APPENDICES

- APPENDIX A: RAW COUNTS
- APPENDIX B: SYNCHRO LOS
- APPENDIX C: HCS LOS
- APPENDIX D: INRIX DATA
- APPENDIX E: CRASH SPREADSHEETS
- APPENDIX F: CRASH HEAT MAPS
- APPENDIX G: JENKINS ISLAND SUPERSTREET MEMO_07082019

CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : 278 between Bluffton & Blue Heron
Site Code : 00000000
Start Date : 1/3/2019
Page No : 1

Groups Printed- passenger - heavy - buses

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	44	0	0	44	75
12:15 AM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	38	0	0	38	75
12:30 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	34	0	0	34	59
12:45 AM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	29	0	0	29	60
Total	0	0	0	0	0	0	124	0	0	124	0	0	0	0	0	0	145	0	0	145	269
01:00 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	45
01:15 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	22	0	0	22	39
01:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	21	0	0	21	34
01:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	32
Total	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	0	90	0	0	90	150
02:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	24	0	0	24	32
02:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	25
02:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	22	0	0	22	33
02:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	24
Total	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	74	0	0	74	114
03:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	26
03:15 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	33
03:30 AM	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	8	0	0	8	39
03:45 AM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	16	0	0	16	38
Total	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	0	55	0	0	55	136
04:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	25	0	0	25	38
04:15 AM	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	18	0	0	18	44
04:30 AM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	27	0	0	27	74
04:45 AM	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	0	35	0	0	35	92
Total	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	105	0	0	105	248
05:00 AM	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	44	0	0	44	105
05:15 AM	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	56	0	0	56	117
05:30 AM	0	0	0	0	0	0	142	0	0	142	0	0	0	0	0	0	66	0	0	66	208
05:45 AM	0	0	0	0	0	0	160	0	0	160	0	0	0	0	0	0	82	0	0	82	242
Total	0	0	0	0	0	0	424	0	0	424	0	0	0	0	0	0	248	0	0	248	672
06:00 AM	0	0	0	0	0	0	197	0	0	197	0	0	0	0	0	0	119	0	0	119	316
06:15 AM	0	0	0	0	0	0	345	0	0	345	0	0	0	0	0	0	144	0	0	144	489
06:30 AM	0	0	0	0	0	0	599	0	0	599	0	0	0	0	0	0	222	0	0	222	821
06:45 AM	0	0	0	0	0	0	769	0	0	769	0	0	0	0	0	0	210	0	0	210	979
Total	0	0	0	0	0	0	1910	0	0	1910	0	0	0	0	0	0	695	0	0	695	2605
07:00 AM	0	0	0	0	0	0	826	0	0	826	0	0	0	0	0	0	257	0	0	257	1083
07:15 AM	0	0	0	0	0	0	777	0	0	777	0	0	0	0	0	0	378	0	0	378	1155
07:30 AM	0	0	0	0	0	0	677	0	0	677	0	0	0	0	0	0	350	0	0	350	1027
07:45 AM	0	0	0	0	0	0	732	0	0	732	0	0	0	0	0	0	415	0	0	415	1147
Total	0	0	0	0	0	0	3012	0	0	3012	0	0	0	0	0	0	1400	0	0	1400	4412
08:00 AM	0	0	0	0	0	0	695	0	0	695	0	0	0	0	0	0	349	0	0	349	1044
08:15 AM	0	0	0	0	0	0	754	0	0	754	0	0	0	0	0	0	386	0	0	386	1140
08:30 AM	0	0	0	0	0	0	685	0	0	685	0	0	0	0	0	0	398	0	0	398	1083
08:45 AM	0	0	0	0	0	0	576	0	0	576	0	0	0	0	0	0	411	0	0	411	987
Total	0	0	0	0	0	0	2710	0	0	2710	0	0	0	0	0	0	1544	0	0	1544	4254
09:00 AM	0	0	0	0	0	0	547	0	0	547	0	0	0	0	0	0	388	0	0	388	935

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Groups Printed- passenger - heavy - buses

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:15 AM	0	0	0	0	0	0	534	0	0	534	0	0	0	0	0	0	443	0	0	443	977
09:30 AM	0	0	0	0	0	0	522	0	0	522	0	0	0	0	0	0	447	0	0	447	969
09:45 AM	0	0	0	0	0	0	524	0	0	524	0	0	0	0	0	0	463	0	0	463	987
Total	0	0	0	0	0	0	2127	0	0	2127	0	0	0	0	0	0	1741	0	0	1741	3868
10:00 AM	0	0	0	0	0	0	461	0	0	461	0	0	0	0	0	0	416	0	0	416	877
10:15 AM	0	0	0	0	0	0	533	0	0	533	0	0	0	0	0	0	479	0	0	479	1012
10:30 AM	0	0	0	0	0	0	478	0	0	478	0	0	0	0	0	0	499	0	0	499	977
10:45 AM	0	0	0	0	0	0	410	0	0	410	0	0	0	0	0	0	524	0	0	524	934
Total	0	0	0	0	0	0	1882	0	0	1882	0	0	0	0	0	0	1918	0	0	1918	3800
11:00 AM	0	0	0	0	0	0	460	0	0	460	0	0	0	0	0	0	525	0	0	525	985
11:15 AM	0	0	0	0	0	0	481	0	0	481	0	0	0	0	0	0	595	0	0	595	1076
11:30 AM	0	0	0	0	0	0	464	0	0	464	0	0	0	0	0	0	520	0	0	520	984
11:45 AM	0	0	0	0	0	0	471	0	0	471	0	0	0	0	0	0	533	0	0	533	1004
Total	0	0	0	0	0	0	1876	0	0	1876	0	0	0	0	0	0	2173	0	0	2173	4049
12:00 PM	0	0	0	0	0	0	474	0	0	474	0	0	0	0	0	0	550	0	0	550	1024
12:15 PM	0	0	0	0	0	0	509	0	0	509	0	0	0	0	0	0	544	0	0	544	1053
12:30 PM	0	0	0	0	0	0	504	0	0	504	0	0	0	0	0	0	491	0	0	491	995
12:45 PM	0	0	0	0	0	0	467	0	0	467	0	0	0	0	0	0	511	0	0	511	978
Total	0	0	0	0	0	0	1954	0	0	1954	0	0	0	0	0	0	2096	0	0	2096	4050
01:00 PM	0	0	0	0	0	0	536	0	0	536	0	0	0	0	0	0	518	0	0	518	1054
01:15 PM	0	0	0	0	0	0	477	0	0	477	0	0	0	0	0	0	514	0	0	514	991
01:30 PM	0	0	0	0	0	0	493	0	0	493	0	0	0	0	0	0	484	0	0	484	977
01:45 PM	0	0	0	0	0	0	476	0	0	476	0	0	0	0	0	0	541	0	0	541	1017
Total	0	0	0	0	0	0	1982	0	0	1982	0	0	0	0	0	0	2057	0	0	2057	4039
02:00 PM	0	0	0	0	0	0	518	0	0	518	0	0	0	0	0	0	537	0	0	537	1055
02:15 PM	0	0	0	0	0	0	502	0	0	502	0	0	0	0	0	0	554	0	0	554	1056
02:30 PM	0	0	0	0	0	0	576	0	0	576	0	0	0	0	0	0	579	0	0	579	1155
02:45 PM	0	0	0	0	0	0	511	0	0	511	0	0	0	0	0	0	559	0	0	559	1070
Total	0	0	0	0	0	0	2107	0	0	2107	0	0	0	0	0	0	2229	0	0	2229	4336
03:00 PM	0	0	0	0	0	0	446	0	0	446	0	0	0	0	0	0	637	0	0	637	1083
03:15 PM	0	0	0	0	0	0	508	0	0	508	0	0	0	0	0	0	667	0	0	667	1175
03:30 PM	0	0	0	0	0	0	570	0	0	570	0	0	0	0	0	0	658	0	0	658	1228
03:45 PM	0	0	0	0	0	0	539	0	0	539	0	0	0	0	0	0	678	0	0	678	1217
Total	0	0	0	0	0	0	2063	0	0	2063	0	0	0	0	0	0	2640	0	0	2640	4703
04:00 PM	0	0	0	0	0	0	563	0	0	563	0	0	0	0	0	0	675	0	0	675	1238
04:15 PM	0	0	0	0	0	0	487	0	0	487	0	0	0	0	0	0	784	0	0	784	1271
04:30 PM	0	0	0	0	0	0	455	0	0	455	0	0	0	0	0	0	785	0	0	785	1240
04:45 PM	0	0	0	0	0	0	548	0	0	548	0	0	0	0	0	0	786	0	0	786	1334
Total	0	0	0	0	0	0	2053	0	0	2053	0	0	0	0	0	0	3030	0	0	3030	5083
05:00 PM	0	0	0	0	0	0	490	0	0	490	0	0	0	0	0	0	791	0	0	791	1281
05:15 PM	0	0	0	0	0	0	525	0	0	525	0	0	0	0	0	0	827	0	0	827	1352
05:30 PM	0	0	0	0	0	0	517	0	0	517	0	0	0	0	0	0	766	0	0	766	1283
05:45 PM	0	0	0	0	0	0	479	0	0	479	0	0	0	0	0	0	677	0	0	677	1156
Total	0	0	0	0	0	0	2011	0	0	2011	0	0	0	0	0	0	3061	0	0	3061	5072
06:00 PM	0	0	0	0	0	0	424	0	0	424	0	0	0	0	0	0	533	0	0	533	957
06:15 PM	0	0	0	0	0	0	433	0	0	433	0	0	0	0	0	0	616	0	0	616	1049

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Groups Printed- passenger - heavy - buses

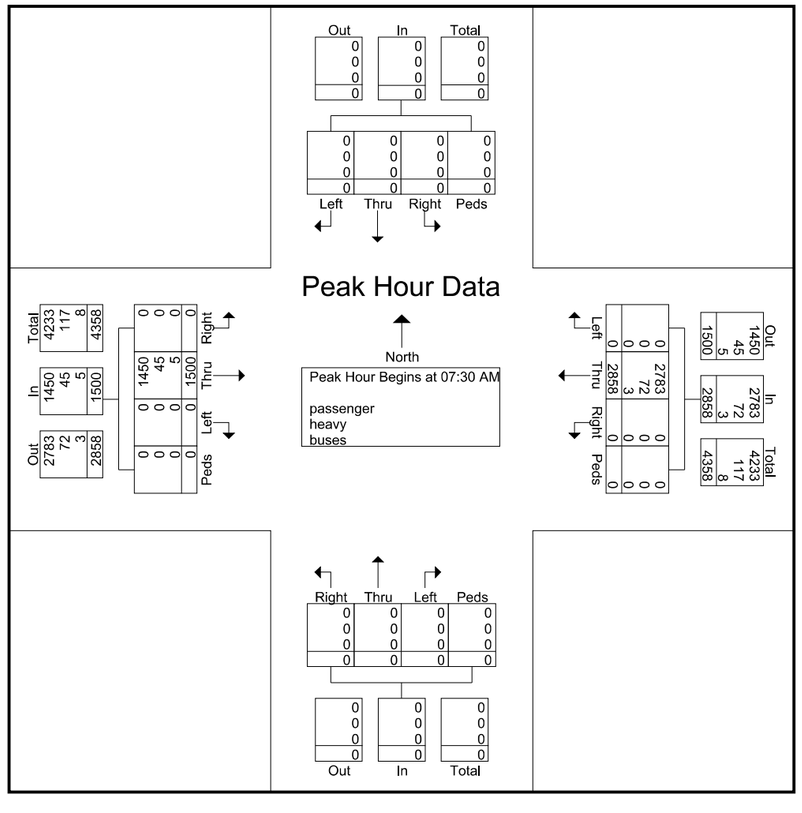
	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 PM	0	0	0	0	0	0	371	0	0	371	0	0	0	0	0	0	467	0	0	467	838
06:45 PM	0	0	0	0	0	0	343	0	0	343	0	0	0	0	0	0	353	0	0	353	696
Total	0	0	0	0	0	0	1571	0	0	1571	0	0	0	0	0	0	1969	0	0	1969	3540
07:00 PM	0	0	0	0	0	0	288	0	0	288	0	0	0	0	0	0	394	0	0	394	682
07:15 PM	0	0	0	0	0	0	252	0	0	252	0	0	0	0	0	0	364	0	0	364	616
07:30 PM	0	0	0	0	0	0	232	0	0	232	0	0	0	0	0	0	306	0	0	306	538
07:45 PM	0	0	0	0	0	0	209	0	0	209	0	0	0	0	0	0	242	0	0	242	451
Total	0	0	0	0	0	0	981	0	0	981	0	0	0	0	0	0	1306	0	0	1306	2287
08:00 PM	0	0	0	0	0	0	251	0	0	251	0	0	0	0	0	0	267	0	0	267	518
08:15 PM	0	0	0	0	0	0	200	0	0	200	0	0	0	0	0	0	235	0	0	235	435
08:30 PM	0	0	0	0	0	0	197	0	0	197	0	0	0	0	0	0	203	0	0	203	400
08:45 PM	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	0	210	0	0	210	364
Total	0	0	0	0	0	0	802	0	0	802	0	0	0	0	0	0	915	0	0	915	1717
09:00 PM	0	0	0	0	0	0	182	0	0	182	0	0	0	0	0	0	190	0	0	190	372
09:15 PM	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	0	177	0	0	177	297
09:30 PM	0	0	0	0	0	0	126	0	0	126	0	0	0	0	0	0	185	0	0	185	311
09:45 PM	0	0	0	0	0	0	148	0	0	148	0	0	0	0	0	0	144	0	0	144	292
Total	0	0	0	0	0	0	576	0	0	576	0	0	0	0	0	0	696	0	0	696	1272
10:00 PM	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	0	160	0	0	160	278
10:15 PM	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	0	178	0	0	178	273
10:30 PM	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	0	170	0	0	170	257
10:45 PM	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	141	0	0	141	208
Total	0	0	0	0	0	0	367	0	0	367	0	0	0	0	0	0	649	0	0	649	1016
11:00 PM	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	0	119	0	0	119	196
11:15 PM	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	0	107	0	0	107	166
11:30 PM	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	84	0	0	84	133
11:45 PM	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	75	0	0	75	121
Total	0	0	0	0	0	0	231	0	0	231	0	0	0	0	0	0	385	0	0	385	616
Grand Total	0	0	0	0	0	0	31087	0	0	31087	0	0	0	0	0	0	31221	0	0	31221	62308
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	49.9	0	0	49.9	0	0	0	0	0	0	50.1	0	0	50.1	
passenger	0	0	0	0	0	0	30281			30281							30419			30419	60700
% passenger	0	0	0	0	0	0	97.4	0	0	97.4	0	0	0	0	0	0	97.4	0	0	97.4	97.4
heavy	0	0	0	0	0	0	769	0	0	769	0	0	0	0	0	0	769	0	0	769	1538
% heavy	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	2.5	0	0	2.5	2.5
buses	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	33	0	0	33	70
% buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1

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Start Time	Southbound					Westbound					Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	677	0	0	677	0	0	0	0	0	0	350	0	0	350	1027
07:45 AM	0	0	0	0	0	0	732	0	0	732	0	0	0	0	0	0	**415**	0	0	**415**	**1147**
08:00 AM	0	0	0	0	0	0	695	0	0	695	0	0	0	0	0	0	349	0	0	349	1044
08:15 AM	0	0	0	0	0	0	**754**	0	0	**754**	0	0	0	0	0	0	386	0	0	386	1140
Total Volume	0	0	0	0	0	0	2858	0	0	2858	0	0	0	0	0	0	1500	0	0	1500	4358
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.948	.000	.000	.948	.000	.000	.000	.000	.000	.000	.904	.000	.000	.904	.950
passenger							2783										1450				
% passenger	0	0	0	0	0	0	97.4	0	0	97.4	0	0	0	0	0	0	96.7	0	0	96.7	97.1
heavy	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	0	45	0	0	45	117
% heavy	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	3.0	0	0	3.0	2.7
buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
% buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.3	0	0	0.3	0.2

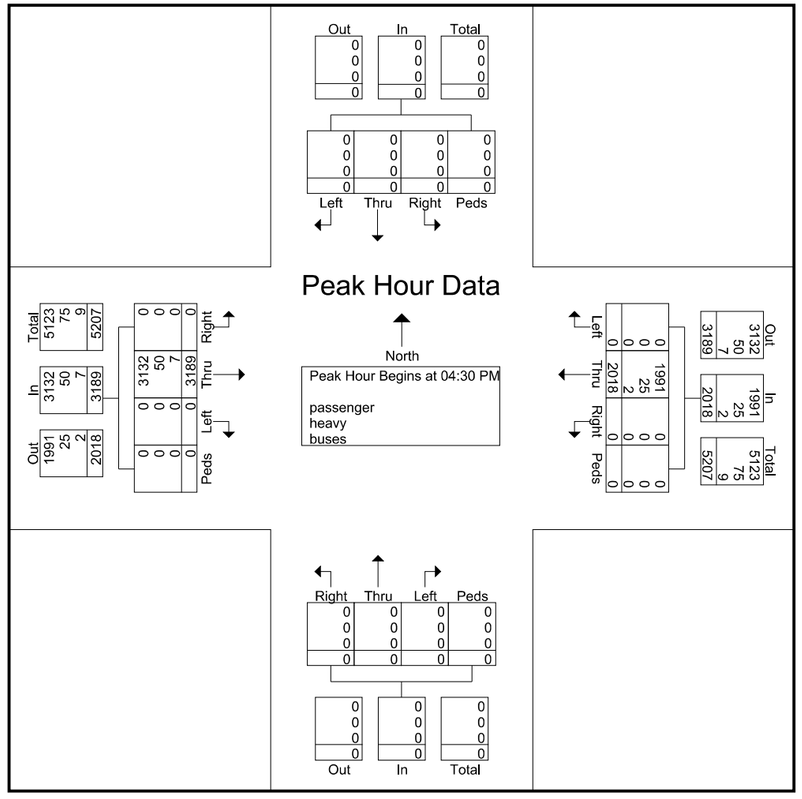


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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:30 AM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	455	0	0	455	0	0	0	0	0	0	785	0	0	785	1240
04:45 PM	0	0	0	0	0	0	**548**	0	0	**548**	0	0	0	0	0	0	786	0	0	786	1334
05:00 PM	0	0	0	0	0	0	490	0	0	490	0	0	0	0	0	0	791	0	0	791	1281
05:15 PM	0	0	0	0	0	0	525	0	0	525	0	0	0	0	0	0	**827**	0	0	**827**	**1352**
Total Volume	0	0	0	0	0	0	2018	0	0	2018	0	0	0	0	0	0	3189	0	0	3189	5207
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.921	.000	.000	.921	.000	.000	.000	.000	.000	.000	.964	.000	.000	.964	.963
passenger							1991										3132				
% passenger	0	0	0	0	0	0	98.7	0	0	98.7	0	0	0	0	0	0	98.2	0	0	98.2	98.4
heavy	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	50	0	0	50	75
% heavy	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0	1.6	0	0	1.6	1.4
buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
% buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.2



CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : Hwy 278 between Moss Creek and Bluffton Interchange
Site Code : 00000000
Start Date : 1/3/2019

Groups Printed- passenger - heavy - buses

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
12:00 AM	0	0	0	0	0	27	0	27	0	0	0	0	0	33	0	33	60
12:15 AM	0	0	0	0	0	30	0	30	0	0	0	0	0	25	0	25	55
12:30 AM	0	0	0	0	0	24	0	24	0	0	0	0	0	34	0	34	58
12:45 AM	0	0	0	0	0	26	0	26	0	0	0	0	0	22	0	22	48
Total	0	0	0	0	0	107	0	107	0	0	0	0	0	114	0	114	221
01:00 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	17	0	17	33
01:15 AM	0	0	0	0	0	15	0	15	0	0	0	0	0	17	0	17	32
01:30 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	18	0	18	29
01:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	15	0	15	22
Total	0	0	0	0	0	49	0	49	0	0	0	0	0	67	0	67	116
02:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	16	0	16	22
02:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	14	0	14	19
02:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	20	0	20	29
02:45 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5	17
Total	0	0	0	0	0	32	0	32	0	0	0	0	0	55	0	55	87
03:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12	20
03:15 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	14	0	14	30
03:30 AM	0	0	0	0	0	22	0	22	0	0	0	0	0	10	0	10	32
03:45 AM	0	0	0	0	0	15	0	15	0	0	0	0	0	14	0	14	29
Total	0	0	0	0	0	61	0	61	0	0	0	0	0	50	0	50	111
04:00 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	20	0	20	31
04:15 AM	0	0	0	0	0	20	0	20	0	0	0	0	0	14	0	14	34
04:30 AM	0	0	0	0	0	36	0	36	0	0	0	0	0	22	0	22	58
04:45 AM	0	0	0	0	0	47	0	47	0	0	0	0	0	35	0	35	82
Total	0	0	0	0	0	114	0	114	0	0	0	0	0	91	0	91	205
05:00 AM	0	0	0	0	0	50	0	50	0	0	0	0	0	29	0	29	79
05:15 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	50	0	50	105
05:30 AM	0	0	0	0	0	113	0	113	0	0	0	0	0	61	0	61	174
05:45 AM	0	0	0	0	0	117	0	117	0	0	0	0	0	70	0	70	187
Total	0	0	0	0	0	335	0	335	0	0	0	0	0	210	0	210	545
06:00 AM	0	0	0	0	0	135	0	135	0	0	0	0	0	93	0	93	228
06:15 AM	0	0	0	0	0	228	0	228	0	0	0	0	0	110	0	110	338
06:30 AM	0	0	0	0	0	425	0	425	0	0	0	0	0	155	0	155	580
06:45 AM	0	0	0	0	0	537	0	537	0	0	0	0	0	161	0	161	698
Total	0	0	0	0	0	1325	0	1325	0	0	0	0	0	519	0	519	1844
07:00 AM	0	0	0	0	0	584	0	584	0	0	0	0	0	190	0	190	774
07:15 AM	0	0	0	0	0	560	0	560	0	0	0	0	0	262	0	262	822
07:30 AM	0	0	0	0	0	541	0	541	0	0	0	0	0	258	0	258	799
07:45 AM	0	0	0	0	0	472	0	472	0	0	0	0	0	304	0	304	776
Total	0	0	0	0	0	2157	0	2157	0	0	0	0	0	1014	0	1014	3171
08:00 AM	0	0	0	0	0	450	0	450	0	0	0	0	0	262	0	262	712
08:15 AM	0	0	0	0	0	436	0	436	0	0	0	0	0	271	0	271	707
08:30 AM	0	0	0	0	0	323	0	323	0	0	0	0	0	325	0	325	648
08:45 AM	0	0	0	0	0	435	0	435	0	0	0	0	0	304	0	304	739
Total	0	0	0	0	0	1644	0	1644	0	0	0	0	0	1162	0	1162	2806
09:00 AM	0	0	0	0	0	359	0	359	0	0	0	0	0	297	0	297	656

CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : Hwy 278 between Moss Creek and Bluffton Interchange
Site Code : 00000000
Start Date : 1/3/2019

Groups Printed- passenger - heavy - buses

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
09:15 AM	0	0	0	0	0	387	0	387	0	0	0	0	0	355	0	355	742
09:30 AM	0	0	0	0	0	341	0	341	0	0	0	0	0	374	0	374	715
09:45 AM	0	0	0	0	0	328	0	328	0	0	0	0	0	350	0	350	678
Total	0	0	0	0	0	1415	0	1415	0	0	0	0	0	1376	0	1376	2791
10:00 AM	0	0	0	0	0	336	0	336	0	0	0	0	0	355	0	355	691
10:15 AM	0	0	0	0	0	368	0	368	0	0	0	0	0	374	0	374	742
10:30 AM	0	0	0	0	0	390	0	390	0	0	0	0	0	414	0	414	804
10:45 AM	0	0	0	0	0	344	0	344	0	0	0	0	0	446	0	446	790
Total	0	0	0	0	0	1438	0	1438	0	0	0	0	0	1589	0	1589	3027
11:00 AM	0	0	0	0	0	311	0	311	0	0	0	0	0	431	0	431	742
11:15 AM	0	0	0	0	0	350	0	350	0	0	0	0	0	463	0	463	813
11:30 AM	0	0	0	0	0	373	0	373	0	0	0	0	0	405	0	405	778
11:45 AM	0	0	0	0	0	351	0	351	0	0	0	0	0	392	0	392	743
Total	0	0	0	0	0	1385	0	1385	0	0	0	0	0	1691	0	1691	3076
12:00 PM	0	0	0	0	0	360	0	360	0	0	0	0	0	426	0	426	786
12:15 PM	0	0	0	0	0	372	0	372	0	0	0	0	0	417	0	417	789
12:30 PM	0	0	0	0	0	391	0	391	0	0	0	0	0	379	0	379	770
12:45 PM	0	0	0	0	0	344	0	344	0	0	0	0	0	381	0	381	725
Total	0	0	0	0	0	1467	0	1467	0	0	0	0	0	1603	0	1603	3070
01:00 PM	0	0	0	0	0	392	0	392	0	0	0	0	0	410	0	410	802
01:15 PM	0	0	0	0	0	372	0	372	0	0	0	0	0	400	0	400	772
01:30 PM	0	0	0	0	0	323	0	323	0	0	0	0	0	379	0	379	702
01:45 PM	0	0	0	0	0	368	0	368	0	0	0	0	0	411	0	411	779
Total	0	0	0	0	0	1455	0	1455	0	0	0	0	0	1600	0	1600	3055
02:00 PM	0	0	0	0	0	398	0	398	0	0	0	0	0	392	0	392	790
02:15 PM	0	0	0	0	0	363	0	363	0	0	0	0	0	419	0	419	782
02:30 PM	0	0	0	0	0	440	0	440	0	0	0	0	0	400	0	400	840
02:45 PM	0	0	0	0	0	377	0	377	0	0	0	0	0	416	0	416	793
Total	0	0	0	0	0	1578	0	1578	0	0	0	0	0	1627	0	1627	3205
03:00 PM	0	0	0	0	0	327	0	327	0	0	0	0	0	458	0	458	785
03:15 PM	0	0	0	0	0	398	0	398	0	0	0	0	0	497	0	497	895
03:30 PM	0	0	0	0	0	367	0	367	0	0	0	0	0	500	0	500	867
03:45 PM	0	0	0	0	0	378	0	378	0	0	0	0	0	463	0	463	841
Total	0	0	0	0	0	1470	0	1470	0	0	0	0	0	1918	0	1918	3388
04:00 PM	0	0	0	0	0	387	0	387	0	0	0	0	0	503	0	503	890
04:15 PM	0	0	0	0	0	328	0	328	0	0	0	0	0	540	0	540	868
04:30 PM	0	0	0	0	0	350	0	350	0	0	0	0	0	542	0	542	892
04:45 PM	0	0	0	0	0	402	0	402	0	0	0	0	0	542	0	542	944
Total	0	0	0	0	0	1467	0	1467	0	0	0	0	0	2127	0	2127	3594
05:00 PM	0	0	0	0	0	347	0	347	0	0	0	0	0	521	0	521	868
05:15 PM	0	0	0	0	0	407	0	407	0	0	0	0	0	576	0	576	983
05:30 PM	0	0	0	0	0	364	0	364	0	0	0	0	0	539	0	539	903
05:45 PM	0	0	0	0	0	356	0	356	0	0	0	0	0	496	0	496	852
Total	0	0	0	0	0	1474	0	1474	0	0	0	0	0	2132	0	2132	3606
06:00 PM	0	0	0	0	0	334	0	334	0	0	0	0	0	410	0	410	744
06:15 PM	0	0	0	0	0	299	0	299	0	0	0	0	0	455	0	455	754

CDM Smith

1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : Hwy 278 between Moss Creek and Bluffton Interchange
Site Code : 00000000
Start Date : 1/3/2019

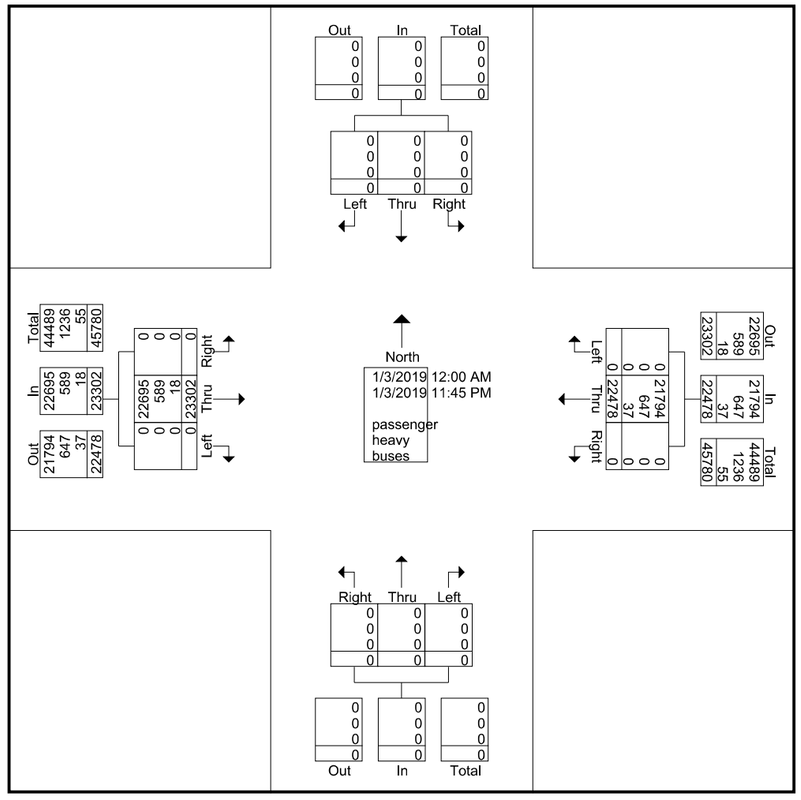
Groups Printed- passenger - heavy - buses

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
06:30 PM	0	0	0	0	0	293	0	293	0	0	0	0	0	369	0	369	662
06:45 PM	0	0	0	0	0	280	0	280	0	0	0	0	0	302	0	302	582
Total	0	0	0	0	0	1206	0	1206	0	0	0	0	0	1536	0	1536	2742
07:00 PM	0	0	0	0	0	215	0	215	0	0	0	0	0	258	0	258	473
07:15 PM	0	0	0	0	0	180	0	180	0	0	0	0	0	311	0	311	491
07:30 PM	0	0	0	0	0	161	0	161	0	0	0	0	0	234	0	234	395
07:45 PM	0	0	0	0	0	177	0	177	0	0	0	0	0	180	0	180	357
Total	0	0	0	0	0	733	0	733	0	0	0	0	0	983	0	983	1716
08:00 PM	0	0	0	0	0	181	0	181	0	0	0	0	0	184	0	184	365
08:15 PM	0	0	0	0	0	148	0	148	0	0	0	0	0	163	0	163	311
08:30 PM	0	0	0	0	0	158	0	158	0	0	0	0	0	142	0	142	300
08:45 PM	0	0	0	0	0	133	0	133	0	0	0	0	0	139	0	139	272
Total	0	0	0	0	0	620	0	620	0	0	0	0	0	628	0	628	1248
09:00 PM	0	0	0	0	0	146	0	146	0	0	0	0	0	114	0	114	260
09:15 PM	0	0	0	0	0	95	0	95	0	0	0	0	0	115	0	115	210
09:30 PM	0	0	0	0	0	103	0	103	0	0	0	0	0	110	0	110	213
09:45 PM	0	0	0	0	0	112	0	112	0	0	0	0	0	111	0	111	223
Total	0	0	0	0	0	456	0	456	0	0	0	0	0	450	0	450	906
10:00 PM	0	0	0	0	0	90	0	90	0	0	0	0	0	104	0	104	194
10:15 PM	0	0	0	0	0	91	0	91	0	0	0	0	0	120	0	120	211
10:30 PM	0	0	0	0	0	73	0	73	0	0	0	0	0	120	0	120	193
10:45 PM	0	0	0	0	0	47	0	47	0	0	0	0	0	101	0	101	148
Total	0	0	0	0	0	301	0	301	0	0	0	0	0	445	0	445	746
11:00 PM	0	0	0	0	0	51	0	51	0	0	0	0	0	95	0	95	146
11:15 PM	0	0	0	0	0	57	0	57	0	0	0	0	0	82	0	82	139
11:30 PM	0	0	0	0	0	41	0	41	0	0	0	0	0	77	0	77	118
11:45 PM	0	0	0	0	0	40	0	40	0	0	0	0	0	61	0	61	101
Total	0	0	0	0	0	189	0	189	0	0	0	0	0	315	0	315	504
Grand Total	0	0	0	0	0	22478	0	22478	0	0	0	0	0	23302	0	23302	45780
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	49.1	0	49.1	0	0	0	0	0	50.9	0	50.9	
passenger	0	0	0	0	0	21794	0	21794	0	0	0	0	0	22695	0	22695	44489
% passenger	0	0	0	0	0	97	0	97	0	0	0	0	0	97.4	0	97.4	97.2
heavy	0	0	0	0	0	647	0	647	0	0	0	0	0	589	0	589	1236
% heavy	0	0	0	0	0	2.9	0	2.9	0	0	0	0	0	2.5	0	2.5	2.7
buses	0	0	0	0	0	37	0	37	0	0	0	0	0	18	0	18	55
% buses	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1

CDM Smith

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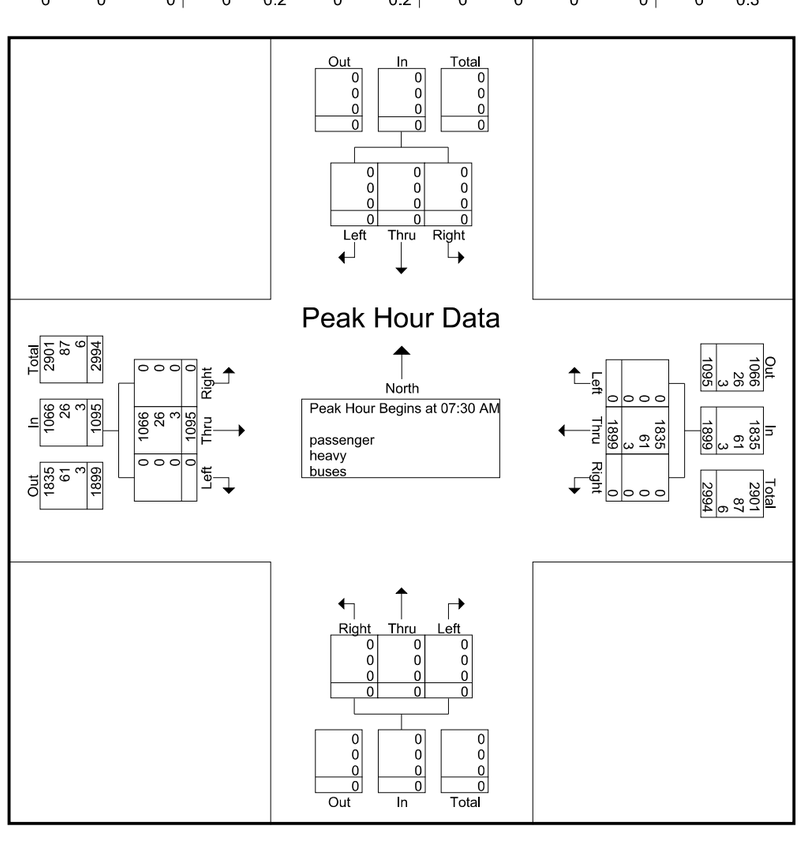
File Name : Hwy 278 between Moss Creek and Bluffton Interchange
Site Code : 00000000
Start Date : 1/3/2019



CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : Hwy 278 between Moss Creek and Bluffton Interchange
Site Code : 00000000
Start Date : 1/3/2019

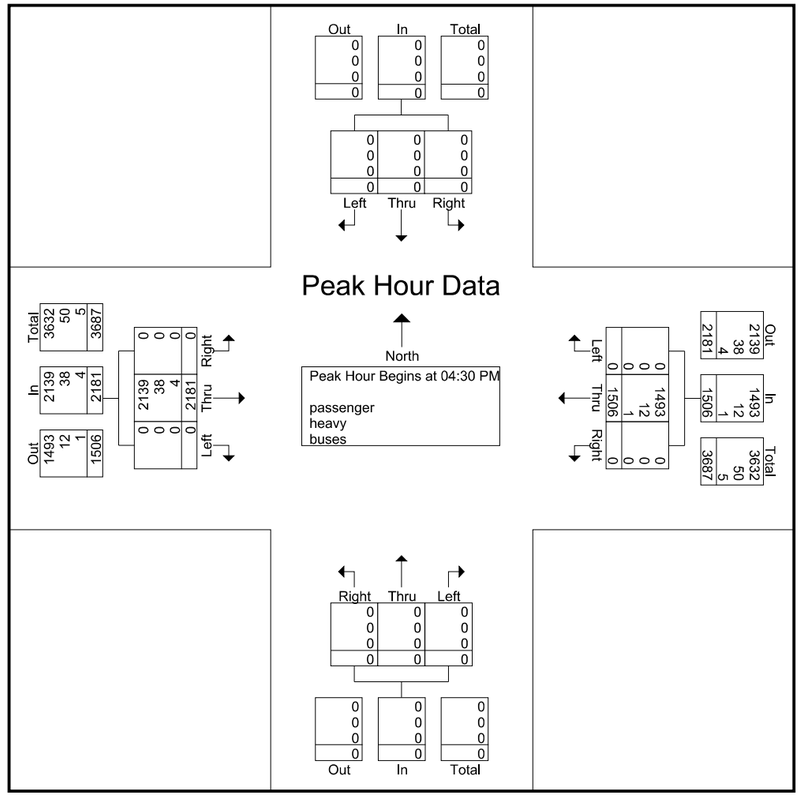
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**541**	0	**541**	0	0	0	0	0	258	0	258	**799**
07:45 AM	0	0	0	0	0	472	0	472	0	0	0	0	0	**304**	0	**304**	776
08:00 AM	0	0	0	0	0	450	0	450	0	0	0	0	0	262	0	262	712
08:15 AM	0	0	0	0	0	436	0	436	0	0	0	0	0	271	0	271	707
Total Volume	0	0	0	0	0	1899	0	1899	0	0	0	0	0	1095	0	1095	2994
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.878	.000	.878	.000	.000	.000	.000	.000	.900	.000	.900	.937
passenger	0	0	0	0	0	1835	0	1835	0	0	0	0	0	1066	0	1066	2901
% passenger	0	0	0	0	0	96.6	0	96.6	0	0	0	0	0	97.4	0	97.4	96.9
heavy	0	0	0	0	0	61	0	61	0	0	0	0	0	26	0	26	87
% heavy	0	0	0	0	0	3.2	0	3.2	0	0	0	0	0	2.4	0	2.4	2.9
buses	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% buses	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.3	0	0.3	0.2



CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : Hwy 278 between Moss Creek and Bluffton Interchange
Site Code : 00000000
Start Date : 1/3/2019

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	350	0	350	0	0	0	0	0	542	0	542	892
04:45 PM	0	0	0	0	0	402	0	402	0	0	0	0	0	542	0	542	944
05:00 PM	0	0	0	0	0	347	0	347	0	0	0	0	0	521	0	521	868
05:15 PM	0	0	0	0	0	**407**	0	**407**	0	0	0	0	0	**576**	0	**576**	**983**
Total Volume	0	0	0	0	0	1506	0	1506	0	0	0	0	0	2181	0	2181	3687
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.925	.000	.925	.000	.000	.000	.000	.000	.947	.000	.947	.938
passenger	0	0	0	0	0	1493	0	1493	0	0	0	0	0	2139	0	2139	3632
% passenger	0	0	0	0	0	99.1	0	99.1	0	0	0	0	0	98.1	0	98.1	98.5
heavy	0	0	0	0	0	12	0	12	0	0	0	0	0	38	0	38	50
% heavy	0	0	0	0	0	0.8	0	0.8	0	0	0	0	0	1.7	0	1.7	1.4
buses	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
% buses	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1



CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : 278 East of Squire Pope
Site Code : 00000000
Start Date : 1/3/2019
Page No : 1

Groups Printed- passenger - heavy - buses

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
12:00 AM	0	0	0	0	0	53	0	53	0	0	0	0	0	32	0	32	85
12:15 AM	0	0	0	0	0	15	0	15	0	0	0	0	0	35	0	35	50
12:30 AM	0	0	0	0	0	36	0	36	0	0	0	0	0	29	0	29	65
12:45 AM	0	0	0	0	0	23	0	23	0	0	0	0	0	32	0	32	55
Total	0	0	0	0	0	127	0	127	0	0	0	0	0	128	0	128	255
01:00 AM	0	0	0	0	0	30	0	30	0	0	0	0	0	17	0	17	47
01:15 AM	0	0	0	0	0	20	0	20	0	0	0	0	0	15	0	15	35
01:30 AM	0	0	0	0	0	21	0	21	0	0	0	0	0	18	0	18	39
01:45 AM	0	0	0	0	0	25	0	25	0	0	0	0	0	12	0	12	37
Total	0	0	0	0	0	96	0	96	0	0	0	0	0	62	0	62	158
02:00 AM	0	0	0	0	0	20	0	20	0	0	0	0	0	4	0	4	24
02:15 AM	0	0	0	0	0	21	0	21	0	0	0	0	0	7	0	7	28
02:30 AM	0	0	0	0	0	17	0	17	0	0	0	0	0	12	0	12	29
02:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	10	0	10	21
Total	0	0	0	0	0	69	0	69	0	0	0	0	0	33	0	33	102
03:00 AM	0	0	0	0	0	18	0	18	0	0	0	0	0	11	0	11	29
03:15 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	17	0	17	31
03:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	29	0	29	38
03:45 AM	0	0	0	0	0	17	0	17	0	0	0	0	0	25	0	25	42
Total	0	0	0	0	0	58	0	58	0	0	0	0	0	82	0	82	140
04:00 AM	0	0	0	0	0	24	0	24	0	0	0	0	0	12	0	12	36
04:15 AM	0	0	0	0	0	20	0	20	0	0	0	0	0	14	0	14	34
04:30 AM	0	0	0	0	0	27	0	27	0	0	0	0	0	46	0	46	73
04:45 AM	0	0	0	0	0	32	0	32	0	0	0	0	0	58	0	58	90
Total	0	0	0	0	0	103	0	103	0	0	0	0	0	130	0	130	233
05:00 AM	0	0	0	0	0	41	0	41	0	0	0	0	0	50	0	50	91
05:15 AM	0	0	0	0	0	53	0	53	0	0	0	0	0	75	0	75	128
05:30 AM	0	0	0	0	0	54	0	54	0	0	0	0	0	122	0	122	176
05:45 AM	0	0	0	0	0	83	0	83	0	0	0	0	0	150	0	150	233
Total	0	0	0	0	0	231	0	231	0	0	0	0	0	397	0	397	628
06:00 AM	0	0	0	0	0	112	0	112	0	0	0	0	0	171	0	171	283
06:15 AM	0	0	0	0	0	129	0	129	0	0	0	0	0	267	0	267	396
06:30 AM	0	0	0	0	0	195	0	195	0	0	0	0	0	494	0	494	689
06:45 AM	0	0	0	0	0	212	0	212	0	0	0	0	0	691	0	691	903
Total	0	0	0	0	0	648	0	648	0	0	0	0	0	1623	0	1623	2271
07:00 AM	0	0	0	0	0	242	0	242	0	0	0	0	0	704	0	704	946
07:15 AM	0	0	0	0	0	248	0	248	0	0	0	0	0	692	0	692	940
07:30 AM	0	0	0	0	0	337	0	337	0	0	0	0	0	648	0	648	985
07:45 AM	0	0	0	0	0	351	0	351	0	0	0	0	0	725	0	725	1076
Total	0	0	0	0	0	1178	0	1178	0	0	0	0	0	2769	0	2769	3947
08:00 AM	0	0	0	0	0	319	0	319	0	0	0	0	0	703	0	703	1022
08:15 AM	0	0	0	0	0	327	0	327	0	0	0	0	0	675	0	675	1002
08:30 AM	0	0	0	0	0	386	0	386	0	0	0	0	0	652	0	652	1038
08:45 AM	0	0	0	0	0	353	0	353	0	0	0	0	0	627	0	627	980
Total	0	0	0	0	0	1385	0	1385	0	0	0	0	0	2657	0	2657	4042
09:00 AM	0	0	0	0	0	380	0	380	0	0	0	0	0	569	0	569	949

CDM Smith
1100 Marion Street, Suite 300
Knoxville, TN 37921
Transportation Services Group

File Name : 278 East of Squire Pope
Site Code : 00000000
Start Date : 1/3/2019
Page No : 2

Groups Printed- passenger - heavy - buses

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
09:15 AM	0	0	0	0	0	401	0	401	0	0	0	0	0	495	0	495	896
09:30 AM	0	0	0	0	0	401	0	401	0	0	0	0	0	539	0	539	940
09:45 AM	0	0	0	0	0	439	0	439	0	0	0	0	0	494	0	494	933
Total	0	0	0	0	0	1621	0	1621	0	0	0	0	0	2097	0	2097	3718
10:00 AM	0	0	0	0	0	407	0	407	0	0	0	0	0	444	0	444	851
10:15 AM	0	0	0	0	0	438	0	438	0	0	0	0	0	478	0	478	916
10:30 AM	0	0	0	0	0	488	0	488	0	0	0	0	0	473	0	473	961
10:45 AM	0	0	0	0	0	534	0	534	0	0	0	0	0	415	0	415	949
Total	0	0	0	0	0	1867	0	1867	0	0	0	0	0	1810	0	1810	3677
11:00 AM	0	0	0	0	0	526	0	526	0	0	0	0	0	429	0	429	955
11:15 AM	0	0	0	0	0	570	0	570	0	0	0	0	0	459	0	459	1029
11:30 AM	0	0	0	0	0	522	0	522	0	0	0	0	0	424	0	424	946
11:45 AM	0	0	0	0	0	483	0	483	0	0	0	0	0	474	0	474	957
Total	0	0	0	0	0	2101	0	2101	0	0	0	0	0	1786	0	1786	3887
12:00 PM	0	0	0	0	0	508	0	508	0	0	0	0	0	477	0	477	985
12:15 PM	0	0	0	0	0	524	0	524	0	0	0	0	0	491	0	491	1015
12:30 PM	0	0	0	0	0	472	0	472	0	0	0	0	0	446	0	446	918
12:45 PM	0	0	0	0	0	481	0	481	0	0	0	0	0	488	0	488	969
Total	0	0	0	0	0	1985	0	1985	0	0	0	0	0	1902	0	1902	3887
01:00 PM	0	0	0	0	0	485	0	485	0	0	0	0	0	432	0	432	917
01:15 PM	0	0	0	0	0	490	0	490	0	0	0	0	0	467	0	467	957
01:30 PM	0	0	0	0	0	472	0	472	0	0	0	0	0	457	0	457	929
01:45 PM	0	0	0	0	0	504	0	504	0	0	0	0	0	461	0	461	965
Total	0	0	0	0	0	1951	0	1951	0	0	0	0	0	1817	0	1817	3768
02:00 PM	0	0	0	0	0	513	0	513	0	0	0	0	0	489	0	489	1002
02:15 PM	0	0	0	0	0	557	0	557	0	0	0	0	0	482	0	482	1039
02:30 PM	0	0	0	0	0	540	0	540	0	0	0	0	0	559	0	559	1099
02:45 PM	0	0	0	0	0	526	0	526	0	0	0	0	0	483	0	483	1009
Total	0	0	0	0	0	2136	0	2136	0	0	0	0	0	2013	0	2013	4149
03:00 PM	0	0	0	0	0	630	0	630	0	0	0	0	0	458	0	458	1088
03:15 PM	0	0	0	0	0	671	0	671	0	0	0	0	0	428	0	428	1099
03:30 PM	0	0	0	0	0	596	0	596	0	0	0	0	0	531	0	531	1127
03:45 PM	0	0	0	0	0	649	0	649	0	0	0	0	0	526	0	526	1175
Total	0	0	0	0	0	2546	0	2546	0	0	0	0	0	1943	0	1943	4489
04:00 PM	0	0	0	0	0	639	0	639	0	0	0	0	0	514	0	514	1153
04:15 PM	0	0	0	0	0	734	0	734	0	0	0	0	0	483	0	483	1217
04:30 PM	0	0	0	0	0	782	0	782	0	0	0	0	0	484	0	484	1266
04:45 PM	0	0	0	0	0	764	0	764	0	0	0	0	0	481	0	481	1245
Total	0	0	0	0	0	2919	0	2919	0	0	0	0	0	1962	0	1962	4881
05:00 PM	0	0	0	0	0	770	0	770	0	0	0	0	0	429	0	429	1199
05:15 PM	0	0	0	0	0	778	0	778	0	0	0	0	0	526	0	526	1304
05:30 PM	0	0	0	0	0	778	0	778	0	0	0	0	0	453	0	453	1231
05:45 PM	0	0	0	0	0	618	0	618	0	0	0	0	0	478	0	478	1096
Total	0	0	0	0	0	2944	0	2944	0	0	0	0	0	1886	0	1886	4830
06:00 PM	0	0	0	0	0	525	0	525	0	0	0	0	0	378	0	378	903
06:15 PM	0	0	0	0	0	576	0	576	0	0	0	0	0	410	0	410	986

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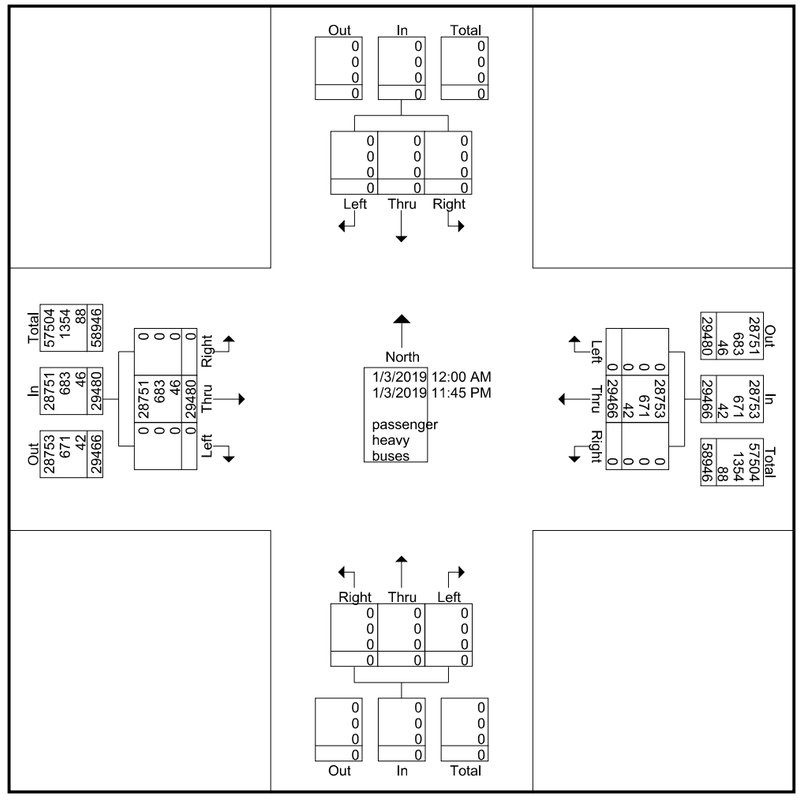
File Name : 278 East of Squire Pope
Site Code : 00000000
Start Date : 1/3/2019

Groups Printed- passenger - heavy - buses

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
06:30 PM	0	0	0	0	0	421	0	421	0	0	0	0	0	401	0	401	822
06:45 PM	0	0	0	0	0	348	0	348	0	0	0	0	0	317	0	317	665
Total	0	0	0	0	0	1870	0	1870	0	0	0	0	0	1506	0	1506	3376
07:00 PM	0	0	0	0	0	353	0	353	0	0	0	0	0	276	0	276	629
07:15 PM	0	0	0	0	0	334	0	334	0	0	0	0	0	251	0	251	585
07:30 PM	0	0	0	0	0	279	0	279	0	0	0	0	0	209	0	209	488
07:45 PM	0	0	0	0	0	229	0	229	0	0	0	0	0	198	0	198	427
Total	0	0	0	0	0	1195	0	1195	0	0	0	0	0	934	0	934	2129
08:00 PM	0	0	0	0	0	225	0	225	0	0	0	0	0	219	0	219	444
08:15 PM	0	0	0	0	0	217	0	217	0	0	0	0	0	192	0	192	409
08:30 PM	0	0	0	0	0	191	0	191	0	0	0	0	0	197	0	197	388
08:45 PM	0	0	0	0	0	185	0	185	0	0	0	0	0	156	0	156	341
Total	0	0	0	0	0	818	0	818	0	0	0	0	0	764	0	764	1582
09:00 PM	0	0	0	0	0	195	0	195	0	0	0	0	0	165	0	165	360
09:15 PM	0	0	0	0	0	163	0	163	0	0	0	0	0	133	0	133	296
09:30 PM	0	0	0	0	0	166	0	166	0	0	0	0	0	130	0	130	296
09:45 PM	0	0	0	0	0	141	0	141	0	0	0	0	0	151	0	151	292
Total	0	0	0	0	0	665	0	665	0	0	0	0	0	579	0	579	1244
10:00 PM	0	0	0	0	0	161	0	161	0	0	0	0	0	107	0	107	268
10:15 PM	0	0	0	0	0	164	0	164	0	0	0	0	0	98	0	98	262
10:30 PM	0	0	0	0	0	153	0	153	0	0	0	0	0	98	0	98	251
10:45 PM	0	0	0	0	0	126	0	126	0	0	0	0	0	64	0	64	190
Total	0	0	0	0	0	604	0	604	0	0	0	0	0	367	0	367	971
11:00 PM	0	0	0	0	0	113	0	113	0	0	0	0	0	61	0	61	174
11:15 PM	0	0	0	0	0	104	0	104	0	0	0	0	0	73	0	73	177
11:30 PM	0	0	0	0	0	74	0	74	0	0	0	0	0	52	0	52	126
11:45 PM	0	0	0	0	0	58	0	58	0	0	0	0	0	47	0	47	105
Total	0	0	0	0	0	349	0	349	0	0	0	0	0	233	0	233	582
Grand Total	0	0	0	0	0	29466	0	29466	0	0	0	0	0	29480	0	29480	58946
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	
passenger	0	0	0	0	0	28753	0	28753	0	0	0	0	0	28751	0	28751	57504
% passenger	0	0	0	0	0	97.6	0	97.6	0	0	0	0	0	97.5	0	97.5	97.6
heavy	0	0	0	0	0	671	0	671	0	0	0	0	0	683	0	683	1354
% heavy	0	0	0	0	0	2.3	0	2.3	0	0	0	0	0	2.3	0	2.3	2.3
buses	0	0	0	0	0	42	0	42	0	0	0	0	0	46	0	46	88
% buses	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1

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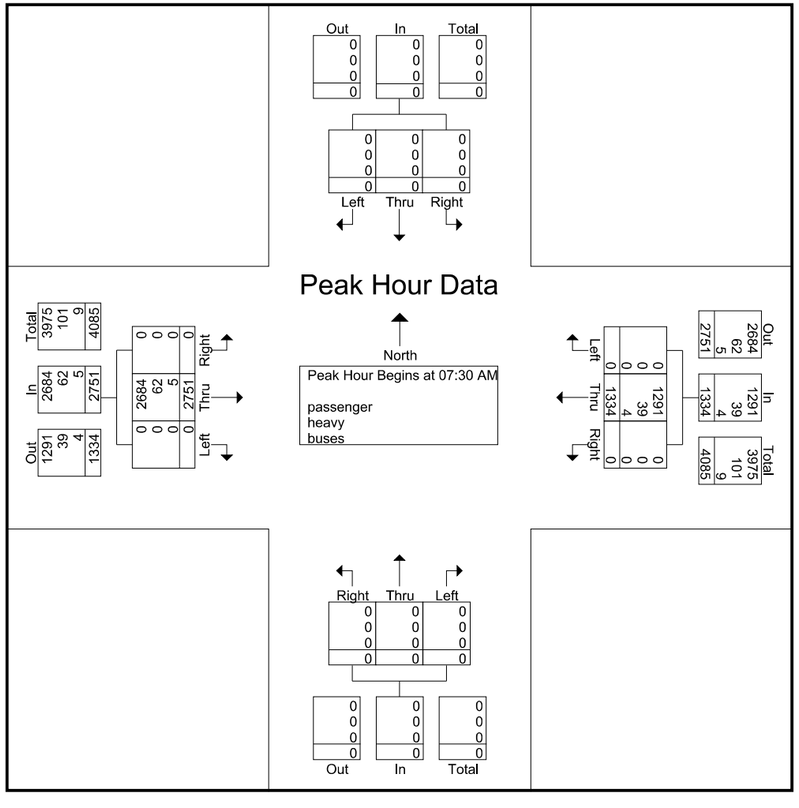
File Name : 278 East of Squire Pope
Site Code : 00000000
Start Date : 1/3/2019



CDM Smith
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Knoxville, TN 37921
Transportation Services Group

File Name : 278 East of Squire Pope
Site Code : 00000000
Start Date : 1/3/2019

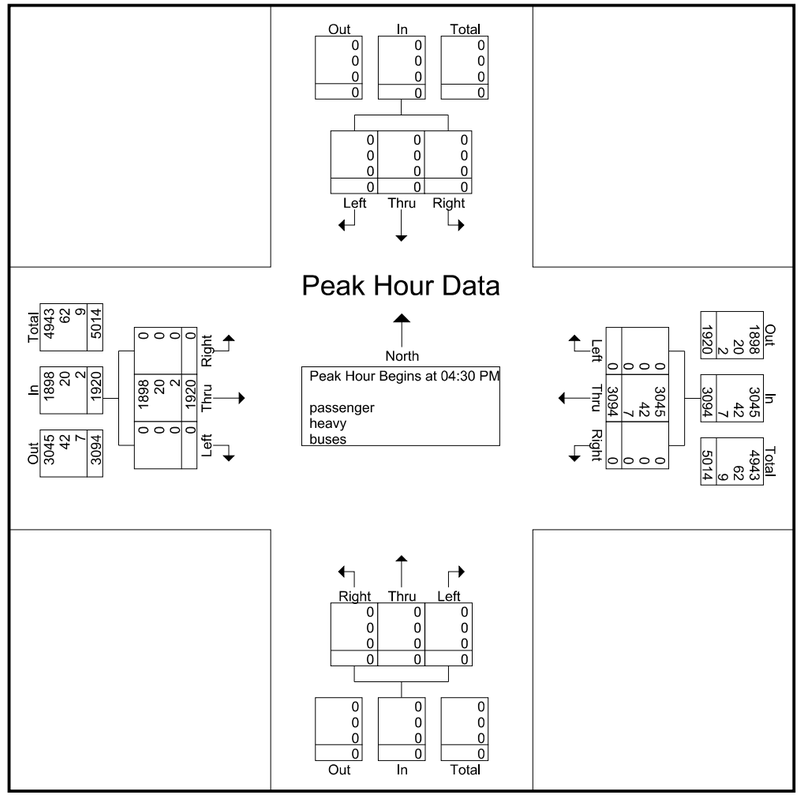
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	337	0	337	0	0	0	0	0	648	0	648	985
07:45 AM	0	0	0	0	0	**351**	0	**351**	0	0	0	0	0	**725**	0	**725**	**1076**
08:00 AM	0	0	0	0	0	319	0	319	0	0	0	0	0	703	0	703	1022
08:15 AM	0	0	0	0	0	327	0	327	0	0	0	0	0	675	0	675	1002
Total Volume	0	0	0	0	0	1334	0	1334	0	0	0	0	0	2751	0	2751	4085
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.950	.000	.950	.000	.000	.000	.000	.000	.949	.000	.949	.949
passenger	0	0	0	0	0	1291	0	1291	0	0	0	0	0	2684	0	2684	3975
% passenger	0	0	0	0	0	96.8	0	96.8	0	0	0	0	0	97.6	0	97.6	97.3
heavy	0	0	0	0	0	39	0	39	0	0	0	0	0	62	0	62	101
% heavy	0	0	0	0	0	2.9	0	2.9	0	0	0	0	0	2.3	0	2.3	2.5
buses	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
% buses	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.2



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Transportation Services Group

File Name : 278 East of Squire Pope
Site Code : 00000000
Start Date : 1/3/2019

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**782**	0	**782**	0	0	0	0	0	484	0	484	1266
04:45 PM	0	0	0	0	0	764	0	764	0	0	0	0	0	481	0	481	1245
05:00 PM	0	0	0	0	0	770	0	770	0	0	0	0	0	429	0	429	1199
05:15 PM	0	0	0	0	0	778	0	778	0	0	0	0	0	**526**	0	**526**	**1304**
Total Volume	0	0	0	0	0	3094	0	3094	0	0	0	0	0	1920	0	1920	5014
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.989	.000	.989	.000	.000	.000	.000	.000	.913	.000	.913	.961
passenger	0	0	0	0	0	3045	0	3045	0	0	0	0	0	1898	0	1898	4943
% passenger	0	0	0	0	0	98.4	0	98.4	0	0	0	0	0	98.9	0	98.9	98.6
heavy	0	0	0	0	0	42	0	42	0	0	0	0	0	20	0	20	62
% heavy	0	0	0	0	0	1.4	0	1.4	0	0	0	0	0	1.0	0	1.0	1.2
buses	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
% buses	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.2



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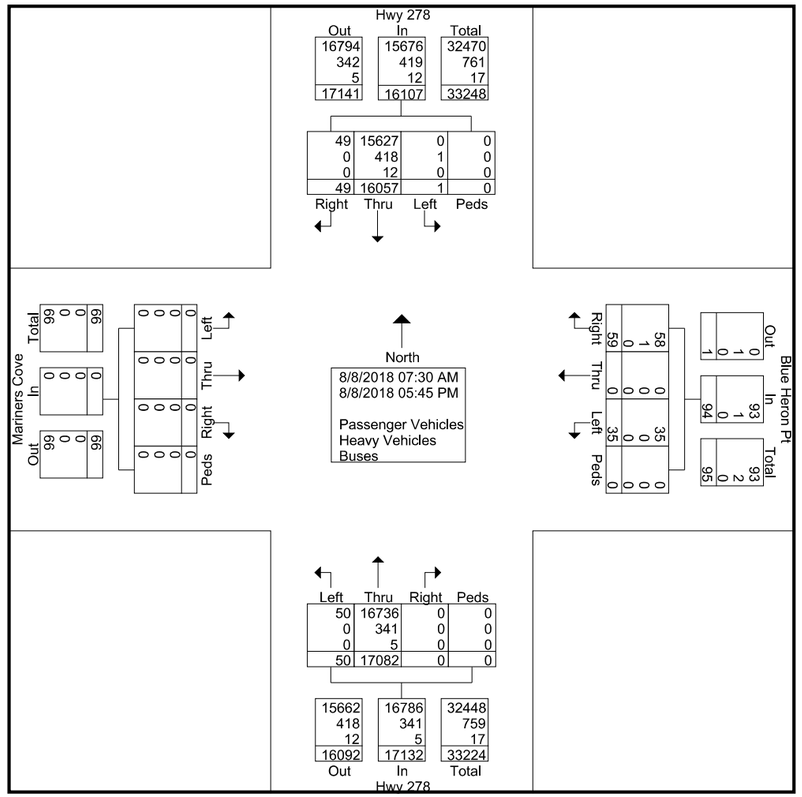
File Name : Hwy 278 @ Blue Heron Point
Site Code :
Start Date : 8/8/2018

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Hwy 278 Southbound				Blue Heron Pt Westbound				Hwy 278 Northbound				Mariners Cove Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:30 AM	0	772	0	0	0	0	1	0	0	363	0	0	0	0	0	0	1136
07:45 AM	0	692	0	0	0	0	0	0	0	411	0	0	0	0	0	0	1103
Total	0	1464	0	0	0	0	1	0	0	774	0	0	0	0	0	0	2239
08:00 AM	0	690	0	0	1	0	5	0	0	354	0	0	0	0	0	0	1050
08:15 AM	0	683	0	0	3	0	4	0	0	412	0	0	0	0	0	0	1102
08:30 AM	0	716	0	0	0	0	6	0	1	424	0	0	0	0	0	0	1147
08:45 AM	0	613	3	0	0	0	1	0	1	423	0	0	0	0	0	0	1041
Total	0	2702	3	0	4	0	16	0	2	1613	0	0	0	0	0	0	4340
11:00 AM	0	405	4	0	1	0	3	0	1	509	0	0	0	0	0	0	923
11:15 AM	0	464	0	0	0	0	3	0	1	522	0	0	0	0	0	0	990
11:30 AM	0	450	1	0	3	0	1	0	2	462	0	0	0	0	0	0	919
11:45 AM	0	454	2	0	0	0	1	0	3	506	0	0	0	0	0	0	966
Total	0	1773	7	0	4	0	8	0	7	1999	0	0	0	0	0	0	3798
12:00 PM	0	475	3	0	2	0	1	0	1	506	0	0	0	0	0	0	988
12:15 PM	0	502	0	0	3	0	3	0	1	471	0	0	0	0	0	0	980
12:30 PM	0	480	5	0	0	0	3	0	4	545	0	0	0	0	0	0	1037
12:45 PM	0	550	2	0	3	0	1	0	2	524	0	0	0	0	0	0	1082
Total	0	2007	10	0	8	0	8	0	8	2046	0	0	0	0	0	0	4087
01:00 PM	0	472	1	0	0	0	2	0	0	526	0	0	0	0	0	0	1001
01:15 PM	0	547	1	0	0	0	0	0	5	510	0	0	0	0	0	0	1063
01:30 PM	0	456	2	0	2	0	2	0	2	544	0	0	0	0	0	0	1008
01:45 PM	0	477	1	0	0	0	3	0	2	553	0	0	0	0	0	0	1036
Total	0	1952	5	0	2	0	7	0	9	2133	0	0	0	0	0	0	4108
03:00 PM	0	506	0	0	1	0	4	0	0	567	0	0	0	0	0	0	1078
03:15 PM	0	523	1	0	1	0	3	0	1	619	0	0	0	0	0	0	1148
03:30 PM	0	527	2	0	0	0	0	0	3	690	0	0	0	0	0	0	1222
03:45 PM	0	503	1	0	2	0	0	0	1	699	0	0	0	0	0	0	1206
Total	0	2059	4	0	4	0	7	0	5	2575	0	0	0	0	0	0	4654
04:00 PM	0	470	1	0	1	0	1	0	3	718	0	0	0	0	0	0	1194
04:15 PM	0	560	1	0	4	0	1	0	2	796	0	0	0	0	0	0	1364
04:30 PM	0	526	3	0	1	0	0	0	3	709	0	0	0	0	0	0	1242
04:45 PM	0	554	2	0	2	0	1	0	1	759	0	0	0	0	0	0	1319
Total	0	2110	7	0	8	0	3	0	9	2982	0	0	0	0	0	0	5119
05:00 PM	0	528	4	0	1	0	3	0	2	799	0	0	0	0	0	0	1337
05:15 PM	1	514	3	0	2	0	2	0	2	827	0	0	0	0	0	0	1351
05:30 PM	0	494	2	0	1	0	2	0	2	755	0	0	0	0	0	0	1256
05:45 PM	0	454	4	0	1	0	2	0	4	579	0	0	0	0	0	0	1044
Total	1	1990	13	0	5	0	9	0	10	2960	0	0	0	0	0	0	4988
Grand Total	1	16057	49	0	35	0	59	0	50	17082	0	0	0	0	0	0	33333
Apprch %	0	99.7	0.3	0	37.2	0	62.8	0	0.3	99.7	0	0	0	0	0	0	
Total %	0	48.2	0.1	0	0.1	0	0.2	0	0.2	51.2	0	0	0	0	0	0	
Passenger Vehicles	0	15627	49	0	35	0	58	0	50	16736	0	0	0	0	0	0	32555
% Passenger Vehicles	0	97.3	100	0	100	0	98.3	0	100	98	0	0	0	0	0	0	97.7
Heavy Vehicles	1	418	0	0	0	0	1	0	0	341	0	0	0	0	0	0	761
% Heavy Vehicles	100	2.6	0	0	0	0	1.7	0	0	2	0	0	0	0	0	0	2.3
Buses	0	12	0	0	0	0	0	0	0	5	0	0	0	0	0	0	17
% Buses	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

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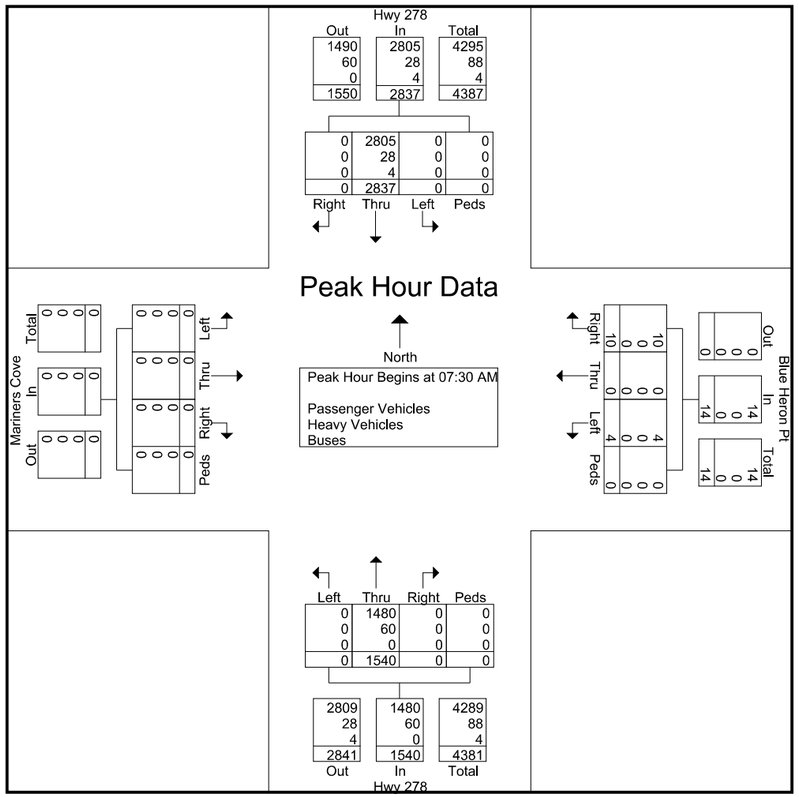
File Name : Hwy 278 @ Blue Heron Point
Site Code :
Start Date : 8/8/2018



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File Name : Hwy 278 @ Blue Heron Point
Site Code :
Start Date : 8/8/2018

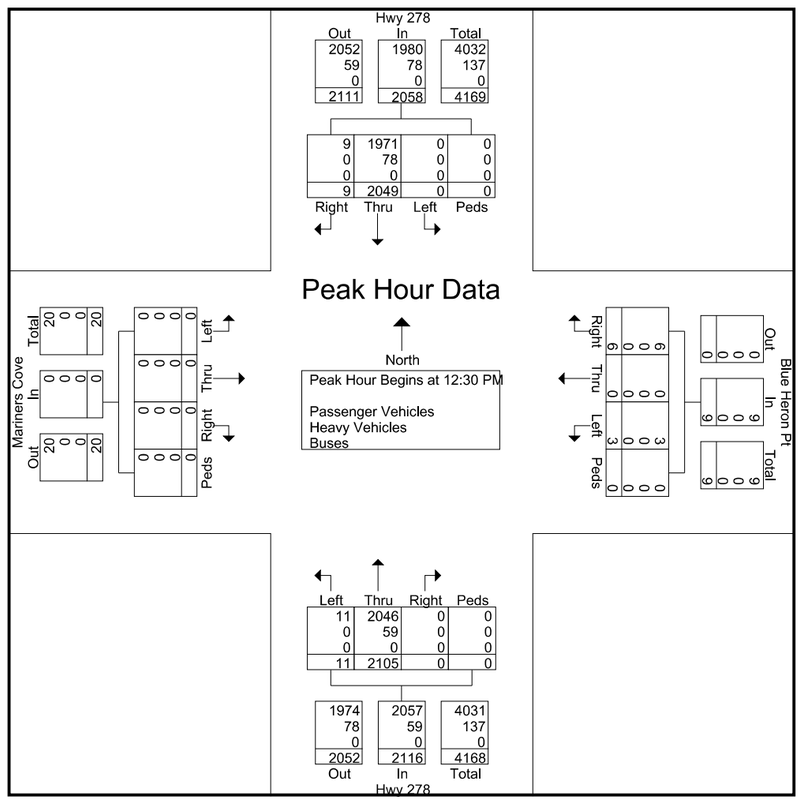
	Hwy 278 Southbound					Blue Heron Pt Westbound					Hwy 278 Northbound					Mariners Cove Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**772**	0	0	**772**	0	0	1	0	1	0	363	0	0	363	0	0	0	0	0	**1136**
07:45 AM	0	692	0	0	692	0	0	0	0	0	0	411	0	0	411	0	0	0	0	0	1103
08:00 AM	0	690	0	0	690	1	0	**5**	0	6	0	354	0	0	354	0	0	0	0	0	1050
08:15 AM	0	683	0	0	683	**3**	0	4	0	**7**	0	**412**	0	0	**412**	0	0	0	0	0	1102
Total Volume	0	2837	0	0	2837	4	0	10	0	14	0	1540	0	0	1540	0	0	0	0	0	4391
% App. Total	0	100	0	0		28.6	0	71.4	0		0	100	0	0		0	0	0	0		
PHF	.000	.919	.000	.000	.919	.333	.000	.500	.000	.500	.000	.934	.000	.000	.934	.000	.000	.000	.000	.000	.966
Passenger Vehicles	0	2805										1480									
% Passenger Vehicles	0	98.9	0	0	98.9	100	0	100	0	100	0	96.1	0	0	96.1	0	0	0	0	0	97.9
Heavy Vehicles	0	28	0	0	28	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	88
% Heavy Vehicles	0	1.0	0	0	1.0	0	0	0	0	0	0	3.9	0	0	3.9	0	0	0	0	0	2.0
Buses	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Hwy 278 @ Blue Heron Point
Site Code :
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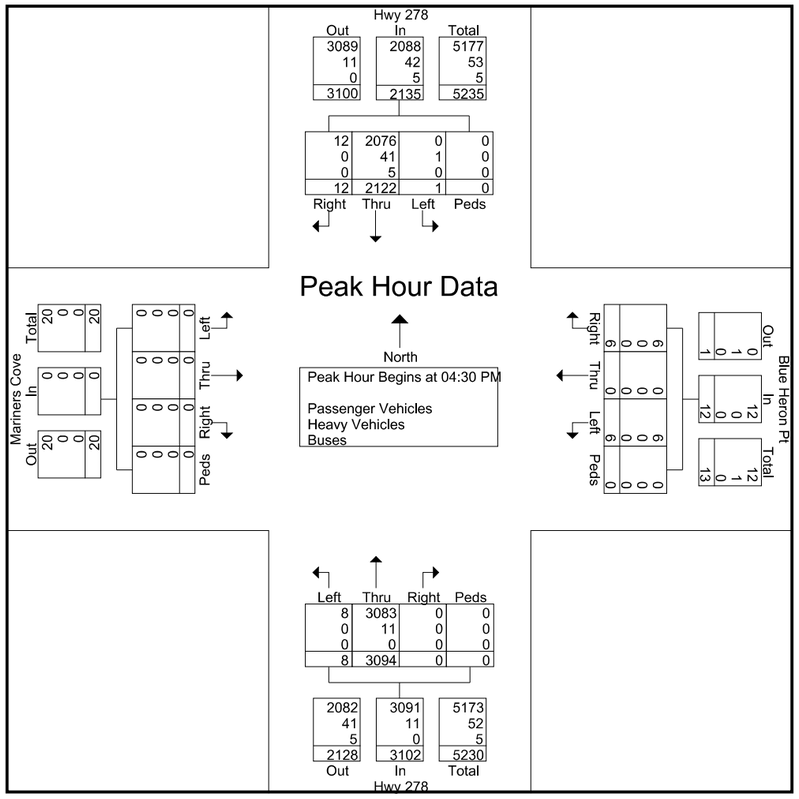
	Hwy 278 Southbound					Blue Heron Pt Westbound					Hwy 278 Northbound					Mariners Cove Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	480	**5**	0	485	0	0	**3**	0	3	4	**545**	0	0	**549**	0	0	0	0	0	1037
12:45 PM	0	**550**	2	0	**552**	**3**	0	1	0	**4**	2	524	0	0	526	0	0	0	0	0	**1082**
01:00 PM	0	472	1	0	473	0	0	2	0	2	0	526	0	0	526	0	0	0	0	0	1001
01:15 PM	0	547	1	0	548	0	0	0	0	0	**5**	510	0	0	515	0	0	0	0	0	1063
Total Volume	0	2049	9	0	2058	3	0	6	0	9	11	2105	0	0	2116	0	0	0	0	0	4183
% App. Total	0	99.6	0.4	0		33.3	0	66.7	0		0.5	99.5	0	0		0	0	0	0		
PHF	.000	.931	.450	.000	.932	.250	.000	.500	.000	.563	.550	.966	.000	.000	.964	.000	.000	.000	.000	.000	.966
Passenger Vehicles	0	1971										2046									
% Passenger Vehicles	0	96.2	100	0	96.2	100	0	100	0	100	100	97.2	0	0	97.2	0	0	0	0	0	96.7
Heavy Vehicles	0	78	0	0	78	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	137
% Heavy Vehicles	0	3.8	0	0	3.8	0	0	0	0	0	0	2.8	0	0	2.8	0	0	0	0	0	3.3
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



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File Name : Hwy 278 @ Blue Heron Point
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	Hwy 278 Southbound					Blue Heron Pt Westbound					Hwy 278 Northbound					Mariners Cove Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	526	3	0	529	1	0	0	0	1	**3**	709	0	0	712	0	0	0	0	0	1242
04:45 PM	0	**554**	2	0	**556**	**2**	0	1	0	3	1	759	0	0	760	0	0	0	0	0	1319
05:00 PM	0	528	**4**	0	532	1	0	**3**	0	**4**	2	799	0	0	801	0	0	0	0	0	1337
05:15 PM	**1**	514	3	0	518	2	0	2	0	4	2	**827**	0	0	**829**	0	0	0	0	0	**1351**
Total Volume	1	2122	12	0	2135	6	0	6	0	12	8	3094	0	0	3102	0	0	0	0	0	5249
% App. Total	0	99.4	0.6	0		50	0	50	0		0.3	99.7	0	0		0	0	0	0		
PHF	.250	.958	.750	.000	.960	.750	.000	.500	.000	.750	.667	.935	.000	.000	.935	.000	.000	.000	.000	.000	.971
Passenger Vehicles	0	2076										3083									
% Passenger Vehicles	0	97.8	100	0	97.8	100	0	100	0	100	100	99.6	0	0	99.6	0	0	0	0	0	98.9
Heavy Vehicles	1	41	0	0	42	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	53
% Heavy Vehicles	100	1.9	0	0	2.0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	1.0
Buses	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



