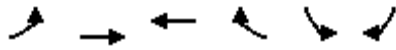
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	673	35	46	668	209	169	72	62	199	101	64
Future Volume (veh/h)	32	673	35	46	668	209	169	72	62	199	101	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	774	40	53	768	240	194	83	71	229	116	74
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	937	48	276	1010	856	246	127	109	273	146	93
Arrive On Green	0.03	0.53	0.53	0.04	0.54	0.54	0.07	0.14	0.14	0.07	0.14	0.14
Sat Flow, veh/h	1781	1763	91	1781	1870	1585	1781	931	796	1781	1067	681
Grp Volume(v), veh/h	37	0	814	53	768	240	194	0	154	229	0	190
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1870	1585	1781	0	1727	1781	0	1748
Q Serve(g_s), s	0.7	0.0	29.8	1.1	26.1	6.7	5.5	0.0	6.9	5.5	0.0	8.6
Cycle Q Clear(g_c), s	0.7	0.0	29.8	1.1	26.1	6.7	5.5	0.0	6.9	5.5	0.0	8.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.46	1.00		0.39
Lane Grp Cap(c), veh/h	273	0	986	276	1010	856	246	0	236	273	0	239
V/C Ratio(X)	0.14	0.00	0.83	0.19	0.76	0.28	0.79	0.00	0.65	0.84	0.00	0.79
Avail Cap(c_a), veh/h	320	0	986	311	1010	856	246	0	384	273	0	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	15.9	13.5	14.6	10.2	31.9	0.0	33.3	32.8	0.0	34.0
Incr Delay (d2), s/veh	0.2	0.0	7.9	0.3	5.4	0.8	15.5	0.0	3.0	20.0	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	13.3	0.4	11.3	2.3	2.2	0.0	3.0	3.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	23.8	13.9	20.0	11.0	47.4	0.0	36.3	52.8	0.0	39.9
LnGrp LOS	B	A	C	B	C	B	D	A	D	D	A	D
Approach Vol, veh/h		851			1061			348			419	
Approach Delay, s/veh		23.3			17.7			42.5			47.0	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	47.8	10.0	15.6	7.3	48.5	10.0	15.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	43.3	5.5	18.1	5.0	43.4	5.5	18.1					
Max Q Clear Time (g_c+1), s	31.8	7.5	10.6	2.7	28.1	7.5	8.9					
Green Ext Time (p_c), s	0.0	4.6	0.0	0.6	0.0	5.8	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary

4: Blackjack Rd & Hardy Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	449	258	97	201	128
Future Volume (veh/h)	167	449	258	97	201	128
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	599	344	129	268	171
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	374	932	416	156	653	581
Arrive On Green	0.11	0.50	0.32	0.32	0.37	0.37
Sat Flow, veh/h	1781	1870	1297	486	1781	1585
Grp Volume(v), veh/h	223	599	0	473	268	171
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1783	1781	1585
Q Serve(g_s), s	5.2	15.8	0.0	16.4	7.5	5.1
Cycle Q Clear(g_c), s	5.2	15.8	0.0	16.4	7.5	5.1
Prop In Lane	1.00			0.27	1.00	1.00
Lane Grp Cap(c), veh/h	374	932	0	572	653	581
V/C Ratio(X)	0.60	0.64	0.00	0.83	0.41	0.29
Avail Cap(c_a), veh/h	537	1582	0	1028	653	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	12.4	0.0	21.0	15.8	15.0
Incr Delay (d2), s/veh	1.5	0.7	0.0	3.1	1.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.8	0.0	6.7	3.1	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	13.1	0.0	24.1	17.7	16.3
LnGrp LOS	B	B	A	C	B	B
Approach Vol, veh/h		822	473		439	
Approach Delay, s/veh		13.9	24.1		17.1	
Approach LOS		B	C		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.8		29.0	11.9	25.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		56.5		24.5	13.5	38.5
Max Q Clear Time (g_c+I1), s		17.8		9.5	7.2	18.4
Green Ext Time (p_c), s		4.6		1.2	0.3	3.1
Intersection Summary						
HCM 6th Ctrl Delay			17.5			
HCM 6th LOS			B			

HCM 6th TWSC
5: Black Jack & Campus View Dr

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	308	212	101	82	17	197
Future Vol, veh/h	308	212	101	82	17	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	335	230	110	89	18	214

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	199	0	-	0	1055 155
Stage 1	-	-	-	-	155 -
Stage 2	-	-	-	-	900 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1373	-	-	-	250 891
Stage 1	-	-	-	-	873 -
Stage 2	-	-	-	-	397 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1373	-	-	-	189 891
Mov Cap-2 Maneuver	-	-	-	-	304 -
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	397 -

Approach	EB	WB	SB
HCM Control Delay, s	5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1373	-	-	-	304	891
HCM Lane V/C Ratio	0.244	-	-	-	0.061	0.24
HCM Control Delay (s)	8.5	0	-	-	17.6	10.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	1	-	-	-	0.2	0.9

HCM 6th AWSC

8: Bost Ext/Bost Dr & University Dr/Barr Ave

Intersection												
Intersection Delay, s/veh	118.9											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	32	174	51	187	208	256	64	90	154	192	51	64
Future Vol, veh/h	32	174	51	187	208	256	64	90	154	192	51	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	189	55	203	226	278	70	98	167	209	55	70
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			2		
HCM Control Delay	20.7			239.1			31.6			33.8		
HCM LOS	C			F			D			D		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1							
Vol Left, %	21%	16%	0%	29%	63%							
Vol Thru, %	29%	84%	0%	32%	17%							
Vol Right, %	50%	0%	100%	39%	21%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	308	206	51	651	307							
LT Vol	64	32	0	187	192							
Through Vol	90	174	0	208	51							
RT Vol	154	0	51	256	64							
Lane Flow Rate	335	224	55	708	334							
Geometry Grp	2	7	7	5	2							
Degree of Util (X)	0.717	0.533	0.12	1.46	0.735							
Departure Headway (Hd)	8.966	9.584	8.772	7.429	9.19							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	405	378	411	488	397							
Service Time	6.966	7.284	6.472	5.517	7.19							
HCM Lane V/C Ratio	0.827	0.593	0.134	1.451	0.841							
HCM Control Delay	31.6	22.7	12.7	239.1	33.8							
HCM Lane LOS	D	C	B	F	D							
HCM 95th-tile Q	5.5	3	0.4	35	5.8							

HCM 6th Signalized Intersection Summary
10: Highway 12 & College View St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	72	81	201	168	160	51	1116	80	40	1032	282
Future Volume (veh/h)	26	72	81	201	168	160	51	1116	80	40	1032	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	78	88	218	183	174	55	1213	87	43	1122	307
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	160	136	369	336	285	281	1842	822	277	1821	812
Arrive On Green	0.03	0.09	0.09	0.12	0.18	0.18	0.04	0.52	0.52	0.04	0.51	0.51
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	28	78	88	218	183	174	55	1213	87	43	1122	307
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.1	3.1	4.1	8.2	6.9	7.8	1.1	19.2	2.2	0.9	17.3	9.0
Cycle Q Clear(g_c), s	1.1	3.1	4.1	8.2	6.9	7.8	1.1	19.2	2.2	0.9	17.3	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	160	136	369	336	285	281	1842	822	277	1821	812
V/C Ratio(X)	0.12	0.49	0.65	0.59	0.54	0.61	0.20	0.66	0.11	0.16	0.62	0.38
Avail Cap(c_a), veh/h	297	437	370	369	546	463	317	1842	822	323	1821	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	33.6	34.1	25.9	28.7	29.1	10.1	13.6	9.5	10.5	13.4	11.4
Incr Delay (d2), s/veh	0.2	2.3	5.1	2.5	1.4	2.1	0.3	1.9	0.3	0.3	1.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.7	3.6	3.1	3.0	0.4	7.3	0.7	0.3	6.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	35.9	39.2	28.4	30.1	31.2	10.4	15.4	9.7	10.7	15.0	12.7
LnGrp LOS	C	D	D	C	C	C	B	B	A	B	B	B
Approach Vol, veh/h	194			575			1355			1472		
Approach Delay, s/veh	36.7			29.8			14.9			14.4		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	44.5	14.0	11.1	8.0	44.0	6.8	18.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	39.5	9.5	18.0	5.0	39.5	5.0	22.5				
Max Q Clear Time (g_c+1), s	12.5	21.2	10.2	6.1	3.1	19.3	3.1	9.8				
Green Ext Time (p_c), s	0.0	9.0	0.0	0.5	0.0	9.6	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	18.2											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
15: Bully Blvd/Mill St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	700	222	154	1154	38	183	32	183	26	26	96
Future Volume (veh/h)	64	700	222	154	1154	38	183	32	183	26	26	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	761	241	167	1254	41	199	35	199	28	28	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1351	603	344	1464	653	461	73	415	345	84	311
Arrive On Green	0.05	0.38	0.38	0.08	0.41	0.41	0.09	0.30	0.30	0.03	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	243	1379	1781	347	1291
Grp Volume(v), veh/h	70	761	241	167	1254	41	199	0	234	28	0	132
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1622	1781	0	1638
Q Serve(g_s), s	2.0	14.4	9.5	4.7	27.3	1.3	6.9	0.0	10.0	1.0	0.0	5.7
Cycle Q Clear(g_c), s	2.0	14.4	9.5	4.7	27.3	1.3	6.9	0.0	10.0	1.0	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		0.79
Lane Grp Cap(c), veh/h	208	1351	603	344	1464	653	461	0	488	345	0	395
V/C Ratio(X)	0.34	0.56	0.40	0.48	0.86	0.06	0.43	0.00	0.48	0.08	0.00	0.33
Avail Cap(c_a), veh/h	239	1416	631	415	1608	717	461	0	488	399	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	20.8	19.3	15.4	22.7	15.1	20.5	0.0	24.3	23.2	0.0	26.7
Incr Delay (d2), s/veh	0.9	0.5	0.4	1.1	4.5	0.0	0.6	0.0	3.4	0.1	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.8	3.4	1.9	11.6	0.5	2.9	0.0	4.2	0.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	21.3	19.7	16.4	27.2	15.1	21.1	0.0	27.7	23.3	0.0	28.9
LnGrp LOS	B	C	B	B	C	B	C	A	C	C	A	C
Approach Vol, veh/h		1072			1462			433			160	
Approach Delay, s/veh		20.8			25.7			24.7			28.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	30.1	11.2	36.9	12.0	25.0	8.5	39.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	23.0	10.1	33.9	7.5	20.5	5.5	38.5				
Max Q Clear Time (g_c+1), s	13.0	12.0	6.7	16.4	8.9	7.7	4.0	29.3				
Green Ext Time (p_c), s	0.0	1.0	0.1	5.9	0.0	0.5	0.0	5.8				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
19: Blackjack Road/Spring St & Highway 12



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↑	↗
Traffic Volume (veh/h)	200	727	376	348	1046	230	490	221	173	86	189	123
Future Volume (veh/h)	200	727	376	348	1046	230	490	221	173	86	189	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	920	0	441	1324	291	620	280	219	109	239	156
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	1447		478	1377	614	663	287	225	144	272	230
Arrive On Green	0.09	0.28	0.00	0.19	0.39	0.39	0.19	0.30	0.30	0.04	0.15	0.15
Sat Flow, veh/h	1781	5106	1585	1781	3554	1585	3456	973	761	1781	1870	1585
Grp Volume(v), veh/h	253	920	0	441	1324	291	620	0	499	109	239	156
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1728	0	1733	1781	1870	1585
Q Serve(g_s), s	10.5	18.9	0.0	20.0	43.6	16.5	21.2	0.0	34.1	5.0	15.0	11.2
Cycle Q Clear(g_c), s	10.5	18.9	0.0	20.0	43.6	16.5	21.2	0.0	34.1	5.0	15.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	224	1447		478	1377	614	663	0	512	144	272	230
V/C Ratio(X)	1.13	0.64		0.92	0.96	0.47	0.93	0.00	0.97	0.76	0.88	0.68
Avail Cap(c_a), veh/h	224	1447		584	1382	616	663	0	512	144	272	230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	37.5	0.0	24.7	35.8	27.5	47.7	0.0	41.8	46.3	50.2	48.6
Incr Delay (d2), s/veh	100.1	0.9	0.0	18.2	15.9	0.6	20.5	0.0	33.1	20.4	26.5	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	7.9	0.0	10.5	21.3	6.3	11.0	0.0	19.1	1.7	9.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	132.6	38.5	0.0	42.8	51.7	28.1	68.2	0.0	74.9	66.6	76.7	56.3
LnGrp LOS	F	D		D	D	C	E	A	E	E	E	E
Approach Vol, veh/h		1173	A		2056			1119			504	
Approach Delay, s/veh		58.8			46.5			71.2			68.2	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.5	40.0	29.0	23.4	15.0	52.4	11.0	41.4				
Change Period (Y+Rc), s	4.5	6.0	6.0	6.0	4.5	6.0	6.0	6.0				
Max Green Setting (Gmax), s	30.1	27.0	23.0	17.4	10.5	46.6	5.0	35.4				
Max Q Clear Time (g_c+I1), s	22.0	20.9	23.2	17.0	12.5	45.6	7.0	36.1				
Green Ext Time (p_c), s	0.9	3.0	0.0	0.1	0.0	0.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	57.4
HCM 6th LOS	E

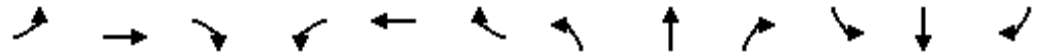
Notes

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

HCM 6th TWSC
29: East-West Connector & Robert Louis Jones Dr

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	128	141	192	128	51	167
Future Vol, veh/h	128	141	192	128	51	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	100	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	153	209	139	55	182
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	348	0	-	0	640	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1211	-	-	-	440	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1211	-	-	-	389	831
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	655	-
Approach	EB	WB	SB			
HCM Control Delay, s	4	0	11.7			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1211	-	-	-	389	831
HCM Lane V/C Ratio	0.115	-	-	-	0.143	0.218
HCM Control Delay (s)	8.4	-	-	-	15.8	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5	0.8

HCM 6th Signalized Intersection Summary
77: Highway 12 & Russell St/Stone Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷↷	↷	↶	↷↷	↷
Traffic Volume (veh/h)	218	231	71	164	222	313	54	716	64	201	925	189
Future Volume (veh/h)	218	231	71	164	222	313	54	716	64	201	925	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	251	77	178	241	0	59	778	70	218	1005	205
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	365	310	375	311		246	1138	508	383	1378	614
Arrive On Green	0.14	0.20	0.20	0.11	0.17	0.00	0.04	0.32	0.32	0.11	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	237	251	77	178	241	0	59	778	70	218	1005	205
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.2	8.3	2.7	5.4	8.3	0.0	1.5	12.8	2.1	5.1	16.2	6.1
Cycle Q Clear(g_c), s	7.2	8.3	2.7	5.4	8.3	0.0	1.5	12.8	2.1	5.1	16.2	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	365	310	375	311		246	1138	508	383	1378	614
V/C Ratio(X)	0.59	0.69	0.25	0.48	0.78		0.24	0.68	0.14	0.57	0.73	0.33
Avail Cap(c_a), veh/h	462	578	490	456	545		295	1566	699	498	1938	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	25.0	22.8	19.9	26.7	0.0	15.3	19.8	16.2	13.7	17.5	14.4
Incr Delay (d2), s/veh	1.5	2.3	0.4	0.9	4.2	0.0	0.5	0.7	0.1	1.3	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.7	1.0	2.2	3.9	0.0	0.6	5.0	0.7	1.9	6.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	27.3	23.2	20.9	30.9	0.0	15.8	20.5	16.3	15.0	18.4	14.7
LnGrp LOS	C	C	C	C	C		B	C	B	B	B	B
Approach Vol, veh/h		565			419	A		907			1428	
Approach Delay, s/veh		24.1			26.6			19.9			17.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	25.9	11.7	17.6	7.2	30.4	13.7	15.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	29.5	10.3	20.7	4.5	36.5	11.5	19.5				
Max Q Clear Time (g_c+I1), s	7.1	14.8	7.4	10.3	3.5	18.2	9.2	10.3				
Green Ext Time (p_c), s	0.2	5.0	0.1	1.2	0.0	7.8	0.2	0.9				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

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

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	10	1	36	127	10	140	38	331	258	54	244	29
Future Vol, veh/h	10	1	36	127	10	140	38	331	258	54	244	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	1	-	0	1	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	39	138	11	152	41	360	280	59	265	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1063	1121	281	861	857	360	297	0	0	640	0	0
Stage 1	399	399	-	442	442	-	-	-	-	-	-	-
Stage 2	664	722	-	419	415	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	201	206	758	276	295	684	1264	-	-	944	-	-
Stage 1	627	602	-	594	576	-	-	-	-	-	-	-
Stage 2	450	431	-	612	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	141	187	758	242	268	684	1264	-	-	944	-	-
Mov Cap-2 Maneuver	141	187	-	242	268	-	-	-	-	-	-	-
Stage 1	607	565	-	575	558	-	-	-	-	-	-	-
Stage 2	332	417	-	543	555	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	25.9	0.5	1.5
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1264	-	-	380	244	684	944	-	-
HCM Lane V/C Ratio	0.033	-	-	0.134	0.61	0.222	0.062	-	-
HCM Control Delay (s)	7.9	-	-	15.9	40.4	11.8	9.1	-	-
HCM Lane LOS	A	-	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	3.6	0.8	0.2	-	-