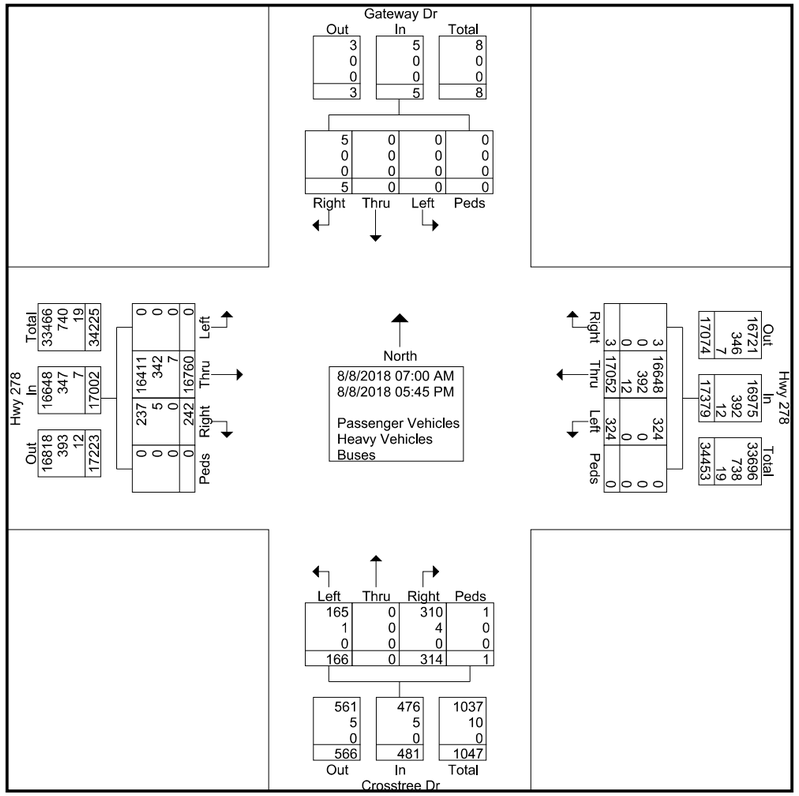
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File Name : Hwy 278 @ Crosstree Dr-Gateway Dr
Site Code :
Start Date : 8/8/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Gateway Dr Southbound				Hwy 278 Westbound				Crosstree Dr Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	0	6	228	0	0	2	0	2	0	0	619	5	0	862
07:15 AM	0	0	0	0	5	317	0	0	4	0	9	0	0	674	5	0	1014
07:30 AM	0	0	0	0	5	335	0	0	0	0	6	0	0	740	2	0	1088
07:45 AM	0	0	0	0	8	365	0	0	3	0	3	0	0	659	11	0	1049
Total	0	0	0	0	24	1245	0	0	9	0	20	0	0	2692	23	0	4013
08:00 AM	0	0	0	0	5	340	1	0	1	0	6	0	0	697	12	0	1062
08:15 AM	0	0	0	0	9	368	0	0	2	0	3	0	0	651	6	0	1039
08:30 AM	0	0	0	0	9	389	0	0	3	0	5	0	0	701	11	0	1118
08:45 AM	0	0	0	0	15	388	0	0	1	0	2	0	0	629	9	0	1044
Total	0	0	0	0	38	1485	1	0	7	0	16	0	0	2678	38	0	4263
11:00 AM	0	0	1	0	10	515	0	0	9	0	10	0	0	383	8	0	936
11:15 AM	0	0	0	0	10	475	0	0	9	0	10	0	0	437	7	0	948
11:30 AM	0	0	0	0	13	452	0	0	5	0	10	0	0	458	6	0	944
11:45 AM	0	0	0	0	13	492	0	0	3	0	13	0	0	440	5	0	966
Total	0	0	1	0	46	1934	0	0	26	0	43	0	0	1718	26	0	3794
12:00 PM	0	0	1	0	8	496	1	0	15	0	20	0	0	449	7	0	997
12:15 PM	0	0	0	0	10	448	0	0	8	0	14	0	0	488	3	0	971
12:30 PM	0	0	0	0	15	550	0	0	6	0	12	0	0	456	7	0	1046
12:45 PM	0	0	0	0	12	484	0	0	2	0	9	0	0	533	6	0	1046
Total	0	0	1	0	45	1978	1	0	31	0	55	0	0	1926	23	0	4060
01:00 PM	0	0	0	0	10	533	0	0	10	0	14	1	0	431	11	0	1010
01:15 PM	0	0	0	0	15	478	0	0	7	0	11	0	0	515	15	0	1041
01:30 PM	0	0	0	0	14	526	0	0	5	0	19	0	0	435	4	0	1003
01:45 PM	0	0	1	0	9	543	0	0	5	0	11	0	0	478	7	0	1054
Total	0	0	1	0	48	2080	0	0	27	0	55	1	0	1859	37	0	4108
03:00 PM	0	0	1	0	11	575	0	0	2	0	7	0	0	484	7	0	1087
03:15 PM	0	0	0	0	12	589	0	0	5	0	15	0	0	522	6	0	1149
03:30 PM	0	0	0	0	10	680	0	0	9	0	20	0	0	474	9	0	1202
03:45 PM	0	0	0	0	9	692	0	0	5	0	8	0	0	480	8	0	1202
Total	0	0	1	0	42	2536	0	0	21	0	50	0	0	1960	30	0	4640
04:00 PM	0	0	0	0	13	684	0	0	9	0	11	0	0	492	9	0	1218
04:15 PM	0	0	0	0	20	761	0	0	5	0	6	0	0	497	15	0	1304
04:30 PM	0	0	0	0	9	704	0	0	9	0	9	0	0	520	9	0	1260
04:45 PM	0	0	0	0	11	745	0	0	3	0	8	0	0	510	4	0	1281
Total	0	0	0	0	53	2894	0	0	26	0	34	0	0	2019	37	0	5063
05:00 PM	0	0	0	0	9	771	0	0	5	0	13	0	0	491	7	0	1296
05:15 PM	0	0	0	0	4	796	0	0	5	0	9	0	0	527	8	0	1349
05:30 PM	0	0	0	0	11	745	0	0	4	0	7	0	0	436	7	0	1210
05:45 PM	0	0	1	0	4	588	1	0	5	0	12	0	0	454	6	0	1071
Total	0	0	1	0	28	2900	1	0	19	0	41	0	0	1908	28	0	4926
Grand Total	0	0	5	0	324	17052	3	0	166	0	314	1	0	16760	242	0	34867
Apprch %	0	0	100	0	1.9	98.1	0	0	34.5	0	65.3	0.2	0	98.6	1.4	0	
Total %	0	0	0	0	0.9	48.9	0	0	0.5	0	0.9	0	0	48.1	0.7	0	
Passenger Vehicles	0	0	5	0	324	16648	3	0	165	0	310	1	0	16411	237	0	34104
% Passenger Vehicles	0	0	100	0	100	97.6	100	0	99.4	0	98.7	100	0	97.9	97.9	0	97.8
Heavy Vehicles	0	0	0	0	0	392	0	0	1	0	4	0	0	342	5	0	744
% Heavy Vehicles	0	0	0	0	0	2.3	0	0	0.6	0	1.3	0	0	2	2.1	0	2.1
Buses	0	0	0	0	0	12	0	0	0	0	0	0	0	7	0	0	19
% Buses	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1

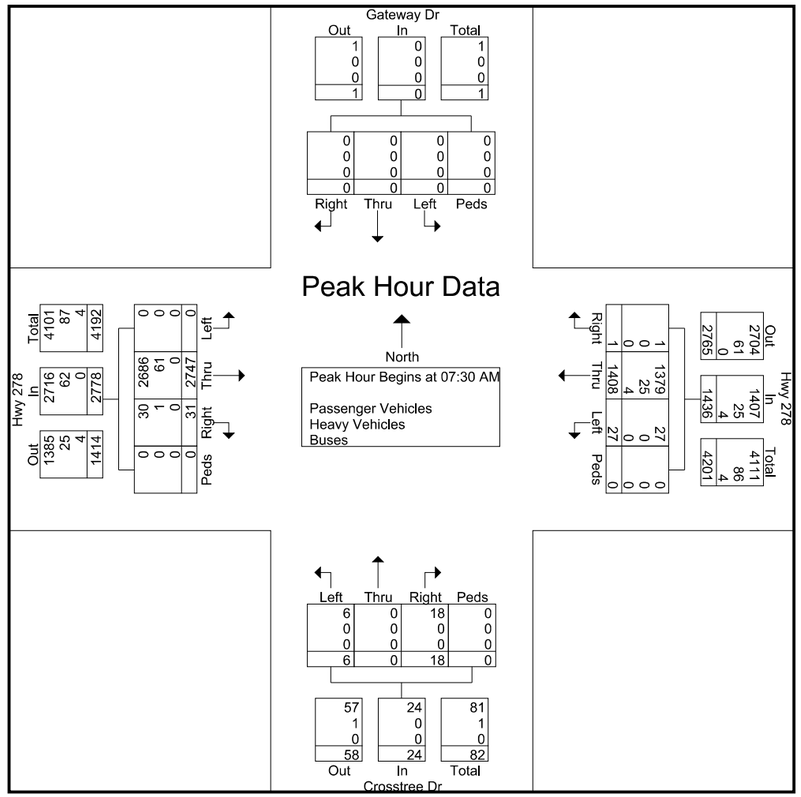
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File Name : Hwy 278 @ Crosstree Dr-Gateway Dr
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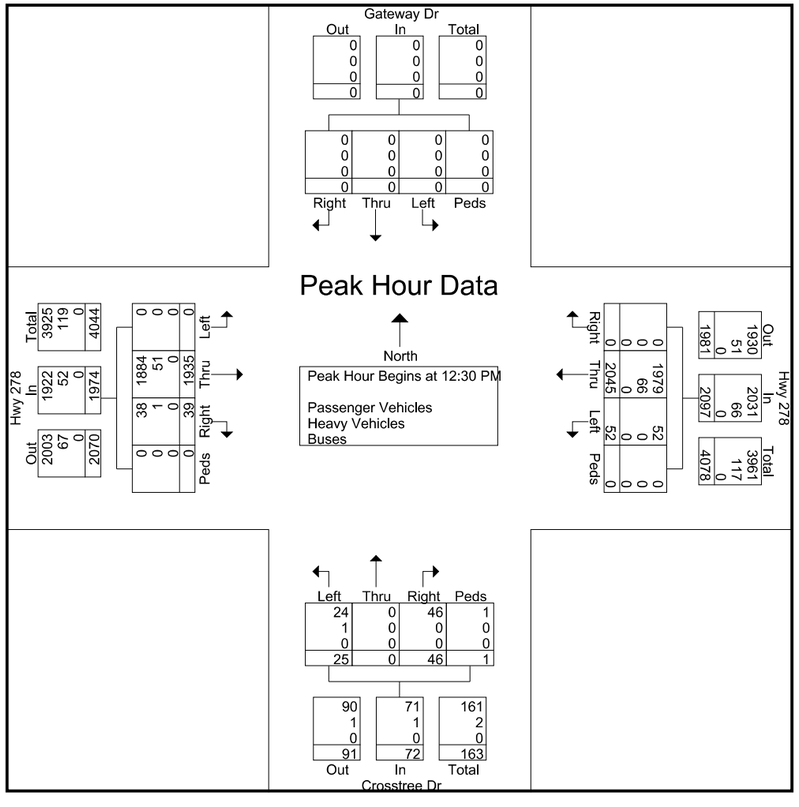
	Gateway Dr Southbound					Hwy 278 Westbound					Crosstree Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	5	335	0	0	340	0	0	**6**	0	6	0	**740**	2	0	**742**	**1088**
07:45 AM	0	0	0	0	0	8	365	0	0	373	**3**	0	3	0	6	0	659	11	0	670	1049
08:00 AM	0	0	0	0	0	5	340	**1**	0	346	1	0	6	0	**7**	0	697	**12**	0	709	1062
08:15 AM	0	0	0	0	0	**9**	**368**	0	0	**377**	2	0	3	0	5	0	651	6	0	657	1039
Total Volume	0	0	0	0	0	27	1408	1	0	1436	6	0	18	0	24	0	2747	31	0	2778	4238
% App. Total	0	0	0	0		1.9	98.1	0.1	0		25	0	75	0		0	98.9	1.1	0		
PHF	.000	.000	.000	.000	.000	.750	.957	.250	.000	.952	.500	.000	.750	.000	.857	.000	.928	.646	.000	.936	.974
Passenger Vehicles	0	0	0	0	0	27	1379										2686				
% Passenger Vehicles	0	0	0	0	0	100	97.9	100	0	98.0	100	0	100	0	100	0	97.8	96.8	0	97.8	97.9
Heavy Vehicles	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	61	1	0	62	87
% Heavy Vehicles	0	0	0	0	0	0	1.8	0	0	1.7	0	0	0	0	0	0	2.2	3.2	0	2.2	2.1
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Hwy 278 @ Crosstree Dr-Gateway Dr
Site Code :
Start Date : 8/8/2018

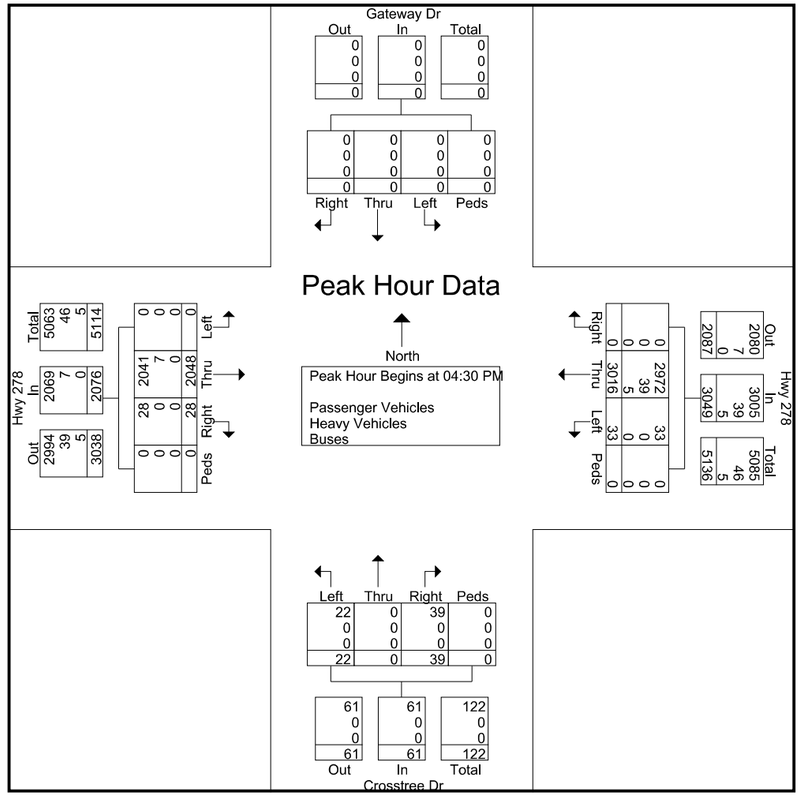
	Gateway Dr Southbound					Hwy 278 Westbound					Crosstree Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	**15**	**550**	0	0	**565**	6	0	12	0	18	0	456	7	0	463	**1046**
12:45 PM	0	0	0	0	0	12	484	0	0	496	2	0	9	0	11	0	**533**	6	0	**539**	1046
01:00 PM	0	0	0	0	0	10	533	0	0	543	**10**	0	**14**	**1**	**25**	0	431	11	0	442	1010
01:15 PM	0	0	0	0	0	15	478	0	0	493	7	0	11	0	18	0	515	**15**	0	530	1041
Total Volume	0	0	0	0	0	52	2045	0	0	2097	25	0	46	1	72	0	1935	39	0	1974	4143
% App. Total	0	0	0	0		2.5	97.5	0	0		34.7	0	63.9	1.4		0	98	2	0		
PHF	.000	.000	.000	.000	.000	.867	.930	.000	.000	.928	.625	.000	.821	.250	.720	.000	.908	.650	.000	.916	.990
Passenger Vehicles	0	0	0	0	0	52	1979										1884				
% Passenger Vehicles	0	0	0	0	0	100	96.8	0	0	96.9	96.0	0	100	100	98.6	0	97.4	97.4	0	97.4	97.1
Heavy Vehicles	0	0	0	0	0	0	66	0	0	66	1	0	0	0	1	0	51	1	0	52	119
% Heavy Vehicles	0	0	0	0	0	0	3.2	0	0	3.1	4.0	0	0	0	1.4	0	2.6	2.6	0	2.6	2.9
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



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File Name : Hwy 278 @ Crosstree Dr-Gateway Dr
Site Code :
Start Date : 8/8/2018

	Gateway Dr Southbound					Hwy 278 Westbound					Crosstree Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	9	704	0	0	713	**9**	0	9	0	**18**	0	520	**9**	0	529	1260
04:45 PM	0	0	0	0	0	**11**	745	0	0	756	3	0	8	0	11	0	510	4	0	514	1281
05:00 PM	0	0	0	0	0	9	771	0	0	780	5	0	**13**	0	18	0	491	7	0	498	1296
05:15 PM	0	0	0	0	0	4	**796**	0	0	**800**	5	0	9	0	14	0	**527**	8	0	**535**	**1349**
Total Volume	0	0	0	0	0	33	3016	0	0	3049	22	0	39	0	61	0	2048	28	0	2076	5186
% App. Total	0	0	0	0		1.1	98.9	0	0		36.1	0	63.9	0		0	98.7	1.3	0		
PHF	.000	.000	.000	.000	.000	.750	.947	.000	.000	.953	.611	.000	.750	.000	.847	.000	.972	.778	.000	.970	.961
Passenger Vehicles	0	0	0	0	0	33	2972										2041				
% Passenger Vehicles	0	0	0	0	0	100	98.5	0	0	98.6	100	0	100	0	100	0	99.7	100	0	99.7	99.0
Heavy Vehicles	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	7	0	0	7	46
% Heavy Vehicles	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	0	0.3	0	0	0.3	0.9
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



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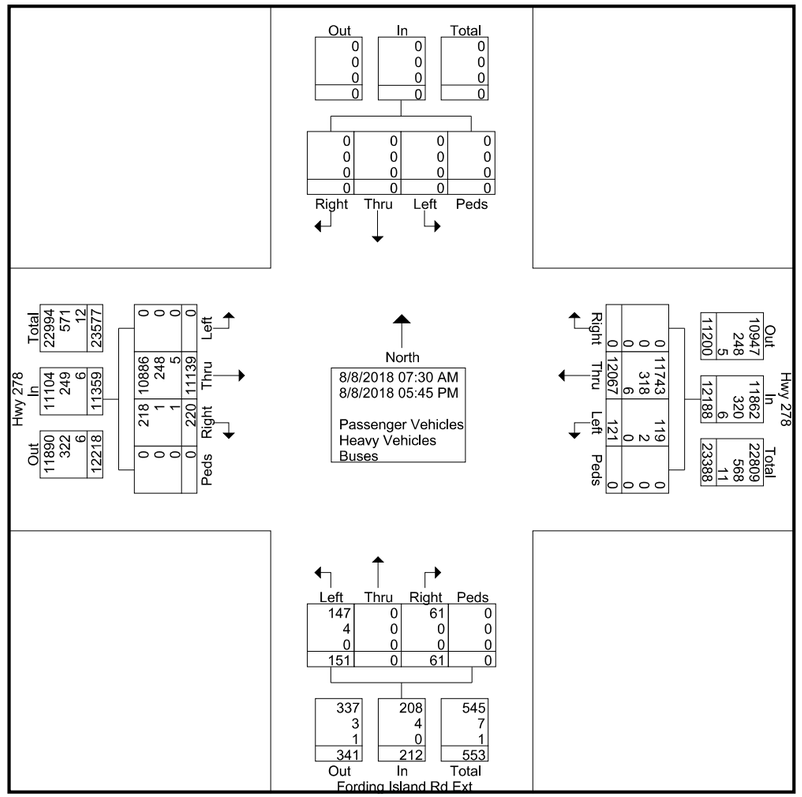
File Name : Hwy 278 @ Fording Island Rd Ext
Site Code :
Start Date : 8/8/2018

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Southbound				Hwy 278 Westbound				Fording Island Rd Ext Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:30 AM	0	0	0	0	3	248	0	0	6	0	2	0	0	493	8	0	760
07:45 AM	0	0	0	0	2	277	0	0	5	0	2	0	0	462	11	0	759
Total	0	0	0	0	5	525	0	0	11	0	4	0	0	955	19	0	1519
08:00 AM	0	0	0	0	0	273	0	0	4	0	1	0	0	449	5	0	732
08:15 AM	0	0	0	0	2	284	0	0	5	0	2	0	0	405	8	0	706
08:30 AM	0	0	0	0	3	287	0	0	6	0	4	0	0	411	4	0	715
08:45 AM	0	0	0	0	0	298	0	0	3	0	2	0	0	412	9	0	724
Total	0	0	0	0	5	1142	0	0	18	0	9	0	0	1677	26	0	2877
11:00 AM	0	0	0	0	7	403	0	0	4	0	0	0	0	289	3	0	706
11:15 AM	0	0	0	0	3	379	0	0	8	0	0	0	0	348	2	0	740
11:30 AM	0	0	0	0	5	346	0	0	7	0	2	0	0	331	6	0	697
11:45 AM	0	0	0	0	1	366	0	0	6	0	1	0	0	329	12	0	715
Total	0	0	0	0	16	1494	0	0	25	0	3	0	0	1297	23	0	2858
12:00 PM	0	0	0	0	6	361	0	0	4	0	2	0	0	341	7	0	721
12:15 PM	0	0	0	0	7	353	0	0	4	0	3	0	0	341	8	0	716
12:30 PM	0	0	0	0	6	395	0	0	8	0	4	0	0	344	13	0	770
12:45 PM	0	0	0	0	4	361	0	0	8	0	3	0	0	395	7	0	778
Total	0	0	0	0	23	1470	0	0	24	0	12	0	0	1421	35	0	2985
01:00 PM	0	0	0	0	2	380	0	0	4	0	0	0	0	348	7	0	741
01:15 PM	0	0	0	0	2	372	0	0	1	0	6	0	0	398	11	0	790
01:30 PM	0	0	0	0	7	392	0	0	6	0	2	0	0	319	4	0	730
01:45 PM	0	0	0	0	5	409	0	0	2	0	3	0	0	329	3	0	751
Total	0	0	0	0	16	1553	0	0	13	0	11	0	0	1394	25	0	3012
03:00 PM	0	0	0	0	5	412	0	0	5	0	1	0	0	375	12	0	810
03:15 PM	0	0	0	0	9	427	0	0	9	0	6	0	0	359	11	0	821
03:30 PM	0	0	0	0	4	514	0	0	5	0	3	0	0	366	7	0	899
03:45 PM	0	0	0	0	5	524	0	0	7	0	0	0	0	337	7	0	880
Total	0	0	0	0	23	1877	0	0	26	0	10	0	0	1437	37	0	3410
04:00 PM	0	0	0	0	7	504	0	0	4	0	1	0	0	349	3	0	868
04:15 PM	0	0	0	0	3	526	0	0	4	0	3	0	0	417	4	0	957
04:30 PM	0	0	0	0	3	498	0	0	9	0	1	0	0	371	8	0	890
04:45 PM	0	0	0	0	4	508	0	0	5	0	2	0	0	379	3	0	901
Total	0	0	0	0	17	2036	0	0	22	0	7	0	0	1516	18	0	3616
05:00 PM	0	0	0	0	4	512	0	0	5	0	1	0	0	381	11	0	914
05:15 PM	0	0	0	0	4	565	0	0	2	0	1	0	0	359	11	0	942
05:30 PM	0	0	0	0	4	464	0	0	4	0	1	0	0	368	9	0	850
05:45 PM	0	0	0	0	4	429	0	0	1	0	2	0	0	334	6	0	776
Total	0	0	0	0	16	1970	0	0	12	0	5	0	0	1442	37	0	3482
Grand Total	0	0	0	0	121	12067	0	0	151	0	61	0	0	11139	220	0	23759
Apprch %	0	0	0	0	1	99	0	0	71.2	0	28.8	0	0	98.1	1.9	0	
Total %	0	0	0	0	0.5	50.8	0	0	0.6	0	0.3	0	0	46.9	0.9	0	
Passenger Vehicles	0	0	0	0	119	11743	0	0	147	0	61	0	0	10886	218	0	23174
% Passenger Vehicles	0	0	0	0	98.3	97.3	0	0	97.4	0	100	0	0	97.7	99.1	0	97.5
Heavy Vehicles	0	0	0	0	2	318	0	0	4	0	0	0	0	248	1	0	573
% Heavy Vehicles	0	0	0	0	1.7	2.6	0	0	2.6	0	0	0	0	2.2	0.5	0	2.4
Buses	0	0	0	0	0	6	0	0	0	0	0	0	0	5	1	0	12
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.1

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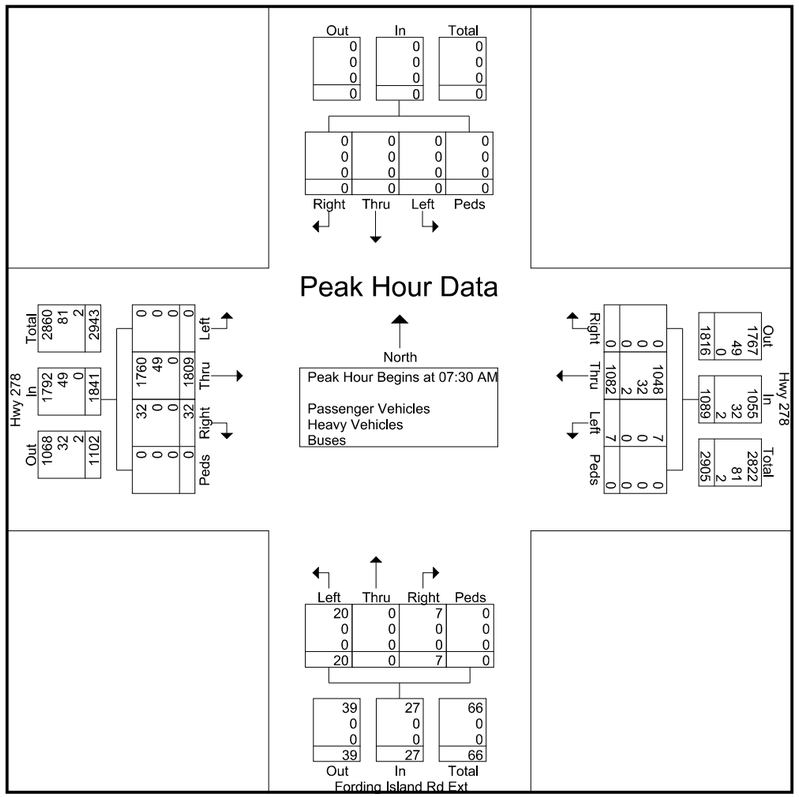
File Name : Hwy 278 @ Fording Island Rd Ext
Site Code :
Start Date : 8/8/2018



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File Name : Hwy 278 @ Fording Island Rd Ext
Site Code :
Start Date : 8/8/2018

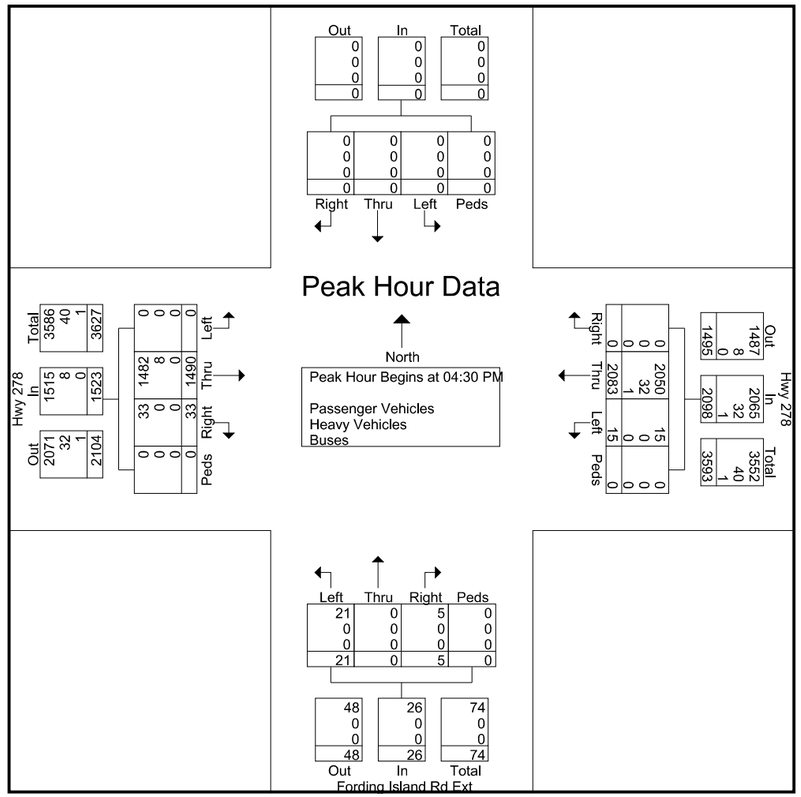
	Southbound					Hwy 278 Westbound					Fording Island Rd Ext Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	**3**	248	0	0	251	**6**	0	**2**	0	**8**	0	**493**	8	0	**501**	**760**
07:45 AM	0	0	0	0	0	2	277	0	0	279	5	0	2	0	7	0	462	**11**	0	473	759
08:00 AM	0	0	0	0	0	0	273	0	0	273	4	0	1	0	5	0	449	5	0	454	732
08:15 AM	0	0	0	0	0	2	**284**	0	0	**286**	5	0	2	0	7	0	405	8	0	413	706
Total Volume	0	0	0	0	0	7	1082	0	0	1089	20	0	7	0	27	0	1809	32	0	1841	2957
% App. Total	0	0	0	0		0.6	99.4	0	0		74.1	0	25.9	0		0	98.3	1.7	0		
PHF	.000	.000	.000	.000	.000	.583	.952	.000	.000	.952	.833	.000	.875	.000	.844	.000	.917	.727	.000	.919	.973
Passenger Vehicles	0	0	0	0	0	7	1048										1760				
% Passenger Vehicles	0	0	0	0	0	100	96.9	0	0	96.9	100	0	100	0	100	0	97.3	100	0	97.3	97.2
Heavy Vehicles	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	49	0	0	49	81
% Heavy Vehicles	0	0	0	0	0	0	3.0	0	0	2.9	0	0	0	0	0	0	2.7	0	0	2.7	2.7
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Hwy 278 @ Fording Island Rd Ext
Site Code :
Start Date : 8/8/2018

	Southbound					Hwy 278 Westbound					Fording Island Rd Ext Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	3	498	0	0	501	**9**	0	1	0	**10**	0	371	8	0	379	890
04:45 PM	0	0	0	0	0	**4**	508	0	0	512	5	0	**2**	0	7	0	379	3	0	382	901
05:00 PM	0	0	0	0	0	4	512	0	0	516	5	0	1	0	6	0	**381**	**11**	0	**392**	914
05:15 PM	0	0	0	0	0	4	**565**	0	0	**569**	2	0	1	0	3	0	359	11	0	370	**942**
Total Volume	0	0	0	0	0	15	2083	0	0	2098	21	0	5	0	26	0	1490	33	0	1523	3647
% App. Total	0	0	0	0		0.7	99.3	0	0		80.8	0	19.2	0		0	97.8	2.2	0		
PHF	.000	.000	.000	.000	.000	.938	.922	.000	.000	.922	.583	.000	.625	.000	.650	.000	.978	.750	.000	.971	.968
Passenger Vehicles	0	0	0	0	0	15	2050										1482				
% Passenger Vehicles	0	0	0	0	0	100	98.4	0	0	98.4	100	0	100	0	100	0	99.5	100	0	99.5	98.9
Heavy Vehicles	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	8	0	0	8	40
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.5	0	0	0	0	0	0	0.5	0	0	0.5	1.1
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	0.0	0	0	0	0	0	0	0	0	0	0	0.0



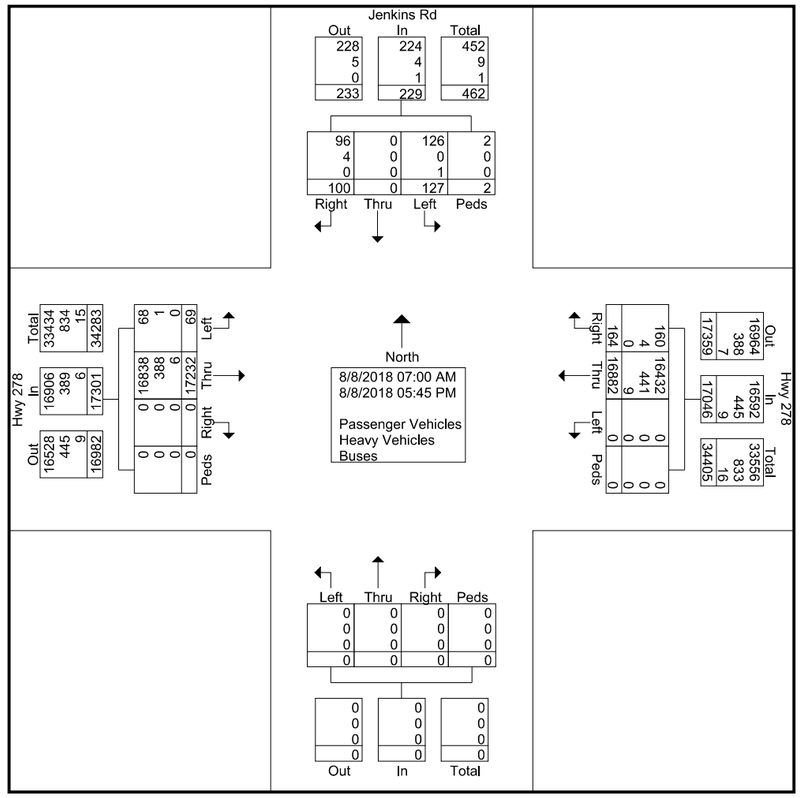
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File Name : Hwy 278 @ Jenkins Rd
Site Code :
Start Date : 8/8/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Jenkins Rd Southbound				Hwy 278 Westbound				Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	1	0	0	239	3	0	0	0	0	0	0	620	0	0	863
07:15 AM	0	0	2	0	0	318	2	0	0	0	0	0	3	671	0	0	996
07:30 AM	2	0	2	1	0	345	4	0	0	0	0	0	2	756	0	0	1112
07:45 AM	0	0	1	1	0	372	4	0	0	0	0	0	5	662	0	0	1045
Total	2	0	6	2	0	1274	13	0	0	0	0	0	10	2709	0	0	4016
08:00 AM	1	0	2	0	0	318	1	0	0	0	0	0	4	692	0	0	1018
08:15 AM	2	0	0	0	0	373	7	0	0	0	0	0	5	689	0	0	1076
08:30 AM	1	0	0	0	0	407	9	0	0	0	0	0	4	717	0	0	1138
08:45 AM	2	0	5	0	0	389	6	0	0	0	0	0	1	673	0	0	1076
Total	6	0	7	0	0	1487	23	0	0	0	0	0	14	2771	0	0	4308
11:00 AM	7	0	3	0	0	513	2	0	0	0	0	0	1	408	0	0	934
11:15 AM	2	0	2	0	0	488	6	0	0	0	0	0	1	455	0	0	954
11:30 AM	1	0	4	0	0	455	5	0	0	0	0	0	0	468	0	0	933
11:45 AM	12	0	2	0	0	489	5	0	0	0	0	0	1	454	0	0	963
Total	22	0	11	0	0	1945	18	0	0	0	0	0	3	1785	0	0	3784
12:00 PM	7	0	2	0	0	505	3	0	0	0	0	0	2	474	0	0	993
12:15 PM	15	0	4	0	0	440	5	0	0	0	0	0	1	500	0	0	965
12:30 PM	10	0	6	0	0	546	5	0	0	0	0	0	1	465	0	0	1033
12:45 PM	3	0	1	0	0	501	11	0	0	0	0	0	5	534	0	0	1055
Total	35	0	13	0	0	1992	24	0	0	0	0	0	9	1973	0	0	4046
01:00 PM	2	0	3	0	0	528	3	0	0	0	0	0	3	446	0	0	985
01:15 PM	5	0	5	0	0	483	7	0	0	0	0	0	4	538	0	0	1042
01:30 PM	4	0	3	0	0	544	0	0	0	0	0	0	1	466	0	0	1018
01:45 PM	7	0	4	0	0	534	6	0	0	0	0	0	3	500	0	0	1054
Total	18	0	15	0	0	2089	16	0	0	0	0	0	11	1950	0	0	4099
03:00 PM	2	0	5	0	0	540	6	0	0	0	0	0	2	510	0	0	1065
03:15 PM	2	0	3	0	0	591	3	0	0	0	0	0	1	521	0	0	1121
03:30 PM	1	0	5	0	0	652	5	0	0	0	0	0	0	514	0	0	1177
03:45 PM	1	0	4	0	0	677	5	0	0	0	0	0	3	493	0	0	1183
Total	6	0	17	0	0	2460	19	0	0	0	0	0	6	2038	0	0	4546
04:00 PM	4	0	3	0	0	689	6	0	0	0	0	0	1	490	0	0	1193
04:15 PM	10	0	3	0	0	778	4	0	0	0	0	0	2	498	0	0	1295
04:30 PM	4	0	8	0	0	655	9	0	0	0	0	0	2	540	0	0	1218
04:45 PM	5	0	7	0	0	708	9	0	0	0	0	0	1	506	0	0	1236
Total	23	0	21	0	0	2830	28	0	0	0	0	0	6	2034	0	0	4942
05:00 PM	4	0	4	0	0	729	9	0	0	0	0	0	1	526	0	0	1273
05:15 PM	2	0	3	0	0	790	7	0	0	0	0	0	3	529	0	0	1334
05:30 PM	2	0	2	0	0	726	5	0	0	0	0	0	2	433	0	0	1170
05:45 PM	7	0	1	0	0	560	2	0	0	0	0	0	4	484	0	0	1058
Total	15	0	10	0	0	2805	23	0	0	0	0	0	10	1972	0	0	4835
Grand Total	127	0	100	2	0	16882	164	0	0	0	0	0	69	17232	0	0	34576
Apprch %	55.5	0	43.7	0.9	0	99	1	0	0	0	0	0	0.4	99.6	0	0	
Total %	0.4	0	0.3	0	0	48.8	0.5	0	0	0	0	0	0.2	49.8	0	0	
Passenger Vehicles	126	0	96	2	0	16432	160	0	0	0	0	0	68	16838	0	0	33722
% Passenger Vehicles	99.2	0	96	100	0	97.3	97.6	0	0	0	0	0	98.6	97.7	0	0	97.5
Heavy Vehicles	0	0	4	0	0	441	4	0	0	0	0	0	1	388	0	0	838
% Heavy Vehicles	0	0	4	0	0	2.6	2.4	0	0	0	0	0	1.4	2.3	0	0	2.4
Buses	1	0	0	0	0	9	0	0	0	0	0	0	0	6	0	0	16
% Buses	0.8	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0

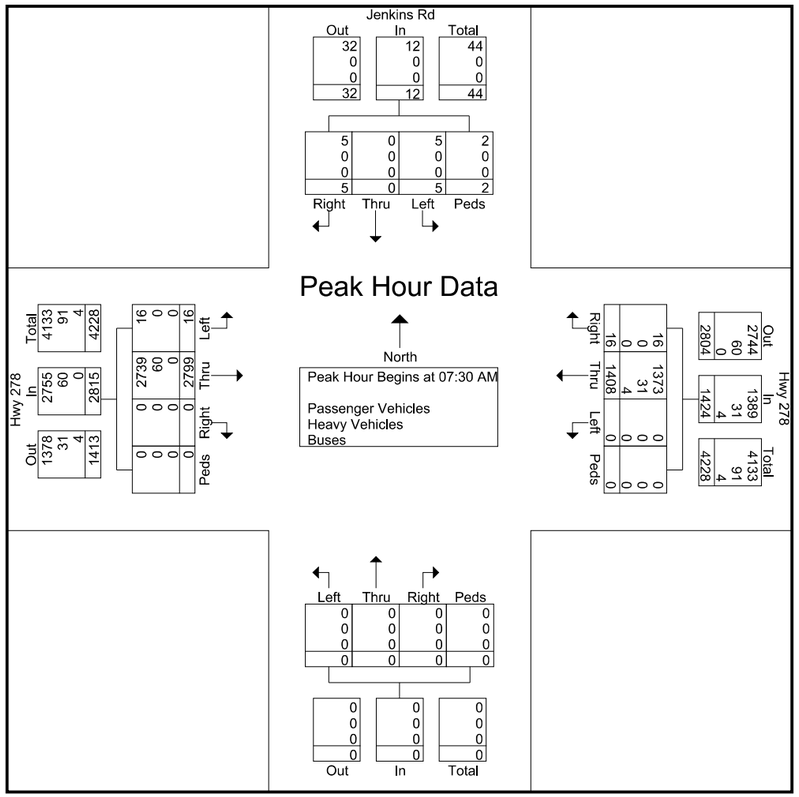
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File Name : Hwy 278 @ Jenkins Rd
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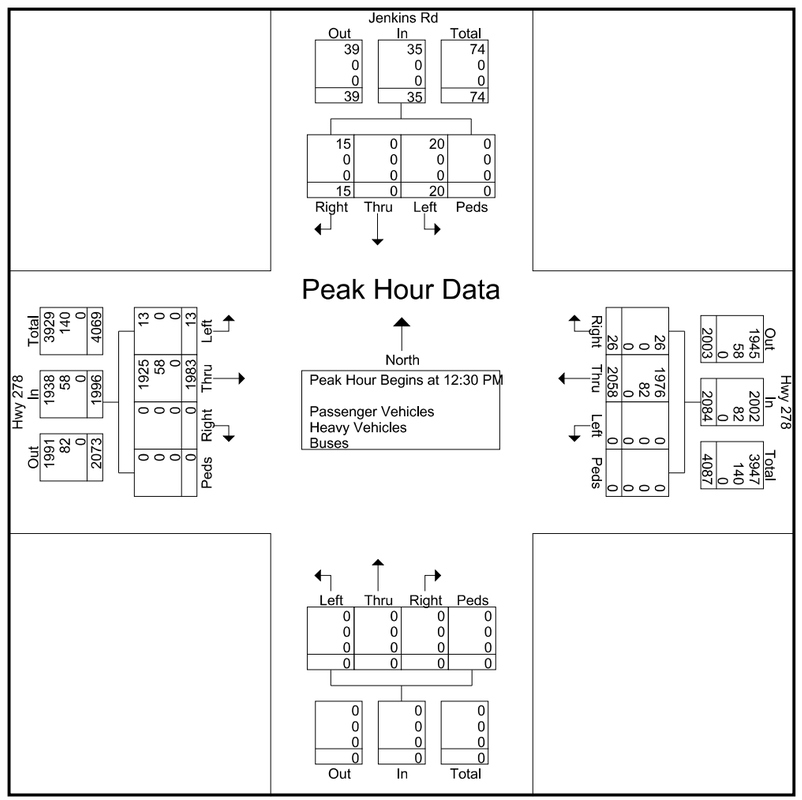
	Jenkins Rd Southbound					Hwy 278 Westbound					Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**2**	0	**2**	**1**	**5**	0	345	4	0	349	0	0	0	0	0	2	**756**	0	0	**758**	**1112**
07:45 AM	0	0	1	1	2	0	372	4	0	376	0	0	0	0	0	**5**	662	0	0	667	1045
08:00 AM	1	0	2	0	3	0	318	1	0	319	0	0	0	0	0	4	692	0	0	696	1018
08:15 AM	2	0	0	0	2	0	**373**	**7**	0	**380**	0	0	0	0	0	5	689	0	0	694	1076
Total Volume	5	0	5	2	12	0	1408	16	0	1424	0	0	0	0	0	16	2799	0	0	2815	4251
% App. Total	41.7	0	41.7	16.7		0	98.9	1.1	0		0	0	0	0		0.6	99.4	0	0		
PHF	.625	.000	.625	.500	.600	.000	.944	.571	.000	.937	.000	.000	.000	.000	.000	.800	.926	.000	.000	.928	.956
Passenger Vehicles	5	0	5	2	12	0	1373										2739				
% Passenger Vehicles	100	0	100	100	100	0	97.5	100	0	97.5	0	0	0	0	0	100	97.9	0	0	97.9	97.8
Heavy Vehicles	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	60	0	0	60	91
% Heavy Vehicles	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	0	2.1	0	0	2.1	2.1
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1



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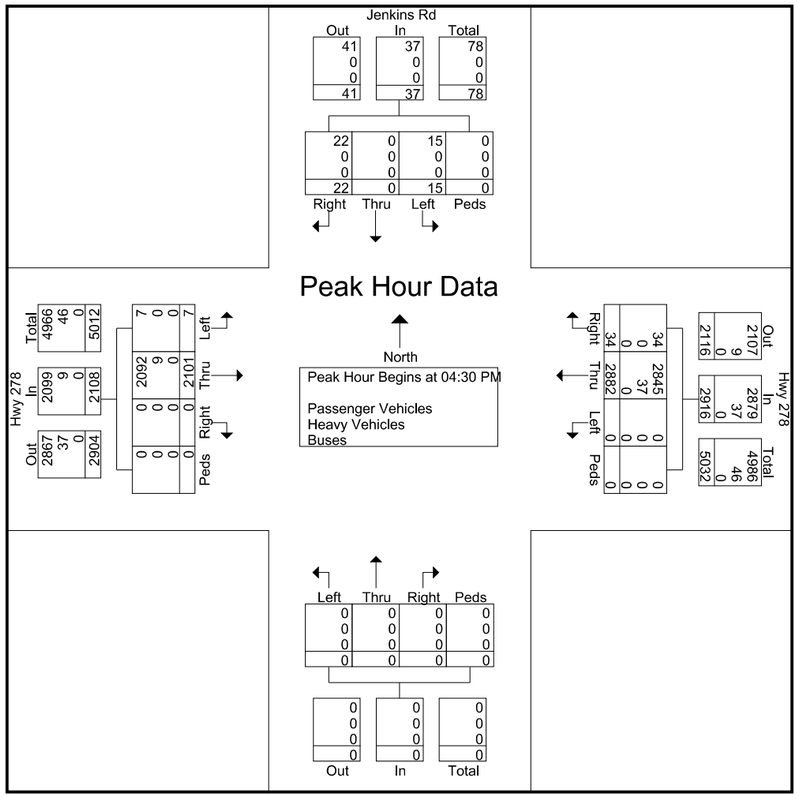
	Jenkins Rd Southbound					Hwy 278 Westbound					Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**10**	0	**6**	0	**16**	0	**546**	5	0	**551**	0	0	0	0	0	1	465	0	0	466	1033
12:45 PM	3	0	1	0	4	0	501	**11**	0	512	0	0	0	0	0	**5**	534	0	0	539	**1055**
01:00 PM	2	0	3	0	5	0	528	3	0	531	0	0	0	0	0	3	446	0	0	449	985
01:15 PM	5	0	5	0	10	0	483	7	0	490	0	0	0	0	0	4	**538**	0	0	**542**	1042
Total Volume	20	0	15	0	35	0	2058	26	0	2084	0	0	0	0	0	13	1983	0	0	1996	4115
% App. Total	57.1	0	42.9	0		0	98.8	1.2	0		0	0	0	0		0.7	99.3	0	0		
PHF	.500	.000	.625	.000	.547	.000	.942	.591	.000	.946	.000	.000	.000	.000	.000	.650	.921	.000	.000	.921	.975
Passenger Vehicles	20	0	15	0	35	0	1976										1925				
% Passenger Vehicles	100	0	100	0	100	0	96.0	100	0	96.1	0	0	0	0	0	100	97.1	0	0	97.1	96.6
Heavy Vehicles	0	0	0	0	0	0	82	0	0	82	0	0	0	0	0	0	58	0	0	58	140
% Heavy Vehicles	0	0	0	0	0	0	4.0	0	0	3.9	0	0	0	0	0	0	2.9	0	0	2.9	3.4
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



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	Jenkins Rd Southbound					Hwy 278 Westbound					Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	0	**8**	0	**12**	0	655	**9**	0	664	0	0	0	0	0	2	**540**	0	0	**542**	1218
04:45 PM	**5**	0	7	0	12	0	708	9	0	717	0	0	0	0	0	1	506	0	0	507	1236
05:00 PM	4	0	4	0	8	0	729	9	0	738	0	0	0	0	0	1	526	0	0	527	1273
05:15 PM	2	0	3	0	5	0	**790**	7	0	**797**	0	0	0	0	0	**3**	529	0	0	532	**1334**
Total Volume	15	0	22	0	37	0	2882	34	0	2916	0	0	0	0	0	7	2101	0	0	2108	5061
% App. Total	40.5	0	59.5	0		0	98.8	1.2	0		0	0	0	0		0.3	99.7	0	0		
PHF	.750	.000	.688	.000	.771	.000	.912	.944	.000	.915	.000	.000	.000	.000	.000	.583	.973	.000	.000	.972	.948
Passenger Vehicles	15	0	22	0	37	0	2845										2092				
% Passenger Vehicles	100	0	100	0	100	0	98.7	100	0	98.7	0	0	0	0	0	100	99.6	0	0	99.6	99.1
Heavy Vehicles	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	9	0	0	9	46
% Heavy Vehicles	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	0	0.4	0	0	0.4	0.9
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



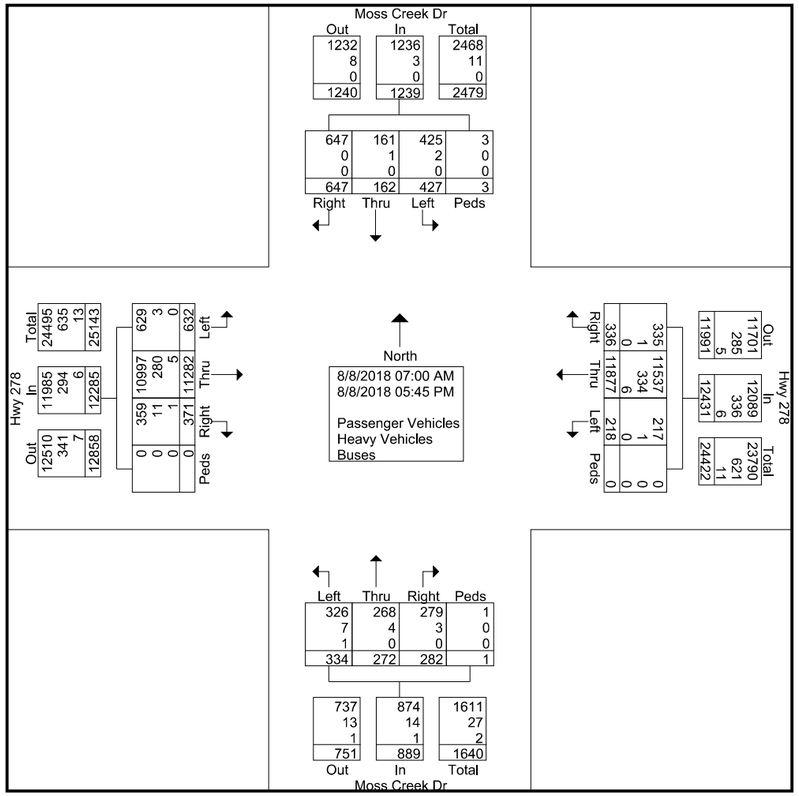
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Moss Creek Dr Southbound				Hwy 278 Westbound				Moss Creek Dr Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	10	1	12	1	2	201	1	0	3	3	9	0	4	416	4	0	667
07:15 AM	12	1	8	0	2	214	4	0	4	3	7	0	7	489	7	0	758
07:30 AM	21	2	11	1	5	229	2	0	0	5	8	0	14	454	9	0	761
07:45 AM	16	7	15	0	4	250	10	0	7	9	16	0	15	422	6	0	777
Total	59	11	46	2	13	894	17	0	14	20	40	0	40	1781	26	0	2963
08:00 AM	14	2	16	0	7	283	8	0	3	6	10	0	11	427	4	0	791
08:15 AM	11	8	16	0	4	264	4	0	5	13	12	0	10	367	15	0	729
08:30 AM	18	4	22	0	5	272	6	0	4	7	7	0	18	363	1	0	727
08:45 AM	16	3	22	1	7	258	6	0	7	19	11	0	27	366	18	0	761
Total	59	17	76	1	23	1077	24	0	19	45	40	0	66	1523	38	0	3008
11:00 AM	19	4	30	0	11	410	13	0	9	7	7	0	13	274	11	0	808
11:15 AM	14	3	34	0	7	359	8	0	9	5	10	1	24	339	12	0	825
11:30 AM	12	5	23	0	8	366	10	0	6	8	11	0	24	315	7	0	795
11:45 AM	13	5	22	0	7	320	8	0	18	11	13	0	23	307	14	0	761
Total	58	17	109	0	33	1455	39	0	42	31	41	1	84	1235	44	0	3189
12:00 PM	14	8	12	0	8	338	12	0	12	7	6	0	26	325	16	0	784
12:15 PM	14	4	23	0	11	327	17	0	13	11	7	0	21	328	16	0	792
12:30 PM	15	6	24	0	8	386	9	0	23	18	10	0	26	341	19	0	885
12:45 PM	11	7	28	0	6	355	15	0	13	12	7	0	13	379	16	0	862
Total	54	25	87	0	33	1406	53	0	61	48	30	0	86	1373	67	0	3323
01:00 PM	7	3	21	0	8	350	7	0	13	1	7	0	23	352	8	0	800
01:15 PM	8	5	14	0	8	378	13	0	7	9	16	0	20	379	20	0	877
01:30 PM	13	4	22	0	9	368	12	0	10	11	11	0	13	305	15	0	793
01:45 PM	19	5	26	0	5	358	10	0	12	9	7	0	25	296	17	0	789
Total	47	17	83	0	30	1454	42	0	42	30	41	0	81	1332	60	0	3259
03:00 PM	20	8	19	0	5	370	13	0	9	8	9	0	32	328	8	0	829
03:15 PM	12	11	23	0	2	436	10	0	11	6	6	0	22	343	14	0	896
03:30 PM	15	5	22	0	13	447	10	0	12	9	7	0	25	339	14	0	918
03:45 PM	8	4	20	0	10	467	12	0	13	14	8	0	21	312	16	0	905
Total	55	28	84	0	30	1720	45	0	45	37	30	0	100	1322	52	0	3548
04:00 PM	6	9	20	0	4	508	19	0	14	4	5	0	15	338	13	0	955
04:15 PM	15	3	20	0	11	496	11	0	12	3	11	0	29	369	11	0	991
04:30 PM	19	7	22	0	9	497	13	0	7	11	4	0	31	339	7	0	966
04:45 PM	12	5	17	0	3	511	10	0	17	9	6	0	11	348	15	0	964
Total	52	24	79	0	27	2012	53	0	50	27	26	0	86	1394	46	0	3876
05:00 PM	11	6	19	0	9	457	15	0	17	7	10	0	22	337	8	0	918
05:15 PM	11	5	27	0	9	528	13	0	17	14	12	0	20	336	15	0	1007
05:30 PM	9	7	22	0	10	470	16	0	11	5	4	0	17	335	12	0	918
05:45 PM	12	5	15	0	1	404	19	0	16	8	8	0	30	314	3	0	835
Total	43	23	83	0	29	1859	63	0	61	34	34	0	89	1322	38	0	3678
Grand Total	427	162	647	3	218	11877	336	0	334	272	282	1	632	11282	371	0	26844
Apprch %	34.5	13.1	52.2	0.2	1.8	95.5	2.7	0	37.6	30.6	31.7	0.1	5.1	91.8	3	0	
Total %	1.6	0.6	2.4	0	0.8	44.2	1.3	0	1.2	1	1.1	0	2.4	42	1.4	0	
Passenger Vehicles	425	161	647	3	217	11537	335	0	326	268	279	1	629	10997	359	0	26184
% Passenger Vehicles	99.5	99.4	100	100	99.5	97.1	99.7	0	97.6	98.5	98.9	100	99.5	97.5	96.8	0	97.5
Heavy Vehicles	2	1	0	0	1	334	1	0	7	4	3	0	3	280	11	0	647
% Heavy Vehicles	0.5	0.6	0	0	0.5	2.8	0.3	0	2.1	1.5	1.1	0	0.5	2.5	3	0	2.4
Buses	0	0	0	0	0	6	0	0	1	0	0	0	0	5	1	0	13
% Buses	0	0	0	0	0	0.1	0	0	0.3	0	0	0	0	0	0.3	0	0

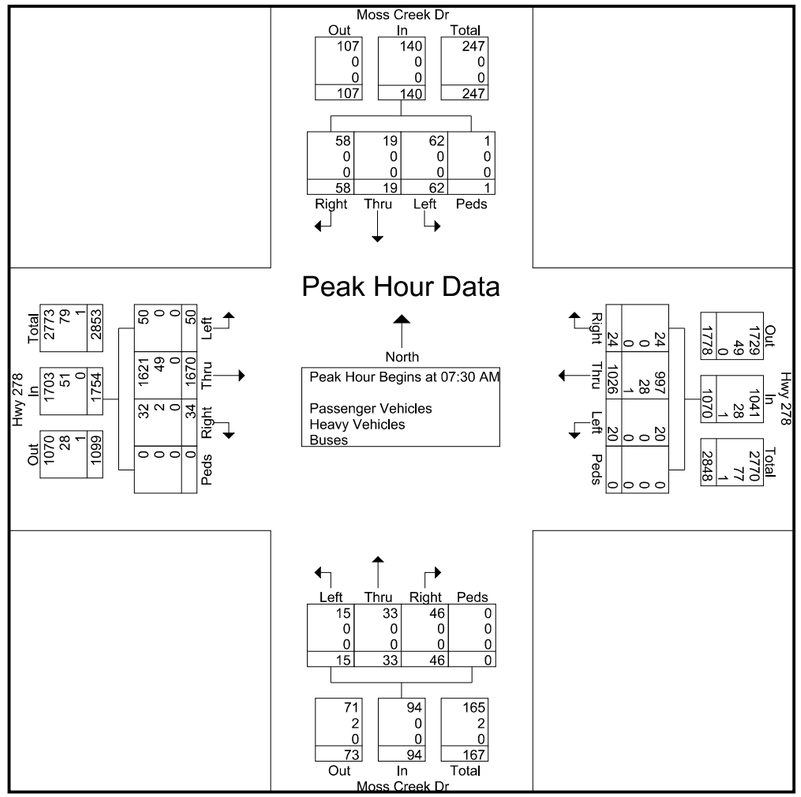
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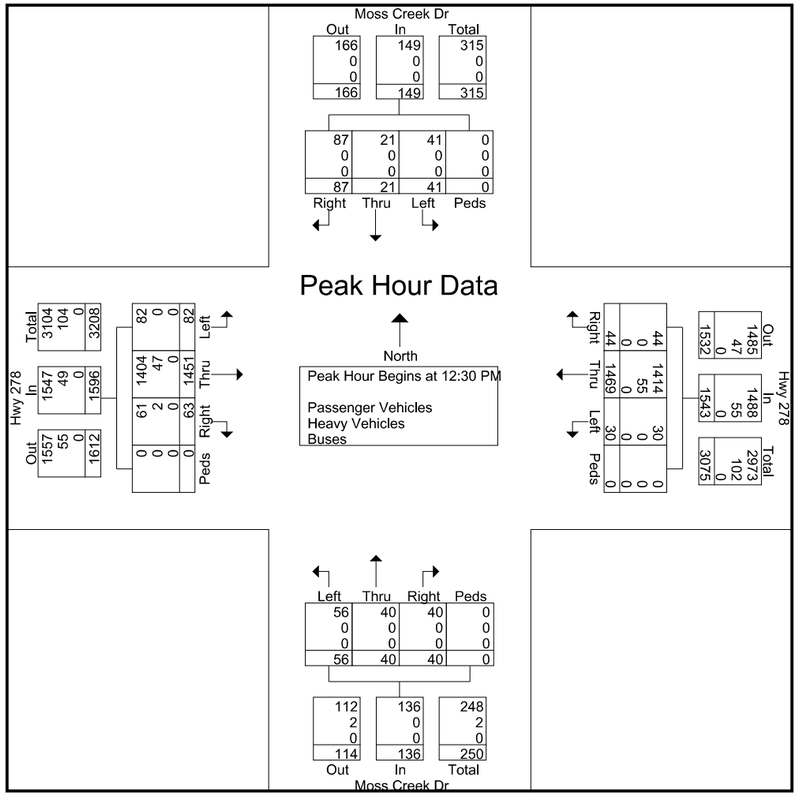
	Moss Creek Dr Southbound					Hwy 278 Westbound					Moss Creek Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**21**	2	11	**1**	35	5	229	2	0	236	0	5	8	0	13	14	**454**	9	0	**477**	761
07:45 AM	16	7	15	0	**38**	4	250	**10**	0	264	**7**	9	**16**	0	**32**	**15**	422	6	0	443	777
08:00 AM	14	2	**16**	0	32	**7**	**283**	8	0	**298**	3	6	10	0	19	11	427	4	0	442	**791**
08:15 AM	11	**8**	16	0	35	4	264	4	0	272	5	**13**	12	0	30	10	367	**15**	0	392	729
Total Volume	62	19	58	1	140	20	1026	24	0	1070	15	33	46	0	94	50	1670	34	0	1754	3058
% App. Total	44.3	13.6	41.4	0.7		1.9	95.9	2.2	0		16	35.1	48.9	0		2.9	95.2	1.9	0		
PHF	.738	.594	.906	.250	.921	.714	.906	.600	.000	.898	.536	.635	.719	.000	.734	.833	.920	.567	.000	.919	.966
Passenger Vehicles	62	19	58	1	140	20	997	24	0	1041	15	33	46	0	94	50	1621				
% Passenger Vehicles	100	100	100	100	100	100	97.2	100	0	97.3	100	100	100	0	100	100	97.1	94.1	0	97.1	97.4
Heavy Vehicles	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	49	2	0	51	79
% Heavy Vehicles	0	0	0	0	0	0	2.7	0	0	2.6	0	0	0	0	0	0	2.9	5.9	0	2.9	2.6
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	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.0



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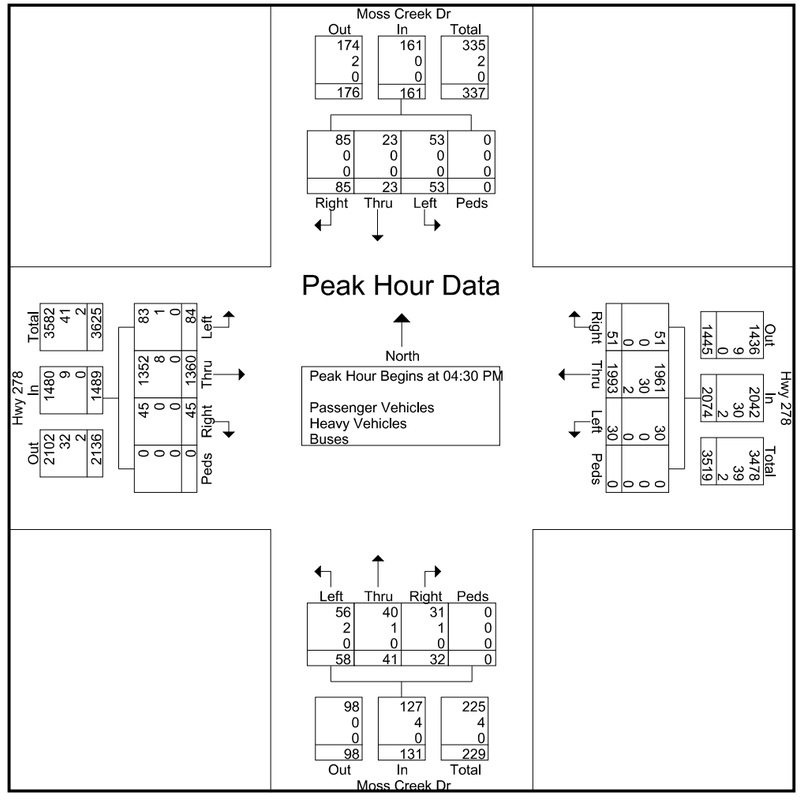
	Moss Creek Dr Southbound					Hwy 278 Westbound					Moss Creek Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**15**	6	24	0	45	**8**	**386**	9	0	**403**	**23**	**18**	10	0	**51**	**26**	341	19	0	386	**885**
12:45 PM	11	**7**	**28**	0	**46**	6	355	**15**	0	376	13	12	7	0	32	13	**379**	16	0	408	862
01:00 PM	7	3	21	0	31	8	350	7	0	365	13	1	7	0	21	23	352	8	0	383	800
01:15 PM	8	5	14	0	27	8	378	13	0	399	7	9	**16**	0	32	20	379	**20**	0	**419**	877
Total Volume	41	21	87	0	149	30	1469	44	0	1543	56	40	40	0	136	82	1451	63	0	1596	3424
% App. Total	27.5	14.1	58.4	0		1.9	95.2	2.9	0		41.2	29.4	29.4	0		5.1	90.9	3.9	0		
PHF	.683	.750	.777	.000	.810	.938	.951	.733	.000	.957	.609	.556	.625	.000	.667	.788	.957	.788	.000	.952	.967
Passenger Vehicles	41	21	87	0	149	30	1414										1404				
% Passenger Vehicles	100	100	100	0	100	100	96.3	100	0	96.4	100	100	100	0	100	100	96.8	96.8	0	96.9	97.0
Heavy Vehicles	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	0	47	2	0	49	104
% Heavy Vehicles	0	0	0	0	0	0	3.7	0	0	3.6	0	0	0	0	0	0	3.2	3.2	0	3.1	3.0
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



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File Name : Hwy 278 @ Moss Creek Dr
Site Code :
Start Date : 8/8/2018

	Moss Creek Dr Southbound					Hwy 278 Westbound					Moss Creek Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**19**	**7**	22	0	**48**	**9**	497	13	0	519	7	11	4	0	22	**31**	339	7	0	**377**	966
04:45 PM	12	5	17	0	34	3	511	10	0	524	**17**	9	6	0	32	11	**348**	**15**	0	374	964
05:00 PM	11	6	19	0	36	9	457	**15**	0	481	17	7	10	0	34	22	337	8	0	367	918
05:15 PM	11	5	**27**	0	43	9	**528**	13	0	**550**	17	**14**	**12**	0	**43**	20	336	15	0	371	**1007**
Total Volume	53	23	85	0	161	30	1993	51	0	2074	58	41	32	0	131	84	1360	45	0	1489	3855
% App. Total	32.9	14.3	52.8	0		1.4	96.1	2.5	0		44.3	31.3	24.4	0		5.6	91.3	3	0		
PHF	.697	.821	.787	.000	.839	.833	.944	.850	.000	.943	.853	.732	.667	.000	.762	.677	.977	.750	.000	.987	.957
Passenger Vehicles	53	23	85	0	161	30	1961										1352				
% Passenger Vehicles	100	100	100	0	100	100	98.4	100	0	98.5	96.6	97.6	96.9	0	96.9	98.8	99.4	100	0	99.4	98.8
Heavy Vehicles	0	0	0	0	0	0	30	0	0	30	2	1	1	0	4	1	8	0	0	9	43
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.4	3.4	2.4	3.1	0	3.1	1.2	0.6	0	0	0.6	1.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1



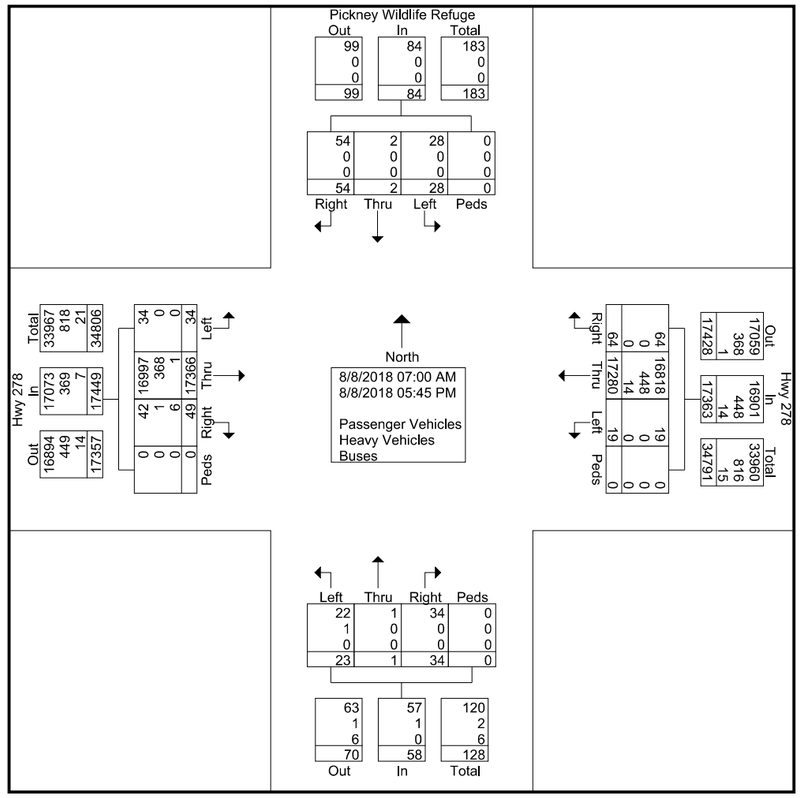
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Transportation Services Group

File Name : Hwy 278 @ Pickney Wildlife Refuge
Site Code :
Start Date : 8/8/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Pickney Wildlife Refuge Southbound				Hwy 278 Westbound				Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	1	0	1	0	0	263	4	0	0	0	1	0	2	661	1	0	934
07:15 AM	1	0	0	0	0	304	2	0	0	1	0	0	2	731	3	0	1044
07:30 AM	1	0	0	0	0	325	1	0	0	0	0	0	0	809	0	0	1136
07:45 AM	0	0	3	0	1	401	2	0	0	0	0	0	0	743	3	0	1153
Total	3	0	4	0	1	1293	9	0	0	1	1	0	4	2944	7	0	4267
08:00 AM	1	0	1	0	1	331	0	0	0	0	2	0	0	693	0	0	1029
08:15 AM	2	0	0	0	1	385	1	0	0	0	1	0	2	680	2	0	1074
08:30 AM	0	0	0	0	0	394	0	0	0	0	0	0	0	676	0	0	1070
08:45 AM	0	0	0	0	1	376	2	0	1	0	1	0	0	609	1	0	991
Total	3	0	1	0	3	1486	3	0	1	0	4	0	2	2658	3	0	4164
11:00 AM	1	0	2	0	1	516	4	0	1	0	3	0	0	403	2	0	933
11:15 AM	2	0	2	0	0	474	1	0	0	0	0	0	1	444	2	0	926
11:30 AM	1	0	2	0	0	485	4	0	0	0	1	0	0	461	1	0	955
11:45 AM	1	1	5	0	1	465	3	0	0	0	1	0	2	463	1	0	943
Total	5	1	11	0	2	1940	12	0	1	0	5	0	3	1771	6	0	3757
12:00 PM	2	0	3	0	0	515	4	0	0	0	1	0	2	463	1	0	991
12:15 PM	1	0	2	0	0	464	3	0	1	0	1	0	1	500	2	0	975
12:30 PM	1	1	3	0	0	535	1	0	2	0	3	0	2	467	1	0	1016
12:45 PM	1	0	2	0	3	504	3	0	2	0	1	0	0	551	0	0	1067
Total	5	1	10	0	3	2018	11	0	5	0	6	0	5	1981	4	0	4049
01:00 PM	1	0	0	0	2	522	3	0	0	0	2	0	0	453	1	0	984
01:15 PM	0	0	1	0	1	471	2	0	0	0	1	0	0	543	0	0	1019
01:30 PM	3	0	2	0	0	546	3	0	1	0	0	0	1	455	1	0	1012
01:45 PM	1	0	7	0	1	549	3	0	1	0	0	0	0	452	1	0	1015
Total	5	0	10	0	4	2088	11	0	2	0	3	0	1	1903	3	0	4030
03:00 PM	1	0	3	0	0	580	1	0	1	0	2	0	2	485	0	0	1075
03:15 PM	1	0	0	0	1	610	2	0	0	0	0	0	0	525	2	0	1141
03:30 PM	0	0	2	0	0	664	0	0	1	0	1	0	2	509	1	0	1180
03:45 PM	0	0	1	0	1	718	2	0	2	0	2	0	1	491	3	0	1221
Total	2	0	6	0	2	2572	5	0	4	0	5	0	5	2010	6	0	4617
04:00 PM	0	0	2	0	2	702	2	0	2	0	2	0	1	486	5	0	1204
04:15 PM	2	0	4	0	0	780	3	0	1	0	1	0	4	546	3	0	1344
04:30 PM	0	0	1	0	0	712	1	0	2	0	0	0	1	514	1	0	1232
04:45 PM	1	0	2	0	0	748	1	0	2	0	1	0	1	548	2	0	1306
Total	3	0	9	0	2	2942	7	0	7	0	4	0	7	2094	11	0	5086
05:00 PM	0	0	1	0	0	764	2	0	0	0	2	0	5	531	1	0	1306
05:15 PM	1	0	0	0	0	813	1	0	0	0	2	0	0	525	2	0	1344
05:30 PM	1	0	1	0	1	754	3	0	2	0	2	0	2	485	0	0	1251
05:45 PM	0	0	1	0	1	610	0	0	1	0	0	0	0	464	6	0	1083
Total	2	0	3	0	2	2941	6	0	3	0	6	0	7	2005	9	0	4984
Grand Total	28	2	54	0	19	17280	64	0	23	1	34	0	34	17366	49	0	34954
Apprch %	33.3	2.4	64.3	0	0.1	99.5	0.4	0	39.7	1.7	58.6	0	0.2	99.5	0.3	0	
Total %	0.1	0	0.2	0	0.1	49.4	0.2	0	0.1	0	0.1	0	0.1	49.7	0.1	0	
Passenger Vehicles	28	2	54	0	19	16818	64	0	22	1	34	0	34	16997	42	0	34115
% Passenger Vehicles	100	100	100	0	100	97.3	100	0	95.7	100	100	0	100	97.9	85.7	0	97.6
Heavy Vehicles	0	0	0	0	0	448	0	0	1	0	0	0	0	368	1	0	818
% Heavy Vehicles	0	0	0	0	0	2.6	0	0	4.3	0	0	0	0	2.1	2	0	2.3
Buses	0	0	0	0	0	14	0	0	0	0	0	0	0	1	6	0	21
% Buses	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	12.2	0	0.1

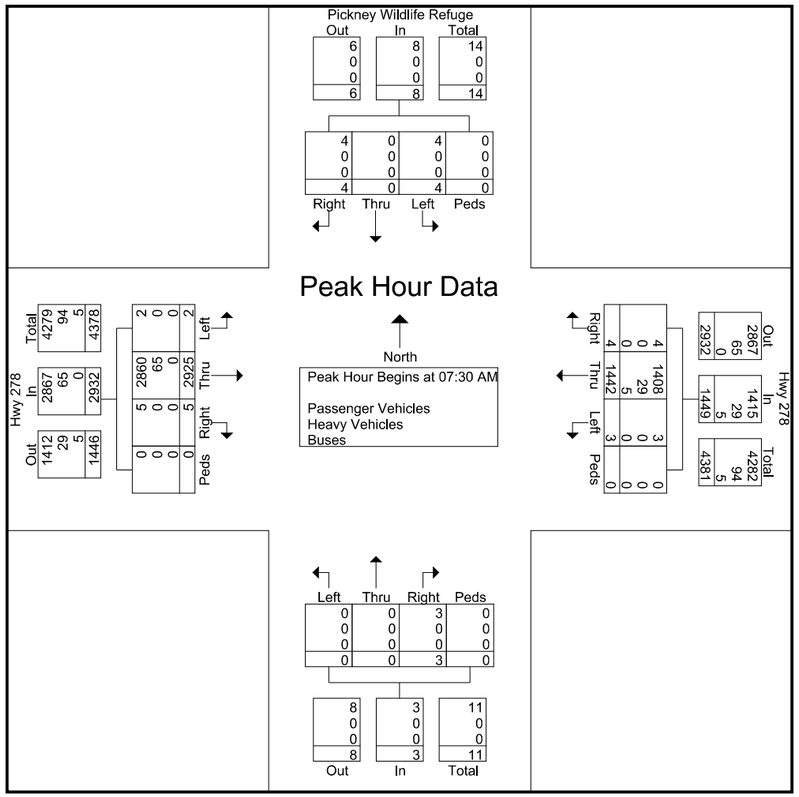
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File Name : Hwy 278 @ Pickney Wildlife Refuge
Site Code :
Start Date : 8/8/2018

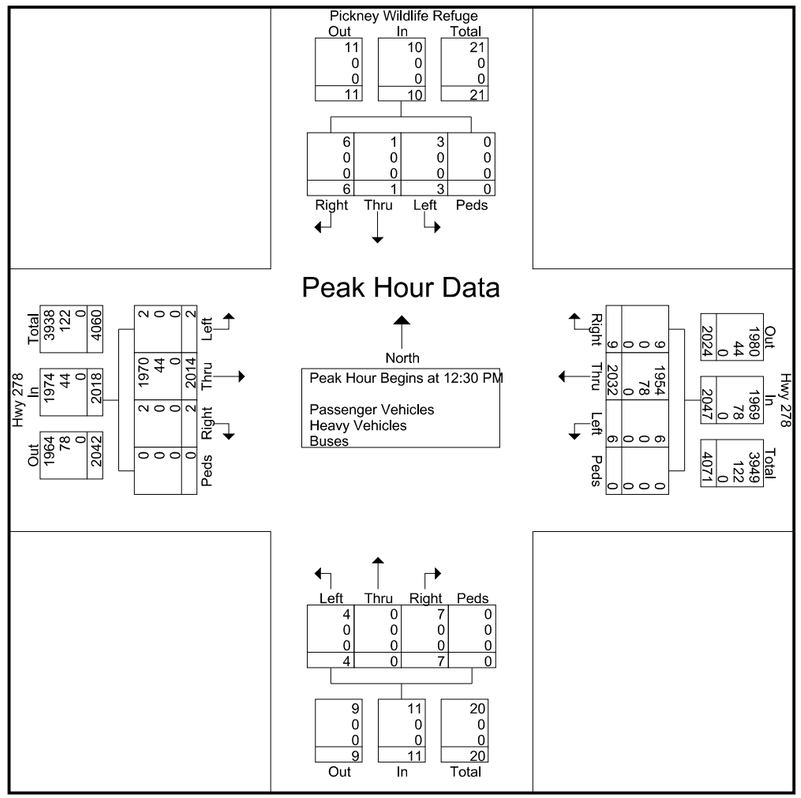
	Pickney Wildlife Refuge Southbound					Hwy 278 Westbound					Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	0	0	1	0	325	1	0	326	0	0	0	0	0	0	**809**	0	0	**809**	1136
07:45 AM	0	0	**3**	0	**3**	**1**	**401**	**2**	0	**404**	0	0	0	0	0	0	743	**3**	0	746	**1153**
08:00 AM	1	0	1	0	2	1	331	0	0	332	0	0	**2**	0	**2**	0	693	0	0	693	1029
08:15 AM	**2**	0	0	0	2	1	385	1	0	387	0	0	1	0	1	**2**	680	2	0	684	1074
Total Volume	4	0	4	0	8	3	1442	4	0	1449	0	0	3	0	3	2	2925	5	0	2932	4392
% App. Total	50	0	50	0		0.2	99.5	0.3	0		0	0	100	0		0.1	99.8	0.2	0		
PHF	.500	.000	.333	.000	.667	.750	.899	.500	.000	.897	.000	.000	.375	.000	.375	.250	.904	.417	.000	.906	.952
Passenger Vehicles	4	0	4	0	8	3	1408										2860				
% Passenger Vehicles	100	0	100	0	100	100	97.6	100	0	97.7	0	0	100	0	100	100	97.8	100	0	97.8	97.7
Heavy Vehicles	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	65	0	0	65	94
% Heavy Vehicles	0	0	0	0	0	0	2.0	0	0	2.0	0	0	0	0	0	0	2.2	0	0	2.2	2.1
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Hwy 278 @ Pickney Wildlife Refuge
Site Code :
Start Date : 8/8/2018

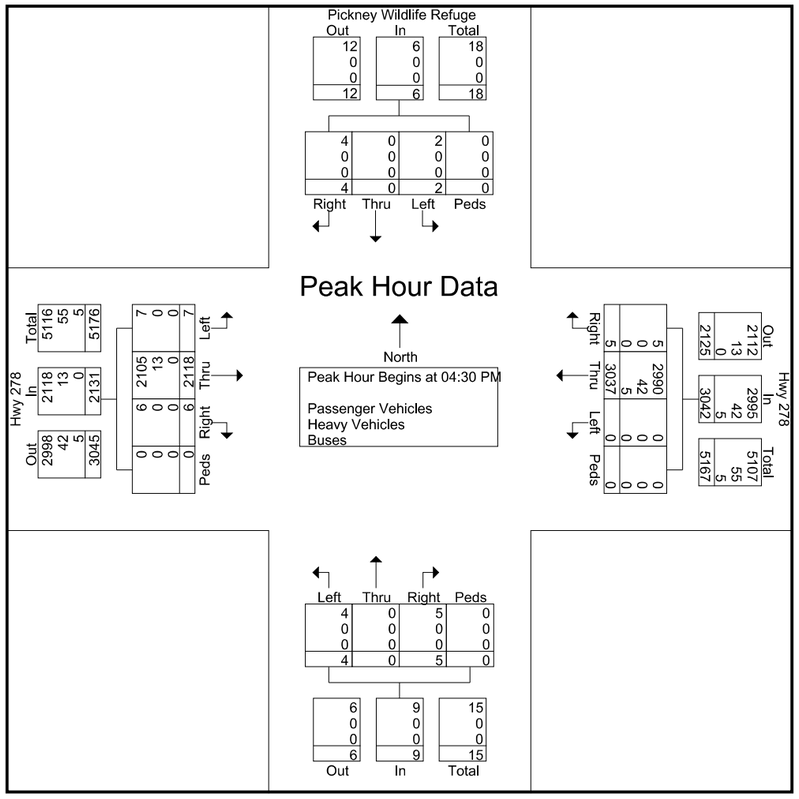
	Pickney Wildlife Refuge Southbound					Hwy 278 Westbound					Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**1**	**1**	**3**	0	**5**	0	**535**	1	0	**536**	**2**	0	**3**	0	**5**	**2**	467	**1**	0	470	1016
12:45 PM	1	0	2	0	3	**3**	504	**3**	0	510	2	0	1	0	3	0	**551**	0	0	**551**	**1067**
01:00 PM	1	0	0	0	1	2	522	3	0	527	0	0	2	0	2	0	453	1	0	454	984
01:15 PM	0	0	1	0	1	1	471	2	0	474	0	0	1	0	1	0	543	0	0	543	1019
Total Volume	3	1	6	0	10	6	2032	9	0	2047	4	0	7	0	11	2	2014	2	0	2018	4086
% App. Total	30	10	60	0		0.3	99.3	0.4	0		36.4	0	63.6	0		0.1	99.8	0.1	0		
PHF	.750	.250	.500	.000	.500	.500	.950	.750	.000	.955	.500	.000	.583	.000	.550	.250	.914	.500	.000	.916	.957
Passenger Vehicles	3	1	6	0	10	6	1954										1970				
% Passenger Vehicles	100	100	100	0	100	100	96.2	100	0	96.2	100	0	100	0	100	100	97.8	100	0	97.8	97.0
Heavy Vehicles	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	0	44	0	0	44	122
% Heavy Vehicles	0	0	0	0	0	0	3.8	0	0	3.8	0	0	0	0	0	0	2.2	0	0	2.2	3.0
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



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File Name : Hwy 278 @ Pickney Wildlife Refuge
Site Code :
Start Date : 8/8/2018
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	Pickney Wildlife Refuge Southbound					Hwy 278 Westbound					Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	1	0	1	0	712	1	0	713	**2**	0	0	0	2	1	514	1	0	516	1232
04:45 PM	**1**	0	**2**	0	**3**	0	748	1	0	749	2	0	1	0	**3**	1	**548**	**2**	0	**551**	1306
05:00 PM	0	0	1	0	1	0	764	**2**	0	766	0	0	**2**	0	2	**5**	531	1	0	537	1306
05:15 PM	1	0	0	0	1	0	**813**	1	0	**814**	0	0	2	0	2	0	525	2	0	527	**1344**
Total Volume	2	0	4	0	6	0	3037	5	0	3042	4	0	5	0	9	7	2118	6	0	2131	5188
% App. Total	33.3	0	66.7	0		0	99.8	0.2	0		44.4	0	55.6	0		0.3	99.4	0.3	0		
PHF	.500	.000	.500	.000	.500	.000	.934	.625	.000	.934	.500	.000	.625	.000	.750	.350	.966	.750	.000	.967	.965
Passenger Vehicles	2	0	4	0	6	0	2990										2105				
% Passenger Vehicles	100	0	100	0	100	0	98.5	100	0	98.5	100	0	100	0	100	100	99.4	100	0	99.4	98.8
Heavy Vehicles	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	13	0	0	13	55
% Heavy Vehicles	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0	0.6	0	0	0.6	1.1
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