HCM 6th Signalized Intersection Summary
 106: Robert Louis Jones Dr & Bully Blvd/Bost Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	154	256	4	103	72	245	142	213	44	38	51
Future Volume (veh/h)	32	154	256	4	103	72	245	142	213	44	38	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	167	278	4	112	78	266	154	232	48	41	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	190	316	158	278	194	587	222	334	63	54	72
Arrive On Green	0.04	0.30	0.30	0.01	0.27	0.27	0.33	0.33	0.33	0.11	0.11	0.11
Sat Flow, veh/h	1781	631	1050	1781	1027	715	1781	673	1014	574	491	658
Grp Volume(v), veh/h	35	0	445	4	0	190	266	0	386	144	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1681	1781	0	1742	1781	0	1688	1723	0	0
Q Serve(g_s), s	1.0	0.0	17.8	0.1	0.0	6.3	8.3	0.0	14.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	17.8	0.1	0.0	6.3	8.3	0.0	14.0	5.7	0.0	0.0
Prop In Lane	1.00		0.62	1.00		0.41	1.00		0.60	0.33		0.38
Lane Grp Cap(c), veh/h	381	0	505	158	0	472	587	0	557	189	0	0
V/C Ratio(X)	0.09	0.00	0.88	0.03	0.00	0.40	0.45	0.00	0.69	0.76	0.00	0.00
Avail Cap(c_a), veh/h	447	0	609	274	0	629	587	0	557	441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	23.5	20.3	0.0	21.1	18.7	0.0	20.6	30.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	12.3	0.1	0.0	0.6	2.5	0.0	7.0	6.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	8.3	0.0	0.0	2.5	3.6	0.0	6.2	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	35.8	20.4	0.0	21.6	21.2	0.0	27.5	36.8	0.0	0.0
LnGrp LOS	B	A	D	C	A	C	C	A	C	D	A	A
Approach Vol, veh/h		480			194			652				144
Approach Delay, s/veh		34.5			21.6			24.9				36.8
Approach LOS		C			C			C				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.8	4.9	25.7		12.2	7.0	23.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.3	5.0	25.6		18.1	5.1	25.5				
Max Q Clear Time (g_c+I1), s		16.0	2.1	19.8		7.7	3.0	8.3				
Green Ext Time (p_c), s		2.0	0.0	1.5		0.5	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			28.8									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	6	56	6	6	6	180	77	6	6	141	287
Future Vol, veh/h	110	6	56	6	6	6	180	77	6	6	141	287
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	7	61	7	7	7	196	84	7	7	153	312

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	654	650	153	837	959	88	465	0	0	91	0	0
Stage 1	167	167	-	480	480	-	-	-	-	-	-	-
Stage 2	487	483	-	357	479	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	380	388	893	286	257	970	1096	-	-	1504	-	-
Stage 1	835	760	-	567	554	-	-	-	-	-	-	-
Stage 2	562	553	-	661	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	317	316	893	225	209	970	1096	-	-	1504	-	-
Mov Cap-2 Maneuver	317	316	-	225	209	-	-	-	-	-	-	-
Stage 1	686	755	-	466	455	-	-	-	-	-	-	-
Stage 2	452	454	-	606	551	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	18.5		18.2			6.2		0.1		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	317	759	292	1504	-	-
HCM Lane V/C Ratio	0.179	-	-	0.377	0.089	0.067	0.004	-	-
HCM Control Delay (s)	9	-	-	23.1	10.2	18.2	7.4	0	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	1.7	0.3	0.2	0	-	-

HCM 6th TWSC
175: Robert Louis Jones Dr & Bully Blvd

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	90	154	128	128	128	128
Future Vol, veh/h	90	154	128	128	128	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	167	139	139	139	139

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	556	139	0	0	278	0
Stage 1	139	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	492	909	-	-	1285	-
Stage 1	888	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	439	909	-	-	1285	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	4.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	439	909	1285
HCM Lane V/C Ratio	-	-	0.223	0.184	0.108
HCM Control Delay (s)	-	-	15.5	9.9	8.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.7	0.4

HCM 6th Signalized Intersection Summary
 215: Campus View Dr/Bailey Howell Dr & E Lee Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	280	32	128	159	127	38	64	282	119	64	246
Future Volume (veh/h)	272	280	32	128	159	127	38	64	282	119	64	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	296	304	35	139	173	138	41	70	307	129	70	267
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	498	57	420	219	175	180	269	377	445	132	503
Arrive On Green	0.16	0.30	0.30	0.08	0.23	0.23	0.24	0.24	0.24	0.08	0.39	0.39
Sat Flow, veh/h	1781	1647	190	1781	963	769	411	1134	1585	1781	340	1297
Grp Volume(v), veh/h	296	0	339	139	0	311	111	0	307	129	0	337
Grp Sat Flow(s),veh/h/ln	1781	0	1836	1781	0	1732	1545	0	1585	1781	0	1637
Q Serve(g_s), s	6.9	0.0	9.4	3.5	0.0	10.1	0.0	0.0	10.9	3.1	0.0	9.5
Cycle Q Clear(g_c), s	6.9	0.0	9.4	3.5	0.0	10.1	2.9	0.0	10.9	3.1	0.0	9.5
Prop In Lane	1.00		0.10	1.00		0.44	0.37		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	465	0	556	420	0	394	449	0	377	445	0	635
V/C Ratio(X)	0.64	0.00	0.61	0.33	0.00	0.79	0.25	0.00	0.82	0.29	0.00	0.53
Avail Cap(c_a), veh/h	734	0	1094	495	0	713	648	0	594	505	0	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	17.8	15.6	0.0	21.7	18.5	0.0	21.5	14.0	0.0	14.1
Incr Delay (d2), s/veh	1.4	0.0	1.1	0.5	0.0	3.6	0.3	0.0	4.8	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	3.8	1.3	0.0	4.2	1.2	0.0	4.2	1.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	18.9	16.1	0.0	25.3	18.8	0.0	26.4	14.4	0.0	14.8
LnGrp LOS	B	A	B	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h		635			450			418			466	
Approach Delay, s/veh		17.2			22.4			24.4			14.7	
Approach LOS		B			C			C			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.0	18.7	9.5	22.6		27.7	14.0	18.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	22.4	7.5	35.6		33.4	18.5	24.6				
Max Q Clear Time (g_c+1/4), s	11.5	12.9	5.5	11.4		11.5	8.9	12.1				
Green Ext Time (p_c), s	0.0	1.3	0.1	2.1		2.2	0.6	1.5				

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

HCM 6th TWSC
342: Blackjack Road & University Crossing Entrance

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	128	63	855	846	68
Future Vol, veh/h	42	128	63	855	846	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	139	68	929	920	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1558	497	994	0	0	
Stage 1	957	-	-	-	-	
Stage 2	601	-	-	-	-	
Critical Hdwy	6.84	6.94	4.14	-	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	
Follow-up Hdwy	3.52	3.32	2.22	-	-	
Pot Cap-1 Maneuver	103	519	692	-	-	
Stage 1	333	-	-	-	-	
Stage 2	510	-	-	-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	93	519	692	-	-	
Mov Cap-2 Maneuver	211	-	-	-	-	
Stage 1	300	-	-	-	-	
Stage 2	510	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	17.5	0.7	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	692	-	211	519	-	-
HCM Lane V/C Ratio	0.099	-	0.216	0.268	-	-
HCM Control Delay (s)	10.8	-	26.7	14.5	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	1.1	-	-

MOVEMENT SUMMARY

 Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: 2045 Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
SouthEast: Oktoc Road														
3ax	L1	346	3.0	376	3.0	0.451	9.3	LOS A	2.7	68.0	0.62	0.57	0.66	21.1
18bx	R3	38	3.0	41	3.0	0.451	9.3	LOS A	2.7	68.0	0.62	0.57	0.66	21.0
Approach		384	3.0	417	3.0	0.451	9.3	LOS A	2.7	68.0	0.62	0.57	0.66	21.1
East: Blackjack Road														
1b	L3	8	3.0	9	3.0	0.163	5.2	LOS A	0.7	16.8	0.46	0.37	0.46	18.5
6	T1	282	3.0	307	3.0	0.163	5.2	LOS A	0.7	16.8	0.46	0.37	0.46	18.3
Approach		290	3.0	315	3.0	0.163	5.2	LOS A	0.7	16.8	0.46	0.37	0.46	18.3
West: Blackjack Road														
2	T1	324	3.0	352	3.0	0.388	6.4	LOS A	2.5	64.5	0.09	0.02	0.09	18.9
12a	R1	150	3.0	163	3.0	0.388	6.4	LOS A	2.5	64.5	0.09	0.02	0.09	19.8
Approach		474	3.0	515	3.0	0.388	6.4	LOS A	2.5	64.5	0.09	0.02	0.09	19.1
All Vehicles		1148	3.0	1248	3.0	0.451	7.1	LOS A	2.7	68.0	0.36	0.29	0.37	19.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bost Dr (Site Folder: 2045 Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Bost Dr														
3	L2	3	3.0	3	3.0	0.319	10.2	LOS B	1.4	35.6	0.69	0.72	0.74	18.6
8	T1	159	3.0	173	3.0	0.319	10.2	LOS B	1.4	35.6	0.69	0.72	0.74	16.4
18	R2	18	3.0	20	3.0	0.319	10.2	LOS B	1.4	35.6	0.69	0.72	0.74	16.9
Approach		180	3.0	196	3.0	0.319	10.2	LOS B	1.4	35.6	0.69	0.72	0.74	16.5
East: Stone Boulevard														
1	L2	17	3.0	18	3.0	0.183	5.4	LOS A	0.8	20.9	0.46	0.36	0.46	20.7
6	T1	119	3.0	129	3.0	0.183	5.4	LOS A	0.8	20.9	0.46	0.36	0.46	18.1
16	R2	28	3.0	30	3.0	0.183	5.4	LOS A	0.8	20.9	0.46	0.36	0.46	18.4
Approach		164	3.0	178	3.0	0.183	5.4	LOS A	0.8	20.9	0.46	0.36	0.46	18.4
North: Bost Extension Dr														
7	L2	42	3.0	46	3.0	0.070	3.7	LOS A	0.3	7.6	0.30	0.16	0.30	20.7
4	T1	10	3.0	11	3.0	0.070	3.7	LOS A	0.3	7.6	0.30	0.16	0.30	18.0
14	R2	22	3.0	24	3.0	0.070	3.7	LOS A	0.3	7.6	0.30	0.16	0.30	17.9
Approach		74	3.0	80	3.0	0.070	3.7	LOS A	0.3	7.6	0.30	0.16	0.30	19.6
West: Stone Boulevard														
5	L2	118	3.0	128	3.0	0.601	10.2	LOS B	5.3	134.7	0.41	0.21	0.41	18.7
2	T1	525	3.0	571	3.0	0.601	10.2	LOS B	5.3	134.7	0.41	0.21	0.41	16.7
12	R2	42	3.0	46	3.0	0.601	10.2	LOS B	5.3	134.7	0.41	0.21	0.41	15.5
Approach		685	3.0	745	3.0	0.601	10.2	LOS B	5.3	134.7	0.41	0.21	0.41	16.9
All Vehicles		1103	3.0	1199	3.0	0.601	9.1	LOS A	5.3	134.7	0.46	0.31	0.46	17.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Creelman Street (Site Folder: 2045 Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	6	3.0	7	3.0	0.284	5.2	LOS A	1.6	40.9	0.04	0.01	0.04	10.0
8	T1	342	3.0	372	3.0	0.284	5.2	LOS A	1.6	40.9	0.04	0.01	0.04	18.6
18	R2	1	3.0	1	3.0	0.284	5.2	LOS A	1.6	40.9	0.04	0.01	0.04	18.6
Approach		349	3.0	379	3.0	0.284	5.2	LOS A	1.6	40.9	0.04	0.01	0.04	18.4
East: Creelman Street														
1	L2	1	3.0	1	3.0	0.004	4.0	LOS A	0.0	0.4	0.45	0.25	0.45	20.8
6	T1	1	3.0	1	3.0	0.004	4.0	LOS A	0.0	0.4	0.45	0.25	0.45	17.9
16	R2	1	3.0	1	3.0	0.004	4.0	LOS A	0.0	0.4	0.45	0.25	0.45	18.7
Approach		3	3.0	3	3.0	0.004	4.0	LOS A	0.0	0.4	0.45	0.25	0.45	19.2
North: Stone Boulevard														
7	L2	1	3.0	1	3.0	0.467	7.4	LOS A	3.4	88.2	0.10	0.02	0.10	20.0
4	T1	550	3.0	598	3.0	0.467	7.4	LOS A	3.4	88.2	0.10	0.02	0.10	18.0
14	R2	19	3.0	21	3.0	0.467	7.4	LOS A	3.4	88.2	0.10	0.02	0.10	17.1
Approach		570	3.0	620	3.0	0.467	7.4	LOS A	3.4	88.2	0.10	0.02	0.10	18.0
West: Parking Lot														
5	L2	1	3.0	1	3.0	0.005	5.1	LOS A	0.0	0.4	0.55	0.37	0.55	20.7
2	T1	1	3.0	1	3.0	0.005	5.1	LOS A	0.0	0.4	0.55	0.37	0.55	17.6
12	R2	1	3.0	1	3.0	0.005	5.1	LOS A	0.0	0.4	0.55	0.37	0.55	17.3
Approach		3	3.0	3	3.0	0.005	5.1	LOS A	0.0	0.4	0.55	0.37	0.55	18.4
All Vehicles		925	3.0	1005	3.0	0.467	6.5	LOS A	3.4	88.2	0.08	0.02	0.08	18.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: 101 [Stone Boulevard @ Bully Boulevard (Site Folder: 2045 Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: RoadName														
3	L2	32	3.0	35	3.0	0.495	11.0	LOS B	3.5	88.8	0.69	0.84	0.93	19.2
8	T1	208	3.0	226	3.0	0.495	11.0	LOS B	3.5	88.8	0.69	0.84	0.93	16.7
18	R2	137	3.0	149	3.0	0.495	11.0	LOS B	3.5	88.8	0.69	0.84	0.93	16.8
Approach		377	3.0	410	3.0	0.495	11.0	LOS B	3.5	88.8	0.69	0.84	0.93	17.0
East: RoadName														
1	L2	45	3.0	49	3.0	0.217	5.7	LOS A	1.0	25.7	0.46	0.35	0.46	20.4
6	T1	32	3.0	35	3.0	0.217	5.7	LOS A	1.0	25.7	0.46	0.35	0.46	18.8
16	R2	122	3.0	133	3.0	0.217	5.7	LOS A	1.0	25.7	0.46	0.35	0.46	18.2
Approach		199	3.0	216	3.0	0.217	5.7	LOS A	1.0	25.7	0.46	0.35	0.46	18.7
North: RoadName														
7	L2	272	3.0	296	3.0	0.500	8.5	LOS A	3.5	89.6	0.43	0.26	0.43	19.3
4	T1	246	3.0	267	3.0	0.500	8.5	LOS A	3.5	89.6	0.43	0.26	0.43	17.1
14	R2	26	3.0	28	3.0	0.500	8.5	LOS A	3.5	89.6	0.43	0.26	0.43	18.2
Approach		544	3.0	591	3.0	0.500	8.5	LOS A	3.5	89.6	0.43	0.26	0.43	18.2
West: RoadName														
5	L2	19	3.0	21	3.0	0.252	8.1	LOS A	1.1	27.3	0.63	0.63	0.63	19.8
2	T1	131	3.0	142	3.0	0.252	8.1	LOS A	1.1	27.3	0.63	0.63	0.63	18.4
12	R2	13	3.0	14	3.0	0.252	8.1	LOS A	1.1	27.3	0.63	0.63	0.63	18.4
Approach		163	3.0	177	3.0	0.252	8.1	LOS A	1.1	27.3	0.63	0.63	0.63	18.6
All Vehicles		1283	3.0	1395	3.0	0.500	8.8	LOS A	3.5	89.6	0.54	0.49	0.61	18.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Famous Marron Band St (Site Folder: 2045 Reassigned AM Existing Traffic Volumes)]