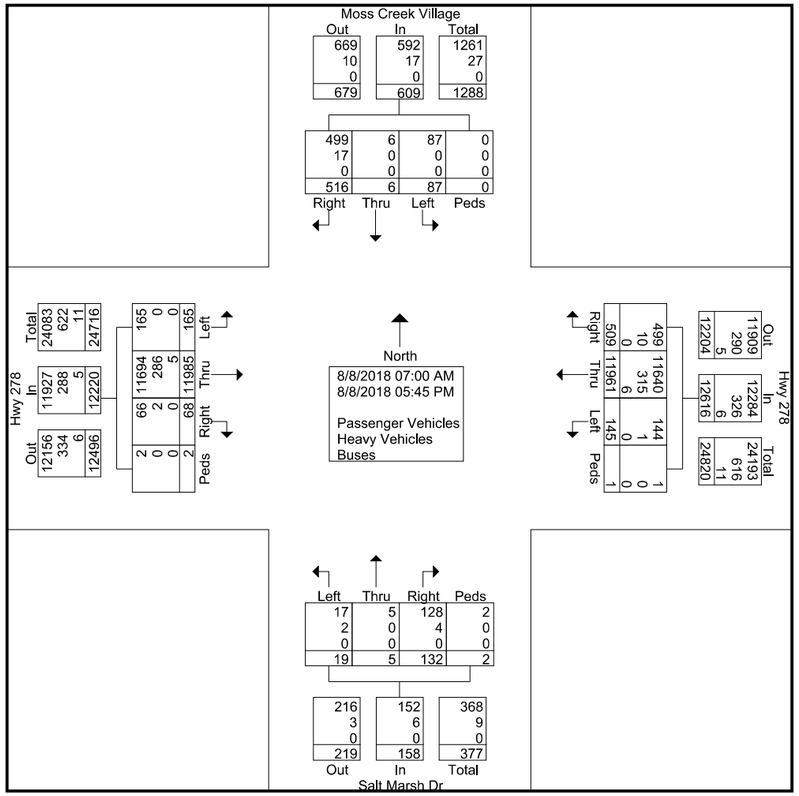
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File Name : Hwy 278 @ Salt Marsh Dr
Site Code :
Start Date : 8/8/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Moss Creek Village Southbound				Hwy 278 Westbound				Salt Marsh Dr Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	2	0	6	0	3	200	9	0	0	0	4	0	2	454	0	0	680
07:15 AM	2	0	10	0	1	212	16	0	0	0	6	0	5	519	1	0	772
07:30 AM	2	1	18	0	3	238	14	0	0	0	8	0	5	474	2	0	765
07:45 AM	3	0	17	0	2	285	15	0	0	0	6	0	4	440	2	0	774
Total	9	1	51	0	9	935	54	0	0	0	24	0	16	1887	5	0	2991
08:00 AM	0	1	13	0	1	255	10	0	1	0	6	1	7	451	1	0	747
08:15 AM	1	0	8	0	3	280	11	0	1	0	5	0	2	395	0	0	706
08:30 AM	1	0	12	0	3	265	16	0	0	0	8	0	6	401	0	0	712
08:45 AM	11	0	26	0	6	261	20	0	0	0	2	0	7	399	0	0	732
Total	13	1	59	0	13	1061	57	0	2	0	21	1	22	1646	1	0	2897
11:00 AM	3	0	18	0	3	410	9	0	1	0	1	0	5	292	0	0	742
11:15 AM	5	0	14	0	4	360	12	0	0	0	1	0	7	347	6	0	756
11:30 AM	2	0	17	0	4	342	18	0	0	0	4	0	3	325	4	0	719
11:45 AM	4	1	9	0	7	345	9	0	3	2	4	0	8	323	0	2	717
Total	14	1	58	0	18	1457	48	0	4	2	10	0	23	1287	10	2	2934
12:00 PM	2	0	10	0	4	342	11	0	0	0	3	0	5	337	3	0	717
12:15 PM	5	0	13	0	6	319	15	0	1	0	2	0	3	338	3	0	705
12:30 PM	3	0	19	0	3	389	16	0	2	0	4	0	5	344	4	0	789
12:45 PM	4	0	17	0	0	366	9	0	0	0	3	0	4	394	4	0	801
Total	14	0	59	0	13	1416	51	0	3	0	12	0	17	1413	14	0	3012
01:00 PM	0	0	7	0	5	365	16	0	0	0	5	0	5	350	5	0	758
01:15 PM	3	0	20	0	6	348	12	0	2	0	3	0	13	392	3	0	802
01:30 PM	4	0	11	0	6	378	21	0	1	0	3	0	5	317	5	0	751
01:45 PM	5	0	15	0	4	385	11	0	0	0	2	0	8	321	2	0	753
Total	12	0	53	0	21	1476	60	0	3	0	13	0	31	1380	15	0	3064
03:00 PM	1	0	16	0	0	407	10	0	0	0	7	0	5	369	0	0	815
03:15 PM	3	0	10	0	3	412	20	0	0	0	5	0	1	363	1	0	818
03:30 PM	3	1	17	0	7	477	22	0	0	0	1	1	1	369	2	0	901
03:45 PM	4	0	18	0	13	498	20	1	0	2	5	0	3	333	2	0	899
Total	11	1	61	0	23	1794	72	1	0	2	18	1	10	1434	5	0	3433
04:00 PM	2	1	28	0	4	471	31	0	0	1	2	0	10	345	2	0	897
04:15 PM	1	0	22	0	3	509	21	0	1	0	2	0	8	413	2	0	982
04:30 PM	1	0	31	0	5	482	21	0	0	0	9	0	4	368	1	0	922
04:45 PM	1	0	20	0	6	490	17	0	1	0	2	0	4	375	1	0	917
Total	5	1	101	0	18	1952	90	0	2	1	15	0	26	1501	6	0	3718
05:00 PM	4	1	17	0	4	492	16	0	0	0	4	0	1	383	1	0	923
05:15 PM	0	0	19	0	12	523	23	0	2	0	6	0	8	362	4	0	959
05:30 PM	2	0	24	0	5	451	21	0	2	0	5	0	4	365	3	0	882
05:45 PM	3	0	14	0	9	404	17	0	1	0	4	0	7	327	4	0	790
Total	9	1	74	0	30	1870	77	0	5	0	19	0	20	1437	12	0	3554
Grand Total	87	6	516	0	145	11961	509	1	19	5	132	2	165	11985	68	2	25603
Apprch %	14.3	1	84.7	0	1.1	94.8	4	0	12	3.2	83.5	1.3	1.4	98.1	0.6	0	
Total %	0.3	0	2	0	0.6	46.7	2	0	0.1	0	0.5	0	0.6	46.8	0.3	0	
Passenger Vehicles	87	6	499	0	144	11640	499	1	17	5	128	2	165	11694	66	2	24955
% Passenger Vehicles	100	100	96.7	0	99.3	97.3	98	100	89.5	100	97	100	100	97.6	97.1	100	97.5
Heavy Vehicles	0	0	17	0	1	315	10	0	2	0	4	0	0	286	2	0	637
% Heavy Vehicles	0	0	3.3	0	0.7	2.6	2	0	10.5	0	3	0	0	2.4	2.9	0	2.5
Buses	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
% Buses	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0

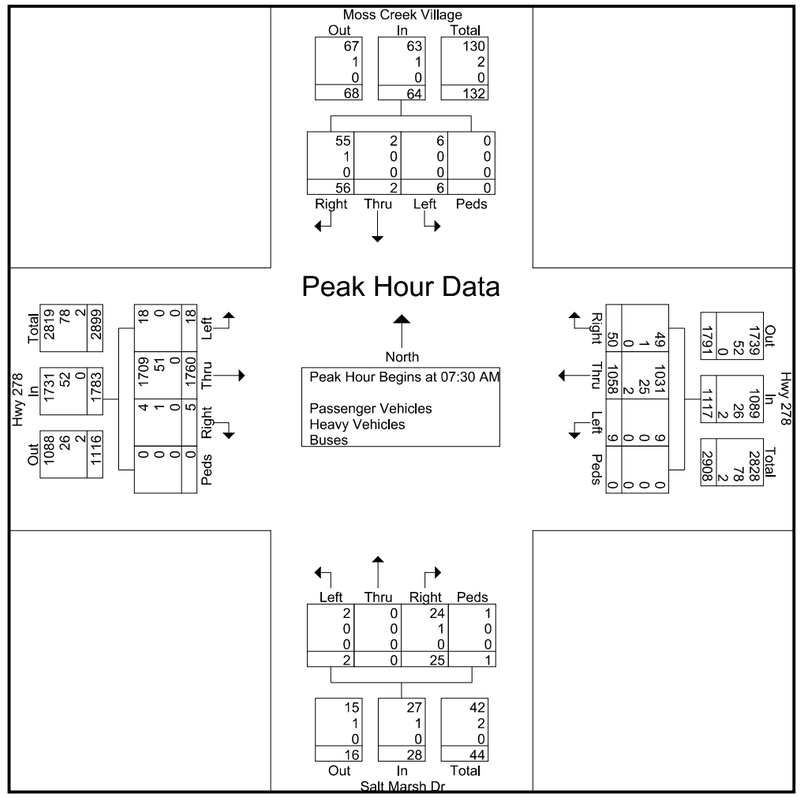
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File Name : Hwy 278 @ Salt Marsh Dr
Site Code :
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Page No : 3

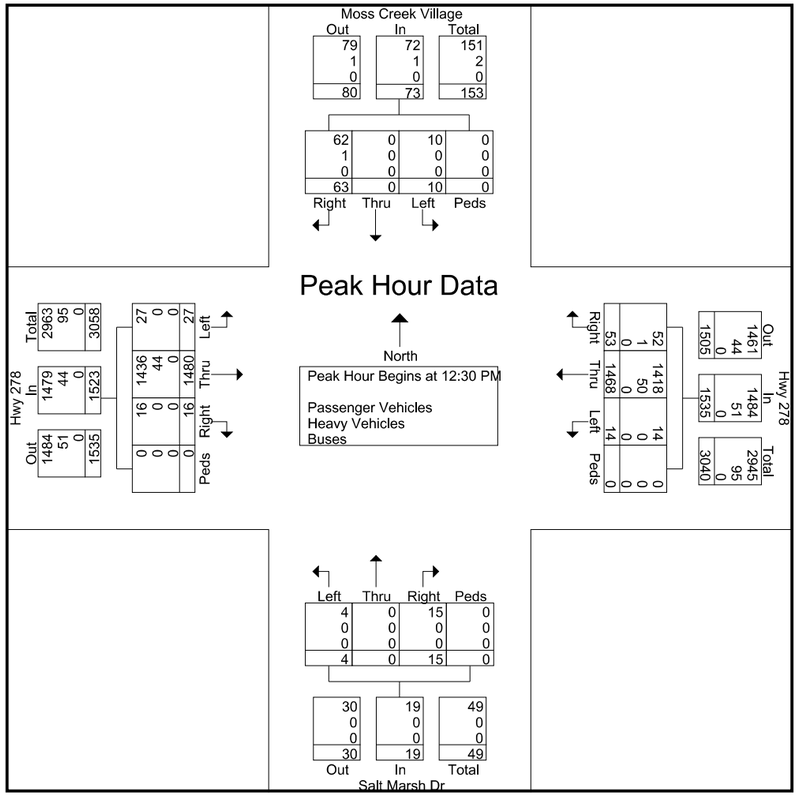
	Moss Creek Village Southbound					Hwy 278 Westbound					Salt Marsh Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	**1**	**18**	0	**21**	**3**	238	14	0	255	0	0	**8**	0	**8**	5	**474**	**2**	0	**481**	765
07:45 AM	**3**	0	17	0	20	2	**285**	**15**	0	**302**	0	0	6	0	6	4	440	2	0	446	**774**
08:00 AM	0	1	13	0	14	1	255	10	0	266	**1**	0	6	**1**	8	**7**	451	1	0	459	747
08:15 AM	1	0	8	0	9	3	280	11	0	294	1	0	5	0	6	2	395	0	0	397	706
Total Volume	6	2	56	0	64	9	1058	50	0	1117	2	0	25	1	28	18	1760	5	0	1783	2992
% App. Total	9.4	3.1	87.5	0		0.8	94.7	4.5	0		7.1	0	89.3	3.6		1	98.7	0.3	0		
PHF	.500	.500	.778	.000	.762	.750	.928	.833	.000	.925	.500	.000	.781	.250	.875	.643	.928	.625	.000	.927	.966
Passenger Vehicles	6	2	55	0	63	9	1031										1709				
% Passenger Vehicles	100	100	98.2	0	98.4	100	97.4	98.0	0	97.5	100	0	96.0	100	96.4	100	97.1	80.0	0	97.1	97.3
Heavy Vehicles	0	0	1	0	1	0	25	1	0	26	0	0	1	0	1	0	51	1	0	52	80
% Heavy Vehicles	0	0	1.8	0	1.6	0	2.4	2.0	0	2.3	0	0	4.0	0	3.6	0	2.9	20.0	0	2.9	2.7
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



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File Name : Hwy 278 @ Salt Marsh Dr
Site Code :
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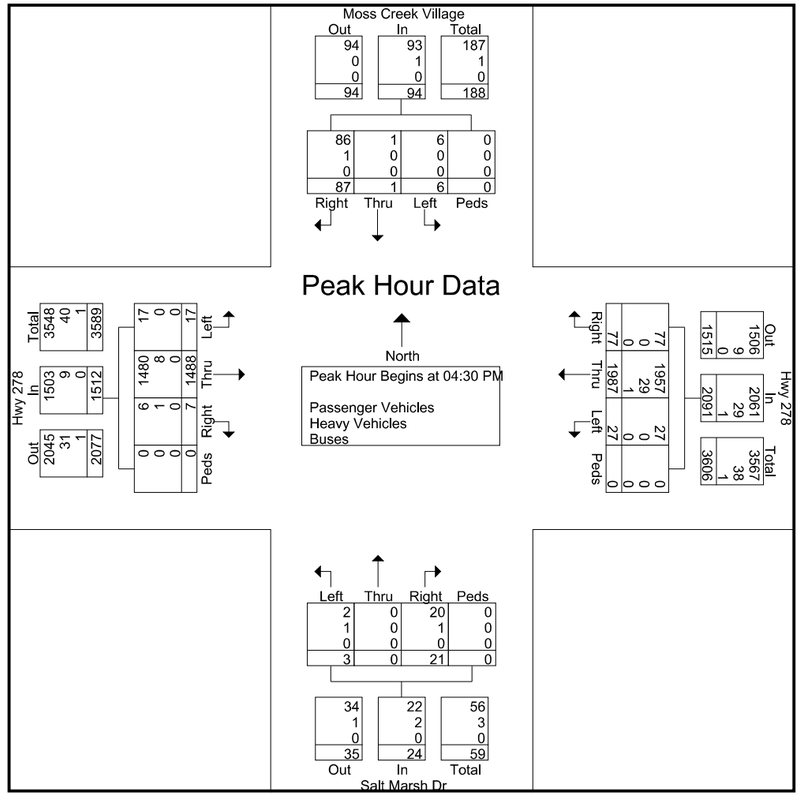
	Moss Creek Village Southbound					Hwy 278 Westbound					Salt Marsh Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	3	0	19	0	22	3	**389**	**16**	0	**408**	**2**	0	4	0	**6**	5	344	4	0	353	789
12:45 PM	**4**	0	17	0	21	0	366	9	0	375	0	0	3	0	3	4	**394**	4	0	402	801
01:00 PM	0	0	7	0	7	5	365	16	0	386	0	0	**5**	0	5	5	350	**5**	0	360	758
01:15 PM	3	0	**20**	0	**23**	**6**	348	12	0	366	2	0	3	0	5	**13**	392	3	0	**408**	**802**
Total Volume	10	0	63	0	73	14	1468	53	0	1535	4	0	15	0	19	27	1480	16	0	1523	3150
% App. Total	13.7	0	86.3	0		0.9	95.6	3.5	0		21.1	0	78.9	0		1.8	97.2	1.1	0		
PHF	.625	.000	.788	.000	.793	.583	.943	.828	.000	.941	.500	.000	.750	.000	.792	.519	.939	.800	.000	.933	.982
Passenger Vehicles	10	0	62	0	72	14	1418										1436				
% Passenger Vehicles	100	0	98.4	0	98.6	100	96.6	98.1	0	96.7	100	0	100	0	100	100	97.0	100	0	97.1	97.0
Heavy Vehicles	0	0	1	0	1	0	50	1	0	51	0	0	0	0	0	0	44	0	0	44	96
% Heavy Vehicles	0	0	1.6	0	1.4	0	3.4	1.9	0	3.3	0	0	0	0	0	0	3.0	0	0	2.9	3.0
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



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File Name : Hwy 278 @ Salt Marsh Dr
Site Code :
Start Date : 8/8/2018

	Moss Creek Village Southbound					Hwy 278 Westbound					Salt Marsh Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	0	**31**	0	**32**	5	482	21	0	508	0	0	**9**	0	**9**	4	368	1	0	373	922
04:45 PM	1	0	20	0	21	6	490	17	0	513	1	0	2	0	3	4	375	1	0	380	917
05:00 PM	**4**	**1**	17	0	22	4	492	16	0	512	0	0	4	0	4	1	**383**	1	0	**385**	923
05:15 PM	0	0	19	0	19	**12**	**523**	**23**	0	**558**	**2**	0	6	0	8	**8**	362	**4**	0	374	**959**
Total Volume	6	1	87	0	94	27	1987	77	0	2091	3	0	21	0	24	17	1488	7	0	1512	3721
% App. Total	6.4	1.1	92.6	0		1.3	95	3.7	0		12.5	0	87.5	0		1.1	98.4	0.5	0		
PHF	.375	.250	.702	.000	.734	.563	.950	.837	.000	.937	.375	.000	.583	.000	.667	.531	.971	.438	.000	.982	.970
Passenger Vehicles	6	1	86	0	93	27	1957										1480				
% Passenger Vehicles	100	100	98.9	0	98.9	100	98.5	100	0	98.6	66.7	0	95.2	0	91.7	100	99.5	85.7	0	99.4	98.9
Heavy Vehicles	0	0	1	0	1	0	29	0	0	29	1	0	1	0	2	0	8	1	0	9	41
% Heavy Vehicles	0	0	1.1	0	1.1	0	1.5	0	0	1.4	33.3	0	4.8	0	8.3	0	0.5	14.3	0	0.6	1.1
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	0.1	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0.0



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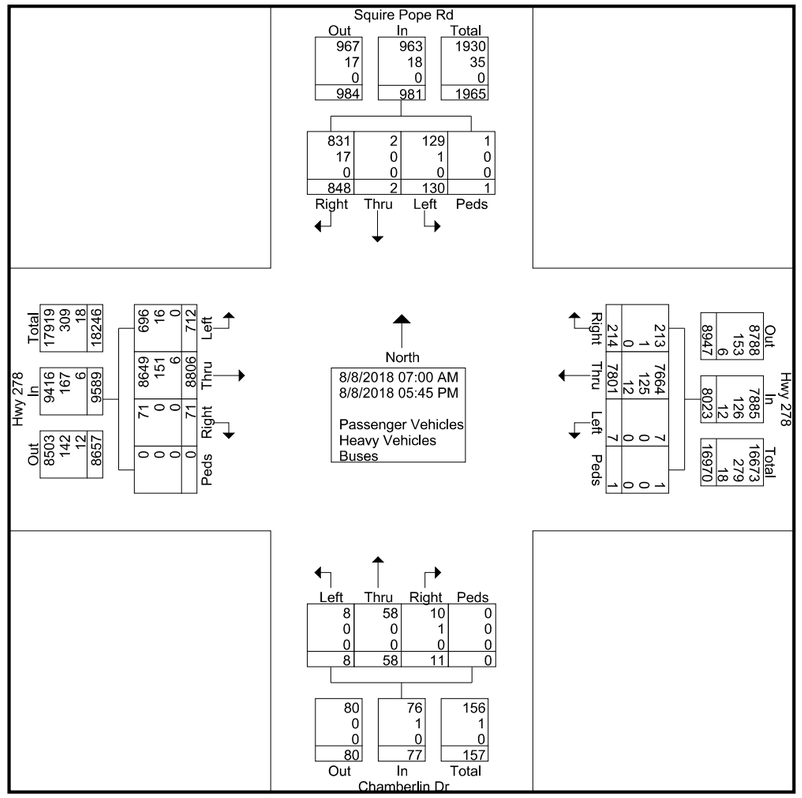
File Name : Hwy 278 @ Squire Pope Rd
Site Code :
Start Date : 8/8/2018

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Squire Pope Rd Southbound				Hwy 278 Westbound				Chamberlin Dr Northbound				Hwy 278 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	4	0	38	0	2	224	5	0	0	0	1	0	54	580	2	0	910
07:15 AM	1	0	34	0	1	274	8	0	0	0	0	0	59	621	1	0	999
07:30 AM	6	0	57	0	1	307	8	1	0	0	3	0	48	654	0	0	1085
07:45 AM	7	0	49	0	0	322	11	0	0	0	1	0	52	650	0	0	1092
Total	18	0	178	0	4	1127	32	1	0	0	5	0	213	2505	3	0	4086
08:00 AM	9	0	48	0	0	292	10	0	1	0	1	0	44	627	0	0	1032
08:15 AM	7	0	62	0	0	332	9	0	0	0	0	0	49	664	0	0	1123
08:30 AM	11	0	44	0	0	356	9	0	1	0	1	0	38	664	2	0	1126
08:45 AM	6	0	49	1	1	328	8	0	0	0	1	0	51	637	0	0	1082
Total	33	0	203	1	1	1308	36	0	2	0	3	0	182	2592	2	0	4363
04:00 PM	11	0	74	0	0	670	22	0	1	6	0	0	39	442	6	0	1271
04:15 PM	9	0	63	0	1	711	22	0	1	8	0	0	32	472	7	0	1326
04:30 PM	4	0	44	0	1	647	19	0	0	4	2	0	42	490	5	0	1258
04:45 PM	13	0	54	0	0	690	20	0	3	9	0	0	39	484	9	0	1321
Total	37	0	235	0	2	2718	83	0	5	27	2	0	152	1888	27	0	5176
05:00 PM	6	0	58	0	0	729	23	0	0	4	0	0	38	491	11	0	1360
05:15 PM	13	1	67	0	0	744	14	0	0	15	1	0	37	493	15	0	1400
05:30 PM	12	1	52	0	0	657	12	0	0	11	0	0	42	409	9	0	1205
05:45 PM	11	0	55	0	0	518	14	0	1	1	0	0	48	428	4	0	1080
Total	42	2	232	0	0	2648	63	0	1	31	1	0	165	1821	39	0	5045
Grand Total	130	2	848	1	7	7801	214	1	8	58	11	0	712	8806	71	0	18670
Apprch %	13.3	0.2	86.4	0.1	0.1	97.2	2.7	0	10.4	75.3	14.3	0	7.4	91.8	0.7	0	
Total %	0.7	0	4.5	0	0	41.8	1.1	0	0	0.3	0.1	0	3.8	47.2	0.4	0	
Passenger Vehicles	129	2	831	1	7	7664	213	1	8	58	10	0	696	8649	71	0	18340
% Passenger Vehicles	99.2	100	98	100	100	98.2	99.5	100	100	100	90.9	0	97.8	98.2	100	0	98.2
Heavy Vehicles	1	0	17	0	0	125	1	0	0	0	1	0	16	151	0	0	312
% Heavy Vehicles	0.8	0	2	0	0	1.6	0.5	0	0	0	9.1	0	2.2	1.7	0	0	1.7
Buses	0	0	0	0	0	12	0	0	0	0	0	0	0	6	0	0	18
% Buses	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0.1	0	0	0.1

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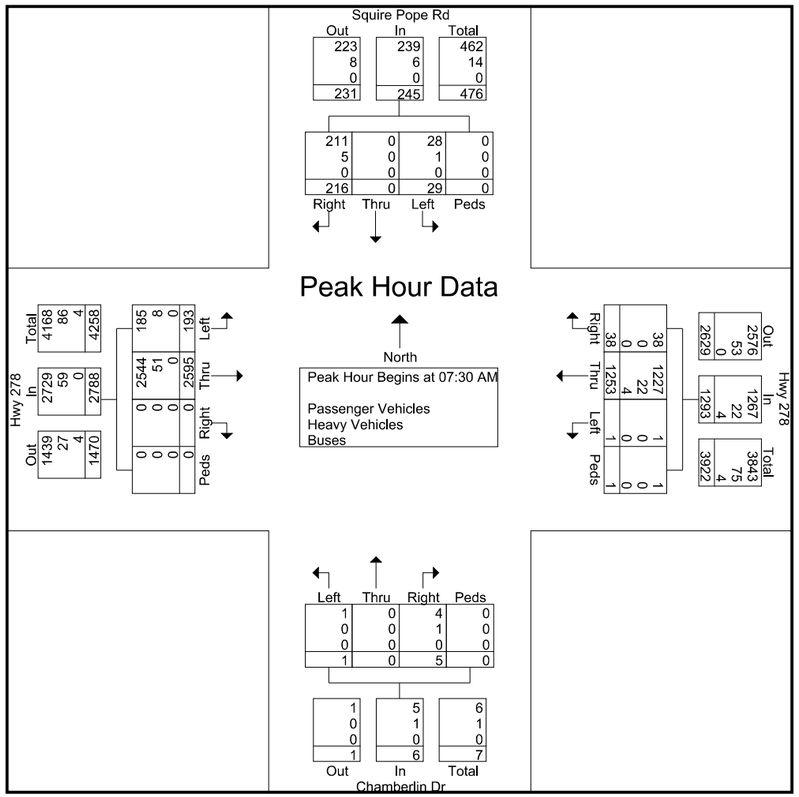
File Name : Hwy 278 @ Squire Pope Rd
Site Code :
Start Date : 8/8/2018



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File Name : Hwy 278 @ Squire Pope Rd
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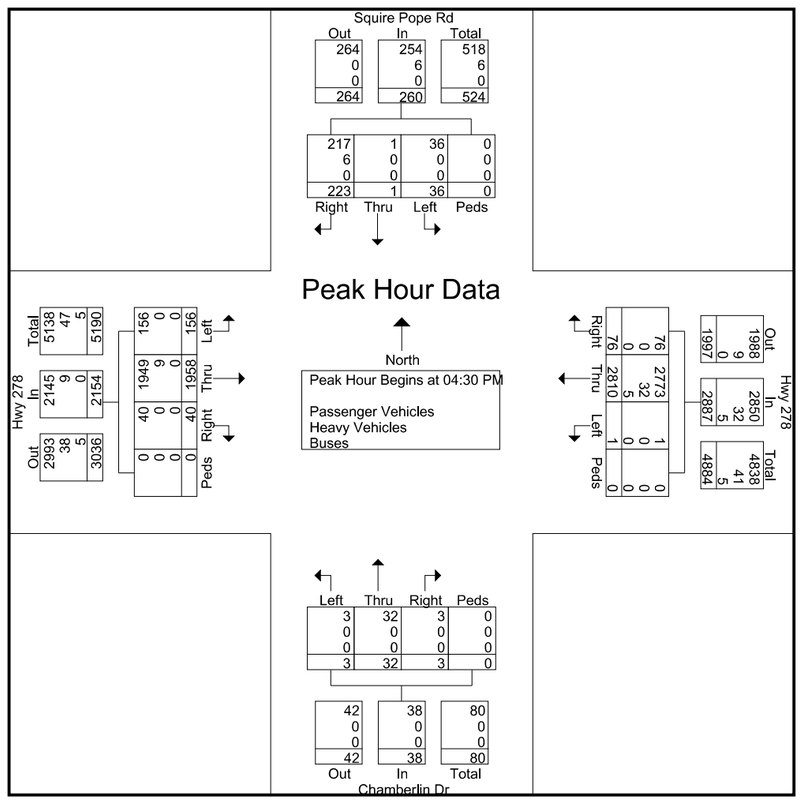
	Squire Pope Rd Southbound					Hwy 278 Westbound					Chamberlin Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	6	0	57	0	63	**1**	307	8	**1**	317	0	0	**3**	0	**3**	48	654	0	0	702	1085
07:45 AM	7	0	49	0	56	0	322	**11**	0	333	0	0	1	0	1	**52**	650	0	0	702	1092
08:00 AM	**9**	0	48	0	57	0	292	10	0	302	**1**	0	1	0	2	44	627	0	0	671	1032
08:15 AM	7	0	**62**	0	**69**	0	**332**	9	0	**341**	0	0	0	0	0	49	**664**	0	0	**713**	**1123**
Total Volume	29	0	216	0	245	1	1253	38	1	1293	1	0	5	0	6	193	2595	0	0	2788	4332
% App. Total	11.8	0	88.2	0		0.1	96.9	2.9	0.1		16.7	0	83.3	0		6.9	93.1	0	0		
PHF	.806	.000	.871	.000	.888	.250	.944	.864	.250	.948	.250	.000	.417	.000	.500	.928	.977	.000	.000	.978	.964
Passenger Vehicles	28	0	211	0	239	1	1227										2544				
% Passenger Vehicles	96.6	0	97.7	0	97.6	100	97.9	100	100	98.0	100	0	80.0	0	83.3	95.9	98.0	0	0	97.9	97.9
Heavy Vehicles	1	0	5	0	6	0	22	0	0	22	0	0	1	0	1	8	51	0	0	59	88
% Heavy Vehicles	3.4	0	2.3	0	2.4	0	1.8	0	0	1.7	0	0	20.0	0	16.7	4.1	2.0	0	0	2.1	2.0
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1

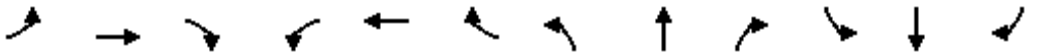


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File Name : Hwy 278 @ Squire Pope Rd
Site Code :
Start Date : 8/8/2018

	Squire Pope Rd Southbound					Hwy 278 Westbound					Chamberlin Dr Northbound					Hwy 278 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	0	44	0	48	**1**	647	19	0	667	0	4	**2**	0	6	**42**	490	5	0	537	1258
04:45 PM	**13**	0	54	0	67	0	690	20	0	710	**3**	9	0	0	12	39	484	9	0	532	1321
05:00 PM	6	0	58	0	64	0	729	**23**	0	752	0	4	0	0	4	38	491	11	0	540	1360
05:15 PM	13	**1**	**67**	0	**81**	0	**744**	14	0	**758**	0	**15**	1	0	**16**	37	**493**	**15**	0	**545**	**1400**
Total Volume	36	1	223	0	260	1	2810	76	0	2887	3	32	3	0	38	156	1958	40	0	2154	5339
% App. Total	13.8	0.4	85.8	0		0	97.3	2.6	0		7.9	84.2	7.9	0		7.2	90.9	1.9	0		
PHF	.692	.250	.832	.000	.802	.250	.944	.826	.000	.952	.250	.533	.375	.000	.594	.929	.993	.667	.000	.988	.953
Passenger Vehicles	36	1	217	0	254	1	2773										1949				
% Passenger Vehicles	100	100	97.3	0	97.7	100	98.7	100	0	98.7	100	100	100	0	100	100	99.5	100	0	99.6	99.0
Heavy Vehicles	0	0	6	0	6	0	32	0	0	32	0	0	0	0	0	0	9	0	0	9	47
% Heavy Vehicles	0	0	2.7	0	2.3	0	1.1	0	0	1.1	0	0	0	0	0	0	0.5	0	0	0.4	0.9
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1749	35	25	1076	30	16	34	50	65	20	60
Future Volume (veh/h)	52	1749	35	25	1076	30	16	34	50	65	20	60
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	1901	61	35	1182	0	30	53	69	88	34	0
Peak Hour Factor	0.83	0.92	0.57	0.71	0.91	0.60	0.54	0.64	0.72	0.74	0.59	0.91
Percent Heavy Veh, %	2	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	80	3571	114	51	3506		158	104	88	179	168	
Arrive On Green	0.04	0.71	0.71	0.03	0.69	0.00	0.02	0.06	0.06	0.06	0.09	0.00
Sat Flow, veh/h	1781	5042	162	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	63	1273	689	35	1182	0	30	53	69	88	34	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	6.0	30.0	30.1	3.3	15.9	0.0	2.7	4.7	7.3	7.8	2.9	0.0
Cycle Q Clear(g_c), s	6.0	30.0	30.1	3.3	15.9	0.0	2.7	4.7	7.3	7.8	2.9	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	2392	1294	51	3506		158	104	88	179	168	
V/C Ratio(X)	0.79	0.53	0.53	0.69	0.34		0.19	0.51	0.78	0.49	0.20	
Avail Cap(c_a), veh/h	218	2392	1294	92	3506		325	145	123	285	168	
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	0.00
Uniform Delay (d), s/veh	80.4	11.6	11.6	81.8	10.5	0.0	73.5	78.0	79.3	69.1	71.7	0.0
Incr Delay (d2), s/veh	14.4	0.9	1.6	11.6	0.3	0.0	0.4	3.8	19.3	1.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	10.7	11.9	1.7	5.7	0.0	1.3	2.4	3.5	3.6	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.8	12.5	13.2	93.4	10.8	0.0	74.0	81.9	98.6	70.6	72.3	0.0
LnGrp LOS	F	B	B	F	B		E	F	F	E	E	
Approach Vol, veh/h		2025			1217	A		152			122	A
Approach Delay, s/veh		15.3			13.1			87.9			71.1	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	126.8	10.1	22.0	13.8	124.1	15.9	16.2
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 8.8	102.6	* 20	13.2	* 21	90.6	* 20	13.2
Max Q Clear Time (g_c+I1), s	5.3	32.1	4.7	4.9	8.0	17.9	9.8	9.3
Green Ext Time (p_c), s	0.0	34.5	0.0	0.0	0.1	14.9	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

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	19	1840	5	9	1071	52	2	1	26	6	2	58
Future Vol, veh/h	19	1840	5	9	1071	52	2	1	26	6	2	58
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	150	-	-	200	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	93	63	75	93	83	50	88	78	50	50	78
Heavy Vehicles, %	2	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	30	1978	8	12	1152	63	4	1	33	12	4	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1215	0	0	1986	0	0	2529	3281	993	2060	3254	608
Stage 1	-	-	-	-	-	-	2042	2042	-	1208	1208	-
Stage 2	-	-	-	-	-	-	487	1239	-	852	2046	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.18	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.94	3.82	4.02	3.92
Pot Cap-1 Maneuver	308	-	-	127	-	-	29	9	207	58	9	376
Stage 1	-	-	-	-	-	-	36	98	-	142	254	-
Stage 2	-	-	-	-	-	-	485	246	-	290	98	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	308	-	-	127	-	-	11	7	207	37	7	376
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	7	-	37	7	-
Stage 1	-	-	-	-	-	-	33	88	-	128	230	-
Stage 2	-	-	-	-	-	-	346	223	-	217	88	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	156.4	215.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	56	308	-	-	127	-	-	83
HCM Lane V/C Ratio	0.687	0.096	-	-	0.094	-	-	1.089
HCM Control Delay (s)	156.4	17.9	-	-	36.3	-	-	215.5
HCM Lane LOS	F	C	-	-	E	-	-	F
HCM 95th %tile Q(veh)	2.9	0.3	-	-	0.3	-	-	6.3

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1842	30	7	1111	21	7
Future Vol, veh/h	1842	30	7	1111	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	73	58	95	83	88
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2002	41	12	1169	25	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2043	0	2611	1001
Stage 1	-	-	-	-	2002	-
Stage 2	-	-	-	-	609	-
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	-	-	272	-	~ 20	241
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	272	-	~ 19	241
Mov Cap-2 Maneuver	-	-	-	-	~ 19	-
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 559.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	24	-	-	272	-
HCM Lane V/C Ratio	1.386	-	-	0.044	-
HCM Control Delay (s)	$ 559.7	-	-	18.8	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	4.2	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	3003	5	3	1485	4	1	1	3	4	1	4
Future Vol, veh/h	2	3003	5	3	1485	4	1	1	3	4	1	4
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	150	-	150	100	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	90	42	75	90	50	38	38	38	50	67	33
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	3337	12	4	1650	8	3	3	8	8	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1658	0	0	3349	0	0	4187	5019	1669	3344	5023	825
Stage 1	-	-	-	-	-	-	3353	3353	-	1658	1658	-
Stage 2	-	-	-	-	-	-	834	1666	-	1686	3365	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	385	-	-	82	-	-	~ 1	~ 1	85	~ 3	~ 1	316
Stage 1	-	-	-	-	-	-	8	20	-	102	153	-
Stage 2	-	-	-	-	-	-	329	152	-	98	19	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	385	-	-	82	-	-	-	~ 1	85	-	~ 1	316
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	8	20	-	100	146	-
Stage 2	-	-	-	-	-	-	298	145	-	76	19	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	385	-	-	82	-	-	-
HCM Lane V/C Ratio	-	0.021	-	-	0.049	-	-	-
HCM Control Delay (s)	-	14.5	-	-	51.1	-	-	-
HCM Lane LOS	-	B	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	25.2

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	3005	5	5	1488	4	10
Future Vol, veh/h	3005	5	5	1488	4	10
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	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	93	93	33	50
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	3266	5	5	1600	12	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3271	0	4076	1633
Stage 1	-	-	-	-	3266	-
Stage 2	-	-	-	-	810	-
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	-	-	88	-	~ 2	90
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	398	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	88	-	~ 2	90
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	398	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	$ 3835.2
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	5	88	-	-	-
HCM Lane V/C Ratio	6.424	0.061	-	-	-
HCM Control Delay (s)	$ 3835.2	48.6	-	-	-
HCM Lane LOS	F	E	-	-	-
HCM 95th %tile Q(veh)	5.6	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑	↱	↰		↱			↱
Traffic Vol, veh/h	0	2980	35	30	1486	1	6	0	19	0	0	1
Future Vol, veh/h	0	2980	35	30	1486	1	6	0	19	0	0	1
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	-	-	Free	-	-	None
Storage Length	-	-	150	250	-	150	0	-	40	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	93	65	75	96	25	50	86	75	92	92	92
Heavy Vehicles, %	2	2	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3204	54	40	1548	4	12	0	25	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	3204	0	0	4058	-	-	-	-	774
Stage 1	-	-	-	-	-	-	3204	-	-	-	-	-
Stage 2	-	-	-	-	-	-	854	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	93	-	-	~ 1	0	0	0	0	341
Stage 1	0	-	-	-	-	-	~ 10	0	0	0	0	-
Stage 2	0	-	-	-	-	-	320	0	0	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	93	-	-	~ 1	-	-	-	-	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	-	-	-	-	-
Stage 1	-	-	-	-	-	-	~ 10	-	-	-	-	-
Stage 2	-	-	-	-	-	-	182	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	$ 11136.2	15.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1	-	-	-	93	-	-	341
HCM Lane V/C Ratio	12	-	-	-	0.43	-	-	0.003
HCM Control Delay (s)	$ 11136.2	0	-	-	70.2	-	-	15.6
HCM Lane LOS	F	A	-	-	F	-	-	C
HCM 95th %tile Q(veh)	2.9	-	-	-	1.8	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

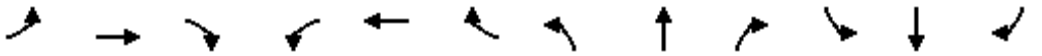
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	2979	1512	17	5	5
Future Vol, veh/h	20	2979	1512	17	5	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	93	94	57	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	3203	1609	30	8	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1639	0	-	0	2955	820
Stage 1	-	-	-	-	1624	-
Stage 2	-	-	-	-	1331	-
Critical Hdwy	4.14	-	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.22	-	-	-	3.67	3.32
Pot Cap-1 Maneuver	391	-	-	-	18	318
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	192	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	391	-	-	-	17	318
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	192	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	199
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	391	-	-	-	32
HCM Lane V/C Ratio	0.064	-	-	-	0.496
HCM Control Delay (s)	14.8	-	-	-	199
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	2782	5	5	1303	40	5	5	5	30	5	225
Future Volume (veh/h)	201	2782	5	5	1303	40	5	5	5	30	5	225
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	1841	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	216	2839	5	20	1386	0	20	10	12	37	6	0
Peak Hour Factor	0.93	0.98	0.98	0.25	0.94	0.86	0.25	0.50	0.42	0.81	0.89	0.87
Percent Heavy Veh, %	4	2	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	400	4358	8	162	2869		144	53	64	129	128	
Arrive On Green	0.05	0.83	0.81	0.03	0.81	0.00	0.07	0.07	0.05	0.07	0.07	0.00
Sat Flow, veh/h	1753	5263	9	1781	3554	1585	1410	774	929	1379	1870	1585
Grp Volume(v), veh/h	216	1836	1008	20	1386	0	20	0	22	37	6	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1869	1781	1777	1585	1410	0	1703	1379	1870	1585
Q Serve(g_s), s	2.7	28.2	28.2	0.3	17.3	0.0	1.9	0.0	1.7	3.6	0.4	0.0
Cycle Q Clear(g_c), s	2.7	28.2	28.2	0.3	17.3	0.0	2.3	0.0	1.7	5.4	0.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	400	2819	1547	162	2869		144	0	117	129	128	
V/C Ratio(X)	0.54	0.65	0.65	0.12	0.48		0.14	0.00	0.19	0.29	0.05	
Avail Cap(c_a), veh/h	580	2819	1547	242	2869		236	0	227	219	250	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.3	4.5	4.5	4.9	4.3	0.0	62.0	0.0	62.2	64.1	60.9	0.0
Incr Delay (d2), s/veh	0.4	1.2	2.1	0.1	0.6	0.0	0.2	0.0	0.3	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.7	7.8	0.1	4.7	0.0	0.7	0.0	0.8	1.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.7	5.7	6.6	5.0	4.9	0.0	62.2	0.0	62.4	64.5	61.0	0.0
LnGrp LOS	A	A	A	A	A		E	A	E	E	E	
Approach Vol, veh/h		3060			1406	A		42			43	A
Approach Delay, s/veh		5.9			4.9			62.3			64.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	119.3		12.9	10.7	116.4		12.9				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	8.4	98.1		* 16	* 19	87.1		* 16				
Max Q Clear Time (g_c+I1), s	2.3	30.2		7.4	4.7	19.3		4.3				
Green Ext Time (p_c), s	0.0	67.7		0.0	0.3	57.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		6.7
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	2592	169	58	1187	55	148	39	117	72	38	13
Future Volume (veh/h)	56	2592	169	58	1187	55	148	39	117	72	38	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	1856	1856	1856	1841	1841	1841	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	58	2672	174	60	1224	57	153	40	121	74	39	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	4	4	4	1	1	1	1	1	1
Cap, veh/h	150	3196	204	76	3076	955	241	68	204	143	222	74
Arrive On Green	0.17	1.00	1.00	0.04	0.61	0.61	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1767	4866	311	1753	5025	1560	1363	413	1248	1235	1353	451
Grp Volume(v), veh/h	58	1839	1007	60	1224	57	153	0	161	74	0	52
Grp Sat Flow(s),veh/h/ln	1767	1689	1800	1753	1675	1560	1363	0	1661	1235	0	1804
Q Serve(g_s), s	4.1	0.0	0.0	4.7	17.5	2.1	15.2	0.0	12.6	8.3	0.0	3.5
Cycle Q Clear(g_c), s	4.1	0.0	0.0	4.7	17.5	2.1	18.7	0.0	12.6	20.8	0.0	3.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.75	1.00		0.25
Lane Grp Cap(c), veh/h	150	2218	1182	76	3076	955	241	0	272	143	0	296
V/C Ratio(X)	0.39	0.83	0.85	0.78	0.40	0.06	0.64	0.00	0.59	0.52	0.00	0.18
Avail Cap(c_a), veh/h	150	2218	1182	128	3076	955	267	0	304	166	0	330
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	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	54.9	0.0	0.0	66.3	13.9	10.9	58.5	0.0	54.2	63.8	0.0	50.4
Incr Delay (d2), s/veh	1.2	3.7	7.8	12.2	0.4	0.1	4.2	0.0	2.5	2.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.2	2.6	2.3	6.3	0.7	5.6	0.0	5.5	2.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	3.7	7.8	78.5	14.3	11.0	62.6	0.0	56.7	66.7	0.0	50.7
LnGrp LOS	E	A	A	E	B	B	E	A	E	E	A	D
Approach Vol, veh/h		2904			1341			314			126	
Approach Delay, s/veh		6.2			17.0			59.6			60.1	
Approach LOS		A			B			E			E	

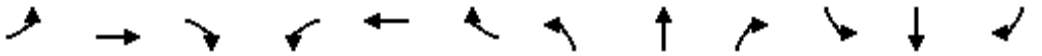
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	98.8		29.3	18.7	92.0		29.3
Change Period (Y+Rc), s	* 5.8	* 6.8		6.4	* 6.8	* 6.3		6.4
Max Green Setting (Gmax), s	* 10	* 86		25.6	* 9.2	* 86		25.6
Max Q Clear Time (g_c+I1), s	6.7	2.0		22.8	6.1	19.5		20.7
Green Ext Time (p_c), s	0.0	74.2		0.1	0.0	17.6		0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1546	47	31	2064	51	60	43	35	55	24	88
Future Volume (veh/h)	86	1546	47	31	2064	51	60	43	35	55	24	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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	1578	63	37	2196	0	71	59	52	79	29	0
Peak Hour Factor	0.68	0.98	0.75	0.83	0.94	0.85	0.85	0.73	0.67	0.70	0.82	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	3560	142	54	3337		185	94	79	164	101	
Arrive On Green	0.08	0.71	0.71	0.03	0.65	0.00	0.05	0.05	0.05	0.05	0.05	0.00
Sat Flow, veh/h	1781	5037	201	1781	5274	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	126	1066	575	37	2196	0	71	59	52	79	29	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1834	1781	1702	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.2	21.4	21.4	3.3	41.8	0.0	6.0	5.0	5.2	6.7	2.4	0.0
Cycle Q Clear(g_c), s	11.2	21.4	21.4	3.3	41.8	0.0	6.0	5.0	5.2	6.7	2.4	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	149	2406	1296	54	3337		185	94	79	164	101	
V/C Ratio(X)	0.85	0.44	0.44	0.69	0.66		0.38	0.63	0.66	0.48	0.29	
Avail Cap(c_a), veh/h	343	2406	1296	98	3337		263	154	131	234	154	
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	0.00
Uniform Delay (d), s/veh	72.3	10.0	10.0	76.8	16.9	0.0	67.8	74.6	74.6	67.4	72.7	0.0
Incr Delay (d2), s/veh	12.2	0.6	1.1	14.3	1.0	0.0	1.3	6.8	8.9	2.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	7.5	8.3	1.7	15.5	0.0	2.8	2.6	2.3	3.2	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.5	10.6	11.1	91.2	17.9	0.0	69.1	81.4	83.5	69.6	74.2	0.0
LnGrp LOS	F	B	B	F	B		E	F	F	E	E	
Approach Vol, veh/h		1767			2233	A		182			108	A
Approach Delay, s/veh		16.0			19.1			77.2			70.9	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	119.5	14.0	15.5	19.6	111.0	14.7	14.8
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 8.8	97.6	* 15	13.2	* 31	75.6	* 15	13.2
Max Q Clear Time (g_c+I1), s	5.3	23.4	8.0	4.4	13.2	43.8	8.7	7.2
Green Ext Time (p_c), s	0.0	16.5	0.1	0.0	0.3	21.1	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1611	7	28	2053	74	3	1	25	10	1	90
Future Vol, veh/h	18	1611	7	28	2053	74	3	1	25	10	1	90
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	150	-	-	200	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	97	44	56	95	84	38	67	58	38	25	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	1661	16	50	2161	88	8	1	43	26	4	129

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2249	0	0	1677	0	0	2703	4086	839	3038	4050	1125
Stage 1	-	-	-	-	-	-	1737	1737	-	2305	2305	-
Stage 2	-	-	-	-	-	-	966	2349	-	733	1745	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	93	-	-	182	-	-	23	2	265	~ 14	~ 3	171
Stage 1	-	-	-	-	-	-	60	140	-	~ 23	72	-
Stage 2	-	-	-	-	-	-	247	68	-	344	139	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	93	-	-	182	-	-	-	~ 1	265	-	~ 1	171
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	38	89	-	~ 15	52	-
Stage 2	-	-	-	-	-	-	41	49	-	180	88	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	93	-	-	182	-	-	-
HCM Lane V/C Ratio	-	0.365	-	-	0.275	-	-	-
HCM Control Delay (s)	-	64.5	-	-	32.1	-	-	-
HCM Lane LOS	-	F	-	-	D	-	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-	1.1	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	15.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1612	34	16	2133	22	5
Future Vol, veh/h	1612	34	16	2133	22	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	75	94	92	58	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1645	45	17	2318	38	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1690	0	2838	823
Stage 1	-	-	-	-	1645	-
Stage 2	-	-	-	-	1193	-
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	-	-	374	-	~ 14	317
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	250	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	374	-	~ 13	317
Mov Cap-2 Maneuver	-	-	-	-	~ 13	-
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	250	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 1336.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	16	-	-	374	-
HCM Lane V/C Ratio	2.875	-	-	0.046	-
HCM Control Delay (s)	$ 1336.6	-	-	15.1	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	6.4	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	20.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2205	6	1	3153	5	4	1	5	2	1	4
Future Vol, veh/h	7	2205	6	1	3153	5	4	1	5	2	1	4
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	150	-	150	100	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	35	97	75	93	93	62	50	75	62	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	2273	8	1	3390	8	8	1	8	4	2	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3398	0	0	2281	0	0	4011	5713	1137	4569	5713	1695
Stage 1	-	-	-	-	-	-	2313	2313	-	3392	3392	-
Stage 2	-	-	-	-	-	-	1698	3400	-	1177	2321	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	78	-	-	219	-	-	~ 1	0	196	0	0	82
Stage 1	-	-	-	-	-	-	39	71	-	7	19	-
Stage 2	-	-	-	-	-	-	96	19	-	203	71	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	78	-	-	219	-	-	~ 1	0	196	0	0	82
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	0	-	0	0	-
Stage 1	-	-	-	-	-	-	29	53	-	5	19	-
Stage 2	-	-	-	-	-	-	77	19	-	141	53	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	$ 6706.9	57.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	2	78	-	-	219	-	-	82
HCM Lane V/C Ratio	8.699	0.256	-	-	0.005	-	-	0.171
HCM Control Delay (s)	$ 6706.9	66.4	-	-	21.5	-	-	57.7
HCM Lane LOS	F	F	-	-	C	-	-	F
HCM 95th %tile Q(veh)	3.7	0.9	-	-	0	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9.6

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	2200	12	8	3153	6	6
Future Vol, veh/h	2200	12	8	3153	6	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	-	250	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	75	67	94	75	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2292	16	12	3354	8	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2308	0	3993	1146
Stage 1	-	-	-	-	2292	-
Stage 2	-	-	-	-	1701	-
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	-	-	214	-	~ 2	193
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	133	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	214	-	~ 2	193
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	133	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	$ 2723.5
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	5	214	-	-	-
HCM Lane V/C Ratio	4	0.056	-	-	-
HCM Control Delay (s)	$ 2723.5	22.8	-	-	-
HCM Lane LOS	F	C	-	-	-
HCM 95th %tile Q(veh)	3.8	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	154.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑	↱	↰		↱			↱
Traffic Vol, veh/h	0	2177	29	34	3137	1	23	0	41	0	0	1
Future Vol, veh/h	0	2177	29	34	3137	1	23	0	41	0	0	1
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	-	-	Free	-	-	None
Storage Length	-	-	150	250	-	150	0	-	40	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	97	78	75	95	95	61	92	75	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2244	37	45	3302	1	38	0	55	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	2244	0	0	3985	-	-	-	-	1651
Stage 1	-	-	-	-	-	-	2244	-	-	-	-	-
Stage 2	-	-	-	-	-	-	1741	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	227	-	-	~ 1	0	0	0	0	88
Stage 1	0	-	-	-	-	-	43	0	0	0	0	-
Stage 2	0	-	-	-	-	-	90	0	0	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	227	-	-	~ 1	-	-	-	-	88
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 1	-	-	-	-	-
Stage 1	-	-	-	-	-	-	43	-	-	-	-	-
Stage 2	-	-	-	-	-	-	71	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	$ 23234	46.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1	-	-	-	227	-	-	88
HCM Lane V/C Ratio	37.705	-	-	-	0.2	-	-	0.012
HCM Control Delay (s)	$ 23234	0	-	-	24.8	-	-	46.4
HCM Lane LOS	F	A	-	-	C	-	-	E
HCM 95th %tile Q(veh)	6.7	-	-	-	0.7	-	-	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	55.1

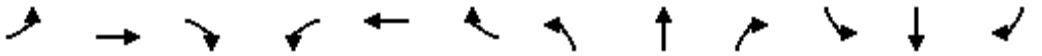
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2211	3149	35	16	23
Future Vol, veh/h	7	2211	3149	35	16	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	58	97	91	94	75	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	2279	3460	37	21	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3497	0	-	0	4415	1749
Stage 1	-	-	-	-	3479	-
Stage 2	-	-	-	-	936	-
Critical Hdwy	4.14	-	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.22	-	-	-	3.67	3.32
Pot Cap-1 Maneuver	71	-	-	-	~ 2	75
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	317	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	71	-	-	-	~ 2	75
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	~ 11	-
Stage 2	-	-	-	-	317	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	$ 5881.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	71	-	-	-	5
HCM Lane V/C Ratio	0.17	-	-	-	10.933
HCM Control Delay (s)	65.8	-	-	-	$ 5881.9
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	8.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	2023	42	5	2949	79	5	33	5	37	5	232
Future Volume (veh/h)	162	2023	42	5	2949	79	5	33	5	37	5	232
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	174	2043	63	20	3137	0	20	62	13	54	20	0
Peak Hour Factor	0.93	0.99	0.67	0.25	0.94	0.83	0.25	0.53	0.38	0.69	0.25	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	3884	120	221	2473		224	200	42	179	250	
Arrive On Green	0.10	0.76	0.75	0.03	0.70	0.00	0.13	0.13	0.12	0.13	0.13	0.00
Sat Flow, veh/h	1781	5090	157	1781	3554	1585	1392	1499	314	1325	1870	1585
Grp Volume(v), veh/h	174	1365	741	20	3137	0	20	0	75	54	20	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1842	1781	1777	1585	1392	0	1814	1325	1870	1585
Q Serve(g_s), s	9.2	22.2	22.4	0.4	97.4	0.0	1.8	0.0	5.2	5.4	1.3	0.0
Cycle Q Clear(g_c), s	9.2	22.2	22.4	0.4	97.4	0.0	3.1	0.0	5.2	10.6	1.3	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	223	2598	1406	221	2473		224	0	242	179	250	
V/C Ratio(X)	0.78	0.53	0.53	0.09	1.27		0.09	0.00	0.31	0.30	0.08	
Avail Cap(c_a), veh/h	322	2598	1406	300	2473		224	0	242	179	250	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.8	6.6	6.6	6.1	21.3	0.0	54.5	0.0	55.0	59.6	53.1	0.0
Incr Delay (d2), s/veh	7.4	0.8	1.4	0.2	124.2	0.0	0.8	0.0	3.3	4.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	6.2	7.1	0.1	74.5	0.0	0.7	0.0	2.6	2.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	7.3	8.0	6.3	145.5	0.0	55.3	0.0	58.3	63.9	53.7	0.0
LnGrp LOS	E	A	A	A	F		E	A	E	E	D	
Approach Vol, veh/h		2280			3157	A		95			74	A
Approach Delay, s/veh		11.5			144.6			57.7			61.2	
Approach LOS		B			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	110.2		22.0	17.2	100.8		22.0				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	8.4	98.1		* 16	* 19	87.1		* 16				
Max Q Clear Time (g_c+I1), s	2.4	24.4		12.6	11.2	99.4		7.2				
Green Ext Time (p_c), s	0.0	68.6		0.0	0.3	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		87.9
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1797	185	112	2821	118	182	66	95	42	66	30
Future Volume (veh/h)	83	1797	185	112	2821	118	182	66	95	42	66	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	90	1953	201	122	3066	128	198	72	103	46	72	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	112	2629	269	147	2912	904	271	151	216	208	263	121
Arrive On Green	0.06	0.56	0.56	0.08	0.57	0.57	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	4707	481	1781	5106	1585	1289	696	995	1210	1214	556
Grp Volume(v), veh/h	90	1408	746	122	3066	128	198	0	175	46	0	105
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1585	1289	0	1691	1210	0	1770
Q Serve(g_s), s	6.5	40.5	41.2	8.8	74.1	4.9	19.6	0.0	11.8	4.5	0.0	6.4
Cycle Q Clear(g_c), s	6.5	40.5	41.2	8.8	74.1	4.9	26.1	0.0	11.8	16.2	0.0	6.4
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.59	1.00		0.31
Lane Grp Cap(c), veh/h	112	1901	996	147	2912	904	271	0	366	208	0	384
V/C Ratio(X)	0.80	0.74	0.75	0.83	1.05	0.14	0.73	0.00	0.48	0.22	0.00	0.27
Avail Cap(c_a), veh/h	153	1901	996	222	2912	904	275	0	372	212	0	389
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	60.1	21.6	21.8	58.7	27.9	13.1	53.2	0.0	44.5	51.6	0.0	42.4
Incr Delay (d2), s/veh	16.8	2.6	5.1	12.6	32.7	0.3	9.4	0.0	1.0	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	15.0	16.7	4.3	34.8	1.7	7.1	0.0	5.1	1.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	24.2	26.9	71.3	60.6	13.4	62.6	0.0	45.5	52.1	0.0	42.8
LnGrp LOS	E	C	C	E	F	B	E	A	D	D	A	D
Approach Vol, veh/h		2244			3316			373			151	
Approach Delay, s/veh		27.2			59.2			54.6			45.6	
Approach LOS		C			E			D			D	

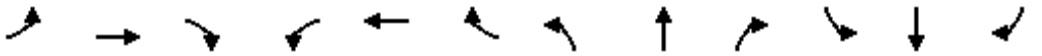
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.5	78.9		34.6	15.0	80.4		34.6
Change Period (Y+Rc), s	* 5.8	* 6.3		6.4	* 6.8	* 6.3		6.4
Max Green Setting (Gmax), s	* 16	* 67		28.6	* 11	* 71		28.6
Max Q Clear Time (g_c+I1), s	10.8	43.2		18.2	8.5	76.1		28.1
Green Ext Time (p_c), s	0.1	18.9		0.4	0.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1900	40	30	1160	40	30	50	60	90	40	70
Future Volume (veh/h)	60	1900	40	30	1160	40	30	50	60	90	40	70
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	2065	43	33	1261	0	33	54	65	98	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	82	3605	75	50	3484		157	100	85	185	172	
Arrive On Green	0.05	0.71	0.71	0.03	0.69	0.00	0.02	0.05	0.05	0.06	0.09	0.00
Sat Flow, veh/h	1781	5107	106	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	65	1364	744	33	1261	0	33	54	65	98	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1836	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	6.1	33.9	34.0	3.1	17.6	0.0	3.0	4.8	6.9	8.6	3.6	0.0
Cycle Q Clear(g_c), s	6.1	33.9	34.0	3.1	17.6	0.0	3.0	4.8	6.9	8.6	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	82	2384	1296	50	3484		157	100	85	185	172	
V/C Ratio(X)	0.79	0.57	0.57	0.66	0.36		0.21	0.54	0.77	0.53	0.25	
Avail Cap(c_a), veh/h	166	2384	1296	113	3484		186	189	160	209	255	
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	0.00
Uniform Delay (d), s/veh	80.3	12.3	12.4	81.8	11.0	0.0	73.8	78.4	79.4	68.6	71.7	0.0
Incr Delay (d2), s/veh	14.4	1.0	1.9	10.8	0.3	0.0	0.5	4.4	13.2	1.7	0.8	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	3.1	12.2	13.6	1.6	6.4	0.0	1.4	2.4	3.1	4.1	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.7	13.3	14.2	92.6	11.3	0.0	74.3	82.8	92.6	70.4	72.5	0.0
LnGrp LOS	F	B	B	F	B		E	F	F	E	E	
Approach Vol, veh/h		2173			1294	A		152			141	A
Approach Delay, s/veh		16.1			13.4			85.2			71.0	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	126.4	10.2	22.4	14.0	123.3	16.8	15.9
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	103.6	* 6.7	23.2	* 16	98.6	* 13	17.2
Max Q Clear Time (g_c+I1), s	5.1	36.0	5.0	5.6	8.1	19.6	10.6	8.9
Green Ext Time (p_c), s	0.0	38.3	0.0	0.1	0.1	16.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2010	10	15	1170	55	0	0	30	0	0	60
Future Vol, veh/h	30	2010	10	15	1170	55	0	0	30	0	0	60
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	150	-	-	200	-	200	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2185	11	16	1272	60	0	0	33	0	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1332	0	0	2196	0	0	-	-	1098	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	270	-	-	99	-	-	0	0	176	0	0	345
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	270	-	-	99	-	-	-	-	176	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	30	17.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	176	270	-	-	99	-	-	345
HCM Lane V/C Ratio	0.185	0.121	-	-	0.165	-	-	0.189
HCM Control Delay (s)	30	20.2	-	-	48.4	-	-	17.9
HCM Lane LOS	D	C	-	-	E	-	-	C
HCM 95th %tile Q(veh)	0.7	0.4	-	-	0.6	-	-	0.7

Intersection	
Int Delay, s/veh	15.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2005	35	10	1210	30	10
Future Vol, veh/h	2005	35	10	1210	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2179	38	11	1315	33	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2217	0	2859	1090
Stage 1	-	-	-	-	2179	-
Stage 2	-	-	-	-	680	-
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	-	-	232	-	~ 13	210
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	232	-	~ 12	210
Mov Cap-2 Maneuver	-	-	-	-	~ 12	-
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	465	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 1267.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	16	-	-	232	-
HCM Lane V/C Ratio	2.717	-	-	0.047	-
HCM Control Delay (s)	$ 1267.9	-	-	21.3	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	6.1	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	62.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	3265	10	10	1610	10	10	10	10	10	10	10
Future Vol, veh/h	10	3265	10	10	1610	10	10	10	10	10	10	10
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	150	-	150	100	-	150	-	-	-	-	-	-
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	3549	11	11	1750	11	11	11	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1761	0	0	3560	0	0	4474	5354	1775	3574	5354	875
Stage 1	-	-	-	-	-	-	3571	3571	-	1772	1772	-
Stage 2	-	-	-	-	-	-	903	1783	-	1802	3582	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	351	-	-	67	-	-	0	0	72	~ 2	0	292
Stage 1	-	-	-	-	-	-	~ 6	15	-	86	135	-
Stage 2	-	-	-	-	-	-	299	133	-	82	15	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	351	-	-	67	-	-	0	0	72	~ 1	0	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	~ 1	0	-
Stage 1	-	-	-	-	-	-	~ 6	15	-	83	113	-
Stage 2	-	-	-	-	-	-	217	111	-	19	15	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	91.1	$ 10254.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	72	351	-	-	67	-	-	2
HCM Lane V/C Ratio	0.453	0.031	-	-	0.162	-	-	16.304
HCM Control Delay (s)	91.1	15.6	-	-	68.9	-	-	$ 10254.9
HCM Lane LOS	F	C	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0.5	-	-	5.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	40.9

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	3275	10	10	1620	10	20
Future Vol, veh/h	3275	10	10	1620	10	20
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	300	-	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	4	2	2
Mvmt Flow	3560	11	11	1761	11	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3571	0	4463	1780
Stage 1	-	-	-	-	3560	-
Stage 2	-	-	-	-	903	-
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	-	-	66	-	~ 1	71
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	66	-	~ 1	71
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	~ 9	-
Stage 2	-	-	-	-	356	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	$ 6712.1
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	3	66	-	-	-
HCM Lane V/C Ratio	10.87	0.165	-	-	-
HCM Control Delay (s)	$ 6712.1	70	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	5.8	0.5	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑	↱	↰		↱			↱
Traffic Vol, veh/h	0	3245	50	40	1610	10	10	0	30	0	0	10
Future Vol, veh/h	0	3245	50	40	1610	10	10	0	30	0	0	10
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	-	-	Free	-	-	None
Storage Length	-	-	150	250	-	150	0	-	40	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3527	54	43	1750	11	11	0	33	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	3527	0	0	4488	-	-	-	-	875
Stage 1	-	-	-	-	-	-	3527	-	-	-	-	-
Stage 2	-	-	-	-	-	-	961	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	69	-	-	0	0	0	0	0	292
Stage 1	0	-	-	-	-	-	~ 6	0	0	0	0	-
Stage 2	0	-	-	-	-	-	275	0	0	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	69	-	-	0	-	-	-	-	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-	~ 6	-	-	-	-	-
Stage 2	-	-	-	-	-	-	100	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.9		17.8
HCM LOS			-	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	69	-	-	292
HCM Lane V/C Ratio	-	-	-	-	0.63	-	-	0.037
HCM Control Delay (s)	-	0	-	-	121.3	-	-	17.8
HCM Lane LOS	-	A	-	-	F	-	-	C
HCM 95th %tile Q(veh)	-	-	-	-	2.7	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.9

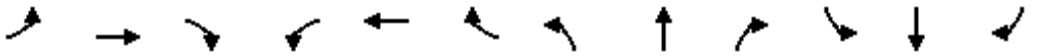
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	3245	1650	20	10	10
Future Vol, veh/h	30	3245	1650	20	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	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	33	3527	1793	22	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1815	0	-	0	3634	908
Stage 1	-	-	-	-	1804	-
Stage 2	-	-	-	-	1830	-
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	334	-	-	-	~ 4	278
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	334	-	-	-	~ 4	278
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	113	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 1677.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	334	-	-	-	8
HCM Lane V/C Ratio	0.098	-	-	-	2.717
HCM Control Delay (s)	16.9	-	-	-	$ 1677.8
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	3.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	3025	10	10	1410	50	10	10	10	40	10	250
Future Volume (veh/h)	220	3025	10	10	1410	50	10	10	10	40	10	250
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	1841	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	239	3288	11	11	1533	0	11	11	11	43	11	0
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, %	4	2	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	359	4358	15	126	2845		146	62	62	135	136	
Arrive On Green	0.05	0.83	0.81	0.02	0.80	0.00	0.07	0.07	0.05	0.07	0.07	0.00
Sat Flow, veh/h	1753	5254	18	1781	3554	1585	1404	858	858	1379	1870	1585
Grp Volume(v), veh/h	239	2129	1170	11	1533	0	11	0	22	43	11	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1867	1781	1777	1585	1404	0	1716	1379	1870	1585
Q Serve(g_s), s	3.0	39.9	40.1	0.2	21.2	0.0	1.0	0.0	1.7	4.2	0.8	0.0
Cycle Q Clear(g_c), s	3.0	39.9	40.1	0.2	21.2	0.0	1.8	0.0	1.7	5.9	0.8	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	359	2823	1549	126	2845		146	0	125	135	136	
V/C Ratio(X)	0.67	0.75	0.76	0.09	0.54		0.08	0.00	0.18	0.32	0.08	
Avail Cap(c_a), veh/h	534	2823	1549	215	2845		231	0	229	219	250	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.3	5.4	5.5	8.0	4.9	0.0	61.4	0.0	61.6	63.8	60.5	0.0
Incr Delay (d2), s/veh	0.8	1.9	3.5	0.1	0.7	0.0	0.1	0.0	0.2	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.5	11.2	0.1	6.0	0.0	0.4	0.0	0.8	1.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	7.4	8.9	8.1	5.6	0.0	61.5	0.0	61.8	64.3	60.6	0.0
LnGrp LOS	A	A	A	A	A		E	A	E	E	E	
Approach Vol, veh/h		3538			1544	A		33			54	A
Approach Delay, s/veh		8.0			5.6			61.7			63.5	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	119.5		13.5	11.0	115.5		13.5				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	8.4	98.1		* 16	* 19	87.1		* 16				
Max Q Clear Time (g_c+I1), s	2.2	42.1		7.9	5.0	23.2		3.8				
Green Ext Time (p_c), s	0.0	55.9		0.0	0.3	58.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



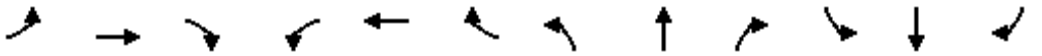
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2815	190	70	1280	60	170	50	130	80	50	20
Future Volume (veh/h)	70	2815	190	70	1280	60	170	50	130	80	50	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	3060	207	76	1391	65	185	54	141	87	54	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, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	665	4448	294	95	2968	921	259	88	231	152	244	99
Arrive On Green	0.38	0.92	0.92	0.05	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	4854	321	1753	5025	1560	1323	458	1197	1188	1263	515
Grp Volume(v), veh/h	76	2108	1159	76	1391	65	185	0	195	87	0	76
Grp Sat Flow(s),veh/h/ln	1767	1689	1798	1753	1675	1560	1323	0	1655	1188	0	1778
Q Serve(g_s), s	3.9	19.5	21.2	6.0	21.9	2.5	19.2	0.0	15.1	10.1	0.0	5.0
Cycle Q Clear(g_c), s	3.9	19.5	21.2	6.0	21.9	2.5	24.2	0.0	15.1	25.2	0.0	5.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.72	1.00		0.29
Lane Grp Cap(c), veh/h	665	3095	1647	95	2968	921	259	0	319	152	0	343
V/C Ratio(X)	0.11	0.68	0.70	0.80	0.47	0.07	0.71	0.00	0.61	0.57	0.00	0.22
Avail Cap(c_a), veh/h	665	3095	1647	103	2968	921	259	0	319	152	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	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	28.5	1.3	1.4	65.5	16.2	12.2	57.9	0.0	51.7	63.2	0.0	47.6
Incr Delay (d2), s/veh	0.1	1.2	2.5	32.9	0.5	0.1	9.0	0.0	3.4	5.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.5	1.2	3.5	8.1	0.9	6.9	0.0	6.4	3.2	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	2.5	3.9	98.4	16.7	12.4	66.8	0.0	55.1	68.2	0.0	48.0
LnGrp LOS	C	A	A	F	B	B	E	A	E	E	A	D
Approach Vol, veh/h		3343			1532			380			163	
Approach Delay, s/veh		3.6			20.6			60.8			58.8	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	136.4		33.4	60.8	89.0		33.4
Change Period (Y+Rc), s	* 5.8	* 6.8		* 6.4	* 6.8	* 6.3		6.4
Max Green Setting (Gmax), s	* 8.2	* 88		* 27	* 12	* 83		25.6
Max Q Clear Time (g_c+I1), s	8.0	23.2		27.2	5.9	23.9		26.2
Green Ext Time (p_c), s	0.0	54.7		0.0	0.1	13.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1680	60	40	2230	60	80	60	40	80	40	100
Future Volume (veh/h)	100	1680	60	40	2230	60	80	60	40	80	40	100
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1826	65	43	2424	0	87	65	43	87	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	130	3520	125	57	3344		183	94	79	167	97	
Arrive On Green	0.07	0.70	0.70	0.03	0.66	0.00	0.05	0.05	0.05	0.06	0.05	0.00
Sat Flow, veh/h	1781	5022	179	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	109	1227	664	43	2424	0	87	65	43	87	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1823	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	9.7	27.3	27.4	3.8	49.9	0.0	7.4	5.5	4.2	7.3	3.6	0.0
Cycle Q Clear(g_c), s	9.7	27.3	27.4	3.8	49.9	0.0	7.4	5.5	4.2	7.3	3.6	0.0
Prop In Lane	1.00		0.10	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	130	2367	1278	57	3344		183	94	79	167	97	
V/C Ratio(X)	0.84	0.52	0.52	0.76	0.72		0.48	0.70	0.54	0.52	0.44	
Avail Cap(c_a), veh/h	176	2367	1278	109	3344		183	208	176	168	213	
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	0.00
Uniform Delay (d), s/veh	73.3	11.2	11.3	76.8	17.7	0.0	67.5	74.8	74.2	67.2	73.6	0.0
Incr Delay (d2), s/veh	21.8	0.8	1.5	13.9	1.4	0.0	1.4	8.9	5.7	2.2	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.6	10.7	2.0	18.3	0.0	3.4	2.9	1.9	3.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.1	12.1	12.8	90.7	19.1	0.0	68.9	83.7	79.9	69.4	76.7	0.0
LnGrp LOS	F	B	B	F	B		E	F	E	E	E	
Approach Vol, veh/h		2000			2467	A		195			130	A
Approach Delay, s/veh		16.8			20.4			76.3			71.8	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	118.5	15.0	15.1	17.8	112.0	15.3	14.8
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 9.8	97.6	* 8.7	18.2	* 16	91.6	* 9.2	17.8
Max Q Clear Time (g_c+I1), s	5.8	29.4	9.4	5.6	11.7	51.9	9.3	7.5
Green Ext Time (p_c), s	0.0	31.8	0.0	0.1	0.1	32.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

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	20	1770	10	35	2230	85	0	0	30	0	0	100
Future Vol, veh/h	20	1770	10	35	2230	85	0	0	30	0	0	100
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	150	-	-	200	-	200	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	22	1924	11	38	2424	92	0	0	33	0	0	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2516	0	0	1935	0	0	-	-	968	-	-	1258
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	68	-	-	135	-	-	0	0	215	0	0	139
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	68	-	-	135	-	-	-	-	215	-	-	139
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.6	24.7	89.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	68	-	-	135	-	-	139
HCM Lane V/C Ratio	0.152	0.32	-	-	0.282	-	-	0.782
HCM Control Delay (s)	24.7	81.1	-	-	41.8	-	-	89.2
HCM Lane LOS	C	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	0.5	1.2	-	-	1.1	-	-	4.8

Intersection	
Int Delay, s/veh	27.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1760	40	20	2320	30	10
Future Vol, veh/h	1760	40	20	2320	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	1913	43	22	2522	33	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1956	0	3218	957
Stage 1	-	-	-	-	1913	-
Stage 2	-	-	-	-	1305	-
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	-	-	294	-	~ 7	258
Stage 1	-	-	-	-	102	-
Stage 2	-	-	-	-	218	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	294	-	~ 6	258
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	218	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 2900.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	8	-	-	294	-
HCM Lane V/C Ratio	5.435	-	-	0.074	-
HCM Control Delay (s)	$ 2900.7	-	-	18.2	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	6.8	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	2400	15	10	3420	10	10	10	10	10	10	10
Future Vol, veh/h	15	2400	15	10	3420	10	10	10	10	10	10	10
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	150	-	150	100	-	150	-	-	-	-	-	-
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	2609	16	11	3717	11	11	11	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3728	0	0	2625	0	0	4527	6391	1305	5081	6396	1859
Stage 1	-	-	-	-	-	-	2641	2641	-	3739	3739	-
Stage 2	-	-	-	-	-	-	1886	3750	-	1342	2657	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	57	-	-	160	-	-	0	0	151	0	0	63
Stage 1	-	-	-	-	-	-	24	48	-	~ 4	12	-
Stage 2	-	-	-	-	-	-	73	12	-	160	47	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	57	-	-	160	-	-	0	0	151	0	0	63
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	17	35	-	~ 3	11	-
Stage 2	-	-	-	-	-	-	~ 1	11	-	74	34	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	35.3	112
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	57	-	-	160	-	-	63
HCM Lane V/C Ratio	0.216	0.286	-	-	0.068	-	-	0.518
HCM Control Delay (s)	35.3	91.7	-	-	29.1	-	-	112
HCM Lane LOS	E	F	-	-	D	-	-	F
HCM 95th %tile Q(veh)	0.8	1	-	-	0.2	-	-	2.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	2400	20	15	3430	10	15
Future Vol, veh/h	2400	20	15	3430	10	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	-	250	300	-	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	4	2	2
Mvmt Flow	2609	22	16	3728	11	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2631	0	4505	1305
Stage 1	-	-	-	-	2609	-
Stage 2	-	-	-	-	1896	-
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	-	-	159	-	~ 1	151
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	104	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	159	-	~ 1	151
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	104	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	$ 8998.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	2	159	-	-	-
HCM Lane V/C Ratio	13.587	0.103	-	-	-
HCM Control Delay (s)	$ 8998.9	30.2	-	-	-
HCM Lane LOS	F	D	-	-	-
HCM 95th %tile Q(veh)	5.1	0.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑	↱	↰		↱			↱
Traffic Vol, veh/h	0	2370	45	40	3410	15	25	0	50	0	0	10
Future Vol, veh/h	0	2370	45	40	3410	15	25	0	50	0	0	10
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	-	-	Free	-	-	None
Storage Length	-	-	150	250	-	150	0	-	40	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2576	49	43	3707	16	27	0	54	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	2576	0	0	4516	-	-	-	-	1854
Stage 1	-	-	-	-	-	-	2576	-	-	-	-	-
Stage 2	-	-	-	-	-	-	1940	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	167	-	-	0	0	0	0	0	63
Stage 1	0	-	-	-	-	-	~ 26	0	0	0	0	-
Stage 2	0	-	-	-	-	-	67	0	0	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	167	-	-	0	-	-	-	-	63
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-	~ 26	-	-	-	-	-
Stage 2	-	-	-	-	-	-	41	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4		73.7
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	167	-	-	63
HCM Lane V/C Ratio	-	-	-	-	0.26	-	-	0.173
HCM Control Delay (s)	-	0	-	-	34	-	-	73.7
HCM Lane LOS	-	A	-	-	D	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	1	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.9

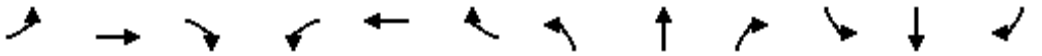
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	2410	3435	45	20	30
Future Vol, veh/h	10	2410	3435	45	20	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	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	11	2620	3734	49	22	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3783	0	-	0	5091	1892
Stage 1	-	-	-	-	3759	-
Stage 2	-	-	-	-	1332	-
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	54	-	-	-	0	60
Stage 1	-	-	-	-	~ 9	-
Stage 2	-	-	-	-	211	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	54	-	-	-	0	60
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 7	-
Stage 2	-	-	-	-	211	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	201.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	54	-	-	-	60
HCM Lane V/C Ratio	0.201	-	-	-	0.906
HCM Control Delay (s)	87.7	-	-	-	201.6
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	4.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	2200	50	10	3210	90	10	40	10	50	10	260
Future Volume (veh/h)	180	2200	50	10	3210	90	10	40	10	50	10	260
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	1841	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	196	2391	54	11	3489	0	11	43	11	54	11	0
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, %	4	2	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	145	4266	96	183	2833		150	112	29	114	146	
Arrive On Green	0.06	0.83	0.81	0.02	0.80	0.00	0.08	0.08	0.06	0.08	0.08	0.00
Sat Flow, veh/h	1753	5138	116	1781	3554	1585	1404	1437	368	1339	1870	1585
Grp Volume(v), veh/h	196	1581	864	11	3489	0	11	0	54	54	11	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1850	1781	1777	1585	1404	0	1804	1339	1870	1585
Q Serve(g_s), s	8.3	22.1	22.4	0.2	119.6	0.0	1.1	0.0	4.3	6.0	0.8	0.0
Cycle Q Clear(g_c), s	8.3	22.1	22.4	0.2	119.6	0.0	1.9	0.0	4.3	10.3	0.8	0.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	145	2826	1535	183	2833		150	0	141	114	146	
V/C Ratio(X)	1.35	0.56	0.56	0.06	1.23		0.07	0.00	0.38	0.47	0.08	
Avail Cap(c_a), veh/h	145	2826	1535	265	2833		150	0	141	114	146	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.7	4.0	4.1	3.6	15.2	0.0	65.0	0.0	66.0	70.6	64.1	0.0
Incr Delay (d2), s/veh	196.7	0.8	1.5	0.1	107.4	0.0	0.1	0.0	0.6	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	5.5	6.4	0.0	76.6	0.0	0.4	0.0	2.0	2.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.3	4.8	5.6	3.7	122.6	0.0	65.1	0.0	66.6	71.7	64.2	0.0
LnGrp LOS	F	A	A	A	F		E	A	E	E	E	
Approach Vol, veh/h		2641			3500	A		65			65	A
Approach Delay, s/veh		24.0			122.2			66.4			70.5	
Approach LOS		C			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	127.9		15.0	12.0	123.0		15.0				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	8.4	115.1		* 9.2	* 6.3	117.1		* 9.2				
Max Q Clear Time (g_c+I1), s	2.2	24.4		12.3	10.3	121.6		6.3				
Green Ext Time (p_c), s	0.0	89.9		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	79.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1950	210	130	3070	130	200	80	110	50	80	40
Future Volume (veh/h)	100	1950	210	130	3070	130	200	80	110	50	80	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	109	2120	228	141	3337	141	217	87	120	54	87	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	109	2831	301	164	3224	1001	189	126	174	122	209	104
Arrive On Green	0.06	0.60	0.60	0.09	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	4687	498	1781	5106	1585	1260	712	982	1175	1181	584
Grp Volume(v), veh/h	109	1532	816	141	3337	141	217	0	207	54	0	130
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1702	1585	1260	0	1694	1175	0	1765
Q Serve(g_s), s	9.2	48.6	50.2	11.7	94.7	5.4	16.8	0.0	17.2	6.8	0.0	9.8
Cycle Q Clear(g_c), s	9.2	48.6	50.2	11.7	94.7	5.4	26.6	0.0	17.2	24.0	0.0	9.8
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	109	2056	1076	164	3224	1001	189	0	300	122	0	313
V/C Ratio(X)	1.00	0.75	0.76	0.86	1.04	0.14	1.15	0.00	0.69	0.44	0.00	0.42
Avail Cap(c_a), veh/h	109	2056	1076	240	3224	1001	189	0	300	122	0	313
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	70.4	21.4	21.7	67.2	27.6	11.2	68.7	0.0	57.8	69.1	0.0	54.8
Incr Delay (d2), s/veh	85.3	2.5	5.0	16.6	25.9	0.3	110.9	0.0	6.5	2.5	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	6.7	18.7	21.0	6.0	42.2	1.9	13.0	0.0	7.8	2.1	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.7	23.9	26.7	83.7	53.5	11.5	179.6	0.0	64.3	71.6	0.0	55.7
LnGrp LOS	F	C	C	F	F	B	F	A	E	E	A	E
Approach Vol, veh/h		2457			3619			424			184	
Approach Delay, s/veh		30.7			53.1			123.3			60.3	
Approach LOS		C			D			F			E	

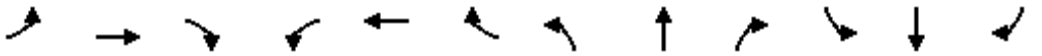
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.6	97.4		33.0	16.0	101.0		33.0
Change Period (Y+Rc), s	* 5.8	* 6.8		6.4	* 6.8	* 6.3		6.4
Max Green Setting (Gmax), s	* 20	* 85		26.6	* 9.2	* 95		26.6
Max Q Clear Time (g_c+I1), s	13.7	52.2		26.0	11.2	96.7		28.6
Green Ext Time (p_c), s	0.1	27.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	200	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	70.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3615	1381
Stage 1	-	-	-	-	2761	-
Stage 2	-	-	-	-	854	-
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	-	-	134	-	~ 4	134
Stage 1	-	-	-	-	~ 34	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	134	-	~ 4	134
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	~ 31	-
Stage 2	-	-	-	-	377	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 5853.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	5	-	-	134	-
HCM Lane V/C Ratio	10.87	-	-	0.081	-
HCM Control Delay (s)	$ 5853.1	-	-	34.2	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	8.6	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	10	4130	10	10	2040	10	10	10	10	10	10	10
Future Vol, veh/h	10	4130	10	10	2040	10	10	10	10	10	10	10
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	150	-	150	100	-	150	-	-	-	-	-	-
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	4489	11	11	2217	11	11	11	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2228	0	0	4500	0	0	5647	6761	2245	4511	6761	1109
Stage 1	-	-	-	-	-	-	4511	4511	-	2239	2239	-
Stage 2	-	-	-	-	-	-	1136	2250	-	2272	4522	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	230	-	-	27	-	-	0	0	34	0	0	204
Stage 1	-	-	-	-	-	-	~ 1	~ 4	-	43	78	-
Stage 2	-	-	-	-	-	-	215	77	-	41	~ 4	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	230	-	-	27	-	-	0	0	34	0	0	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 1	~ 4	-	41	46	-
Stage 2	-	-	-	-	-	-	92	46	-	-	~ 4	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	$ 315.6	26
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	34	230	-	-	27	-	-	204
HCM Lane V/C Ratio	0.959	0.047	-	-	0.403	-	-	0.16
HCM Control Delay (s)	$ 315.6	21.4	-	-	209.4	-	-	26
HCM Lane LOS	F	C	-	-	F	-	-	D
HCM 95th %tile Q(veh)	3.4	0.1	-	-	1.2	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	4140	10	10	2050	10	20
Future Vol, veh/h	4140	10	10	2050	10	20
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	300	-	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	4	2	2
Mvmt Flow	4500	11	11	2228	11	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4511	0	5636	2250
Stage 1	-	-	-	-	4500	-
Stage 2	-	-	-	-	1136	-
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	-	-	27	-	0	34
Stage 1	-	-	-	-	~ 3	-
Stage 2	-	-	-	-	268	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	27	-	0	34
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 2	-
Stage 2	-	-	-	-	268	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1	$ 315.6
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	34	27	-	-	-
HCM Lane V/C Ratio	0.959	0.403	-	-	-
HCM Control Delay (s)	$ 315.6	209.4	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	3.4	1.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑	↱	↰		↱			↱
Traffic Vol, veh/h	0	4110	50	50	2040	10	10	0	30	0	0	10
Future Vol, veh/h	0	4110	50	50	2040	10	10	0	30	0	0	10
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	-	-	Free	-	-	None
Storage Length	-	-	150	250	-	150	0	-	40	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	100	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4467	54	54	2217	10	11	0	33	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	4467	0	0	5684	-	-	-	-	1109
Stage 1	-	-	-	-	-	-	4467	-	-	-	-	-
Stage 2	-	-	-	-	-	-	1217	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	~ 28	-	-	0	0	0	0	0	204
Stage 1	0	-	-	-	-	-	~ 1	0	0	0	0	-
Stage 2	0	-	-	-	-	-	192	0	0	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	~ 28	-	-	-	-	-	-	-	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	~ 1	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	17.7		23.6
HCM LOS			-	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	~ 28	-	-	204
HCM Lane V/C Ratio	-	-	-	-	1.941	-	-	0.053
HCM Control Delay (s)	-	0	-	-$	741.7	-	-	23.6
HCM Lane LOS	-	A	-	-	F	-	-	C
HCM 95th %tile Q(veh)	-	-	-	-	6.5	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	24.8

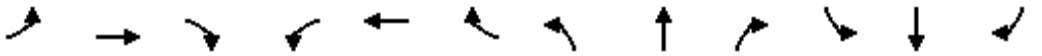
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	4110	2090	30	10	10
Future Vol, veh/h	30	4110	2090	30	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	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	33	4467	2272	33	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2305	0	-	0	4589	1153
Stage 1	-	-	-	-	2289	-
Stage 2	-	-	-	-	2300	-
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	215	-	-	-	~ 1	191
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	62	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	215	-	-	-	~ 1	191
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	62	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 7731.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	215	-	-	-	2
HCM Lane V/C Ratio	0.152	-	-	-	10.87
HCM Control Delay (s)	24.7	-	-	-	$ 7731.8
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	4.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
Future Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
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	1841	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	304	4163	11	11	1957	0	11	11	11	54	11	0
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, %	4	2	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	345	4358	12	93	2604		152	68	68	141	149	
Arrive On Green	0.12	0.83	0.81	0.02	0.73	0.00	0.08	0.08	0.06	0.08	0.08	0.00
Sat Flow, veh/h	1753	5258	14	1781	3554	1585	1404	858	858	1379	1870	1585
Grp Volume(v), veh/h	304	2694	1480	11	1957	0	11	0	22	54	11	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1868	1781	1777	1585	1404	0	1716	1379	1870	1585
Q Serve(g_s), s	13.6	97.4	98.1	0.2	49.1	0.0	1.1	0.0	1.8	5.7	0.8	0.0
Cycle Q Clear(g_c), s	13.6	97.4	98.1	0.2	49.1	0.0	1.9	0.0	1.8	7.5	0.8	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	345	2821	1548	93	2604		152	0	136	141	149	
V/C Ratio(X)	0.88	0.95	0.96	0.12	0.75		0.07	0.00	0.16	0.38	0.07	
Avail Cap(c_a), veh/h	386	2821	1548	152	2604		354	0	383	339	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	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.0	10.5	10.6	39.8	11.9	0.0	64.8	0.0	65.0	67.9	63.9	0.0
Incr Delay (d2), s/veh	17.9	9.3	14.6	0.2	2.1	0.0	0.1	0.0	0.2	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	26.7	31.8	0.3	17.2	0.0	0.4	0.0	0.8	2.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	19.8	25.2	40.0	14.0	0.0	64.9	0.0	65.2	68.5	64.0	0.0
LnGrp LOS	E	B	C	D	B		E	A	E	E	E	
Approach Vol, veh/h		4478			1968	A		33			65	A
Approach Delay, s/veh		24.4			14.1			65.1			67.8	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	127.7		15.2	21.5	113.3		15.2				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	6.4	95.3		* 31	* 19	82.3		* 31				
Max Q Clear Time (g_c+I1), s	2.2	100.1		9.5	15.6	51.1		3.9				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.2	30.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	3880	261	87	1783	87	228	65	185	109	65	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, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	511	4189	276	96	3139	974	201	69	195	59	214	72
Arrive On Green	0.29	0.86	0.86	0.05	0.62	0.62	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1767	4856	320	1753	5025	1560	1310	429	1221	1130	1337	452
Grp Volume(v), veh/h	87	2673	1468	87	1783	87	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1767	1689	1798	1753	1675	1560	1310	0	1651	1130	0	1789
Q Serve(g_s), s	5.5	78.1	91.8	7.4	31.0	3.3	17.6	0.0	22.5	1.5	0.0	6.4
Cycle Q Clear(g_c), s	5.5	78.1	91.8	7.4	31.0	3.3	24.0	0.0	22.5	24.0	0.0	6.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	511	2913	1551	96	3139	974	201	0	264	59	0	286
V/C Ratio(X)	0.17	0.92	0.95	0.91	0.57	0.09	1.13	0.00	0.95	1.84	0.00	0.30
Avail Cap(c_a), veh/h	511	2913	1551	96	3139	974	201	0	264	59	0	286
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	39.8	6.8	7.7	70.5	16.4	11.2	68.3	0.0	62.4	74.9	0.0	55.6
Incr Delay (d2), s/veh	0.2	5.9	13.3	62.9	0.8	0.2	103.5	0.0	41.0	434.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	20.7	28.6	5.0	11.4	1.2	13.6	0.0	12.5	9.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	12.7	21.0	133.4	17.1	11.4	171.8	0.0	103.3	508.9	0.0	56.2
LnGrp LOS	D	B	C	F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		4228			1957			478			196	
Approach Delay, s/veh		16.1			22.0			136.0			308.0	
Approach LOS		B			C			F			F	

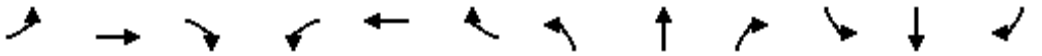
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	137.1		30.4	51.1	100.0		30.4				
Change Period (Y+Rc), s	* 5.8	* 6.8		* 6.4	* 6.8	* 6.3		6.4				
Max Green Setting (Gmax), s	* 8.2	* 1E2		* 24	* 13	* 94		23.6				
Max Q Clear Time (g_c+I1), s	9.4	93.8		26.0	7.5	33.0		26.0				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.1	21.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	200	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	144.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	4062	1207
Stage 1	-	-	-	-	2413	-
Stage 2	-	-	-	-	1649	-
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	-	-	185	-	~ 2	175
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	142	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	185	-	~ 2	175
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	142	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 15223.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	2	-	-	185	-
HCM Lane V/C Ratio	27.174	-	-	0.147	-
HCM Control Delay (s)	$ 15223.6	-	-	27.8	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	8.8	-	-	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	3040	10	10	4330	10	10	10	10	10	10	10
Future Vol, veh/h	10	3040	10	10	4330	10	10	10	10	10	10	10
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	150	-	150	100	-	150	-	-	-	-	-	-
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	3304	11	11	4707	11	11	11	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4718	0	0	3315	0	0	5707	8066	1652	6409	8066	2354
Stage 1	-	-	-	-	-	-	3326	3326	-	4729	4729	-
Stage 2	-	-	-	-	-	-	2381	4740	-	1680	3337	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	22	-	-	84	-	-	0	0	87	0	0	28
Stage 1	-	-	-	-	-	-	~ 8	20	-	~ 1	~ 3	-
Stage 2	-	-	-	-	-	-	35	~ 3	-	98	20	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	22	-	-	84	-	-	0	0	87	0	0	28
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 4	~ 10	-	~ 1	~ 3	-
Stage 2	-	-	-	-	-	-	-	~ 3	-	-	~ 10	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	69.3	$ 432.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	22	-	-	84	-	-	28
HCM Lane V/C Ratio	0.375	0.494	-	-	0.129	-	-	1.165
HCM Control Delay (s)	69.3	276.9	-	-	54.1	-	-	$ 432.8
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.5	1.4	-	-	0.4	-	-	3.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	3030	30	20	4340	10	10
Future Vol, veh/h	3030	30	20	4340	10	10
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	300	-	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	4	2	2
Mvmt Flow	3293	33	22	4717	11	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3326	0	5696	1647
Stage 1	-	-	-	-	3293	-
Stage 2	-	-	-	-	2403	-
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	-	-	83	-	0	88
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	54	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	83	-	0	88
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	54	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.3	58.8
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	88	83	-	-	-
HCM Lane V/C Ratio	0.247	0.262	-	-	-
HCM Control Delay (s)	58.8	63.1	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	0.9	0.9	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑	↱	↰		↱			↱
Traffic Vol, veh/h	0	3000	40	50	4320	10	30	0	60	0	0	10
Future Vol, veh/h	0	3000	40	50	4320	10	30	0	60	0	0	10
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	-	-	Free	-	-	None
Storage Length	-	-	150	250	-	150	0	-	40	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3261	43	54	4696	11	33	0	65	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	3261	0	0	5717	-	-	-	-	2348
Stage 1	-	-	-	-	-	-	3261	-	-	-	-	-
Stage 2	-	-	-	-	-	-	2456	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	89	-	-	0	0	0	0	0	29
Stage 1	0	-	-	-	-	-	~ 9	0	0	0	0	-
Stage 2	0	-	-	-	-	-	~ 31	0	0	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	89	-	-	0	-	-	-	-	29
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-	-	-	-	-
Stage 1	-	-	-	-	-	-	~ 9	-	-	-	-	-
Stage 2	-	-	-	-	-	-	~ 8	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1		190.3
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	89	-	-	29
HCM Lane V/C Ratio	-	-	-	-	0.611	-	-	0.375
HCM Control Delay (s)	-	0	-	-	94.9	-	-	190.3
HCM Lane LOS	-	A	-	-	F	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	2.8	-	-	1.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	10.9

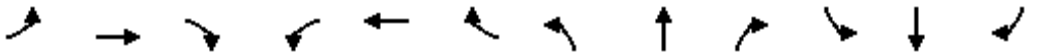
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	3050	4340	50	30	40
Future Vol, veh/h	10	3050	4340	50	30	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	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	11	3315	4717	54	33	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	4771	0	-	0	6424	2386
Stage 1	-	-	-	-	4744	-
Stage 2	-	-	-	-	1680	-
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	21	-	-	-	0	~ 27
Stage 1	-	-	-	-	~ 2	-
Stage 2	-	-	-	-	136	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	21	-	-	-	0	~ 27
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	~ 1	-
Stage 2	-	-	-	-	136	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	$ 1127.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	27
HCM Lane V/C Ratio	0.518	-	-	-	2.818
HCM Control Delay (s)	295.3	-	-	-	$ 1127.4
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	1.5	-	-	-	9.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
Future Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
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	1841	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	250	3033	65	11	4413	0	11	54	11	65	11	0
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, %	4	2	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	145	4272	91	131	2833		150	118	24	106	146	
Arrive On Green	0.06	0.83	0.81	0.02	0.80	0.00	0.08	0.08	0.06	0.08	0.08	0.00
Sat Flow, veh/h	1753	5145	109	1781	3554	1585	1404	1508	307	1326	1870	1585
Grp Volume(v), veh/h	250	1999	1099	11	4413	0	11	0	65	65	11	0
Grp Sat Flow(s),veh/h/ln	1753	1702	1851	1781	1777	1585	1404	0	1815	1326	1870	1585
Q Serve(g_s), s	8.3	36.3	37.4	0.2	119.6	0.0	1.1	0.0	5.1	6.6	0.8	0.0
Cycle Q Clear(g_c), s	8.3	36.3	37.4	0.2	119.6	0.0	1.9	0.0	5.1	11.7	0.8	0.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	145	2826	1536	131	2833		150	0	142	106	146	
V/C Ratio(X)	1.72	0.71	0.72	0.08	1.56		0.07	0.00	0.46	0.61	0.08	
Avail Cap(c_a), veh/h	145	2826	1536	213	2833		150	0	142	106	146	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.7	5.2	5.4	6.7	15.2	0.0	65.0	0.0	66.3	72.1	64.1	0.0
Incr Delay (d2), s/veh	353.1	1.5	2.9	0.1	252.6	0.0	0.1	0.0	0.9	7.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	9.1	10.8	0.1	133.7	0.0	0.4	0.0	2.4	2.7	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	415.8	6.8	8.2	6.8	267.8	0.0	65.1	0.0	67.2	79.6	64.2	0.0
LnGrp LOS	F	A	A	A	F		E	A	E	E	E	
Approach Vol, veh/h		3348			4424	A		76			76	A
Approach Delay, s/veh		37.8			267.2			66.9			77.3	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	127.9		15.0	12.0	123.0		15.0				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	8.4	115.1		* 9.2	* 6.3	117.1		* 9.2				
Max Q Clear Time (g_c+I1), s	2.2	39.4		13.7	10.3	121.6		7.1				
Green Ext Time (p_c), s	0.0	75.5		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	166.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Future Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	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	130	2696	283	174	4207	185	283	109	152	65	109	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	299	3241	329	169	3122	969	198	144	201	114	241	119
Arrive On Green	0.17	0.69	0.69	0.09	0.61	0.61	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	4710	478	1781	5106	1585	1223	707	986	1118	1180	585
Grp Volume(v), veh/h	130	1923	1056	174	4207	185	283	0	261	65	0	163
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1585	1223	0	1693	1118	0	1765
Q Serve(g_s), s	9.8	60.7	67.9	14.2	91.7	7.7	18.5	0.0	21.8	8.7	0.0	12.1
Cycle Q Clear(g_c), s	9.8	60.7	67.9	14.2	91.7	7.7	30.6	0.0	21.8	30.5	0.0	12.1
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	299	2342	1228	169	3122	969	198	0	345	114	0	360
V/C Ratio(X)	0.43	0.82	0.86	1.03	1.35	0.19	1.43	0.00	0.76	0.57	0.00	0.45
Avail Cap(c_a), veh/h	299	2342	1228	169	3122	969	198	0	345	114	0	360
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	56.0	16.8	17.9	67.9	29.2	12.8	68.0	0.0	56.2	70.5	0.0	52.4
Incr Delay (d2), s/veh	0.7	3.4	8.0	77.9	158.7	0.4	218.4	0.0	9.2	6.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	22.0	27.2	10.0	79.7	2.8	19.6	0.0	10.0	2.7	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	20.2	25.9	145.8	187.8	13.3	286.4	0.0	65.4	77.2	0.0	53.2
LnGrp LOS	E	C	C	F	F	B	F	A	E	E	A	D
Approach Vol, veh/h		3109			4566			544			228	
Approach Delay, s/veh		23.6			179.2			180.4			60.1	
Approach LOS		C			F			F			E	

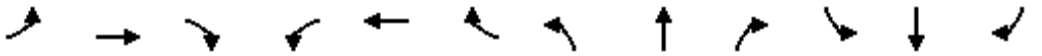
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	110.5		37.0	32.5	98.0		37.0
Change Period (Y+Rc), s	* 5.8	* 6.8		6.4	* 6.8	* 6.3		6.4
Max Green Setting (Gmax), s	* 14	* 87		30.6	* 8.2	* 92		30.6
Max Q Clear Time (g_c+I1), s	16.2	69.9		32.5	11.8	93.7		32.6
Green Ext Time (p_c), s	0.0	16.3		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	118.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	200	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	70.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3615	1381
Stage 1	-	-	-	-	2761	-
Stage 2	-	-	-	-	854	-
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	-	-	134	-	~ 4	134
Stage 1	-	-	-	-	~ 34	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	134	-	~ 4	134
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	~ 31	-
Stage 2	-	-	-	-	377	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 5853.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	5	-	-	134	-
HCM Lane V/C Ratio	10.87	-	-	0.081	-
HCM Control Delay (s)	$ 5853.1	-	-	34.2	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	8.6	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	10	4130	10	10	2040	10	10	10	10	10	10	10
Future Vol, veh/h	10	4130	10	10	2040	10	10	10	10	10	10	10
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	150	-	150	100	-	150	-	-	-	-	-	-
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	4489	11	11	2217	11	11	11	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2228	0	0	4500	0	0	5647	6761	2245	4511	6761	1109
Stage 1	-	-	-	-	-	-	4511	4511	-	2239	2239	-
Stage 2	-	-	-	-	-	-	1136	2250	-	2272	4522	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	230	-	-	27	-	-	0	0	34	0	0	204
Stage 1	-	-	-	-	-	-	~ 1	~ 4	-	43	78	-
Stage 2	-	-	-	-	-	-	215	77	-	41	~ 4	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	230	-	-	27	-	-	0	0	34	0	0	204
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 1	~ 4	-	41	46	-
Stage 2	-	-	-	-	-	-	92	46	-	-	~ 4	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	$ 315.6	26
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	34	230	-	-	27	-	-	204
HCM Lane V/C Ratio	0.959	0.047	-	-	0.403	-	-	0.16
HCM Control Delay (s)	$ 315.6	21.4	-	-	209.4	-	-	26
HCM Lane LOS	F	C	-	-	F	-	-	D
HCM 95th %tile Q(veh)	3.4	0.1	-	-	1.2	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	4140	10	60	10	2060	0	30
Future Volume (vph)	4140	10	60	10	2060	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5083			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5083			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4500	11	65	11	2239	0	33
RTOR Reduction (vph)	0	0	0	0	0	0	12
Lane Group Flow (vph)	4511	0	0	76	2239	0	21
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	123.8			7.5	135.8		4.2
Effective Green, g (s)	123.8			7.5	135.8		4.2
Actuated g/C Ratio	0.83			0.05	0.91		0.03
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4223			89	4546		45
v/s Ratio Prot	c0.89			c0.04	0.45		
v/s Ratio Perm							c0.01
v/c Ratio	1.07			0.85	0.49		0.47
Uniform Delay, d1	12.6			70.2	1.1		71.3
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	36.3			50.7	0.1		7.7
Delay (s)	48.9			120.9	1.1		79.0
Level of Service	D			F	A		E
Approach Delay (s)	48.9				5.1	79.0	
Approach LOS	D				A	E	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	149.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Future Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4489	109	0	2304	11	0	0	43	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1158
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 29	0	0	163
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 29	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 551.9	28.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	163
HCM Lane V/C Ratio	1.499	-	-	-	0.067
HCM Control Delay (s)	$ 551.9	-	-	-	28.7
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

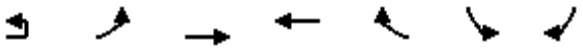
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4170	2110	60	0	20
Future Vol, veh/h	0	4170	2110	60	0	20
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	4533	2293	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1179
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	157
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	157
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	31.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	4120	2120	0	0	0
Future Volume (vph)	50	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	3.6		49.7	37.1			
Effective Green, g (s)	3.6		49.7	37.1			
Actuated g/C Ratio	0.07		1.00	0.75			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	128		5085	3795			
v/s Ratio Prot	0.03		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.42		0.88	0.61			
Uniform Delay, d1	22.1		0.0	2.9			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	2.2		2.5	0.3			
Delay (s)	24.3		2.5	3.2			
Level of Service	C		A	A			
Approach Delay (s)			2.8	3.2		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
Future Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
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	304	4163	11	11	1957	0	11	11	11	54	11	0
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	345	4359	12	93	2616		151	68	68	141	148	
Arrive On Green	0.12	0.83	0.81	0.02	0.74	0.00	0.08	0.08	0.06	0.08	0.08	0.00
Sat Flow, veh/h	1781	5258	14	1781	3554	1585	1404	858	858	1390	1870	1585
Grp Volume(v), veh/h	304	2694	1480	11	1957	0	11	0	22	54	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1868	1781	1777	1585	1404	0	1716	1390	1870	1585
Q Serve(g_s), s	13.1	97.2	97.9	0.2	48.5	0.0	1.1	0.0	1.8	5.7	0.8	0.0
Cycle Q Clear(g_c), s	13.1	97.2	97.9	0.2	48.5	0.0	1.9	0.0	1.8	7.5	0.8	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	345	2822	1549	93	2616		151	0	136	141	148	
V/C Ratio(X)	0.88	0.95	0.96	0.12	0.75		0.07	0.00	0.16	0.38	0.07	
Avail Cap(c_a), veh/h	393	2822	1549	152	2616		354	0	383	342	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	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.6	10.5	10.6	40.0	11.6	0.0	64.9	0.0	65.0	67.9	64.0	0.0
Incr Delay (d2), s/veh	17.0	9.2	14.5	0.2	2.0	0.0	0.1	0.0	0.2	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	26.7	31.7	0.3	16.9	0.0	0.4	0.0	0.8	2.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	19.7	25.1	40.2	13.6	0.0	64.9	0.0	65.2	68.6	64.1	0.0
LnGrp LOS	E	B	C	D	B		E	A	E	E	E	
Approach Vol, veh/h		4478			1968	A		33			65	A
Approach Delay, s/veh		24.2			13.8			65.1			67.8	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	127.8		15.2	21.0	113.8		15.2				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	6.4	95.3		* 31	* 19	82.3		* 31				
Max Q Clear Time (g_c+I1), s	2.3	99.9		9.5	15.1	50.5		3.9				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.2	31.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	3880	261	87	1783	87	228	65	185	109	65	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, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	511	4189	276	96	3139	974	201	69	195	59	214	72
Arrive On Green	0.29	0.86	0.86	0.05	0.62	0.62	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1767	4856	320	1753	5025	1560	1310	429	1221	1130	1337	452
Grp Volume(v), veh/h	87	2673	1468	87	1783	87	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1767	1689	1798	1753	1675	1560	1310	0	1651	1130	0	1789
Q Serve(g_s), s	5.5	78.1	91.8	7.4	31.0	3.3	17.6	0.0	22.5	1.5	0.0	6.4
Cycle Q Clear(g_c), s	5.5	78.1	91.8	7.4	31.0	3.3	24.0	0.0	22.5	24.0	0.0	6.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	511	2913	1551	96	3139	974	201	0	264	59	0	286
V/C Ratio(X)	0.17	0.92	0.95	0.91	0.57	0.09	1.13	0.00	0.95	1.84	0.00	0.30
Avail Cap(c_a), veh/h	511	2913	1551	96	3139	974	201	0	264	59	0	286
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	39.8	6.8	7.7	70.5	16.4	11.2	68.3	0.0	62.4	74.9	0.0	55.6
Incr Delay (d2), s/veh	0.2	5.9	13.3	62.9	0.8	0.2	103.5	0.0	41.0	434.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	20.7	28.6	5.0	11.4	1.2	13.6	0.0	12.5	9.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	12.7	21.0	133.4	17.1	11.4	171.8	0.0	103.3	508.9	0.0	56.2
LnGrp LOS	D	B	C	F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		4228			1957			478			196	
Approach Delay, s/veh		16.1			22.0			136.0			308.0	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	137.1		30.4	51.1	100.0		30.4				
Change Period (Y+Rc), s	* 5.8	* 6.8		* 6.4	* 6.8	* 6.3		6.4				
Max Green Setting (Gmax), s	* 8.2	* 1E2		* 24	* 13	* 94		23.6				
Max Q Clear Time (g_c+I1), s	9.4	93.8		26.0	7.5	33.0		26.0				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.1	21.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	200	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	144.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	4062	1207
Stage 1	-	-	-	-	2413	-
Stage 2	-	-	-	-	1649	-
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	-	-	185	-	~ 2	175
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	142	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	185	-	~ 2	175
Mov Cap-2 Maneuver	-	-	-	-	~ 2	-
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	142	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 15223.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	2	-	-	185	-
HCM Lane V/C Ratio	27.174	-	-	0.147	-
HCM Control Delay (s)	$ 15223.6	-	-	27.8	-
HCM Lane LOS	F	-	-	D	-
HCM 95th %tile Q(veh)	8.8	-	-	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	3040	10	10	4330	10	10	10	10	10	10	10
Future Vol, veh/h	10	3040	10	10	4330	10	10	10	10	10	10	10
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	150	-	150	100	-	150	-	-	-	-	-	-
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	3304	11	11	4707	11	11	11	11	11	11	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4718	0	0	3315	0	0	5707	8066	1652	6409	8066	2354
Stage 1	-	-	-	-	-	-	3326	3326	-	4729	4729	-
Stage 2	-	-	-	-	-	-	2381	4740	-	1680	3337	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	22	-	-	84	-	-	0	0	87	0	0	28
Stage 1	-	-	-	-	-	-	~ 8	20	-	~ 1	~ 3	-
Stage 2	-	-	-	-	-	-	35	~ 3	-	98	20	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	22	-	-	84	-	-	0	0	87	0	0	28
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 4	~ 10	-	~ 1	~ 3	-
Stage 2	-	-	-	-	-	-	-	~ 3	-	-	~ 10	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	69.3	$ 432.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	22	-	-	84	-	-	28
HCM Lane V/C Ratio	0.375	0.494	-	-	0.129	-	-	1.165
HCM Control Delay (s)	69.3	276.9	-	-	54.1	-	-	$ 432.8
HCM Lane LOS	F	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.5	1.4	-	-	0.4	-	-	3.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	3030	30	80	20	4350	0	20
Future Volume (vph)	3030	30	80	20	4350	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5078			1770	4988		1611
Flt Permitted	1.00			0.03	1.00		1.00
Satd. Flow (perm)	5078			60	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3293	33	87	22	4728	0	22
RTOR Reduction (vph)	0	0	0	0	0	0	21
Lane Group Flow (vph)	3326	0	0	109	4728	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Perm	NA		Perm
Protected Phases	6		5		2		
Permitted Phases				2			4
Actuated Green, G (s)	123.2			123.2	123.2		3.3
Effective Green, g (s)	123.2			123.2	123.2		3.3
Actuated g/C Ratio	0.91			0.91	0.91		0.02
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4617			54	4535		39
v/s Ratio Prot	0.65				0.95		
v/s Ratio Perm				c1.80			c0.00
v/c Ratio	0.72			2.02	1.04		0.01
Uniform Delay, d1	1.6			6.1	6.1		64.5
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	0.6			516.9	26.2		0.1
Delay (s)	2.2			523.1	32.4		64.7
Level of Service	A			F	C		E
Approach Delay (s)	2.2				43.5	64.7	
Approach LOS	A				D	E	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	135.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Future Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3304	98	0	4826	11	0	0	98	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2419
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 75	0	0	21
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 75	-	-	21
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 302.8	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	21
HCM Lane V/C Ratio	1.304	-	-	-	0.518
HCM Control Delay (s)	$ 302.8	-	-	-	295.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.5

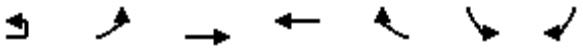
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3130	4380	60	0	70
Future Vol, veh/h	0	3130	4380	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3402	4761	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-		$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	3080	4390	0	0	0
Future Volume (vph)	50	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	5.3		150.0	135.7			
Effective Green, g (s)	5.3		150.0	135.7			
Actuated g/C Ratio	0.04		1.00	0.90			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	62		5085	4600			
v/s Ratio Prot	0.03		0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.87		0.66	1.04			
Uniform Delay, d1	72.0		0.0	7.2			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	70.2		0.7	24.3			
Delay (s)	142.2		0.7	31.5			
Level of Service	F		A	C			
Approach Delay (s)			2.9	31.5		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
Future Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
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	250	3033	65	11	4413	0	11	54	11	65	11	0
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	147	4272	91	131	2833		150	118	24	106	146	
Arrive On Green	0.06	0.83	0.81	0.02	0.80	0.00	0.08	0.08	0.06	0.08	0.08	0.00
Sat Flow, veh/h	1781	5145	109	1781	3554	1585	1404	1508	307	1337	1870	1585
Grp Volume(v), veh/h	250	1999	1099	11	4413	0	11	0	65	65	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1851	1781	1777	1585	1404	0	1815	1337	1870	1585
Q Serve(g_s), s	8.3	36.3	37.4	0.2	119.6	0.0	1.1	0.0	5.1	6.6	0.8	0.0
Cycle Q Clear(g_c), s	8.3	36.3	37.4	0.2	119.6	0.0	1.9	0.0	5.1	11.7	0.8	0.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	147	2826	1536	131	2833		150	0	142	106	146	
V/C Ratio(X)	1.71	0.71	0.72	0.08	1.56		0.07	0.00	0.46	0.61	0.08	
Avail Cap(c_a), veh/h	147	2826	1536	213	2833		150	0	142	106	146	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	62.7	5.2	5.4	6.7	15.2	0.0	65.0	0.0	66.3	72.1	64.1	0.0
Incr Delay (d2), s/veh	344.9	1.5	2.9	0.1	252.6	0.0	0.1	0.0	0.9	7.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	9.1	10.8	0.1	133.7	0.0	0.4	0.0	2.4	2.7	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	407.7	6.8	8.2	6.8	267.8	0.0	65.1	0.0	67.2	79.3	64.2	0.0
LnGrp LOS	F	A	A	A	F		E	A	E	E	E	
Approach Vol, veh/h		3348			4424	A		76			76	A
Approach Delay, s/veh		37.2			267.2			66.9			77.1	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	127.9		15.0	12.0	123.0		15.0
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8
Max Green Setting (Gmax), s	8.4	115.1		* 9.2	* 6.3	117.1		* 9.2
Max Q Clear Time (g_c+I1), s	2.2	39.4		13.7	10.3	121.6		7.1
Green Ext Time (p_c), s	0.0	75.5		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	166.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Future Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	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	130	2696	283	174	4207	185	283	109	152	65	109	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	299	3241	329	169	3122	969	198	144	201	114	241	119
Arrive On Green	0.17	0.69	0.69	0.09	0.61	0.61	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	4710	478	1781	5106	1585	1223	707	986	1118	1180	585
Grp Volume(v), veh/h	130	1923	1056	174	4207	185	283	0	261	65	0	163
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1585	1223	0	1693	1118	0	1765
Q Serve(g_s), s	9.8	60.7	67.9	14.2	91.7	7.7	18.5	0.0	21.8	8.7	0.0	12.1
Cycle Q Clear(g_c), s	9.8	60.7	67.9	14.2	91.7	7.7	30.6	0.0	21.8	30.5	0.0	12.1
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	299	2342	1228	169	3122	969	198	0	345	114	0	360
V/C Ratio(X)	0.43	0.82	0.86	1.03	1.35	0.19	1.43	0.00	0.76	0.57	0.00	0.45
Avail Cap(c_a), veh/h	299	2342	1228	169	3122	969	198	0	345	114	0	360
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	56.0	16.8	17.9	67.9	29.2	12.8	68.0	0.0	56.2	70.5	0.0	52.4
Incr Delay (d2), s/veh	1.0	3.4	8.0	77.9	158.7	0.4	218.4	0.0	9.2	6.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	22.0	27.2	10.0	79.7	2.8	19.6	0.0	10.0	2.7	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	20.2	25.9	145.8	187.8	13.3	286.4	0.0	65.4	77.2	0.0	53.2
LnGrp LOS	E	C	C	F	F	B	F	A	E	E	A	D
Approach Vol, veh/h		3109			4566			544			228	
Approach Delay, s/veh		23.7			179.2			180.4			60.1	
Approach LOS		C			F			F			E	

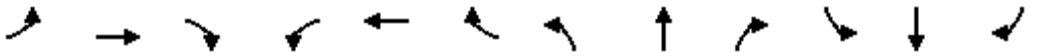
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.0	110.5		37.0	32.5	98.0		37.0
Change Period (Y+Rc), s	* 5.8	* 6.8		6.4	* 6.8	* 6.3		6.4
Max Green Setting (Gmax), s	* 14	* 87		30.6	* 8.2	* 92		30.6
Max Q Clear Time (g_c+I1), s	16.2	69.9		32.5	11.8	93.7		32.6
Green Ext Time (p_c), s	0.0	15.4		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	118.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	24.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3475	1408
Stage 1	-	-	-	-	2788	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	47	-	~ 14	110
Stage 1	-	-	-	-	~ 17	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	47	-	~ 11	110
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 2014
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	47	-
HCM Lane V/C Ratio	4.181	-	-	0.231	-
HCM Control Delay (s)	$ 2014	-	-	103.3	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.8	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Future Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	4489	22	0	2217	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1109
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	29	0	0	175
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	29	-	-	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	285.1	28.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	29	-	-	175
HCM Lane V/C Ratio	0.75	-	-	0.124
HCM Control Delay (s)	285.1	-	-	28.5
HCM Lane LOS	F	-	-	D
HCM 95th %tile Q(veh)	2.4	-	-	0.4



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	4140	10	60	10	2060	0	30
Future Volume (vph)	4140	10	60	10	2060	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5083			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5083			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4500	11	65	11	2239	0	33
RTOR Reduction (vph)	0	0	0	0	0	0	8
Lane Group Flow (vph)	4511	0	0	76	2239	0	25
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	112.3			6.5	123.3		5.2
Effective Green, g (s)	112.3			6.5	123.3		5.2
Actuated g/C Ratio	0.82			0.05	0.90		0.04
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4151			83	4472		60
v/s Ratio Prot	c0.89			c0.04	0.45		
v/s Ratio Perm							c0.02
v/c Ratio	1.09			0.92	0.50		0.42
Uniform Delay, d1	12.6			65.2	1.3		64.7
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	43.8			70.5	0.1		4.7
Delay (s)	56.4			135.7	1.4		69.4
Level of Service	E			F	A		E
Approach Delay (s)	56.4				5.8	69.4	
Approach LOS	E				A	E	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	137.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Future Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4489	109	0	2304	11	0	0	43	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1158
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 29	0	0	163
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 29	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 551.9	28.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	163
HCM Lane V/C Ratio	1.499	-	-	-	0.067
HCM Control Delay (s)	$ 551.9	-	-	-	28.7
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

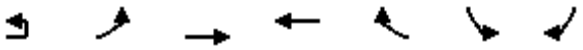
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			↱
Traffic Vol, veh/h	0	4170	2110	60	0	20
Future Vol, veh/h	0	4170	2110	60	0	20
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	4533	2293	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1179
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	157
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	157
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	31.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	4120	2120	0	0	0
Future Volume (vph)	50	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	3.6		49.7	37.1			
Effective Green, g (s)	3.6		49.7	37.1			
Actuated g/C Ratio	0.07		1.00	0.75			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	128		5085	3795			
v/s Ratio Prot	0.03		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.42		0.88	0.61			
Uniform Delay, d1	22.1		0.0	2.9			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	2.2		2.5	0.3			
Delay (s)	24.3		2.5	3.2			
Level of Service	C		A	A			
Approach Delay (s)			2.8	3.2		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
Future Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
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	304	4163	11	11	1957	0	11	11	11	54	11	0
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	399	3792	1151	91	3471		92	44	44	92	19	
Arrive On Green	0.12	0.74	0.73	0.05	0.68	0.00	0.05	0.05	0.03	0.06	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	858	858	1492	304	1585
Grp Volume(v), veh/h	304	4163	11	11	1957	0	11	0	22	65	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1716	1796	0	1585
Q Serve(g_s), s	12.8	111.4	0.3	0.9	29.9	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Cycle Q Clear(g_c), s	12.8	111.4	0.3	0.9	29.9	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	0.83		1.00
Lane Grp Cap(c), veh/h	399	3792	1151	91	3471		92	0	88	111	0	
V/C Ratio(X)	0.76	1.10	0.01	0.12	0.56		0.12	0.00	0.25	0.58	0.00	
Avail Cap(c_a), veh/h	723	3792	1151	91	3471		113	0	109	114	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.3	19.3	5.7	67.9	12.5	0.0	67.9	0.0	69.0	68.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	48.8	0.0	0.2	0.7	0.0	0.2	0.0	0.5	4.7	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	5.6	52.3	0.1	0.4	10.6	0.0	0.4	0.0	0.8	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	68.1	5.7	68.2	13.1	0.0	68.1	0.0	69.5	73.2	0.0	0.0
LnGrp LOS	E	F	A	E	B		E	A	E	E	A	
Approach Vol, veh/h		4478			1968	A		33			65	A
Approach Delay, s/veh		67.8			13.5			69.0			73.2	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	114.8		12.6	21.0	105.4		11.0
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.1E2		* 7	* 29	83.4		7.0
Max Q Clear Time (g_c+I1), s	12.8	113.4		7.3	14.8	31.9		3.9
Green Ext Time (p_c), s	0.0	0.0		0.0	0.5	50.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	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	87	3880	261	87	1783	87	228	65	185	109	65	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	371	4452	290	97	3541	173	265	61	174	125	157	53
Arrive On Green	0.21	0.72	0.72	0.05	0.56	0.56	0.07	0.14	0.14	0.04	0.12	0.12
Sat Flow, veh/h	1781	6217	406	1781	6331	309	1781	429	1221	1781	1337	452
Grp Volume(v), veh/h	87	2984	1157	87	1359	511	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1781	1609	1797	1781	1609	1815	1781	0	1651	1781	0	1789
Q Serve(g_s), s	6.1	69.0	76.9	7.3	25.9	25.9	10.3	0.0	21.4	6.5	0.0	6.8
Cycle Q Clear(g_c), s	6.1	69.0	76.9	7.3	25.9	25.9	10.3	0.0	21.4	6.5	0.0	6.8
Prop In Lane	1.00		0.23	1.00		0.17	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	371	3455	1287	97	2699	1015	265	0	235	125	0	210
V/C Ratio(X)	0.23	0.86	0.90	0.89	0.50	0.50	0.86	0.00	1.06	0.87	0.00	0.41
Avail Cap(c_a), veh/h	371	3455	1287	97	2699	1015	265	0	235	125	0	215
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	49.5	15.9	17.0	70.5	20.3	20.3	59.9	0.0	64.3	60.2	0.0	61.4
Incr Delay (d2), s/veh	0.3	3.1	10.2	58.3	0.7	1.8	23.8	0.0	75.9	44.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.6	30.5	4.9	9.5	11.0	5.3	0.0	13.8	2.5	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	19.0	27.1	128.7	20.9	22.1	83.6	0.0	140.2	104.2	0.0	62.7
LnGrp LOS	D	B	C	F	C	C	F	A	F	F	A	E
Approach Vol, veh/h		4228			1957			478			196	
Approach Delay, s/veh		21.9			26.0			113.2			85.8	
Approach LOS		C			C			F			F	

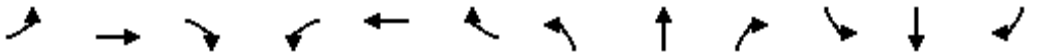
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	114.7	14.8	24.0	38.5	90.2	11.0	27.8
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	* 6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 8.2	* 91	10.3	* 18	* 14	* 84	6.5	21.4
Max Q Clear Time (g_c+I1), s	9.3	78.9	12.3	8.8	8.1	27.9	8.5	23.4
Green Ext Time (p_c), s	0.0	11.9	0.0	0.2	0.1	19.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	3770	1234
Stage 1	-	-	-	-	2440	-
Stage 2	-	-	-	-	1330	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 9	144
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 6	144
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 18	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 4069.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	72	-
HCM Lane V/C Ratio	7.764	-	-	0.377	-
HCM Control Delay (s)	$ 4069.2	-	-	82.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	8.4	-	-	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Future Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	3304	22	0	4707	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2354
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	75	0	0	24
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	75	-	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	71.5	$ 382
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	75	-	-	24
HCM Lane V/C Ratio	0.29	-	-	0.906
HCM Control Delay (s)	71.5	-	-	$ 382
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	2.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	3030	30	80	20	4350	0	20
Future Volume (vph)	3030	30	80	20	4350	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5078			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5078			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3293	33	87	22	4728	0	22
RTOR Reduction (vph)	0	0	0	0	0	0	21
Lane Group Flow (vph)	3326	0	0	109	4728	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	106.7			12.0	123.2		3.5
Effective Green, g (s)	106.7			12.0	123.2		3.5
Actuated g/C Ratio	0.79			0.09	0.91		0.03
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	3992			156	4528		41
v/s Ratio Prot	0.65			0.06	c0.95		
v/s Ratio Perm							c0.00
v/c Ratio	0.83			0.70	1.04		0.01
Uniform Delay, d1	9.0			60.1	6.2		64.4
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	1.6			12.8	26.8		0.1
Delay (s)	10.6			72.9	33.1		64.6
Level of Service	B			E	C		E
Approach Delay (s)	10.6				34.0	64.6	
Approach LOS	B				C	E	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	135.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Future Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3304	98	0	4826	11	0	0	98	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2419
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 75	0	0	21
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 75	-	-	21
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 302.8	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	21
HCM Lane V/C Ratio	1.304	-	-	-	0.518
HCM Control Delay (s)	$ 302.8	-	-	-	295.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.5

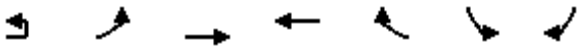
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3130	4380	60	0	70
Future Vol, veh/h	0	3130	4380	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3402	4761	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-	-	$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	3080	4390	0	0	0
Future Volume (vph)	50	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	5.3		150.0	135.7			
Effective Green, g (s)	5.3		150.0	135.7			
Actuated g/C Ratio	0.04		1.00	0.90			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	62		5085	4600			
v/s Ratio Prot	0.03		0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.87		0.66	1.04			
Uniform Delay, d1	72.0		0.0	7.2			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	70.2		0.7	24.3			
Delay (s)	142.2		0.7	31.5			
Level of Service	F		A	C			
Approach Delay (s)			2.9	31.5		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
Future Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
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	250	3033	65	11	4413	0	11	54	11	65	11	0
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	313	4011	1223	56	3716		94	80	16	81	14	
Arrive On Green	0.09	0.79	0.77	0.03	0.73	0.00	0.05	0.05	0.04	0.05	0.05	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	1508	307	1534	260	1585
Grp Volume(v), veh/h	250	3033	65	11	4413	0	11	0	65	76	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1815	1794	0	1585
Q Serve(g_s), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Cycle Q Clear(g_c), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	0.86		1.00
Lane Grp Cap(c), veh/h	313	4011	1223	56	3716		94	0	96	95	0	
V/C Ratio(X)	0.80	0.76	0.05	0.20	1.19		0.12	0.00	0.68	0.80	0.00	
Avail Cap(c_a), veh/h	313	4011	1223	59	3716		94	0	96	95	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	80.2	10.2	4.9	84.9	24.5	0.0	81.3	0.0	84.0	84.3	0.0	0.0
Incr Delay (d2), s/veh	12.6	1.4	0.1	0.6	87.4	0.0	0.2	0.0	14.7	35.3	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	6.2	18.4	0.6	0.5	75.8	0.0	0.5	0.0	3.4	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	11.6	5.0	85.5	111.9	0.0	81.5	0.0	98.7	119.6	0.0	0.0
LnGrp LOS	F	B	A	F	F		F	A	F	F	A	
Approach Vol, veh/h		3348			4424	A		76			76	A
Approach Delay, s/veh		17.5			111.8			96.2			119.6	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	144.8		12.8	20.0	134.4		12.8
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.4E2		* 7	* 14	128.5		7.0
Max Q Clear Time (g_c+I1), s	3.1	58.5		9.5	14.8	133.0		8.3
Green Ext Time (p_c), s	0.0	80.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



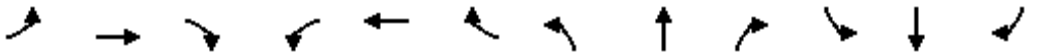
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Future Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	130	2696	283	174	4207	185	283	109	152	65	109	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	121	3377	350	193	3848	166	243	120	168	105	96	47
Arrive On Green	0.07	0.57	0.57	0.11	0.60	0.60	0.11	0.17	0.17	0.03	0.08	0.08
Sat Flow, veh/h	1781	5967	618	1781	6372	275	1781	707	986	1781	1180	585
Grp Volume(v), veh/h	130	2173	806	174	3165	1227	283	0	261	65	0	163
Grp Sat Flow(s),veh/h/ln	1781	1609	1759	1781	1609	1821	1781	0	1693	1781	0	1765
Q Serve(g_s), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.2	4.5	0.0	14.6
Cycle Q Clear(g_c), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.2	4.5	0.0	14.6
Prop In Lane	1.00		0.35	1.00		0.15	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	121	2731	996	193	2914	1100	243	0	288	105	0	143
V/C Ratio(X)	1.08	0.80	0.81	0.90	1.09	1.12	1.17	0.00	0.91	0.62	0.00	1.14
Avail Cap(c_a), veh/h	121	2731	996	228	2914	1100	243	0	288	105	0	143
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	83.9	30.8	31.3	79.3	35.7	35.7	67.6	0.0	73.3	77.9	0.0	82.7
Incr Delay (d2), s/veh	104.0	2.5	7.1	31.4	45.4	64.7	109.8	0.0	30.2	10.3	0.0	117.3
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	9.1	24.5	28.9	9.6	52.1	64.8	8.5	0.0	14.1	1.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.9	33.3	38.4	110.7	81.1	100.4	177.3	0.0	103.5	88.2	0.0	200.0
LnGrp LOS	F	C	D	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		3109			4566			544			228	
Approach Delay, s/veh		41.1			87.4			141.9			168.1	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	108.7	25.0	21.0	19.0	115.0	9.0	37.0
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 23	* 99	20.5	14.6	* 12	* 1.1E2	4.5	30.6
Max Q Clear Time (g_c+I1), s	19.4	68.0	22.5	16.6	14.2	110.7	6.5	29.2
Green Ext Time (p_c), s	0.1	26.0	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	76.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	24.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3475	1408
Stage 1	-	-	-	-	2788	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	47	-	~ 14	110
Stage 1	-	-	-	-	~ 17	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	47	-	~ 11	110
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 2014
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	47	-
HCM Lane V/C Ratio	4.181	-	-	0.231	-
HCM Control Delay (s)	$ 2014	-	-	103.3	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.8	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Future Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	4489	22	0	2217	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1109
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	29	0	0	175
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	29	-	-	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	285.1	28.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	29	-	-	175
HCM Lane V/C Ratio	0.75	-	-	0.124
HCM Control Delay (s)	285.1	-	-	28.5
HCM Lane LOS	F	-	-	D
HCM 95th %tile Q(veh)	2.4	-	-	0.4



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	4140	10	60	10	2060	0	30
Future Volume (vph)	4140	10	60	10	2060	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5083			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5083			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4500	11	65	11	2239	0	33
RTOR Reduction (vph)	0	0	0	0	0	0	8
Lane Group Flow (vph)	4511	0	0	76	2239	0	25
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	112.3			6.5	123.3		5.2
Effective Green, g (s)	112.3			6.5	123.3		5.2
Actuated g/C Ratio	0.82			0.05	0.90		0.04
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4151			83	4472		60
v/s Ratio Prot	c0.89			c0.04	0.45		
v/s Ratio Perm							c0.02
v/c Ratio	1.09			0.92	0.50		0.42
Uniform Delay, d1	12.6			65.2	1.3		64.7
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	43.8			70.5	0.1		4.7
Delay (s)	56.4			135.7	1.4		69.4
Level of Service	E			F	A		E
Approach Delay (s)	56.4				5.8	69.4	
Approach LOS	E				A	E	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	137.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Future Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4489	109	0	2304	11	0	0	43	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1158
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 29	0	0	163
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 29	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 551.9	28.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	163
HCM Lane V/C Ratio	1.499	-	-	-	0.067
HCM Control Delay (s)	$ 551.9	-	-	-	28.7
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

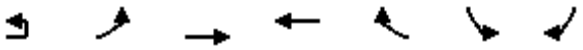
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			↱
Traffic Vol, veh/h	0	4170	2110	60	0	20
Future Vol, veh/h	0	4170	2110	60	0	20
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	4533	2293	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1179
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	157
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	157
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	31.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	4120	2120	0	0	0
Future Volume (vph)	50	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	3.6		49.7	37.1			
Effective Green, g (s)	3.6		49.7	37.1			
Actuated g/C Ratio	0.07		1.00	0.75			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	128		5085	3795			
v/s Ratio Prot	0.03		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.42		0.88	0.61			
Uniform Delay, d1	22.1		0.0	2.9			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	2.2		2.5	0.3			
Delay (s)	24.3		2.5	3.2			
Level of Service	C		A	A			
Approach Delay (s)			2.8	3.2		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
Future Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
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	304	4163	11	11	1957	0	11	11	11	54	11	0
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	399	3792	1151	91	3471		92	44	44	92	19	
Arrive On Green	0.12	0.74	0.73	0.05	0.68	0.00	0.05	0.05	0.03	0.06	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	858	858	1492	304	1585
Grp Volume(v), veh/h	304	4163	11	11	1957	0	11	0	22	65	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1716	1796	0	1585
Q Serve(g_s), s	12.8	111.4	0.3	0.9	29.9	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Cycle Q Clear(g_c), s	12.8	111.4	0.3	0.9	29.9	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	0.83		1.00
Lane Grp Cap(c), veh/h	399	3792	1151	91	3471		92	0	88	111	0	
V/C Ratio(X)	0.76	1.10	0.01	0.12	0.56		0.12	0.00	0.25	0.58	0.00	
Avail Cap(c_a), veh/h	723	3792	1151	91	3471		113	0	109	114	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.3	19.3	5.7	67.9	12.5	0.0	67.9	0.0	69.0	68.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	48.8	0.0	0.2	0.7	0.0	0.2	0.0	0.5	4.7	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	5.6	52.3	0.1	0.4	10.6	0.0	0.4	0.0	0.8	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	68.1	5.7	68.2	13.1	0.0	68.1	0.0	69.5	73.2	0.0	0.0
LnGrp LOS	E	F	A	E	B		E	A	E	E	A	
Approach Vol, veh/h		4478			1968	A		33			65	A
Approach Delay, s/veh		67.8			13.5			69.0			73.2	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	114.8		12.6	21.0	105.4		11.0
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.1E2		* 7	* 29	83.4		7.0
Max Q Clear Time (g_c+I1), s	12.8	113.4		7.3	14.8	31.9		3.9
Green Ext Time (p_c), s	0.0	0.0		0.0	0.5	50.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



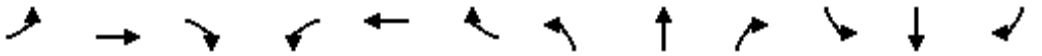
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	87	3880	261	87	1783	87	228	65	185	109	65	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	371	4452	290	97	3541	173	265	61	174	125	157	53
Arrive On Green	0.21	0.72	0.72	0.05	0.56	0.56	0.07	0.14	0.14	0.04	0.12	0.12
Sat Flow, veh/h	1781	6217	406	1781	6331	309	1781	429	1221	1781	1337	452
Grp Volume(v), veh/h	87	2984	1157	87	1359	511	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1781	1609	1797	1781	1609	1815	1781	0	1651	1781	0	1789
Q Serve(g_s), s	6.1	69.0	76.9	7.3	25.9	25.9	10.3	0.0	21.4	6.5	0.0	6.8
Cycle Q Clear(g_c), s	6.1	69.0	76.9	7.3	25.9	25.9	10.3	0.0	21.4	6.5	0.0	6.8
Prop In Lane	1.00		0.23	1.00		0.17	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	371	3455	1287	97	2699	1015	265	0	235	125	0	210
V/C Ratio(X)	0.23	0.86	0.90	0.89	0.50	0.50	0.86	0.00	1.06	0.87	0.00	0.41
Avail Cap(c_a), veh/h	371	3455	1287	97	2699	1015	265	0	235	125	0	215
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	49.5	15.9	17.0	70.5	20.3	20.3	59.9	0.0	64.3	60.2	0.0	61.4
Incr Delay (d2), s/veh	0.3	3.1	10.2	58.3	0.7	1.8	23.8	0.0	75.9	44.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.6	30.5	4.9	9.5	11.0	5.3	0.0	13.8	2.5	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	19.0	27.1	128.7	20.9	22.1	83.6	0.0	140.2	104.2	0.0	62.7
LnGrp LOS	D	B	C	F	C	C	F	A	F	F	A	E
Approach Vol, veh/h		4228			1957			478			196	
Approach Delay, s/veh		21.9			26.0			113.2			85.8	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	114.7	14.8	24.0	38.5	90.2	11.0	27.8
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	* 6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 8.2	* 91	10.3	* 18	* 14	* 84	6.5	21.4
Max Q Clear Time (g_c+I1), s	9.3	78.9	12.3	8.8	8.1	27.9	8.5	23.4
Green Ext Time (p_c), s	0.0	11.9	0.0	0.2	0.1	19.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	3770	1234
Stage 1	-	-	-	-	2440	-
Stage 2	-	-	-	-	1330	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 9	144
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 6	144
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 18	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 4069.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	72	-
HCM Lane V/C Ratio	7.764	-	-	0.377	-
HCM Control Delay (s)	$ 4069.2	-	-	82.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	8.4	-	-	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Future Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	3304	22	0	4707	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2354
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	75	0	0	24
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	75	-	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	71.5	$ 382
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	75	-	-	24
HCM Lane V/C Ratio	0.29	-	-	0.906
HCM Control Delay (s)	71.5	-	-	$ 382
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	2.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	3030	30	80	20	4350	0	20
Future Volume (vph)	3030	30	80	20	4350	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5078			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5078			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3293	33	87	22	4728	0	22
RTOR Reduction (vph)	0	0	0	0	0	0	21
Lane Group Flow (vph)	3326	0	0	109	4728	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	106.7			12.0	123.2		3.5
Effective Green, g (s)	106.7			12.0	123.2		3.5
Actuated g/C Ratio	0.79			0.09	0.91		0.03
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	3992			156	4528		41
v/s Ratio Prot	0.65			0.06	c0.95		
v/s Ratio Perm							c0.00
v/c Ratio	0.83			0.70	1.04		0.01
Uniform Delay, d1	9.0			60.1	6.2		64.4
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	1.6			12.8	26.8		0.1
Delay (s)	10.6			72.9	33.1		64.6
Level of Service	B			E	C		E
Approach Delay (s)	10.6				34.0	64.6	
Approach LOS	B				C	E	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	135.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Future Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3304	98	0	4826	11	0	0	98	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2419
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 75	0	0	21
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 75	-	-	21
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 302.8	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	21
HCM Lane V/C Ratio	1.304	-	-	-	0.518
HCM Control Delay (s)	$ 302.8	-	-	-	295.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.5

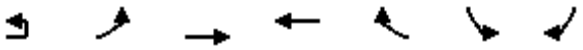
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	3130	4380	60	0	70
Future Vol, veh/h	0	3130	4380	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3402	4761	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-		$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	3080	4390	0	0	0
Future Volume (vph)	50	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	5.3		150.0	135.7			
Effective Green, g (s)	5.3		150.0	135.7			
Actuated g/C Ratio	0.04		1.00	0.90			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	62		5085	4600			
v/s Ratio Prot	0.03		0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.87		0.66	1.04			
Uniform Delay, d1	72.0		0.0	7.2			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	70.2		0.7	24.3			
Delay (s)	142.2		0.7	31.5			
Level of Service	F		A	C			
Approach Delay (s)			2.9	31.5		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
Future Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
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	250	3033	65	11	4413	0	11	54	11	65	11	0
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	313	4011	1223	56	3716		94	80	16	81	14	
Arrive On Green	0.09	0.79	0.77	0.03	0.73	0.00	0.05	0.05	0.04	0.05	0.05	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	1508	307	1534	260	1585
Grp Volume(v), veh/h	250	3033	65	11	4413	0	11	0	65	76	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1815	1794	0	1585
Q Serve(g_s), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Cycle Q Clear(g_c), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	0.86		1.00
Lane Grp Cap(c), veh/h	313	4011	1223	56	3716		94	0	96	95	0	
V/C Ratio(X)	0.80	0.76	0.05	0.20	1.19		0.12	0.00	0.68	0.80	0.00	
Avail Cap(c_a), veh/h	313	4011	1223	59	3716		94	0	96	95	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	80.2	10.2	4.9	84.9	24.5	0.0	81.3	0.0	84.0	84.3	0.0	0.0
Incr Delay (d2), s/veh	12.6	1.4	0.1	0.6	87.4	0.0	0.2	0.0	14.7	35.3	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	6.2	18.4	0.6	0.5	75.8	0.0	0.5	0.0	3.4	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	11.6	5.0	85.5	111.9	0.0	81.5	0.0	98.7	119.6	0.0	0.0
LnGrp LOS	F	B	A	F	F		F	A	F	F	A	
Approach Vol, veh/h		3348			4424	A		76			76	A
Approach Delay, s/veh		17.5			111.8			96.2			119.6	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	144.8		12.8	20.0	134.4		12.8
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.4E2		* 7	* 14	128.5		7.0
Max Q Clear Time (g_c+I1), s	3.1	58.5		9.5	14.8	133.0		8.3
Green Ext Time (p_c), s	0.0	80.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



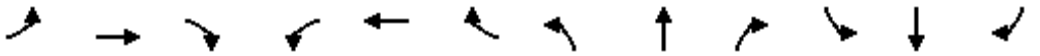
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Future Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	130	2696	283	174	4207	185	283	109	152	65	109	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	121	3377	350	193	3848	166	243	120	168	105	96	47
Arrive On Green	0.07	0.57	0.57	0.11	0.60	0.60	0.11	0.17	0.17	0.03	0.08	0.08
Sat Flow, veh/h	1781	5967	618	1781	6372	275	1781	707	986	1781	1180	585
Grp Volume(v), veh/h	130	2173	806	174	3165	1227	283	0	261	65	0	163
Grp Sat Flow(s),veh/h/ln	1781	1609	1759	1781	1609	1821	1781	0	1693	1781	0	1765
Q Serve(g_s), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.2	4.5	0.0	14.6
Cycle Q Clear(g_c), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.2	4.5	0.0	14.6
Prop In Lane	1.00		0.35	1.00		0.15	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	121	2731	996	193	2914	1100	243	0	288	105	0	143
V/C Ratio(X)	1.08	0.80	0.81	0.90	1.09	1.12	1.17	0.00	0.91	0.62	0.00	1.14
Avail Cap(c_a), veh/h	121	2731	996	228	2914	1100	243	0	288	105	0	143
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	83.9	30.8	31.3	79.3	35.7	35.7	67.6	0.0	73.3	77.9	0.0	82.7
Incr Delay (d2), s/veh	104.0	2.5	7.1	31.4	45.4	64.7	109.8	0.0	30.2	10.3	0.0	117.3
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	9.1	24.5	28.9	9.6	52.1	64.8	8.5	0.0	14.1	1.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.9	33.3	38.4	110.7	81.1	100.4	177.3	0.0	103.5	88.2	0.0	200.0
LnGrp LOS	F	C	D	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		3109			4566			544			228	
Approach Delay, s/veh		41.1			87.4			141.9			168.1	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	108.7	25.0	21.0	19.0	115.0	9.0	37.0
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 23	* 99	20.5	14.6	* 12	* 1.1E2	4.5	30.6
Max Q Clear Time (g_c+I1), s	19.4	68.0	22.5	16.6	14.2	110.7	6.5	29.2
Green Ext Time (p_c), s	0.1	26.0	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	76.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	24.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3475	1408
Stage 1	-	-	-	-	2788	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	47	-	~ 14	110
Stage 1	-	-	-	-	~ 17	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	47	-	~ 11	110
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 2014
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	47	-
HCM Lane V/C Ratio	4.181	-	-	0.231	-
HCM Control Delay (s)	$ 2014	-	-	103.3	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.8	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Future Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	4489	22	0	2217	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1109
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	29	0	0	175
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	29	-	-	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	285.1	28.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	29	-	-	175
HCM Lane V/C Ratio	0.75	-	-	0.124
HCM Control Delay (s)	285.1	-	-	28.5
HCM Lane LOS	F	-	-	D
HCM 95th %tile Q(veh)	2.4	-	-	0.4



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	4140	10	60	10	2060	0	30
Future Volume (vph)	4140	10	60	10	2060	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5083			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5083			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4500	11	65	11	2239	0	33
RTOR Reduction (vph)	0	0	0	0	0	0	8
Lane Group Flow (vph)	4511	0	0	76	2239	0	25
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	112.3			6.5	123.3		5.2
Effective Green, g (s)	112.3			6.5	123.3		5.2
Actuated g/C Ratio	0.82			0.05	0.90		0.04
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4151			83	4472		60
v/s Ratio Prot	c0.89			c0.04	0.45		
v/s Ratio Perm							c0.02
v/c Ratio	1.09			0.92	0.50		0.42
Uniform Delay, d1	12.6			65.2	1.3		64.7
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	43.8			70.5	0.1		4.7
Delay (s)	56.4			135.7	1.4		69.4
Level of Service	E			F	A		E
Approach Delay (s)	56.4				5.8	69.4	
Approach LOS	E				A	E	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	137.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Future Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4489	109	0	2304	11	0	0	43	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1158
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 29	0	0	163
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 29	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 551.9	28.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	163
HCM Lane V/C Ratio	1.499	-	-	-	0.067
HCM Control Delay (s)	$ 551.9	-	-	-	28.7
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

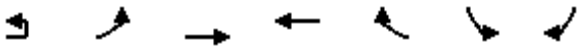
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4170	2110	60	0	20
Future Vol, veh/h	0	4170	2110	60	0	20
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	4533	2293	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1179
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	157
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	157
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	31.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	4120	2120	0	0	0
Future Volume (vph)	50	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	3.6		49.7	37.1			
Effective Green, g (s)	3.6		49.7	37.1			
Actuated g/C Ratio	0.07		1.00	0.75			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	128		5085	3795			
v/s Ratio Prot	0.03		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.42		0.88	0.61			
Uniform Delay, d1	22.1		0.0	2.9			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	2.2		2.5	0.3			
Delay (s)	24.3		2.5	3.2			
Level of Service	C		A	A			
Approach Delay (s)			2.8	3.2		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	2.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
Future Volume (veh/h)	280	3830	10	10	1800	60	10	10	10	50	10	310
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	304	4163	11	11	1957	0	11	11	11	54	11	0
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	399	3792	1151	91	3471		92	44	44	92	19	
Arrive On Green	0.12	0.74	0.73	0.05	0.68	0.00	0.05	0.05	0.03	0.06	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	858	858	1492	304	1585
Grp Volume(v), veh/h	304	4163	11	11	1957	0	11	0	22	65	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1716	1796	0	1585
Q Serve(g_s), s	12.8	111.4	0.3	0.9	29.9	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Cycle Q Clear(g_c), s	12.8	111.4	0.3	0.9	29.9	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	0.83		1.00
Lane Grp Cap(c), veh/h	399	3792	1151	91	3471		92	0	88	111	0	
V/C Ratio(X)	0.76	1.10	0.01	0.12	0.56		0.12	0.00	0.25	0.58	0.00	
Avail Cap(c_a), veh/h	723	3792	1151	91	3471		113	0	109	114	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.3	19.3	5.7	67.9	12.5	0.0	67.9	0.0	69.0	68.5	0.0	0.0
Incr Delay (d2), s/veh	1.1	48.8	0.0	0.2	0.7	0.0	0.2	0.0	0.5	4.7	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	5.6	52.3	0.1	0.4	10.6	0.0	0.4	0.0	0.8	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	68.1	5.7	68.2	13.1	0.0	68.1	0.0	69.5	73.2	0.0	0.0
LnGrp LOS	E	F	A	E	B		E	A	E	E	A	
Approach Vol, veh/h		4478			1968	A		33			65	A
Approach Delay, s/veh		67.8			13.5			69.0			73.2	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	114.8		12.6	21.0	105.4		11.0
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.1E2		* 7	* 29	83.4		7.0
Max Q Clear Time (g_c+I1), s	12.8	113.4		7.3	14.8	31.9		3.9
Green Ext Time (p_c), s	0.0	0.0		0.0	0.5	50.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



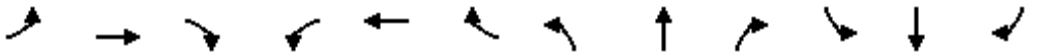
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	87	3880	261	87	1783	87	228	65	185	109	65	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	371	4452	290	97	3541	173	265	61	174	125	157	53
Arrive On Green	0.21	0.72	0.72	0.05	0.56	0.56	0.07	0.14	0.14	0.04	0.12	0.12
Sat Flow, veh/h	1781	6217	406	1781	6331	309	1781	429	1221	1781	1337	452
Grp Volume(v), veh/h	87	2984	1157	87	1359	511	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1781	1609	1797	1781	1609	1815	1781	0	1651	1781	0	1789
Q Serve(g_s), s	6.1	69.0	76.9	7.3	25.9	25.9	10.3	0.0	21.4	6.5	0.0	6.8
Cycle Q Clear(g_c), s	6.1	69.0	76.9	7.3	25.9	25.9	10.3	0.0	21.4	6.5	0.0	6.8
Prop In Lane	1.00		0.23	1.00		0.17	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	371	3455	1287	97	2699	1015	265	0	235	125	0	210
V/C Ratio(X)	0.23	0.86	0.90	0.89	0.50	0.50	0.86	0.00	1.06	0.87	0.00	0.41
Avail Cap(c_a), veh/h	371	3455	1287	97	2699	1015	265	0	235	125	0	215
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	49.5	15.9	17.0	70.5	20.3	20.3	59.9	0.0	64.3	60.2	0.0	61.4
Incr Delay (d2), s/veh	0.3	3.1	10.2	58.3	0.7	1.8	23.8	0.0	75.9	44.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.6	30.5	4.9	9.5	11.0	5.3	0.0	13.8	2.5	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	19.0	27.1	128.7	20.9	22.1	83.6	0.0	140.2	104.2	0.0	62.7
LnGrp LOS	D	B	C	F	C	C	F	A	F	F	A	E
Approach Vol, veh/h		4228			1957			478			196	
Approach Delay, s/veh		21.9			26.0			113.2			85.8	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	114.7	14.8	24.0	38.5	90.2	11.0	27.8
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	* 6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 8.2	* 91	10.3	* 18	* 14	* 84	6.5	21.4
Max Q Clear Time (g_c+I1), s	9.3	78.9	12.3	8.8	8.1	27.9	8.5	23.4
Green Ext Time (p_c), s	0.0	11.9	0.0	0.2	0.1	19.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	3770	1234
Stage 1	-	-	-	-	2440	-
Stage 2	-	-	-	-	1330	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 9	144
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 6	144
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 18	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 4069.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	72	-
HCM Lane V/C Ratio	7.764	-	-	0.377	-
HCM Control Delay (s)	$ 4069.2	-	-	82.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	8.4	-	-	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Future Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	3304	22	0	4707	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2354
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	75	0	0	24
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	75	-	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	71.5	$ 382
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	75	-	-	24
HCM Lane V/C Ratio	0.29	-	-	0.906
HCM Control Delay (s)	71.5	-	-	$ 382
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	2.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	3030	30	80	20	4350	0	20
Future Volume (vph)	3030	30	80	20	4350	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5078			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5078			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3293	33	87	22	4728	0	22
RTOR Reduction (vph)	0	0	0	0	0	0	21
Lane Group Flow (vph)	3326	0	0	109	4728	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	106.7			12.0	123.2		3.5
Effective Green, g (s)	106.7			12.0	123.2		3.5
Actuated g/C Ratio	0.79			0.09	0.91		0.03
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	3992			156	4528		41
v/s Ratio Prot	0.65			0.06	c0.95		
v/s Ratio Perm							c0.00
v/c Ratio	0.83			0.70	1.04		0.01
Uniform Delay, d1	9.0			60.1	6.2		64.4
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	1.6			12.8	26.8		0.1
Delay (s)	10.6			72.9	33.1		64.6
Level of Service	B			E	C		E
Approach Delay (s)	10.6				34.0	64.6	
Approach LOS	B				C	E	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	135.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Future Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3304	98	0	4826	11	0	0	98	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2419
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 75	0	0	21
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 75	-	-	21
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 302.8	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	21
HCM Lane V/C Ratio	1.304	-	-	-	0.518
HCM Control Delay (s)	$ 302.8	-	-	-	295.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.5

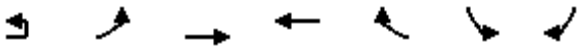
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3130	4380	60	0	70
Future Vol, veh/h	0	3130	4380	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3402	4761	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-	-	$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	3080	4390	0	0	0
Future Volume (vph)	50	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	5.3		150.0	135.7			
Effective Green, g (s)	5.3		150.0	135.7			
Actuated g/C Ratio	0.04		1.00	0.90			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	62		5085	4600			
v/s Ratio Prot	0.03		0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.87		0.66	1.04			
Uniform Delay, d1	72.0		0.0	7.2			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	70.2		0.7	24.3			
Delay (s)	142.2		0.7	31.5			
Level of Service	F		A	C			
Approach Delay (s)			2.9	31.5		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
Future Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
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	250	3033	65	11	4413	0	11	54	11	65	11	0
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	313	4011	1223	56	3716		94	80	16	81	14	
Arrive On Green	0.09	0.79	0.77	0.03	0.73	0.00	0.05	0.05	0.04	0.05	0.05	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	1508	307	1534	260	1585
Grp Volume(v), veh/h	250	3033	65	11	4413	0	11	0	65	76	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1815	1794	0	1585
Q Serve(g_s), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Cycle Q Clear(g_c), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	0.86		1.00
Lane Grp Cap(c), veh/h	313	4011	1223	56	3716		94	0	96	95	0	
V/C Ratio(X)	0.80	0.76	0.05	0.20	1.19		0.12	0.00	0.68	0.80	0.00	
Avail Cap(c_a), veh/h	313	4011	1223	59	3716		94	0	96	95	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	80.2	10.2	4.9	84.9	24.5	0.0	81.3	0.0	84.0	84.3	0.0	0.0
Incr Delay (d2), s/veh	12.6	1.4	0.1	0.6	87.4	0.0	0.2	0.0	14.7	35.3	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	6.2	18.4	0.6	0.5	75.8	0.0	0.5	0.0	3.4	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	11.6	5.0	85.5	111.9	0.0	81.5	0.0	98.7	119.6	0.0	0.0
LnGrp LOS	F	B	A	F	F		F	A	F	F	A	
Approach Vol, veh/h		3348			4424	A		76			76	A
Approach Delay, s/veh		17.5			111.8			96.2			119.6	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	144.8		12.8	20.0	134.4		12.8
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.4E2		* 7	* 14	128.5		7.0
Max Q Clear Time (g_c+I1), s	3.1	58.5		9.5	14.8	133.0		8.3
Green Ext Time (p_c), s	0.0	80.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



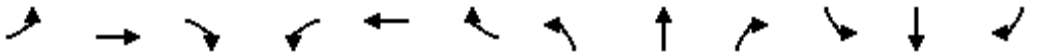
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Future Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	130	2696	283	174	4207	185	283	109	152	65	109	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	121	3377	350	193	3848	166	243	120	168	105	96	47
Arrive On Green	0.07	0.57	0.57	0.11	0.60	0.60	0.11	0.17	0.17	0.03	0.08	0.08
Sat Flow, veh/h	1781	5967	618	1781	6372	275	1781	707	986	1781	1180	585
Grp Volume(v), veh/h	130	2173	806	174	3165	1227	283	0	261	65	0	163
Grp Sat Flow(s),veh/h/ln	1781	1609	1759	1781	1609	1821	1781	0	1693	1781	0	1765
Q Serve(g_s), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.2	4.5	0.0	14.6
Cycle Q Clear(g_c), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.2	4.5	0.0	14.6
Prop In Lane	1.00		0.35	1.00		0.15	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	121	2731	996	193	2914	1100	243	0	288	105	0	143
V/C Ratio(X)	1.08	0.80	0.81	0.90	1.09	1.12	1.17	0.00	0.91	0.62	0.00	1.14
Avail Cap(c_a), veh/h	121	2731	996	228	2914	1100	243	0	288	105	0	143
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	83.9	30.8	31.3	79.3	35.7	35.7	67.6	0.0	73.3	77.9	0.0	82.7
Incr Delay (d2), s/veh	104.0	2.5	7.1	31.4	45.4	64.7	109.8	0.0	30.2	10.3	0.0	117.3
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	9.1	24.5	28.9	9.6	52.1	64.8	8.5	0.0	14.1	1.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.9	33.3	38.4	110.7	81.1	100.4	177.3	0.0	103.5	88.2	0.0	200.0
LnGrp LOS	F	C	D	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		3109			4566			544			228	
Approach Delay, s/veh		41.1			87.4			141.9			168.1	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	108.7	25.0	21.0	19.0	115.0	9.0	37.0
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 23	* 99	20.5	14.6	* 12	* 1.1E2	4.5	30.6
Max Q Clear Time (g_c+I1), s	19.4	68.0	22.5	16.6	14.2	110.7	6.5	29.2
Green Ext Time (p_c), s	0.1	26.0	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	76.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	24.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3475	1408
Stage 1	-	-	-	-	2788	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	47	-	~ 14	110
Stage 1	-	-	-	-	~ 17	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	47	-	~ 11	110
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 2014
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	47	-
HCM Lane V/C Ratio	4.181	-	-	0.231	-
HCM Control Delay (s)	$ 2014	-	-	103.3	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.8	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	4130	20	0	2050	20	0	0	20	0	0	20
Future Vol, veh/h	0	4130	20	0	2050	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	4489	22	0	2228	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1114
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	29	0	0	174
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	29	-	-	174
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	285.1	28.6
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NWT	SETSWLn1
Capacity (veh/h)	29	-	- 174
HCM Lane V/C Ratio	0.75	-	- 0.125
HCM Control Delay (s)	285.1	-	- 28.6
HCM Lane LOS	F	-	- D
HCM 95th %tile Q(veh)	2.4	-	- 0.4



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	4080	60	10	50	2040	20	10	10	60	10	10
Future Volume (vph)	10	4080	60	10	50	2040	20	10	10	60	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.4	6.4		6.2	6.4	6.4	5.4	5.4		5.4	5.4
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.87		1.00	0.90
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	1568		1770	5085	1583	1770	1624		1770	1676
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.74	1.00		0.60	1.00
Satd. Flow (perm)	1770	5085	1568		1770	5085	1583	1370	1624		1118	1676
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	4435	65	11	54	2217	22	11	11	65	11	11
RTOR Reduction (vph)	0	0	13	0	0	0	4	0	31	0	0	21
Lane Group Flow (vph)	11	4435	52	0	65	2217	18	11	45	0	11	12
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases			2				6	4			8	
Actuated Green, G (s)	3.1	131.6	131.6		9.7	138.2	138.2	10.7	10.7		10.7	10.7
Effective Green, g (s)	3.1	131.6	131.6		9.7	138.2	138.2	10.7	10.7		10.7	10.7
Actuated g/C Ratio	0.02	0.77	0.77		0.06	0.81	0.81	0.06	0.06		0.06	0.06
Clearance Time (s)	6.2	6.4	6.4		6.2	6.4	6.4	5.4	5.4		5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	32	3936	1213		100	4133	1286	86	102		70	105
v/s Ratio Prot	0.01	c0.87			0.04	c0.44			c0.03			0.01
v/s Ratio Perm			0.03				0.01	0.01			0.01	
v/c Ratio	0.34	1.13	0.04		0.65	0.54	0.01	0.13	0.44		0.16	0.12
Uniform Delay, d1	82.4	19.2	4.5		78.5	5.3	3.0	75.2	76.8		75.4	75.2
Progression Factor	1.19	1.38	0.20		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.8	60.5	0.1		14.1	0.5	0.0	0.7	3.0		1.1	0.5
Delay (s)	104.0	87.1	0.9		92.6	5.8	3.0	75.9	79.8		76.4	75.7
Level of Service	F	F	A		F	A	A	E	E		E	E
Approach Delay (s)		85.9				8.2			79.3			75.9
Approach LOS		F				A			E			E

Intersection Summary			
HCM 2000 Control Delay	60.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	22
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

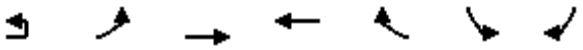
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4160	2100	60	0	20
Future Vol, veh/h	0	4160	2100	60	0	20
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	4522	2283	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1174
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	159
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	159
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	159
HCM Lane V/C Ratio	-	-	-	0.137
HCM Control Delay (s)	-	-	-	31.2
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	0	4120	2120	0	0	0
Future Volume (vph)	40	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	2.4		55.9	44.5			
Effective Green, g (s)	2.4		55.9	44.5			
Actuated g/C Ratio	0.04		1.00	0.80			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	75		5085	4047			
v/s Ratio Prot	0.02		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.57		0.88	0.57			
Uniform Delay, d1	26.2		0.0	2.1			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	10.2		2.5	0.2			
Delay (s)	36.4		2.5	2.3			
Level of Service	D		A	A			
Approach Delay (s)			2.8	2.3		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	2.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	55.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	3830	15	10	1800	60	10	10	10	50	10	310
Future Volume (veh/h)	285	3830	15	10	1800	60	10	10	10	50	10	310
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	310	4163	16	11	1957	0	11	11	11	54	11	0
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	405	3792	1151	91	3462		92	44	44	92	19	
Arrive On Green	0.12	0.74	0.73	0.05	0.68	0.00	0.05	0.05	0.03	0.06	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	858	858	1492	304	1585
Grp Volume(v), veh/h	310	4163	16	11	1957	0	11	0	22	65	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1716	1796	0	1585
Q Serve(g_s), s	13.0	111.4	0.4	0.9	30.0	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Cycle Q Clear(g_c), s	13.0	111.4	0.4	0.9	30.0	0.0	0.9	0.0	1.9	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	0.83		1.00
Lane Grp Cap(c), veh/h	405	3792	1151	91	3462		92	0	88	111	0	
V/C Ratio(X)	0.77	1.10	0.01	0.12	0.57		0.12	0.00	0.25	0.58	0.00	
Avail Cap(c_a), veh/h	723	3792	1151	91	3462		113	0	109	114	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.2	19.3	5.7	67.9	12.6	0.0	67.9	0.0	69.0	68.5	0.0	0.0
Incr Delay (d2), s/veh	1.2	48.8	0.0	0.2	0.7	0.0	0.2	0.0	0.5	4.7	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	5.7	52.3	0.1	0.4	10.7	0.0	0.4	0.0	0.8	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	68.1	5.7	68.2	13.3	0.0	68.1	0.0	69.5	73.2	0.0	0.0
LnGrp LOS	E	F	A	E	B		E	A	E	E	A	
Approach Vol, veh/h		4489			1968	A		33			65	A
Approach Delay, s/veh		67.7			13.6			69.0			73.2	
Approach LOS		E			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	114.8		12.6	21.3	105.1		11.0				
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8				
Max Green Setting (Gmax), s	4.6	* 1.1E2		* 7	* 29	83.4		7.0				
Max Q Clear Time (g_c+I1), s	12.9	113.4		7.3	15.0	32.0		3.9				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.5	49.9		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