AM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	6	3.0	7	3.0	0.485	10.8	LOS B	3.3	84.8	0.69	0.81	0.90	18.7
8	T1	262	3.0	285	3.0	0.485	10.8	LOS B	3.3	84.8	0.69	0.81	0.90	16.7
18	R2	104	3.0	113	3.0	0.485	10.8	LOS B	3.3	84.8	0.69	0.81	0.90	17.1
Approach		372	3.0	404	3.0	0.485	10.8	LOS B	3.3	84.8	0.69	0.81	0.90	16.9
East: Famous Maroon Band Street														
1	L2	45	3.0	49	3.0	0.195	5.6	LOS A	0.9	22.4	0.47	0.37	0.47	20.4
6	T1	32	3.0	35	3.0	0.195	5.6	LOS A	0.9	22.4	0.47	0.37	0.47	17.9
16	R2	96	3.0	104	3.0	0.195	5.6	LOS A	0.9	22.4	0.47	0.37	0.47	18.2
Approach		173	3.0	188	3.0	0.195	5.6	LOS A	0.9	22.4	0.47	0.37	0.47	18.7
North: Stone Boulevard														
7	L2	224	3.0	243	3.0	0.268	5.4	LOS A	1.4	36.2	0.28	0.14	0.28	20.0
4	T1	51	3.0	55	3.0	0.268	5.4	LOS A	1.4	36.2	0.28	0.14	0.28	17.7
14	R2	26	3.0	28	3.0	0.268	5.4	LOS A	1.4	36.2	0.28	0.14	0.28	17.2
Approach		301	3.0	327	3.0	0.268	5.4	LOS A	1.4	36.2	0.28	0.14	0.28	19.4
West: East-West Connector														
5	L2	19	3.0	21	3.0	0.240	6.3	LOS A	1.1	28.2	0.51	0.42	0.51	20.5
2	T1	173	3.0	188	3.0	0.240	6.3	LOS A	1.1	28.2	0.51	0.42	0.51	17.8
12	R2	13	3.0	14	3.0	0.240	6.3	LOS A	1.1	28.2	0.51	0.42	0.51	17.5
Approach		205	3.0	223	3.0	0.240	6.3	LOS A	1.1	28.2	0.51	0.42	0.51	18.0
All Vehicles		1051	3.0	1142	3.0	0.485	7.5	LOS A	3.3	84.8	0.50	0.47	0.57	18.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Blackjack Road @ Oktoc Road (Site Folder: 2045 Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
SouthEast: Oktoc Road														
3ax	L1	330	3.0	359	3.0	0.552	13.4	LOS B	4.2	107.6	0.76	0.90	1.16	18.9
18bx	R3	49	3.0	53	3.0	0.552	13.4	LOS B	4.2	107.6	0.76	0.90	1.16	19.0
Approach		379	3.0	412	3.0	0.552	13.4	LOS B	4.2	107.6	0.76	0.90	1.16	18.9
East: Blackjack Road														
1b	L3	47	3.0	51	3.0	0.224	5.8	LOS A	1.0	24.4	0.47	0.39	0.47	18.8
6	T1	359	3.0	390	3.0	0.224	5.8	LOS A	1.0	24.4	0.47	0.39	0.47	18.3
Approach		406	3.0	441	3.0	0.224	5.8	LOS A	1.0	24.4	0.47	0.39	0.47	18.3
West: Blackjack Road														
2	T1	513	3.0	558	3.0	0.819	18.2	LOS C	13.5	344.4	0.62	0.28	0.62	16.0
12a	R1	444	3.0	483	3.0	0.819	18.2	LOS C	13.5	344.4	0.62	0.28	0.62	15.3
Approach		957	3.0	1040	3.0	0.819	18.2	LOS C	13.5	344.4	0.62	0.28	0.62	15.7
All Vehicles		1742	3.0	1893	3.0	0.819	14.3	LOS B	13.5	344.4	0.61	0.44	0.70	16.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bost Dr (Site Folder: 2045 Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Bost Dr														
3	L2	22	3.0	24	3.0	0.474	12.3	LOS B	2.9	74.1	0.73	0.91	1.02	17.6
8	T1	148	3.0	161	3.0	0.474	12.3	LOS B	2.9	74.1	0.73	0.91	1.02	15.7
18	R2	128	3.0	139	3.0	0.474	12.3	LOS B	2.9	74.1	0.73	0.91	1.02	16.3
Approach		298	3.0	324	3.0	0.474	12.3	LOS B	2.9	74.1	0.73	0.91	1.02	16.1
East: Stone Boulevard														
1	L2	50	3.0	54	3.0	0.655	13.4	LOS B	8.4	215.5	0.73	0.92	1.10	18.0
6	T1	478	3.0	520	3.0	0.655	13.4	LOS B	8.4	215.5	0.73	0.92	1.10	16.0
16	R2	77	3.0	84	3.0	0.655	13.4	LOS B	8.4	215.5	0.73	0.92	1.10	16.5
Approach		605	3.0	658	3.0	0.655	13.4	LOS B	8.4	215.5	0.73	0.92	1.10	16.2
North: Bost Extension Dr														
7	L2	133	3.0	145	3.0	0.561	14.1	LOS B	4.2	108.1	0.77	1.04	1.21	17.9
4	T1	37	3.0	40	3.0	0.561	14.1	LOS B	4.2	108.1	0.77	1.04	1.21	15.1
14	R2	199	3.0	216	3.0	0.561	14.1	LOS B	4.2	108.1	0.77	1.04	1.21	15.0
Approach		369	3.0	401	3.0	0.561	14.1	LOS B	4.2	108.1	0.77	1.04	1.21	16.2
West: Stone Boulevard														
5	L2	83	3.0	90	3.0	0.495	9.3	LOS A	3.1	79.6	0.57	0.44	0.57	19.1
2	T1	373	3.0	405	3.0	0.495	9.3	LOS A	3.1	79.6	0.57	0.44	0.57	17.0
12	R2	19	3.0	21	3.0	0.495	9.3	LOS A	3.1	79.6	0.57	0.44	0.57	15.9
Approach		475	3.0	516	3.0	0.495	9.3	LOS A	3.1	79.6	0.57	0.44	0.57	17.2
All Vehicles		1747	3.0	1899	3.0	0.655	12.2	LOS B	8.4	215.5	0.70	0.81	0.97	16.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Creelman Street (Site Folder: 2045 Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	4	3.0	4	3.0	0.472	7.5	LOS A	3.5	89.7	0.12	0.03	0.12	9.7
8	T1	569	3.0	618	3.0	0.472	7.5	LOS A	3.5	89.7	0.12	0.03	0.12	18.0
18	R2	1	3.0	1	3.0	0.472	7.5	LOS A	3.5	89.7	0.12	0.03	0.12	18.0
Approach		574	3.0	624	3.0	0.472	7.5	LOS A	3.5	89.7	0.12	0.03	0.12	17.9
East: Creelman Street														
1	L2	1	3.0	1	3.0	0.005	5.3	LOS A	0.0	0.4	0.56	0.38	0.56	20.4
6	T1	1	3.0	1	3.0	0.005	5.3	LOS A	0.0	0.4	0.56	0.38	0.56	17.5
16	R2	1	3.0	1	3.0	0.005	5.3	LOS A	0.0	0.4	0.56	0.38	0.56	18.4
Approach		3	3.0	3	3.0	0.005	5.3	LOS A	0.0	0.4	0.56	0.38	0.56	18.9
North: Stone Boulevard														
7	L2	1	3.0	1	3.0	0.520	8.2	LOS A	4.2	108.5	0.09	0.02	0.09	19.8
4	T1	631	3.0	686	3.0	0.520	8.2	LOS A	4.2	108.5	0.09	0.02	0.09	17.8
14	R2	4	3.0	4	3.0	0.520	8.2	LOS A	4.2	108.5	0.09	0.02	0.09	16.8
Approach		636	3.0	691	3.0	0.520	8.2	LOS A	4.2	108.5	0.09	0.02	0.09	17.8
West: Parking Lot														
5	L2	10	3.0	11	3.0	0.027	5.8	LOS A	0.1	2.5	0.58	0.49	0.58	20.0
2	T1	1	3.0	1	3.0	0.027	5.8	LOS A	0.1	2.5	0.58	0.49	0.58	17.1
12	R2	5	3.0	5	3.0	0.027	5.8	LOS A	0.1	2.5	0.58	0.49	0.58	16.8
Approach		16	3.0	17	3.0	0.027	5.8	LOS A	0.1	2.5	0.58	0.49	0.58	18.7
All Vehicles		1229	3.0	1336	3.0	0.520	7.8	LOS A	4.2	108.5	0.11	0.03	0.11	17.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Bully Boulevard (Site Folder: 2045 Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: RoadName														
3	L2	68	3.0	74	3.0	0.557	14.1	LOS B	4.1	105.7	0.77	1.03	1.20	18.6
8	T1	241	3.0	262	3.0	0.557	14.1	LOS B	4.1	105.7	0.77	1.03	1.20	16.0
18	R2	54	3.0	59	3.0	0.557	14.1	LOS B	4.1	105.7	0.77	1.03	1.20	16.1
Approach		363	3.0	395	3.0	0.557	14.1	LOS B	4.1	105.7	0.77	1.03	1.20	16.7
East: RoadName														
1	L2	192	3.0	209	3.0	0.752	19.0	LOS C	12.0	306.5	0.88	1.46	1.73	16.6
6	T1	141	3.0	153	3.0	0.752	19.0	LOS C	12.0	306.5	0.88	1.46	1.73	16.7
16	R2	282	3.0	307	3.0	0.752	19.0	LOS C	12.0	306.5	0.88	1.46	1.73	15.3
Approach		615	3.0	668	3.0	0.752	19.0	LOS C	12.0	306.5	0.88	1.46	1.73	16.0
North: RoadName														
7	L2	328	3.0	357	3.0	0.814	24.0	LOS C	15.0	382.8	0.95	1.78	2.16	15.7
4	T1	269	3.0	292	3.0	0.814	24.0	LOS C	15.0	382.8	0.95	1.78	2.16	14.0
14	R2	38	3.0	41	3.0	0.814	24.0	LOS C	15.0	382.8	0.95	1.78	2.16	15.9
Approach		635	3.0	690	3.0	0.814	24.0	LOS C	15.0	382.8	0.95	1.78	2.16	15.0
West: RoadName														
5	L2	50	3.0	54	3.0	0.565	17.7	LOS C	3.6	91.1	0.80	1.08	1.32	18.0
2	T1	180	3.0	196	3.0	0.565	17.7	LOS C	3.6	91.1	0.80	1.08	1.32	16.9
12	R2	53	3.0	58	3.0	0.565	17.7	LOS C	3.6	91.1	0.80	1.08	1.32	16.8
Approach		283	3.0	308	3.0	0.565	17.7	LOS C	3.6	91.1	0.80	1.08	1.32	17.1
All Vehicles		1896	3.0	2061	3.0	0.814	19.5	LOS C	15.0	382.8	0.87	1.43	1.71	16.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\william.fulcher\Desktop\14995 Reports\Sidra\2045 Roundabouts Reassigned Counts.sip9

MOVEMENT SUMMARY

Site: 101 [Stone Boulevard @ Famous Maroon Band St (Site Folder: 2045 Reassigned PM Existing Traffic Volumes)]

PM

Site Category: Proposed Design 1

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Stone Boulevard														
3	L2	46	3.0	50	3.0	0.308	6.3	LOS A	1.6	41.5	0.41	0.28	0.41	20.4
8	T1	164	3.0	178	3.0	0.308	6.3	LOS A	1.6	41.5	0.41	0.28	0.41	17.8
18	R2	103	3.0	112	3.0	0.308	6.3	LOS A	1.6	41.5	0.41	0.28	0.41	18.1
Approach		313	3.0	340	3.0	0.308	6.3	LOS A	1.6	41.5	0.41	0.28	0.41	18.2
East: Famous Maroon Band Street														
1	L2	78	3.0	85	3.0	0.402	7.9	LOS A	2.2	57.2	0.53	0.42	0.53	19.7
6	T1	131	3.0	142	3.0	0.402	7.9	LOS A	2.2	57.2	0.53	0.42	0.53	17.2
16	R2	167	3.0	182	3.0	0.402	7.9	LOS A	2.2	57.2	0.53	0.42	0.53	17.6
Approach		376	3.0	409	3.0	0.402	7.9	LOS A	2.2	57.2	0.53	0.42	0.53	17.9
North: Stone Boulevard														
7	L2	106	3.0	115	3.0	0.558	10.8	LOS B	4.7	121.2	0.65	0.65	0.79	18.9
4	T1	248	3.0	270	3.0	0.558	10.8	LOS B	4.7	121.2	0.65	0.65	0.79	16.6
14	R2	160	3.0	174	3.0	0.558	10.8	LOS B	4.7	121.2	0.65	0.65	0.79	15.9
Approach		514	3.0	559	3.0	0.558	10.8	LOS B	4.7	121.2	0.65	0.65	0.79	16.9
West: East-West Connector														
5	L2	32	3.0	35	3.0	0.136	5.8	LOS A	0.6	14.3	0.54	0.47	0.54	20.4
2	T1	32	3.0	35	3.0	0.136	5.8	LOS A	0.6	14.3	0.54	0.47	0.54	17.8
12	R2	38	3.0	41	3.0	0.136	5.8	LOS A	0.6	14.3	0.54	0.47	0.54	17.5
Approach		102	3.0	111	3.0	0.136	5.8	LOS A	0.6	14.3	0.54	0.47	0.54	18.4
All Vehicles		1305	3.0	1418	3.0	0.558	8.5	LOS A	4.7	121.2	0.55	0.48	0.61	17.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\william.fulcher\Desktop\14995 Reports\Sidra\2045 Roundabouts Reassigned Counts.sip9



APPENDIX 5.2.12

Attachments:

Turning Movement Traffic Counts	5.2.12 A1 – 5.2.12 A18
Existing Capacity Analysis	5.2.12 B1 – 5.2.12 B4
Alternative Capacity Analysis	5.2.12 C1 – 5.2.12 C11



TURNING MOVEMENT COUNT #2010104
LEE BLVD @ OLD MAYHEW RD / LAKEWOOD DR
STARKVILLE, MS
OKTIBBEHA COUNTY

5.2.12 A2

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	Lee Blvd From North				Old Mayhew Rd From East				Lee Blvd From South				Lakewood Dr From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	178	12	0	39	0	80	0	7	75	0	0	0	0	2	0	393
08:00 AM	0	103	23	0	21	0	54	0	17	51	1	0	1	0	1	0	272
09:00 AM	2	101	22	0	44	0	74	0	42	70	0	0	4	0	0	0	359
10:00 AM	0	86	25	0	29	0	84	0	52	103	0	0	1	0	1	0	381
11:00 AM	0	82	37	0	33	0	70	0	43	86	1	0	0	0	0	0	352
12:00 PM	2	95	49	0	40	0	101	0	68	124	1	0	0	1	0	0	481
01:00 PM	2	88	36	0	37	3	83	0	72	120	3	0	3	0	3	0	450
02:00 PM	5	87	50	0	44	0	95	0	85	144	0	0	0	0	0	0	510
03:00 PM	1	86	47	0	39	0	95	0	91	163	0	0	1	1	5	0	529
04:00 PM	2	94	61	0	30	0	82	0	81	185	0	0	1	0	0	0	536
05:00 PM	2	119	63	0	36	0	90	0	89	193	2	0	1	0	0	0	595
06:00 PM	2	78	49	0	49	0	86	0	79	118	0	0	0	0	1	0	462
Grand Total	18	1197	474	0	441	3	994	0	726	1432	8	0	12	2	13	0	5320
Apprch %	1.1	70.9	28.1	0	30.7	0.2	69.1	0	33.5	66.1	0.4	0	44.4	7.4	48.1	0	
Total %	0.3	22.5	8.9	0	8.3	0.1	18.7	0	13.6	26.9	0.2	0	0.2	0	0.2	0	
Lights	16	1180	468	0	438	3	942	0	675	1407	7	0	12	1	13	0	5162
% Lights	88.9	98.6	98.7	0	99.3	100	94.8	0	93	98.3	87.5	0	100	50	100	0	97
Mediums	2	15	6	0	3	0	52	0	51	24	1	0	0	1	0	0	155
% Mediums	11.1	1.3	1.3	0	0.7	0	5.2	0	7	1.7	12.5	0	0	50	0	0	2.9
Articulated Trucks	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
% Articulated Trucks	0	0.2	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0.1

5.2.12 A3

Michael Baker International
310 New Pointe Drive
Ridgeland, Mississippi, United States 39157
601.607.8700

Count Name: 2010104 - Lee Blvd @ Old Mayhew Rd / Lakewood Dr, Starkville
Site Code: 2010104
Start Date: 10/08/2020
Page No: 1