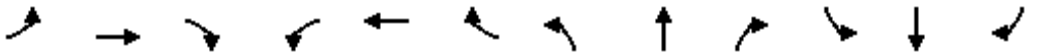
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3570	240	80	1640	80	210	60	170	100	60	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	3880	261	87	1783	87	228	65	185	109	65	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, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	379	4416	288	98	3452	168	263	62	176	120	157	53
Arrive On Green	0.21	0.72	0.72	0.06	0.55	0.55	0.07	0.14	0.14	0.04	0.12	0.12
Sat Flow, veh/h	1767	6168	402	1753	6231	304	1781	429	1221	1781	1337	452
Grp Volume(v), veh/h	87	2984	1157	87	1359	511	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1767	1596	1783	1753	1583	1786	1781	0	1651	1781	0	1789
Q Serve(g_s), s	6.1	70.5	78.7	7.4	26.8	26.8	10.1	0.0	21.6	6.1	0.0	6.8
Cycle Q Clear(g_c), s	6.1	70.5	78.7	7.4	26.8	26.8	10.1	0.0	21.6	6.1	0.0	6.8
Prop In Lane	1.00		0.23	1.00		0.17	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	379	3428	1277	98	2631	989	263	0	238	120	0	210
V/C Ratio(X)	0.23	0.87	0.91	0.89	0.52	0.52	0.87	0.00	1.05	0.91	0.00	0.41
Avail Cap(c_a), veh/h	379	3428	1277	98	2631	989	263	0	238	120	0	215
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	48.7	16.1	17.2	70.3	20.9	20.9	60.0	0.0	64.2	61.3	0.0	61.4
Incr Delay (d2), s/veh	0.3	3.3	10.8	56.0	0.7	1.9	25.2	0.0	72.7	53.7	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.9	31.1	4.8	9.7	11.3	5.5	0.0	13.7	3.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	19.4	28.0	126.3	21.6	22.8	85.2	0.0	136.9	115.0	0.0	62.7
LnGrp LOS	D	B	C	F	C	C	F	A	F	F	A	E
Approach Vol, veh/h		4228			1957			478			196	
Approach Delay, s/veh		22.4			26.6			112.2			91.8	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	114.7	14.6	24.0	39.5	89.4	10.6	28.0
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	* 6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 8.4	* 91	10.1	* 18	* 15	* 83	6.1	21.6
Max Q Clear Time (g_c+I1), s	19.4	80.7	12.1	8.8	8.1	28.8	8.1	23.6
Green Ext Time (p_c), s	0.0	10.1	0.0	0.2	0.1	19.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	3770	1234
Stage 1	-	-	-	-	2440	-
Stage 2	-	-	-	-	1330	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 9	144
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 6	144
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 18	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 4069.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	72	-
HCM Lane V/C Ratio	7.764	-	-	0.377	-
HCM Control Delay (s)	$ 4069.2	-	-	82.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	8.4	-	-	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	3040	20	0	4340	20	0	0	20	0	0	20
Future Vol, veh/h	0	3040	20	0	4340	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	None
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	3304	22	0	4717	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2359
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	75	0	0	24
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	75	-	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	71.5	$ 382
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWT	SETSWLn1
Capacity (veh/h)	75	-	- 24
HCM Lane V/C Ratio	0.29	-	- 0.906
HCM Control Delay (s)	71.5	-	- $ 382
HCM Lane LOS	F	-	- F
HCM 95th %tile Q(veh)	1.1	-	- 2.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	2980	70	30	50	4330	30	10	10	100	10	10
Future Volume (vph)	10	2980	70	30	50	4330	30	10	10	100	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.86		1.00	0.90
Flt Protected	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	5085	1568		1770	5085	1583	1770	1609		1770	1676
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.74	1.00		0.50	1.00
Satd. Flow (perm)	1770	5085	1568		1770	5085	1583	1370	1609		931	1676
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	3239	76	33	54	4707	33	11	11	109	11	11
RTOR Reduction (vph)	0	0	10	0	0	0	4	0	73	0	0	21
Lane Group Flow (vph)	11	3239	66	0	87	4707	29	11	47	0	11	12
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases			2				6	4			8	
Actuated Green, G (s)	2.4	139.4	139.4		19.1	156.1	156.1	8.0	8.0		8.0	8.0
Effective Green, g (s)	2.4	139.4	139.4		19.1	156.1	156.1	8.0	8.0		8.0	8.0
Actuated g/C Ratio	0.01	0.77	0.77		0.11	0.87	0.87	0.04	0.04		0.04	0.04
Clearance Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	23	3938	1214		187	4409	1372	60	71		41	74
v/s Ratio Prot	0.01	c0.64			0.05	c0.93			c0.03			0.01
v/s Ratio Perm			0.04				0.02	0.01			0.01	
v/c Ratio	0.48	0.82	0.05		0.47	1.07	0.02	0.18	0.67		0.27	0.16
Uniform Delay, d1	88.2	12.6	4.8		75.6	12.0	1.6	82.9	84.7		83.2	82.8
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	14.8	2.1	0.1		1.8	35.9	0.0	1.5	21.2		3.5	1.0
Delay (s)	103.0	14.7	4.9		77.5	47.8	1.6	84.3	105.9		86.7	83.8
Level of Service	F	B	A		E	D	A	F	F		F	F
Approach Delay (s)		14.7				48.0			104.1			84.5
Approach LOS		B				D			F			F

Intersection Summary			
HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	22
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	13.5

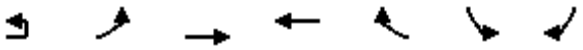
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	3120	4370	60	0	70
Future Vol, veh/h	0	3120	4370	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3391	4750	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2408
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-		$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	0	3080	4390	0	0	0
Future Volume (vph)	40	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	5.2		180.0	165.8			
Effective Green, g (s)	5.2		180.0	165.8			
Actuated g/C Ratio	0.03		1.00	0.92			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	51		5085	4683			
v/s Ratio Prot	0.02		0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.84		0.66	1.02			
Uniform Delay, d1	87.0		0.0	7.1			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	70.6		0.7	18.2			
Delay (s)	157.6		0.7	25.3			
Level of Service	F		A	C			
Approach Delay (s)			2.7	25.3		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
Future Volume (veh/h)	230	2790	60	10	4060	110	10	50	10	60	10	320
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	250	3033	65	11	4413	0	11	54	11	65	11	0
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	313	4011	1223	56	3716		94	80	16	81	14	
Arrive On Green	0.09	0.79	0.77	0.03	0.73	0.00	0.05	0.05	0.04	0.05	0.05	0.00
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	1781	1508	307	1534	260	1585
Grp Volume(v), veh/h	250	3033	65	11	4413	0	11	0	65	76	0	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1781	0	1815	1794	0	1585
Q Serve(g_s), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Cycle Q Clear(g_c), s	12.8	56.5	1.8	1.1	131.0	0.0	1.1	0.0	6.3	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	0.86		1.00
Lane Grp Cap(c), veh/h	313	4011	1223	56	3716		94	0	96	95	0	
V/C Ratio(X)	0.80	0.76	0.05	0.20	1.19		0.12	0.00	0.68	0.80	0.00	
Avail Cap(c_a), veh/h	313	4011	1223	59	3716		94	0	96	95	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	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	80.2	10.2	4.9	84.9	24.5	0.0	81.3	0.0	84.0	84.3	0.0	0.0
Incr Delay (d2), s/veh	12.6	1.4	0.1	0.6	87.4	0.0	0.2	0.0	14.7	35.3	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	6.2	18.4	0.6	0.5	75.8	0.0	0.5	0.0	3.4	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.9	11.6	5.0	85.5	111.9	0.0	81.5	0.0	98.7	119.6	0.0	0.0
LnGrp LOS	F	B	A	F	F		F	A	F	F	A	
Approach Vol, veh/h		3348			4424	A		76			76	A
Approach Delay, s/veh		17.5			111.8			96.2			119.6	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	144.8		12.8	20.0	134.4		12.8
Change Period (Y+Rc), s	5.9	* 5.9		* 5.8	* 5.7	5.9		5.8
Max Green Setting (Gmax), s	4.6	* 1.4E2		* 7	* 14	128.5		7.0
Max Q Clear Time (g_c+I1), s	3.1	58.5		9.5	14.8	133.0		8.3
Green Ext Time (p_c), s	0.0	80.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



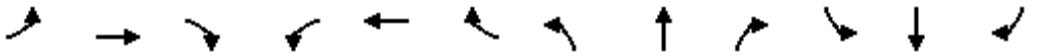
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Future Volume (veh/h)	120	2480	260	160	3870	170	260	100	140	60	100	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	130	2696	283	174	4207	185	283	109	152	65	109	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	121	3377	350	193	3848	166	243	117	163	107	96	47
Arrive On Green	0.07	0.57	0.57	0.11	0.60	0.60	0.11	0.17	0.17	0.03	0.08	0.08
Sat Flow, veh/h	1781	5967	618	1781	6372	275	1781	707	986	1781	1180	585
Grp Volume(v), veh/h	130	2173	806	174	3165	1227	283	0	261	65	0	163
Grp Sat Flow(s),veh/h/ln	1781	1609	1759	1781	1609	1821	1781	0	1693	1781	0	1765
Q Serve(g_s), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.4	5.3	0.0	14.6
Cycle Q Clear(g_c), s	12.2	64.0	66.0	17.4	108.7	108.7	20.5	0.0	27.4	5.3	0.0	14.6
Prop In Lane	1.00		0.35	1.00		0.15	1.00		0.58	1.00		0.33
Lane Grp Cap(c), veh/h	121	2731	996	193	2914	1100	243	0	280	107	0	143
V/C Ratio(X)	1.08	0.80	0.81	0.90	1.09	1.12	1.17	0.00	0.93	0.60	0.00	1.14
Avail Cap(c_a), veh/h	121	2731	996	228	2914	1100	243	0	280	107	0	143
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	83.9	30.8	31.3	79.3	35.7	35.7	67.6	0.0	74.1	75.8	0.0	82.7
Incr Delay (d2), s/veh	104.0	2.5	7.1	31.4	45.4	64.7	109.8	0.0	35.9	9.3	0.0	117.3
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	9.1	24.5	28.9	9.6	52.1	64.8	8.7	0.0	14.8	0.7	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	187.9	33.3	38.4	110.7	81.1	100.4	177.3	0.0	110.0	85.1	0.0	200.0
LnGrp LOS	F	C	D	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		3109			4566			544			228	
Approach Delay, s/veh		41.1			87.4			145.0			167.2	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	108.7	25.0	21.0	19.0	115.0	9.8	36.2
Change Period (Y+Rc), s	* 5.8	* 6.8	4.5	6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 23	* 99	20.5	14.6	* 12	* 1.1E2	5.3	29.8
Max Q Clear Time (g_c+I1), s	19.4	68.0	22.5	16.6	14.2	110.7	7.3	29.4
Green Ext Time (p_c), s	0.1	26.0	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	76.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	24.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3475	1408
Stage 1	-	-	-	-	2788	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	47	-	~ 14	110
Stage 1	-	-	-	-	~ 17	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	47	-	~ 11	110
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 2014
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	47	-
HCM Lane V/C Ratio	4.181	-	-	0.231	-
HCM Control Delay (s)	$ 2014	-	-	103.3	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.8	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Future Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	4489	22	0	2217	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1109
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	29	0	0	175
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	29	-	-	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	285.1	28.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	29	-	-	175
HCM Lane V/C Ratio	0.75	-	-	0.124
HCM Control Delay (s)	285.1	-	-	28.5
HCM Lane LOS	F	-	-	D
HCM 95th %tile Q(veh)	2.4	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4050	90	60	2020	10	30	10	50	10	10	10
Future Volume (veh/h)	10	4050	90	60	2020	10	30	10	50	10	10	10
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	11	4402	98	65	2196	11	33	11	0	11	11	0
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	22	3891	1208	72	4034	1252	145	98		134	78	
Arrive On Green	0.01	0.76	0.76	0.04	0.79	0.79	0.02	0.05	0.00	0.01	0.04	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	11	4402	98	65	2196	11	33	11	0	11	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	0.8	103.5	2.1	4.9	21.5	0.2	2.4	0.8	0.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	0.8	103.5	2.1	4.9	21.5	0.2	2.4	0.8	0.0	0.8	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	22	3891	1208	72	4034	1252	145	98		134	78	
V/C Ratio(X)	0.49	1.13	0.08	0.90	0.54	0.01	0.23	0.11		0.08	0.14	
Avail Cap(c_a), veh/h	66	3891	1208	72	4034	1252	156	248		177	262	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.6	16.2	4.1	64.9	5.3	3.0	60.5	61.3	0.0	61.1	62.7	0.0
Incr Delay (d2), s/veh	15.9	62.9	0.1	72.9	0.5	0.0	0.8	0.5	0.0	0.3	0.8	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	55.9	0.7	3.7	6.7	0.1	1.1	0.4	0.0	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	79.0	4.2	137.8	5.8	3.0	61.3	61.8	0.0	61.4	63.5	0.0
LnGrp LOS	F	F	A	F	A	A	E	E		E	E	
Approach Vol, veh/h		4511			2272			44	A		22	A
Approach Delay, s/veh		77.4			9.6			61.4			62.4	
Approach LOS		E			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	108.0	6.2	11.6	6.2	111.8	7.6	10.2
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	103.5	5.0	18.0	5.0	104.0	4.0	19.0
Max Q Clear Time (g_c+I1), s	6.9	105.5	2.8	2.8	2.8	23.5	4.4	2.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

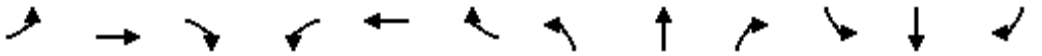
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	3810	290	90	1770	10	310	10	60	10	10	10
Future Volume (veh/h)	10	3810	290	90	1770	10	310	10	60	10	10	10
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	11	4141	315	98	1924	11	337	11	65	11	11	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	3730	2294	115	3828	1188	317	22	127	64	31	31
Arrive On Green	0.01	0.73	0.73	0.03	0.75	0.75	0.09	0.09	0.09	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	2790	3456	5106	1585	3456	235	1386	1781	858	858
Grp Volume(v), veh/h	11	4141	315	98	1924	11	337	0	76	11	0	22
Grp Sat Flow(s),veh/h/ln	1781	1702	1395	1728	1702	1585	1728	0	1621	1781	0	1716
Q Serve(g_s), s	1.1	131.5	4.1	5.1	27.2	0.3	16.5	0.0	8.0	1.1	0.0	2.3
Cycle Q Clear(g_c), s	1.1	131.5	4.1	5.1	27.2	0.3	16.5	0.0	8.0	1.1	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.50
Lane Grp Cap(c), veh/h	25	3730	2294	115	3828	1188	317	0	149	64	0	62
V/C Ratio(X)	0.44	1.11	0.14	0.85	0.50	0.01	1.06	0.00	0.51	0.17	0.00	0.36
Avail Cap(c_a), veh/h	59	3730	2294	115	3828	1188	317	0	149	79	0	76
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.0	24.3	3.2	86.6	9.0	5.7	81.8	0.0	77.9	84.2	0.0	84.7
Incr Delay (d2), s/veh	11.5	54.0	0.0	28.3	0.3	0.0	68.5	0.0	2.9	1.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	67.5	1.9	2.7	10.0	0.1	10.4	0.0	3.5	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.6	78.3	3.2	114.9	9.3	5.7	150.2	0.0	80.8	85.4	0.0	88.2
LnGrp LOS	F	F	A	F	A	A	F	A	F	F	A	F
Approach Vol, veh/h		4467			2033			413			33	
Approach Delay, s/veh		73.0			14.4			137.4			87.3	
Approach LOS		E			B			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.0	10.5	136.0	11.0	7.0	139.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	6.0	131.5	8.0	6.0	131.5
Max Q Clear Time (g_c+I1), s	18.5	7.1	133.5	4.3	3.1	29.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	32.2

Intersection Summary	
HCM 6th Ctrl Delay	59.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	20	30	340	10	10	10	360	10	10
Future Volume (veh/h)	10	10	10	20	30	340	10	10	10	360	10	10
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	11	11	11	22	33	0	11	11	11	391	11	0
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	688	1402	653	704	1490		550	277	277	539	604	
Arrive On Green	0.01	0.41	0.41	0.02	0.42	0.00	0.32	0.32	0.32	0.32	0.32	0.00
Sat Flow, veh/h	1781	3404	1585	1781	3554	1585	1404	858	858	1390	1870	1585
Grp Volume(v), veh/h	11	11	11	22	33	0	11	0	22	391	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1404	0	1716	1390	1870	1585
Q Serve(g_s), s	0.3	0.1	0.3	0.5	0.4	0.0	0.4	0.0	0.6	18.9	0.3	0.0
Cycle Q Clear(g_c), s	0.3	0.1	0.3	0.5	0.4	0.0	0.7	0.0	0.6	19.5	0.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	688	1402	653	704	1490		550	0	554	539	604	
V/C Ratio(X)	0.02	0.01	0.02	0.03	0.02		0.02	0.00	0.04	0.73	0.02	
Avail Cap(c_a), veh/h	772	1402	653	772	1490		886	0	965	871	1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	12.2	12.3	11.5	12.0	0.0	16.5	0.0	16.4	23.1	16.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	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	0.1	0.0	0.1	0.2	0.1	0.0	0.1	0.0	0.2	6.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	12.2	12.3	11.5	12.0	0.0	16.5	0.0	16.4	24.9	16.3	0.0
LnGrp LOS	B	B	B	B	B		B	A	B	C	B	
Approach Vol, veh/h		33			55	A		33			402	A
Approach Delay, s/veh		12.1			11.8			16.4			24.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	34.9		28.5	6.5	35.4		28.5				
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8				
Max Green Setting (Gmax), s	4.1	29.0		* 40	* 4.1	28.9		* 40				
Max Q Clear Time (g_c+I1), s	2.5	2.3		21.5	2.3	2.4		2.7				
Green Ext Time (p_c), s	0.0	0.1		1.2	0.0	0.1		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3560	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3560	240	80	1640	80	210	60	170	100	60	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	1856	1856	1856	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	3870	261	87	1783	87	228	65	185	109	65	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, %	3	3	3	4	4	4	2	2	2	2	2	2
Cap, veh/h	695	4390	287	101	2336	114	235	82	233	92	255	86
Arrive On Green	0.39	0.71	0.71	0.06	0.37	0.37	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	6167	403	1753	6231	304	1310	429	1221	1130	1337	452
Grp Volume(v), veh/h	87	2977	1154	87	1359	511	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1767	1596	1783	1753	1583	1786	1310	0	1651	1130	0	1789
Q Serve(g_s), s	5.7	85.3	95.1	8.9	45.1	45.1	26.9	0.0	26.0	8.3	0.0	7.4
Cycle Q Clear(g_c), s	5.7	85.3	95.1	8.9	45.1	45.1	34.3	0.0	26.0	34.3	0.0	7.4
Prop In Lane	1.00		0.23	1.00		0.17	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	695	3408	1269	101	1781	670	235	0	315	92	0	341
V/C Ratio(X)	0.13	0.87	0.91	0.86	0.76	0.76	0.97	0.00	0.79	1.18	0.00	0.26
Avail Cap(c_a), veh/h	695	3408	1269	101	2939	1105	235	0	315	92	0	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	19.8	21.2	84.1	49.3	49.3	78.5	0.0	69.5	87.7	0.0	62.0
Incr Delay (d2), s/veh	0.0	0.3	1.2	48.0	0.7	1.8	49.6	0.0	13.2	151.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	30.3	38.1	5.3	17.7	20.2	14.0	0.0	12.2	8.2	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	20.1	22.4	132.1	50.0	51.1	128.1	0.0	82.7	239.3	0.0	62.4
LnGrp LOS	C	C	C	F	D	D	F	A	F	F	A	E
Approach Vol, veh/h		4218			1957			478			196	
Approach Delay, s/veh		21.0			53.9			104.3			160.8	
Approach LOS		C			D			F			F	

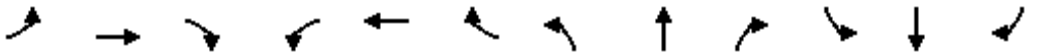
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	134.2		40.5	76.8	73.4		40.5
Change Period (Y+Rc), s	5.6	5.9		* 6.2	5.9	* 5.9		* 6.2
Max Green Setting (Gmax), s	10.4	118.0		* 34	16.9	* 1.1E2		* 34
Max Q Clear Time (g_c+I1), s	11.3	97.1		36.3	7.7	47.1		36.3
Green Ext Time (p_c), s	0.0	20.7		0.0	0.1	20.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	3770	1234
Stage 1	-	-	-	-	2440	-
Stage 2	-	-	-	-	1330	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 9	144
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 6	144
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 18	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 4069.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	72	-
HCM Lane V/C Ratio	7.764	-	-	0.377	-
HCM Control Delay (s)	$ 4069.2	-	-	82.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	8.4	-	-	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

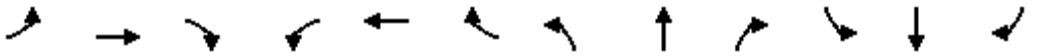
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Future Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	3304	22	0	4707	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2354
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	75	0	0	24
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	75	-	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	71.5	$ 382
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	75	-	-	24
HCM Lane V/C Ratio	0.29	-	-	0.906
HCM Control Delay (s)	71.5	-	-	$ 382
HCM Lane LOS	F	-	-	F
HCM 95th %tile Q(veh)	1.1	-	-	2.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2970	80	70	4260	10	80	10	70	10	10	10
Future Volume (veh/h)	10	2970	80	70	4260	10	80	10	70	10	10	10
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	11	3228	87	76	4630	11	87	11	0	11	11	0
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	22	3779	1173	95	3988	1238	172	139		152	110	
Arrive On Green	0.01	0.74	0.74	0.05	0.78	0.78	0.03	0.07	0.00	0.01	0.06	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	11	3228	87	76	4630	11	87	11	0	11	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	0.9	67.0	2.3	6.3	117.2	0.2	4.2	0.8	0.0	0.9	0.8	0.0
Cycle Q Clear(g_c), s	0.9	67.0	2.3	6.3	117.2	0.2	4.2	0.8	0.0	0.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	22	3779	1173	95	3988	1238	172	139		152	110	
V/C Ratio(X)	0.50	0.85	0.07	0.80	1.16	0.01	0.50	0.08		0.07	0.10	
Avail Cap(c_a), veh/h	59	3779	1173	113	3988	1238	172	139		190	110	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.6	13.8	5.4	70.2	16.4	3.6	66.3	64.6	0.0	65.1	66.9	0.0
Incr Delay (d2), s/veh	16.8	2.7	0.1	28.3	75.5	0.0	2.4	1.1	0.0	0.2	1.8	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	24.2	0.8	3.6	65.8	0.1	3.4	0.4	0.0	0.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	16.5	5.5	98.5	92.0	3.6	68.6	65.7	0.0	65.3	68.7	0.0
LnGrp LOS	F	B	A	F	F	A	E	E		E	E	
Approach Vol, veh/h		3326			4717			98	A		22	A
Approach Delay, s/veh		16.4			91.9			68.3			67.0	
Approach LOS		B			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	115.5	6.3	15.7	6.3	121.7	8.7	13.3
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	9.5	109.5	5.0	8.0	5.0	114.0	4.2	8.8
Max Q Clear Time (g_c+I1), s	8.3	69.0	2.9	2.8	2.9	119.2	6.2	2.8
Green Ext Time (p_c), s	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	2750	290	160	4000	10	330	10	90	10	10	10
Future Volume (veh/h)	10	2750	290	160	4000	10	330	10	90	10	10	10
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	11	2989	315	174	4348	11	359	11	98	11	11	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	3538	2111	313	3929	1220	357	14	124	85	29	29
Arrive On Green	0.01	0.69	0.69	0.09	0.77	0.77	0.06	0.09	0.09	0.01	0.03	0.03
Sat Flow, veh/h	1781	5106	2790	3456	5106	1585	3456	162	1447	1781	858	858
Grp Volume(v), veh/h	11	2989	315	174	4348	11	359	0	109	11	0	22
Grp Sat Flow(s),veh/h/ln	1781	1702	1395	1728	1702	1585	1728	0	1610	1781	0	1716
Q Serve(g_s), s	1.1	78.0	1.3	8.7	138.5	0.3	11.5	0.0	12.0	1.1	0.0	2.3
Cycle Q Clear(g_c), s	1.1	78.0	1.3	8.7	138.5	0.3	11.5	0.0	12.0	1.1	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.50
Lane Grp Cap(c), veh/h	25	3538	2111	313	3929	1220	357	0	138	85	0	57
V/C Ratio(X)	0.44	0.84	0.15	0.56	1.11	0.01	1.01	0.00	0.79	0.13	0.00	0.38
Avail Cap(c_a), veh/h	59	3668	2182	313	3929	1220	357	0	138	114	0	57
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.0	20.5	1.7	78.4	20.7	4.8	81.2	0.0	80.7	82.6	0.0	85.2
Incr Delay (d2), s/veh	11.5	1.9	0.0	0.2	48.4	0.0	49.3	0.0	26.3	0.7	0.0	4.2
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	30.6	0.4	3.8	62.8	0.1	5.3	0.0	6.0	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.6	22.4	1.7	78.6	69.2	4.8	130.5	0.0	107.0	83.3	0.0	89.4
LnGrp LOS	F	C	A	E	F	A	F	A	F	F	A	F
Approach Vol, veh/h		3315			4533			468			33	
Approach Delay, s/veh		20.7			69.4			125.0			87.4	
Approach LOS		C			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	19.9	20.8	129.2	16.0	10.5	7.0	143.0
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	5.6	12.5	15.2	129.3	11.5	6.0	6.0	138.5
Max Q Clear Time (g_c+I1), s	3.1	14.0	10.7	80.0	13.5	4.3	3.1	140.5
Green Ext Time (p_c), s	0.0	0.0	0.2	44.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	40	10	60	70	330	10	50	10	380	10	10
Future Volume (veh/h)	10	40	10	60	70	330	10	50	10	380	10	10
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	11	43	11	65	76	0	11	54	11	413	11	0
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	591	1471	349	643	1368		605	549	112	555	682	
Arrive On Green	0.01	0.36	0.36	0.04	0.38	0.00	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	1781	4120	978	1781	3554	1585	1404	1508	307	1337	1870	1585
Grp Volume(v), veh/h	11	35	19	65	76	0	11	0	65	413	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1694	1781	1777	1585	1404	0	1815	1337	1870	1585
Q Serve(g_s), s	0.3	0.5	0.5	1.7	1.0	0.0	0.4	0.0	1.7	21.4	0.3	0.0
Cycle Q Clear(g_c), s	0.3	0.5	0.5	1.7	1.0	0.0	0.6	0.0	1.7	23.1	0.3	0.0
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	591	1215	605	643	1368		605	0	661	555	682	
V/C Ratio(X)	0.02	0.03	0.03	0.10	0.06		0.02	0.00	0.10	0.74	0.02	
Avail Cap(c_a), veh/h	672	1215	605	674	1368		918	0	1066	852	1098	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	15.2	15.2	13.7	14.0	0.0	14.9	0.0	15.2	22.8	14.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	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	0.1	0.2	0.2	0.6	0.4	0.0	0.1	0.0	0.7	6.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	15.2	15.3	13.8	14.1	0.0	15.0	0.0	15.3	24.8	14.8	0.0
LnGrp LOS	B	B	B	B	B		B	A	B	C	B	
Approach Vol, veh/h		65			141	A		76			424	A
Approach Delay, s/veh		15.1			13.9			15.2			24.6	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	31.8		32.2	6.5	33.8		32.2
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8
Max Green Setting (Gmax), s	4.3	25.9		* 43	* 4.1	25.9		* 43
Max Q Clear Time (g_c+I1), s	3.7	2.5		25.1	2.3	3.0		3.7
Green Ext Time (p_c), s	0.0	0.2		1.3	0.0	0.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



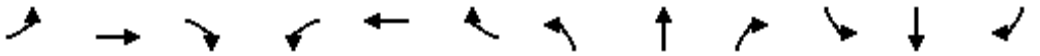
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2470	260	160	3870	170	260	100	140	60	100	40
Future Volume (veh/h)	120	2470	260	160	3870	170	260	100	140	60	100	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	130	2685	283	174	4207	185	283	109	152	65	109	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	121	2959	919	194	3954	170	233	106	148	90	89	35
Arrive On Green	0.07	0.58	0.58	0.11	0.62	0.62	0.11	0.15	0.15	0.03	0.07	0.07
Sat Flow, veh/h	1781	5106	1585	1781	6372	275	1781	707	986	1781	1276	503
Grp Volume(v), veh/h	130	2685	283	174	3165	1227	283	0	261	65	0	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1821	1781	0	1693	1781	0	1780
Q Serve(g_s), s	12.2	83.9	9.9	17.4	111.7	111.7	19.5	0.0	27.0	5.1	0.0	12.6
Cycle Q Clear(g_c), s	12.2	83.9	9.9	17.4	111.7	111.7	19.5	0.0	27.0	5.1	0.0	12.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.58	1.00		0.28
Lane Grp Cap(c), veh/h	121	2959	919	194	2995	1130	233	0	254	90	0	125
V/C Ratio(X)	1.08	0.91	0.31	0.90	1.06	1.09	1.21	0.00	1.03	0.72	0.00	1.22
Avail Cap(c_a), veh/h	121	3004	933	194	2995	1130	233	0	254	90	0	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.9	33.6	7.0	79.2	34.2	34.2	69.8	0.0	76.5	78.2	0.0	83.7
Incr Delay (d2), s/veh	80.9	2.9	0.5	37.7	34.0	53.2	129.3	0.0	63.9	23.9	0.0	151.4
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	8.4	35.0	3.5	9.9	49.9	62.6	9.7	0.0	16.3	1.1	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.8	36.5	7.4	116.9	68.2	87.3	199.1	0.0	140.4	102.1	0.0	235.1
LnGrp LOS	F	D	A	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		3098			4566			544			217	
Approach Delay, s/veh		39.2			75.2			170.9			195.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.4	110.6	24.0	19.0	19.0	118.0	9.6	33.4
Change Period (Y+Rc), s	* 6.8	* 6.3	4.5	6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 19	* 1.1E2	19.5	12.6	* 12	* 1.1E2	5.1	27.0
Max Q Clear Time (g_c+I1), s	19.4	85.9	21.5	14.6	14.2	113.7	7.1	29.0
Green Ext Time (p_c), s	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
Future Volume (veh/h)	80	2415	50	40	1475	50	40	60	75	100	40	90
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	2625	54	43	1603	0	43	65	82	109	43	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	106	3510	72	55	3336		182	120	101	200	189	
Arrive On Green	0.06	0.69	0.69	0.03	0.66	0.00	0.03	0.06	0.06	0.07	0.10	0.00
Sat Flow, veh/h	1781	5109	105	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	87	1731	948	43	1603	0	43	65	82	109	43	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1837	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Cycle Q Clear(g_c), s	8.2	55.9	56.8	4.1	26.9	0.0	3.8	5.7	8.7	9.5	3.6	0.0
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	106	2320	1262	55	3336		182	120	101	200	189	
V/C Ratio(X)	0.82	0.75	0.75	0.78	0.48		0.24	0.54	0.81	0.55	0.23	
Avail Cap(c_a), veh/h	176	2320	1262	105	3336		195	167	142	210	234	
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	0.00
Uniform Delay (d), s/veh	79.0	17.1	17.2	81.8	14.5	0.0	71.5	77.2	78.5	66.7	70.3	0.0
Incr Delay (d2), s/veh	13.1	2.2	4.2	15.6	0.5	0.0	0.5	3.8	20.6	2.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	20.7	23.5	2.1	10.0	0.0	1.8	2.9	4.2	4.5	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	19.3	21.4	97.4	15.0	0.0	72.0	80.9	99.1	68.7	70.9	0.0
LnGrp LOS	F	B	C	F	B		E	F	F	E	E	
Approach Vol, veh/h		2766			1646	A		190			152	A
Approach Delay, s/veh		22.3			17.1			86.8			69.4	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	123.2	11.3	24.0	16.3	118.4	17.6	17.7
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 10	106.8	* 6.2	21.3	* 17	100.0	* 12	15.2
Max Q Clear Time (g_c+I1), s	6.1	58.8	5.8	5.6	10.2	28.9	11.5	10.7
Green Ext Time (p_c), s	0.0	40.6	0.0	0.1	0.1	25.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
Future Vol, veh/h	30	2550	10	20	1475	75	0	0	40	0	0	90
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2772	11	22	1603	82	0	0	43	0	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1685	0	0	2783	0	0	-	-	1392	-	-	843
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	180	-	-	49	-	-	0	0	111	0	0	264
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	180	-	-	49	-	-	-	-	111	-	-	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	56.9	26.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	180	-	-	49	-	-	264
HCM Lane V/C Ratio	0.392	0.181	-	-	0.444	-	-	0.371
HCM Control Delay (s)	56.9	29.4	-	-	127.5	-	-	26.4
HCM Lane LOS	F	D	-	-	F	-	-	D
HCM 95th %tile Q(veh)	1.6	0.6	-	-	1.6	-	-	1.6

Intersection	
Int Delay, s/veh	24.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2540	50	10	1530	40	10
Future Vol, veh/h	2540	50	10	1530	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2761	54	11	1663	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2815	0	3475	1408
Stage 1	-	-	-	-	2788	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	47	-	~ 14	110
Stage 1	-	-	-	-	~ 17	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	47	-	~ 11	110
Mov Cap-2 Maneuver	-	-	-	-	~ 11	-
Stage 1	-	-	-	-	~ 13	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 2014
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	47	-
HCM Lane V/C Ratio	4.181	-	-	0.231	-
HCM Control Delay (s)	$ 2014	-	-	103.3	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.8	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Future Vol, veh/h	0	4130	20	0	2040	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	4489	22	0	2217	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1109
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	29	0	0	175
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	29	-	-	175
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	285.1	28.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NWT	SETSWLn1
Capacity (veh/h)	29	-	- 175
HCM Lane V/C Ratio	0.75	-	- 0.124
HCM Control Delay (s)	285.1	-	- 28.5
HCM Lane LOS	F	-	- D
HCM 95th %tile Q(veh)	2.4	-	- 0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4050	90	60	2020	10	30	10	50	10	10	10
Future Volume (veh/h)	10	4050	90	60	2020	10	30	10	50	10	10	10
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	11	4402	98	65	2196	11	33	11	0	11	11	0
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	22	3891	1208	72	4034	1252	145	98		134	78	
Arrive On Green	0.01	0.76	0.76	0.04	0.79	0.79	0.02	0.05	0.00	0.01	0.04	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	11	4402	98	65	2196	11	33	11	0	11	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	0.8	103.5	2.1	4.9	21.5	0.2	2.4	0.8	0.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	0.8	103.5	2.1	4.9	21.5	0.2	2.4	0.8	0.0	0.8	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	22	3891	1208	72	4034	1252	145	98		134	78	
V/C Ratio(X)	0.49	1.13	0.08	0.90	0.54	0.01	0.23	0.11		0.08	0.14	
Avail Cap(c_a), veh/h	66	3891	1208	72	4034	1252	156	248		177	262	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	66.6	16.2	4.1	64.9	5.3	3.0	60.5	61.3	0.0	61.1	62.7	0.0
Incr Delay (d2), s/veh	15.9	62.9	0.1	72.9	0.5	0.0	0.8	0.5	0.0	0.3	0.8	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	55.9	0.7	3.7	6.7	0.1	1.1	0.4	0.0	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	79.0	4.2	137.8	5.8	3.0	61.3	61.8	0.0	61.4	63.5	0.0
LnGrp LOS	F	F	A	F	A	A	E	E		E	E	
Approach Vol, veh/h		4511			2272			44	A		22	A
Approach Delay, s/veh		77.4			9.6			61.4			62.4	
Approach LOS		E			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	108.0	6.2	11.6	6.2	111.8	7.6	10.2
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	103.5	5.0	18.0	5.0	104.0	4.0	19.0
Max Q Clear Time (g_c+I1), s	6.9	105.5	2.8	2.8	2.8	23.5	4.4	2.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	3810	290	90	1770	10	310	10	60	10	10	10
Future Volume (veh/h)	10	3810	290	90	1770	10	310	10	60	10	10	10
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	11	4141	315	98	1924	11	337	11	65	11	11	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	3702	2294	115	3800	1180	336	23	135	64	31	31
Arrive On Green	0.01	0.73	0.73	0.03	0.74	0.74	0.10	0.10	0.10	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	2790	3456	5106	1585	3456	235	1386	1781	858	858
Grp Volume(v), veh/h	11	4141	315	98	1924	11	337	0	76	11	0	22
Grp Sat Flow(s),veh/h/ln	1781	1702	1395	1728	1702	1585	1728	0	1621	1781	0	1716
Q Serve(g_s), s	1.1	130.5	4.1	5.1	27.8	0.3	17.5	0.0	8.0	1.1	0.0	2.3
Cycle Q Clear(g_c), s	1.1	130.5	4.1	5.1	27.8	0.3	17.5	0.0	8.0	1.1	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.50
Lane Grp Cap(c), veh/h	25	3702	2294	115	3800	1180	336	0	158	64	0	62
V/C Ratio(X)	0.44	1.12	0.14	0.85	0.51	0.01	1.00	0.00	0.48	0.17	0.00	0.36
Avail Cap(c_a), veh/h	59	3702	2294	115	3800	1180	336	0	158	79	0	76
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.0	24.7	3.2	86.6	9.4	5.9	81.3	0.0	77.0	84.2	0.0	84.7
Incr Delay (d2), s/veh	11.5	57.6	0.0	28.3	0.3	0.0	49.9	0.0	2.3	1.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	65.4	1.8	2.7	9.6	0.1	10.2	0.0	3.5	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.6	82.4	3.2	114.9	9.7	5.9	131.1	0.0	79.2	85.4	0.0	88.2
LnGrp LOS	F	F	A	F	A	A	F	A	E	F	A	F
Approach Vol, veh/h		4467			2033			413			33	
Approach Delay, s/veh		76.8			14.8			121.6			87.3	
Approach LOS		E			B			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.0	10.5	135.0	11.0	7.0	138.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	6.0	130.5	8.0	6.0	130.5
Max Q Clear Time (g_c+I1), s	19.5	7.1	132.5	4.3	3.1	29.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	26.5

Intersection Summary	
HCM 6th Ctrl Delay	61.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	20	30	340	10	10	10	360	10	10
Future Volume (veh/h)	10	10	10	20	30	340	10	10	10	360	10	10
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	11	11	11	22	33	0	11	11	11	391	11	0
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	688	1402	653	704	1490		550	277	277	539	604	
Arrive On Green	0.01	0.41	0.41	0.02	0.42	0.00	0.32	0.32	0.32	0.32	0.32	0.00
Sat Flow, veh/h	1781	3404	1585	1781	3554	1585	1404	858	858	1390	1870	1585
Grp Volume(v), veh/h	11	11	11	22	33	0	11	0	22	391	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1777	1585	1404	0	1716	1390	1870	1585
Q Serve(g_s), s	0.3	0.1	0.3	0.5	0.4	0.0	0.4	0.0	0.6	18.9	0.3	0.0
Cycle Q Clear(g_c), s	0.3	0.1	0.3	0.5	0.4	0.0	0.7	0.0	0.6	19.5	0.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	688	1402	653	704	1490		550	0	554	539	604	
V/C Ratio(X)	0.02	0.01	0.02	0.03	0.02		0.02	0.00	0.04	0.73	0.02	
Avail Cap(c_a), veh/h	772	1402	653	772	1490		886	0	965	871	1052	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	12.2	12.3	11.5	12.0	0.0	16.5	0.0	16.4	23.1	16.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	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	0.1	0.0	0.1	0.2	0.1	0.0	0.1	0.0	0.2	6.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	12.2	12.3	11.5	12.0	0.0	16.5	0.0	16.4	24.9	16.3	0.0
LnGrp LOS	B	B	B	B	B		B	A	B	C	B	
Approach Vol, veh/h		33			55	A		33			402	A
Approach Delay, s/veh		12.1			11.8			16.4			24.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	34.9		28.5	6.5	35.4		28.5
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8
Max Green Setting (Gmax), s	4.1	29.0		* 40	* 4.1	28.9		* 40
Max Q Clear Time (g_c+I1), s	2.5	2.3		21.5	2.3	2.4		2.7
Green Ext Time (p_c), s	0.0	0.1		1.2	0.0	0.1		0.1

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



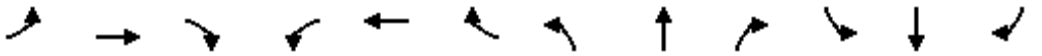
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3560	240	80	1640	80	210	60	170	100	60	20
Future Volume (veh/h)	80	3560	240	80	1640	80	210	60	170	100	60	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1856	1856	1856	1841	1841	1841	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	87	3870	261	87	1783	87	228	65	185	109	65	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, %	3	3	3	4	4	4	1	1	1	1	1	1
Cap, veh/h	677	4399	288	82	2339	114	229	80	227	86	248	84
Arrive On Green	0.38	0.71	0.71	0.05	0.38	0.38	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	6167	403	1753	6231	304	1321	433	1231	1139	1347	456
Grp Volume(v), veh/h	87	2977	1154	87	1359	511	228	0	250	109	0	87
Grp Sat Flow(s),veh/h/ln	1767	1596	1783	1753	1583	1786	1321	0	1664	1139	0	1803
Q Serve(g_s), s	5.8	84.9	94.7	8.4	45.1	45.1	25.8	0.0	26.0	7.2	0.0	7.4
Cycle Q Clear(g_c), s	5.8	84.9	94.7	8.4	45.1	45.1	33.2	0.0	26.0	33.2	0.0	7.4
Prop In Lane	1.00		0.23	1.00		0.17	1.00		0.74	1.00		0.25
Lane Grp Cap(c), veh/h	677	3415	1272	82	1783	670	229	0	307	86	0	333
V/C Ratio(X)	0.13	0.87	0.91	1.06	0.76	0.76	1.00	0.00	0.81	1.27	0.00	0.26
Avail Cap(c_a), veh/h	677	3415	1272	82	2979	1120	229	0	307	86	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	19.6	21.0	85.8	49.2	49.2	79.3	0.0	70.4	88.1	0.0	62.9
Incr Delay (d2), s/veh	0.0	0.3	1.2	117.9	0.7	1.8	58.2	0.0	15.4	186.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	30.1	37.8	6.5	17.7	20.1	14.4	0.0	12.5	8.5	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	19.9	22.2	203.7	49.9	51.0	137.5	0.0	85.9	274.3	0.0	63.3
LnGrp LOS	D	B	C	F	D	D	F	A	F	F	A	E
Approach Vol, veh/h		4218			1957			478			196	
Approach Delay, s/veh		20.8			57.0			110.5			180.6	
Approach LOS		C			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	134.4		39.4	75.0	73.5		39.4
Change Period (Y+Rc), s	5.6	5.9		* 6.2	5.9	* 5.9		* 6.2
Max Green Setting (Gmax), s	8.4	121.1		* 33	16.5	* 1.1E2		* 33
Max Q Clear Time (g_c+I1), s	10.4	96.7		35.2	7.8	47.1		35.2
Green Ext Time (p_c), s	0.0	24.2		0.0	0.1	20.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
Future Volume (veh/h)	120	2130	70	50	2830	75	100	70	50	100	50	130
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	1856	1856	1870	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	2315	76	54	3076	0	109	76	54	109	54	0
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	3	3	2	3	3	2	2	2	2	2	2
Cap, veh/h	145	3544	116	69	3348		158	101	86	141	96	
Arrive On Green	0.08	0.70	0.70	0.04	0.66	0.00	0.05	0.05	0.05	0.04	0.05	0.00
Sat Flow, veh/h	1781	5038	165	1781	5233	0	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	130	1548	843	54	3076	0	109	76	54	109	54	0
Grp Sat Flow(s),veh/h/ln	1781	1689	1826	1781	1689	0	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Cycle Q Clear(g_c), s	11.6	40.2	40.7	4.8	83.9	0.0	7.3	6.4	5.3	7.0	4.5	0.0
Prop In Lane	1.00		0.09	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	145	2375	1284	69	3348		158	101	86	141	96	
V/C Ratio(X)	0.90	0.65	0.66	0.78	0.92		0.69	0.75	0.63	0.78	0.56	
Avail Cap(c_a), veh/h	145	2375	1284	118	3348		158	177	150	141	172	
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	0.00
Uniform Delay (d), s/veh	72.8	13.0	13.1	76.2	23.4	0.0	70.6	74.6	74.1	71.4	74.1	0.0
Incr Delay (d2), s/veh	45.9	1.4	2.6	13.2	5.3	0.0	11.3	10.6	7.4	22.5	5.0	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	7.1	14.2	16.0	2.4	31.7	0.0	1.4	3.4	2.4	1.9	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.7	14.4	15.7	89.4	28.7	0.0	81.9	85.2	81.5	93.9	79.1	0.0
LnGrp LOS	F	B	B	F	C		F	F	F	F	E	
Approach Vol, veh/h		2521			3130	A		239			163	A
Approach Delay, s/veh		20.2			29.8			82.9			89.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	118.9	13.6	15.0	19.2	112.2	13.2	15.4
Change Period (Y+Rc), s	* 6.2	6.4	* 6.3	6.8	* 6.2	6.4	* 6.2	6.8
Max Green Setting (Gmax), s	* 11	101.7	* 7.3	14.7	* 13	99.3	* 7	15.1
Max Q Clear Time (g_c+I1), s	6.8	42.7	9.3	6.5	13.6	85.9	9.0	8.4
Green Ext Time (p_c), s	0.0	42.5	0.0	0.1	0.0	13.2	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
Future Vol, veh/h	30	2230	20	40	2825	110	0	0	40	0	0	130
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	150	-	-	200	-	-	-	-	0	-	-	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	3	20	2	2	2	2	2	4	2	2	2
Mvmt Flow	33	2424	22	43	3071	120	0	0	43	0	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3191	0	0	2446	0	0	-	-	1223	-	-	1596
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.18	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.94	-	-	3.92
Pot Cap-1 Maneuver	~ 30	-	-	74	-	-	0	0	145	0	0	~ 82
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 30	-	-	74	-	-	-	-	145	-	-	~ 82
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	1.4	40.1	$ 457.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	~ 30	-	-	74	-	-	82
HCM Lane V/C Ratio	0.3	1.087	-	-	0.588	-	-	1.723
HCM Control Delay (s)	40.1	$ 387.6	-	-	107.4	-	-	$ 457.6
HCM Lane LOS	E	F	-	-	F	-	-	F
HCM 95th %tile Q(veh)	1.2	3.7	-	-	2.6	-	-	11.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	38.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2220	50	25	2935	40	10
Future Vol, veh/h	2220	50	25	2935	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	2413	54	27	3190	43	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2467	0	3770	1234
Stage 1	-	-	-	-	2440	-
Stage 2	-	-	-	-	1330	-
Critical Hdwy	-	-	5.34	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.12	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 9	144
Stage 1	-	-	-	-	~ 29	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 6	144
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	~ 18	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	$ 4069.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	7	-	-	72	-
HCM Lane V/C Ratio	7.764	-	-	0.377	-
HCM Control Delay (s)	$ 4069.2	-	-	82.6	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	8.4	-	-	1.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑	↱		↑↑↑	↱			↱			↱
Traffic Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Future Vol, veh/h	0	3040	20	0	4330	20	0	0	20	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Yield	-	-	Yield
Storage Length	-	-	150	-	-	150	-	-	0	-	-	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	3304	22	0	4707	22	0	0	22	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2354
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	0	0	0	75	0	0	24
Stage 1	0	-	0	0	-	0	0	0	-	0	0	-
Stage 2	0	-	0	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	75	-	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	71.5	$ 382
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWT	SETSWLn1
Capacity (veh/h)	75	-	- 24
HCM Lane V/C Ratio	0.29	-	- 0.906
HCM Control Delay (s)	71.5	-	- $ 382
HCM Lane LOS	F	-	- F
HCM 95th %tile Q(veh)	1.1	-	- 2.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	2970	80	70	4260	10	80	10	70	10	10	10
Future Volume (veh/h)	10	2970	80	70	4260	10	80	10	70	10	10	10
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	11	3228	87	76	4630	11	87	11	0	11	11	0
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	22	3779	1173	95	3988	1238	172	139		152	110	
Arrive On Green	0.01	0.74	0.74	0.05	0.78	0.78	0.03	0.07	0.00	0.01	0.06	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	11	3228	87	76	4630	11	87	11	0	11	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	0.9	67.0	2.3	6.3	117.2	0.2	4.2	0.8	0.0	0.9	0.8	0.0
Cycle Q Clear(g_c), s	0.9	67.0	2.3	6.3	117.2	0.2	4.2	0.8	0.0	0.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	22	3779	1173	95	3988	1238	172	139		152	110	
V/C Ratio(X)	0.50	0.85	0.07	0.80	1.16	0.01	0.50	0.08		0.07	0.10	
Avail Cap(c_a), veh/h	59	3779	1173	113	3988	1238	172	139		190	110	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.6	13.8	5.4	70.2	16.4	3.6	66.3	64.6	0.0	65.1	66.9	0.0
Incr Delay (d2), s/veh	16.8	2.7	0.1	28.3	75.5	0.0	2.4	1.1	0.0	0.2	1.8	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	24.2	0.8	3.6	65.8	0.1	3.4	0.4	0.0	0.4	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	16.5	5.5	98.5	92.0	3.6	68.6	65.7	0.0	65.3	68.7	0.0
LnGrp LOS	F	B	A	F	F	A	E	E		E	E	
Approach Vol, veh/h		3326			4717			98	A		22	A
Approach Delay, s/veh		16.4			91.9			68.3			67.0	
Approach LOS		B			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	115.5	6.3	15.7	6.3	121.7	8.7	13.3
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	8.0	109.5	5.0	8.0	5.0	114.0	4.2	8.8
Max Q Clear Time (g_c+I1), s	8.3	69.0	2.9	2.8	2.9	119.2	6.2	2.8
Green Ext Time (p_c), s	0.0	38.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Notes

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	2750	290	160	4000	10	330	10	90	10	10	10
Future Volume (veh/h)	10	2750	290	160	4000	10	330	10	90	10	10	10
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	11	2989	315	174	4348	11	359	11	98	11	11	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	3538	2111	313	3929	1220	357	14	124	85	29	29
Arrive On Green	0.01	0.69	0.69	0.09	0.77	0.77	0.06	0.09	0.09	0.01	0.03	0.03
Sat Flow, veh/h	1781	5106	2790	3456	5106	1585	3456	162	1447	1781	858	858
Grp Volume(v), veh/h	11	2989	315	174	4348	11	359	0	109	11	0	22
Grp Sat Flow(s),veh/h/ln	1781	1702	1395	1728	1702	1585	1728	0	1610	1781	0	1716
Q Serve(g_s), s	1.1	78.0	1.3	8.7	138.5	0.3	11.5	0.0	12.0	1.1	0.0	2.3
Cycle Q Clear(g_c), s	1.1	78.0	1.3	8.7	138.5	0.3	11.5	0.0	12.0	1.1	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		0.50
Lane Grp Cap(c), veh/h	25	3538	2111	313	3929	1220	357	0	138	85	0	57
V/C Ratio(X)	0.44	0.84	0.15	0.56	1.11	0.01	1.01	0.00	0.79	0.13	0.00	0.38
Avail Cap(c_a), veh/h	59	3668	2182	313	3929	1220	357	0	138	114	0	57
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.0	20.5	1.7	78.4	20.7	4.8	81.2	0.0	80.7	82.6	0.0	85.2
Incr Delay (d2), s/veh	11.5	1.9	0.0	0.2	48.4	0.0	49.3	0.0	26.3	0.7	0.0	4.2
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	30.6	0.4	3.8	62.8	0.1	5.3	0.0	6.0	0.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.6	22.4	1.7	78.6	69.2	4.8	130.5	0.0	107.0	83.3	0.0	89.4
LnGrp LOS	F	C	A	E	F	A	F	A	F	F	A	F
Approach Vol, veh/h		3315			4533			468			33	
Approach Delay, s/veh		20.7			69.4			125.0			87.4	
Approach LOS		C			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	19.9	20.8	129.2	16.0	10.5	7.0	143.0
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	5.6	12.5	15.2	129.3	11.5	6.0	6.0	138.5
Max Q Clear Time (g_c+I1), s	3.1	14.0	10.7	80.0	13.5	4.3	3.1	140.5
Green Ext Time (p_c), s	0.0	0.0	0.2	44.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	40	10	60	70	330	10	50	10	380	10	10
Future Volume (veh/h)	10	40	10	60	70	330	10	50	10	380	10	10
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	11	43	11	65	76	0	11	54	11	413	11	0
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	591	1471	349	643	1368		605	549	112	555	682	
Arrive On Green	0.01	0.36	0.36	0.04	0.38	0.00	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	1781	4120	978	1781	3554	1585	1404	1508	307	1337	1870	1585
Grp Volume(v), veh/h	11	35	19	65	76	0	11	0	65	413	11	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1694	1781	1777	1585	1404	0	1815	1337	1870	1585
Q Serve(g_s), s	0.3	0.5	0.5	1.7	1.0	0.0	0.4	0.0	1.7	21.4	0.3	0.0
Cycle Q Clear(g_c), s	0.3	0.5	0.5	1.7	1.0	0.0	0.6	0.0	1.7	23.1	0.3	0.0
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	591	1215	605	643	1368		605	0	661	555	682	
V/C Ratio(X)	0.02	0.03	0.03	0.10	0.06		0.02	0.00	0.10	0.74	0.02	
Avail Cap(c_a), veh/h	672	1215	605	674	1368		918	0	1066	852	1098	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	15.2	15.2	13.7	14.0	0.0	14.9	0.0	15.2	22.8	14.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	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	0.1	0.2	0.2	0.6	0.4	0.0	0.1	0.0	0.7	6.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	15.2	15.3	13.8	14.1	0.0	15.0	0.0	15.3	24.8	14.8	0.0
LnGrp LOS	B	B	B	B	B		B	A	B	C	B	
Approach Vol, veh/h		65			141	A		76			424	A
Approach Delay, s/veh		15.1			13.9			15.2			24.6	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	31.8		32.2	6.5	33.8		32.2
Change Period (Y+Rc), s	5.6	5.9		* 5.8	* 5.7	5.9		* 5.8
Max Green Setting (Gmax), s	4.3	25.9		* 43	* 4.1	25.9		* 43
Max Q Clear Time (g_c+I1), s	3.7	2.5		25.1	2.3	3.0		3.7
Green Ext Time (p_c), s	0.0	0.2		1.3	0.0	0.4		0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2470	260	160	3870	170	260	100	140	60	100	40
Future Volume (veh/h)	120	2470	260	160	3870	170	260	100	140	60	100	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	130	2685	283	174	4207	185	283	109	152	65	109	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	121	2959	919	194	3954	170	233	106	148	90	89	35
Arrive On Green	0.07	0.58	0.58	0.11	0.62	0.62	0.11	0.15	0.15	0.03	0.07	0.07
Sat Flow, veh/h	1781	5106	1585	1781	6372	275	1781	707	986	1781	1276	503
Grp Volume(v), veh/h	130	2685	283	174	3165	1227	283	0	261	65	0	152
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1821	1781	0	1693	1781	0	1780
Q Serve(g_s), s	12.2	83.9	9.9	17.4	111.7	111.7	19.5	0.0	27.0	5.1	0.0	12.6
Cycle Q Clear(g_c), s	12.2	83.9	9.9	17.4	111.7	111.7	19.5	0.0	27.0	5.1	0.0	12.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.58	1.00		0.28
Lane Grp Cap(c), veh/h	121	2959	919	194	2995	1130	233	0	254	90	0	125
V/C Ratio(X)	1.08	0.91	0.31	0.90	1.06	1.09	1.21	0.00	1.03	0.72	0.00	1.22
Avail Cap(c_a), veh/h	121	3004	933	194	2995	1130	233	0	254	90	0	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.9	33.6	7.0	79.2	34.2	34.2	69.8	0.0	76.5	78.2	0.0	83.7
Incr Delay (d2), s/veh	80.9	2.9	0.5	37.7	34.0	53.2	129.3	0.0	63.9	23.9	0.0	151.4
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	8.4	35.0	3.5	9.9	49.9	62.6	9.7	0.0	16.3	1.1	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.8	36.5	7.4	116.9	68.2	87.3	199.1	0.0	140.4	102.1	0.0	235.1
LnGrp LOS	F	D	A	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		3098			4566			544			217	
Approach Delay, s/veh		39.2			75.2			170.9			195.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	110.6	24.0	19.0	19.0	118.0	9.6	33.4
Change Period (Y+Rc), s	* 6.8	* 6.3	4.5	6.4	* 6.8	* 6.3	4.5	6.4
Max Green Setting (Gmax), s	* 19	* 1.1E2	19.5	12.6	* 12	* 1.1E2	5.1	27.0
Max Q Clear Time (g_c+I1), s	19.4	85.9	21.5	14.6	14.2	113.7	7.1	29.0
Green Ext Time (p_c), s	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	4140	10	60	10	2060	0	30
Future Volume (vph)	4140	10	60	10	2060	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5083			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5083			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4500	11	65	11	2239	0	33
RTOR Reduction (vph)	0	0	0	0	0	0	12
Lane Group Flow (vph)	4511	0	0	76	2239	0	21
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	123.8			7.5	135.8		4.2
Effective Green, g (s)	123.8			7.5	135.8		4.2
Actuated g/C Ratio	0.83			0.05	0.91		0.03
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4223			89	4546		45
v/s Ratio Prot	c0.89			c0.04	0.45		
v/s Ratio Perm							c0.01
v/c Ratio	1.07			0.85	0.49		0.47
Uniform Delay, d1	12.6			70.2	1.1		71.3
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	36.3			50.7	0.1		7.7
Delay (s)	48.9			120.9	1.1		79.0
Level of Service	D			F	A		E
Approach Delay (s)	48.9				5.1	79.0	
Approach LOS	D				A	E	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	149.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↳				↱			↱
Traffic Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Future Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4489	109	0	2304	11	0	0	43	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1158
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 29	0	0	163
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 29	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 551.9	28.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	163
HCM Lane V/C Ratio	1.499	-	-	-	0.067
HCM Control Delay (s)	$ 551.9	-	-	-	28.7
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

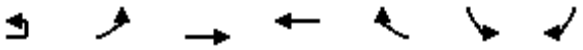
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4170	2110	60	0	20
Future Vol, veh/h	0	4170	2110	60	0	20
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	4533	2293	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1179
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	157
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	157
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	31.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	4120	2120	0	0	0
Future Volume (vph)	50	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	1.9		36.9	26.0			
Effective Green, g (s)	1.9		36.9	26.0			
Actuated g/C Ratio	0.05		1.00	0.70			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	91		5085	3582			
v/s Ratio Prot	0.03		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.59		0.88	0.64			
Uniform Delay, d1	17.1		0.0	2.9			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	10.0		2.5	0.4			
Delay (s)	27.1		2.5	3.3			
Level of Service	C		A	A			
Approach Delay (s)			2.8	3.3		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	3.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	36.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	3030	30	80	20	4350	0	20
Future Volume (vph)	3030	30	80	20	4350	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5078			1770	4988		1611
Flt Permitted	1.00			0.03	1.00		1.00
Satd. Flow (perm)	5078			60	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3293	33	87	22	4728	0	22
RTOR Reduction (vph)	0	0	0	0	0	0	21
Lane Group Flow (vph)	3326	0	0	109	4728	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Perm	NA		Perm
Protected Phases	6		5		2		
Permitted Phases				2			4
Actuated Green, G (s)	123.2			123.2	123.2		3.3
Effective Green, g (s)	123.2			123.2	123.2		3.3
Actuated g/C Ratio	0.91			0.91	0.91		0.02
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4617			54	4535		39
v/s Ratio Prot	0.65				0.95		
v/s Ratio Perm				c1.80			c0.00
v/c Ratio	0.72			2.02	1.04		0.01
Uniform Delay, d1	1.6			6.1	6.1		64.5
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	0.6			516.9	26.2		0.1
Delay (s)	2.2			523.1	32.4		64.7
Level of Service	A			F	C		E
Approach Delay (s)	2.2				43.5	64.7	
Approach LOS	A				D	E	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	135.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Future Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3304	98	0	4826	11	0	0	98	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2419
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 75	0	0	21
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 75	-	-	21
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 302.8	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	21
HCM Lane V/C Ratio	1.304	-	-	-	0.518
HCM Control Delay (s)	$ 302.8	-	-	-	295.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.5

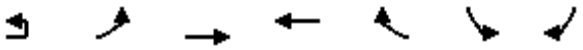
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3130	4380	60	0	70
Future Vol, veh/h	0	3130	4380	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3402	4761	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-	-	$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	3080	4390	0	0	0
Future Volume (vph)	50	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		4	8			
Permitted Phases							
Actuated Green, G (s)	5.3		150.0	135.7			
Effective Green, g (s)	5.3		150.0	135.7			
Actuated g/C Ratio	0.04		1.00	0.90			
Clearance Time (s)	4.5		4.5	4.5			
Lane Grp Cap (vph)	62		5085	4600			
v/s Ratio Prot	0.03		c0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.87		0.66	1.04			
Uniform Delay, d1	72.0		0.0	7.2			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	81.5		0.7	24.3			
Delay (s)	153.5		0.7	31.5			
Level of Service	F		A	C			
Approach Delay (s)			3.1	31.5		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Moss Creek to Salt Marsh
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	0.0	ft
Left edge	0.0	ft	0.0	ft
Total lateral clearance	0.0	ft	0.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	3.9	mph	3.9	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1864	vph	1132	vph
Peak-hour factor, PHF	0.92		0.90	
Peak 15-minute volume, v15	507		314	
Trucks and buses	3	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	705	pcphpl	438	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	705	pcphpl	438	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		A	
Density, D	15.7	pc/mi/ln	9.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	45	45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	675.4	419.3
Effective width of outside lane, We	12.00	12.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.94	4.70
Bicycle LOS	E	E

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Salt Marsh to Fording
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1872	vph	1132	vph
Peak-hour factor, PHF	0.91		0.88	
Peak 15-minute volume, v15	514		322	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1059	pcphpl	662	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1059	pcphpl	662	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		B	
Density, D	23.5	pc/mi/ln	14.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	45	45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1028.6	643.2
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.93	2.53
Bicycle LOS	E	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUFFTON to Fording
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1617	vph	2149	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	439		584	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	905	pcphpl	1202	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	905	pcphpl	1202	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	20.1	pc/mi/ln	26.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	878.8	1167.9
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.85	2.83
Bicycle LOS	E	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CBM
Agency/Co.:	CDM S
Date performed:	2/11/2019
Analysis time period:	
Freeway/Dir of Travel:	278 EB AM
Junction:	BLUFFTON MERGE
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2465	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	1161	vph
Length of first accel/decel lane	1000	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2465	1161		vph
Peak-hour factor, PHF	0.90	0.90		
Peak 15-min volume, v15	685	323		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2739	1290	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2739 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4029	4500	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 2739 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4029	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 30.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M_S = 0.480	
Space mean speed in ramp influence area,	S_R = 48.8	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 48.8	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W Am
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	60.0	mph
Volume on freeway	1118	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	372	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1118	372		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	304	101		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.957	0.957	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1270	423	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1270 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1270	4600	No
$v_{FO} = v_F - v_R$	847	4600	No
v_R	423	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1270 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1270	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 13.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D_S = 0.466	
Space mean speed in ramp influence area,	S_R = 51.6	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 51.6	mph

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Bluffton to Pinckney
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	3010	vph	1490	vph
Peak-hour factor, PHF	0.91		0.88	
Peak 15-minute volume, v15	827		423	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1703	pcphpl	871	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1703	pcphpl	871	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	43.6	mph	45.0	mph
Level of service, LOS	E		C	
Density, D	39.1	pc/mi/ln	19.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1653.8	846.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.12	2.78
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Blue Heron to Pinckney AM
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	3015	vph	1492	vph
Peak-hour factor, PHF	0.92		0.93	
Peak 15-minute volume, v15	819		401	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1687	pcphpl	826	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1687	pcphpl	826	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	43.7	mph	45.0	mph
Level of service, LOS	E		C	
Density, D	38.6	pc/mi/ln	18.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1638.6	802.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.11	2.75
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Crosstree to Blue Heron
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	3		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.8	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	3015	vph	1492	vph
Peak-hour factor, PHF	0.92		0.93	
Peak 15-minute volume, v15	819		401	
Trucks and buses	2	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.957	
Flow rate, vp	1687	pcphpl	838	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1687	pcphpl	838	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	43.7	mph	45.0	mph
Level of service, LOS	E		C	
Density, D	38.6	pc/mi/ln	18.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		50
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1638.6	802.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.62	4.62
Bicycle LOS Score, BLOS	2.72	2.60
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Jenkins to Crosstree
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	44.0	mph	44.0	mph

VOLUME

Direction	1		2	
Volume, V	2984	vph	1529	vph
Peak-hour factor, PHF	0.94		0.94	
Peak 15-minute volume, v15	794		407	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1634	pcphpl	837	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1634	pcphpl	837	pcphpl
Free-flow speed, FFS	44.0	mph	44.0	mph
Avg. passenger-car travel speed, S	44.0	mph	45.0	mph
Level of service, LOS	E		C	
Density, D	37.2	pc/mi/ln	18.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1587.2	813.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.75	2.41
Bicycle LOS	C	B

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 W PM
From/To: Moss Creek to Salt Marsh
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	0.0	ft
Left edge	0.0	ft	0.0	ft
Total lateral clearance	0.0	ft	0.0	ft
Access points per mile	4		4	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	3.9	mph	3.9	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1636	vph	2146	vph
Peak-hour factor, PHF	0.96		0.94	
Peak 15-minute volume, v15	426		571	
Trucks and buses	2	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.957	
Flow rate, vp	585	pcphpl	795	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	585	pcphpl	795	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	13.0	pc/mi/ln	17.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	568.1	761.0
Effective width of outside lane, We	12.00	12.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.28	4.66
Bicycle LOS	D	E

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Salt Marsh to Fording
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1646	vph	2133	vph
Peak-hour factor, PHF	0.98		0.94	
Peak 15-minute volume, v15	420		567	
Trucks and buses	2	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.957	
Flow rate, vp	864	pcphpl	1185	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	864	pcphpl	1185	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	19.2	pc/mi/ln	26.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	839.8	1134.6
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.48	2.70
Bicycle LOS	D	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUFFTON to Fording
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1617	vph	2149	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	439		584	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	905	pcphpl	1202	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	905	pcphpl	1202	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		D	
Density, D	20.1	pc/mi/ln	26.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	878.8	1167.9
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.85	2.83
Bicycle LOS	E	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Bluffton to Pinckney
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2215	vph	3161	vph
Peak-hour factor, PHF	0.97		0.93	
Peak 15-minute volume, v15	571		850	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1176	pcphpl	1750	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1176	pcphpl	1750	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	43.3	mph
Level of service, LOS	D		E	
Density, D	26.1	pc/mi/ln	40.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1141.8	1699.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.93	3.13
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CBM
Agency/Co.:	CDM S
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	US 278_PM E
Junction:	bluffton merge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2156	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	55.0	mph
Volume on ramp	601	vph
Length of first accel/decel lane	1000	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2156	601		vph
Peak-hour factor, PHF	0.97	0.92		
Peak 15-min volume, v15	556	163		v
Trucks and buses	1	1		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	3.0*	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.980	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2267	663	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2267 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2930	4500	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 2267 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2930	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 21.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M_S = 0.284	
Space mean speed in ramp influence area,	S_R = 51.3	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 51.3	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W PM
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2149	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	55.0	mph
Volume on ramp	1012	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2149	1012		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	584	275		v
Trucks and buses	2	2		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.971	0.971	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2406	1133	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2406 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2406	4600	No
$v_{FO} = v_F - v_R$	1273	4600	No
v_R	1133	2200	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2406 (Equation 13-15, 13-16, 18, or 19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2406	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 23.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D_S = 0.270	
Space mean speed in ramp influence area,	S_R = 55.1	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 55.1	mph

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUE HERON TO PINCKNEY
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	2212	vph	3159	vph
Peak-hour factor, PHF	0.97		0.93	
Peak 15-minute volume, v15	570		849	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1174	pcphpl	1749	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1174	pcphpl	1749	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	53.5	mph
Level of service, LOS	C		D	
Density, D	21.3	pc/mi/ln	32.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1140.2	1698.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.58	2.79
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUE HERON TO Crosstree
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2206	vph	3161	vph
Peak-hour factor, PHF	0.96		0.94	
Peak 15-minute volume, v15	574		841	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1183	pcphpl	1731	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1183	pcphpl	1731	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	43.4	mph
Level of service, LOS	D		E	
Density, D	26.3	pc/mi/ln	39.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1149.0	1681.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.59	2.78
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Squire to Cross
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	44.0	mph	44.0	mph

VOLUME

Direction	1		2	
Volume, V	2237	vph	3184	vph
Peak-hour factor, PHF	0.94		0.94	
Peak 15-minute volume, v15	595		847	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1225	pcphpl	1744	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1225	pcphpl	1744	pcphpl
Free-flow speed, FFS	44.0	mph	44.0	mph
Avg. passenger-car travel speed, S	45.0	mph	43.3	mph
Level of service, LOS	D		E	
Density, D	27.2	pc/mi/ln	40.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1189.9	1693.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.61	2.79
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Moss Creek to Salt Marsh
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	0.0	ft
Left edge	0.0	ft	0.0	ft
Total lateral clearance	0.0	ft	0.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	3.9	mph	3.9	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2565	vph	1561	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	697		424	
Trucks and buses	3	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	971	pcphpl	591	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	971	pcphpl	591	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		B	
Density, D	21.6	pc/mi/ln	13.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	929.3	565.6
Effective width of outside lane, We	12.00	12.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	5.10	4.85
Bicycle LOS	E	E

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Salt Marsh to Fording
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2577	vph	1558	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	700		423	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	961	pcphpl	581	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	961	pcphpl	581	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		B	
Density, D	21.4	pc/mi/ln	12.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	933.7	564.5
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.88	2.46
Bicycle LOS	E	B

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: BLUFFTON to Fording
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2545	vph	1539	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	692		418	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1424	pcphpl	861	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1424	pcphpl	861	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	44.9	mph	45.0	mph
Level of service, LOS	D		C	
Density, D	31.7	pc/mi/ln	19.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1383.2	836.4
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	5.08	2.66
Bicycle LOS	E	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W PM
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2958	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	1393	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2958	1393		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	804	379		v
Trucks and buses	2	2		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.971	0.971	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3312	1560	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3312 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3312	4500	No
$v_{FO} = v_F - v_R$	1752	4500	No
v_R	1560	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 3312 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3312	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 31.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	D_S = 0.568	
Space mean speed in ramp influence area,	S_R = 47.6	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 47.6	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W Am
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	1539	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	512	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1539	512		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	418	139		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.957	0.957	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1748	582	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1748 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1748	4500	No
$v_{FO} = v_F - v_R$	1166	4500	No
v_R	582	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1748 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1748	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 17.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D_S = 0.480	
Space mean speed in ramp influence area,	S_R = 48.8	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 48.8	mph

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Bluffton to Pinckney
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	4143	vph	2058	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	1126		559	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	2319	pcphpl	1152	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	2319	pcphpl	1152	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		mph	45.0	mph
Level of service, LOS	F		C	
Density, D		pc/mi/ln	25.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	2251.6	1118.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.27	2.92
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: BLUE HERON TO PINCKNEY
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	4150	vph	2060	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	1128		560	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	2323	pcphpl	1153	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	2323	pcphpl	1153	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S		mph	55.0	mph
Level of service, LOS	F		C	
Density, D		pc/mi/ln	21.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	2255.4	1119.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.93	2.58
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Crosstree to Squire
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	4120	vph	2120	vph
Peak-hour factor, PHF	0.94		0.94	
Peak 15-minute volume, v15	1096		564	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	2257	pcphpl	1161	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	2257	pcphpl	1161	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S		mph	55.0	mph
Level of service, LOS	F		C	
Density, D		pc/mi/ln	21.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	2191.5	1127.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.92	2.58
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 W PM
From/To: Moss Creek to Salt Marsh
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	0.0	ft
Left edge	0.0	ft	0.0	ft
Total lateral clearance	0.0	ft	0.0	ft
Access points per mile	4		4	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	3.9	mph	3.9	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2252	vph	2976	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	612		809	
Trucks and buses	2	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.957	
Flow rate, vp	840	pcphpl	1126	pcphpl

RESULTS

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Salt Marsh to Fording
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2167	vph	2966	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	589		806	
Trucks and buses	2	%	3	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.957	
Flow rate, vp	808	pcphpl	1122	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	808	pcphpl	1122	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		C	
Density, D	18.0-	pc/mi/ln	24.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	785.1	1074.6
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.45	2.68
Bicycle LOS	D	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUFFTON to Fording
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2225	vph	2958	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	605		804	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1245	pcphpl	1655	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1245	pcphpl	1655	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	43.8	mph
Level of service, LOS	D		E	
Density, D	27.7	pc/mi/ln	37.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1209.2	1607.6
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	5.01	2.99
Bicycle LOS	E	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W PM
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2958	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	1393	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2958	1393		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	804	379		v
Trucks and buses	2	2		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.971	0.971	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3312	1560	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3312 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3312	4500	No
$v_{FO} = v_F - v_R$	1752	4500	No
v_R	1560	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 3312 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3312	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 31.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	D_S = 0.568	
Space mean speed in ramp influence area,	S_R = 47.6	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 47.6	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CBM
Agency/Co.:	CDM S
Date performed:	2/11/2019
Analysis time period:	
Freeway/Dir of Travel:	278 EB PM
Junction:	BLUFFTON MERGE
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2226	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	55.0	mph
Volume on ramp	827	vph
Length of first accel/decel lane	175	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2226	827		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	605	225		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2420	899	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM})$ = 2420 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3319	4500	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34} > 2700 pc/h?		No	
Is v_3 or v_{av34} > 1.5 v_{12} /2		No	

If yes, v_{12A} = 2420 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3319	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 29.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M_S = 0.410	
Space mean speed in ramp influence area,	S_R = 49.7	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 49.7	mph

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Bluffton to Pinckney
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	3180	vph	4350	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	864		1182	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1780	pcphpl	2435	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1780	pcphpl	2435	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	43.1	mph		mph
Level of service, LOS	E		F	
Density, D	41.3	pc/mi/ln		pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1728.3	2364.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.14	3.30
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUE HERON TO PINCKNEY
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	3049	vph	4348	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	829		1182	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1706	pcphpl	2433	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1706	pcphpl	2433	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	53.7	mph		mph
Level of service, LOS	D		F	
Density, D	31.8	pc/mi/ln		pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1657.1	2363.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.77	2.95
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Crosstree to Squire
Jurisdiction:
Analysis Year: 2045
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	3080	vph	4390	vph
Peak-hour factor, PHF	0.94		0.94	
Peak 15-minute volume, v15	819		1168	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1687	pcphpl	2405	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1687	pcphpl	2405	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	53.8	mph		mph
Level of service, LOS	D		F	
Density, D	31.3	pc/mi/ln		pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1638.3	2335.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.77	2.95
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Direction	1		2	
Flow rate, vp	840	pcphpl	1126	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	18.7	pc/mi/ln	25.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	815.9	1078.3
Effective width of outside lane, We	12.00	12.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.46	4.84
Bicycle LOS	D	E

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: BLUFFTON to Fording
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2545	vph	1539	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	692		418	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	949	pcphpl	574	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	949	pcphpl	574	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		B	
Density, D	21.1	pc/mi/ln	12.8	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	922.1	557.6
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.87	2.46
Bicycle LOS	E	B

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CBM
Agency/Co.:	CDM S
Date performed:	2/11/2019
Analysis time period:	
Freeway/Dir of Travel:	278 EB AM
Junction:	BLUFFTON MERGE
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2545	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	55.0	mph
Volume on ramp	1548	vph
Length of first accel/decel lane	175	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2545	1548		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	692	421		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2766	1683	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.582 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1611 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4449	6750	No
v_3 or v_{av34}	1155 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 1611 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4449	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 29.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M_S = 0.407	
Space mean speed in ramp influence area,	S_R = 49.7	mph
Space mean speed in outer lanes,	S_0 = 52.6	mph
Space mean speed for all vehicles,	S = 50.4	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W Am
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	1539	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	512	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1539	512		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	418	139		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.957	0.957	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1748	582	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.690 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1386 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1748	6750	No
$v_{FO} = v_F - v_R$	1166	6750	No
v_R	582	2000	No
v_3 or v_{av34}	362 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1386 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1386	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 14.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D_S = 0.480	
Space mean speed in ramp influence area,	S_R = 48.8	mph
Space mean speed in outer lanes,	S_0 = 60.3	mph
Space mean speed for all vehicles,	S = 50.8	mph

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: Bluffton to Pinckney
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	4143	vph	2058	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	1126		559	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1546	pcphpl	768	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1546	pcphpl	768	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	44.4	mph	45.0	mph
Level of service, LOS	D		B	
Density, D	34.8	pc/mi/ln	17.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1501.1	745.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.07	2.71
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 AM
From/To: BLUE HERON TO PINCKNEY
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	4150	vph	2060	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	1128		560	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1548	pcphpl	768	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1548	pcphpl	768	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	54.5	mph	55.0	mph
Level of service, LOS	D		B	
Density, D	28.4	pc/mi/ln	14.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1503.6	746.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.93	2.58
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUFFTON to Fording
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	0.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	6.0	ft	12.0	ft
Access points per mile	0		6	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	1.3	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	1.5	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	2225	vph	2958	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	605		804	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	830	pcphpl	1103	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	830	pcphpl	1103	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	18.4	pc/mi/ln	24.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		45
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	806.2	1071.7
Effective width of outside lane, We	12.00	24.00
Effective speed factor, St	4.42	4.42
Bicycle LOS Score, BLOS	4.80	2.79
Bicycle LOS	E	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CBM
Agency/Co.:	CDM S
Date performed:	2/11/2019
Analysis time period:	
Freeway/Dir of Travel:	278 EB PM
Junction:	BLUFFTON MERGE
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2226	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	55.0	mph
Volume on ramp	827	vph
Length of first accel/decel lane	175	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2226	827		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	605	225		v
Trucks and buses	0	0		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2420	899	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.582 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1409 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3319	6750	No
v_3 or v_{av34}	1011 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 1409 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3319	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_R + 0.0078\ v_{12} - 0.00627\ L_A$ = 22.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M_S = 0.341	
Space mean speed in ramp influence area,	S_R = 50.6	mph
Space mean speed in outer lanes,	S_0 = 53.2	mph
Space mean speed for all vehicles,	S = 51.3	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	cbm
Agency/Co.:	cdm s
Date performed:	1/10/2019
Analysis time period:	
Freeway/Dir of Travel:	278 W PM
Junction:	Bluffton Diverge
Jurisdiction:	
Analysis Year:	2018
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2958	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	1393	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2958	1393		vph
Peak-hour factor, PHF	0.92	0.92		
Peak 15-min volume, v15	804	379		v
Trucks and buses	2	2		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		

Heavy vehicle adjustment, fHV	0.971	0.971	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3312	1560	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.605 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2621 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3312	6750	No
$v_{FO} = v_F - v_R$	1752	6750	No
v_R	1560	2000	No
v_3 or v_{av34}	691 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2621 (Equation 13-15, 13-16, 18, or 19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2621	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 25.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D_S = 0.568	
Space mean speed in ramp influence area,	S_R = 47.6	mph
Space mean speed in outer lanes,	S_0 = 60.3	mph
Space mean speed for all vehicles,	S = 49.8	mph

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: Bluffton to Pinckney
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	3053	vph	4350	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	830		1182	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1139	pcphpl	1623	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1139	pcphpl	1623	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	44.0	mph
Level of service, LOS	C		E	
Density, D	25.3	pc/mi/ln	36.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	1106.2	1576.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.91	3.09
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: CBM
Agency/Co: CDM S
Date: 1/23/2019
Analysis Period:
Highway: 278 PM
From/To: BLUE HERON TO PINCKNEY
Jurisdiction:
Analysis Year: 2018
Project ID:

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	3049	vph	4348	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	829		1182	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Rolling		Rolling	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		3	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	2.5		2.5	
Recreational vehicles PCE, ER	2.0		2.0	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	1137	pcphpl	1622	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	1137	pcphpl	1622	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	54.2	mph
Level of service, LOS	C		D	
Density, D	20.7	pc/mi/ln	29.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp		55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	4	4
Flow rate in outside lane, vOL	1104.7	1575.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.57	2.75
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	EB off ramp-AM
Jurisdiction:	
Analysis Year:	2045
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	4130	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4130	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	1098	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4460	22	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.647 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2896 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4460	6750	No
$v_{FO} = v_F - v_R$	4438	6750	No
v_R	22	2000	No
v_3 or v_{av34}	1564 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2896 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2896	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 27.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D_S = 0.495	
Space mean speed in ramp influence area,	S_R = 48.6	mph
Space mean speed in outer lanes,	S_0 = 58.1	mph
Space mean speed for all vehicles,	S = 51.5	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	EB on ramp- AM
Jurisdiction:	
Analysis Year:	
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	4130	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	300	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4130	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	1098	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4460	22	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.586 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2613 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4482	6750	No
v_3 or v_{av34}	1847 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 2613 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4482	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 24.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M_S = 0.357	
Space mean speed in ramp influence area,	S_R = 50.4	mph
Space mean speed in outer lanes,	S_0 = 50.2	mph
Space mean speed for all vehicles,	S = 50.3	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	WB off ramp-AM
Jurisdiction:	
Analysis Year:	2045
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2040	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2040	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	543	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2203	22	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.704 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 1557 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2203	6750	No
$v_{FO} = v_F - v_R$	2181	6750	No
v_R	22	2000	No
v_3 or v_{av34}	646 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1557 (Equation 13-15, 13-16, 18, or 19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1557	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 16.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D_S = 0.495	
Space mean speed in ramp influence area,	S_R = 48.6	mph
Space mean speed in outer lanes,	S_0 = 60.3	mph
Space mean speed for all vehicles,	S = 51.5	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	WB on ramp- AM
Jurisdiction:	
Analysis Year:	
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	2040	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	350	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2040	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	543	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2203	22	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.587 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1294 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2225	6750	No
v_3 or v_{av34}	909 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 1294 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2225	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 13.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.315	
Space mean speed in ramp influence area,	S_R = 50.9	mph
Space mean speed in outer lanes,	S_0 = 53.5	mph
Space mean speed for all vehicles,	S = 51.9	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	EB off ramp-PM
Jurisdiction:	
Analysis Year:	2045
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	3040	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3040	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	809	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3283	22	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.677 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2229 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3283	6750	No
$v_{FO} = v_F - v_R$	3261	6750	No
v_R	22	2000	No
v_3 or v_{av34}	1054 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2229 (Equation 13-15, 13-16, 18, or 19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2229	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\, v_{12} - 0.009\, L_D$ = 22.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D_S = 0.495	
Space mean speed in ramp influence area,	S_R = 48.6	mph
Space mean speed in outer lanes,	S_0 = 60.1	mph
Space mean speed for all vehicles,	S = 51.8	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	EB on ramp- PM
Jurisdiction:	
Analysis Year:	
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	3040	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	300	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3040	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	809	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	3283	22	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.586 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 1924 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3305	6750	No
v_3 or v_{av34}	1359 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 1924 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3305	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 18.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.330	
Space mean speed in ramp influence area,	S_R = 50.7	mph
Space mean speed in outer lanes,	S_0 = 51.9	mph
Space mean speed for all vehicles,	S = 51.2	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	WB off ramp-PM
Jurisdiction:	
Analysis Year:	2045
Description:	

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	4330	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4330	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	1152	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4675	22	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 0.642 Using Equation 5

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 3010 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4675	6750	No
$v_{FO} = v_F - v_R$	4653	6750	No
v_R	22	2000	No
v_3 or v_{av34}	1665 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 3010 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3010	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_R - 0.009 L_D$ = 28.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	D_S = 0.495	
Space mean speed in ramp influence area,	S_R = 48.6	mph
Space mean speed in outer lanes,	S_0 = 57.7	mph
Space mean speed for all vehicles,	S = 51.5	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	CDM Smith
Agency/Co.:	
Date performed:	1/30/2020
Analysis time period:	
Freeway/Dir of Travel:	US 278 and Pinckney Island
Junction:	WB on ramp- PM
Jurisdiction:	
Analysis Year:	
Description:	

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	4330	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	30.0	mph
Volume on ramp	20	vph
Length of first accel/decel lane	350	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4330	20		vph
Peak-hour factor, PHF	0.94	0.94		
Peak 15-min volume, v15	1152	5		v
Trucks and buses	3	3		%
Recreational vehicles	0	0		%
Terrain type:	Level	Level		
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5		
Recreational vehicle PCE, ER	1.2	1.2		

Heavy vehicle adjustment, fHV	0.985	0.985	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	4675	22	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 0.587 Using Equation 1

$v_{12} = v_F (P_{FM})$ = 2746 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4697	6750	No
v_3 or v_{av34}	1929 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 2746 (Equation 13-15, 13-16, 18, or 19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4697	4600	No

Level of Service Determination (if not F)

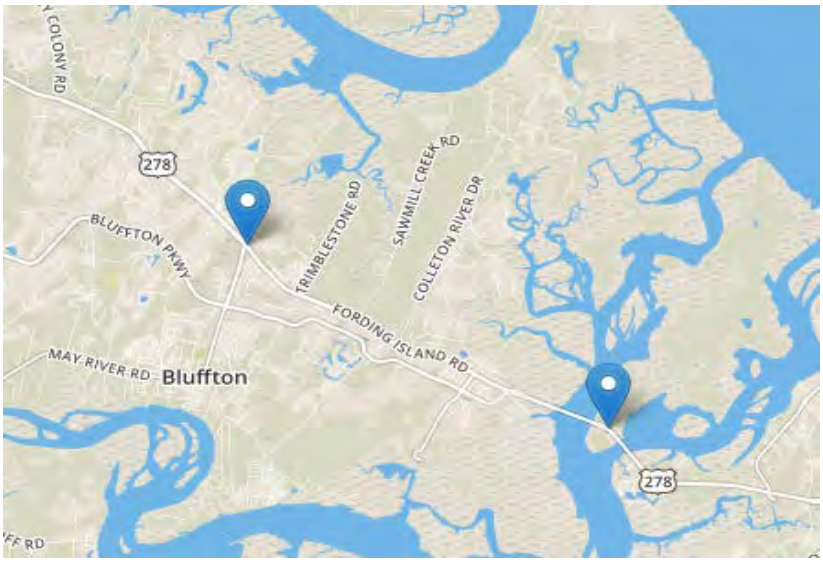
Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A$ = 24.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M_S = 0.362	
Space mean speed in ramp influence area,	S_R = 50.3	mph
Space mean speed in outer lanes,	S_0 = 49.9	mph
Space mean speed for all vehicles,	S = 50.1	mph

TMC	Direction	Start Location	End Location
125+08235	WESTBOUND	1611-1607 US-278, Bluffton, SC 29910, USA	Bluffton Rd, Bluffton, SC 29910, USA



Time	Average Speed (mph)
700-900	45.0
730-830	44.8
1600-1800	42.3
1630-1730	41.8

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125+08235	7:00:00 AM	49.67	40	58	336.31	
125+08235	7:15:00 AM	48.73	40	58	342.78	
125+08235	7:30:00 AM	50.03	40	58	333.87	
125+08235	7:45:00 AM	41.14	40	58	406.04	
125+08235	8:00:00 AM	39.17	45	58	426.47	
125+08235	8:15:00 AM	42.18	45	58	395.95	
125+08235	8:30:00 AM	49.56	45	58	337.03	
125+08235	8:45:00 AM	48.87	45	58	341.75	
125+08235	4:00:00 PM	42.1	39	58	396.78	
125+08235	4:15:00 PM	39.98	39	58	417.75	
125+08235	4:30:00 PM	41.3	39	58	404.47	
125+08235	4:45:00 PM	38.39	39	58	435.07	
125+08235	5:00:00 PM	39.95	38	58	418.11	
125+08235	5:15:00 PM	40.98	38	58	407.55	
125+08235	5:30:00 PM	37.59	38	58	444.32	
125+08235	5:45:00 PM	35.67	38	58	468.26	
125+08235	7:00:00 AM	47.33	41	58	352.93	
125+08235	7:15:00 AM	47.41	41	58	352.27	
125+08235	7:30:00 AM	49.76	41	58	335.68	
125+08235	7:45:00 AM	44.96	41	58	371.53	
125+08235	8:00:00 AM	44.69	40	58	373.77	
125+08235	8:15:00 AM	43.76	40	58	381.72	
125+08235	8:30:00 AM	45.31	40	58	368.61	
125+08235	8:45:00 AM	40.74	40	58	410	
125+08235	4:00:00 PM	37.9	37	58	440.77	
125+08235	4:15:00 PM	41.45	37	58	402.99	
125+08235	4:30:00 PM	35.98	37	58	464.21	
125+08235	4:45:00 PM	39.17	37	58	426.41	
125+08235	5:00:00 PM	36.87	39	58	453.03	
125+08235	5:15:00 PM	40.58	39	58	411.64	
125+08235	5:30:00 PM	38.24	39	58	436.75	
125+08235	5:45:00 PM	41.25	39	58	404.92	
125+08235	7:00:00 AM	50.07	43	58	333.62	
125+08235	7:15:00 AM	51.28	43	58	325.74	
125+08235	7:30:00 AM	47.65	43	58	350.54	
125+08235	7:45:00 AM	34.28	43	58	487.24	
125+08235	8:00:00 AM	43.55	44	58	383.54	
125+08235	8:15:00 AM	43.98	44	58	379.74	
125+08235	8:30:00 AM	42.98	44	58	388.58	
125+08235	8:45:00 AM	45.9	44	58	363.89	
125+08235	4:00:00 PM	40.6	37	58	411.43	
125+08235	4:15:00 PM	40.34	37	58	414.07	
125+08235	4:30:00 PM	41.14	37	58	406.04	
125+08235	4:45:00 PM	42.5	37	58	393.02	
125+08235	5:00:00 PM	45.3	38	58	368.72	
125+08235	5:15:00 PM	42.82	38	58	390.11	
125+08235	5:30:00 PM	45.19	38	58	369.59	
125+08235	5:45:00 PM	49.5	38	58	337.46	
125+08235	7:00:00 AM	31.51	44	58	530.06	
125+08235	7:15:00 AM	45.66	44	58	365.82	
125+08235	7:30:00 AM	43.67	44	58	382.48	
125+08235	7:45:00 AM	44.3	44	58	377.05	
125+08235	8:00:00 AM	39.01	45	58	428.12	
125+08235	8:15:00 AM	40.88	45	58	408.56	
125+08235	8:30:00 AM	43.63	45	58	382.82	
125+08235	8:45:00 AM	43.5	45	58	383.95	
125+08235	4:00:00 PM	39.31	38	58	424.9	
125+08235	4:15:00 PM	43.5	38	58	383.95	
125+08235	4:30:00 PM	39.26	38	58	425.46	
125+08235	4:45:00 PM	43.27	38	58	386.06	
125+08235	5:00:00 PM	43.6	38	58	383.08	
125+08235	5:15:00 PM	41.63	38	58	401.26	
125+08235	5:30:00 PM	43.73	38	58	381.98	
125+08235	5:45:00 PM	43.7	38	58	382.25	
125+08235	7:00:00 AM	53.35	44	58	313.09	
125+08235	7:15:00 AM	56	44	58	298.27	
125+08235	7:30:00 AM	54	44	58	309.31	
125+08235	7:45:00 AM	49.06	44	58	340.45	
125+08235	8:00:00 AM	46.69	48	58	357.72	
125+08235	8:15:00 AM	46.69	48	58	357.72	
125+08235	8:30:00 AM	45.71	48	58	365.41	

125+08235	8:45:00 AM	40.56	48	58	411.79
125+08235	4:00:00 PM	47.12	39	58	354.46
125+08235	4:15:00 PM	39.02	39	58	428.01
125+08235	4:30:00 PM	45.53	39	58	366.82
125+08235	4:45:00 PM	44.56	39	58	374.84
125+08235	5:00:00 PM	41.25	37	58	404.92
125+08235	5:30:00 PM	39.89	37	58	418.75
125+08235	5:45:00 PM	40	37	58	417.57
125+08235	7:00:00 AM	62.07	45	58	269.11
125+08235	7:15:00 AM	50	45	58	334.06
125+08235	7:30:00 AM	53.98	45	58	309.42
125+08235	7:45:00 AM	42.91	45	58	389.28
125+08235	8:00:00 AM	58.99	43	58	283.16
125+08235	8:15:00 AM	53.98	43	58	309.42
125+08235	8:30:00 AM	51	43	58	327.51
125+08235	8:45:00 AM	54	43	58	309.31
125+08235	4:00:00 PM	44.27	39	58	377.31
125+08235	4:15:00 PM	45.16	39	58	369.9
125+08235	4:30:00 PM	44.83	39	58	372.58
125+08235	4:45:00 PM	40.75	39	58	409.84
125+08235	5:00:00 PM	41.21	38	58	405.26
125+08235	5:15:00 PM	14.24	38	58	1173.18
125+08235	5:30:00 PM	56	38	58	298.27
125+08235	5:45:00 PM	46.98	38	58	355.51
125+08235	7:00:00 AM	38.66	41	58	432.03
125+08235	7:15:00 AM	45.37	41	58	368.18
125+08235	7:30:00 AM	46.44	41	58	359.68
125+08235	7:45:00 AM	45.3	41	58	368.72
125+08235	8:00:00 AM	40.96	43	58	407.74
125+08235	8:15:00 AM	45.26	43	58	369
125+08235	8:30:00 AM	43.98	43	58	379.74
125+08235	8:45:00 AM	35.92	43	58	465.03
125+08235	4:00:00 PM	43.5	38	58	383.95
125+08235	4:15:00 PM	38.88	38	58	429.64
125+08235	4:30:00 PM	41.95	38	58	398.13
125+08235	4:45:00 PM	41.8	38	58	399.59
125+08235	5:00:00 PM	42.98	39	58	388.58
125+08235	5:15:00 PM	40.07	39	58	416.83
125+08235	5:30:00 PM	47.58	39	58	351.07
125+08235	5:45:00 PM	47.9	39	58	348.7
125+08235	7:00:00 AM	49.64	40	58	336.51
125+08235	7:15:00 AM	48.75	40	58	342.6
125+08235	7:30:00 AM	43.86	40	58	380.79
125+08235	7:45:00 AM	37.98	40	58	439.75
125+08235	8:00:00 AM	41.05	45	58	406.86
125+08235	8:15:00 AM	38.49	45	58	433.99
125+08235	8:30:00 AM	40.54	45	58	412.06
125+08235	8:45:00 AM	43.19	45	58	386.76
125+08235	4:00:00 PM	42	39	58	397.69
125+08235	4:15:00 PM	42.98	39	58	388.58
125+08235	4:30:00 PM	35.59	39	58	469.27
125+08235	4:45:00 PM	29.64	39	58	563.48
125+08235	5:00:00 PM	39.08	38	58	427.43
125+08235	5:15:00 PM	39.13	38	58	426.9
125+08235	5:30:00 PM	41.42	38	58	403.29
125+08235	5:45:00 PM	41.45	38	58	402.99
125+08235	7:00:00 AM	48.2	41	58	346.56
125+08235	7:15:00 AM	46.47	41	58	359.43
125+08235	7:30:00 AM	45.24	41	58	369.2
125+08235	7:45:00 AM	47.47	41	58	351.83
125+08235	8:00:00 AM	45.27	40	58	368.97
125+08235	8:15:00 AM	40.62	40	58	411.23
125+08235	8:30:00 AM	43.98	40	58	379.74
125+08235	8:45:00 AM	44.87	40	58	372.28
125+08235	4:00:00 PM	42.6	37	58	392.08
125+08235	4:15:00 PM	40.17	37	58	415.81
125+08235	4:30:00 PM	41.58	37	58	401.72
125+08235	4:45:00 PM	41.14	37	58	406.04
125+08235	5:00:00 PM	38.66	39	58	432.04
125+08235	5:15:00 PM	41.95	39	58	398.15
125+08235	5:30:00 PM	44.31	39	58	376.93
125+08235	5:45:00 PM	44.53	39	58	375.09

125+08235	7:00:00 AM	47.98	43	58	348.13
125+08235	7:15:00 AM	38.12	43	58	438.15
125+08235	7:30:00 AM	48.28	43	58	345.99
125+08235	7:45:00 AM	42.97	43	58	388.7
125+08235	8:00:00 AM	39.08	44	58	427.36
125+08235	8:15:00 AM	39.56	44	58	422.23
125+08235	8:30:00 AM	38.93	44	58	429.03
125+08235	8:45:00 AM	40.65	44	58	410.94
125+08235	4:00:00 PM	43.57	37	58	383.37
125+08235	4:15:00 PM	43.58	37	58	383.25
125+08235	4:30:00 PM	42.3	37	58	394.89
125+08235	4:45:00 PM	44.46	37	58	375.65
125+08235	5:00:00 PM	45.65	38	58	365.91
125+08235	5:15:00 PM	45.27	38	58	368.97
125+08235	5:30:00 PM	42.65	38	58	391.66
125+08235	5:45:00 PM	43.95	38	58	380.01
125+08235	7:00:00 AM	46.3	44	58	360.75
125+08235	7:15:00 AM	53.21	44	58	313.92
125+08235	7:30:00 AM	50.02	44	58	333.95
125+08235	7:45:00 AM	43.37	44	58	385.16
125+08235	8:00:00 AM	40.78	45	58	409.59
125+08235	8:15:00 AM	42.82	45	58	390.05
125+08235	8:30:00 AM	41.84	45	58	399.24
125+08235	8:45:00 AM	35.55	45	58	469.87
125+08235	4:00:00 PM	44.65	38	58	374.11
125+08235	4:15:00 PM	42.1	38	58	396.78
125+08235	4:30:00 PM	39.95	38	58	418.11
125+08235	4:45:00 PM	46.09	38	58	362.37
125+08235	5:00:00 PM	46.44	38	58	359.68
125+08235	5:15:00 PM	36.29	38	58	460.26
125+08235	5:30:00 PM	40.51	38	58	412.31
125+08235	5:45:00 PM	48.26	38	58	346.09
125+08235	7:00:00 AM	47.49	44	58	351.68
125+08235	7:15:00 AM	51.38	44	58	325.09
125+08235	7:30:00 AM	54.5	44	58	306.5
125+08235	7:45:00 AM	46.41	44	58	359.89
125+08235	8:00:00 AM	27.73	48	58	602.23
125+08235	8:15:00 AM	48.82	48	58	342.15
125+08235	8:30:00 AM	43.37	48	58	385.16
125+08235	8:45:00 AM	47.15	48	58	354.22
125+08235	4:00:00 PM	21.96	39	58	760.46
125+08235	4:15:00 PM	38.22	39	58	436.97
125+08235	4:30:00 PM	38.97	39	58	428.56
125+08235	4:45:00 PM	49.71	39	58	336.03
125+08235	5:00:00 PM	34.71	37	58	481.16
125+08235	5:15:00 PM	42.58	37	58	392.26
125+08235	5:30:00 PM	38.97	37	58	428.56
125+08235	5:45:00 PM	39.31	37	58	424.88
125+08235	7:00:00 AM	46.81	45	58	356.83
125+08235	8:00:00 AM	54.42	43	58	306.94
125+08235	8:15:00 AM	47.37	43	58	352.62
125+08235	8:30:00 AM	50.38	43	58	331.56
125+08235	8:45:00 AM	43.98	43	58	379.78
125+08235	4:00:00 PM	36.43	39	58	458.49
125+08235	4:15:00 PM	43.55	39	58	383.54
125+08235	4:30:00 PM	35.22	39	58	474.31
125+08235	4:45:00 PM	14.21	39	58	1175.08
125+08235	5:00:00 PM	41.59	38	58	401.61
125+08235	5:15:00 PM	56.28	38	58	296.76
125+08235	5:30:00 PM	49.45	38	58	337.76
125+08235	5:45:00 PM	43.54	38	58	383.64
125+08235	7:00:00 AM	47.37	41	58	352.62
125+08235	7:15:00 AM	47.49	41	58	351.74
125+08235	7:30:00 AM	46.51	41	58	359.12
125+08235	7:45:00 AM	42.98	41	58	388.58
125+08235	8:00:00 AM	43.7	43	58	382.25
125+08235	8:15:00 AM	44.46	43	58	375.67
125+08235	8:30:00 AM	41.65	43	58	400.99
125+08235	8:45:00 AM	44.9	43	58	372.01
125+08235	4:00:00 PM	41.07	38	58	406.65
125+08235	4:15:00 PM	44.63	38	58	374.24
125+08235	4:30:00 PM	44.53	38	58	375.09

125+08235	4:45:00 PM	39.98	38	58	417.75
125+08235	5:00:00 PM	47.16	39	58	354.17
125+08235	5:15:00 PM	42.8	39	58	390.21
125+08235	5:30:00 PM	44.31	39	58	376.93
125+08235	5:45:00 PM	42.61	39	58	391.99
125+08235	7:00:00 AM	38.3	40	58	436.09
125+08235	7:15:00 AM	41.34	40	58	404.07
125+08235	7:30:00 AM	34.69	40	58	481.53
125+08235	7:45:00 AM	40.84	40	58	409.02
125+08235	8:00:00 AM	44.99	45	58	371.28
125+08235	8:15:00 AM	42.86	45	58	389.71
125+08235	8:30:00 AM	42.45	45	58	393.45
125+08235	8:45:00 AM	42.4	45	58	393.97
125+08235	4:00:00 PM	43.24	39	58	386.31
125+08235	4:15:00 PM	44.63	39	58	374.27
125+08235	4:30:00 PM	42.18	39	58	395.96
125+08235	4:45:00 PM	44.18	39	58	378.03
125+08235	5:00:00 PM	41.09	38	58	406.49
125+08235	5:15:00 PM	44.96	38	58	371.53
125+08235	5:30:00 PM	42.52	38	58	392.79
125+08235	5:45:00 PM	44.15	38	58	378.32
125+08235	7:00:00 AM	43.82	41	58	381.19
125+08235	7:15:00 AM	48.48	41	58	344.54
125+08235	7:30:00 AM	47.27	41	58	353.34
125+08235	7:45:00 AM	44.57	41	58	374.75
125+08235	8:00:00 AM	47.81	40	58	349.33
125+08235	8:15:00 AM	39.3	40	58	424.97
125+08235	8:30:00 AM	41.95	40	58	398.15
125+08235	8:45:00 AM	45.31	40	58	368.61
125+08235	4:00:00 PM	43.66	37	58	382.55
125+08235	4:15:00 PM	39.33	37	58	424.71
125+08235	4:30:00 PM	42.6	37	58	392.08
125+08235	4:45:00 PM	41.77	37	58	399.91
125+08235	5:00:00 PM	40.3	39	58	414.51
125+08235	5:15:00 PM	43.6	39	58	383.11
125+08235	5:30:00 PM	42.57	39	58	392.39
125+08235	5:45:00 PM	46.16	39	58	361.87
125+08235	7:00:00 AM	45.37	43	58	368.18
125+08235	7:15:00 AM	42.98	43	58	388.58
125+08235	7:30:00 AM	39.62	43	58	421.58
125+08235	7:45:00 AM	39.33	43	58	424.73
125+08235	8:00:00 AM	41.81	44	58	399.46
125+08235	8:15:00 AM	48.1	44	58	347.23
125+08235	8:30:00 AM	41.14	44	58	406
125+08235	8:45:00 AM	43.27	44	58	386.01
125+08235	4:00:00 PM	42.98	37	58	388.58
125+08235	4:15:00 PM	44.11	37	58	378.69
125+08235	4:30:00 PM	43.6	37	58	383.08
125+08235	4:45:00 PM	44.43	37	58	375.96
125+08235	5:00:00 PM	43.63	38	58	382.82
125+08235	5:15:00 PM	42.26	38	58	395.24
125+08235	5:30:00 PM	39.73	38	58	420.38
125+08235	5:45:00 PM	42.18	38	58	396.02
125+08235	7:00:00 AM	47.24	44	58	353.6
125+08235	7:15:00 AM	45.57	44	58	366.54
125+08235	7:30:00 AM	45.65	44	58	365.91
125+08235	7:45:00 AM	44.36	44	58	376.55
125+08235	8:00:00 AM	49.22	45	58	339.37
125+08235	8:15:00 AM	43.05	45	58	387.98
125+08235	8:30:00 AM	44.81	45	58	372.72
125+08235	8:45:00 AM	45.65	45	58	365.91
125+08235	4:00:00 PM	44.66	38	58	373.99
125+08235	4:15:00 PM	46.3	38	58	360.75
125+08235	4:30:00 PM	42.63	38	58	391.81
125+08235	4:45:00 PM	44.96	38	58	371.53
125+08235	5:00:00 PM	43.5	38	58	383.95
125+08235	5:15:00 PM	44.24	38	58	377.56
125+08235	5:30:00 PM	45.96	38	58	363.42
125+08235	5:45:00 PM	43.81	38	58	381.27
125+08235	7:00:00 AM	49.61	44	58	336.71
125+08235	7:15:00 AM	53.92	44	58	309.8
125+08235	7:30:00 AM	48	44	58	347.98

125+08235	7:45:00 AM	35.41	44	58	471.69
125+08235	8:00:00 AM	48.44	48	58	344.84
125+08235	8:15:00 AM	46.5	48	58	359.17
125+08235	8:30:00 AM	57	48	58	293.03
125+08235	8:45:00 AM	46.24	48	58	361.25
125+08235	4:00:00 PM	40.48	39	58	412.6
125+08235	4:15:00 PM	54.84	39	58	304.58
125+08235	4:30:00 PM	34.19	39	58	488.52
125+08235	4:45:00 PM	44.78	39	58	372.98
125+08235	5:00:00 PM	26	37	58	642.42
125+08235	5:15:00 PM	46.64	37	58	358.12
125+08235	5:30:00 PM	41.08	37	58	406.58
125+08235	5:45:00 PM	47.48	37	58	351.79
125+08235	7:00:00 AM	37	45	58	451.43
125+08235	7:15:00 AM	50.61	45	58	330.03
125+08235	7:30:00 AM	59	45	58	283.1
125+08235	7:45:00 AM	25.26	45	58	661.15
125+08235	8:00:00 AM	44.02	43	58	379.41
125+08235	8:15:00 AM	53.7	43	58	311.02
125+08235	8:30:00 AM	52	43	58	321.21
125+08235	8:45:00 AM	53.3	43	58	313.35
125+08235	4:00:00 PM	44.8	39	58	372.8
125+08235	4:15:00 PM	46.64	39	58	358.09
125+08235	4:30:00 PM	47.97	39	58	348.19
125+08235	4:45:00 PM	43.23	39	58	386.37
125+08235	5:00:00 PM	45.98	38	58	363.28
125+08235	5:15:00 PM	48.66	38	58	343.27
125+08235	5:30:00 PM	49.68	38	58	336.21
125+08235	5:45:00 PM	26	38	58	642.42
125+08235	7:00:00 AM	48.99	41	58	340.97
125+08235	7:15:00 AM	41.41	41	58	403.35
125+08235	7:30:00 AM	48.43	41	58	344.89
125+08235	7:45:00 AM	42.23	41	58	395.48
125+08235	8:00:00 AM	44.13	43	58	378.5
125+08235	8:15:00 AM	40.82	43	58	409.23
125+08235	8:30:00 AM	44.2	43	58	377.87
125+08235	8:45:00 AM	49.67	43	58	336.26
125+08235	4:00:00 PM	40.16	38	58	415.91
125+08235	4:15:00 PM	40.74	38	58	410
125+08235	4:30:00 PM	42.18	38	58	396.02
125+08235	4:45:00 PM	41.25	38	58	404.92
125+08235	5:00:00 PM	44.99	39	58	371.28
125+08235	5:15:00 PM	43.58	39	58	383.25
125+08235	5:30:00 PM	41.86	39	58	399.05
125+08235	5:45:00 PM	46.94	39	58	355.81
125+08235	7:00:00 AM	41.98	40	58	397.84
125+08235	7:15:00 AM	41.95	40	58	398.13
125+08235	7:30:00 AM	46.69	40	58	357.72
125+08235	7:45:00 AM	41.94	40	58	398.29
125+08235	8:00:00 AM	46.24	45	58	361.2
125+08235	8:15:00 AM	41.42	45	58	403.25
125+08235	8:30:00 AM	43.15	45	58	387.13
125+08235	8:45:00 AM	45.37	45	58	368.13
125+08235	4:00:00 PM	44.94	39	58	371.66
125+08235	4:15:00 PM	44.33	39	58	376.8
125+08235	4:30:00 PM	39.57	39	58	422.07
125+08235	4:45:00 PM	43.94	39	58	380.11
125+08235	5:00:00 PM	45.65	38	58	365.91
125+08235	5:15:00 PM	43.5	38	58	383.95
125+08235	5:30:00 PM	42.26	38	58	395.21
125+08235	5:45:00 PM	43.19	38	58	386.74
125+08235	7:00:00 AM	37.31	41	58	447.67
125+08235	7:15:00 AM	44.63	41	58	374.24
125+08235	7:30:00 AM	44.48	41	58	375.51
125+08235	7:45:00 AM	41.56	41	58	401.86
125+08235	8:00:00 AM	40.85	40	58	408.85
125+08235	8:15:00 AM	45.91	40	58	363.79
125+08235	8:30:00 AM	39.64	40	58	421.31
125+08235	8:45:00 AM	33.97	40	58	491.64
125+08235	4:00:00 PM	45.63	37	58	366.03
125+08235	4:15:00 PM	44.66	37	58	373.99
125+08235	4:30:00 PM	43.34	37	58	385.38

125+08235	4:45:00 PM	39.51	37	58	422.72
125+08235	5:00:00 PM	41.58	39	58	401.72
125+08235	5:15:00 PM	41.66	39	58	400.92
125+08235	5:30:00 PM	40.89	39	58	408.49
125+08235	5:45:00 PM	43.94	39	58	380.11
125+08235	7:00:00 AM	33.22	43	58	502.76
125+08235	7:15:00 AM	48.25	43	58	346.2
125+08235	7:30:00 AM	46.23	43	58	361.34
125+08235	7:45:00 AM	48.61	43	58	343.62
125+08235	8:00:00 AM	47.19	44	58	353.93
125+08235	8:15:00 AM	43.15	44	58	387.04
125+08235	8:30:00 AM	43.6	44	58	383.08
125+08235	8:45:00 AM	41.26	44	58	404.8
125+08235	4:00:00 PM	41.58	37	58	401.72
125+08235	4:15:00 PM	41.33	37	58	404.15
125+08235	4:30:00 PM	38.31	37	58	436
125+08235	4:45:00 PM	36.63	37	58	455.94
125+08235	5:00:00 PM	35.15	38	58	475.16
125+08235	5:15:00 PM	35.75	38	58	467.22
125+08235	5:30:00 PM	36.88	38	58	452.92
125+08235	5:45:00 PM	40.88	38	58	408.56
125+08235	7:00:00 AM	46.16	44	58	361.88
125+08235	7:15:00 AM	39.06	44	58	427.57
125+08235	7:30:00 AM	41.18	44	58	405.57
125+08235	7:45:00 AM	43.98	44	58	379.79
125+08235	8:00:00 AM	45.66	45	58	365.8
125+08235	8:15:00 AM	41.3	45	58	404.47
125+08235	8:30:00 AM	42.28	45	58	395.07
125+08235	8:45:00 AM	46.41	45	58	359.91
125+08235	4:00:00 PM	39.44	38	58	423.52
125+08235	4:15:00 PM	42.82	38	58	390.05
125+08235	4:30:00 PM	41.89	38	58	398.78
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125+08235	5:15:00 PM	39.36	38	58	424.35
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125+08235	5:45:00 PM	39.98	38	58	417.75
125+08235	7:00:00 AM	50.95	44	58	327.84
125+08235	7:15:00 AM	51.98	44	58	321.33
125+08235	7:30:00 AM	46.23	44	58	361.27
125+08235	7:45:00 AM	31.58	44	58	528.92
125+08235	8:00:00 AM	35	48	58	477.24
125+08235	8:15:00 AM	43.25	48	58	386.16
125+08235	8:30:00 AM	47.3	48	58	353.12
125+08235	8:45:00 AM	44.31	48	58	376.93
125+08235	4:00:00 PM	42.1	39	58	396.74
125+08235	4:15:00 PM	47.25	39	58	353.5
125+08235	4:30:00 PM	40.49	39	58	412.52
125+08235	4:45:00 PM	42.54	39	58	392.66
125+08235	5:00:00 PM	41.63	37	58	401.26
125+08235	5:15:00 PM	51.99	37	58	321.29
125+08235	5:30:00 PM	38.56	37	58	433.2
125+08235	5:45:00 PM	47.37	37	58	352.62
125+08235	7:00:00 AM	19.83	45	58	842.47
125+08235	7:15:00 AM	57	45	58	293.03
125+08235	7:45:00 AM	62	45	58	269.4
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125+08235	7:00:00 AM	15.64	41	58	1068.3
125+08235	7:15:00 AM	49	41	58	340.87
125+08235	7:30:00 AM	50.43	41	58	331.21
125+08235	7:45:00 AM	48.98	41	58	340.99
125+08235	8:00:00 AM	45.15	43	58	369.91

125+08235	8:15:00 AM	50.23	43	58	332.51
125+08235	8:30:00 AM	54.91	43	58	304.17
125+08235	8:45:00 AM	41.27	43	58	404.73
125+08235	4:00:00 PM	28.03	38	58	595.92
125+08235	4:15:00 PM	42.69	38	58	391.28
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125+08235	4:45:00 PM	40.44	38	58	413.07
125+08235	5:00:00 PM	40.82	39	58	409.23
125+08235	5:15:00 PM	57.95	39	58	288.21
125+08235	5:30:00 PM	43.49	39	58	384.02
125+08235	5:45:00 PM	57.76	39	58	289.19
125+08235	7:00:00 AM	58.46	40	58	285.71
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125+08235	8:15:00 AM	45.77	45	58	364.94
125+08235	8:30:00 AM	44.51	45	58	375.29
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125+08235	4:00:00 PM	41.66	39	58	400.92
125+08235	4:15:00 PM	38.12	39	58	438.15
125+08235	4:30:00 PM	43.24	39	58	386.31
125+08235	4:45:00 PM	42.79	39	58	390.33
125+08235	5:00:00 PM	44.66	38	58	373.99
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125+08235	7:15:00 AM	43.94	41	58	380.12
125+08235	7:30:00 AM	38.65	41	58	432.11
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125+08235	8:00:00 AM	45.87	40	58	364.14
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125+08235	5:30:00 PM	43.27	39	58	386.06
125+08235	5:45:00 PM	43.98	39	58	379.74
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125+08235	7:30:00 AM	45.48	43	58	367.22
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125+08235	8:15:00 AM	39.98	44	58	417.75
125+08235	8:30:00 AM	45	44	58	371.17
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125+08235	4:15:00 PM	42.6	37	58	392.08
125+08235	4:30:00 PM	41.94	37	58	398.29
125+08235	4:45:00 PM	43.84	37	58	380.97
125+08235	5:00:00 PM	43.46	38	58	384.35
125+08235	5:15:00 PM	41.63	38	58	401.23
125+08235	5:30:00 PM	45.24	38	58	369.2
125+08235	5:45:00 PM	43.18	38	58	386.82
125+08235	7:00:00 AM	48.73	41	58	342.78
125+08235	7:15:00 AM	44	41	58	379.6
125+08235	7:30:00 AM	45.29	41	58	368.83
125+08235	7:45:00 AM	43.98	41	58	379.82
125+08235	8:00:00 AM	43.98	40	58	379.74
125+08235	8:15:00 AM	40.19	40	58	415.6
125+08235	8:30:00 AM	44.33	40	58	376.8
125+08235	8:45:00 AM	46.58	40	58	358.59
125+08235	4:00:00 PM	43.9	37	58	380.5
125+08235	4:15:00 PM	45.99	37	58	363.22
125+08235	4:30:00 PM	42.45	37	58	393.45
125+08235	4:45:00 PM	42.79	37	58	390.33
125+08235	5:00:00 PM	42.52	39	58	392.79

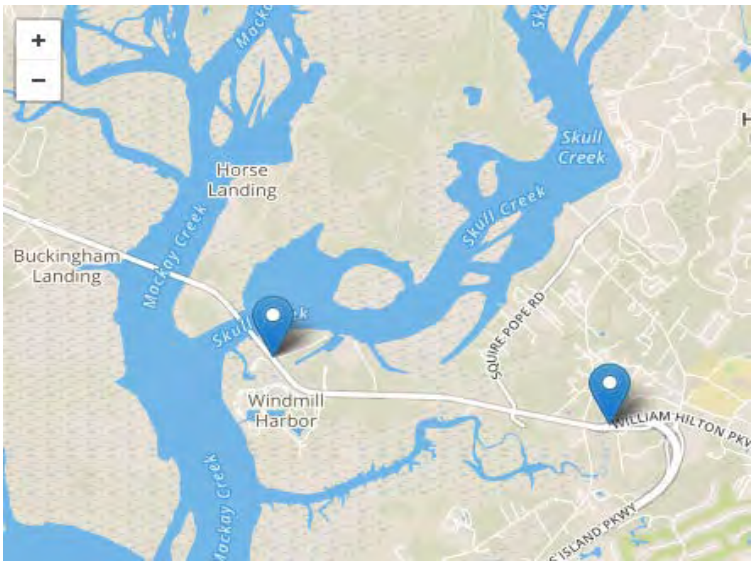
125+08235	5:15:00 PM	43.83	39	58	381.12
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125+08235	7:00:00 AM	50.69	43	58	329.53
125+08235	7:15:00 AM	51.61	43	58	323.63
125+08235	7:30:00 AM	45.51	43	58	367.01
125+08235	7:45:00 AM	47.16	43	58	354.17
125+08235	8:00:00 AM	42.52	44	58	392.79
125+08235	8:15:00 AM	42.42	44	58	393.78
125+08235	8:30:00 AM	41.92	44	58	398.42
125+08235	8:45:00 AM	47.82	44	58	349.25
125+08235	4:00:00 PM	44.78	37	58	372.96
125+08235	4:15:00 PM	41.58	37	58	401.72
125+08235	4:30:00 PM	40.89	37	58	408.51
125+08235	4:45:00 PM	43.35	37	58	385.29
125+08235	5:00:00 PM	42.86	38	58	389.71
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125+08235	7:00:00 AM	49.76	44	58	335.68
125+08235	7:15:00 AM	40.46	44	58	412.81
125+08235	7:30:00 AM	42.95	44	58	388.85
125+08235	7:45:00 AM	41.38	44	58	403.68
125+08235	8:00:00 AM	41.46	45	58	402.9
125+08235	8:15:00 AM	45.9	45	58	363.89
125+08235	8:30:00 AM	42.68	45	58	391.31
125+08235	8:45:00 AM	45.51	45	58	367.04
125+08235	4:00:00 PM	43.3	38	58	385.77
125+08235	4:15:00 PM	41.89	38	58	398.78
125+08235	4:30:00 PM	42.52	38	58	392.79
125+08235	4:45:00 PM	41.56	38	58	401.86
125+08235	5:00:00 PM	43.89	38	58	380.56
125+08235	5:15:00 PM	40.3	38	58	414.51
125+08235	5:30:00 PM	46.21	38	58	361.46
125+08235	5:45:00 PM	40.65	38	58	410.94
125+08235	7:00:00 AM	51.27	44	58	325.81
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125+08235	7:30:00 AM	45.84	44	58	364.35
125+08235	7:45:00 AM	49.83	44	58	335.19
125+08235	8:00:00 AM	49.59	48	58	336.8
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125+08235	8:30:00 AM	49.3	48	58	338.79
125+08235	8:45:00 AM	45.3	48	58	368.72
125+08235	4:00:00 PM	40.28	39	58	414.68
125+08235	4:15:00 PM	42.35	39	58	394.37
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125+08235	7:15:00 AM	49.54	45	58	337.13
125+08235	7:30:00 AM	50.92	45	58	328.01
125+08235	7:45:00 AM	45.98	45	58	363.28
125+08235	8:00:00 AM	49.92	43	58	334.59
125+08235	8:15:00 AM	60.98	43	58	273.89
125+08235	8:30:00 AM	47.06	43	58	354.89
125+08235	8:45:00 AM	39.07	43	58	427.47
125+08235	4:00:00 PM	51.63	39	58	323.49
125+08235	4:15:00 PM	45.57	39	58	366.54
125+08235	4:30:00 PM	43.57	39	58	383.37
125+08235	4:45:00 PM	45.22	39	58	369.4
125+08235	5:00:00 PM	44.41	38	58	376.11
125+08235	5:15:00 PM	43.31	38	58	385.64
125+08235	5:30:00 PM	46.99	38	58	355.44
125+08235	5:45:00 PM	46.58	38	58	358.59
125+08235	7:00:00 AM	45.24	41	58	369.2
125+08235	7:15:00 AM	34.88	41	58	478.8
125+08235	7:30:00 AM	41.05	41	58	406.85
125+08235	7:45:00 AM	47.58	41	58	351.07
125+08235	8:00:00 AM	39.63	43	58	421.5

125+08235	8:15:00 AM	43.15	43	58	387.13
125+08235	8:30:00 AM	46.62	43	58	358.25
125+08235	8:45:00 AM	45.3	43	58	368.72
125+08235	4:00:00 PM	44	38	58	379.61
125+08235	4:15:00 PM	43.27	38	58	386.06
125+08235	4:30:00 PM	42.8	38	58	390.21
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125+08235	7:00:00 AM	50.26	40	58	332.33
125+08235	7:15:00 AM	39.56	40	58	422.21
125+08235	7:30:00 AM	42.98	40	58	388.58
125+08235	7:45:00 AM	42.35	40	58	394.39
125+08235	8:00:00 AM	46.82	45	58	356.74
125+08235	8:15:00 AM	47.9	45	58	348.7
125+08235	8:30:00 AM	44.96	45	58	371.53
125+08235	8:45:00 AM	40.08	45	58	416.7
125+08235	4:00:00 PM	42.31	39	58	394.75
125+08235	4:15:00 PM	43.95	39	58	380.01
125+08235	4:30:00 PM	43.76	39	58	381.72
125+08235	4:45:00 PM	41.33	39	58	404.15
125+08235	5:00:00 PM	40.26	38	58	414.87
125+08235	5:15:00 PM	42.97	38	58	388.7
125+08235	5:30:00 PM	42.1	38	58	396.78
125+08235	5:45:00 PM	44.35	38	58	376.63
125+08235	7:00:00 AM	49.67	41	58	336.31
125+08235	7:15:00 AM	47.1	41	58	354.64
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125+08235	7:45:00 AM	40.78	41	58	409.62
125+08235	8:00:00 AM	47.17	40	58	354.13
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125+08235	8:30:00 AM	44.27	40	58	377.32
125+08235	8:45:00 AM	44.51	40	58	375.29
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125+08235	4:45:00 PM	44.08	37	58	378.9
125+08235	5:00:00 PM	41.53	39	58	402.23
125+08235	5:15:00 PM	44.96	39	58	371.53
125+08235	5:30:00 PM	45.22	39	58	369.4
125+08235	5:45:00 PM	40.6	39	58	411.43
125+08235	7:00:00 AM	48.59	43	58	343.74
125+08235	7:15:00 AM	48.19	43	58	346.57
125+08235	7:30:00 AM	44.9	43	58	372.01
125+08235	7:45:00 AM	41.8	43	58	399.59
125+08235	8:00:00 AM	42.26	44	58	395.21
125+08235	8:15:00 AM	44.63	44	58	374.24
125+08235	8:30:00 AM	45.6	44	58	366.25
125+08235	8:45:00 AM	47.99	44	58	348.08
125+08235	4:00:00 PM	39.64	37	58	421.31
125+08235	4:15:00 PM	41.82	37	58	399.42
125+08235	4:30:00 PM	37.16	37	58	449.46
125+08235	4:45:00 PM	33.21	37	58	502.97
125+08235	5:00:00 PM	41.19	38	58	405.48
125+08235	5:15:00 PM	45.15	38	58	369.91
125+08235	5:30:00 PM	47.33	38	58	352.91
125+08235	5:45:00 PM	41.34	38	58	404.07
125+08235	7:00:00 AM	55.34	44	58	301.85
125+08235	7:15:00 AM	43.81	44	58	381.26
125+08235	7:30:00 AM	46.63	44	58	358.18
125+08235	7:45:00 AM	42.91	44	58	389.28
125+08235	8:00:00 AM	43.71	45	58	382.09
125+08235	8:15:00 AM	48.99	45	58	340.95
125+08235	8:30:00 AM	40.89	45	58	408.49
125+08235	8:45:00 AM	42.79	45	58	390.33
125+08235	4:00:00 PM	39.11	38	58	427.06
125+08235	4:15:00 PM	39.32	38	58	424.8
125+08235	4:30:00 PM	39.57	38	58	422.07
125+08235	4:45:00 PM	44.99	38	58	371.3
125+08235	5:00:00 PM	43.96	38	58	379.99

125+08235	5:15:00 PM	46.9	38	58	356.15
125+08235	5:30:00 PM	43.31	38	58	385.64
125+08235	5:45:00 PM	43.81	38	58	381.26
125+08235	7:00:00 AM	57.93	44	58	288.32
125+08235	7:15:00 AM	48.99	44	58	340.97
125+08235	7:30:00 AM	48.83	44	58	342.06
125+08235	7:45:00 AM	46.57	44	58	358.65
125+08235	8:00:00 AM	52.68	48	58	317.04
125+08235	8:15:00 AM	43.88	48	58	380.65
125+08235	8:30:00 AM	44.8	48	58	372.82
125+08235	8:45:00 AM	43.9	48	58	380.5
125+08235	4:00:00 PM	35.62	39	58	468.86
125+08235	4:15:00 PM	39.25	39	58	425.54
125+08235	4:30:00 PM	37.81	39	58	441.77
125+08235	4:45:00 PM	48.42	39	58	344.96
125+08235	5:00:00 PM	39.37	37	58	424.25
125+08235	5:15:00 PM	45.63	37	58	366.03
125+08235	5:30:00 PM	30.5	37	58	547.66
125+08235	5:45:00 PM	45.24	37	58	369.2
125+08235	7:00:00 AM	46.49	45	58	359.31
125+08235	7:15:00 AM	29.32	45	58	569.69
125+08235	7:30:00 AM	44.36	45	58	376.53
125+08235	7:45:00 AM	45.29	45	58	368.8
125+08235	8:00:00 AM	51.53	43	58	324.15
125+08235	8:15:00 AM	52.46	43	58	318.37
125+08235	8:30:00 AM	27.69	43	58	603.16
125+08235	8:45:00 AM	46.63	43	58	358.18
125+08235	4:00:00 PM	44.27	39	58	377.32
125+08235	4:15:00 PM	40.98	39	58	407.55
125+08235	4:30:00 PM	50.85	39	58	328.5
125+08235	4:45:00 PM	42.79	39	58	390.36
125+08235	5:00:00 PM	48.38	38	58	345.21
125+08235	5:15:00 PM	42.86	38	58	389.71
125+08235	5:30:00 PM	45.1	38	58	370.31
125+08235	5:45:00 PM	63	38	58	265.12
125+08235	7:00:00 AM	45.6	41	58	366.25
125+08235	7:15:00 AM	35	41	58	477.22
125+08235	7:30:00 AM	46.61	41	58	358.39
125+08235	7:45:00 AM	44.63	41	58	374.29
125+08235	8:00:00 AM	41.49	43	58	402.6
125+08235	8:15:00 AM	42.18	43	58	395.96
125+08235	8:30:00 AM	42.89	43	58	389.45
125+08235	8:45:00 AM	51.88	43	58	321.92
125+08235	4:00:00 PM	42.38	38	58	394.15
125+08235	4:15:00 PM	42.65	38	58	391.66
125+08235	4:30:00 PM	40.26	38	58	414.87
125+08235	4:45:00 PM	39.76	38	58	420.04
125+08235	5:00:00 PM	41.27	39	58	404.73
125+08235	5:15:00 PM	43.07	39	58	387.83
125+08235	5:30:00 PM	39.94	39	58	418.17
125+08235	5:45:00 PM	42.89	39	58	389.45
125+08235	7:00:00 AM	51.55	40	58	324.02
125+08235	7:15:00 AM	44.73	40	58	373.39
125+08235	7:30:00 AM	46.16	40	58	361.87
125+08235	7:45:00 AM	30.92	40	58	540.11
125+08235	8:00:00 AM	42.63	45	58	391.81
125+08235	8:15:00 AM	42.58	45	58	392.26
125+08235	8:30:00 AM	44.63	45	58	374.24
125+08235	8:45:00 AM	46.65	45	58	358.06
125+08235	4:00:00 PM	41.33	39	58	404.15
125+08235	4:15:00 PM	47.41	39	58	352.27
125+08235	4:30:00 PM	44.94	39	58	371.66
125+08235	4:45:00 PM	42.38	39	58	394.09
125+08235	5:00:00 PM	43.98	38	58	379.74
125+08235	5:15:00 PM	42.18	38	58	395.96
125+08235	5:30:00 PM	44.95	38	58	371.55
125+08235	5:45:00 PM	41.98	38	58	397.84
125+08235	7:00:00 AM	50.74	41	58	329.19
125+08235	7:15:00 AM	44.83	41	58	372.6
125+08235	7:30:00 AM	48.74	41	58	342.66
125+08235	7:45:00 AM	45.81	41	58	364.65
125+08235	8:00:00 AM	41.54	40	58	402.11

125+08235	8:15:00 AM	46.87	40	58	356.35
125+08235	8:30:00 AM	42.57	40	58	392.39
125+08235	8:45:00 AM	46.96	40	58	355.71
125+08235	4:00:00 PM	40.95	37	58	407.86
125+08235	4:15:00 PM	34.29	37	58	487.13
125+08235	4:30:00 PM	32.15	37	58	519.49
125+08235	4:45:00 PM	40.06	37	58	416.96
125+08235	5:00:00 PM	41.94	39	58	398.29
125+08235	5:15:00 PM	44.18	39	58	378.03
125+08235	5:30:00 PM	43.9	39	58	380.5
125+08235	5:45:00 PM	43.9	39	58	380.5

TMC	Direction	Start Location	End Location
125+17114	WESTBOUND	Cross Island Parkway, Hilton Head Island, South Carolina 29926, United States	1 William Hilton Parkway, Hilton Head Island, South Carolina 29926, United States



Time	Average Speed (mph)
700-900	45.0
730-830	44.9
1600-1800	38.2
1630-1730	37.0

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125+17114	7:00:00 AM	52.27	49	58	145.82	
125+17114	7:15:00 AM	49.86	49	58	152.88	
125+17114	7:30:00 AM	46.77	49	58	162.95	
125+17114	7:45:00 AM	47.78	49	58	159.53	
125+17114	8:00:00 AM	44.76	49	58	170.27	
125+17114	8:15:00 AM	43.81	49	58	173.98	
125+17114	8:30:00 AM	49.88	49	58	152.8	
125+17114	8:45:00 AM	47.1	49	58	161.83	
125+17114	4:00:00 PM	40.46	41	58	188.37	
125+17114	4:15:00 PM	21.49	41	58	354.7	
125+17114	4:30:00 PM	26.9	41	58	283.33	
125+17114	4:45:00 PM	27	41	58	282.33	
125+17114	5:00:00 PM	32.29	44	58	236.07	
125+17114	5:15:00 PM	19.12	44	58	398.69	
125+17114	5:30:00 PM	20.77	44	58	366.97	
125+17114	5:45:00 PM	41.73	44	58	182.66	
125+17114	7:00:00 AM	51.84	48	58	147.03	
125+17114	7:15:00 AM	36.33	48	58	209.82	
125+17114	7:30:00 AM	43.09	48	58	176.86	
125+17114	7:45:00 AM	42.6	48	58	178.91	
125+17114	8:00:00 AM	44.87	46	58	169.88	
125+17114	8:15:00 AM	42.95	46	58	177.45	
125+17114	8:30:00 AM	33.64	46	58	226.56	
125+17114	8:45:00 AM	39.75	46	58	191.77	
125+17114	4:00:00 PM	42.34	43	58	180	
125+17114	4:15:00 PM	29.36	43	58	259.56	
125+17114	4:30:00 PM	25.27	43	58	301.58	
125+17114	4:45:00 PM	27.3	43	58	279.19	
125+17114	5:00:00 PM	24.44	44	58	311.86	
125+17114	5:15:00 PM	27.57	44	58	276.5	
125+17114	5:30:00 PM	27.2	44	58	280.24	
125+17114	5:45:00 PM	40.03	44	58	190.38	
125+17114	7:00:00 AM	47.86	47	58	159.24	
125+17114	7:15:00 AM	48.95	47	58	155.72	
125+17114	7:30:00 AM	42.69	47	58	178.55	
125+17114	7:45:00 AM	42.24	47	58	180.46	
125+17114	8:00:00 AM	40.6	51	58	187.74	
125+17114	8:15:00 AM	45.9	51	58	166.05	
125+17114	8:30:00 AM	41.14	51	58	185.28	
125+17114	8:45:00 AM	43.96	51	58	173.4	
125+17114	4:00:00 PM	36.42	45	58	209.28	
125+17114	4:15:00 PM	26.44	45	58	288.26	
125+17114	4:30:00 PM	28.28	45	58	269.52	
125+17114	4:45:00 PM	26.05	45	58	292.59	
125+17114	5:00:00 PM	28.57	45	58	266.79	
125+17114	5:15:00 PM	22.2	45	58	343.35	
125+17114	5:30:00 PM	20.16	45	58	378.1	
125+17114	5:45:00 PM	10.5	45	58	725.89	
125+17114	7:00:00 AM	51.51	47	58	147.98	
125+17114	7:15:00 AM	50.46	47	58	151.06	
125+17114	7:30:00 AM	41.98	47	58	181.54	
125+17114	7:45:00 AM	44.43	47	58	171.56	
125+17114	8:00:00 AM	42.43	51	58	179.64	
125+17114	8:15:00 AM	44.95	51	58	169.54	
125+17114	8:30:00 AM	45.46	51	58	167.64	
125+17114	8:45:00 AM	45.94	51	58	165.9	
125+17114	4:00:00 PM	40.27	45	58	189.27	
125+17114	4:15:00 PM	27.39	45	58	278.3	
125+17114	4:30:00 PM	32.5	45	58	234.48	
125+17114	4:45:00 PM	30.96	45	58	246.16	
125+17114	5:00:00 PM	41.95	43	58	181.68	
125+17114	5:15:00 PM	43.98	43	58	173.28	
125+17114	5:30:00 PM	45	43	58	169.37	
125+17114	5:45:00 PM	44.31	43	58	172	
125+17114	7:00:00 AM	51.26	49	58	148.68	
125+17114	7:15:00 AM	56	49	58	136.1	
125+17114	7:30:00 AM	49	49	58	155.55	
125+17114	7:45:00 AM	40.77	49	58	186.95	
125+17114	8:00:00 AM	48.49	52	58	157.17	
125+17114	8:15:00 AM	51.8	52	58	147.15	
125+17114	8:30:00 AM	48.37	52	58	157.57	

125+17114	8:45:00 AM	41.86	52	58	182.09
125+17114	4:00:00 PM	39.93	40	58	190.89
125+17114	4:15:00 PM	42.63	40	58	178.77
125+17114	4:30:00 PM	44.53	40	58	171.17
125+17114	4:45:00 PM	45	40	58	169.37
125+17114	5:00:00 PM	57	42	58	133.72
125+17114	5:15:00 PM	53.83	42	58	141.58
125+17114	5:30:00 PM	28.88	42	58	263.96
125+17114	5:45:00 PM	17.22	42	58	442.68
125+17114	7:00:00 AM	40.79	49	58	186.88
125+17114	7:30:00 AM	43.43	49	58	175.49
125+17114	7:45:00 AM	46.09	49	58	165.36
125+17114	8:00:00 AM	50.53	47	58	150.85
125+17114	8:15:00 AM	51.91	47	58	146.83
125+17114	8:30:00 AM	51.5	47	58	148.01
125+17114	8:45:00 AM	58	47	58	131.41
125+17114	4:00:00 PM	47.37	42	58	160.9
125+17114	4:15:00 PM	49.34	42	58	154.47
125+17114	4:30:00 PM	46.26	42	58	164.76
125+17114	5:00:00 PM	42.53	42	58	179.22
125+17114	5:15:00 PM	61	42	58	124.95
125+17114	5:30:00 PM	46.66	42	58	163.35
125+17114	5:45:00 PM	44.46	42	58	171.42
125+17114	7:00:00 AM	47.1	49	58	161.83
125+17114	7:15:00 AM	41.79	49	58	182.39
125+17114	7:30:00 AM	41.23	49	58	184.85
125+17114	7:45:00 AM	26.12	49	58	291.83
125+17114	8:00:00 AM	19.28	49	58	395.25
125+17114	8:15:00 AM	14.96	49	58	509.63
125+17114	8:30:00 AM	12.86	49	58	592.81
125+17114	8:45:00 AM	8.93	49	58	853.92
125+17114	4:00:00 PM	40.89	45	58	186.4
125+17114	4:15:00 PM	31.62	45	58	241.07
125+17114	4:30:00 PM	40.23	45	58	189.46
125+17114	4:45:00 PM	39.63	45	58	192.34
125+17114	5:00:00 PM	42.5	45	58	179.34
125+17114	5:15:00 PM	29.31	45	58	260.05
125+17114	5:30:00 PM	27.83	45	58	273.92
125+17114	5:45:00 PM	45.94	45	58	165.9
125+17114	7:00:00 AM	41.97	49	58	181.59
125+17114	7:15:00 AM	45.98	49	58	165.77
125+17114	7:30:00 AM	43.87	49	58	173.75
125+17114	7:45:00 AM	42.14	49	58	180.86
125+17114	8:00:00 AM	38.15	49	58	199.77
125+17114	8:15:00 AM	40	49	58	190.54
125+17114	8:30:00 AM	37.87	49	58	201.25
125+17114	8:45:00 AM	27.7	49	58	275.11
125+17114	4:00:00 PM	41.79	41	58	182.4
125+17114	4:15:00 PM	27.33	41	58	278.93
125+17114	4:30:00 PM	29.84	41	58	255.44
125+17114	4:45:00 PM	26.83	41	58	284.03
125+17114	5:00:00 PM	26.2	44	58	290.85
125+17114	5:15:00 PM	23.64	44	58	322.46
125+17114	5:30:00 PM	26.2	44	58	290.85
125+17114	5:45:00 PM	36.72	44	58	207.58
125+17114	7:00:00 AM	44.03	48	58	173.1
125+17114	7:15:00 AM	26.36	48	58	289.16
125+17114	7:30:00 AM	41.95	48	58	181.68
125+17114	7:45:00 AM	40.95	48	58	186.11
125+17114	8:00:00 AM	42.31	46	58	180.16
125+17114	8:15:00 AM	52.49	46	58	145.2
125+17114	8:30:00 AM	42.89	46	58	177.69
125+17114	8:45:00 AM	38.82	46	58	196.32
125+17114	4:00:00 PM	34.83	43	58	218.82
125+17114	4:15:00 PM	30.07	43	58	253.5
125+17114	4:30:00 PM	24.55	43	58	310.42
125+17114	4:45:00 PM	30.3	43	58	251.52
125+17114	5:00:00 PM	26.2	44	58	290.85
125+17114	5:15:00 PM	24.21	44	58	314.82
125+17114	5:30:00 PM	26.78	44	58	284.64
125+17114	5:45:00 PM	38.03	44	58	200.4
125+17114	7:00:00 AM	44.56	47	58	171.05

125+17114	7:15:00 AM	48.38	47	58	157.53
125+17114	7:30:00 AM	44.4	47	58	171.67
125+17114	7:45:00 AM	35.29	47	58	215.98
125+17114	8:00:00 AM	49.93	51	58	152.64
125+17114	8:15:00 AM	43.02	51	58	177.17
125+17114	8:30:00 AM	44.63	51	58	170.77
125+17114	8:45:00 AM	37.53	51	58	203.11
125+17114	4:00:00 PM	37.76	45	58	201.85
125+17114	4:15:00 PM	29.11	45	58	261.8
125+17114	4:30:00 PM	32.98	45	58	231.11
125+17114	4:45:00 PM	30.97	45	58	246.08
125+17114	5:00:00 PM	40.65	45	58	187.48
125+17114	5:15:00 PM	31.13	45	58	244.85
125+17114	5:30:00 PM	30.86	45	58	247.01
125+17114	5:45:00 PM	48.66	45	58	156.63
125+17114	7:00:00 AM	53	47	58	143.81
125+17114	7:15:00 AM	42.89	47	58	177.69
125+17114	7:30:00 AM	46.24	47	58	164.82
125+17114	7:45:00 AM	42.42	47	58	179.69
125+17114	8:00:00 AM	47.58	51	58	160.2
125+17114	8:15:00 AM	47.2	51	58	161.48
125+17114	8:30:00 AM	41.17	51	58	185.12
125+17114	8:45:00 AM	47.1	51	58	161.83
125+17114	4:00:00 PM	35.15	45	58	216.87
125+17114	4:15:00 PM	26.3	45	58	289.82
125+17114	4:30:00 PM	34.73	45	58	219.43
125+17114	4:45:00 PM	41.49	45	58	183.68
125+17114	5:00:00 PM	42.58	43	58	179
125+17114	5:15:00 PM	32.92	43	58	231.53
125+17114	5:30:00 PM	46.09	43	58	165.36
125+17114	5:45:00 PM	52.62	43	58	144.85
125+17114	7:00:00 AM	47	49	58	162.17
125+17114	7:15:00 AM	49.45	49	58	154.12
125+17114	7:30:00 AM	48	49	58	158.79
125+17114	7:45:00 AM	25.14	49	58	303.14
125+17114	8:00:00 AM	50.4	52	58	151.23
125+17114	8:15:00 AM	47.24	52	58	161.33
125+17114	8:30:00 AM	50.92	52	58	149.68
125+17114	8:45:00 AM	47.19	52	58	161.5
125+17114	4:00:00 PM	53.59	40	58	142.23
125+17114	4:15:00 PM	46.81	40	58	162.82
125+17114	4:30:00 PM	43.2	40	58	176.43
125+17114	4:45:00 PM	37.49	40	58	203.32
125+17114	5:00:00 PM	42.08	42	58	181.14
125+17114	5:15:00 PM	40.33	42	58	189
125+17114	5:30:00 PM	50.98	42	58	149.5
125+17114	5:45:00 PM	48.76	42	58	156.3
125+17114	8:00:00 AM	51.52	47	58	147.94
125+17114	8:15:00 AM	51	47	58	149.45
125+17114	8:30:00 AM	19.9	47	58	382.96
125+17114	8:45:00 AM	38.77	47	58	196.56
125+17114	4:00:00 PM	75	42	58	101.62
125+17114	4:15:00 PM	54.46	42	58	139.96
125+17114	4:30:00 PM	43.03	42	58	177.11
125+17114	4:45:00 PM	49.48	42	58	154.03
125+17114	5:00:00 PM	58	42	58	131.41
125+17114	5:15:00 PM	39.75	42	58	191.73
125+17114	5:30:00 PM	53.47	42	58	142.55
125+17114	5:45:00 PM	48.89	42	58	155.9
125+17114	7:00:00 AM	48.13	49	58	158.37
125+17114	7:15:00 AM	50.46	49	58	151.06
125+17114	7:30:00 AM	38.55	49	58	197.71
125+17114	7:45:00 AM	38.22	49	58	199.4
125+17114	8:00:00 AM	42.38	49	58	179.83
125+17114	8:15:00 AM	41.79	49	58	182.4
125+17114	8:30:00 AM	43.57	49	58	174.94
125+17114	8:45:00 AM	42.79	49	58	178.11
125+17114	4:00:00 PM	45.9	45	58	166.07
125+17114	4:15:00 PM	35.95	45	58	212.03
125+17114	4:30:00 PM	40	45	58	190.54
125+17114	4:45:00 PM	46.41	45	58	164.22
125+17114	5:00:00 PM	40.91	45	58	186.29

125+17114	5:15:00 PM	36.24	45	58	210.32
125+17114	5:30:00 PM	40.07	45	58	190.22
125+17114	5:45:00 PM	51.43	45	58	148.2
125+17114	7:00:00 AM	48.67	49	58	156.59
125+17114	7:15:00 AM	46.62	49	58	163.49
125+17114	7:30:00 AM	47.05	49	58	162
125+17114	7:45:00 AM	42.95	49	58	177.44
125+17114	8:00:00 AM	43.83	49	58	173.91
125+17114	8:15:00 AM	33.74	49	58	225.93
125+17114	8:30:00 AM	17.06	49	58	446.73
125+17114	8:45:00 AM	40.82	49	58	186.74
125+17114	4:00:00 PM	43.89	41	58	173.65
125+17114	4:15:00 PM	37.31	41	58	204.29
125+17114	4:30:00 PM	35.3	41	58	215.94
125+17114	4:45:00 PM	36.68	41	58	207.8
125+17114	5:00:00 PM	45.82	44	58	166.36
125+17114	5:15:00 PM	39.32	44	58	193.84
125+17114	5:30:00 PM	46.77	44	58	162.95
125+17114	5:45:00 PM	49.66	44	58	153.47
125+17114	7:00:00 AM	49.27	48	58	154.68
125+17114	7:15:00 AM	48.25	48	58	157.97
125+17114	7:30:00 AM	39.92	48	58	190.95
125+17114	7:45:00 AM	40.37	48	58	188.8
125+17114	8:00:00 AM	44.13	46	58	172.7
125+17114	8:15:00 AM	48.38	46	58	157.53
125+17114	8:30:00 AM	48.61	46	58	156.8
125+17114	8:45:00 AM	45.57	46	58	167.26
125+17114	4:00:00 PM	41.98	43	58	181.54
125+17114	4:15:00 PM	27.28	43	58	279.42
125+17114	4:30:00 PM	32.31	43	58	235.93
125+17114	4:45:00 PM	30.62	43	58	248.91
125+17114	5:00:00 PM	40.37	44	58	188.8
125+17114	5:15:00 PM	29.61	44	58	257.38
125+17114	5:30:00 PM	19.35	44	58	393.93
125+17114	5:45:00 PM	45.46	44	58	167.64
125+17114	7:00:00 AM	51.53	47	58	147.91
125+17114	7:15:00 AM	40.26	47	58	189.32
125+17114	7:30:00 AM	40	47	58	190.54
125+17114	7:45:00 AM	46.31	47	58	164.57
125+17114	8:00:00 AM	42.92	51	58	177.56
125+17114	8:15:00 AM	45.33	51	58	168.15
125+17114	8:30:00 AM	43.98	51	58	173.3
125+17114	8:45:00 AM	44.08	51	58	172.9
125+17114	4:00:00 PM	41.49	45	58	183.68
125+17114	4:15:00 PM	30.28	45	58	251.69
125+17114	4:30:00 PM	24.66	45	58	309.11
125+17114	4:45:00 PM	27.58	45	58	276.33
125+17114	5:00:00 PM	30.39	45	58	250.77
125+17114	5:15:00 PM	30.2	45	58	252.41
125+17114	5:30:00 PM	27.79	45	58	274.27
125+17114	5:45:00 PM	44.26	45	58	172.2
125+17114	7:00:00 AM	49.22	47	58	154.86
125+17114	7:15:00 AM	49.91	47	58	152.7
125+17114	7:30:00 AM	46.33	47	58	164.52
125+17114	7:45:00 AM	51.25	47	58	148.71
125+17114	8:00:00 AM	45.91	51	58	166.01
125+17114	8:15:00 AM	45.39	51	58	167.91
125+17114	8:30:00 AM	43.9	51	58	173.63
125+17114	8:45:00 AM	33.32	51	58	228.72
125+17114	4:00:00 PM	43.24	45	58	176.28
125+17114	4:15:00 PM	34.14	45	58	223.24
125+17114	4:30:00 PM	38.51	45	58	197.92
125+17114	4:45:00 PM	42.94	45	58	177.51
125+17114	5:00:00 PM	40.26	43	58	189.31
125+17114	5:15:00 PM	46.33	43	58	164.52
125+17114	5:30:00 PM	47.1	43	58	161.83
125+17114	5:45:00 PM	44.11	43	58	172.8
125+17114	7:00:00 AM	56.98	49	58	133.76
125+17114	7:15:00 AM	50	49	58	152.44
125+17114	7:30:00 AM	44.49	49	58	171.3
125+17114	7:45:00 AM	41.1	49	58	185.46
125+17114	8:00:00 AM	48	52	58	158.79

125+17114	8:15:00 AM	53.25	52	58	143.12
125+17114	8:30:00 AM	54	52	58	141.14
125+17114	8:45:00 AM	49.27	52	58	154.68
125+17114	4:00:00 PM	34.13	40	58	223.32
125+17114	4:15:00 PM	50.86	40	58	149.85
125+17114	4:30:00 PM	46.17	40	58	165.1
125+17114	4:45:00 PM	50.99	40	58	149.49
125+17114	5:00:00 PM	43.91	42	58	173.57
125+17114	5:15:00 PM	45.31	42	58	168.2
125+17114	5:30:00 PM	44.21	42	58	172.41
125+17114	5:45:00 PM	44.33	42	58	171.94
125+17114	7:00:00 AM	60	49	58	127.03
125+17114	7:15:00 AM	62	49	58	122.93
125+17114	7:30:00 AM	56	49	58	136.1
125+17114	8:00:00 AM	51	47	58	149.45
125+17114	8:15:00 AM	49	47	58	155.55
125+17114	8:30:00 AM	47	47	58	162.17
125+17114	8:45:00 AM	31.72	47	58	240.29
125+17114	4:00:00 PM	53	42	58	143.81
125+17114	4:15:00 PM	48.82	42	58	156.13
125+17114	4:30:00 PM	41.9	42	58	181.88
125+17114	4:45:00 PM	48.37	42	58	157.57
125+17114	5:00:00 PM	41.51	42	58	183.63
125+17114	5:30:00 PM	47.81	42	58	159.41
125+17114	7:00:00 AM	47	49	58	162.16
125+17114	7:15:00 AM	46.99	49	58	162.21
125+17114	7:30:00 AM	49.02	49	58	155.49
125+17114	7:45:00 AM	42.55	49	58	179.13
125+17114	8:00:00 AM	44.95	49	58	169.54
125+17114	8:15:00 AM	44.7	49	58	170.52
125+17114	8:30:00 AM	41.66	49	58	182.95
125+17114	8:45:00 AM	33.02	49	58	230.85
125+17114	4:00:00 PM	45.4	45	58	167.89
125+17114	4:15:00 PM	34.21	45	58	222.78
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125+17114	5:15:00 PM	26.94	45	58	282.97
125+17114	5:30:00 PM	26.31	45	58	289.69
125+17114	5:45:00 PM	35.34	45	58	215.7
125+17114	7:00:00 AM	45.71	49	58	166.74
125+17114	7:15:00 AM	41.09	49	58	185.5
125+17114	7:30:00 AM	45.29	49	58	168.29
125+17114	7:45:00 AM	44.55	49	58	171.1
125+17114	8:00:00 AM	45.19	49	58	168.65
125+17114	8:15:00 AM	43.2	49	58	176.43
125+17114	8:30:00 AM	42.33	49	58	180.06
125+17114	8:45:00 AM	44.27	49	58	172.18
125+17114	4:00:00 PM	43.24	41	58	176.28
125+17114	4:15:00 PM	30.37	41	58	250.93
125+17114	4:30:00 PM	28.93	41	58	263.43
125+17114	4:45:00 PM	38	41	58	200.58
125+17114	5:00:00 PM	40.65	44	58	187.52
125+17114	5:15:00 PM	31.34	44	58	243.19
125+17114	5:30:00 PM	28.23	44	58	270.01
125+17114	5:45:00 PM	45.27	44	58	168.37
125+17114	7:00:00 AM	51.95	48	58	146.72
125+17114	7:15:00 AM	47.43	48	58	160.7
125+17114	7:30:00 AM	45.96	48	58	165.85
125+17114	7:45:00 AM	43.31	48	58	175.97
125+17114	8:00:00 AM	41.98	46	58	181.57
125+17114	8:15:00 AM	40.16	46	58	189.78
125+17114	8:30:00 AM	44.94	46	58	169.6
125+17114	8:45:00 AM	23.74	46	58	321.06
125+17114	4:00:00 PM	39.17	43	58	194.58
125+17114	4:15:00 PM	24.32	43	58	313.34
125+17114	4:30:00 PM	24.63	43	58	309.43
125+17114	4:45:00 PM	25.27	43	58	301.58
125+17114	5:00:00 PM	31.12	44	58	244.88
125+17114	5:15:00 PM	27.18	44	58	280.38
125+17114	5:30:00 PM	36.97	44	58	206.15
125+17114	5:45:00 PM	45.19	44	58	168.67

125+17114	7:00:00 AM	48.82	47	58	156.13
125+17114	7:15:00 AM	51.6	47	58	147.72
125+17114	7:30:00 AM	44.19	47	58	172.48
125+17114	7:45:00 AM	46.54	47	58	163.78
125+17114	8:00:00 AM	42.54	51	58	179.19
125+17114	8:15:00 AM	43.98	51	58	173.28
125+17114	8:30:00 AM	47.1	51	58	161.83
125+17114	8:45:00 AM	47.65	51	58	159.96
125+17114	4:00:00 PM	39.46	45	58	193.17
125+17114	4:15:00 PM	27	45	58	282.29
125+17114	4:30:00 PM	27.22	45	58	279.97
125+17114	4:45:00 PM	24.27	45	58	314.03
125+17114	5:00:00 PM	15.32	45	58	497.53
125+17114	5:15:00 PM	14.36	45	58	530.9
125+17114	5:30:00 PM	15.96	45	58	477.61
125+17114	5:45:00 PM	14.48	45	58	526.35
125+17114	7:00:00 AM	51.26	47	58	148.68
125+17114	7:15:00 AM	47.37	47	58	160.9
125+17114	7:30:00 AM	41.6	47	58	183.22
125+17114	7:45:00 AM	45.37	47	58	168.01
125+17114	8:00:00 AM	46.66	51	58	163.34
125+17114	8:15:00 AM	44.56	51	58	171.05
125+17114	8:30:00 AM	43.08	51	58	176.94
125+17114	8:45:00 AM	39.6	51	58	192.49
125+17114	4:00:00 PM	41.99	45	58	181.5
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125+17114	5:00:00 PM	45.14	43	58	168.84
125+17114	5:15:00 PM	38.66	43	58	197.15
125+17114	5:30:00 PM	39.4	43	58	193.43
125+17114	5:45:00 PM	49.25	43	58	154.75
125+17114	7:00:00 AM	47.71	49	58	159.76
125+17114	7:30:00 AM	36.49	49	58	208.86
125+17114	7:45:00 AM	29.76	49	58	256.07
125+17114	8:00:00 AM	43.45	52	58	175.42
125+17114	8:15:00 AM	50	52	58	152.44
125+17114	8:30:00 AM	49.58	52	58	153.72
125+17114	8:45:00 AM	44.2	52	58	172.43
125+17114	4:00:00 PM	45.49	40	58	167.53
125+17114	4:15:00 PM	43.02	40	58	177.16
125+17114	4:30:00 PM	40.18	40	58	189.71
125+17114	4:45:00 PM	52.56	40	58	145
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125+17114	5:30:00 PM	42	42	58	181.47
125+17114	5:45:00 PM	45.4	42	58	167.87
125+17114	7:15:00 AM	52	49	58	146.57
125+17114	7:45:00 AM	45.28	49	58	168.33
125+17114	8:00:00 AM	60	47	58	127.03
125+17114	8:15:00 AM	41	47	58	185.9
125+17114	8:30:00 AM	47.88	47	58	159.2
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125+17114	8:45:00 AM	28.47	49	58	267.67
125+17114	4:00:00 PM	51	45	58	149.45
125+17114	4:15:00 PM	52.46	45	58	145.3
125+17114	4:30:00 PM	42.47	45	58	179.46
125+17114	4:45:00 PM	50.98	45	58	149.5

125+17114	5:00:00 PM	53.27	45	58	143.08
125+17114	5:15:00 PM	47.44	45	58	160.65
125+17114	5:30:00 PM	35	45	58	217.77
125+17114	5:45:00 PM	53	45	58	143.81
125+17114	7:00:00 AM	57	49	58	133.72
125+17114	7:15:00 AM	48.14	49	58	158.34
125+17114	7:30:00 AM	49.3	49	58	154.59
125+17114	7:45:00 AM	48.2	49	58	158.14
125+17114	8:00:00 AM	47.33	49	58	161.04
125+17114	8:15:00 AM	44.63	49	58	170.77
125+17114	8:30:00 AM	43.88	49	58	173.71
125+17114	8:45:00 AM	42.83	49	58	177.95
125+17114	4:00:00 PM	44.31	41	58	172
125+17114	4:15:00 PM	40.17	41	58	189.74
125+17114	4:30:00 PM	31.73	41	58	240.18
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125+17114	5:00:00 PM	28.33	44	58	269.08
125+17114	5:15:00 PM	29.8	44	58	255.77
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125+17114	5:45:00 PM	38.77	44	58	196.59
125+17114	7:00:00 AM	48.71	48	58	156.49
125+17114	7:15:00 AM	43.91	48	58	173.58
125+17114	7:30:00 AM	46.3	48	58	164.63
125+17114	7:45:00 AM	46.96	48	58	162.31
125+17114	8:00:00 AM	47.2	46	58	161.48
125+17114	8:15:00 AM	53.73	46	58	141.85
125+17114	8:30:00 AM	44.08	46	58	172.9
125+17114	8:45:00 AM	49.61	46	58	153.64
125+17114	4:00:00 PM	43.15	43	58	176.65
125+17114	4:15:00 PM	40.06	43	58	190.26
125+17114	4:30:00 PM	44.6	43	58	170.88
125+17114	4:45:00 PM	40.93	43	58	186.19
125+17114	5:00:00 PM	40.56	44	58	187.91
125+17114	5:15:00 PM	28.64	44	58	266.16
125+17114	5:30:00 PM	27.2	44	58	280.24
125+17114	5:45:00 PM	41.31	44	58	184.5
125+17114	7:00:00 AM	43.86	47	58	173.76
125+17114	7:15:00 AM	48.83	47	58	156.1
125+17114	7:30:00 AM	44.08	47	58	172.9
125+17114	7:45:00 AM	46.54	47	58	163.78
125+17114	8:00:00 AM	45.04	51	58	169.24
125+17114	8:15:00 AM	47.91	51	58	159.1
125+17114	8:30:00 AM	24.07	51	58	316.69
125+17114	8:45:00 AM	43.48	51	58	175.31
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125+17114	4:15:00 PM	33.64	45	58	226.56
125+17114	4:30:00 PM	30.46	45	58	250.24
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125+17114	5:00:00 PM	41.98	45	58	181.54
125+17114	5:15:00 PM	31.23	45	58	244.09
125+17114	5:30:00 PM	31.66	45	58	240.7
125+17114	5:45:00 PM	31.5	45	58	241.96
125+17114	7:00:00 AM	49.25	48	58	154.75
125+17114	7:15:00 AM	51.92	48	58	146.79
125+17114	7:30:00 AM	45	48	58	169.37
125+17114	7:45:00 AM	48.54	48	58	157.02
125+17114	8:00:00 AM	47.33	46	58	161.04
125+17114	8:15:00 AM	47.9	46	58	159.12
125+17114	8:30:00 AM	44.46	46	58	171.42
125+17114	8:45:00 AM	44.51	46	58	171.25
125+17114	4:00:00 PM	38.26	43	58	199.23
125+17114	4:15:00 PM	27.98	43	58	272.44
125+17114	4:30:00 PM	26.56	43	58	286.95
125+17114	4:45:00 PM	31.53	43	58	241.72
125+17114	5:00:00 PM	36.6	44	58	208.22
125+17114	5:15:00 PM	34.29	44	58	222.28
125+17114	5:30:00 PM	41.85	44	58	182.14
125+17114	5:45:00 PM	45.15	44	58	168.8
125+17114	7:00:00 AM	51	47	58	149.45
125+17114	7:15:00 AM	49.33	47	58	154.5
125+17114	7:30:00 AM	41.62	47	58	183.13
125+17114	7:45:00 AM	45	47	58	169.37

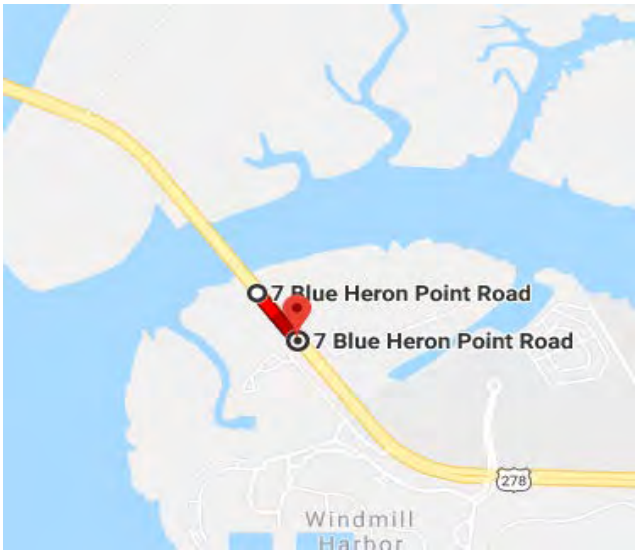
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125+17114	8:45:00 AM	46.01	51	58	165.66
125+17114	4:00:00 PM	43.09	45	58	176.86
125+17114	4:15:00 PM	40.57	45	58	187.86
125+17114	4:30:00 PM	42.89	45	58	177.69
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125+17114	5:00:00 PM	41.53	45	58	183.54
125+17114	5:15:00 PM	29	45	58	262.79
125+17114	5:30:00 PM	40.13	45	58	189.92
125+17114	5:45:00 PM	47.32	45	58	161.07
125+17114	7:00:00 AM	49.5	47	58	153.98
125+17114	7:15:00 AM	48.27	47	58	157.91
125+17114	7:30:00 AM	48.33	47	58	157.72
125+17114	7:45:00 AM	43.53	47	58	175.1
125+17114	8:00:00 AM	43.24	51	58	176.28
125+17114	8:15:00 AM	37.62	51	58	202.62
125+17114	8:30:00 AM	42.18	51	58	180.71
125+17114	8:45:00 AM	45.37	51	58	168.01
125+17114	4:00:00 PM	43.94	45	58	173.46
125+17114	4:15:00 PM	44.27	45	58	172.18
125+17114	4:30:00 PM	42.93	45	58	177.53
125+17114	4:45:00 PM	38.18	45	58	199.62
125+17114	5:00:00 PM	44.9	43	58	169.75
125+17114	5:15:00 PM	41.25	43	58	184.77
125+17114	5:30:00 PM	51.46	43	58	148.11
125+17114	5:45:00 PM	44.11	43	58	172.8
125+17114	7:00:00 AM	51.5	49	58	148.01
125+17114	7:15:00 AM	48	49	58	158.79
125+17114	7:30:00 AM	43.6	49	58	174.82
125+17114	7:45:00 AM	37.36	49	58	203.99
125+17114	8:00:00 AM	44.12	52	58	172.76
125+17114	8:15:00 AM	45.59	52	58	167.19
125+17114	8:30:00 AM	41.3	52	58	184.56
125+17114	8:45:00 AM	34.52	52	58	220.82
125+17114	4:00:00 PM	44.11	40	58	172.79
125+17114	4:15:00 PM	46.91	40	58	162.46
125+17114	4:30:00 PM	44.13	40	58	172.72
125+17114	4:45:00 PM	47.32	40	58	161.07
125+17114	5:00:00 PM	39.96	42	58	190.75
125+17114	5:15:00 PM	44.33	42	58	171.94
125+17114	5:30:00 PM	46.16	42	58	165.13
125+17114	5:45:00 PM	30.23	42	58	252.11
125+17114	7:00:00 AM	43	49	58	177.25
125+17114	7:15:00 AM	52	49	58	146.57
125+17114	7:30:00 AM	56	49	58	136.1
125+17114	7:45:00 AM	46	49	58	165.69
125+17114	8:00:00 AM	51.84	47	58	147.03
125+17114	8:15:00 AM	54	47	58	141.14
125+17114	8:30:00 AM	49	47	58	155.55
125+17114	8:45:00 AM	50.38	47	58	151.3
125+17114	4:00:00 PM	28.75	42	58	265.06
125+17114	4:15:00 PM	41.63	42	58	183.09
125+17114	4:30:00 PM	50.26	42	58	151.66
125+17114	4:45:00 PM	42.46	42	58	179.51
125+17114	5:00:00 PM	51.53	42	58	147.91
125+17114	5:15:00 PM	48.75	42	58	156.34
125+17114	5:30:00 PM	49.92	42	58	152.68
125+17114	5:45:00 PM	51.91	42	58	146.83
125+17114	7:00:00 AM	54.7	49	58	139.33
125+17114	7:15:00 AM	45.98	49	58	165.77
125+17114	7:30:00 AM	49.9	49	58	152.73
125+17114	7:45:00 AM	49.2	49	58	154.9
125+17114	8:00:00 AM	51.27	49	58	148.67
125+17114	8:15:00 AM	38.03	49	58	200.4
125+17114	8:30:00 AM	46.16	49	58	165.13
125+17114	8:45:00 AM	47.75	49	58	159.62
125+17114	4:00:00 PM	45.99	45	58	165.74
125+17114	4:15:00 PM	39.23	45	58	194.3
125+17114	4:30:00 PM	44.18	45	58	172.5
125+17114	4:45:00 PM	40.59	45	58	187.77