Turning Movement Data

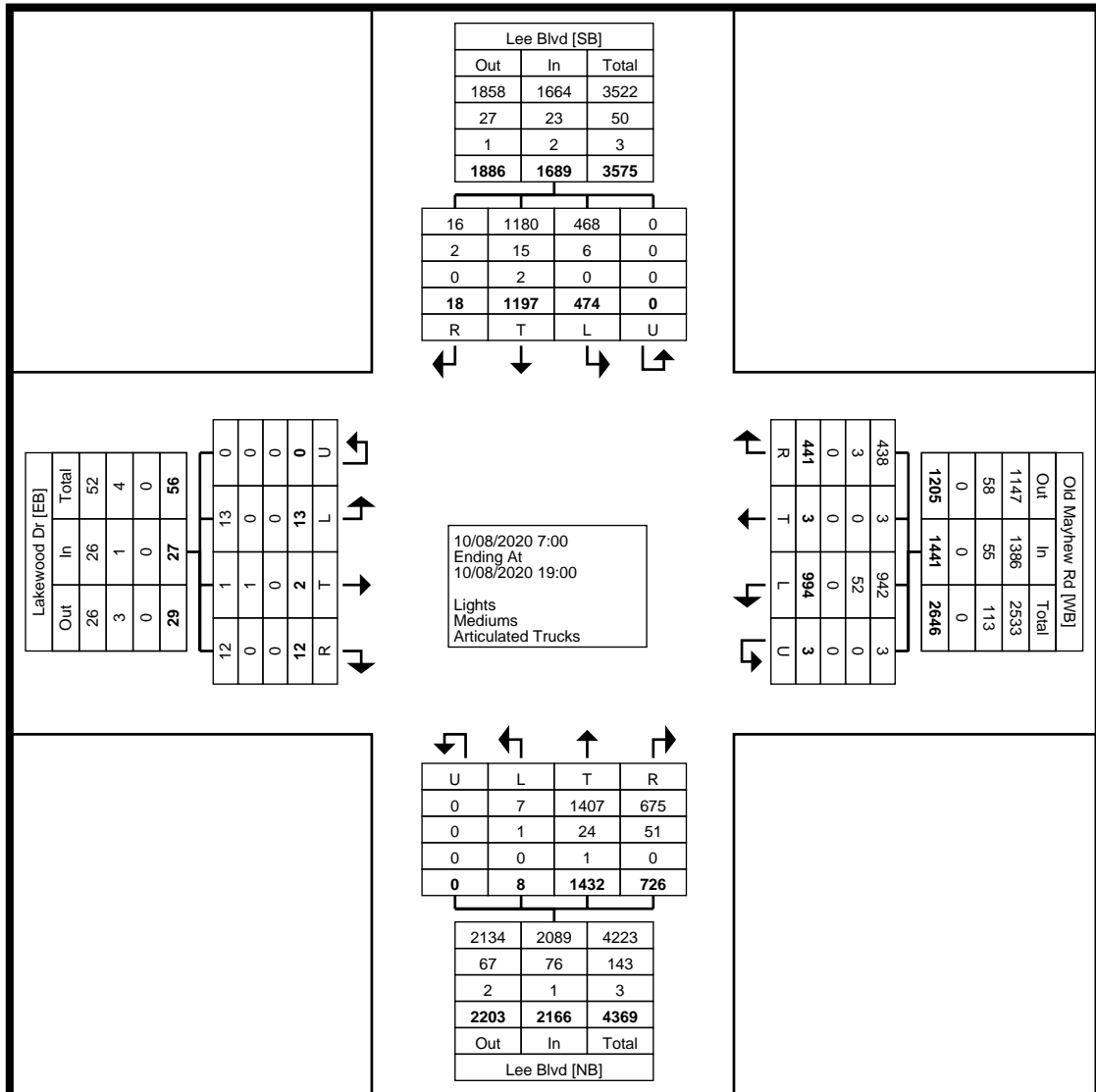
Start Time	Lee Blvd Southbound					Old Mayhew Rd Westbound					Lee Blvd Northbound					Lakewood Dr Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00	0	26	1	0	27	5	0	16	0	21	1	12	0	0	13	0	0	1	0	1	62
7:15	0	38	1	0	39	5	0	15	0	20	2	18	0	0	20	0	0	1	0	1	80
7:30	0	57	4	0	61	12	0	28	0	40	3	19	0	0	22	0	0	0	0	0	123
7:45	0	57	6	0	63	17	0	21	0	38	1	26	0	0	27	0	0	0	0	0	128
Hourly Total	0	178	12	0	190	39	0	80	0	119	7	75	0	0	82	0	0	2	0	2	393
8:00	0	40	3	0	43	4	0	11	0	15	6	14	1	0	21	1	0	1	0	2	81
8:15	0	24	7	0	31	2	0	8	0	10	2	16	0	0	18	0	0	0	0	0	59
8:30	0	21	5	0	26	10	0	16	0	26	3	8	0	0	11	0	0	0	0	0	63
8:45	0	18	8	0	26	5	0	19	0	24	6	13	0	0	19	0	0	0	0	0	69
Hourly Total	0	103	23	0	126	21	0	54	0	75	17	51	1	0	69	1	0	1	0	2	272
9:00	1	38	7	0	46	7	0	25	0	32	8	9	0	0	17	0	0	0	0	0	95
9:15	0	31	4	0	35	12	0	22	0	34	9	23	0	0	32	2	0	0	0	2	103
9:30	0	15	2	0	17	13	0	15	0	28	10	22	0	0	32	1	0	0	0	1	78
9:45	1	17	9	0	27	12	0	12	0	24	15	16	0	0	31	1	0	0	0	1	83
Hourly Total	2	101	22	0	125	44	0	74	0	118	42	70	0	0	112	4	0	0	0	4	359
10:00	0	15	5	0	20	5	0	12	0	17	8	27	0	0	35	0	0	1	0	1	73
10:15	0	18	5	0	23	5	0	23	0	28	10	23	0	0	33	0	0	0	0	0	84
10:30	0	28	3	0	31	10	0	23	0	33	17	20	0	0	37	1	0	0	0	1	102
10:45	0	25	12	0	37	9	0	26	0	35	17	33	0	0	50	0	0	0	0	0	122
Hourly Total	0	86	25	0	111	29	0	84	0	113	52	103	0	0	155	1	0	1	0	2	381
11:00	0	24	15	0	39	9	0	17	0	26	14	31	0	0	45	0	0	0	0	0	110
11:15	0	11	7	0	18	5	0	18	0	23	9	22	0	0	31	0	0	0	0	0	72
11:30	0	21	7	0	28	11	0	17	0	28	9	15	1	0	25	0	0	0	0	0	81
11:45	0	26	8	0	34	8	0	18	0	26	11	18	0	0	29	0	0	0	0	0	89
Hourly Total	0	82	37	0	119	33	0	70	0	103	43	86	1	0	130	0	0	0	0	0	352
12:00	0	25	8	0	33	13	0	20	0	33	18	28	0	0	46	0	0	0	0	0	112
12:15	2	18	10	0	30	4	0	25	0	29	17	31	0	0	48	0	0	0	0	0	107
12:30	0	30	16	0	46	9	0	32	0	41	17	27	1	0	45	0	0	0	0	0	132
12:45	0	22	15	0	37	14	0	24	0	38	16	38	0	0	54	0	1	0	0	1	130
Hourly Total	2	95	49	0	146	40	0	101	0	141	68	124	1	0	193	0	1	0	0	1	481
13:00	0	28	10	0	38	7	1	16	0	24	19	34	0	0	53	2	0	1	0	3	118
13:15	2	14	9	0	25	8	2	19	0	29	12	28	1	0	41	0	0	0	0	0	95
13:30	0	17	7	0	24	13	0	23	0	36	23	31	1	0	55	1	0	1	0	2	117
13:45	0	29	10	0	39	9	0	25	0	34	18	27	1	0	46	0	0	1	0	1	120
Hourly Total	2	88	36	0	126	37	3	83	0	123	72	120	3	0	195	3	0	3	0	6	450
14:00	1	29	12	0	42	11	0	31	0	42	28	48	0	0	76	0	0	0	0	0	160
14:15	2	23	11	0	36	13	0	26	0	39	14	38	0	0	52	0	0	0	0	0	127
14:30	1	21	14	0	36	9	0	15	0	24	19	36	0	0	55	0	0	0	0	0	115
14:45	1	14	13	0	28	11	0	23	0	34	24	22	0	0	46	0	0	0	0	0	108
Hourly Total	5	87	50	0	142	44	0	95	0	139	85	144	0	0	229	0	0	0	0	0	510
15:00	0	19	13	0	32	10	0	15	1	26	17	40	0	0	57	0	0	2	0	2	117
15:15	1	26	12	0	39	10	0	27	0	37	28	37	0	0	65	1	0	2	0	3	144
15:30	0	20	14	0	34	11	0	24	2	37	24	42	0	0	66	0	0	0	0	0	137
15:45	0	21	8	0	29	8	0	29	0	37	22	44	0	0	66	0	1	1	0	2	134
Hourly Total	1	86	47	0	134	39	0	95	3	137	91	163	0	0	254	1	1	5	0	7	532
16:00	2	22	16	0	40	8	0	19	0	27	25	52	0	0	77	0	0	0	0	0	144
16:15	0	26	18	0	44	7	0	13	0	20	22	50	0	0	72	0	0	0	0	0	136
16:30	0	22	15	0	37	7	0	25	0	32	16	36	0	0	52	0	0	0	0	0	121
16:45	0	24	12	0	36	8	0	25	0	33	18	47	0	0	65	1	0	0	0	1	135
Hourly Total	2	94	61	0	157	30	0	82	0	112	81	185	0	0	266	1	0	0	0	1	536
17:00	0	29	10	0	39	6	0	15	0	21	23	69	0	0	92	0	0	0	0	0	152
17:15	2	30	18	0	50	10	0	32	0	42	20	51	1	0	72	0	0	0	0	0	164
17:30	0	31	20	0	51	11	0	21	0	32	22	38	1	0	61	1	0	0	0	1	145
17:45	0	29	15	0	44	9	0	22	0	31	24	35	0	0	59	0	0	0	0	0	134
Hourly Total	2	119	63	0	184	36	0	90	0	126	89	193	2	0	284	1	0	0	0	1	595
18:00	0	19	13	0	32	13	0	23	0	36	19	41	0	0	60	0	0	0	0	0	128
18:15	1	24	8	0	33	12	0	21	0	33	16	39	0	0	55	0	0	0	0	0	121
18:30	1	15	15	0	31	9	0	11	0	20	22	15	0	0	37	0	0	0	0	0	88
18:45	0	20	13	0	33	15	0	31	0	46	22	23	0	0	45	0	0	1	0	1	125
Hourly Total	2	78	49	0	129	49	0	86	0	135	79	118	0	0	197	0	0	1	0	1	462
Grand Total	18	1197	474	0	1689	441	3	994	3	1441	726	1432	8	0	2166	12	2	13	0	27	5323
Approach %	1.1	70.9	28.1	0.0	-	30.6	0.2	69.0	0.2	-	33.5	66.1	0.4	0.0	-	44.4	7.4	48.1	0.0	-	-
Total %	0.3	22.5	8.9	0.0	31.7	8.3	0.1	18.7	0.1	27.1	13.6	26.9	0.2	0.0	40.7	0.2	0.0	0.2	0.0	0.5	-

5.2.12 A4

Lights	16	1180	468	0	1664	438	3	942	3	1386	675	1407	7	0	2089	12	1	13	0	26	5165
% Lights	88.9	98.6	98.7	-	98.5	99.3	100.0	94.8	100.0	96.2	93.0	98.3	87.5	-	96.4	100.0	50.0	100.0	-	96.3	97.0
Mediums	2	15	6	0	23	3	0	52	0	55	51	24	1	0	76	0	1	0	0	1	155
% Mediums	11.1	1.3	1.3	-	1.4	0.7	0.0	5.2	0.0	3.8	7.0	1.7	12.5	-	3.5	0.0	50.0	0.0	-	3.7	2.9
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Articulated Trucks	0.0	0.2	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010104 - Lee
 Blvd @ Old Mayhew Rd /
 Lakewood Dr, Starkville
 Site Code: 2010104
 Start Date: 10/08/2020
 Page No: 3



Turning Movement Data Plot

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

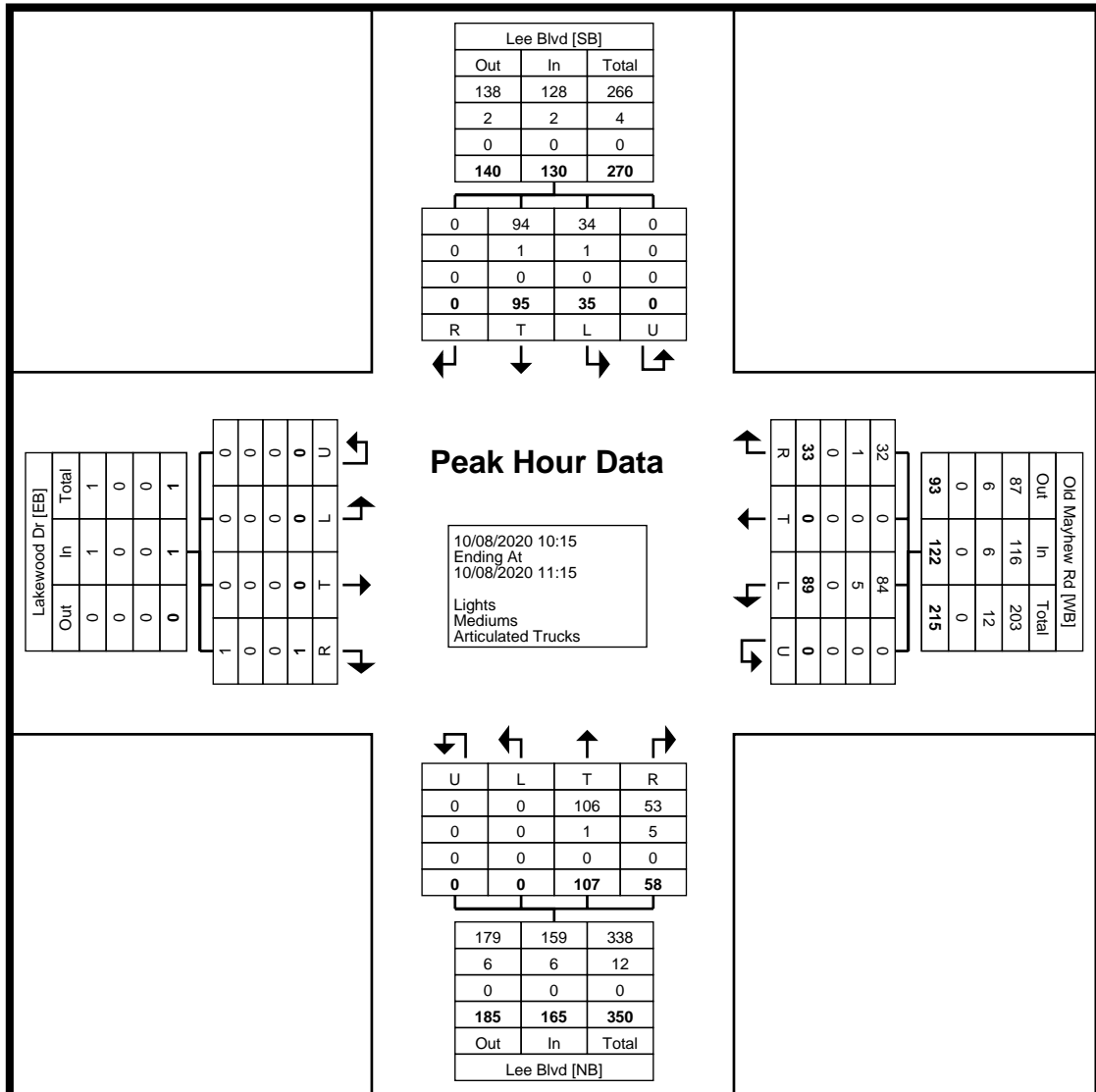
Count Name: 2010104 - Lee
 Blvd @ Old Mayhew Rd /
 Lakewood Dr, Starkville
 Site Code: 2010104
 Start Date: 10/08/2020
 Page No: 4

Turning Movement Peak Hour Data (10:15)

Start Time	Lee Blvd Southbound					Old Mayhew Rd Westbound					Lee Blvd Northbound					Lakewood Dr Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:15	0	18	5	0	23	5	0	23	0	28	10	23	0	0	33	0	0	0	0	0	84
10:30	0	28	3	0	31	10	0	23	0	33	17	20	0	0	37	1	0	0	0	1	102
10:45	0	25	12	0	37	9	0	26	0	35	17	33	0	0	50	0	0	0	0	0	122
11:00	0	24	15	0	39	9	0	17	0	26	14	31	0	0	45	0	0	0	0	0	110
Total	0	95	35	0	130	33	0	89	0	122	58	107	0	0	165	1	0	0	0	1	418
Approach %	0.0	73.1	26.9	0.0	-	27.0	0.0	73.0	0.0	-	35.2	64.8	0.0	0.0	-	100.0	0.0	0.0	0.0	-	-
Total %	0.0	22.7	8.4	0.0	31.1	7.9	0.0	21.3	0.0	29.2	13.9	25.6	0.0	0.0	39.5	0.2	0.0	0.0	0.0	0.2	-
PHF	0.000	0.848	0.583	0.000	0.833	0.825	0.000	0.856	0.000	0.871	0.853	0.811	0.000	0.000	0.825	0.250	0.000	0.000	0.000	0.250	0.857
Lights	0	94	34	0	128	32	0	84	0	116	53	106	0	0	159	1	0	0	0	1	404
% Lights	-	98.9	97.1	-	98.5	97.0	-	94.4	-	95.1	91.4	99.1	-	-	96.4	100.0	-	-	-	100.0	96.7
Mediums	0	1	1	0	2	1	0	5	0	6	5	1	0	0	6	0	0	0	0	0	14
% Mediums	-	1.1	2.9	-	1.5	3.0	-	5.6	-	4.9	8.6	0.9	-	-	3.6	0.0	-	-	-	0.0	3.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0

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 Ridgeland, Mississippi, United States 39157
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Count Name: 2010104 - Lee
 Blvd @ Old Mayhew Rd /
 Lakewood Dr, Starkville
 Site Code: 2010104
 Start Date: 10/08/2020
 Page No: 5