125+17114	5:00:00 PM	38.75	45	58	196.69
125+17114	5:15:00 PM	36.22	45	58	210.44
125+17114	5:30:00 PM	47.27	45	58	161.24
125+17114	5:45:00 PM	48.13	45	58	158.37
125+17114	7:00:00 AM	49.2	49	58	154.9
125+17114	7:15:00 AM	48.33	49	58	157.71
125+17114	7:30:00 AM	48.26	49	58	157.93
125+17114	7:45:00 AM	48.58	49	58	156.9
125+17114	8:00:00 AM	51.43	49	58	148.2
125+17114	8:15:00 AM	49.65	49	58	153.51
125+17114	8:30:00 AM	40.88	49	58	186.43
125+17114	8:45:00 AM	47.72	49	58	159.71
125+17114	4:00:00 PM	38.89	41	58	195.98
125+17114	4:15:00 PM	41.95	41	58	181.67
125+17114	4:30:00 PM	40.25	41	58	189.37
125+17114	4:45:00 PM	38.35	41	58	198.73
125+17114	5:00:00 PM	42.45	44	58	179.54
125+17114	5:15:00 PM	37.88	44	58	201.2
125+17114	5:30:00 PM	41.23	44	58	184.85
125+17114	5:45:00 PM	47.31	44	58	161.09
125+17114	7:00:00 AM	45.48	48	58	167.6
125+17114	7:15:00 AM	47.12	48	58	161.74
125+17114	7:30:00 AM	46.33	48	58	164.52
125+17114	7:45:00 AM	48.63	48	58	156.72
125+17114	8:00:00 AM	48.08	46	58	158.52
125+17114	8:15:00 AM	44.94	46	58	169.6
125+17114	8:30:00 AM	46.66	46	58	163.34
125+17114	8:45:00 AM	44.51	46	58	171.25
125+17114	4:00:00 PM	39.74	43	58	191.79
125+17114	4:15:00 PM	30.22	43	58	252.2
125+17114	4:30:00 PM	29.98	43	58	254.25
125+17114	4:45:00 PM	36	43	58	211.72
125+17114	5:00:00 PM	33.49	44	58	227.61
125+17114	5:15:00 PM	27.58	44	58	276.33
125+17114	5:30:00 PM	34.01	44	58	224.09
125+17114	5:45:00 PM	47.99	44	58	158.83
125+17114	7:00:00 AM	55	47	58	138.58
125+17114	7:15:00 AM	47.07	47	58	161.94
125+17114	7:30:00 AM	45.77	47	58	166.53
125+17114	7:45:00 AM	43.82	47	58	173.94
125+17114	8:00:00 AM	47.27	51	58	161.24
125+17114	8:15:00 AM	44.6	51	58	170.88
125+17114	8:30:00 AM	49.99	51	58	152.48
125+17114	8:45:00 AM	45.96	51	58	165.84
125+17114	4:00:00 PM	42.1	45	58	181.06
125+17114	4:15:00 PM	40.6	45	58	187.74
125+17114	4:30:00 PM	42.79	45	58	178.11
125+17114	4:45:00 PM	41.26	45	58	184.72
125+17114	5:00:00 PM	41.22	45	58	184.89
125+17114	5:15:00 PM	33.45	45	58	227.85
125+17114	5:30:00 PM	28.57	45	58	266.79
125+17114	5:45:00 PM	15.07	45	58	505.85
125+17114	7:00:00 AM	47.72	47	58	159.71
125+17114	7:15:00 AM	46.61	47	58	163.54
125+17114	7:30:00 AM	45.66	47	58	166.92
125+17114	7:45:00 AM	46.81	47	58	162.82
125+17114	8:00:00 AM	41.17	51	58	185.12
125+17114	8:15:00 AM	48.61	51	58	156.8
125+17114	8:30:00 AM	48.58	51	58	156.9
125+17114	8:45:00 AM	49.76	51	58	153.18
125+17114	4:00:00 PM	46.94	45	58	162.36
125+17114	4:15:00 PM	38.31	45	58	198.95
125+17114	4:30:00 PM	37.93	45	58	200.92
125+17114	4:45:00 PM	47.37	45	58	160.91
125+17114	5:00:00 PM	38.6	43	58	197.44
125+17114	5:15:00 PM	40.88	43	58	186.43
125+17114	5:30:00 PM	42.1	43	58	181.06
125+17114	5:45:00 PM	37.33	43	58	204.16
125+17114	7:00:00 AM	42.21	49	58	180.58
125+17114	7:15:00 AM	46.24	49	58	164.82
125+17114	7:30:00 AM	40.49	49	58	188.24
125+17114	7:45:00 AM	39.43	49	58	193.29

125+17114	8:00:00 AM	48.2	52	58	158.12
125+17114	8:15:00 AM	40.79	52	58	186.83
125+17114	8:30:00 AM	42.86	52	58	177.83
125+17114	8:45:00 AM	40.17	52	58	189.74
125+17114	4:00:00 PM	42.58	40	58	179
125+17114	4:15:00 PM	40.98	40	58	186.01
125+17114	4:30:00 PM	23.26	40	58	327.74
125+17114	4:45:00 PM	41.89	40	58	181.97
125+17114	5:00:00 PM	47.42	42	58	160.74
125+17114	5:15:00 PM	46.94	42	58	162.36
125+17114	5:30:00 PM	43.08	42	58	176.93
125+17114	5:45:00 PM	45.73	42	58	166.68
125+17114	7:45:00 AM	47	49	58	162.17
125+17114	8:00:00 AM	48.5	47	58	157.16
125+17114	8:15:00 AM	51.45	47	58	148.13
125+17114	8:30:00 AM	40.49	47	58	188.22
125+17114	8:45:00 AM	45.64	47	58	167.01
125+17114	4:00:00 PM	43.8	42	58	174.03
125+17114	4:15:00 PM	42	42	58	181.47
125+17114	4:30:00 PM	29.19	42	58	261.14
125+17114	4:45:00 PM	33.93	42	58	224.64
125+17114	5:00:00 PM	48.65	42	58	156.68
125+17114	5:15:00 PM	52.3	42	58	145.74
125+17114	5:30:00 PM	52.5	42	58	145.19
125+17114	5:45:00 PM	45	42	58	169.37
125+17114	7:00:00 AM	39.02	49	58	195.31
125+17114	7:15:00 AM	53.55	49	58	142.32
125+17114	7:30:00 AM	49.54	49	58	153.86
125+17114	7:45:00 AM	41.18	49	58	185.09
125+17114	8:00:00 AM	45.29	49	58	168.29
125+17114	8:15:00 AM	45.63	49	58	167.03
125+17114	8:30:00 AM	46.9	49	58	162.5
125+17114	8:45:00 AM	48.45	49	58	157.32
125+17114	4:00:00 PM	46.36	45	58	164.4
125+17114	4:15:00 PM	44.27	45	58	172.18
125+17114	4:30:00 PM	43.39	45	58	175.66
125+17114	4:45:00 PM	44.26	45	58	172.22
125+17114	5:00:00 PM	45.27	45	58	168.37
125+17114	5:15:00 PM	34.27	45	58	222.41
125+17114	5:30:00 PM	34.98	45	58	217.87
125+17114	5:45:00 PM	48.3	45	58	157.8
125+17114	7:00:00 AM	47.41	49	58	160.75
125+17114	7:15:00 AM	47.33	49	58	161.04
125+17114	7:30:00 AM	47.75	49	58	159.62
125+17114	7:45:00 AM	49.76	49	58	153.18
125+17114	8:00:00 AM	51.14	49	58	149.04
125+17114	8:15:00 AM	48.82	49	58	156.13
125+17114	8:30:00 AM	50.65	49	58	150.48
125+17114	8:45:00 AM	41.22	49	58	184.89
125+17114	4:00:00 PM	42.26	41	58	180.34
125+17114	4:15:00 PM	39.57	41	58	192.6
125+17114	4:30:00 PM	39.29	41	58	193.97
125+17114	4:45:00 PM	32.08	41	58	237.58
125+17114	5:00:00 PM	40.56	44	58	187.91
125+17114	5:15:00 PM	29.75	44	58	256.17
125+17114	5:30:00 PM	33.58	44	58	226.95
125+17114	5:45:00 PM	49.12	44	58	155.18
125+17114	7:00:00 AM	48.02	48	58	158.72
125+17114	7:15:00 AM	53.25	48	58	143.12
125+17114	7:30:00 AM	42.54	48	58	179.18
125+17114	7:45:00 AM	46.96	48	58	162.32
125+17114	8:00:00 AM	46.2	46	58	164.99
125+17114	8:15:00 AM	43.51	46	58	175.16
125+17114	8:30:00 AM	44.72	46	58	170.45
125+17114	8:45:00 AM	48.25	46	58	157.98
125+17114	4:00:00 PM	44.51	43	58	171.25
125+17114	4:15:00 PM	33.13	43	58	230.09
125+17114	4:30:00 PM	13.43	43	58	567.54
125+17114	4:45:00 PM	13.65	43	58	558.37
125+17114	5:00:00 PM	21.54	44	58	353.87
125+17114	5:15:00 PM	24.42	44	58	312.08
125+17114	5:30:00 PM	24.37	44	58	312.79

125+17114	5:45:00 PM	27.4	44	58	278.15

TMC	Direction	Start Location	End Location
125+17115	WESTBOUND	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	53.0
730-830	52.8
1600-1800	53.3
1630-1730	53.3

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125+17115	7:00:00 AM	57.5	49	61	0.96	
125+17115	7:15:00 AM	56.93	49	61	0.97	
125+17115	7:30:00 AM	53.65	49	61	1.03	
125+17115	7:45:00 AM	54.3	49	61	1.02	
125+17115	8:00:00 AM	51.39	52	61	1.08	
125+17115	8:15:00 AM	50.25	52	61	1.1	
125+17115	8:30:00 AM	58.6	52	61	0.95	
125+17115	8:45:00 AM	56.46	52	61	0.98	
125+17115	4:00:00 PM	52.95	49	61	1.05	
125+17115	4:15:00 PM	49.25	49	61	1.13	
125+17115	4:30:00 PM	49.91	49	61	1.11	
125+17115	4:45:00 PM	53.5	49	61	1.04	
125+17115	5:00:00 PM	53.28	52	61	1.04	
125+17115	5:15:00 PM	50.98	52	61	1.09	
125+17115	5:30:00 PM	52.5	52	61	1.06	
125+17115	5:45:00 PM	54.99	52	61	1.01	
125+17115	7:00:00 AM	56.48	51	61	0.98	
125+17115	7:15:00 AM	53.12	51	61	1.04	
125+17115	7:30:00 AM	54.63	51	61	1.01	
125+17115	7:45:00 AM	53.21	51	61	1.04	
125+17115	8:00:00 AM	53.25	54	61	1.04	
125+17115	8:15:00 AM	55.05	54	61	1.01	
125+17115	8:30:00 AM	54.3	54	61	1.02	
125+17115	8:45:00 AM	14.44	54	61	3.84	
125+17115	4:00:00 PM	49.82	50	61	1.11	
125+17115	4:15:00 PM	45.14	50	61	1.23	
125+17115	4:30:00 PM	48.99	50	61	1.13	
125+17115	4:45:00 PM	50.91	50	61	1.09	
125+17115	5:00:00 PM	51.91	52	61	1.07	
125+17115	5:15:00 PM	53.27	52	61	1.04	
125+17115	5:30:00 PM	53.32	52	61	1.04	
125+17115	5:45:00 PM	52.6	52	61	1.05	
125+17115	7:00:00 AM	52.46	50	61	1.06	
125+17115	7:15:00 AM	58.15	50	61	0.95	
125+17115	7:30:00 AM	55.06	50	61	1.01	
125+17115	7:45:00 AM	52.8	50	61	1.05	
125+17115	8:00:00 AM	53.09	55	61	1.04	
125+17115	8:15:00 AM	52.04	55	61	1.07	
125+17115	8:30:00 AM	52.7	55	61	1.05	
125+17115	8:45:00 AM	54.92	55	61	1.01	
125+17115	4:00:00 PM	46.3	52	61	1.2	
125+17115	4:15:00 PM	45.84	52	61	1.21	
125+17115	4:30:00 PM	51.25	52	61	1.08	
125+17115	4:45:00 PM	48.39	52	61	1.15	
125+17115	5:00:00 PM	57.14	52	61	0.97	
125+17115	5:15:00 PM	54.46	52	61	1.02	
125+17115	5:30:00 PM	52.6	52	61	1.05	
125+17115	5:45:00 PM	59.98	52	61	0.92	
125+17115	7:00:00 AM	57.14	50	61	0.97	
125+17115	7:15:00 AM	53.3	50	61	1.04	
125+17115	7:30:00 AM	53.92	50	61	1.03	
125+17115	7:45:00 AM	55.93	50	61	0.99	
125+17115	8:00:00 AM	49.92	54	61	1.11	
125+17115	8:15:00 AM	53.67	54	61	1.03	
125+17115	8:30:00 AM	54.78	54	61	1.01	
125+17115	8:45:00 AM	53.95	54	61	1.03	
125+17115	4:00:00 PM	52.55	52	61	1.05	
125+17115	4:15:00 PM	52.28	52	61	1.06	
125+17115	4:30:00 PM	56.31	52	61	0.98	
125+17115	4:45:00 PM	54.46	52	61	1.02	
125+17115	5:00:00 PM	50.58	51	61	1.1	
125+17115	5:15:00 PM	54.21	51	61	1.02	
125+17115	5:30:00 PM	50.4	51	61	1.1	
125+17115	5:45:00 PM	52.75	51	61	1.05	
125+17115	7:00:00 AM	66.87	53	61	0.83	
125+17115	7:15:00 AM	60	53	61	0.92	
125+17115	7:45:00 AM	54.05	53	61	1.03	
125+17115	8:00:00 AM	53.46	55	61	1.04	
125+17115	8:15:00 AM	54.55	55	61	1.02	
125+17115	8:30:00 AM	55.98	55	61	0.99	
125+17115	8:45:00 AM	50.3	55	61	1.1	

125+17115	4:00:00 PM	53.98	53	61	1.03
125+17115	4:15:00 PM	53.89	53	61	1.03
125+17115	4:30:00 PM	54.5	53	61	1.02
125+17115	4:45:00 PM	54	53	61	1.03
125+17115	5:00:00 PM	60	52	61	0.92
125+17115	5:15:00 PM	57	52	61	0.97
125+17115	5:30:00 PM	48	52	61	1.15
125+17115	7:00:00 AM	66	52	61	0.84
125+17115	7:30:00 AM	57	52	61	0.97
125+17115	7:45:00 AM	48.92	52	61	1.13
125+17115	8:00:00 AM	54	54	61	1.03
125+17115	8:15:00 AM	53.18	54	61	1.04
125+17115	8:45:00 AM	61	54	61	0.91
125+17115	4:00:00 PM	53	54	61	1.05
125+17115	4:15:00 PM	55.28	54	61	1
125+17115	4:30:00 PM	55.89	54	61	0.99
125+17115	5:15:00 PM	75	54	61	0.74
125+17115	5:30:00 PM	56	54	61	0.99
125+17115	5:45:00 PM	54.84	54	61	1.01
125+17115	7:00:00 AM	48.67	50	61	1.14
125+17115	7:15:00 AM	43.18	50	61	1.28
125+17115	7:30:00 AM	42.14	50	61	1.32
125+17115	7:45:00 AM	21.79	50	61	2.54
125+17115	8:00:00 AM	24.92	54	61	2.22
125+17115	8:15:00 AM	24.87	54	61	2.23
125+17115	8:30:00 AM	24.89	54	61	2.23
125+17115	8:45:00 AM	20	54	61	2.77
125+17115	4:00:00 PM	53.27	52	61	1.04
125+17115	4:15:00 PM	51.55	52	61	1.08
125+17115	4:30:00 PM	48.16	52	61	1.15
125+17115	4:45:00 PM	50.4	52	61	1.1
125+17115	5:00:00 PM	54.27	52	61	1.02
125+17115	5:15:00 PM	46.54	52	61	1.19
125+17115	5:30:00 PM	55.31	52	61	1
125+17115	5:45:00 PM	53.99	52	61	1.03
125+17115	7:00:00 AM	49.17	49	61	1.13
125+17115	7:15:00 AM	45.45	49	61	1.22
125+17115	7:30:00 AM	47.44	49	61	1.17
125+17115	7:45:00 AM	39.65	49	61	1.4
125+17115	8:00:00 AM	24.71	52	61	2.24
125+17115	8:15:00 AM	30	52	61	1.85
125+17115	8:30:00 AM	39.31	52	61	1.41
125+17115	8:45:00 AM	17.25	52	61	3.21
125+17115	4:00:00 PM	51.96	49	61	1.07
125+17115	4:15:00 PM	52.99	49	61	1.05
125+17115	4:30:00 PM	53.28	49	61	1.04
125+17115	4:45:00 PM	51.2	49	61	1.08
125+17115	5:00:00 PM	51.96	52	61	1.07
125+17115	5:15:00 PM	57.93	52	61	0.96
125+17115	5:30:00 PM	53.21	52	61	1.04
125+17115	5:45:00 PM	54.18	52	61	1.02
125+17115	7:00:00 AM	52.5	51	61	1.06
125+17115	7:15:00 AM	48.92	51	61	1.13
125+17115	7:30:00 AM	54.09	51	61	1.02
125+17115	7:45:00 AM	51.9	51	61	1.07
125+17115	8:00:00 AM	50.26	54	61	1.1
125+17115	8:15:00 AM	54.22	54	61	1.02
125+17115	8:30:00 AM	52.5	54	61	1.06
125+17115	8:45:00 AM	53.38	54	61	1.04
125+17115	4:00:00 PM	54.5	50	61	1.02
125+17115	4:15:00 PM	51.11	50	61	1.08
125+17115	4:30:00 PM	53.96	50	61	1.03
125+17115	4:45:00 PM	51.99	50	61	1.07
125+17115	5:00:00 PM	55.86	52	61	0.99
125+17115	5:15:00 PM	52.41	52	61	1.06
125+17115	5:30:00 PM	55.91	52	61	0.99
125+17115	5:45:00 PM	52.3	52	61	1.06
125+17115	7:00:00 AM	53	50	61	1.05
125+17115	7:15:00 AM	58.99	50	61	0.94
125+17115	7:30:00 AM	51.12	50	61	1.08
125+17115	7:45:00 AM	49.5	50	61	1.12
125+17115	8:00:00 AM	53.64	55	61	1.03

125+17115	8:15:00 AM	51.5	55	61	1.08
125+17115	8:30:00 AM	52.83	55	61	1.05
125+17115	8:45:00 AM	55.98	55	61	0.99
125+17115	4:00:00 PM	54.64	52	61	1.01
125+17115	4:15:00 PM	52.64	52	61	1.05
125+17115	4:30:00 PM	54.85	52	61	1.01
125+17115	4:45:00 PM	50.46	52	61	1.1
125+17115	5:00:00 PM	54.86	52	61	1.01
125+17115	5:15:00 PM	49.64	52	61	1.12
125+17115	5:30:00 PM	54.4	52	61	1.02
125+17115	5:45:00 PM	56.32	52	61	0.98
125+17115	7:00:00 AM	57	50	61	0.97
125+17115	7:15:00 AM	54.5	50	61	1.02
125+17115	7:30:00 AM	55.86	50	61	0.99
125+17115	7:45:00 AM	52.32	50	61	1.06
125+17115	8:00:00 AM	52.83	54	61	1.05
125+17115	8:15:00 AM	57.79	54	61	0.96
125+17115	8:30:00 AM	57.83	54	61	0.96
125+17115	8:45:00 AM	54.5	54	61	1.02
125+17115	4:00:00 PM	50.03	52	61	1.11
125+17115	4:15:00 PM	52.64	52	61	1.05
125+17115	4:30:00 PM	49.82	52	61	1.11
125+17115	4:45:00 PM	52.91	52	61	1.05
125+17115	5:00:00 PM	52.53	51	61	1.06
125+17115	5:15:00 PM	60	51	61	0.92
125+17115	5:30:00 PM	54.21	51	61	1.02
125+17115	5:45:00 PM	57.85	51	61	0.96
125+17115	7:00:00 AM	47	53	61	1.18
125+17115	7:15:00 AM	52.83	53	61	1.05
125+17115	7:30:00 AM	52	53	61	1.07
125+17115	7:45:00 AM	66	53	61	0.84
125+17115	8:00:00 AM	53.25	55	61	1.04
125+17115	8:15:00 AM	56.71	55	61	0.98
125+17115	8:30:00 AM	57.98	55	61	0.96
125+17115	8:45:00 AM	55.89	55	61	0.99
125+17115	4:00:00 PM	52	53	61	1.07
125+17115	4:15:00 PM	58.79	53	61	0.94
125+17115	4:30:00 PM	56.37	53	61	0.98
125+17115	4:45:00 PM	52.11	53	61	1.06
125+17115	5:00:00 PM	52.91	52	61	1.05
125+17115	5:15:00 PM	52.98	52	61	1.05
125+17115	5:30:00 PM	54	52	61	1.03
125+17115	5:45:00 PM	58	52	61	0.96
125+17115	8:00:00 AM	56.56	54	61	0.98
125+17115	8:15:00 AM	51	54	61	1.09
125+17115	8:45:00 AM	17	54	61	3.26
125+17115	4:15:00 PM	46	54	61	1.21
125+17115	4:30:00 PM	56.97	54	61	0.97
125+17115	4:45:00 PM	60.51	54	61	0.92
125+17115	5:00:00 PM	61	54	61	0.91
125+17115	5:15:00 PM	66	54	61	0.84
125+17115	5:30:00 PM	60.26	54	61	0.92
125+17115	5:45:00 PM	61	54	61	0.91
125+17115	7:00:00 AM	58.98	50	61	0.94
125+17115	7:15:00 AM	57	50	61	0.97
125+17115	7:30:00 AM	56	50	61	0.99
125+17115	7:45:00 AM	50.32	50	61	1.1
125+17115	8:00:00 AM	50.63	54	61	1.09
125+17115	8:15:00 AM	53.84	54	61	1.03
125+17115	8:30:00 AM	54.23	54	61	1.02
125+17115	8:45:00 AM	53.96	54	61	1.03
125+17115	4:00:00 PM	52.96	52	61	1.05
125+17115	4:15:00 PM	53.27	52	61	1.04
125+17115	4:30:00 PM	54.61	52	61	1.01
125+17115	4:45:00 PM	55.21	52	61	1
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125+17115	5:15:00 PM	54.64	52	61	1.01
125+17115	5:30:00 PM	53.99	52	61	1.03
125+17115	5:45:00 PM	58.51	52	61	0.95
125+17115	7:00:00 AM	57	49	61	0.97
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125+17115	7:30:00 AM	54.54	49	61	1.02

125+17115	7:45:00 AM	52.34	49	61	1.06
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125+17115	5:00:00 PM	51.14	52	61	1.08
125+17115	5:15:00 PM	59.87	52	61	0.93
125+17115	5:30:00 PM	53.15	52	61	1.04
125+17115	5:45:00 PM	53	52	61	1.05
125+17115	7:00:00 AM	56.13	51	61	0.99
125+17115	7:15:00 AM	54.42	51	61	1.02
125+17115	7:30:00 AM	53.38	51	61	1.04
125+17115	7:45:00 AM	53.05	51	61	1.04
125+17115	8:00:00 AM	57.92	54	61	0.96
125+17115	8:15:00 AM	55.54	54	61	1
125+17115	8:30:00 AM	50.5	54	61	1.1
125+17115	8:45:00 AM	55.96	54	61	0.99
125+17115	4:00:00 PM	52.96	50	61	1.05
125+17115	4:15:00 PM	50.95	50	61	1.09
125+17115	4:30:00 PM	51.32	50	61	1.08
125+17115	4:45:00 PM	47.6	50	61	1.16
125+17115	5:00:00 PM	51.61	52	61	1.07
125+17115	5:15:00 PM	52.96	52	61	1.05
125+17115	5:30:00 PM	52.98	52	61	1.05
125+17115	5:45:00 PM	56.56	52	61	0.98
125+17115	7:00:00 AM	52.5	50	61	1.06
125+17115	7:15:00 AM	51.4	50	61	1.08
125+17115	7:30:00 AM	53.64	50	61	1.03
125+17115	7:45:00 AM	57.33	50	61	0.97
125+17115	8:00:00 AM	54.21	55	61	1.02
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125+17115	8:45:00 AM	55.31	55	61	1
125+17115	4:00:00 PM	53.3	52	61	1.04
125+17115	4:15:00 PM	53.15	52	61	1.04
125+17115	4:30:00 PM	51.28	52	61	1.08
125+17115	4:45:00 PM	53.25	52	61	1.04
125+17115	5:00:00 PM	52.59	52	61	1.05
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125+17115	7:00:00 AM	52	50	61	1.07
125+17115	7:15:00 AM	55.47	50	61	1
125+17115	7:30:00 AM	54.23	50	61	1.02
125+17115	7:45:00 AM	53.84	50	61	1.03
125+17115	8:00:00 AM	54.05	54	61	1.03
125+17115	8:15:00 AM	53.54	54	61	1.04
125+17115	8:30:00 AM	59.22	54	61	0.94
125+17115	8:45:00 AM	52.21	54	61	1.06
125+17115	4:00:00 PM	54.61	52	61	1.01
125+17115	4:15:00 PM	54.95	52	61	1.01
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125+17115	5:45:00 PM	52	51	61	1.07
125+17115	7:00:00 AM	64.98	53	61	0.85
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125+17115	4:45:00 PM	60.51	53	61	0.92

125+17115	5:00:00 PM	58	52	61	0.96
125+17115	5:15:00 PM	55.37	52	61	1
125+17115	5:30:00 PM	52	52	61	1.07
125+17115	5:45:00 PM	57.72	52	61	0.96
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125+17115	8:00:00 AM	56	54	61	0.99
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125+17115	8:30:00 AM	53	54	61	1.05
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125+17115	4:00:00 PM	59	54	61	0.94
125+17115	4:15:00 PM	53.5	54	61	1.04
125+17115	4:30:00 PM	60	54	61	0.92
125+17115	4:45:00 PM	54.5	54	61	1.02
125+17115	5:00:00 PM	53	54	61	1.05
125+17115	5:30:00 PM	53.38	54	61	1.04
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125+17115	7:45:00 AM	50.74	50	61	1.09
125+17115	8:00:00 AM	51.91	54	61	1.07
125+17115	8:15:00 AM	54.02	54	61	1.03
125+17115	8:30:00 AM	56.33	54	61	0.98
125+17115	8:45:00 AM	63	54	61	0.88
125+17115	4:00:00 PM	53.93	52	61	1.03
125+17115	4:15:00 PM	52.04	52	61	1.07
125+17115	4:30:00 PM	56.22	52	61	0.99
125+17115	4:45:00 PM	52.66	52	61	1.05
125+17115	5:00:00 PM	52.04	52	61	1.07
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125+17115	5:45:00 PM	58.22	52	61	0.95
125+17115	7:00:00 AM	55.71	49	61	0.99
125+17115	7:15:00 AM	47.37	49	61	1.17
125+17115	7:30:00 AM	52.98	49	61	1.05
125+17115	7:45:00 AM	55.3	49	61	1
125+17115	8:00:00 AM	52.95	52	61	1.05
125+17115	8:15:00 AM	49.17	52	61	1.13
125+17115	8:30:00 AM	54.7	52	61	1.01
125+17115	8:45:00 AM	50.46	52	61	1.1
125+17115	4:00:00 PM	54.3	49	61	1.02
125+17115	4:15:00 PM	55.05	49	61	1.01
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125+17115	5:30:00 PM	52.77	52	61	1.05
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125+17115	8:15:00 AM	52.61	55	61	1.05
125+17115	8:30:00 AM	52.46	55	61	1.06
125+17115	8:45:00 AM	51.83	55	61	1.07

125+17115	4:00:00 PM	52.8	52	61	1.05
125+17115	4:15:00 PM	47.31	52	61	1.17
125+17115	4:30:00 PM	46.59	52	61	1.19
125+17115	4:45:00 PM	26.49	52	61	2.09
125+17115	5:00:00 PM	18.98	52	61	2.92
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125+17115	5:30:00 PM	23.22	52	61	2.39
125+17115	5:45:00 PM	24.55	52	61	2.26
125+17115	7:00:00 AM	51.26	50	61	1.08
125+17115	7:15:00 AM	52	50	61	1.07
125+17115	7:30:00 AM	47.67	50	61	1.16
125+17115	7:45:00 AM	52.84	50	61	1.05
125+17115	8:00:00 AM	52.95	54	61	1.05
125+17115	8:15:00 AM	52.95	54	61	1.05
125+17115	8:30:00 AM	51.13	54	61	1.08
125+17115	8:45:00 AM	55.85	54	61	0.99
125+17115	4:00:00 PM	52.32	52	61	1.06
125+17115	4:15:00 PM	52.64	52	61	1.05
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125+17115	4:45:00 PM	53.32	52	61	1.04
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125+17115	5:15:00 PM	51.21	51	61	1.08
125+17115	5:30:00 PM	45.98	51	61	1.21
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125+17115	8:30:00 AM	53.5	55	61	1.04
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125+17115	4:15:00 PM	68.28	53	61	0.81
125+17115	4:30:00 PM	54.14	53	61	1.02
125+17115	4:45:00 PM	52	53	61	1.07
125+17115	5:00:00 PM	60.33	52	61	0.92
125+17115	5:15:00 PM	55	52	61	1.01
125+17115	5:30:00 PM	53	52	61	1.05
125+17115	5:45:00 PM	50.69	52	61	1.09
125+17115	7:15:00 AM	57	52	61	0.97
125+17115	7:45:00 AM	63	52	61	0.88
125+17115	8:15:00 AM	68	54	61	0.82
125+17115	8:30:00 AM	48.67	54	61	1.14
125+17115	8:45:00 AM	61	54	61	0.91
125+17115	4:00:00 PM	52	54	61	1.07
125+17115	4:15:00 PM	56.97	54	61	0.97
125+17115	4:30:00 PM	57	54	61	0.97
125+17115	4:45:00 PM	51.98	54	61	1.07
125+17115	5:00:00 PM	50.92	54	61	1.09
125+17115	5:15:00 PM	52	54	61	1.07
125+17115	5:45:00 PM	57	54	61	0.97
125+17115	7:00:00 AM	52	50	61	1.07
125+17115	7:30:00 AM	56.14	50	61	0.99
125+17115	7:45:00 AM	60	50	61	0.92
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125+17115	8:15:00 AM	60	54	61	0.92
125+17115	8:30:00 AM	64.03	54	61	0.87
125+17115	8:45:00 AM	10.74	54	61	5.16
125+17115	4:00:00 PM	58	52	61	0.96
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125+17115	4:30:00 PM	58	52	61	0.96
125+17115	4:45:00 PM	53	52	61	1.05
125+17115	5:00:00 PM	57	52	61	0.97
125+17115	5:15:00 PM	56.33	52	61	0.98
125+17115	5:45:00 PM	59.29	52	61	0.93
125+17115	7:00:00 AM	59	49	61	0.94
125+17115	7:15:00 AM	55.09	49	61	1.01
125+17115	7:30:00 AM	55.98	49	61	0.99
125+17115	7:45:00 AM	55.56	49	61	1
125+17115	8:00:00 AM	56.92	52	61	0.97
125+17115	8:15:00 AM	52.66	52	61	1.05
125+17115	8:30:00 AM	55.81	52	61	0.99

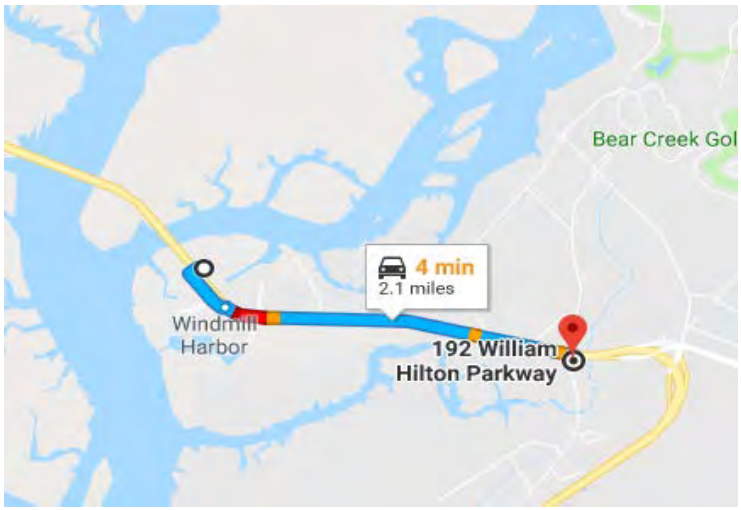
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125+17115	4:45:00 PM	54.96	49	61	1.01
125+17115	5:00:00 PM	52.3	52	61	1.06
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125+17115	5:45:00 PM	51.3	52	61	1.08
125+17115	7:00:00 AM	53.5	51	61	1.04
125+17115	7:15:00 AM	46.86	51	61	1.18
125+17115	7:30:00 AM	51.95	51	61	1.07
125+17115	7:45:00 AM	55.98	51	61	0.99
125+17115	8:00:00 AM	50.33	54	61	1.1
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125+17115	4:30:00 PM	54.33	50	61	1.02
125+17115	4:45:00 PM	54.61	50	61	1.01
125+17115	5:00:00 PM	56.13	52	61	0.99
125+17115	5:15:00 PM	53.98	52	61	1.03
125+17115	5:30:00 PM	52.25	52	61	1.06
125+17115	5:45:00 PM	54.18	52	61	1.02
125+17115	7:00:00 AM	52	50	61	1.07
125+17115	7:15:00 AM	54.96	50	61	1.01
125+17115	7:30:00 AM	51.96	50	61	1.07
125+17115	7:45:00 AM	51.55	50	61	1.08
125+17115	8:00:00 AM	53.6	55	61	1.03
125+17115	8:15:00 AM	51.28	55	61	1.08
125+17115	8:30:00 AM	53	55	61	1.05
125+17115	8:45:00 AM	44.72	55	61	1.24
125+17115	4:00:00 PM	52.53	52	61	1.06
125+17115	4:15:00 PM	51.17	52	61	1.08
125+17115	4:30:00 PM	53.53	52	61	1.04
125+17115	4:45:00 PM	52.91	52	61	1.05
125+17115	5:00:00 PM	53.84	52	61	1.03
125+17115	5:15:00 PM	54.84	52	61	1.01
125+17115	5:30:00 PM	52.91	52	61	1.05
125+17115	5:45:00 PM	54.32	52	61	1.02
125+17115	7:00:00 AM	52.96	51	61	1.05
125+17115	7:15:00 AM	53.5	51	61	1.04
125+17115	7:30:00 AM	53.21	51	61	1.04
125+17115	7:45:00 AM	56.68	51	61	0.98
125+17115	8:00:00 AM	56.93	54	61	0.97
125+17115	8:15:00 AM	55.34	54	61	1
125+17115	8:30:00 AM	53.73	54	61	1.03
125+17115	8:45:00 AM	62.94	54	61	0.88
125+17115	4:00:00 PM	51.64	50	61	1.07
125+17115	4:15:00 PM	53.08	50	61	1.04
125+17115	4:30:00 PM	54.13	50	61	1.02
125+17115	4:45:00 PM	56.39	50	61	0.98
125+17115	5:00:00 PM	43.48	52	61	1.27
125+17115	5:15:00 PM	54.66	52	61	1.01
125+17115	5:30:00 PM	53.64	52	61	1.03
125+17115	5:45:00 PM	52.91	52	61	1.05
125+17115	7:00:00 AM	54	50	61	1.03
125+17115	7:15:00 AM	52.38	50	61	1.06
125+17115	7:30:00 AM	54.3	50	61	1.02
125+17115	7:45:00 AM	51.49	50	61	1.08
125+17115	8:00:00 AM	59.22	55	61	0.94
125+17115	8:15:00 AM	57.29	55	61	0.97
125+17115	8:30:00 AM	53.55	55	61	1.04
125+17115	8:45:00 AM	58.46	55	61	0.95
125+17115	4:00:00 PM	56.31	52	61	0.98
125+17115	4:15:00 PM	53.84	52	61	1.03
125+17115	4:30:00 PM	54.47	52	61	1.02
125+17115	4:45:00 PM	53.85	52	61	1.03
125+17115	5:00:00 PM	55.28	52	61	1
125+17115	5:15:00 PM	52.95	52	61	1.05
125+17115	5:30:00 PM	53.3	52	61	1.04

125+17115	5:45:00 PM	53.65	52	61	1.03
125+17115	7:00:00 AM	55	50	61	1.01
125+17115	7:15:00 AM	50.68	50	61	1.09
125+17115	7:30:00 AM	48.66	50	61	1.14
125+17115	7:45:00 AM	44.08	50	61	1.26
125+17115	8:00:00 AM	47.26	54	61	1.17
125+17115	8:15:00 AM	48	54	61	1.15
125+17115	8:30:00 AM	45.96	54	61	1.21
125+17115	8:45:00 AM	51.95	54	61	1.07
125+17115	4:00:00 PM	54.3	52	61	1.02
125+17115	4:15:00 PM	55.47	52	61	1
125+17115	4:30:00 PM	53.15	52	61	1.04
125+17115	4:45:00 PM	53.64	52	61	1.03
125+17115	5:00:00 PM	54.59	51	61	1.02
125+17115	5:15:00 PM	54.04	51	61	1.03
125+17115	5:30:00 PM	55.21	51	61	1
125+17115	5:45:00 PM	48.88	51	61	1.13
125+17115	7:00:00 AM	58.5	53	61	0.95
125+17115	7:15:00 AM	59	53	61	0.94
125+17115	7:30:00 AM	49.33	53	61	1.12
125+17115	7:45:00 AM	52.79	53	61	1.05
125+17115	8:00:00 AM	55.99	55	61	0.99
125+17115	8:15:00 AM	58.32	55	61	0.95
125+17115	8:30:00 AM	55.64	55	61	1
125+17115	8:45:00 AM	54.5	55	61	1.02
125+17115	4:00:00 PM	59.2	53	61	0.94
125+17115	4:15:00 PM	52.5	53	61	1.06
125+17115	4:30:00 PM	56.93	53	61	0.97
125+17115	4:45:00 PM	59.85	53	61	0.93
125+17115	5:00:00 PM	58	52	61	0.96
125+17115	5:15:00 PM	54.22	52	61	1.02
125+17115	5:30:00 PM	51.46	52	61	1.08
125+17115	5:45:00 PM	53	52	61	1.05
125+17115	7:15:00 AM	52	52	61	1.07
125+17115	7:30:00 AM	63	52	61	0.88
125+17115	7:45:00 AM	49	52	61	1.13
125+17115	8:00:00 AM	59.93	54	61	0.92
125+17115	8:15:00 AM	60	54	61	0.92
125+17115	8:30:00 AM	58	54	61	0.96
125+17115	8:45:00 AM	59	54	61	0.94
125+17115	4:00:00 PM	53.98	54	61	1.03
125+17115	4:15:00 PM	60.46	54	61	0.92
125+17115	4:30:00 PM	56.39	54	61	0.98
125+17115	4:45:00 PM	59.31	54	61	0.93
125+17115	5:00:00 PM	58.36	54	61	0.95
125+17115	5:15:00 PM	58.07	54	61	0.95
125+17115	5:30:00 PM	62.27	54	61	0.89
125+17115	5:45:00 PM	55.84	54	61	0.99
125+17115	7:00:00 AM	52.32	50	61	1.06
125+17115	7:15:00 AM	46	50	61	1.21
125+17115	7:30:00 AM	55.57	50	61	1
125+17115	7:45:00 AM	54.6	50	61	1.02
125+17115	8:00:00 AM	53.7	54	61	1.03
125+17115	8:15:00 AM	53.18	54	61	1.04
125+17115	8:30:00 AM	56.43	54	61	0.98
125+17115	8:45:00 AM	55.96	54	61	0.99
125+17115	4:00:00 PM	55.62	52	61	1
125+17115	4:15:00 PM	52.66	52	61	1.05
125+17115	4:30:00 PM	52.21	52	61	1.06
125+17115	4:45:00 PM	53.27	52	61	1.04
125+17115	5:00:00 PM	53.36	52	61	1.04
125+17115	5:15:00 PM	53.35	52	61	1.04
125+17115	5:30:00 PM	55.47	52	61	1
125+17115	5:45:00 PM	58.64	52	61	0.95
125+17115	7:00:00 AM	52.96	49	61	1.05
125+17115	7:15:00 AM	50.58	49	61	1.1
125+17115	7:30:00 AM	53.15	49	61	1.04
125+17115	7:45:00 AM	57.46	49	61	0.96
125+17115	8:00:00 AM	58.77	52	61	0.94
125+17115	8:15:00 AM	58.56	52	61	0.95
125+17115	8:30:00 AM	57.07	52	61	0.97
125+17115	8:45:00 AM	56.14	52	61	0.99

125+17115	4:00:00 PM	52.95	49	61	1.05
125+17115	4:15:00 PM	53.33	49	61	1.04
125+17115	4:30:00 PM	52.64	49	61	1.05
125+17115	4:45:00 PM	51.96	49	61	1.07
125+17115	5:00:00 PM	53.99	52	61	1.03
125+17115	5:15:00 PM	51.33	52	61	1.08
125+17115	5:30:00 PM	54.95	52	61	1.01
125+17115	5:45:00 PM	50.23	52	61	1.1
125+17115	7:00:00 AM	51.98	51	61	1.07
125+17115	7:15:00 AM	52.84	51	61	1.05
125+17115	7:30:00 AM	49.98	51	61	1.11
125+17115	7:45:00 AM	56.93	51	61	0.97
125+17115	8:00:00 AM	58	54	61	0.96
125+17115	8:15:00 AM	53.99	54	61	1.03
125+17115	8:30:00 AM	55.99	54	61	0.99
125+17115	8:45:00 AM	57.03	54	61	0.97
125+17115	4:00:00 PM	54.99	50	61	1.01
125+17115	4:15:00 PM	50.59	50	61	1.1
125+17115	4:30:00 PM	53.41	50	61	1.04
125+17115	4:45:00 PM	52.99	50	61	1.05
125+17115	5:00:00 PM	55.46	52	61	1
125+17115	5:15:00 PM	52.25	52	61	1.06
125+17115	5:30:00 PM	52.33	52	61	1.06
125+17115	5:45:00 PM	57.75	52	61	0.96
125+17115	7:00:00 AM	58	50	61	0.96
125+17115	7:15:00 AM	57.65	50	61	0.96
125+17115	7:30:00 AM	50.82	50	61	1.09
125+17115	7:45:00 AM	50.91	50	61	1.09
125+17115	8:00:00 AM	54.45	55	61	1.02
125+17115	8:15:00 AM	54.68	55	61	1.01
125+17115	8:30:00 AM	53.75	55	61	1.03
125+17115	8:45:00 AM	51.33	55	61	1.08
125+17115	4:00:00 PM	52.91	52	61	1.05
125+17115	4:15:00 PM	54.26	52	61	1.02
125+17115	4:30:00 PM	51.64	52	61	1.07
125+17115	4:45:00 PM	52.45	52	61	1.06
125+17115	5:00:00 PM	51.64	52	61	1.07
125+17115	5:15:00 PM	54.33	52	61	1.02
125+17115	5:30:00 PM	49.33	52	61	1.12
125+17115	5:45:00 PM	50.92	52	61	1.09
125+17115	7:00:00 AM	60.23	50	61	0.92
125+17115	7:15:00 AM	53.3	50	61	1.04
125+17115	7:30:00 AM	52.61	50	61	1.05
125+17115	7:45:00 AM	55.82	50	61	0.99
125+17115	8:00:00 AM	51.98	54	61	1.07
125+17115	8:15:00 AM	55.65	54	61	1
125+17115	8:30:00 AM	51.2	54	61	1.08
125+17115	8:45:00 AM	53.28	54	61	1.04
125+17115	4:00:00 PM	53.28	52	61	1.04
125+17115	4:15:00 PM	51.4	52	61	1.08
125+17115	4:30:00 PM	54.5	52	61	1.02
125+17115	4:45:00 PM	54.95	52	61	1.01
125+17115	5:00:00 PM	53.33	51	61	1.04
125+17115	5:15:00 PM	53.99	51	61	1.03
125+17115	5:30:00 PM	51.95	51	61	1.07
125+17115	5:45:00 PM	43.52	51	61	1.27
125+17115	7:00:00 AM	60.98	53	61	0.91
125+17115	7:15:00 AM	54.22	53	61	1.02
125+17115	7:30:00 AM	39.91	53	61	1.39
125+17115	7:45:00 AM	48.04	53	61	1.15
125+17115	8:00:00 AM	58.95	55	61	0.94
125+17115	8:15:00 AM	55.62	55	61	1
125+17115	8:30:00 AM	55.46	55	61	1
125+17115	8:45:00 AM	54.92	55	61	1.01
125+17115	4:00:00 PM	57.29	53	61	0.97
125+17115	4:15:00 PM	51	53	61	1.09
125+17115	4:30:00 PM	49.25	53	61	1.13
125+17115	4:45:00 PM	59.28	53	61	0.94
125+17115	5:00:00 PM	54.94	52	61	1.01
125+17115	5:15:00 PM	51.83	52	61	1.07
125+17115	5:30:00 PM	53.98	52	61	1.03
125+17115	5:45:00 PM	55.31	52	61	1

125+17115	8:00:00 AM	54.46	54	61	1.02
125+17115	8:15:00 AM	54	54	61	1.03
125+17115	8:30:00 AM	55	54	61	1.01
125+17115	8:45:00 AM	55.39	54	61	1
125+17115	4:00:00 PM	50.23	54	61	1.1
125+17115	4:15:00 PM	59	54	61	0.94
125+17115	4:30:00 PM	54	54	61	1.03
125+17115	4:45:00 PM	60	54	61	0.92
125+17115	5:00:00 PM	66	54	61	0.84
125+17115	5:15:00 PM	60.78	54	61	0.91
125+17115	5:30:00 PM	59.4	54	61	0.93
125+17115	5:45:00 PM	64	54	61	0.87
125+17115	7:00:00 AM	50	50	61	1.11
125+17115	7:15:00 AM	54.26	50	61	1.02
125+17115	7:30:00 AM	55.96	50	61	0.99
125+17115	7:45:00 AM	53.21	50	61	1.04
125+17115	8:00:00 AM	54.33	54	61	1.02
125+17115	8:15:00 AM	52.91	54	61	1.05
125+17115	8:30:00 AM	55.65	54	61	1
125+17115	8:45:00 AM	58.26	54	61	0.95
125+17115	4:00:00 PM	55.92	52	61	0.99
125+17115	4:15:00 PM	53.66	52	61	1.03
125+17115	4:30:00 PM	56.86	52	61	0.97
125+17115	4:45:00 PM	54.22	52	61	1.02
125+17115	5:00:00 PM	54.81	52	61	1.01
125+17115	5:15:00 PM	51.46	52	61	1.08
125+17115	5:30:00 PM	51.65	52	61	1.07
125+17115	5:45:00 PM	54.32	52	61	1.02
125+17115	7:00:00 AM	54.64	49	61	1.01
125+17115	7:15:00 AM	52.59	49	61	1.05
125+17115	7:30:00 AM	53.64	49	61	1.03
125+17115	7:45:00 AM	52.46	49	61	1.06
125+17115	8:00:00 AM	58.46	52	61	0.95
125+17115	8:15:00 AM	52.96	52	61	1.05
125+17115	8:30:00 AM	54.5	52	61	1.02
125+17115	8:45:00 AM	56.84	52	61	0.98
125+17115	4:00:00 PM	52.33	49	61	1.06
125+17115	4:15:00 PM	52.46	49	61	1.06
125+17115	4:30:00 PM	53.33	49	61	1.04
125+17115	4:45:00 PM	44.18	49	61	1.25
125+17115	5:00:00 PM	53.99	52	61	1.03
125+17115	5:15:00 PM	51.33	52	61	1.08
125+17115	5:30:00 PM	52.99	52	61	1.05
125+17115	5:45:00 PM	55.32	52	61	1
125+17115	7:00:00 AM	57.98	51	61	0.96
125+17115	7:15:00 AM	57.82	51	61	0.96
125+17115	7:30:00 AM	54.3	51	61	1.02
125+17115	7:45:00 AM	54.91	51	61	1.01
125+17115	8:00:00 AM	52.22	54	61	1.06
125+17115	8:15:00 AM	50.15	54	61	1.11
125+17115	8:30:00 AM	52.28	54	61	1.06
125+17115	8:45:00 AM	58.65	54	61	0.95
125+17115	4:00:00 PM	52.18	50	61	1.06
125+17115	4:15:00 PM	24.64	50	61	2.25
125+17115	4:30:00 PM	22.66	50	61	2.45
125+17115	4:45:00 PM	23.66	50	61	2.34
125+17115	5:00:00 PM	49.67	52	61	1.12
125+17115	5:15:00 PM	53.32	52	61	1.04
125+17115	5:30:00 PM	54.99	52	61	1.01
125+17115	5:45:00 PM	57.26	52	61	0.97

TMC	Direction	Start Location	End Location
125-08233	EASTBOUND	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA	192 William Hilton Pkwy, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	33.9
730-830	32.1
1600-1800	41.6
1630-1730	41.4

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125-08233	7:00:00 AM	32.48	50	57	227.34	
125-08233	7:15:00 AM	27.7	50	57	266.53	
125-08233	7:30:00 AM	23.35	50	57	316.19	
125-08233	7:45:00 AM	25.9	50	57	285.13	
125-08233	8:00:00 AM	26.44	48	57	279.27	
125-08233	8:15:00 AM	25	48	57	295.36	
125-08233	8:30:00 AM	26.18	48	57	282.1	
125-08233	8:45:00 AM	24.97	48	57	295.68	
125-08233	4:00:00 PM	38.03	41	57	194.16	
125-08233	4:30:00 PM	46.51	41	57	158.75	
125-08233	4:45:00 PM	37.25	41	57	198.21	
125-08233	5:00:00 PM	43.86	42	57	168.34	
125-08233	5:15:00 PM	47.11	42	57	156.73	
125-08233	5:30:00 PM	29.67	42	57	248.85	
125-08233	5:45:00 PM	48.27	42	57	152.99	
125-08233	7:00:00 AM	41.21	51	57	179.16	
125-08233	7:15:00 AM	29.49	51	57	250.4	
125-08233	7:30:00 AM	26.96	51	57	273.84	
125-08233	7:45:00 AM	21.97	51	57	336.1	
125-08233	8:00:00 AM	10.44	46	57	707.24	
125-08233	8:15:00 AM	23.37	46	57	315.9	
125-08233	8:30:00 AM	25.21	46	57	292.84	
125-08233	8:45:00 AM	26.93	46	57	274.21	
125-08233	4:00:00 PM	37.44	42	57	197.22	
125-08233	4:15:00 PM	45.43	42	57	162.53	
125-08233	4:30:00 PM	40.88	42	57	180.62	
125-08233	4:45:00 PM	45.19	42	57	163.39	
125-08233	5:00:00 PM	44.21	43	57	167.04	
125-08233	5:15:00 PM	47.99	43	57	153.88	
125-08233	5:30:00 PM	45.14	43	57	163.56	
125-08233	5:45:00 PM	44.03	43	57	167.72	
125-08233	7:00:00 AM	34.47	46	57	214.21	
125-08233	7:15:00 AM	27.18	46	57	271.66	
125-08233	7:30:00 AM	39.35	46	57	187.65	
125-08233	7:45:00 AM	29.28	46	57	252.18	
125-08233	8:00:00 AM	25.6	50	57	288.38	
125-08233	8:15:00 AM	24.55	50	57	300.73	
125-08233	8:30:00 AM	23.2	50	57	318.22	
125-08233	8:45:00 AM	25.27	50	57	292.17	
125-08233	4:00:00 PM	43.91	41	57	168.17	
125-08233	4:15:00 PM	41.3	41	57	178.77	
125-08233	4:30:00 PM	39.64	41	57	186.26	
125-08233	4:45:00 PM	41.94	41	57	176.08	
125-08233	5:00:00 PM	38.08	41	57	193.93	
125-08233	5:15:00 PM	46.85	41	57	157.6	
125-08233	5:30:00 PM	44.15	41	57	167.25	
125-08233	5:45:00 PM	42.75	41	57	172.72	
125-08233	7:00:00 AM	39.96	48	57	184.79	
125-08233	7:15:00 AM	36.48	48	57	202.4	
125-08233	7:30:00 AM	26.56	48	57	278	
125-08233	7:45:00 AM	24.8	48	57	297.71	
125-08233	8:00:00 AM	26.56	47	57	278	
125-08233	8:15:00 AM	24.37	47	57	303.04	
125-08233	8:30:00 AM	29.98	47	57	246.32	
125-08233	8:45:00 AM	38.7	47	57	190.82	
125-08233	4:00:00 PM	43.48	39	57	169.84	
125-08233	4:15:00 PM	42.66	39	57	173.08	
125-08233	4:30:00 PM	42.23	39	57	174.83	
125-08233	4:45:00 PM	44.37	39	57	166.43	
125-08233	5:00:00 PM	42.76	39	57	172.67	
125-08233	5:15:00 PM	41.25	39	57	179.01	
125-08233	5:30:00 PM	44.33	39	57	166.58	
125-08233	5:45:00 PM	43.03	39	57	171.58	
125-08233	7:00:00 AM	47.1	41	57	156.78	
125-08233	7:15:00 AM	50	41	57	147.68	
125-08233	7:30:00 AM	44.45	41	57	166.12	
125-08233	7:45:00 AM	51.61	41	57	143.07	
125-08233	8:00:00 AM	46.49	35	57	158.82	
125-08233	8:15:00 AM	17.36	35	57	425.27	
125-08233	8:30:00 AM	16.24	35	57	454.74	
125-08233	8:45:00 AM	50.46	35	57	146.35	

125-08233	4:00:00 PM	33.92	36	57	217.72
125-08233	4:15:00 PM	40.06	36	57	184.34
125-08233	4:30:00 PM	49	36	57	150.7
125-08233	4:45:00 PM	39.01	36	57	189.28
125-08233	5:00:00 PM	55.46	32	57	133.15
125-08233	5:15:00 PM	46.82	32	57	157.73
125-08233	5:30:00 PM	35	32	57	210.97
125-08233	5:45:00 PM	38.05	32	57	194.07
125-08233	7:15:00 AM	48.98	46	57	150.76
125-08233	7:45:00 AM	50.83	46	57	145.26
125-08233	8:00:00 AM	55.5	49	57	133.06
125-08233	8:45:00 AM	57.97	49	57	127.37
125-08233	4:00:00 PM	50.02	41	57	147.61
125-08233	4:15:00 PM	45.4	41	57	162.65
125-08233	4:30:00 PM	45.26	41	57	163.15
125-08233	4:45:00 PM	42.48	41	57	173.81
125-08233	5:00:00 PM	50	39	57	147.68
125-08233	5:15:00 PM	44.84	39	57	164.69
125-08233	5:30:00 PM	39	39	57	189.33
125-08233	5:45:00 PM	49	39	57	150.7
125-08233	7:00:00 AM	29.75	46	57	248.18
125-08233	7:15:00 AM	28.18	46	57	262.02
125-08233	7:30:00 AM	24.6	46	57	300.14
125-08233	7:45:00 AM	24.92	46	57	296.35
125-08233	8:00:00 AM	26.98	48	57	273.73
125-08233	8:15:00 AM	27.28	48	57	270.7
125-08233	8:30:00 AM	25.97	48	57	284.28
125-08233	8:45:00 AM	22.91	48	57	322.32
125-08233	4:00:00 PM	44.99	43	57	164.14
125-08233	4:15:00 PM	44.62	43	57	165.49
125-08233	4:30:00 PM	33.3	43	57	221.72
125-08233	4:45:00 PM	38.18	43	57	193.41
125-08233	5:00:00 PM	40.24	43	57	183.5
125-08233	5:15:00 PM	37	43	57	199.57
125-08233	5:30:00 PM	50.46	43	57	146.35
125-08233	5:45:00 PM	46.54	43	57	158.64
125-08233	7:00:00 AM	27.42	50	57	269.3
125-08233	7:15:00 AM	27.93	50	57	264.42
125-08233	7:30:00 AM	22.97	50	57	321.45
125-08233	7:45:00 AM	26.47	50	57	278.95
125-08233	8:00:00 AM	26.28	48	57	281.03
125-08233	8:15:00 AM	26.22	48	57	281.62
125-08233	8:30:00 AM	23.97	48	57	308.03
125-08233	8:45:00 AM	26.3	48	57	280.78
125-08233	4:00:00 PM	34.16	41	57	216.18
125-08233	4:15:00 PM	38.87	41	57	189.97
125-08233	4:30:00 PM	41.51	41	57	177.9
125-08233	4:45:00 PM	35.51	41	57	207.97
125-08233	5:00:00 PM	47.24	42	57	156.32
125-08233	5:15:00 PM	43.6	42	57	169.35
125-08233	5:30:00 PM	43.45	42	57	169.95
125-08233	5:45:00 PM	44.8	42	57	164.82
125-08233	7:00:00 AM	24.8	51	57	297.71
125-08233	7:15:00 AM	27.98	51	57	263.94
125-08233	7:30:00 AM	27.22	51	57	271.23
125-08233	7:45:00 AM	26.66	51	57	276.99
125-08233	8:00:00 AM	26.82	46	57	275.34
125-08233	8:15:00 AM	27.57	46	57	267.87
125-08233	8:30:00 AM	24.21	46	57	305
125-08233	8:45:00 AM	27.33	46	57	270.23
125-08233	4:00:00 PM	44.82	42	57	164.75
125-08233	4:15:00 PM	40.78	42	57	181.07
125-08233	4:30:00 PM	47.85	42	57	154.32
125-08233	4:45:00 PM	39.34	42	57	187.69
125-08233	5:00:00 PM	40.21	43	57	183.62
125-08233	5:15:00 PM	38.82	43	57	190.19
125-08233	5:30:00 PM	52.52	43	57	140.59
125-08233	5:45:00 PM	45.36	43	57	162.79
125-08233	7:00:00 AM	27.9	46	57	264.62
125-08233	7:15:00 AM	33.68	46	57	219.22
125-08233	7:30:00 AM	24.27	46	57	304.24
125-08233	7:45:00 AM	23.91	46	57	308.79

125-08233	8:00:00 AM	24.21	50	57	305
125-08233	8:15:00 AM	25.56	50	57	288.92
125-08233	8:30:00 AM	20.11	50	57	367.13
125-08233	8:45:00 AM	19.29	50	57	382.88
125-08233	4:00:00 PM	40.54	41	57	182.16
125-08233	4:15:00 PM	42.07	41	57	175.51
125-08233	4:30:00 PM	27.66	41	57	266.94
125-08233	4:45:00 PM	34.07	41	57	216.73
125-08233	5:15:00 PM	38.53	41	57	191.66
125-08233	5:30:00 PM	38.12	41	57	193.72
125-08233	5:45:00 PM	42.79	41	57	172.58
125-08233	7:00:00 AM	40.91	48	57	180.48
125-08233	7:15:00 AM	27.34	48	57	270.05
125-08233	7:30:00 AM	25.97	48	57	284.28
125-08233	7:45:00 AM	25.81	48	57	286.08
125-08233	8:00:00 AM	25.3	47	57	291.89
125-08233	8:15:00 AM	24.21	47	57	305
125-08233	8:30:00 AM	24.88	47	57	296.75
125-08233	8:45:00 AM	28.74	47	57	256.91
125-08233	4:00:00 PM	36.91	39	57	200.06
125-08233	4:15:00 PM	41.83	39	57	176.54
125-08233	4:30:00 PM	43.39	39	57	170.17
125-08233	4:45:00 PM	31.83	39	57	232.02
125-08233	5:00:00 PM	38.49	39	57	191.86
125-08233	5:15:00 PM	35.2	39	57	209.8
125-08233	5:30:00 PM	43.45	39	57	169.95
125-08233	5:45:00 PM	41.21	39	57	179.16
125-08233	7:00:00 AM	54.91	41	57	134.47
125-08233	7:15:00 AM	51.69	41	57	142.85
125-08233	7:30:00 AM	49.61	41	57	148.85
125-08233	7:45:00 AM	46.63	41	57	158.34
125-08233	8:00:00 AM	49.61	35	57	148.84
125-08233	8:15:00 AM	40.48	35	57	182.43
125-08233	8:30:00 AM	43.73	35	57	168.87
125-08233	8:45:00 AM	38.53	35	57	191.65
125-08233	4:00:00 PM	23.49	36	57	314.36
125-08233	4:15:00 PM	35.97	36	57	205.26
125-08233	4:30:00 PM	33.44	36	57	220.81
125-08233	4:45:00 PM	39.34	36	57	187.69
125-08233	5:00:00 PM	47.16	32	57	156.58
125-08233	5:15:00 PM	45.21	32	57	163.34
125-08233	5:30:00 PM	47.81	32	57	154.44
125-08233	5:45:00 PM	53.09	32	57	139.08
125-08233	7:15:00 AM	42.49	46	57	173.77
125-08233	7:30:00 AM	51.77	46	57	142.62
125-08233	7:45:00 AM	54	46	57	136.74
125-08233	8:00:00 AM	53	49	57	139.32
125-08233	8:15:00 AM	54	49	57	136.74
125-08233	8:30:00 AM	58.98	49	57	125.19
125-08233	8:45:00 AM	52.12	49	57	141.67
125-08233	4:00:00 PM	44.24	41	57	166.9
125-08233	4:15:00 PM	43.76	41	57	168.75
125-08233	4:30:00 PM	47.12	41	57	156.72
125-08233	4:45:00 PM	29.97	41	57	246.37
125-08233	5:15:00 PM	51.7	39	57	142.84
125-08233	5:30:00 PM	49.98	39	57	147.74
125-08233	5:45:00 PM	47.22	39	57	156.36
125-08233	7:00:00 AM	36.91	46	57	200.06
125-08233	7:15:00 AM	29.36	46	57	251.46
125-08233	7:30:00 AM	27.22	46	57	271.23
125-08233	7:45:00 AM	24.6	46	57	300.14
125-08233	8:00:00 AM	24.66	48	57	299.46
125-08233	8:15:00 AM	25.66	48	57	287.79
125-08233	8:30:00 AM	24.6	48	57	300.14
125-08233	8:45:00 AM	33.49	48	57	220.5
125-08233	4:00:00 PM	43.42	43	57	170.05
125-08233	4:15:00 PM	41.07	43	57	179.77
125-08233	4:30:00 PM	39.7	43	57	185.99
125-08233	4:45:00 PM	38.93	43	57	189.67
125-08233	5:00:00 PM	50.64	43	57	145.83
125-08233	5:15:00 PM	42.54	43	57	173.59
125-08233	5:30:00 PM	42.72	43	57	172.84

125-08233	5:45:00 PM	47.81	43	57	154.45
125-08233	7:00:00 AM	34.59	50	57	213.5
125-08233	7:15:00 AM	25.27	50	57	292.17
125-08233	7:30:00 AM	26.82	50	57	275.34
125-08233	7:45:00 AM	28.21	50	57	261.72
125-08233	8:00:00 AM	22.92	48	57	322.21
125-08233	8:15:00 AM	26.18	48	57	282.1
125-08233	8:30:00 AM	26.32	48	57	280.5
125-08233	8:45:00 AM	28.99	48	57	254.73
125-08233	4:00:00 PM	43.47	41	57	169.86
125-08233	4:15:00 PM	40.98	41	57	180.21
125-08233	4:30:00 PM	54.03	41	57	136.66
125-08233	4:45:00 PM	40.85	41	57	180.75
125-08233	5:00:00 PM	32.89	42	57	224.49
125-08233	5:15:00 PM	35.23	42	57	209.62
125-08233	5:30:00 PM	41.56	42	57	177.66
125-08233	5:45:00 PM	46.98	42	57	157.18
125-08233	7:00:00 AM	46.82	51	57	157.71
125-08233	7:15:00 AM	30.05	51	57	245.7
125-08233	7:30:00 AM	24	51	57	307.67
125-08233	7:45:00 AM	28.11	51	57	262.73
125-08233	8:00:00 AM	26.69	46	57	276.62
125-08233	8:15:00 AM	27.64	46	57	267.2
125-08233	8:30:00 AM	26.93	46	57	274.21
125-08233	8:45:00 AM	34.88	46	57	211.67
125-08233	4:00:00 PM	36.28	42	57	203.5
125-08233	4:15:00 PM	40.87	42	57	180.69
125-08233	4:30:00 PM	43.81	42	57	168.55
125-08233	4:45:00 PM	42.5	42	57	173.75
125-08233	5:00:00 PM	45.37	43	57	162.77
125-08233	5:15:00 PM	46.11	43	57	160.15
125-08233	5:30:00 PM	35.45	43	57	208.31
125-08233	5:45:00 PM	44.11	43	57	167.4
125-08233	7:00:00 AM	37.27	46	57	198.14
125-08233	7:15:00 AM	31.91	46	57	231.41
125-08233	7:30:00 AM	24.63	46	57	299.78
125-08233	7:45:00 AM	25.56	46	57	288.92
125-08233	8:00:00 AM	27.28	50	57	270.7
125-08233	8:15:00 AM	25.97	50	57	284.28
125-08233	8:30:00 AM	25.6	50	57	288.38
125-08233	8:45:00 AM	30.43	50	57	242.65
125-08233	4:00:00 PM	39.33	41	57	187.77
125-08233	4:15:00 PM	43.15	41	57	171.14
125-08233	4:30:00 PM	38.56	41	57	191.51
125-08233	4:45:00 PM	40.3	41	57	183.25
125-08233	5:00:00 PM	34.82	41	57	212.06
125-08233	5:15:00 PM	32.94	41	57	224.16
125-08233	5:30:00 PM	43.79	41	57	168.61
125-08233	5:45:00 PM	45.74	41	57	161.42
125-08233	7:00:00 AM	33.6	48	57	219.74
125-08233	7:15:00 AM	26.92	48	57	274.32
125-08233	7:30:00 AM	27.21	48	57	271.38
125-08233	7:45:00 AM	24.76	48	57	298.24
125-08233	8:00:00 AM	26.98	47	57	273.73
125-08233	8:15:00 AM	24.3	47	57	303.92
125-08233	8:30:00 AM	23.6	47	57	312.89
125-08233	8:45:00 AM	27.45	47	57	269.01
125-08233	4:00:00 PM	38.49	39	57	191.86
125-08233	4:15:00 PM	41.46	39	57	178.12
125-08233	4:30:00 PM	37.47	39	57	197.05
125-08233	4:45:00 PM	36.28	39	57	203.51
125-08233	5:00:00 PM	35.1	39	57	210.37
125-08233	5:15:00 PM	39.19	39	57	188.42
125-08233	5:30:00 PM	43.31	39	57	170.48
125-08233	5:45:00 PM	40.14	39	57	183.94
125-08233	7:00:00 AM	51	41	57	144.79
125-08233	7:30:00 AM	50.68	41	57	145.7
125-08233	7:45:00 AM	42.14	41	57	175.22
125-08233	8:00:00 AM	48.61	35	57	151.91
125-08233	8:15:00 AM	41.82	35	57	176.58
125-08233	8:30:00 AM	50.26	35	57	146.92
125-08233	8:45:00 AM	46.66	35	57	158.25

125-08233	4:00:00 PM	27.05	36	57	272.93
125-08233	4:15:00 PM	39.82	36	57	185.43
125-08233	4:30:00 PM	49.73	36	57	148.49
125-08233	4:45:00 PM	47.23	36	57	156.35
125-08233	5:00:00 PM	40	32	57	184.6
125-08233	5:15:00 PM	50.73	32	57	145.55
125-08233	5:30:00 PM	46.9	32	57	157.43
125-08233	5:45:00 PM	37.97	32	57	194.45
125-08233	7:30:00 AM	48	46	57	153.83
125-08233	7:45:00 AM	36.96	46	57	199.79
125-08233	8:00:00 AM	48.45	49	57	152.39
125-08233	8:15:00 AM	43.45	49	57	169.95
125-08233	8:30:00 AM	49	49	57	150.7
125-08233	8:45:00 AM	53.46	49	57	138.13
125-08233	4:00:00 PM	51.88	41	57	142.32
125-08233	4:15:00 PM	48.36	41	57	152.68
125-08233	4:30:00 PM	49.25	41	57	149.92
125-08233	5:00:00 PM	48	39	57	153.83
125-08233	5:15:00 PM	52.61	39	57	140.35
125-08233	5:30:00 PM	52.25	39	57	141.31
125-08233	5:45:00 PM	54.13	39	57	136.42
125-08233	7:00:00 AM	42.46	46	57	173.9
125-08233	7:15:00 AM	24.6	46	57	300.14
125-08233	7:30:00 AM	23.16	46	57	318.89
125-08233	7:45:00 AM	25.32	46	57	291.58
125-08233	8:00:00 AM	24.97	48	57	295.68
125-08233	8:15:00 AM	25.52	48	57	289.34
125-08233	8:30:00 AM	24.3	48	57	303.92
125-08233	8:45:00 AM	31.21	48	57	236.59
125-08233	4:00:00 PM	38.75	43	57	190.56
125-08233	4:15:00 PM	38.69	43	57	190.83
125-08233	4:30:00 PM	45.4	43	57	162.63
125-08233	4:45:00 PM	35.29	43	57	209.21
125-08233	5:00:00 PM	40.56	43	57	182.05
125-08233	5:15:00 PM	46.99	43	57	157.16
125-08233	5:30:00 PM	45	43	57	164.09
125-08233	5:45:00 PM	41.79	43	57	176.71
125-08233	7:00:00 AM	38.07	50	57	193.94
125-08233	7:15:00 AM	23.6	50	57	312.89
125-08233	7:30:00 AM	27.04	50	57	273.12
125-08233	7:45:00 AM	26.28	50	57	281.03
125-08233	8:00:00 AM	24.63	48	57	299.78
125-08233	8:15:00 AM	26.3	48	57	280.78
125-08233	8:30:00 AM	24.92	48	57	296.27
125-08233	8:45:00 AM	24.92	48	57	296.27
125-08233	4:00:00 PM	41.41	41	57	178.31
125-08233	4:15:00 PM	50.36	41	57	146.62
125-08233	4:30:00 PM	43.36	41	57	170.3
125-08233	4:45:00 PM	44.96	41	57	164.23
125-08233	5:00:00 PM	42.14	42	57	175.22
125-08233	5:15:00 PM	38.2	42	57	193.3
125-08233	5:30:00 PM	44.57	42	57	165.67
125-08233	5:45:00 PM	42.94	42	57	171.95
125-08233	7:00:00 AM	35.34	51	57	208.96
125-08233	7:15:00 AM	23.6	51	57	312.89
125-08233	7:30:00 AM	25.52	51	57	289.34
125-08233	7:45:00 AM	24.3	51	57	303.92
125-08233	8:00:00 AM	24.92	46	57	296.35
125-08233	8:15:00 AM	25.2	46	57	293.02
125-08233	8:30:00 AM	22.32	46	57	330.77
125-08233	8:45:00 AM	23.89	46	57	309.1
125-08233	4:00:00 PM	45.82	42	57	161.16
125-08233	4:15:00 PM	49.68	42	57	148.63
125-08233	4:30:00 PM	51.26	42	57	144.05
125-08233	4:45:00 PM	46.97	42	57	157.22
125-08233	5:00:00 PM	39.53	43	57	186.78
125-08233	5:15:00 PM	40.77	43	57	181.11
125-08233	5:30:00 PM	40.08	43	57	184.24
125-08233	5:45:00 PM	47.01	43	57	157.07
125-08233	7:00:00 AM	37.84	46	57	195.13
125-08233	7:15:00 AM	24.32	46	57	303.57
125-08233	7:30:00 AM	23.35	46	57	316.19

125-08233	7:45:00 AM	23.66	46	57	312.13
125-08233	8:00:00 AM	23.66	50	57	312.13
125-08233	8:15:00 AM	23.06	50	57	320.25
125-08233	8:30:00 AM	23.55	50	57	313.56
125-08233	8:45:00 AM	21.63	50	57	341.43
125-08233	4:00:00 PM	43.81	41	57	168.55
125-08233	4:15:00 PM	44.76	41	57	164.96
125-08233	4:30:00 PM	42.94	41	57	171.95
125-08233	4:45:00 PM	35.67	41	57	207.01
125-08233	5:00:00 PM	43.65	41	57	169.18
125-08233	5:15:00 PM	43.54	41	57	169.58
125-08233	5:30:00 PM	39.98	41	57	184.68
125-08233	5:45:00 PM	40.26	41	57	183.41
125-08233	7:00:00 AM	41.08	48	57	179.73
125-08233	7:15:00 AM	28.12	48	57	262.54
125-08233	7:30:00 AM	24.7	48	57	298.9
125-08233	7:45:00 AM	36.19	48	57	204.04
125-08233	8:00:00 AM	29.27	47	57	252.3
125-08233	8:15:00 AM	23.2	47	57	318.22
125-08233	8:30:00 AM	21.66	47	57	340.97
125-08233	8:45:00 AM	24.16	47	57	305.6
125-08233	4:00:00 PM	33.51	39	57	220.36
125-08233	4:15:00 PM	42.69	39	57	172.98
125-08233	4:30:00 PM	32.87	39	57	224.65
125-08233	4:45:00 PM	31.38	39	57	235.3
125-08233	5:00:00 PM	43.9	39	57	168.21
125-08233	5:15:00 PM	42.98	39	57	171.8
125-08233	5:30:00 PM	44.74	39	57	165.05
125-08233	5:45:00 PM	42.72	39	57	172.84
125-08233	7:00:00 AM	46	41	57	160.52
125-08233	7:15:00 AM	47.81	41	57	154.44
125-08233	7:30:00 AM	47.58	41	57	155.2
125-08233	7:45:00 AM	46.05	41	57	160.34
125-08233	8:00:00 AM	47.96	35	57	153.97
125-08233	8:15:00 AM	37.19	35	57	198.54
125-08233	8:30:00 AM	49.25	35	57	149.92
125-08233	8:45:00 AM	49.2	35	57	150.09
125-08233	4:00:00 PM	19.81	36	57	372.78
125-08233	4:15:00 PM	19.25	36	57	383.49
125-08233	4:30:00 PM	17.49	36	57	422.29
125-08233	4:45:00 PM	17.32	36	57	426.31
125-08233	5:00:00 PM	17.76	32	57	415.83
125-08233	5:15:00 PM	17.97	32	57	410.84
125-08233	5:30:00 PM	19.9	32	57	370.97
125-08233	5:45:00 PM	19.75	32	57	373.87
125-08233	7:00:00 AM	58	46	57	127.31
125-08233	7:15:00 AM	43	46	57	171.72
125-08233	7:30:00 AM	60	46	57	123.07
125-08233	7:45:00 AM	51.5	46	57	143.39
125-08233	8:00:00 AM	45.94	49	57	160.73
125-08233	8:15:00 AM	45.28	49	57	163.08
125-08233	8:30:00 AM	50.92	49	57	145.01
125-08233	4:00:00 PM	47.25	41	57	156.28
125-08233	4:15:00 PM	41.36	41	57	178.53
125-08233	4:30:00 PM	48.27	41	57	152.97
125-08233	4:45:00 PM	54.35	41	57	135.87
125-08233	5:00:00 PM	41.23	39	57	179.08
125-08233	5:15:00 PM	42.23	39	57	174.84
125-08233	5:30:00 PM	53.88	39	57	137.04
125-08233	5:45:00 PM	48.49	39	57	152.26
125-08233	7:00:00 AM	54.98	46	57	134.3
125-08233	7:15:00 AM	51	46	57	144.79
125-08233	7:30:00 AM	40.56	46	57	182.06
125-08233	7:45:00 AM	41.73	46	57	176.96
125-08233	8:00:00 AM	53.25	48	57	138.66
125-08233	8:15:00 AM	49.98	48	57	147.74
125-08233	8:45:00 AM	47.98	48	57	153.91
125-08233	4:00:00 PM	43	43	57	171.72
125-08233	4:15:00 PM	48.25	43	57	153.05
125-08233	4:30:00 PM	50.87	43	57	145.15
125-08233	4:45:00 PM	47.18	43	57	156.52
125-08233	5:00:00 PM	55.33	43	57	133.46

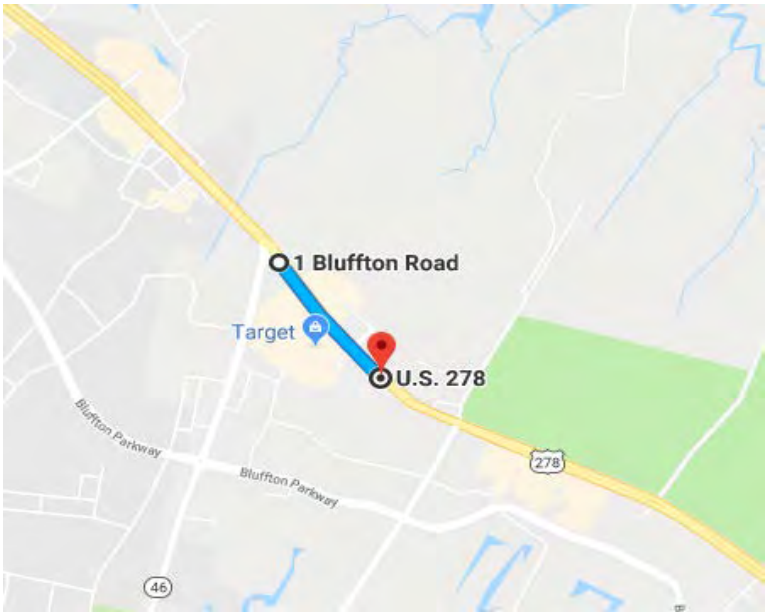
125-08233	5:15:00 PM	52	43	57	142
125-08233	5:30:00 PM	41.98	43	57	175.91
125-08233	5:45:00 PM	46.45	43	57	158.96
125-08233	7:00:00 AM	35.09	50	57	210.41
125-08233	7:15:00 AM	27.93	50	57	264.37
125-08233	7:30:00 AM	25.63	50	57	288.07
125-08233	7:45:00 AM	23.97	50	57	308.03
125-08233	8:00:00 AM	24.27	48	57	304.24
125-08233	8:15:00 AM	22.91	48	57	322.32
125-08233	8:30:00 AM	19.89	48	57	371.16
125-08233	8:45:00 AM	22	48	57	335.64
125-08233	4:00:00 PM	40.4	41	57	182.79
125-08233	4:15:00 PM	36.48	41	57	202.4
125-08233	4:30:00 PM	44.48	41	57	166.01
125-08233	4:45:00 PM	42.53	41	57	173.64
125-08233	5:00:00 PM	41.63	42	57	177.38
125-08233	5:15:00 PM	40.33	42	57	183.1
125-08233	5:30:00 PM	44	42	57	167.83
125-08233	5:45:00 PM	43.42	42	57	170.05
125-08233	7:00:00 AM	38.33	51	57	192.66
125-08233	7:15:00 AM	25.9	51	57	285.09
125-08233	7:30:00 AM	25.66	51	57	287.79
125-08233	7:45:00 AM	25.32	51	57	291.58
125-08233	8:00:00 AM	22.97	46	57	321.45
125-08233	8:15:00 AM	23	46	57	321.05
125-08233	8:30:00 AM	25.66	46	57	287.79
125-08233	8:45:00 AM	29.84	46	57	247.45
125-08233	4:00:00 PM	39.51	42	57	186.88
125-08233	4:15:00 PM	41.58	42	57	177.58
125-08233	4:30:00 PM	49.45	42	57	149.31
125-08233	4:45:00 PM	45.15	42	57	163.53
125-08233	5:00:00 PM	40.25	43	57	183.45
125-08233	5:15:00 PM	40.63	43	57	181.75
125-08233	5:30:00 PM	34.42	43	57	214.51
125-08233	5:45:00 PM	43.6	43	57	169.36
125-08233	7:00:00 AM	35.87	46	57	205.88
125-08233	7:15:00 AM	24.82	46	57	297.48
125-08233	7:30:00 AM	22.2	46	57	332.64
125-08233	7:45:00 AM	24.92	46	57	296.27
125-08233	8:00:00 AM	27.41	50	57	269.38
125-08233	8:15:00 AM	25	50	57	295.36
125-08233	8:30:00 AM	22.97	50	57	321.45
125-08233	8:45:00 AM	23.97	50	57	308.03
125-08233	4:00:00 PM	42.38	41	57	174.22
125-08233	4:15:00 PM	48.01	41	57	153.8
125-08233	4:30:00 PM	41.26	41	57	178.96
125-08233	4:45:00 PM	47.58	41	57	155.19
125-08233	5:00:00 PM	40.16	41	57	183.87
125-08233	5:15:00 PM	43.27	41	57	170.65
125-08233	5:30:00 PM	40.98	41	57	180.17
125-08233	5:45:00 PM	41.68	41	57	177.16
125-08233	7:00:00 AM	42.68	51	57	172.99
125-08233	7:15:00 AM	42.02	51	57	175.75
125-08233	7:30:00 AM	32.92	51	57	224.3
125-08233	7:45:00 AM	25.97	51	57	284.28
125-08233	8:00:00 AM	24.63	46	57	299.78
125-08233	8:15:00 AM	26.47	46	57	278.95
125-08233	8:30:00 AM	33.92	46	57	217.68
125-08233	8:45:00 AM	42.52	46	57	173.65
125-08233	4:00:00 PM	52	42	57	142
125-08233	4:15:00 PM	35.98	42	57	205.23
125-08233	4:30:00 PM	44.53	42	57	165.82
125-08233	4:45:00 PM	39.36	42	57	187.6
125-08233	5:00:00 PM	40.44	43	57	182.57
125-08233	5:15:00 PM	40.52	43	57	182.25
125-08233	5:30:00 PM	39.44	43	57	187.23
125-08233	5:45:00 PM	45.63	43	57	161.82
125-08233	7:00:00 AM	42.66	46	57	173.08
125-08233	7:15:00 AM	43.36	46	57	170.31
125-08233	7:30:00 AM	30.47	46	57	242.34
125-08233	7:45:00 AM	24.32	46	57	303.57
125-08233	8:00:00 AM	31.25	50	57	236.31