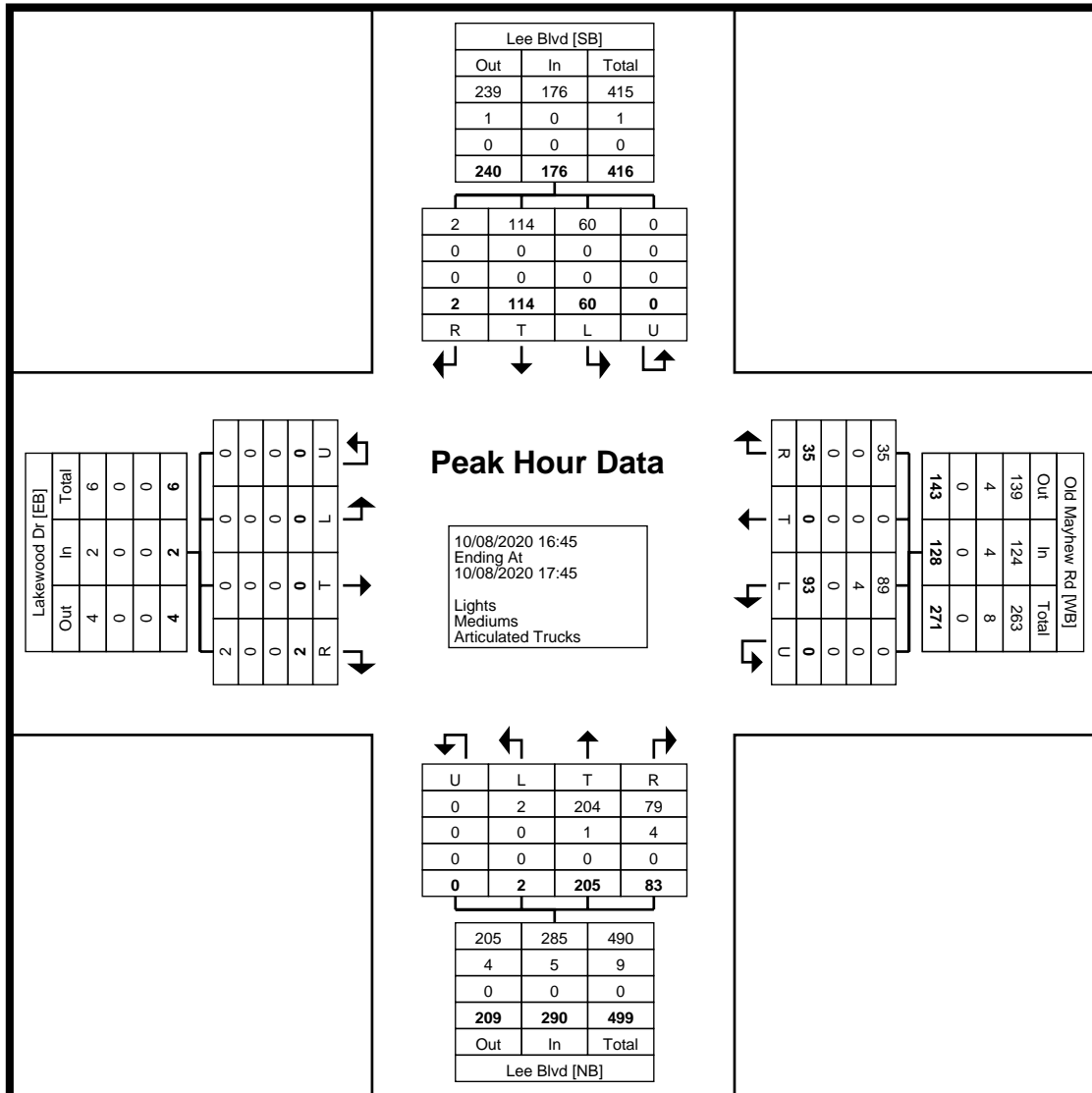
Turning Movement Peak Hour Data Plot (10:15)

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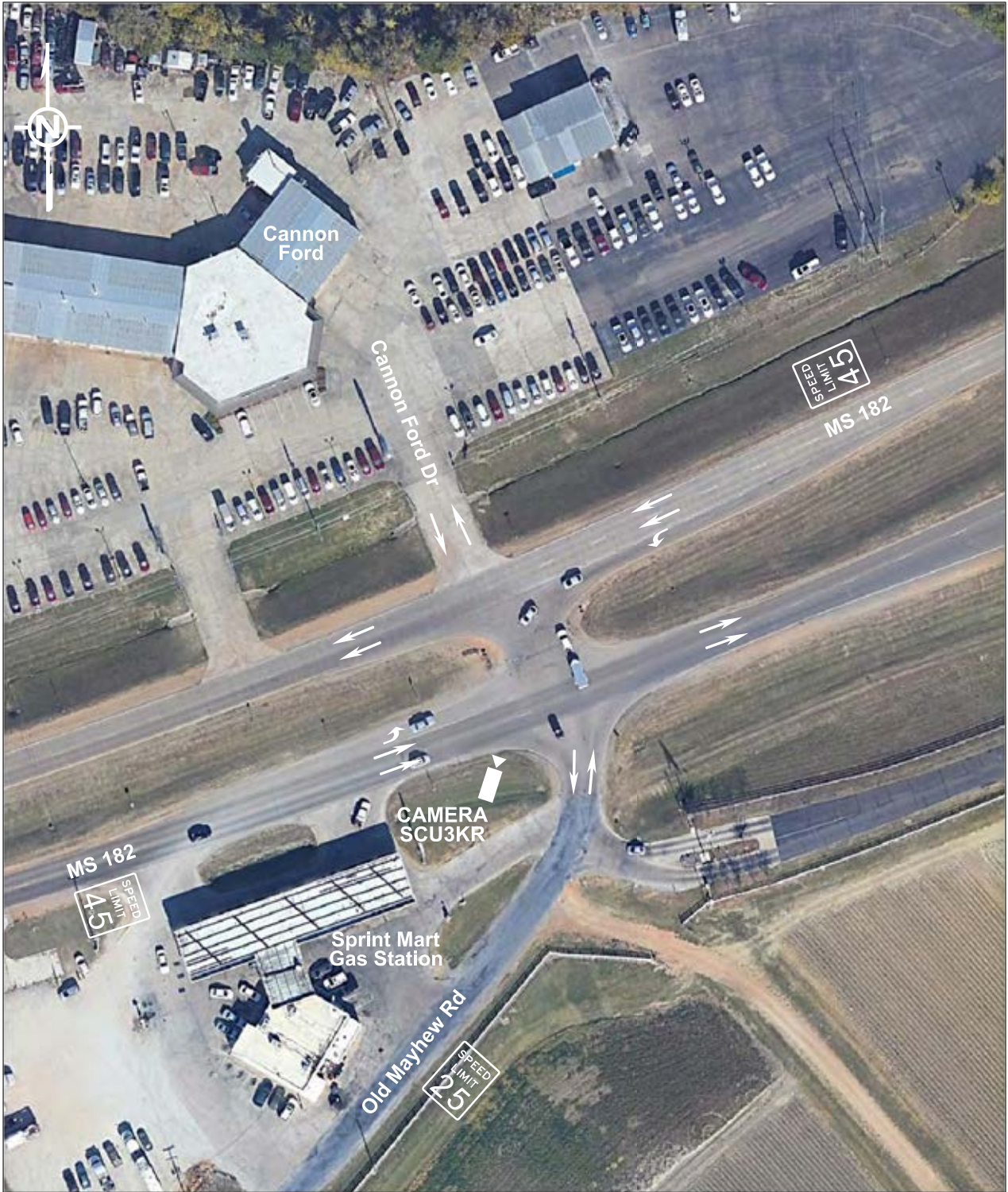
Count Name: 2010104 - Lee
 Blvd @ Old Mayhew Rd /
 Lakewood Dr, Starkville
 Site Code: 2010104
 Start Date: 10/08/2020
 Page No: 6

Turning Movement Peak Hour Data (16:45)

Start Time	Lee Blvd Southbound					Old Mayhew Rd Westbound					Lee Blvd Northbound					Lakewood Dr Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
16:45	0	24	12	0	36	8	0	25	0	33	18	47	0	0	65	1	0	0	0	1	135
17:00	0	29	10	0	39	6	0	15	0	21	23	69	0	0	92	0	0	0	0	0	152
17:15	2	30	18	0	50	10	0	32	0	42	20	51	1	0	72	0	0	0	0	0	164
17:30	0	31	20	0	51	11	0	21	0	32	22	38	1	0	61	1	0	0	0	1	145
Total	2	114	60	0	176	35	0	93	0	128	83	205	2	0	290	2	0	0	0	2	596
Approach %	1.1	64.8	34.1	0.0	-	27.3	0.0	72.7	0.0	-	28.6	70.7	0.7	0.0	-	100.0	0.0	0.0	0.0	-	-
Total %	0.3	19.1	10.1	0.0	29.5	5.9	0.0	15.6	0.0	21.5	13.9	34.4	0.3	0.0	48.7	0.3	0.0	0.0	0.0	0.3	-
PHF	0.250	0.919	0.750	0.000	0.863	0.795	0.000	0.727	0.000	0.762	0.902	0.743	0.500	0.000	0.788	0.500	0.000	0.000	0.000	0.500	0.909
Lights	2	114	60	0	176	35	0	89	0	124	79	204	2	0	285	2	0	0	0	2	587
% Lights	100.0	100.0	100.0	-	100.0	100.0	-	95.7	-	96.9	95.2	99.5	100.0	-	98.3	100.0	-	-	-	100.0	98.5
Mediums	0	0	0	0	0	0	0	4	0	4	4	1	0	0	5	0	0	0	0	0	9
% Mediums	0.0	0.0	0.0	-	0.0	0.0	-	4.3	-	3.1	4.8	0.5	0.0	-	1.7	0.0	-	-	-	0.0	1.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	-	-	-	0.0	0.0



Turning Movement Peak Hour Data Plot (16:45)



TURNING MOVEMENT COUNT #2010106
 MS 182 @ OLD MAYHEW RD / CANNON FORD DR
 STARKVILLE, MS
 OKTIBBEHA COUNTY

5.2.12 A11

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	Cannon Ford Drive From North				MS 182 From East				Old Mayhew Rd From South				MS 182 From West				Int. Total
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
06:00 AM	1	0	0	0	2	172	54	0	52	0	46	0	14	219	0	22	582
07:00 AM	0	0	2	0	10	434	81	0	98	0	135	0	29	348	10	32	1179
08:00 AM	2	0	4	0	10	304	74	1	73	2	98	0	46	279	14	23	930
09:00 AM	4	1	1	0	10	254	69	0	80	3	109	0	45	278	7	15	876
10:00 AM	6	2	7	0	5	250	71	0	66	0	84	0	50	266	15	15	837
11:00 AM	1	1	6	0	4	275	89	0	98	1	121	0	87	307	6	26	1022
12:00 PM	9	4	4	0	11	278	94	0	97	2	126	0	100	374	11	22	1132
01:00 PM	9	4	8	0	9	288	98	0	102	5	122	0	87	372	19	35	1158
02:00 PM	3	4	2	0	5	315	112	1	110	2	111	0	86	428	7	32	1218
03:00 PM	3	0	5	0	5	362	126	3	108	1	105	0	101	423	8	18	1268
04:00 PM	5	4	5	0	4	279	140	2	120	1	118	0	92	445	5	16	1236
05:00 PM	7	2	8	0	2	348	146	0	101	0	116	0	137	496	3	25	1391
06:00 PM	5	2	4	0	2	255	127	0	82	0	107	0	99	260	1	17	961
07:00 PM	0	0	0	0	1	45	16	1	6	1	35	0	21	58	1	7	192
Grand Total	55	24	56	0	80	3859	1297	8	1193	18	1433	0	994	4553	107	305	13982
Apprch %	40.7	17.8	41.5	0	1.5	73.6	24.7	0.2	45.1	0.7	54.2	0	16.7	76.4	1.8	5.1	
Total %	0.4	0.2	0.4	0	0.6	27.6	9.3	0.1	8.5	0.1	10.2	0	7.1	32.6	0.8	2.2	
Lights	53	21	53	0	76	3775	1238	8	1157	17	1411	0	969	4411	104	296	13589
% Lights	96.4	87.5	94.6	0	95	97.8	95.5	100	97	94.4	98.5	0	97.5	96.9	97.2	97	97.2
Mediums	2	3	3	0	4	58	38	0	34	1	17	0	21	94	3	5	283
% Mediums	3.6	12.5	5.4	0	5	1.5	2.9	0	2.8	5.6	1.2	0	2.1	2.1	2.8	1.6	2
Articulated Trucks	0	0	0	0	0	26	21	0	2	0	5	0	4	48	0	4	110
% Articulated Trucks	0	0	0	0	0	0.7	1.6	0	0.2	0	0.3	0	0.4	1.1	0	1.3	0.8

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 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010106 - MS 182
 @ Old Mayhew Rd / Cannon
 Ford Drive, Starkville
 Site Code: 2010106
 Start Date: 10/06/2020
 Page No: 1

Turning Movement Data

Start Time	Cannon Ford Drive Southbound					MS 182 Westbound					Old Mayhew Rd Northbound					MS 182 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
6:00 AM	0	0	0	0	0	0	31	12	0	43	9	0	4	0	13	3	46	0	6	55	111
6:15 AM	0	0	0	0	0	0	37	11	0	48	5	0	14	0	19	4	58	0	2	64	131
6:30 AM	0	0	0	0	0	1	54	13	0	68	17	0	12	0	29	5	52	0	8	65	162
6:45 AM	1	0	0	0	1	1	50	18	0	69	21	0	16	0	37	2	63	0	6	71	178
Hourly Total	1	0	0	0	1	2	172	54	0	228	52	0	46	0	98	14	219	0	22	255	582
7:00 AM	0	0	0	0	0	0	69	16	0	85	26	0	31	0	57	6	85	1	8	100	242
7:15 AM	0	0	1	0	1	3	106	17	0	126	21	0	25	0	46	10	92	1	8	111	284
7:30 AM	0	0	0	0	0	3	124	24	0	151	25	0	35	0	60	6	85	4	6	101	312
7:45 AM	0	0	1	0	1	4	135	24	0	163	26	0	44	0	70	7	86	4	10	107	341
Hourly Total	0	0	2	0	2	10	434	81	0	525	98	0	135	0	233	29	348	10	32	419	1179
8:00 AM	1	0	1	0	2	5	92	20	0	117	13	2	23	0	38	10	92	3	8	113	270
8:15 AM	0	0	2	0	2	0	69	12	0	81	17	0	22	0	39	11	64	3	6	84	206
8:30 AM	1	0	0	0	1	3	89	20	0	112	18	0	29	0	47	13	60	3	6	82	242
8:45 AM	0	0	1	0	1	2	54	22	1	79	25	0	24	0	49	12	63	5	3	83	212
Hourly Total	2	0	4	0	6	10	304	74	1	389	73	2	98	0	173	46	279	14	23	362	930
9:00 AM	2	0	0	0	2	2	50	17	0	69	22	1	25	0	48	6	61	2	7	76	195
9:15 AM	2	0	0	0	2	5	89	19	0	113	18	1	28	0	47	10	79	2	1	92	254
9:30 AM	0	0	1	0	1	2	58	16	0	76	23	0	30	0	53	17	72	3	1	93	223
9:45 AM	0	1	0	0	1	1	57	17	0	75	17	1	26	0	44	12	66	0	6	84	204
Hourly Total	4	1	1	0	6	10	254	69	0	333	80	3	109	0	192	45	278	7	15	345	876
10:00 AM	1	0	3	0	4	3	54	22	0	79	22	0	16	0	38	13	60	3	3	79	200
10:15 AM	2	1	2	0	5	0	50	16	0	66	15	0	16	0	31	10	58	8	4	80	182
10:30 AM	1	0	1	0	2	1	63	13	0	77	15	0	23	0	38	14	70	3	5	92	209
10:45 AM	2	1	1	0	4	1	83	20	0	104	14	0	29	0	43	13	78	1	3	95	246
Hourly Total	6	2	7	0	15	5	250	71	0	326	66	0	84	0	150	50	266	15	15	346	837
11:00 AM	0	0	2	0	2	1	58	20	0	79	19	0	29	0	48	23	91	1	10	125	254
11:15 AM	0	0	2	0	2	1	76	27	0	104	22	0	25	0	47	23	67	2	7	99	252
11:30 AM	1	0	0	0	1	1	69	20	0	90	26	0	25	0	51	24	70	2	5	101	243
11:45 AM	0	1	2	0	3	1	72	22	0	95	31	1	42	0	74	17	79	1	4	101	273
Hourly Total	1	1	6	0	8	4	275	89	0	368	98	1	121	0	220	87	307	6	26	426	1022
12:00 PM	3	1	1	0	5	1	75	23	0	99	22	0	29	0	51	30	87	2	7	126	281
12:15 PM	0	0	0	0	0	3	71	24	0	98	23	0	36	0	59	32	103	4	3	142	299
12:30 PM	5	1	1	0	7	2	68	20	0	90	24	2	24	0	50	19	95	1	5	120	267
12:45 PM	1	2	2	0	5	5	64	27	0	96	28	0	37	0	65	19	89	4	7	119	285
Hourly Total	9	4	4	0	17	11	278	94	0	383	97	2	126	0	225	100	374	11	22	507	1132
1:00 PM	0	0	1	0	1	0	71	28	0	99	25	0	29	0	54	24	95	5	7	131	285
1:15 PM	1	1	2	0	4	2	81	26	0	109	16	0	33	0	49	20	86	3	11	120	282
1:30 PM	2	1	1	0	4	3	60	24	0	87	30	3	30	0	63	19	106	5	8	138	292
1:45 PM	6	2	4	0	12	4	76	20	0	100	31	2	30	0	63	24	85	6	9	124	299
Hourly Total	9	4	8	0	21	9	288	98	0	395	102	5	122	0	229	87	372	19	35	513	1158
2:00 PM	2	1	0	0	3	1	86	20	0	107	30	1	33	0	64	22	88	1	7	118	292
2:15 PM	1	0	1	0	2	1	71	28	0	100	18	0	28	0	46	19	113	3	9	144	292
2:30 PM	0	1	0	0	1	2	80	35	1	118	32	1	26	0	59	24	101	2	5	132	310
2:45 PM	0	2	1	0	3	1	78	29	0	108	30	0	24	0	54	21	126	1	11	159	324
Hourly Total	3	4	2	0	9	5	315	112	1	433	110	2	111	0	223	86	428	7	32	553	1218
3:00 PM	1	0	2	0	3	1	80	35	1	117	32	1	36	0	69	20	117	2	6	145	334
3:15 PM	0	0	0	0	0	2	100	31	1	134	25	0	26	0	51	26	105	1	5	137	322
3:30 PM	2	0	1	0	3	2	86	29	1	118	23	0	23	0	46	28	108	4	2	142	309
3:45 PM	0	0	2	0	2	0	96	31	0	127	28	0	20	0	48	27	93	1	5	126	303
Hourly Total	3	0	5	0	8	5	362	126	3	496	108	1	105	0	214	101	423	8	18	550	1268
4:00 PM	3	1	1	0	5	0	59	31	0	90	34	0	26	0	60	16	124	4	3	147	302
4:15 PM	1	3	1	0	5	4	71	29	1	105	22	1	27	0	50	19	106	0	5	130	290
4:30 PM	1	0	2	0	3	0	74	43	0	117	36	0	31	0	67	29	104	1	4	138	325
4:45 PM	0	0	1	0	1	0	75	37	1	113	28	0	34	0	62	28	111	0	4	143	319
Hourly Total	5	4	5	0	14	4	279	140	2	425	120	1	118	0	239	92	445	5	16	558	1236
5:00 PM	3	1	2	0	6	1	101	33	0	135	32	0	33	0	65	31	159	0	5	195	401
5:15 PM	3	0	2	0	5	1	82	36	0	119	26	0	29	0	55	37	119	1	10	167	346
5:30 PM	0	0	1	0	1	0	98	39	0	137	22	0	32	0	54	35	118	2	4	159	351
5:45 PM	1	1	3	0	5	0	67	38	0	105	21	0	22	0	43	34	100	0	6	140	293
Hourly Total	7	2	8	0	17	2	348	146	0	496	101	0	116	0	217	137	496	3	25	661	1391
6:00 PM	5	2	1	0	8	1	79	31	0	111	27	0	36	0	63	24	96	1	2	123	305
6:15 PM	0	0	2	0	2	0	59	34	0	93	28	0	28	0	56	23	58	0	3	84	235
6:30 PM	0	0	1	0	1	1	79	38	0	118	12	0	23	0	35	25	59	0	5	89	243

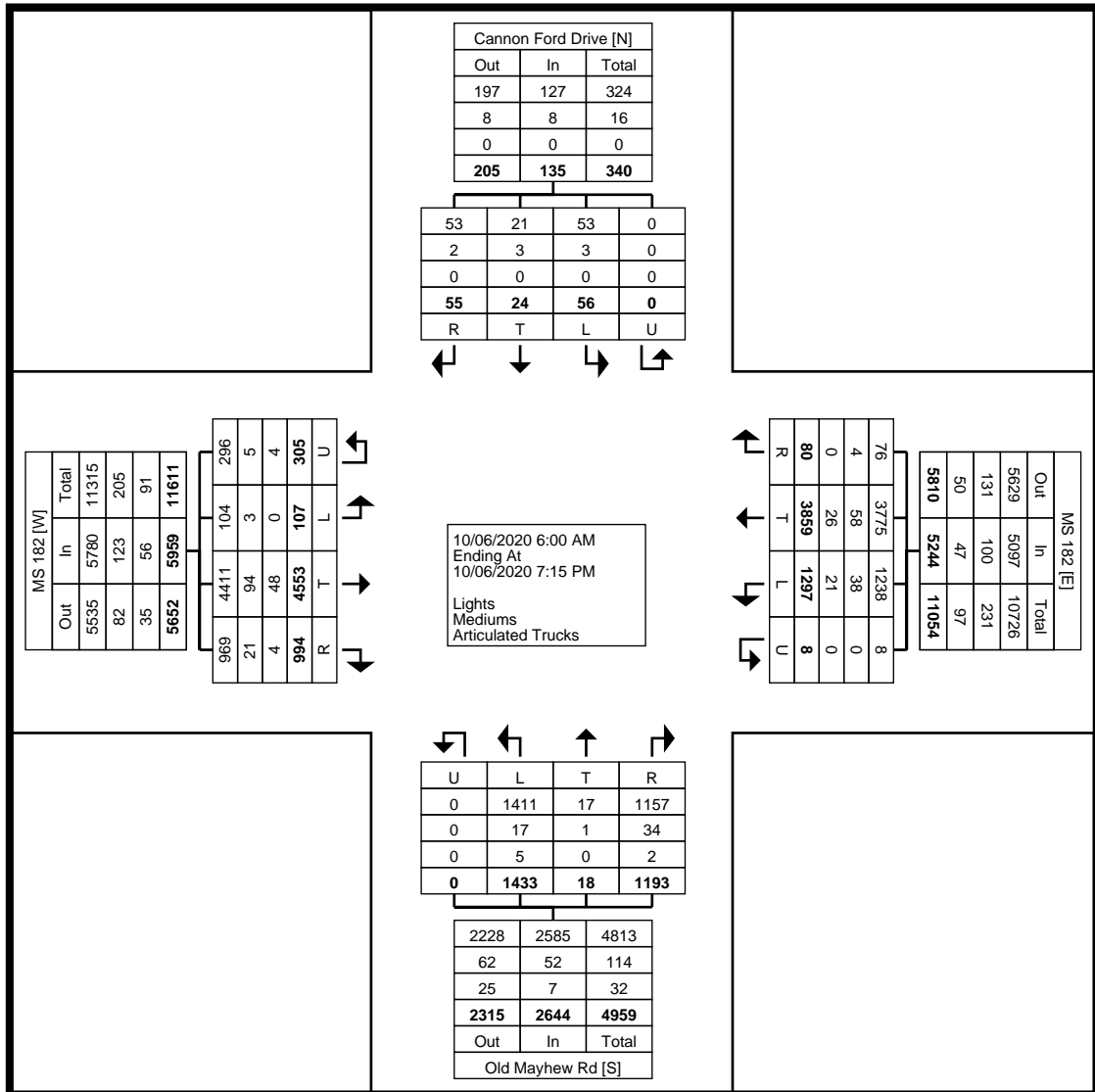
5.2.12 A13

6:45 PM	0	0	0	0	0	0	38	24	0	62	15	0	20	0	35	27	47	0	7	81	178
Hourly Total	5	2	4	0	11	2	255	127	0	384	82	0	107	0	189	99	260	1	17	377	961
7:00 PM	0	0	0	0	0	1	45	16	1	63	6	1	35	0	42	21	58	1	7	87	192
Grand Total	55	24	56	0	135	80	3859	1297	8	5244	1193	18	1433	0	2644	994	4553	107	305	5959	13982
Approach %	40.7	17.8	41.5	0.0	-	1.5	73.6	24.7	0.2	-	45.1	0.7	54.2	0.0	-	16.7	76.4	1.8	5.1	-	-
Total %	0.4	0.2	0.4	0.0	1.0	0.6	27.6	9.3	0.1	37.5	8.5	0.1	10.2	0.0	18.9	7.1	32.6	0.8	2.2	42.6	-
Lights	53	21	53	0	127	76	3775	1238	8	5097	1157	17	1411	0	2585	969	4411	104	296	5780	13589
% Lights	96.4	87.5	94.6	-	94.1	95.0	97.8	95.5	100.0	97.2	97.0	94.4	98.5	-	97.8	97.5	96.9	97.2	97.0	97.0	97.2
Mediums	2	3	3	0	8	4	58	38	0	100	34	1	17	0	52	21	94	3	5	123	283
% Mediums	3.6	12.5	5.4	-	5.9	5.0	1.5	2.9	0.0	1.9	2.8	5.6	1.2	-	2.0	2.1	2.1	2.8	1.6	2.1	2.0
Articulated Trucks	0	0	0	0	0	0	26	21	0	47	2	0	5	0	7	4	48	0	4	56	110
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.7	1.6	0.0	0.9	0.2	0.0	0.3	-	0.3	0.4	1.1	0.0	1.3	0.9	0.8

5.2.12 A14

Michael Baker International
 310 New Pointe Drive
 Ridgeland, Mississippi, United States 39157
 601.607.8700

Count Name: 2010106 - MS 182
 @ Old Mayhew Rd / Cannon
 Ford Drive, Starkville
 Site Code: 2010106
 Start Date: 10/06/2020
 Page No: 3



Turning Movement Data Plot

5.2.12 A15

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 Ridgeland, Mississippi, United States 39157
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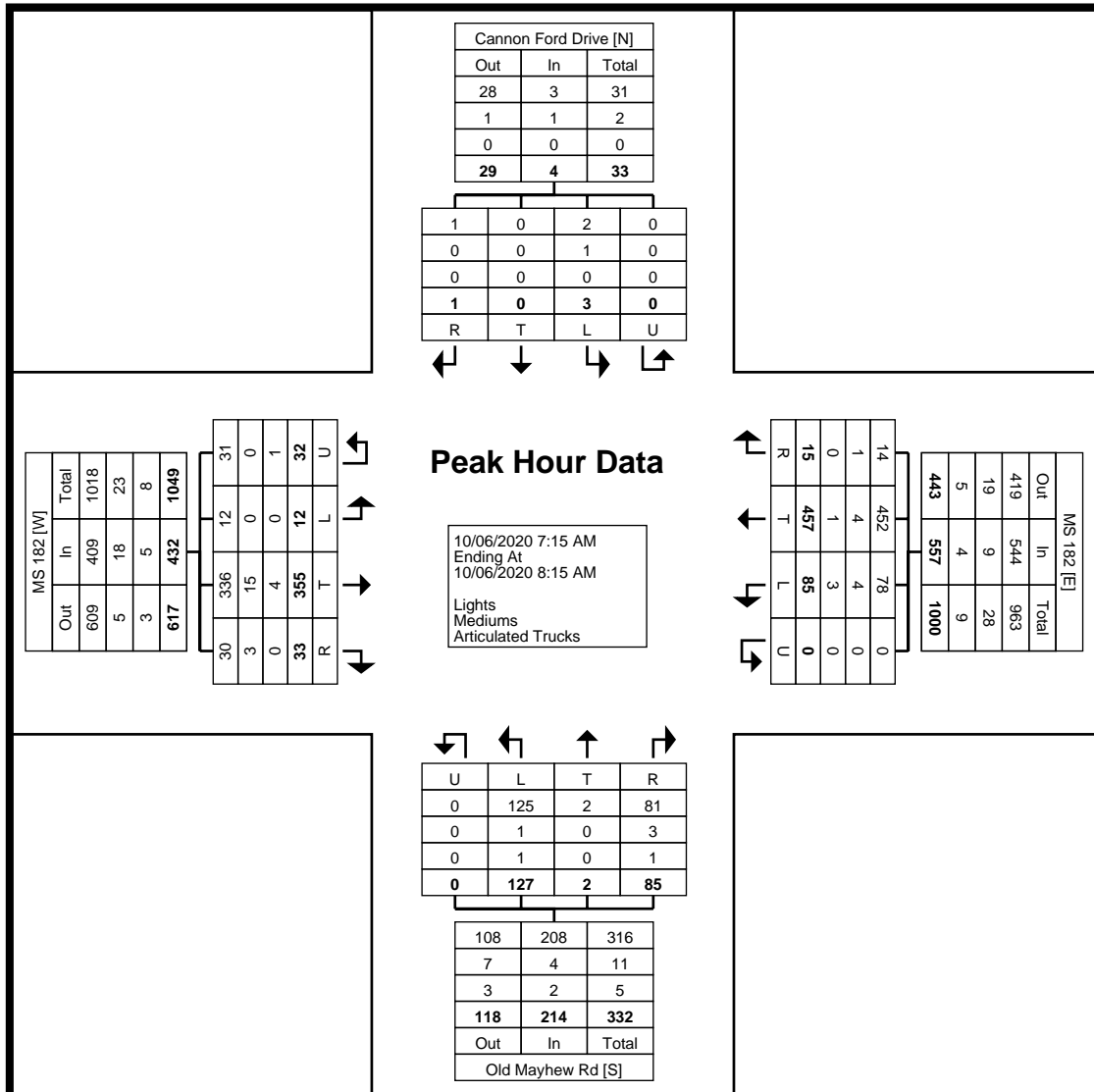
Count Name: 2010106 - MS 182
 @ Old Mayhew Rd / Cannon
 Ford Drive, Starkville
 Site Code: 2010106
 Start Date: 10/06/2020
 Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Cannon Ford Drive Southbound					MS 182 Westbound					Old Mayhew Rd Northbound					MS 182 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:15 AM	0	0	1	0	1	3	106	17	0	126	21	0	25	0	46	10	92	1	8	111	284
7:30 AM	0	0	0	0	0	3	124	24	0	151	25	0	35	0	60	6	85	4	6	101	312
7:45 AM	0	0	1	0	1	4	135	24	0	163	26	0	44	0	70	7	86	4	10	107	341
8:00 AM	1	0	1	0	2	5	92	20	0	117	13	2	23	0	38	10	92	3	8	113	270
Total	1	0	3	0	4	15	457	85	0	557	85	2	127	0	214	33	355	12	32	432	1207
Approach %	25.0	0.0	75.0	0.0	-	2.7	82.0	15.3	0.0	-	39.7	0.9	59.3	0.0	-	7.6	82.2	2.8	7.4	-	-
Total %	0.1	0.0	0.2	0.0	0.3	1.2	37.9	7.0	0.0	46.1	7.0	0.2	10.5	0.0	17.7	2.7	29.4	1.0	2.7	35.8	-
PHF	0.250	0.000	0.750	0.000	0.500	0.750	0.846	0.885	0.000	0.854	0.817	0.250	0.722	0.000	0.764	0.825	0.965	0.750	0.800	0.956	0.885
Lights	1	0	2	0	3	14	452	78	0	544	81	2	125	0	208	30	336	12	31	409	1164
% Lights	100.0	-	66.7	-	75.0	93.3	98.9	91.8	-	97.7	95.3	100.0	98.4	-	97.2	90.9	94.6	100.0	96.9	94.7	96.4
Mediums	0	0	1	0	1	1	4	4	0	9	3	0	1	0	4	3	15	0	0	18	32
% Mediums	0.0	-	33.3	-	25.0	6.7	0.9	4.7	-	1.6	3.5	0.0	0.8	-	1.9	9.1	4.2	0.0	0.0	4.2	2.7
Articulated Trucks	0	0	0	0	0	0	1	3	0	4	1	0	1	0	2	0	4	0	1	5	11
% Articulated Trucks	0.0	-	0.0	-	0.0	0.0	0.2	3.5	-	0.7	1.2	0.0	0.8	-	0.9	0.0	1.1	0.0	3.1	1.2	0.9

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 601.607.8700

Count Name: 2010106 - MS 182
 @ Old Mayhew Rd / Cannon
 Ford Drive, Starkville
 Site Code: 2010106
 Start Date: 10/06/2020
 Page No: 5



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

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 Ridgeland, Mississippi, United States 39157
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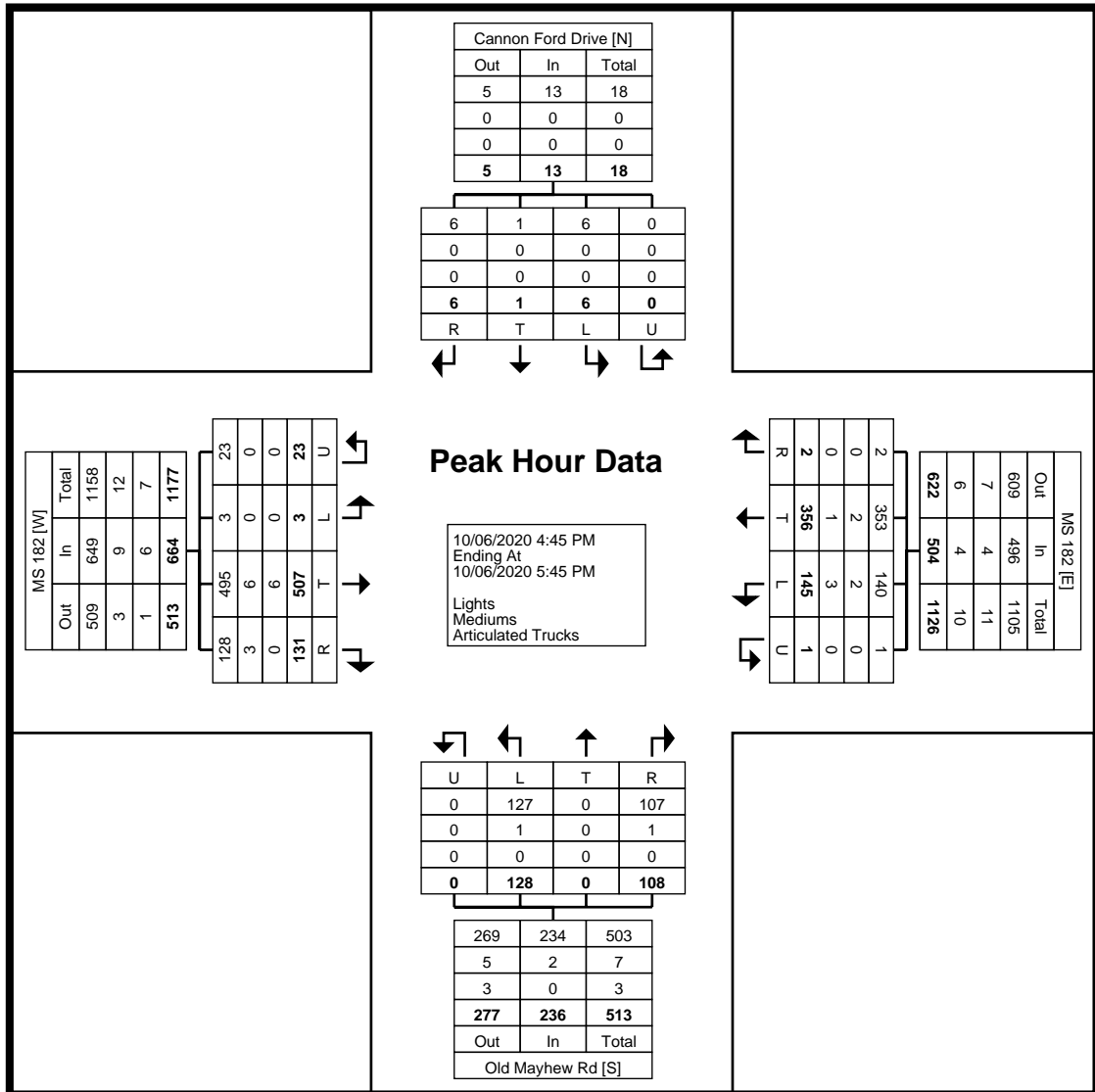
Count Name: 2010106 - MS 182
 @ Old Mayhew Rd / Cannon
 Ford Drive, Starkville
 Site Code: 2010106
 Start Date: 10/06/2020
 Page No: 6

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Cannon Ford Drive Southbound					MS 182 Westbound					Old Mayhew Rd Northbound					MS 182 Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:45 PM	0	0	1	0	1	0	75	37	1	113	28	0	34	0	62	28	111	0	4	143	319
5:00 PM	3	1	2	0	6	1	101	33	0	135	32	0	33	0	65	31	159	0	5	195	401
5:15 PM	3	0	2	0	5	1	82	36	0	119	26	0	29	0	55	37	119	1	10	167	346
5:30 PM	0	0	1	0	1	0	98	39	0	137	22	0	32	0	54	35	118	2	4	159	351
Total	6	1	6	0	13	2	356	145	1	504	108	0	128	0	236	131	507	3	23	664	1417
Approach %	46.2	7.7	46.2	0.0	-	0.4	70.6	28.8	0.2	-	45.8	0.0	54.2	0.0	-	19.7	76.4	0.5	3.5	-	-
Total %	0.4	0.1	0.4	0.0	0.9	0.1	25.1	10.2	0.1	35.6	7.6	0.0	9.0	0.0	16.7	9.2	35.8	0.2	1.6	46.9	-
PHF	0.500	0.250	0.750	0.000	0.542	0.500	0.881	0.929	0.250	0.920	0.844	0.000	0.941	0.000	0.908	0.885	0.797	0.375	0.575	0.851	0.883
Lights	6	1	6	0	13	2	353	140	1	496	107	0	127	0	234	128	495	3	23	649	1392
% Lights	100.0	100.0	100.0	-	100.0	100.0	99.2	96.6	100.0	98.4	99.1	-	99.2	-	99.2	97.7	97.6	100.0	100.0	97.7	98.2
Mediums	0	0	0	0	0	0	2	2	0	4	1	0	1	0	2	3	6	0	0	9	15
% Mediums	0.0	0.0	0.0	-	0.0	0.0	0.6	1.4	0.0	0.8	0.9	-	0.8	-	0.8	2.3	1.2	0.0	0.0	1.4	1.1
Articulated Trucks	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	6	0	0	6	10
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.3	2.1	0.0	0.8	0.0	-	0.0	-	0.0	0.0	1.2	0.0	0.0	0.9	0.7

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Count Name: 2010106 - MS 182
 @ Old Mayhew Rd / Cannon
 Ford Drive, Starkville
 Site Code: 2010106
 Start Date: 10/06/2020
 Page No: 7



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

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	75	38	78	12	14	192
Future Vol, veh/h	75	38	78	12	14	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	41	85	13	15	209

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	331	92	0	0	98
Stage 1	92	-	-	-	-
Stage 2	239	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	664	965	-	-	1495
Stage 1	932	-	-	-	-
Stage 2	801	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	657	965	-	-	1495
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	792	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.9	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	736	1495
HCM Lane V/C Ratio	-	-	0.167	0.01
HCM Control Delay (s)	-	-	10.9	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

HCM 6th Signalized Intersection Summary
410: Old Mayhew Rd/Cannon Ford & Highway 182



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖ ↗	↖ ↗		↖ ↗	↖ ↗			↕			↕	
Traffic Volume (veh/h)	32	12	355	33	85	457	15	127	2	85	3	0	1
Future Volume (veh/h)	32	12	355	33	85	457	15	127	2	85	3	0	1
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No		No		No		No		No		No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		13	386	36	92	497	16	138	2	0	3	0	1
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		247	592	55	313	811	26	762	11		7	0	2
Arrive On Green		0.02	0.18	0.18	0.07	0.23	0.23	0.43	0.43	0.00	0.01	0.00	0.01
Sat Flow, veh/h		1781	3287	305	1781	3514	113	1757	25	0	1296	0	432
Grp Volume(v), veh/h		13	208	214	92	251	262	140	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1815	1781	1777	1850	1783	0	0	1728	0	0
Q Serve(g_s), s		0.3	6.2	6.3	2.3	7.3	7.3	2.8	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s		0.3	6.2	6.3	2.3	7.3	7.3	2.8	0.0	0.0	0.1	0.0	0.0
Prop In Lane		1.00		0.17	1.00		0.06	0.99		0.00	0.75		0.25
Lane Grp Cap(c), veh/h		247	320	327	313	410	427	773	0		9	0	0
V/C Ratio(X)		0.05	0.65	0.66	0.29	0.61	0.61	0.18	0.00		0.43	0.00	0.00
Avail Cap(c_a), veh/h		419	666	680	426	697	725	773	0		545	0	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh		18.8	21.8	21.9	17.3	19.8	19.8	10.0	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh		0.1	2.2	2.2	0.5	1.5	1.4	0.5	0.0	0.0	28.4	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.1	2.6	2.7	0.9	2.9	3.0	1.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh		18.9	24.1	24.1	17.8	21.3	21.2	10.5	0.0	0.0	56.9	0.0	0.0
LnGrp LOS		B	C	C	B	C	C	B	A		E	A	A
Approach Vol, veh/h			435			605			140	A		4	
Approach Delay, s/veh			23.9			20.7			10.5			56.9	
Approach LOS			C			C			B			E	
Timer - Assigned Phs		2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s		29.4	8.3	14.8		4.8	5.4	17.7					
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s		24.9	7.5	21.5		18.1	6.5	22.5					
Max Q Clear Time (g_c+I1), s		4.8	4.3	8.3		2.1	2.3	9.3					
Green Ext Time (p_c), s		0.7	0.0	2.0		0.0	0.0	2.5					

Intersection Summary

HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

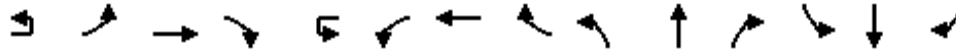
Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	93	35	207	83	60	114
Future Vol, veh/h	93	35	207	83	60	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	38	225	90	65	124

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	524	270	0	0	315
Stage 1	270	-	-	-	-
Stage 2	254	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	514	769	-	-	1245
Stage 1	775	-	-	-	-
Stage 2	788	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	485	769	-	-	1245
Mov Cap-2 Maneuver	485	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	744	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	14	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	539	1245
HCM Lane V/C Ratio	-	-	0.258	0.052
HCM Control Delay (s)	-	-	14	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.2

HCM 6th Signalized Intersection Summary
410: Old Mayhew Rd/Cannon Ford & Highway 182



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖ ↗	↖ ↗			↖ ↗	↖ ↗			↕			↕	
Traffic Volume (veh/h)	23	3	507	131	1	145	356	2	128	0	108	6	1	6
Future Volume (veh/h)	23	3	507	131	1	145	356	2	128	0	108	6	1	6
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No		No		No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		3	551	142		158	387	2	139	0	0	7	1	7
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		384	734	188		335	1257	6	605	0		14	2	14
Arrive On Green		0.00	0.26	0.26		0.09	0.35	0.35	0.34	0.00	0.00	0.02	0.02	0.02
Sat Flow, veh/h		1781	2799	719		1781	3625	19	1781	0	0	788	113	788
Grp Volume(v), veh/h		3	349	344		158	190	199	139	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln		1781	1777	1741		1781	1777	1867	1781	0	0	1689	0	0
Q Serve(g_s), s		0.1	11.2	11.2		3.7	4.8	4.8	3.5	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s		0.1	11.2	11.2		3.7	4.8	4.8	3.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane		1.00		0.41		1.00		0.01	1.00		0.00	0.47		0.47
Lane Grp Cap(c), veh/h		384	466	456		335	616	648	605	0		31	0	0
V/C Ratio(X)		0.01	0.75	0.75		0.47	0.31	0.31	0.23	0.00		0.48	0.00	0.00
Avail Cap(c_a), veh/h		524	647	634		479	802	842	605	0		492	0	0
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh		16.7	20.9	21.0		14.7	14.8	14.8	14.6	0.0	0.0	30.1	0.0	0.0
Incr Delay (d2), s/veh		0.0	3.1	3.3		1.0	0.3	0.3	0.9	0.0	0.0	11.2	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	4.7	4.6		1.4	1.8	1.9	1.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh		16.7	24.1	24.3		15.7	15.0	15.0	15.5	0.0	0.0	41.3	0.0	0.0
LnGrp LOS		B	C	C		B	B	B	B	A		D	A	A
Approach Vol, veh/h			696				547			139	A		15	
Approach Delay, s/veh			24.1				15.2			15.5			41.3	
Approach LOS			C				B			B			D	
Timer - Assigned Phs		2	3	4		6	7	8						
Phs Duration (G+Y+Rc), s		25.5	10.0	20.7		5.6	4.8	25.9						
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		21.0	10.5	22.5		18.0	5.1	27.9						
Max Q Clear Time (g_c+I1), s		5.5	5.7	13.2		2.5	2.1	6.8						
Green Ext Time (p_c), s		0.6	0.2	3.0		0.0	0.0	2.2						




Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.




Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	75	38	78	12	14	192
Future Vol, veh/h	75	38	78	12	14	192
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	41	85	13	15	209
Number of Lanes	1	0	1	0	0	1

Approach	WB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	1	1
Conflicting Approach Left	NE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SW	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	8	9
HCM LOS	A	A	A

Lane	NELn1	WBLn1	SWLn1
Vol Left, %	0%	66%	7%
Vol Thru, %	87%	0%	93%
Vol Right, %	13%	34%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	90	113	206
LT Vol	0	75	14
Through Vol	78	0	192
RT Vol	12	38	0
Lane Flow Rate	98	123	224
Geometry Grp	1	1	1
Degree of Util (X)	0.119	0.156	0.27
Departure Headway (Hd)	4.388	4.584	4.349
Convergence, Y/N	Yes	Yes	Yes
Cap	819	784	828
Service Time	2.404	2.603	2.362
HCM Lane V/C Ratio	0.12	0.157	0.271
HCM Control Delay	8	8.5	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.6	1.1

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	93	35	207	83	60	114
Future Vol, veh/h	93	35	207	83	60	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	38	225	90	65	124
Number of Lanes	1	0	1	0	0	1

Approach	WB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	1	1
Conflicting Approach Left	NE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SW	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.3	10	9.3
HCM LOS	A	A	A

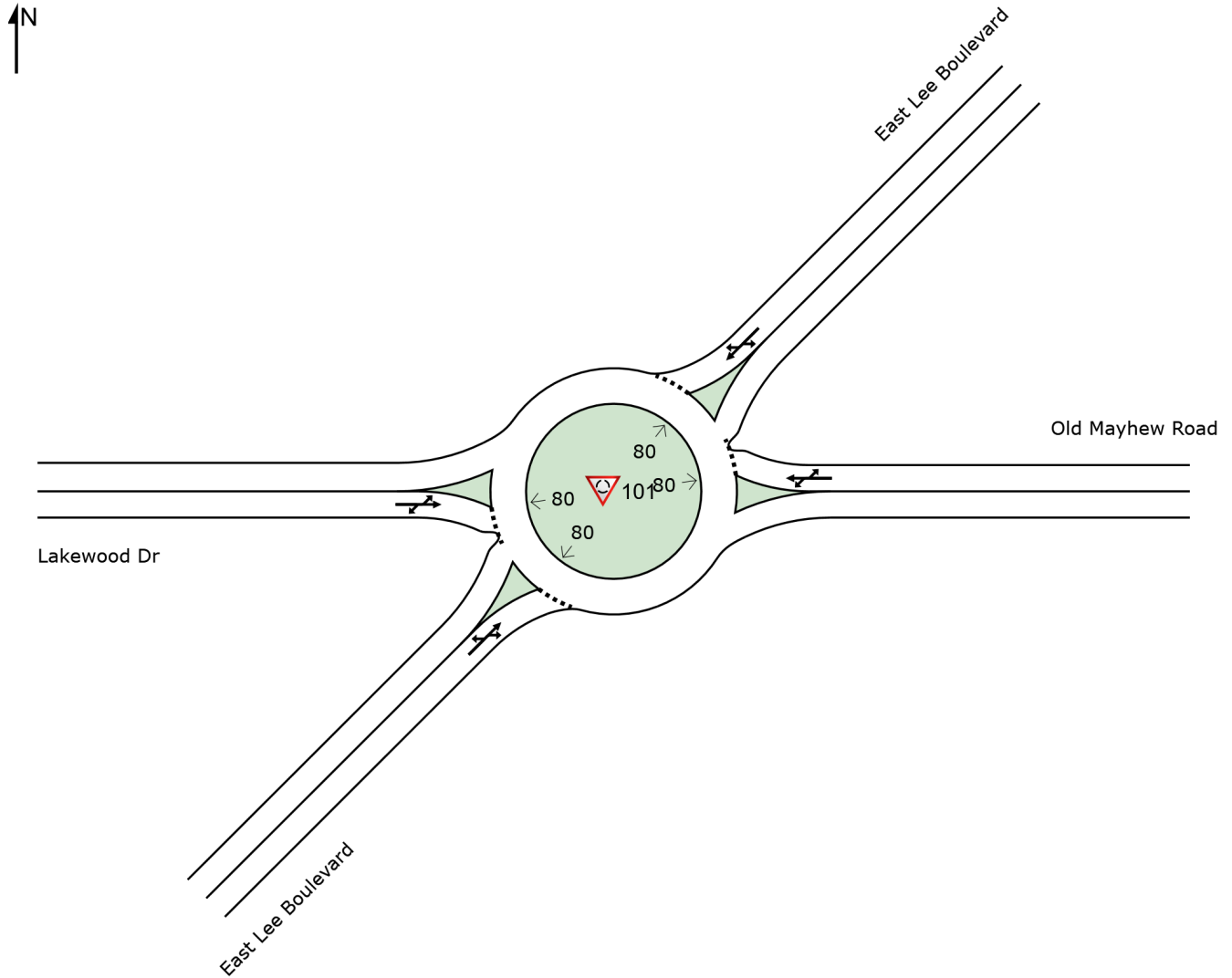
Lane	NELn1	WBLn1	SWLn1
Vol Left, %	0%	73%	34%
Vol Thru, %	71%	0%	66%
Vol Right, %	29%	27%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	290	128	174
LT Vol	0	93	60
Through Vol	207	0	114
RT Vol	83	35	0
Lane Flow Rate	315	139	189
Geometry Grp	1	1	1
Degree of Util (X)	0.38	0.194	0.247
Departure Headway (Hd)	4.339	5.029	4.698
Convergence, Y/N	Yes	Yes	Yes
Cap	829	711	764
Service Time	2.37	3.076	2.734
HCM Lane V/C Ratio	0.38	0.195	0.247
HCM Control Delay	10	9.3	9.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.8	0.7	1

SITE LAYOUT

 Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard
 Site Category: AM Peak
 Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard

Site Category: AM Peak

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
East: Old Mayhew Road														
1a	L1	75	3.0	82	3.0	0.101	3.8	LOS A	0.4	11.5	0.23	0.10	0.23	33.5
6	T1	1	3.0	1	3.0	0.101	3.8	LOS A	0.4	11.5	0.23	0.10	0.23	33.9
16b	R3	38	3.0	41	3.0	0.101	3.8	LOS A	0.4	11.5	0.23	0.10	0.23	32.7
Approach		114	3.0	124	3.0	0.101	3.8	LOS A	0.4	11.5	0.23	0.10	0.23	33.2
NorthEast: East Lee Boulevard														
1bx	L3	14	3.0	15	3.0	0.183	4.5	LOS A	0.9	22.6	0.24	0.11	0.24	35.0
6x	T1	192	3.0	209	3.0	0.183	4.5	LOS A	0.9	22.6	0.24	0.11	0.24	34.7
16ax	R1	1	3.0	1	3.0	0.183	4.5	LOS A	0.9	22.6	0.24	0.11	0.24	34.4
Approach		207	3.0	225	3.0	0.183	4.5	LOS A	0.9	22.6	0.24	0.11	0.24	34.7
West: Lakewood Dr														
5a	L1	2	3.0	2	3.0	0.004	3.7	LOS A	0.0	0.4	0.41	0.22	0.41	33.8
2	T1	1	3.0	1	3.0	0.004	3.7	LOS A	0.0	0.4	0.41	0.22	0.41	34.2
12b	R3	1	3.0	1	3.0	0.004	3.7	LOS A	0.0	0.4	0.41	0.22	0.41	33.1
Approach		4	3.0	4	3.0	0.004	3.7	LOS A	0.0	0.4	0.41	0.22	0.41	33.7
SouthWest: East Lee Boulevard														
5bx	L3	1	3.0	1	3.0	0.074	3.3	LOS A	0.3	8.3	0.09	0.02	0.09	35.9
2x	T1	77	3.0	84	3.0	0.074	3.3	LOS A	0.3	8.3	0.09	0.02	0.09	35.6
12ax	R1	12	3.0	13	3.0	0.074	3.3	LOS A	0.3	8.3	0.09	0.02	0.09	35.3
Approach		90	3.0	98	3.0	0.074	3.3	LOS A	0.3	8.3	0.09	0.02	0.09	35.5
All Vehicles		415	3.0	451	3.0	0.183	4.0	LOS A	0.9	22.6	0.21	0.09	0.21	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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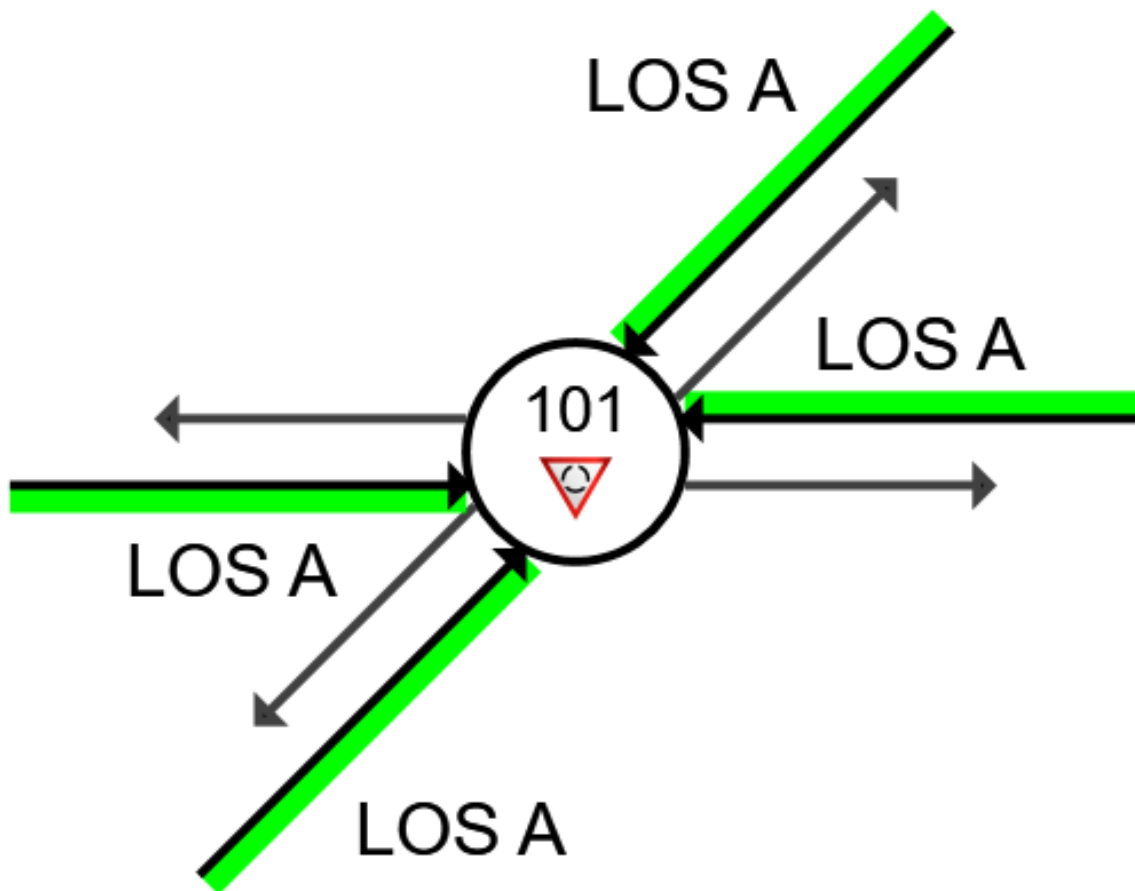
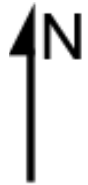
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LEVEL OF SERVICE

Approach Level of Service

Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard
Site Category: AM Peak
Roundabout



DELAY (CONTROL)

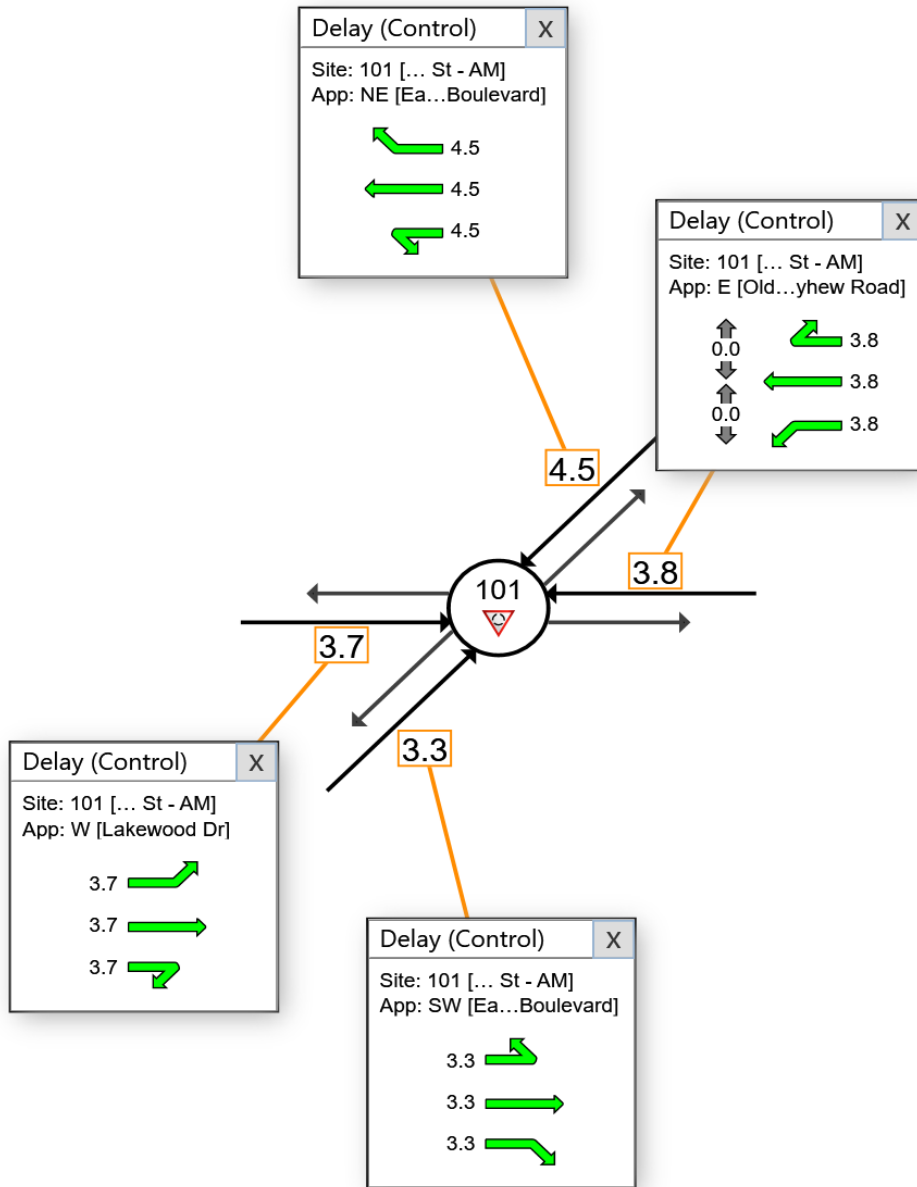
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Bailey Howell Dr @ George Perry St - AM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard
 Site Category: AM Peak
 Roundabout

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Close All Popups



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

Delay Model: HCM Delay Formula (Geometric Delay is not included).

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MOVEMENT SUMMARY

Site: 101 [Bailey Howell Dr @ George Perry St - PM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard

Site Category: PM Peak

Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
East: Old Mayhew Road														
1a	L1	93	3.0	101	3.0	0.133	4.6	LOS A	0.6	14.9	0.39	0.26	0.39	33.0
6	T1	1	3.0	1	3.0	0.133	4.6	LOS A	0.6	14.9	0.39	0.26	0.39	33.4
16b	R3	35	3.0	38	3.0	0.133	4.6	LOS A	0.6	14.9	0.39	0.26	0.39	32.2
Approach		129	3.0	140	3.0	0.133	4.6	LOS A	0.6	14.9	0.39	0.26	0.39	32.8
NorthEast: East Lee Boulevard														
1bx	L3	60	3.0	65	3.0	0.159	4.4	LOS A	0.7	19.0	0.27	0.13	0.27	34.2
6x	T1	114	3.0	124	3.0	0.159	4.4	LOS A	0.7	19.0	0.27	0.13	0.27	33.9
16ax	R1	2	3.0	2	3.0	0.159	4.4	LOS A	0.7	19.0	0.27	0.13	0.27	33.7
Approach		176	3.0	191	3.0	0.159	4.4	LOS A	0.7	19.0	0.27	0.13	0.27	34.0
West: Lakewood Dr														
5a	L1	1	3.0	1	3.0	0.004	3.7	LOS A	0.0	0.4	0.40	0.21	0.40	34.4
2	T1	1	3.0	1	3.0	0.004	3.7	LOS A	0.0	0.4	0.40	0.21	0.40	34.8
12b	R3	2	3.0	2	3.0	0.004	3.7	LOS A	0.0	0.4	0.40	0.21	0.40	33.5
Approach		4	3.0	4	3.0	0.004	3.7	LOS A	0.0	0.4	0.40	0.21	0.40	34.0
SouthWest: East Lee Boulevard														
5bx	L3	2	3.0	2	3.0	0.253	5.1	LOS A	1.3	33.8	0.23	0.10	0.23	34.9
2x	T1	205	3.0	223	3.0	0.253	5.1	LOS A	1.3	33.8	0.23	0.10	0.23	34.6
12ax	R1	83	3.0	90	3.0	0.253	5.1	LOS A	1.3	33.8	0.23	0.10	0.23	34.4
Approach		290	3.0	315	3.0	0.253	5.1	LOS A	1.3	33.8	0.23	0.10	0.23	34.5
All Vehicles		599	3.0	651	3.0	0.253	4.8	LOS A	1.3	33.8	0.28	0.15	0.28	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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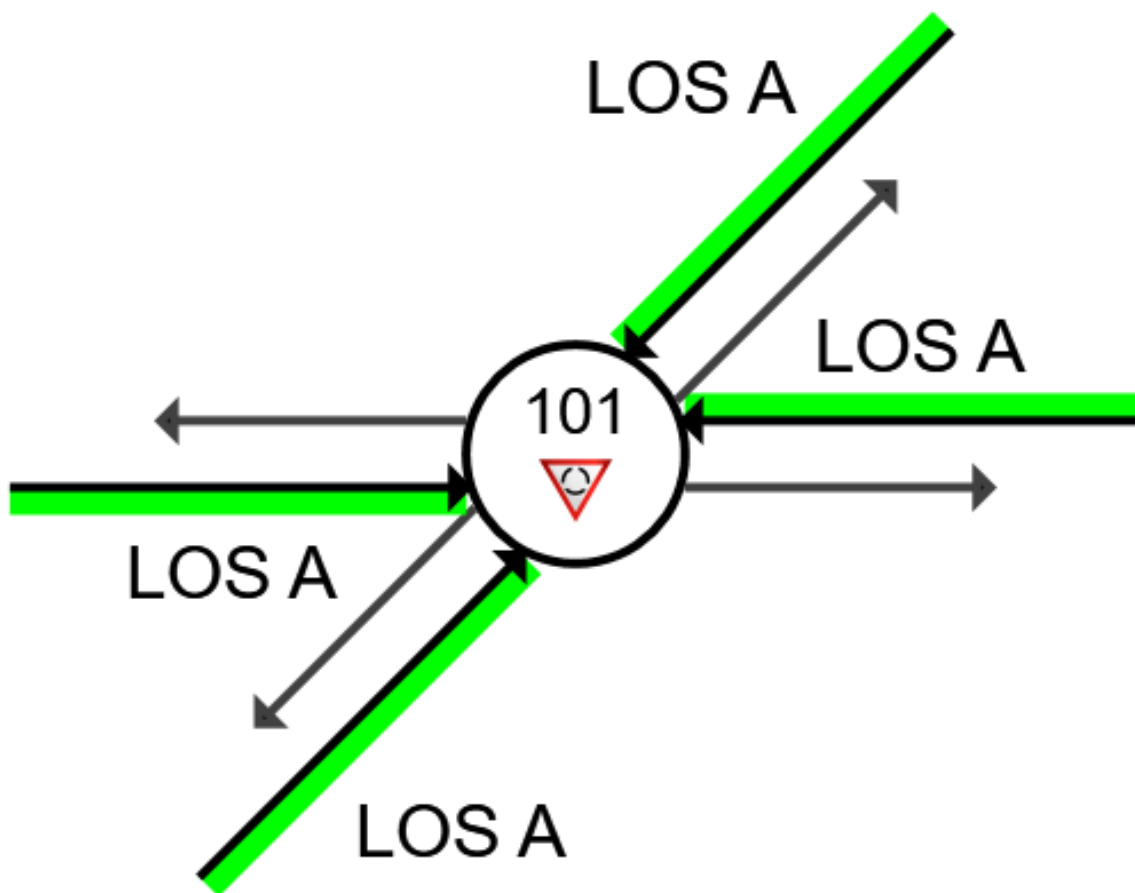
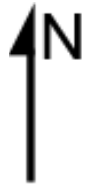
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LEVEL OF SERVICE

Approach Level of Service

Site: 101 [Bailey Howell Dr @ George Perry St - PM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard
Site Category: PM Peak
Roundabout



DELAY (CONTROL)

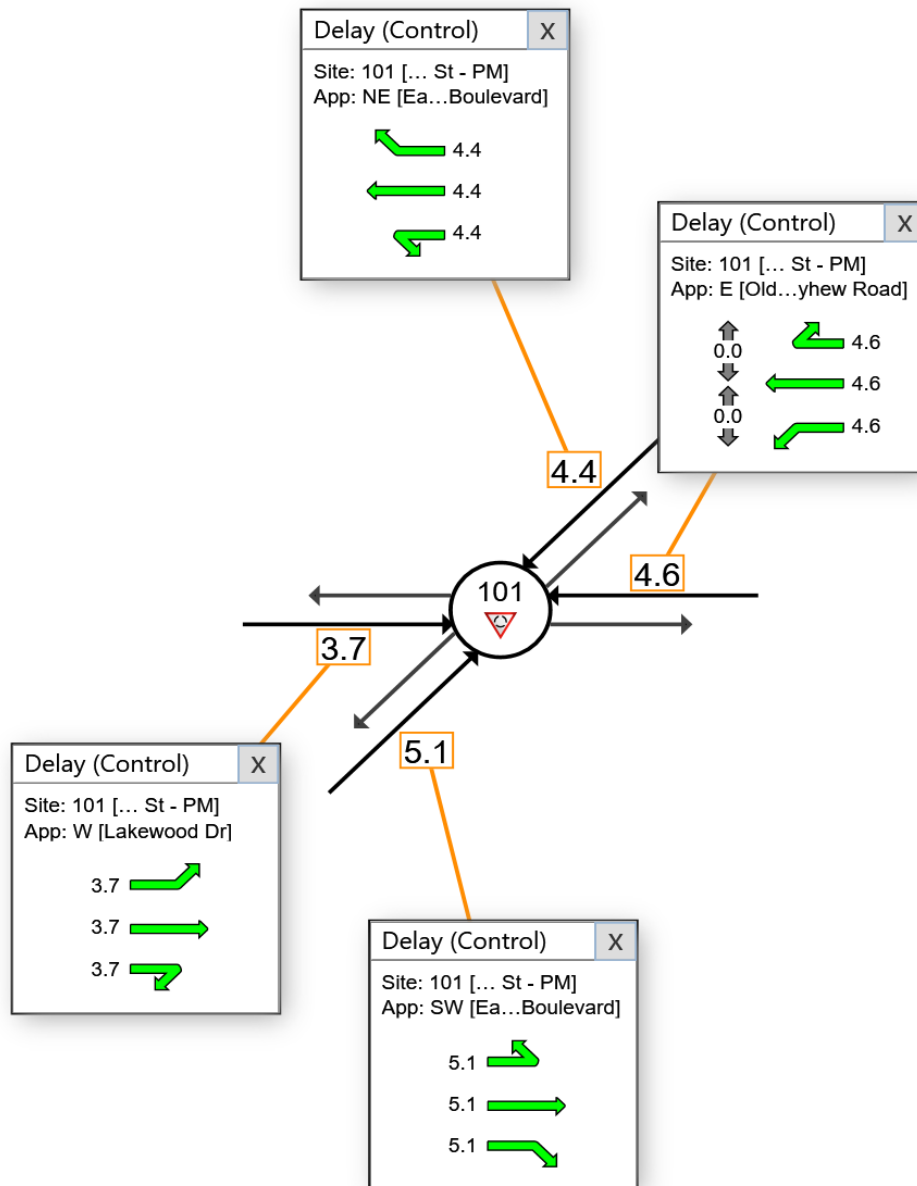
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Bailey Howell Dr @ George Perry St - PM (Site Folder: General)]

Old Mayhew Road @ East Lee Boulevard
 Site Category: PM Peak
 Roundabout

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Close All Popups



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

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