125-08233	8:15:00 AM	33.94	50	57	217.54
125-08233	8:30:00 AM	41.63	50	57	177.38
125-08233	8:45:00 AM	44.63	50	57	165.45
125-08233	4:00:00 PM	44.68	41	57	165.27
125-08233	4:15:00 PM	43.31	41	57	170.48
125-08233	4:30:00 PM	41.95	41	57	176.02
125-08233	4:45:00 PM	45.47	41	57	162.41
125-08233	5:00:00 PM	46	41	57	160.54
125-08233	5:15:00 PM	44.13	41	57	167.33
125-08233	5:30:00 PM	44.45	41	57	166.12
125-08233	5:45:00 PM	43.19	41	57	170.98
125-08233	7:00:00 AM	47.49	48	57	155.48
125-08233	7:15:00 AM	41.49	48	57	177.98
125-08233	7:30:00 AM	41.73	48	57	176.97
125-08233	7:45:00 AM	35.43	48	57	208.4
125-08233	8:00:00 AM	36.95	47	57	199.85
125-08233	8:15:00 AM	24.75	47	57	298.29
125-08233	8:30:00 AM	21.32	47	57	346.29
125-08233	8:45:00 AM	24.32	47	57	303.57
125-08233	4:00:00 PM	40.65	39	57	181.67
125-08233	4:15:00 PM	37.22	39	57	198.38
125-08233	4:30:00 PM	40.74	39	57	181.25
125-08233	4:45:00 PM	43.95	39	57	168
125-08233	5:00:00 PM	39.45	39	57	187.18
125-08233	5:15:00 PM	41.89	39	57	176.26
125-08233	5:30:00 PM	43.99	39	57	167.86
125-08233	5:45:00 PM	45.36	39	57	162.81
125-08233	7:15:00 AM	52.98	41	57	139.37
125-08233	7:30:00 AM	48.46	41	57	152.38
125-08233	7:45:00 AM	41.13	41	57	179.51
125-08233	8:00:00 AM	48.82	35	57	151.26
125-08233	8:15:00 AM	32.94	35	57	224.16
125-08233	8:30:00 AM	44.63	35	57	165.45
125-08233	8:45:00 AM	50.1	35	57	147.39
125-08233	4:00:00 PM	19.02	36	57	388.31
125-08233	4:15:00 PM	19.59	36	57	377.02
125-08233	4:30:00 PM	19.32	36	57	382.16
125-08233	4:45:00 PM	20.66	36	57	357.48
125-08233	5:00:00 PM	18.65	32	57	395.83
125-08233	5:15:00 PM	19.75	32	57	373.87
125-08233	5:30:00 PM	19.32	32	57	382.16
125-08233	5:45:00 PM	18.96	32	57	389.35
125-08233	7:15:00 AM	53	46	57	139.32
125-08233	7:30:00 AM	48	46	57	153.83
125-08233	7:45:00 AM	44.96	46	57	164.25
125-08233	8:00:00 AM	26.68	49	57	276.73
125-08233	8:15:00 AM	49.68	49	57	148.63
125-08233	8:30:00 AM	37.5	49	57	196.91
125-08233	8:45:00 AM	49.34	49	57	149.66
125-08233	4:00:00 PM	48	41	57	153.83
125-08233	4:15:00 PM	50.21	41	57	147.07
125-08233	4:30:00 PM	46.44	41	57	159.01
125-08233	4:45:00 PM	49.3	41	57	149.77
125-08233	5:00:00 PM	55.2	39	57	133.77
125-08233	5:15:00 PM	49.11	39	57	150.36
125-08233	5:30:00 PM	57.5	39	57	128.43
125-08233	5:45:00 PM	46.9	39	57	157.45
125-08233	7:00:00 AM	47	46	57	157.1
125-08233	7:15:00 AM	41	46	57	180.1
125-08233	7:30:00 AM	39.44	46	57	187.24
125-08233	7:45:00 AM	29.8	46	57	247.79
125-08233	8:00:00 AM	24.32	48	57	303.57
125-08233	8:15:00 AM	24.92	48	57	296.27
125-08233	8:30:00 AM	32.44	48	57	227.59
125-08233	8:45:00 AM	42.77	48	57	172.66
125-08233	4:00:00 PM	43.6	43	57	169.36
125-08233	4:15:00 PM	45.46	43	57	162.41
125-08233	4:30:00 PM	43.95	43	57	168
125-08233	4:45:00 PM	44.87	43	57	164.58
125-08233	5:00:00 PM	37.8	43	57	195.35
125-08233	5:15:00 PM	46.24	43	57	159.68
125-08233	5:30:00 PM	52.73	43	57	140.04

125-08233	5:45:00 PM	47.91	43	57	154.14
125-08233	7:00:00 AM	40.09	50	57	184.18
125-08233	7:15:00 AM	43.83	50	57	168.49
125-08233	7:30:00 AM	31.11	50	57	237.34
125-08233	7:45:00 AM	25.66	50	57	287.79
125-08233	8:00:00 AM	26.78	48	57	275.76
125-08233	8:15:00 AM	25.66	48	57	287.79
125-08233	8:30:00 AM	28.83	48	57	256.11
125-08233	8:45:00 AM	33.78	48	57	218.61
125-08233	4:00:00 PM	49.2	41	57	150.07
125-08233	4:15:00 PM	39.96	41	57	184.79
125-08233	4:30:00 PM	42.2	41	57	174.99
125-08233	4:45:00 PM	47.63	41	57	155.03
125-08233	5:00:00 PM	41.63	42	57	177.38
125-08233	5:15:00 PM	48.95	42	57	150.86
125-08233	5:30:00 PM	43.91	42	57	168.16
125-08233	5:45:00 PM	44.36	42	57	166.46
125-08233	7:00:00 AM	43.62	51	57	169.28
125-08233	7:15:00 AM	37.44	51	57	197.22
125-08233	7:30:00 AM	31.25	51	57	236.32
125-08233	7:45:00 AM	23.63	51	57	312.48
125-08233	8:00:00 AM	22.54	46	57	327.54
125-08233	8:15:00 AM	23.75	46	57	310.92
125-08233	8:30:00 AM	25.93	46	57	284.81
125-08233	8:45:00 AM	25.74	46	57	286.83
125-08233	4:00:00 PM	45.11	42	57	163.68
125-08233	4:15:00 PM	38.95	42	57	189.59
125-08233	4:30:00 PM	40.08	42	57	184.22
125-08233	4:45:00 PM	41.58	42	57	177.59
125-08233	5:00:00 PM	39.1	43	57	188.85
125-08233	5:15:00 PM	45.22	43	57	163.31
125-08233	5:30:00 PM	41.19	43	57	179.25
125-08233	5:45:00 PM	49.52	43	57	149.1
125-08233	7:00:00 AM	44.68	46	57	165.27
125-08233	7:15:00 AM	42.18	46	57	175.07
125-08233	7:30:00 AM	34.49	46	57	214.08
125-08233	7:45:00 AM	28.33	46	57	260.69
125-08233	8:00:00 AM	27.57	50	57	267.87
125-08233	8:15:00 AM	33.42	50	57	220.96
125-08233	8:30:00 AM	44.2	50	57	167.05
125-08233	8:45:00 AM	40.78	50	57	181.07
125-08233	4:00:00 PM	40.62	41	57	181.78
125-08233	4:15:00 PM	39.25	41	57	188.15
125-08233	4:30:00 PM	38.65	41	57	191.03
125-08233	4:45:00 PM	41.17	41	57	179.34
125-08233	5:00:00 PM	43.1	41	57	171.32
125-08233	5:15:00 PM	44.49	41	57	165.95
125-08233	5:30:00 PM	43.81	41	57	168.55
125-08233	5:45:00 PM	47.33	41	57	156.02
125-08233	7:00:00 AM	42.47	48	57	173.87
125-08233	7:15:00 AM	48.56	48	57	152.05
125-08233	7:30:00 AM	33.06	48	57	223.33
125-08233	7:45:00 AM	24.97	48	57	295.68
125-08233	8:00:00 AM	28.62	47	57	257.99
125-08233	8:15:00 AM	43.81	47	57	168.55
125-08233	8:30:00 AM	43.08	47	57	171.42
125-08233	8:45:00 AM	46.97	47	57	157.22
125-08233	4:00:00 PM	41.45	39	57	178.15
125-08233	4:15:00 PM	46.64	39	57	158.31
125-08233	4:30:00 PM	41.26	39	57	178.96
125-08233	4:45:00 PM	40.49	39	57	182.37
125-08233	5:00:00 PM	44.47	39	57	166.06
125-08233	5:15:00 PM	38.15	39	57	193.54
125-08233	5:30:00 PM	41.56	39	57	177.66
125-08233	5:45:00 PM	43.8	39	57	168.6
125-08233	7:00:00 AM	52	41	57	142
125-08233	7:15:00 AM	52	41	57	142
125-08233	7:30:00 AM	49.22	41	57	150.03
125-08233	7:45:00 AM	43.65	41	57	169.18
125-08233	8:00:00 AM	44.57	35	57	165.67
125-08233	8:15:00 AM	21.21	35	57	348.17
125-08233	8:30:00 AM	46	35	57	160.52

125-08233	8:45:00 AM	42.33	35	57	174.45
125-08233	4:00:00 PM	20.66	36	57	357.48
125-08233	4:15:00 PM	18	36	57	410.23
125-08233	4:30:00 PM	16.58	36	57	445.39
125-08233	4:45:00 PM	19.25	36	57	383.49
125-08233	5:00:00 PM	18.74	32	57	394.11
125-08233	5:15:00 PM	19.7	32	57	374.87
125-08233	5:30:00 PM	19.12	32	57	386.21
125-08233	5:45:00 PM	24.4	32	57	302.61
125-08233	7:15:00 AM	44	46	57	167.82
125-08233	7:30:00 AM	57.19	46	57	129.11
125-08233	7:45:00 AM	67	46	57	110.21
125-08233	8:00:00 AM	51.46	49	57	143.5
125-08233	8:15:00 AM	61	49	57	121.05
125-08233	8:30:00 AM	43	49	57	171.72
125-08233	8:45:00 AM	51.79	49	57	142.57
125-08233	4:00:00 PM	50.59	41	57	145.95
125-08233	4:15:00 PM	53.96	41	57	136.83
125-08233	4:30:00 PM	28.96	41	57	254.97
125-08233	4:45:00 PM	49.22	41	57	150.03
125-08233	5:00:00 PM	52	39	57	142
125-08233	5:15:00 PM	57	39	57	129.54
125-08233	5:30:00 PM	45.09	39	57	163.77
125-08233	5:45:00 PM	50.61	39	57	145.9
125-08233	7:00:00 AM	46.19	46	57	159.86
125-08233	7:15:00 AM	39.04	46	57	189.13
125-08233	7:30:00 AM	35.46	46	57	208.21
125-08233	7:45:00 AM	25.9	46	57	285.13
125-08233	8:00:00 AM	26.18	48	57	282.1
125-08233	8:15:00 AM	30.28	48	57	243.84
125-08233	8:30:00 AM	41.8	48	57	176.65
125-08233	8:45:00 AM	44.18	48	57	167.12
125-08233	4:00:00 PM	41.92	43	57	176.13
125-08233	4:15:00 PM	40	43	57	184.6
125-08233	4:30:00 PM	51.28	43	57	144.01
125-08233	4:45:00 PM	47.58	43	57	155.19
125-08233	5:00:00 PM	43.35	43	57	170.33
125-08233	5:15:00 PM	50.46	43	57	146.35
125-08233	5:30:00 PM	41.01	43	57	180.06
125-08233	5:45:00 PM	44.48	43	57	166.01
125-08233	7:00:00 AM	47.19	50	57	156.47
125-08233	7:15:00 AM	38.68	50	57	190.92
125-08233	7:30:00 AM	28.21	50	57	261.72
125-08233	7:45:00 AM	26.92	50	57	274.26
125-08233	8:00:00 AM	22.54	48	57	327.54
125-08233	8:15:00 AM	24.8	48	57	297.71
125-08233	8:30:00 AM	23	48	57	321.05
125-08233	8:45:00 AM	25.32	48	57	291.58
125-08233	4:00:00 PM	48.71	41	57	151.61
125-08233	4:15:00 PM	46.04	41	57	160.37
125-08233	4:30:00 PM	45.63	41	57	161.82
125-08233	4:45:00 PM	44.03	41	57	167.71
125-08233	5:00:00 PM	43.46	42	57	169.91
125-08233	5:15:00 PM	47.27	42	57	156.21
125-08233	5:30:00 PM	44.63	42	57	165.46
125-08233	5:45:00 PM	41.06	42	57	179.81
125-08233	7:00:00 AM	38.45	51	57	192.04
125-08233	7:15:00 AM	30.51	51	57	242.03
125-08233	7:30:00 AM	22.97	51	57	321.45
125-08233	7:45:00 AM	24	51	57	307.67
125-08233	8:00:00 AM	28.57	46	57	258.47
125-08233	8:15:00 AM	23.55	46	57	313.56
125-08233	8:30:00 AM	25.43	46	57	290.34
125-08233	8:45:00 AM	30.07	46	57	245.59
125-08233	4:00:00 PM	45.82	42	57	161.16
125-08233	4:15:00 PM	45.33	42	57	162.9
125-08233	4:30:00 PM	45.6	42	57	161.91
125-08233	4:45:00 PM	46.89	42	57	157.46
125-08233	5:00:00 PM	41.06	43	57	179.81
125-08233	5:15:00 PM	42.14	43	57	175.22
125-08233	5:30:00 PM	40.23	43	57	183.55
125-08233	5:45:00 PM	44.6	43	57	165.55

TMC	Direction	Start Location	End Location
125-17115	EASTBOUND	1005 US-278, Bluffton, SC 29910, USA	US-278, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	36.2
730-830	32.9
1600-1800	39.6
1630-1730	39.0

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125-17115	7:00:00 AM	38.96	43	58	424.08	
125-17115	7:15:00 AM	23.9	43	58	691.15	
125-17115	7:30:00 AM	17.25	43	58	958.01	
125-17115	7:45:00 AM	16.65	43	58	992.11	
125-17115	8:00:00 AM	20.76	42	58	795.73	
125-17115	8:15:00 AM	19.16	42	58	862.24	
125-17115	8:30:00 AM	20.02	42	58	825.35	
125-17115	8:45:00 AM	29.08	42	58	568.22	
125-17115	4:00:00 PM	40.71	38	58	405.86	
125-17115	4:15:00 PM	39.79	38	58	415.22	
125-17115	4:30:00 PM	41.33	38	58	399.77	
125-17115	4:45:00 PM	41.3	38	58	400.08	
125-17115	5:00:00 PM	45.3	38	58	364.72	
125-17115	5:15:00 PM	43.08	38	58	383.55	
125-17115	5:30:00 PM	39.23	38	58	421.18	
125-17115	5:45:00 PM	41.65	38	58	396.67	
125-17115	7:00:00 AM	39.96	39	58	413.47	
125-17115	7:15:00 AM	31.23	39	58	529.05	
125-17115	7:30:00 AM	19.81	39	58	834.09	
125-17115	7:45:00 AM	19.25	39	58	858.06	
125-17115	8:00:00 AM	17.6	45	58	938.77	
125-17115	8:15:00 AM	15.12	45	58	1092.99	
125-17115	8:30:00 AM	16.74	45	58	986.71	
125-17115	8:45:00 AM	21.26	45	58	777.05	
125-17115	4:00:00 PM	38.1	40	58	433.6	
125-17115	4:15:00 PM	37.64	40	58	438.89	
125-17115	4:30:00 PM	33.92	40	58	487.06	
125-17115	4:45:00 PM	35.2	40	58	469.32	
125-17115	5:00:00 PM	35.59	38	58	464.18	
125-17115	5:15:00 PM	34.25	38	58	482.43	
125-17115	5:30:00 PM	39.26	38	58	420.85	
125-17115	5:45:00 PM	35.05	38	58	471.42	
125-17115	7:00:00 AM	22.82	45	58	724.01	
125-17115	7:15:00 AM	20.87	45	58	791.55	
125-17115	7:30:00 AM	11.78	45	58	1403.03	
125-17115	7:45:00 AM	14.96	45	58	1104.72	
125-17115	8:00:00 AM	14.37	46	58	1150.03	
125-17115	8:15:00 AM	14.96	46	58	1104.72	
125-17115	8:30:00 AM	18.39	46	58	898.23	
125-17115	8:45:00 AM	24.24	46	58	681.69	
125-17115	4:00:00 PM	41.8	38	58	395.28	
125-17115	4:15:00 PM	33.64	38	58	491.12	
125-17115	4:30:00 PM	33.88	38	58	487.59	
125-17115	4:45:00 PM	40.97	38	58	403.31	
125-17115	5:00:00 PM	27.34	37	58	604.24	
125-17115	5:15:00 PM	33.8	37	58	488.85	
125-17115	5:30:00 PM	40.6	37	58	406.97	
125-17115	5:45:00 PM	45.19	37	58	365.57	
125-17115	7:00:00 AM	36.99	43	58	446.62	
125-17115	7:15:00 AM	24.65	43	58	670.19	
125-17115	7:30:00 AM	14.92	43	58	1107.1	
125-17115	7:45:00 AM	19.47	43	58	848.45	
125-17115	8:00:00 AM	22.44	46	58	736.31	
125-17115	8:15:00 AM	30.43	46	58	542.96	
125-17115	8:30:00 AM	42.07	46	58	392.72	
125-17115	8:45:00 AM	48.66	46	58	339.52	
125-17115	4:00:00 PM	34.69	37	58	476.21	
125-17115	4:15:00 PM	32.93	37	58	501.72	
125-17115	4:30:00 PM	36.03	37	58	458.56	
125-17115	4:45:00 PM	37.24	37	58	443.64	
125-17115	5:00:00 PM	32.82	36	58	503.44	
125-17115	5:15:00 PM	34.87	36	58	473.79	
125-17115	5:30:00 PM	43.03	36	58	383.92	
125-17115	5:45:00 PM	32.03	36	58	515.78	
125-17115	7:00:00 AM	43.95	37	58	375.9	
125-17115	7:15:00 AM	42	37	58	393.37	
125-17115	7:30:00 AM	47.69	37	58	346.45	
125-17115	7:45:00 AM	46.33	37	58	356.62	
125-17115	8:00:00 AM	48.02	30	58	344.04	
125-17115	8:15:00 AM	47.98	30	58	344.35	
125-17115	8:30:00 AM	37.17	30	58	444.45	

125-17115	8:45:00 AM	40.47	30	58	408.26
125-17115	4:00:00 PM	43.81	36	58	377.13
125-17115	4:15:00 PM	37.12	36	58	445.14
125-17115	4:30:00 PM	22.53	36	58	733.41
125-17115	4:45:00 PM	37.92	36	58	435.69
125-17115	5:00:00 PM	37.55	36	58	439.96
125-17115	5:15:00 PM	24.48	36	58	674.99
125-17115	5:30:00 PM	15.92	36	58	1037.9
125-17115	5:45:00 PM	41.65	36	58	396.72
125-17115	7:15:00 AM	47	40	58	351.52
125-17115	8:00:00 AM	62	48	58	266.48
125-17115	8:30:00 AM	52	48	58	317.72
125-17115	8:45:00 AM	58.66	48	58	281.66
125-17115	4:00:00 PM	34.01	39	58	485.75
125-17115	4:15:00 PM	50.61	39	58	326.45
125-17115	4:30:00 PM	45.61	39	58	362.24
125-17115	4:45:00 PM	33.23	39	58	497.2
125-17115	5:00:00 PM	40.07	38	58	412.3
125-17115	5:15:00 PM	49.25	38	58	335.47
125-17115	5:30:00 PM	12.12	38	58	1363.69
125-17115	5:45:00 PM	50	38	58	330.43
125-17115	7:00:00 AM	41.18	44	58	401.21
125-17115	7:15:00 AM	22.33	44	58	739.86
125-17115	7:30:00 AM	18.25	44	58	905.27
125-17115	7:45:00 AM	16.32	44	58	1012.35
125-17115	8:00:00 AM	15.39	47	58	1073.79
125-17115	8:15:00 AM	20.17	47	58	819.15
125-17115	8:30:00 AM	22.32	47	58	740.1
125-17115	8:45:00 AM	27.58	47	58	598.99
125-17115	4:00:00 PM	36.63	40	58	450.99
125-17115	4:15:00 PM	39.93	40	58	413.73
125-17115	4:30:00 PM	29.84	40	58	553.72
125-17115	4:45:00 PM	36.33	40	58	454.8
125-17115	5:00:00 PM	37.26	39	58	443.41
125-17115	5:15:00 PM	31.72	39	58	520.88
125-17115	5:30:00 PM	37.43	39	58	441.45
125-17115	5:45:00 PM	39.28	39	58	420.61
125-17115	7:00:00 AM	39.35	43	58	419.9
125-17115	7:15:00 AM	21.68	43	58	761.9
125-17115	7:30:00 AM	16.65	43	58	992.11
125-17115	7:45:00 AM	16.32	43	58	1012.35
125-17115	8:00:00 AM	15.61	42	58	1058.25
125-17115	8:15:00 AM	14.65	42	58	1127.67
125-17115	8:30:00 AM	18.52	42	58	892.16
125-17115	8:45:00 AM	23.07	42	58	716.01
125-17115	4:00:00 PM	37.51	38	58	440.5
125-17115	4:15:00 PM	37.98	38	58	434.98
125-17115	4:30:00 PM	36.11	38	58	457.58
125-17115	4:45:00 PM	39.64	38	58	416.83
125-17115	5:00:00 PM	41.47	38	58	398.43
125-17115	5:15:00 PM	43.27	38	58	381.87
125-17115	5:30:00 PM	38.32	38	58	431.12
125-17115	5:45:00 PM	35.46	38	58	465.95
125-17115	7:00:00 AM	33.5	39	58	493.13
125-17115	7:15:00 AM	18.67	39	58	884.92
125-17115	7:30:00 AM	14.23	39	58	1161.2
125-17115	7:45:00 AM	11.94	39	58	1383.22
125-17115	8:00:00 AM	13.32	45	58	1240.64
125-17115	8:15:00 AM	16.36	45	58	1009.66
125-17115	8:30:00 AM	20	45	58	826.08
125-17115	8:45:00 AM	28.05	45	58	589.07
125-17115	4:00:00 PM	42.47	40	58	389.01
125-17115	4:15:00 PM	42.68	40	58	387.07
125-17115	4:30:00 PM	34.45	40	58	479.53
125-17115	4:45:00 PM	40	40	58	413.04
125-17115	5:00:00 PM	33.6	38	58	491.65
125-17115	5:15:00 PM	45.19	38	58	365.63
125-17115	5:30:00 PM	44.08	38	58	374.79
125-17115	5:45:00 PM	48.83	38	58	338.35
125-17115	7:00:00 AM	42.5	45	58	388.74
125-17115	7:15:00 AM	24.75	45	58	667.54
125-17115	7:30:00 AM	17.16	45	58	962.96

125-17115	7:45:00 AM	15.68	45	58	1053.54
125-17115	8:00:00 AM	18.65	46	58	885.66
125-17115	8:15:00 AM	14.93	46	58	1106.86
125-17115	8:30:00 AM	21.39	46	58	772.39
125-17115	8:45:00 AM	28.11	46	58	587.84
125-17115	4:00:00 PM	40.21	38	58	410.86
125-17115	4:15:00 PM	38.95	38	58	424.2
125-17115	4:30:00 PM	28.26	38	58	584.68
125-17115	4:45:00 PM	45.8	38	58	360.7
125-17115	5:00:00 PM	37	37	58	446.53
125-17115	5:15:00 PM	41.58	37	58	397.36
125-17115	5:30:00 PM	39.77	37	58	415.38
125-17115	5:45:00 PM	44.9	37	58	367.97
125-17115	7:00:00 AM	38.93	43	58	424.38
125-17115	7:15:00 AM	30.66	43	58	538.88
125-17115	7:30:00 AM	21.63	43	58	763.94
125-17115	7:45:00 AM	22.97	43	58	719.24
125-17115	8:00:00 AM	34.31	46	58	481.58
125-17115	8:15:00 AM	30.78	46	58	536.71
125-17115	8:30:00 AM	38.63	46	58	427.73
125-17115	8:45:00 AM	42.18	46	58	391.67
125-17115	4:00:00 PM	40.3	37	58	410.01
125-17115	4:15:00 PM	43.31	37	58	381.45
125-17115	4:30:00 PM	36.02	37	58	458.7
125-17115	4:45:00 PM	42.44	37	58	389.26
125-17115	5:00:00 PM	34.89	36	58	473.53
125-17115	5:15:00 PM	30.07	36	58	549.39
125-17115	5:30:00 PM	43.57	36	58	379.21
125-17115	5:45:00 PM	44.35	36	58	372.54
125-17115	7:00:00 AM	52.46	37	58	314.92
125-17115	7:15:00 AM	34.22	37	58	482.77
125-17115	7:30:00 AM	36.28	37	58	455.33
125-17115	7:45:00 AM	49.88	37	58	331.2
125-17115	8:00:00 AM	50.49	30	58	327.26
125-17115	8:15:00 AM	41.67	30	58	396.49
125-17115	8:30:00 AM	38	30	58	434.79
125-17115	8:45:00 AM	37.82	30	58	436.85
125-17115	4:00:00 PM	33.43	36	58	494.17
125-17115	4:15:00 PM	36.53	36	58	452.3
125-17115	4:30:00 PM	45.37	36	58	364.13
125-17115	4:45:00 PM	30.97	36	58	533.49
125-17115	5:00:00 PM	43.94	36	58	376.01
125-17115	5:15:00 PM	42.95	36	58	384.63
125-17115	5:30:00 PM	49.52	36	58	333.61
125-17115	5:45:00 PM	47.24	36	58	349.7
125-17115	7:15:00 AM	26	40	58	635.45
125-17115	7:30:00 AM	55.95	40	58	295.28
125-17115	7:45:00 AM	49.92	40	58	330.96
125-17115	8:30:00 AM	55.27	48	58	298.92
125-17115	8:45:00 AM	48.98	48	58	337.32
125-17115	4:00:00 PM	46.27	39	58	357.07
125-17115	4:15:00 PM	51.32	39	58	321.96
125-17115	4:30:00 PM	58	39	58	284.86
125-17115	4:45:00 PM	43.48	39	58	379.96
125-17115	5:00:00 PM	38.54	38	58	428.69
125-17115	5:15:00 PM	48.58	38	58	340.1
125-17115	5:30:00 PM	49.2	38	58	335.77
125-17115	5:45:00 PM	46	38	58	359.17
125-17115	7:00:00 AM	44.27	44	58	373.22
125-17115	7:15:00 AM	33.86	44	58	487.98
125-17115	7:30:00 AM	28.28	44	58	584.23
125-17115	7:45:00 AM	28.98	44	58	570.16
125-17115	8:00:00 AM	32.94	47	58	501.61
125-17115	8:15:00 AM	32.54	47	58	507.81
125-17115	8:30:00 AM	41.45	47	58	398.61
125-17115	8:45:00 AM	45.99	47	58	359.28
125-17115	4:00:00 PM	25.09	40	58	658.41
125-17115	4:15:00 PM	42.4	40	58	389.69
125-17115	4:30:00 PM	43.55	40	58	379.38
125-17115	4:45:00 PM	37.53	40	58	440.28
125-17115	5:00:00 PM	42.91	39	58	385.06
125-17115	5:15:00 PM	43.08	39	58	383.55

125-17115	5:30:00 PM	43.34	39	58	381.2
125-17115	5:45:00 PM	40.51	39	58	407.83
125-17115	7:00:00 AM	39.25	43	58	420.94
125-17115	7:15:00 AM	34.92	43	58	473.08
125-17115	7:30:00 AM	27.69	43	58	596.61
125-17115	7:45:00 AM	24.3	43	58	680.02
125-17115	8:00:00 AM	28.54	42	58	578.96
125-17115	8:15:00 AM	25.55	42	58	646.56
125-17115	8:30:00 AM	33.29	42	58	496.33
125-17115	8:45:00 AM	40.65	42	58	406.45
125-17115	4:00:00 PM	37.9	38	58	435.98
125-17115	4:15:00 PM	41.89	38	58	394.45
125-17115	4:30:00 PM	42.69	38	58	387.03
125-17115	4:45:00 PM	40.21	38	58	410.86
125-17115	5:00:00 PM	42.72	38	58	386.74
125-17115	5:15:00 PM	42.07	38	58	392.71
125-17115	5:30:00 PM	38.95	38	58	424.22
125-17115	5:45:00 PM	46.16	38	58	357.94
125-17115	7:00:00 AM	46.31	39	58	356.73
125-17115	7:15:00 AM	31.53	39	58	523.98
125-17115	7:30:00 AM	23.16	39	58	713.42
125-17115	7:45:00 AM	23.66	39	58	698.38
125-17115	8:00:00 AM	27.61	45	58	598.41
125-17115	8:15:00 AM	31.72	45	58	520.92
125-17115	8:30:00 AM	42.6	45	58	387.83
125-17115	8:45:00 AM	45.53	45	58	362.85
125-17115	4:00:00 PM	41.3	40	58	400.08
125-17115	4:15:00 PM	39.5	40	58	418.28
125-17115	4:30:00 PM	41.18	40	58	401.18
125-17115	4:45:00 PM	42.38	40	58	389.87
125-17115	5:00:00 PM	50.11	38	58	329.69
125-17115	5:15:00 PM	43.96	38	58	375.87
125-17115	5:30:00 PM	38.93	38	58	424.38
125-17115	5:45:00 PM	48.2	38	58	342.76
125-17115	7:00:00 AM	40.16	45	58	411.36
125-17115	7:15:00 AM	31.38	45	58	526.46
125-17115	7:30:00 AM	20.17	45	58	819.15
125-17115	7:45:00 AM	22.48	45	58	735.09
125-17115	8:00:00 AM	24.09	46	58	685.88
125-17115	8:15:00 AM	29.11	46	58	567.54
125-17115	8:30:00 AM	37.12	46	58	445.14
125-17115	8:45:00 AM	41.14	46	58	401.63
125-17115	4:00:00 PM	38.31	38	58	431.26
125-17115	4:15:00 PM	39.93	38	58	413.73
125-17115	4:30:00 PM	37.95	38	58	435.4
125-17115	4:45:00 PM	42.8	38	58	385.98
125-17115	5:00:00 PM	41.56	37	58	397.5
125-17115	5:15:00 PM	42.42	37	58	389.51
125-17115	5:30:00 PM	40.54	37	58	407.58
125-17115	5:45:00 PM	42.2	37	58	391.54
125-17115	7:00:00 AM	43.66	43	58	378.4
125-17115	7:15:00 AM	30.45	43	58	542.67
125-17115	7:30:00 AM	22.69	43	58	728.12
125-17115	7:45:00 AM	23.63	43	58	699.18
125-17115	8:00:00 AM	29.19	46	58	565.97
125-17115	8:15:00 AM	32.47	46	58	508.77
125-17115	8:30:00 AM	42.3	46	58	390.61
125-17115	8:45:00 AM	46	46	58	359.17
125-17115	4:00:00 PM	38.7	37	58	426.95
125-17115	4:15:00 PM	44.94	37	58	367.63
125-17115	4:30:00 PM	39.7	37	58	416.15
125-17115	4:45:00 PM	40.95	37	58	403.44
125-17115	5:00:00 PM	38.47	36	58	429.42
125-17115	5:15:00 PM	34.92	36	58	473.08
125-17115	5:30:00 PM	40.83	36	58	404.61
125-17115	5:45:00 PM	39.6	36	58	417.26
125-17115	7:00:00 AM	44.04	37	58	375.11
125-17115	7:15:00 AM	43	37	58	384.22
125-17115	7:30:00 AM	43.81	37	58	377.13
125-17115	7:45:00 AM	42.6	37	58	387.83
125-17115	8:00:00 AM	40.06	30	58	412.42
125-17115	8:15:00 AM	47.72	30	58	346.23

125-17115	8:30:00 AM	48.18	30	58	342.94
125-17115	8:45:00 AM	46.66	30	58	354.09
125-17115	4:00:00 PM	37.51	36	58	440.46
125-17115	4:15:00 PM	42.3	36	58	390.61
125-17115	4:30:00 PM	40.63	36	58	406.66
125-17115	4:45:00 PM	40.71	36	58	405.86
125-17115	5:00:00 PM	44.27	36	58	373.23
125-17115	5:15:00 PM	44.3	36	58	372.96
125-17115	5:30:00 PM	37.04	36	58	446.08
125-17115	5:45:00 PM	42.91	36	58	385.06
125-17115	7:00:00 AM	29.42	40	58	561.59
125-17115	7:15:00 AM	46	40	58	359.17
125-17115	7:30:00 AM	41.9	40	58	394.27
125-17115	7:45:00 AM	32.92	40	58	501.85
125-17115	8:00:00 AM	29.51	48	58	559.93
125-17115	8:15:00 AM	45.23	48	58	365.3
125-17115	8:30:00 AM	45	48	58	367.15
125-17115	8:45:00 AM	25	48	58	660.87
125-17115	4:00:00 PM	47.49	39	58	347.86
125-17115	4:15:00 PM	40.75	39	58	405.39
125-17115	4:30:00 PM	45.23	39	58	365.27
125-17115	5:00:00 PM	46.94	38	58	351.95
125-17115	5:15:00 PM	49.33	38	58	334.93
125-17115	5:30:00 PM	49.73	38	58	332.2
125-17115	5:45:00 PM	48.25	38	58	342.45
125-17115	7:00:00 AM	43.35	44	58	381.11
125-17115	7:15:00 AM	35.1	44	58	470.75
125-17115	7:30:00 AM	26.61	44	58	620.95
125-17115	7:45:00 AM	24.3	44	58	680.02
125-17115	8:00:00 AM	25.97	47	58	636.07
125-17115	8:15:00 AM	33.73	47	58	489.77
125-17115	8:30:00 AM	41.89	47	58	394.45
125-17115	8:45:00 AM	51.98	47	58	317.84
125-17115	4:00:00 PM	39.66	40	58	416.55
125-17115	4:15:00 PM	38.35	40	58	430.78
125-17115	4:30:00 PM	38.05	40	58	434.19
125-17115	4:45:00 PM	33.66	40	58	490.87
125-17115	5:00:00 PM	37.43	39	58	441.45
125-17115	5:15:00 PM	36.08	39	58	457.95
125-17115	5:30:00 PM	34.31	39	58	481.55
125-17115	5:45:00 PM	41.6	39	58	397.17
125-17115	7:00:00 AM	38.29	43	58	431.45
125-17115	7:15:00 AM	25.66	43	58	643.89
125-17115	7:30:00 AM	20.01	43	58	825.62
125-17115	7:45:00 AM	19.97	43	58	827.46
125-17115	8:00:00 AM	21.32	42	58	774.82
125-17115	8:15:00 AM	21.26	42	58	777.05
125-17115	8:30:00 AM	25.66	42	58	643.87
125-17115	8:45:00 AM	33.51	42	58	492.98
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125-17115	4:15:00 PM	40.27	38	58	410.3
125-17115	4:30:00 PM	37.24	38	58	443.64
125-17115	4:45:00 PM	40.63	38	58	406.66
125-17115	5:00:00 PM	36.46	38	58	453.18
125-17115	5:15:00 PM	39.26	38	58	420.85
125-17115	5:30:00 PM	38.38	38	58	430.49
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125-17115	7:00:00 AM	43.96	39	58	375.87
125-17115	7:15:00 AM	27.4	39	58	603.02
125-17115	7:30:00 AM	18.52	39	58	892.16
125-17115	7:45:00 AM	17.28	39	58	956.11
125-17115	8:00:00 AM	17.72	45	58	932.36
125-17115	8:15:00 AM	17.65	45	58	935.87
125-17115	8:30:00 AM	20.58	45	58	802.84
125-17115	8:45:00 AM	27.95	45	58	591.14
125-17115	4:00:00 PM	39.27	40	58	420.69
125-17115	4:15:00 PM	41	40	58	402.97
125-17115	4:30:00 PM	31.43	40	58	525.69
125-17115	4:45:00 PM	43.57	40	58	379.21
125-17115	5:00:00 PM	38.59	38	58	428.12
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125-17115	5:30:00 PM	38.32	38	58	431.16

125-17115	5:45:00 PM	39.87	38	58	414.43
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125-17115	7:15:00 AM	31.56	45	58	523.48
125-17115	7:30:00 AM	24.97	45	58	661.57
125-17115	7:45:00 AM	20.29	45	58	814.35
125-17115	8:00:00 AM	21.29	46	58	776.02
125-17115	8:15:00 AM	18.52	46	58	892.16
125-17115	8:30:00 AM	25.5	46	58	647.95
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125-17115	4:00:00 PM	38.66	38	58	427.35
125-17115	4:15:00 PM	36.2	38	58	456.46
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125-17115	5:15:00 PM	33.6	37	58	491.72
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125-17115	4:15:00 PM	37.23	37	58	443.8
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125-17115	5:30:00 PM	30.71	36	58	538
125-17115	5:45:00 PM	38.29	36	58	431.45
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125-17115	8:15:00 AM	42.33	30	58	390.34
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125-17115	7:30:00 AM	51.92	44	58	318.2
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125-17115	8:00:00 AM	43.12	47	58	383.15
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125-17115	5:00:00 PM	51.24	39	58	322.42
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125-17115	5:45:00 PM	46.24	39	58	357.33
125-17115	7:00:00 AM	45.29	43	58	364.81
125-17115	7:15:00 AM	35.45	43	58	466.09
125-17115	7:30:00 AM	27.22	43	58	606.88
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125-17115	7:30:00 AM	43.9	39	58	376.37
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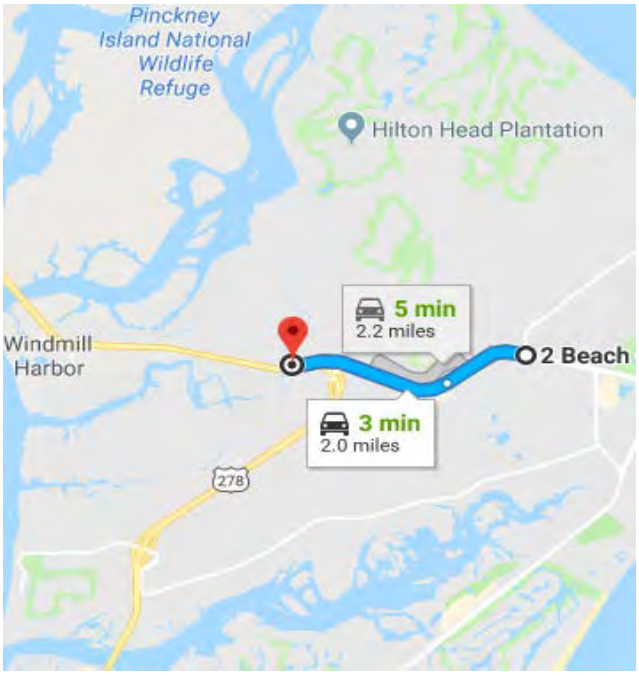
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125-17115	7:45:00 AM	40.3	45	58	410.01
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125-17115	5:00:00 PM	42.66	36	58	387.27
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125-17115	4:45:00 PM	39.3	37	58	420.39
125-17115	5:00:00 PM	44.43	36	58	371.88
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125-17115	5:30:00 PM	42.63	36	58	387.56

125-17115	5:45:00 PM	43.77	36	58	377.45
125-17115	7:00:00 AM	51.5	37	58	320.84
125-17115	7:15:00 AM	51.88	37	58	318.49
125-17115	7:30:00 AM	41.19	37	58	401.08
125-17115	7:45:00 AM	47.85	37	58	345.25
125-17115	8:00:00 AM	18.16	30	58	909.89
125-17115	8:15:00 AM	49.5	30	58	333.74
125-17115	8:30:00 AM	42.36	30	58	390.01
125-17115	8:45:00 AM	45.13	30	58	366.09
125-17115	4:00:00 PM	25.92	36	58	637.41
125-17115	4:15:00 PM	20.97	36	58	787.94
125-17115	4:30:00 PM	17.99	36	58	918.48
125-17115	4:45:00 PM	20.13	36	58	820.76
125-17115	5:00:00 PM	21.43	36	58	771.01
125-17115	5:15:00 PM	29.97	36	58	551.3
125-17115	5:30:00 PM	35.44	36	58	466.18
125-17115	5:45:00 PM	43.1	36	58	383.3
125-17115	7:30:00 AM	41.36	40	58	399.43
125-17115	7:45:00 AM	55.85	40	58	295.84
125-17115	8:00:00 AM	56.06	48	58	294.72
125-17115	8:15:00 AM	53.96	48	58	306.16
125-17115	8:30:00 AM	57	48	58	289.85
125-17115	8:45:00 AM	39.4	48	58	419.38
125-17115	4:00:00 PM	46.86	39	58	352.54
125-17115	4:15:00 PM	48.56	39	58	340.26
125-17115	4:30:00 PM	48.83	39	58	338.35
125-17115	4:45:00 PM	46.3	39	58	356.84
125-17115	5:00:00 PM	45.64	38	58	362.03
125-17115	5:15:00 PM	46.91	38	58	352.16
125-17115	5:30:00 PM	51.12	38	58	323.21
125-17115	5:45:00 PM	48	38	58	344.2
125-17115	7:00:00 AM	45.63	44	58	362.06
125-17115	7:15:00 AM	46	44	58	359.17
125-17115	7:30:00 AM	43.25	44	58	381.97
125-17115	7:45:00 AM	40.58	44	58	407.17
125-17115	8:00:00 AM	41.65	47	58	396.64
125-17115	8:15:00 AM	46.21	47	58	357.54
125-17115	8:30:00 AM	43.89	47	58	376.43
125-17115	8:45:00 AM	43.35	47	58	381.11
125-17115	4:00:00 PM	37.98	40	58	434.98
125-17115	4:15:00 PM	46.83	40	58	352.83
125-17115	4:30:00 PM	42.43	40	58	389.39
125-17115	4:45:00 PM	43.58	40	58	379.09
125-17115	5:00:00 PM	44.13	39	58	374.36
125-17115	5:15:00 PM	41.8	39	58	395.25
125-17115	5:30:00 PM	43.88	39	58	376.55
125-17115	5:45:00 PM	45.63	39	58	362.06
125-17115	7:00:00 AM	44.99	43	58	367.27
125-17115	7:15:00 AM	44.27	43	58	373.23
125-17115	7:30:00 AM	37.29	43	58	443.03
125-17115	7:45:00 AM	38.98	43	58	423.82
125-17115	8:00:00 AM	37.12	42	58	445.14
125-17115	8:15:00 AM	33.49	42	58	493.35
125-17115	8:30:00 AM	37.36	42	58	442.25
125-17115	8:45:00 AM	43.3	42	58	381.58
125-17115	4:00:00 PM	42.58	38	58	388.01
125-17115	4:15:00 PM	40.66	38	58	406.32
125-17115	4:30:00 PM	41.09	38	58	402.08
125-17115	4:45:00 PM	41.3	38	58	400.08
125-17115	5:00:00 PM	45.87	38	58	360.19
125-17115	5:15:00 PM	42.31	38	58	390.47
125-17115	5:30:00 PM	44.2	38	58	373.77
125-17115	5:45:00 PM	41.75	38	58	395.77
125-17115	7:00:00 AM	44.38	39	58	372.25
125-17115	7:15:00 AM	40.91	39	58	403.82
125-17115	7:30:00 AM	35.87	39	58	460.57
125-17115	7:45:00 AM	27.66	39	58	597.34
125-17115	8:00:00 AM	32.02	45	58	516.01
125-17115	8:15:00 AM	41.26	45	58	400.41
125-17115	8:30:00 AM	44.7	45	58	369.59
125-17115	8:45:00 AM	46.63	45	58	354.29
125-17115	4:00:00 PM	41.8	40	58	395.28

125-17115	4:15:00 PM	40.06	40	58	412.46
125-17115	4:30:00 PM	37.38	40	58	441.94
125-17115	4:45:00 PM	38.88	40	58	424.98
125-17115	5:00:00 PM	43.6	38	58	378.92
125-17115	5:15:00 PM	29.1	38	58	567.76
125-17115	5:30:00 PM	43.1	38	58	383.31
125-17115	5:45:00 PM	42.94	38	58	384.78

TMC	Direction	Start Location	End Location
125-17865	WESTBOUND	2 Beach City Rd, Hilton Head Island, SC 29926, USA	191 William Hilton Pkwy, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	32.4
730-830	31.6
1600-1800	29.1
1630-1730	28.8

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125-17865	7:00:00 AM	45	46	53	159.78	
125-17865	7:15:00 AM	29	46	53	247.94	
125-17865	7:30:00 AM	22.03	46	53	326.45	
125-17865	7:45:00 AM	26.42	46	53	272.2	
125-17865	8:00:00 AM	24.49	43	53	293.65	
125-17865	8:15:00 AM	29.98	43	53	239.85	
125-17865	8:30:00 AM	33.42	43	53	215.18	
125-17865	8:45:00 AM	16.06	43	53	447.64	
125-17865	4:00:00 PM	21.24	29	53	338.59	
125-17865	4:15:00 PM	21.19	29	53	339.3	
125-17865	4:30:00 PM	28.24	29	53	254.66	
125-17865	4:45:00 PM	35.29	29	53	203.75	
125-17865	5:00:00 PM	28.37	28	53	253.41	
125-17865	5:15:00 PM	25.84	28	53	278.25	
125-17865	5:30:00 PM	28.42	28	53	252.99	
125-17865	5:45:00 PM	42.63	28	53	168.68	
125-17865	7:00:00 AM	50	44	53	143.81	
125-17865	7:15:00 AM	29.42	44	53	244.37	
125-17865	7:30:00 AM	24.9	44	53	288.76	
125-17865	7:45:00 AM	36.44	44	53	197.33	
125-17865	8:00:00 AM	29.64	47	53	242.57	
125-17865	8:15:00 AM	20.24	47	53	355.23	
125-17865	8:30:00 AM	20.24	47	53	355.23	
125-17865	8:45:00 AM	23.38	47	53	307.59	
125-17865	4:00:00 PM	19.81	28	53	363	
125-17865	4:15:00 PM	15.27	28	53	470.79	
125-17865	4:30:00 PM	20.48	28	53	351.04	
125-17865	4:45:00 PM	27.32	28	53	263.15	
125-17865	5:00:00 PM	21.68	28	53	331.58	
125-17865	5:15:00 PM	22.11	28	53	325.28	
125-17865	5:30:00 PM	38.36	28	53	187.45	
125-17865	5:45:00 PM	23	28	53	312.62	
125-17865	7:00:00 AM	35.34	34	53	203.45	
125-17865	7:15:00 AM	32.11	34	53	223.9	
125-17865	7:30:00 AM	25.38	34	53	283.31	
125-17865	7:45:00 AM	29.61	34	53	242.81	
125-17865	8:00:00 AM	32.98	36	53	218.02	
125-17865	8:15:00 AM	26.29	36	53	273.48	
125-17865	8:30:00 AM	25.71	36	53	279.62	
125-17865	8:45:00 AM	24.24	36	53	296.64	
125-17865	4:00:00 PM	17.85	29	53	402.79	
125-17865	4:15:00 PM	14.66	29	53	490.51	
125-17865	4:30:00 PM	18.32	29	53	392.45	
125-17865	4:45:00 PM	21.89	29	53	328.45	
125-17865	5:00:00 PM	30.62	28	53	234.86	
125-17865	5:15:00 PM	30.24	28	53	237.81	
125-17865	5:30:00 PM	23.29	28	53	308.67	
125-17865	5:45:00 PM	27.44	28	53	262.05	
125-17865	7:00:00 AM	40.62	45	53	177.02	
125-17865	7:15:00 AM	31.88	45	53	225.56	
125-17865	7:30:00 AM	18.89	45	53	380.66	
125-17865	7:45:00 AM	32	45	53	224.7	
125-17865	8:00:00 AM	34.94	45	53	205.76	
125-17865	8:15:00 AM	30.21	45	53	238.02	
125-17865	8:30:00 AM	25.5	45	53	281.99	
125-17865	8:45:00 AM	32.85	45	53	218.86	
125-17865	4:00:00 PM	28.7	28	53	250.5	
125-17865	4:15:00 PM	25.97	28	53	276.82	
125-17865	4:30:00 PM	33.98	28	53	211.6	
125-17865	4:45:00 PM	33.68	28	53	213.47	
125-17865	5:00:00 PM	31.94	28	53	225.15	
125-17865	5:15:00 PM	35	28	53	205.44	
125-17865	5:30:00 PM	30.36	28	53	236.81	
125-17865	5:45:00 PM	33.63	28	53	213.8	
125-17865	7:30:00 AM	30	42	53	239.68	
125-17865	7:45:00 AM	25.18	42	53	285.5	
125-17865	8:00:00 AM	39.46	50	53	182.23	
125-17865	8:15:00 AM	35.44	50	53	202.91	
125-17865	8:30:00 AM	40.49	50	53	177.58	
125-17865	8:45:00 AM	28.42	50	53	253.01	
125-17865	4:00:00 PM	29.17	30	53	246.52	

125-17865	4:15:00 PM	36.5	30	53	196.99
125-17865	4:30:00 PM	32.34	30	53	222.37
125-17865	4:45:00 PM	41	30	53	175.37
125-17865	5:30:00 PM	32.31	30	53	222.56
125-17865	5:45:00 PM	30.5	30	53	235.76
125-17865	7:00:00 AM	65	45	53	110.62
125-17865	7:45:00 AM	45	45	53	159.78
125-17865	8:00:00 AM	38.68	42	53	185.87
125-17865	8:15:00 AM	31	42	53	231.94
125-17865	8:30:00 AM	53	42	53	135.67
125-17865	8:45:00 AM	8.57	42	53	838.87
125-17865	4:00:00 PM	36.33	30	53	197.92
125-17865	4:15:00 PM	31.03	30	53	231.7
125-17865	4:30:00 PM	35.46	30	53	202.75
125-17865	5:00:00 PM	36.4	33	53	197.54
125-17865	5:30:00 PM	40.83	33	53	176.09
125-17865	5:45:00 PM	28.88	33	53	249.01
125-17865	7:00:00 AM	34.52	46	53	208.29
125-17865	7:15:00 AM	20.95	46	53	343.17
125-17865	7:30:00 AM	18.78	46	53	382.86
125-17865	7:45:00 AM	8.33	46	53	862.84
125-17865	8:00:00 AM	32.36	45	53	222.17
125-17865	8:15:00 AM	28.1	45	53	255.85
125-17865	8:30:00 AM	29.01	45	53	247.87
125-17865	8:45:00 AM	14.72	45	53	488.63
125-17865	4:00:00 PM	25.55	29	53	281.39
125-17865	4:15:00 PM	30.39	29	53	236.58
125-17865	4:30:00 PM	31.79	29	53	226.18
125-17865	4:45:00 PM	30.5	29	53	235.76
125-17865	5:00:00 PM	31.5	28	53	228.26
125-17865	5:15:00 PM	28.69	28	53	250.62
125-17865	5:30:00 PM	33.24	28	53	216.29
125-17865	5:45:00 PM	41.68	28	53	172.53
125-17865	7:00:00 AM	37.16	46	53	193.48
125-17865	7:15:00 AM	22.21	46	53	323.7
125-17865	7:30:00 AM	23.96	46	53	300.12
125-17865	7:45:00 AM	32.06	46	53	224.3
125-17865	8:00:00 AM	32	43	53	224.7
125-17865	8:15:00 AM	19.98	43	53	359.8
125-17865	8:30:00 AM	23.56	43	53	305.23
125-17865	8:45:00 AM	23.86	43	53	301.31
125-17865	4:00:00 PM	20.32	29	53	353.81
125-17865	4:15:00 PM	18.77	29	53	383.08
125-17865	4:30:00 PM	25.03	29	53	287.32
125-17865	4:45:00 PM	29.27	29	53	245.66
125-17865	5:00:00 PM	28.93	28	53	248.55
125-17865	5:15:00 PM	24.31	28	53	295.8
125-17865	5:30:00 PM	28.3	28	53	254.1
125-17865	5:45:00 PM	25.96	28	53	276.92
125-17865	7:00:00 AM	35.33	44	53	203.53
125-17865	7:15:00 AM	29.17	44	53	246.51
125-17865	7:30:00 AM	21.67	44	53	331.86
125-17865	7:45:00 AM	29.91	44	53	240.39
125-17865	8:00:00 AM	24.32	47	53	295.69
125-17865	8:15:00 AM	29.4	47	53	244.57
125-17865	8:30:00 AM	23.97	47	53	299.94
125-17865	8:45:00 AM	36.87	47	53	195.04
125-17865	4:00:00 PM	21.83	28	53	329.3
125-17865	4:15:00 PM	23.42	28	53	307
125-17865	4:30:00 PM	32.02	28	53	224.57
125-17865	4:45:00 PM	29.64	28	53	242.57
125-17865	5:00:00 PM	24.13	28	53	297.97
125-17865	5:15:00 PM	26.41	28	53	272.28
125-17865	5:30:00 PM	23.41	28	53	307.2
125-17865	5:45:00 PM	24	28	53	299.6
125-17865	7:00:00 AM	43.22	34	53	166.37
125-17865	7:15:00 AM	22.53	34	53	319.12
125-17865	7:30:00 AM	22.91	34	53	313.86
125-17865	7:45:00 AM	25.9	34	53	277.65
125-17865	8:00:00 AM	27.43	36	53	262.15
125-17865	8:15:00 AM	35.38	36	53	203.23
125-17865	8:30:00 AM	16.44	36	53	437.36

125-17865	8:45:00 AM	15.35	36	53	468.46
125-17865	4:00:00 PM	26.47	29	53	271.68
125-17865	4:15:00 PM	25.6	29	53	280.82
125-17865	4:30:00 PM	30.37	29	53	236.72
125-17865	4:45:00 PM	30.2	29	53	238.12
125-17865	5:00:00 PM	28.78	28	53	249.81
125-17865	5:15:00 PM	20.72	28	53	346.95
125-17865	5:30:00 PM	26.69	28	53	269.44
125-17865	5:45:00 PM	34.58	28	53	207.92
125-17865	7:00:00 AM	37.49	45	53	191.78
125-17865	7:15:00 AM	27.21	45	53	264.22
125-17865	7:30:00 AM	20.56	45	53	349.8
125-17865	7:45:00 AM	26.93	45	53	267.01
125-17865	8:00:00 AM	35.93	45	53	200.12
125-17865	8:15:00 AM	25.59	45	53	281.02
125-17865	8:30:00 AM	31.22	45	53	230.28
125-17865	8:45:00 AM	31.43	45	53	228.74
125-17865	4:00:00 PM	29.8	28	53	241.28
125-17865	4:15:00 PM	29.51	28	53	243.68
125-17865	4:30:00 PM	38.94	28	53	184.65
125-17865	4:45:00 PM	33.29	28	53	216.01
125-17865	5:00:00 PM	34.52	28	53	208.29
125-17865	5:15:00 PM	34.31	28	53	209.54
125-17865	5:30:00 PM	34.84	28	53	206.39
125-17865	5:45:00 PM	39.12	28	53	183.81
125-17865	7:00:00 AM	59	42	53	121.87
125-17865	7:15:00 AM	46	42	53	156.31
125-17865	7:30:00 AM	15.56	42	53	462.23
125-17865	7:45:00 AM	24.45	42	53	294.13
125-17865	8:00:00 AM	38	50	53	189.22
125-17865	8:15:00 AM	39.19	50	53	183.47
125-17865	8:30:00 AM	35.87	50	53	200.46
125-17865	8:45:00 AM	43.88	50	53	163.88
125-17865	4:00:00 PM	43	30	53	167.22
125-17865	4:15:00 PM	20	30	53	359.51
125-17865	4:30:00 PM	17.07	30	53	421.13
125-17865	4:45:00 PM	38.16	30	53	188.4
125-17865	5:00:00 PM	31.88	30	53	225.58
125-17865	5:15:00 PM	33.13	30	53	217
125-17865	5:30:00 PM	35	30	53	205.44
125-17865	5:45:00 PM	37.05	30	53	194.06
125-17865	7:45:00 AM	55	45	53	130.73
125-17865	8:00:00 AM	43.87	42	53	163.89
125-17865	8:15:00 AM	27.11	42	53	265.25
125-17865	8:30:00 AM	18.2	42	53	395.07
125-17865	8:45:00 AM	22.15	42	53	324.56
125-17865	4:00:00 PM	40.46	30	53	177.71
125-17865	4:15:00 PM	48	30	53	149.8
125-17865	4:30:00 PM	38.99	30	53	184.43
125-17865	4:45:00 PM	32.1	30	53	223.97
125-17865	5:00:00 PM	21	33	53	342.39
125-17865	5:15:00 PM	32.82	33	53	219.1
125-17865	5:30:00 PM	37.74	33	53	190.5
125-17865	5:45:00 PM	28	33	53	256.8
125-17865	7:00:00 AM	42.98	46	53	167.28
125-17865	7:15:00 AM	25.43	46	53	282.72
125-17865	7:30:00 AM	22.54	46	53	318.95
125-17865	7:45:00 AM	29.78	46	53	241.41
125-17865	8:00:00 AM	31.01	45	53	231.89
125-17865	8:15:00 AM	30.43	45	53	236.32
125-17865	8:30:00 AM	25.01	45	53	287.54
125-17865	8:45:00 AM	23.19	45	53	310.07
125-17865	4:00:00 PM	29.27	29	53	245.66
125-17865	4:15:00 PM	27.61	29	53	260.43
125-17865	4:30:00 PM	35.49	29	53	202.58
125-17865	4:45:00 PM	25.25	29	53	284.76
125-17865	5:00:00 PM	29.93	28	53	240.25
125-17865	5:15:00 PM	27.62	28	53	260.3
125-17865	5:30:00 PM	28.54	28	53	251.96
125-17865	5:45:00 PM	30.72	28	53	234.03
125-17865	7:00:00 AM	36.69	46	53	195.96
125-17865	7:15:00 AM	27.78	46	53	258.78

125-17865	7:30:00 AM	22.2	46	53	323.91
125-17865	7:45:00 AM	27.21	46	53	264.21
125-17865	8:00:00 AM	30.86	43	53	233.02
125-17865	8:15:00 AM	20.72	43	53	346.95
125-17865	8:30:00 AM	23.6	43	53	304.66
125-17865	8:45:00 AM	20.83	43	53	345.25
125-17865	4:00:00 PM	19.83	29	53	362.69
125-17865	4:15:00 PM	23.03	29	53	312.25
125-17865	4:30:00 PM	37.06	29	53	194
125-17865	4:45:00 PM	33.51	29	53	214.6
125-17865	5:00:00 PM	35.33	28	53	203.53
125-17865	5:15:00 PM	32.08	28	53	224.13
125-17865	5:30:00 PM	42.35	28	53	169.77
125-17865	5:45:00 PM	37.77	28	53	190.39
125-17865	7:00:00 AM	40.23	44	53	178.73
125-17865	7:15:00 AM	29.26	44	53	245.7
125-17865	7:30:00 AM	23.89	44	53	300.99
125-17865	7:45:00 AM	30.68	44	53	234.38
125-17865	8:00:00 AM	32.31	47	53	222.56
125-17865	8:15:00 AM	37.44	47	53	192.05
125-17865	8:30:00 AM	30.52	47	53	235.63
125-17865	8:45:00 AM	25.83	47	53	278.36
125-17865	4:00:00 PM	22.66	28	53	317.36
125-17865	4:15:00 PM	25.9	28	53	277.65
125-17865	4:30:00 PM	28.25	28	53	254.5
125-17865	4:45:00 PM	29.11	28	53	247
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125-17865	5:15:00 PM	21.59	28	53	332.99
125-17865	5:30:00 PM	39.38	28	53	182.61
125-17865	5:45:00 PM	36.28	28	53	198.17
125-17865	7:00:00 AM	37.36	34	53	192.47
125-17865	7:15:00 AM	24.47	34	53	293.89
125-17865	7:30:00 AM	22.68	34	53	317
125-17865	7:45:00 AM	32.88	34	53	218.68
125-17865	8:00:00 AM	30.8	36	53	233.43
125-17865	8:15:00 AM	30.52	36	53	235.57
125-17865	8:30:00 AM	22.34	36	53	321.88
125-17865	8:45:00 AM	39.53	36	53	181.88
125-17865	4:00:00 PM	23.41	29	53	307.1
125-17865	4:15:00 PM	16.87	29	53	426.32
125-17865	4:30:00 PM	29.85	29	53	240.85
125-17865	4:45:00 PM	30.15	29	53	238.5
125-17865	5:00:00 PM	27.07	28	53	265.61
125-17865	5:15:00 PM	16.4	28	53	438.33
125-17865	5:30:00 PM	27.34	28	53	262.97
125-17865	5:45:00 PM	34.14	28	53	210.63
125-17865	7:00:00 AM	37.12	45	53	193.73
125-17865	7:15:00 AM	28.88	45	53	249
125-17865	7:30:00 AM	22.91	45	53	313.86
125-17865	7:45:00 AM	23.82	45	53	301.9
125-17865	8:00:00 AM	31.64	45	53	227.22
125-17865	8:15:00 AM	26.6	45	53	270.26
125-17865	8:30:00 AM	25.6	45	53	280.82
125-17865	8:45:00 AM	24.31	45	53	295.8
125-17865	4:00:00 PM	29.65	28	53	242.51
125-17865	4:15:00 PM	21.63	28	53	332.46
125-17865	4:30:00 PM	30.36	28	53	236.86
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125-17865	5:00:00 PM	25.82	28	53	278.44
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125-17865	7:00:00 AM	39	42	53	184.37
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125-17865	8:15:00 AM	42.02	50	53	171.1
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125-17865	4:45:00 PM	33	30	53	217.89
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125-17865	4:30:00 PM	34.6	30	53	207.84
125-17865	4:45:00 PM	44	30	53	163.42
125-17865	5:00:00 PM	33.53	33	53	214.45
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125-17865	7:30:00 AM	8.8	46	53	817.08
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125-17865	8:00:00 AM	38.32	50	53	187.65
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125-17865	8:00:00 AM	36.15	43	53	198.89

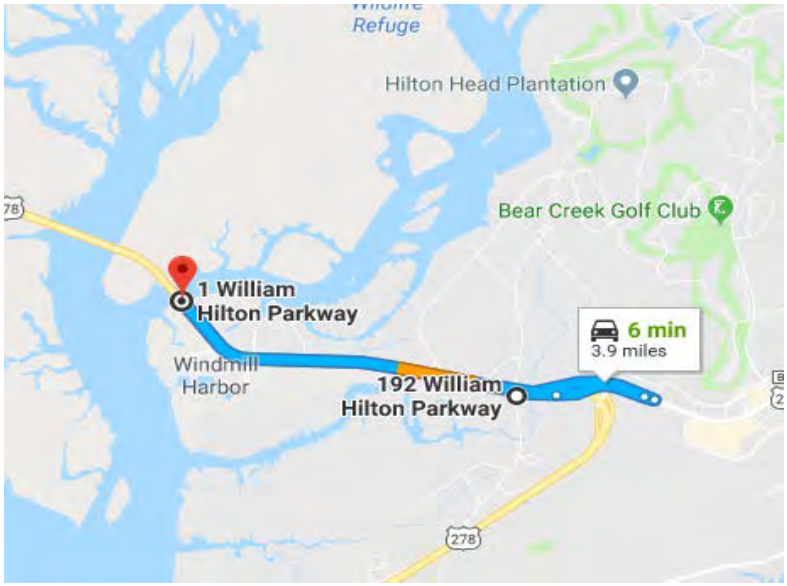
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125-17865	7:45:00 AM	33.95	34	53	211.76
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125-17865	8:30:00 AM	36.79	47	53	195.42
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125-17865	5:00:00 PM	30.07	28	53	239.15
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125-17865	4:30:00 PM	33.6	29	53	214.03
125-17865	4:45:00 PM	29.11	29	53	246.97
125-17865	5:00:00 PM	27.36	28	53	262.78
125-17865	5:15:00 PM	24.89	28	53	288.85
125-17865	5:30:00 PM	33.42	28	53	215.15
125-17865	5:45:00 PM	40	28	53	179.76
125-17865	7:00:00 AM	33.73	46	53	213.16
125-17865	7:15:00 AM	36.59	46	53	196.51
125-17865	7:30:00 AM	35	46	53	205.44
125-17865	7:45:00 AM	34.95	46	53	205.75
125-17865	8:00:00 AM	31.74	43	53	226.56
125-17865	8:15:00 AM	29.47	43	53	244.01
125-17865	8:30:00 AM	33.87	43	53	212.31

125-17865	8:45:00 AM	36.43	43	53	197.36
125-17865	4:00:00 PM	27.22	29	53	264.17
125-17865	4:15:00 PM	26.9	29	53	267.29
125-17865	4:30:00 PM	30	29	53	239.68
125-17865	4:45:00 PM	28.99	29	53	248.03
125-17865	5:00:00 PM	30.98	28	53	232.11
125-17865	5:15:00 PM	31.33	28	53	229.49
125-17865	5:30:00 PM	28.98	28	53	248.08
125-17865	5:45:00 PM	41.35	28	53	173.89
125-17865	7:00:00 AM	38.55	44	53	186.52
125-17865	7:15:00 AM	42.22	44	53	170.29
125-17865	7:30:00 AM	31.42	44	53	228.86
125-17865	7:45:00 AM	32.06	44	53	224.3
125-17865	8:00:00 AM	35.15	47	53	204.58
125-17865	8:15:00 AM	38.32	47	53	187.63
125-17865	8:30:00 AM	36.03	47	53	199.57
125-17865	8:45:00 AM	32.34	47	53	222.33
125-17865	4:00:00 PM	25.66	28	53	280.22
125-17865	4:15:00 PM	29.11	28	53	247
125-17865	4:30:00 PM	29.84	28	53	240.98
125-17865	4:45:00 PM	25.94	28	53	277.19
125-17865	5:00:00 PM	29.85	28	53	240.88
125-17865	5:15:00 PM	21.24	28	53	338.59
125-17865	5:30:00 PM	28.65	28	53	250.94
125-17865	5:45:00 PM	31.87	28	53	225.61
125-17865	7:00:00 AM	45	34	53	159.78
125-17865	7:15:00 AM	35.98	34	53	199.83
125-17865	7:30:00 AM	24.33	34	53	295.52
125-17865	7:45:00 AM	33.88	34	53	212.2
125-17865	8:00:00 AM	31.62	36	53	227.42
125-17865	8:15:00 AM	35.55	36	53	202.28
125-17865	8:30:00 AM	37.36	36	53	192.47
125-17865	8:45:00 AM	25.32	36	53	283.96
125-17865	4:00:00 PM	28.83	29	53	249.43
125-17865	4:15:00 PM	25.81	29	53	278.57
125-17865	4:30:00 PM	31.98	29	53	224.84
125-17865	4:45:00 PM	23.09	29	53	311.43
125-17865	5:00:00 PM	27.17	28	53	264.68
125-17865	5:15:00 PM	20.76	28	53	346.3
125-17865	5:30:00 PM	22.41	28	53	320.88
125-17865	5:45:00 PM	30.24	28	53	237.81
125-17865	7:00:00 AM	40.67	45	53	176.8
125-17865	7:15:00 AM	34.64	45	53	207.58
125-17865	7:30:00 AM	37.31	45	53	192.72
125-17865	7:45:00 AM	29.97	45	53	239.89
125-17865	8:00:00 AM	39.98	45	53	179.87
125-17865	8:15:00 AM	38.29	45	53	187.81
125-17865	8:30:00 AM	37.72	45	53	190.63
125-17865	8:45:00 AM	33.29	45	53	216.01
125-17865	4:00:00 PM	25.18	28	53	285.55
125-17865	4:15:00 PM	26.12	28	53	275.31
125-17865	4:30:00 PM	27	28	53	266.35
125-17865	4:45:00 PM	25.85	28	53	278.2
125-17865	5:00:00 PM	24.42	28	53	294.41
125-17865	5:15:00 PM	30.37	28	53	236.72
125-17865	5:30:00 PM	29.44	28	53	244.24
125-17865	5:45:00 PM	34.29	28	53	209.72
125-17865	7:00:00 AM	34.48	42	53	208.51
125-17865	7:15:00 AM	46.81	42	53	153.61
125-17865	7:30:00 AM	31.28	42	53	229.86
125-17865	7:45:00 AM	40.51	42	53	177.49
125-17865	8:00:00 AM	48.47	50	53	148.35
125-17865	8:15:00 AM	43.62	50	53	164.85
125-17865	8:30:00 AM	39.33	50	53	182.84
125-17865	8:45:00 AM	35.57	50	53	202.13
125-17865	4:00:00 PM	36.33	30	53	197.92
125-17865	4:15:00 PM	36.89	30	53	194.9
125-17865	4:30:00 PM	35	30	53	205.44
125-17865	4:45:00 PM	27.68	30	53	259.8
125-17865	5:00:00 PM	31.24	30	53	230.15
125-17865	5:15:00 PM	34.58	30	53	207.92
125-17865	5:30:00 PM	34.95	30	53	205.74

125-17865	5:45:00 PM	26.41	30	53	272.28
125-17865	7:30:00 AM	21	45	53	342.39
125-17865	7:45:00 AM	51	45	53	140.99
125-17865	8:00:00 AM	36.99	42	53	194.37
125-17865	8:15:00 AM	37.2	42	53	193.28
125-17865	8:30:00 AM	13.49	42	53	533
125-17865	8:45:00 AM	41.35	42	53	173.89
125-17865	4:00:00 PM	43.94	30	53	163.64
125-17865	4:15:00 PM	43.45	30	53	165.49
125-17865	4:30:00 PM	40	30	53	179.76
125-17865	4:45:00 PM	35.89	30	53	200.35
125-17865	5:00:00 PM	42.85	33	53	167.82
125-17865	5:15:00 PM	47.45	33	53	151.53
125-17865	5:30:00 PM	45.15	33	53	159.24
125-17865	5:45:00 PM	42.86	33	53	167.77
125-17865	7:00:00 AM	35.75	46	53	201.13
125-17865	7:15:00 AM	36	46	53	199.73
125-17865	7:30:00 AM	31.98	46	53	224.8
125-17865	7:45:00 AM	28.92	46	53	248.62
125-17865	8:00:00 AM	35.87	45	53	200.48
125-17865	8:15:00 AM	33.18	45	53	216.71
125-17865	8:30:00 AM	35.77	45	53	201.03
125-17865	8:45:00 AM	42.98	45	53	167.31
125-17865	4:00:00 PM	28.98	29	53	248.14
125-17865	4:15:00 PM	27.81	29	53	258.55
125-17865	4:30:00 PM	37.16	29	53	193.48
125-17865	4:45:00 PM	36	29	53	199.73
125-17865	5:00:00 PM	27.36	28	53	262.82
125-17865	5:15:00 PM	25.41	28	53	282.95
125-17865	5:30:00 PM	32.34	28	53	222.32
125-17865	5:45:00 PM	39.33	28	53	182.83
125-17865	7:00:00 AM	37.33	46	53	192.6
125-17865	7:15:00 AM	36.88	46	53	194.97
125-17865	7:30:00 AM	34.21	46	53	210.17
125-17865	7:45:00 AM	32.73	46	53	219.7
125-17865	8:00:00 AM	38.36	43	53	187.45
125-17865	8:15:00 AM	37.64	43	53	191.04
125-17865	8:30:00 AM	36.59	43	53	196.5
125-17865	8:45:00 AM	33.72	43	53	213.25
125-17865	4:00:00 PM	31.57	29	53	227.74
125-17865	4:15:00 PM	23.56	29	53	305.18
125-17865	4:30:00 PM	31.13	29	53	230.99
125-17865	4:45:00 PM	29.82	29	53	241.13
125-17865	5:00:00 PM	26.19	28	53	274.57
125-17865	5:15:00 PM	22.81	28	53	315.26
125-17865	5:30:00 PM	28.44	28	53	252.83
125-17865	5:45:00 PM	37.05	28	53	194.06
125-17865	7:00:00 AM	34.25	44	53	209.95
125-17865	7:15:00 AM	33.3	44	53	215.9
125-17865	7:30:00 AM	36.31	44	53	198.05
125-17865	7:45:00 AM	35.32	44	53	203.55
125-17865	8:00:00 AM	37.55	47	53	191.47
125-17865	8:15:00 AM	35.29	47	53	203.75
125-17865	8:30:00 AM	36.29	47	53	198.13
125-17865	8:45:00 AM	35.46	47	53	202.75
125-17865	4:00:00 PM	26.44	28	53	271.94
125-17865	4:15:00 PM	19.28	28	53	372.87
125-17865	4:30:00 PM	23.66	28	53	303.94
125-17865	4:45:00 PM	16.96	28	53	423.94
125-17865	5:00:00 PM	14.65	28	53	490.77
125-17865	5:15:00 PM	9.93	28	53	723.87
125-17865	5:30:00 PM	11.88	28	53	605.5
125-17865	5:45:00 PM	32.02	28	53	224.54

TMC	Direction	Start Location	End Location
125N08233	EASTBOUND	192 William Hilton Pkwy, Hilton Head Island, SC 29926, USA	US-278, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	48.4
730-830	48.0
1600-1800	50.5
1630-1730	50.6

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125N08233	7:00:00 AM	55	51	58	57.43	
125N08233	7:15:00 AM	34.31	51	58	92.07	
125N08233	7:30:00 AM	47	51	58	67.21	
125N08233	7:45:00 AM	43.8	51	58	72.13	
125N08233	8:00:00 AM	52.5	51	58	60.17	
125N08233	8:15:00 AM	45.61	51	58	69.26	
125N08233	8:30:00 AM	44.45	51	58	71.07	
125N08233	8:45:00 AM	50.5	51	58	62.56	
125N08233	4:00:00 PM	51	48	58	61.94	
125N08233	4:30:00 PM	46.91	48	58	67.33	
125N08233	5:00:00 PM	59	48	58	53.54	
125N08233	5:15:00 PM	56	48	58	56.41	
125N08233	5:30:00 PM	48.25	48	58	65.47	
125N08233	5:45:00 PM	53	48	58	59.6	
125N08233	7:00:00 AM	48.09	51	58	65.69	
125N08233	7:15:00 AM	45.49	51	58	69.43	
125N08233	7:30:00 AM	43.22	51	58	73.09	
125N08233	7:45:00 AM	54	51	58	58.5	
125N08233	8:00:00 AM	40.2	51	58	78.58	
125N08233	8:15:00 AM	49.45	51	58	63.87	
125N08233	8:30:00 AM	45.32	51	58	69.7	
125N08233	8:45:00 AM	47.9	51	58	65.94	
125N08233	4:30:00 PM	61	49	58	51.79	
125N08233	4:45:00 PM	53	49	58	59.6	
125N08233	5:00:00 PM	44.89	48	58	70.36	
125N08233	5:15:00 PM	54.71	48	58	57.74	
125N08233	5:45:00 PM	53	48	58	59.6	
125N08233	7:00:00 AM	43.91	36	58	71.94	
125N08233	7:30:00 AM	40.48	36	58	78.03	
125N08233	7:45:00 AM	47.1	36	58	67.07	
125N08233	8:00:00 AM	54.28	50	58	58.2	
125N08233	8:15:00 AM	36.73	50	58	86.01	
125N08233	8:30:00 AM	46.21	50	58	68.36	
125N08233	8:45:00 AM	37.67	50	58	83.86	
125N08233	4:00:00 PM	47	43	58	67.21	
125N08233	4:30:00 PM	47.63	43	58	66.32	
125N08233	4:45:00 PM	54.95	43	58	57.48	
125N08233	5:15:00 PM	52	49	58	60.75	
125N08233	5:30:00 PM	52	49	58	60.75	
125N08233	5:45:00 PM	57.29	49	58	55.14	
125N08233	7:15:00 AM	50.38	47	58	62.71	
125N08233	7:30:00 AM	41.26	47	58	76.56	
125N08233	7:45:00 AM	54.54	47	58	57.92	
125N08233	8:00:00 AM	50.96	50	58	61.99	
125N08233	8:15:00 AM	41.87	50	58	75.45	
125N08233	8:30:00 AM	49.37	50	58	63.98	
125N08233	8:45:00 AM	48.96	50	58	64.52	
125N08233	4:00:00 PM	47.67	48	58	66.27	
125N08233	4:15:00 PM	38.44	48	58	82.17	
125N08233	4:45:00 PM	54	48	58	58.5	
125N08233	5:00:00 PM	57	49	58	55.42	
125N08233	5:15:00 PM	57	49	58	55.42	
125N08233	5:30:00 PM	54.26	49	58	58.22	
125N08233	7:30:00 AM	52.98	48	58	59.62	
125N08233	7:45:00 AM	49.02	48	58	64.44	
125N08233	8:00:00 AM	48	40	58	65.81	
125N08233	4:15:00 PM	55.93	50	58	56.48	
125N08233	4:30:00 PM	60	50	58	52.65	
125N08233	4:45:00 PM	51.98	50	58	60.77	
125N08233	5:00:00 PM	47	51	58	67.21	
125N08233	5:15:00 PM	52.27	51	58	60.44	
125N08233	5:45:00 PM	54	51	58	58.5	
125N08233	7:15:00 AM	50.38	45	58	62.71	
125N08233	7:45:00 AM	50	45	58	63.18	
125N08233	8:45:00 AM	60.32	54	58	52.37	
125N08233	4:00:00 PM	56	49	58	56.41	
125N08233	4:15:00 PM	32.84	49	58	96.18	
125N08233	4:30:00 PM	54.46	49	58	58.01	
125N08233	4:45:00 PM	58.54	49	58	53.96	
125N08233	5:45:00 PM	52	49	58	60.75	
125N08233	7:00:00 AM	50	49	58	63.18	

125N08233	7:15:00 AM	44.49	49	58	71
125N08233	7:30:00 AM	53	49	58	59.6
125N08233	7:45:00 AM	42.16	49	58	74.92
125N08233	8:00:00 AM	47.99	53	58	65.83
125N08233	8:15:00 AM	44.93	53	58	70.3
125N08233	8:30:00 AM	49.92	53	58	63.28
125N08233	8:45:00 AM	39.34	53	58	80.29
125N08233	4:15:00 PM	47.48	47	58	66.53
125N08233	4:30:00 PM	28.11	47	58	112.38
125N08233	5:00:00 PM	58.64	49	58	53.87
125N08233	5:45:00 PM	54	49	58	58.5
125N08233	7:00:00 AM	55	51	58	57.43
125N08233	7:15:00 AM	41	51	58	77.05
125N08233	7:30:00 AM	37.05	51	58	85.25
125N08233	7:45:00 AM	39.55	51	58	79.88
125N08233	8:00:00 AM	51.96	51	58	60.79
125N08233	8:15:00 AM	49	51	58	64.47
125N08233	8:30:00 AM	47.37	51	58	66.69
125N08233	8:45:00 AM	52.98	51	58	59.62
125N08233	4:00:00 PM	45	48	58	70.2
125N08233	4:15:00 PM	46	48	58	68.67
125N08233	4:30:00 PM	31	48	58	101.9
125N08233	4:45:00 PM	54.84	48	58	57.61
125N08233	5:00:00 PM	59.39	48	58	53.18
125N08233	5:15:00 PM	50.04	48	58	63.13
125N08233	5:30:00 PM	51.91	48	58	60.85
125N08233	5:45:00 PM	62	48	58	50.95
125N08233	7:00:00 AM	47.24	51	58	66.87
125N08233	7:15:00 AM	51.83	51	58	60.95
125N08233	7:30:00 AM	54.28	51	58	58.2
125N08233	7:45:00 AM	51.5	51	58	61.34
125N08233	8:00:00 AM	51.98	51	58	60.77
125N08233	8:15:00 AM	52	51	58	60.75
125N08233	8:30:00 AM	46.3	51	58	68.23
125N08233	8:45:00 AM	43.24	51	58	73.06
125N08233	4:15:00 PM	33.27	49	58	94.95
125N08233	4:30:00 PM	44.3	49	58	71.3
125N08233	4:45:00 PM	47	49	58	67.21
125N08233	5:00:00 PM	52	48	58	60.75
125N08233	5:15:00 PM	56.39	48	58	56.02
125N08233	5:30:00 PM	50.29	48	58	62.81
125N08233	5:45:00 PM	28.66	48	58	110.24
125N08233	7:00:00 AM	55	36	58	57.43
125N08233	7:15:00 AM	51	36	58	61.94
125N08233	7:30:00 AM	49	36	58	64.47
125N08233	7:45:00 AM	49.92	36	58	63.28
125N08233	8:00:00 AM	13.9	50	58	227.23
125N08233	8:15:00 AM	40.14	50	58	78.7
125N08233	8:30:00 AM	43	50	58	73.46
125N08233	8:45:00 AM	38.38	50	58	82.31
125N08233	4:00:00 PM	55.84	43	58	56.57
125N08233	4:30:00 PM	36	43	58	87.75
125N08233	4:45:00 PM	39	43	58	81
125N08233	5:00:00 PM	58	49	58	54.46
125N08233	5:15:00 PM	51	49	58	61.94
125N08233	5:30:00 PM	51	49	58	61.94
125N08233	5:45:00 PM	59.93	49	58	52.71
125N08233	7:00:00 AM	54	47	58	58.5
125N08233	7:15:00 AM	49.45	47	58	63.87
125N08233	7:30:00 AM	37.89	47	58	83.36
125N08233	7:45:00 AM	39.46	47	58	80.06
125N08233	8:00:00 AM	45	50	58	70.2
125N08233	8:15:00 AM	45.1	50	58	70.05
125N08233	8:30:00 AM	48.06	50	58	65.73
125N08233	8:45:00 AM	45.62	50	58	69.25
125N08233	4:00:00 PM	42	48	58	75.21
125N08233	4:15:00 PM	51.7	48	58	61.11
125N08233	4:30:00 PM	58	48	58	54.46
125N08233	4:45:00 PM	53.84	48	58	58.68
125N08233	5:00:00 PM	35.57	49	58	88.8
125N08233	5:15:00 PM	49.9	49	58	63.3
125N08233	7:00:00 AM	45.23	48	58	69.84

125N08233	7:15:00 AM	48	48	58	65.81
125N08233	7:30:00 AM	52.89	48	58	59.73
125N08233	7:45:00 AM	40	48	58	78.97
125N08233	8:00:00 AM	57.46	40	58	54.97
125N08233	8:15:00 AM	49	40	58	64.47
125N08233	8:30:00 AM	48	40	58	65.81
125N08233	8:45:00 AM	49.92	40	58	63.28
125N08233	4:00:00 PM	51.98	50	58	60.77
125N08233	4:15:00 PM	50	50	58	63.18
125N08233	4:30:00 PM	53.7	50	58	58.82
125N08233	4:45:00 PM	54	50	58	58.5
125N08233	5:15:00 PM	58	51	58	54.46
125N08233	5:30:00 PM	55.5	51	58	56.92
125N08233	5:45:00 PM	43	51	58	73.46
125N08233	7:15:00 AM	48	45	58	65.81
125N08233	7:30:00 AM	55.39	45	58	57.03
125N08233	7:45:00 AM	52	45	58	60.75
125N08233	8:00:00 AM	52	54	58	60.75
125N08233	8:15:00 AM	55	54	58	57.43
125N08233	8:30:00 AM	59	54	58	53.54
125N08233	4:00:00 PM	53	49	58	59.6
125N08233	4:15:00 PM	48	49	58	65.81
125N08233	4:30:00 PM	51	49	58	61.94
125N08233	4:45:00 PM	45	49	58	70.2
125N08233	5:30:00 PM	49.68	49	58	63.58
125N08233	7:00:00 AM	47.92	49	58	65.92
125N08233	7:15:00 AM	37.78	49	58	83.62
125N08233	7:30:00 AM	16.67	49	58	189.53
125N08233	7:45:00 AM	47.43	49	58	66.61
125N08233	8:00:00 AM	36.89	53	58	85.63
125N08233	8:15:00 AM	49.25	53	58	64.14
125N08233	8:30:00 AM	46.53	53	58	67.89
125N08233	8:45:00 AM	41.4	53	58	76.29
125N08233	4:15:00 PM	56	47	58	56.41
125N08233	4:30:00 PM	45.18	47	58	69.92
125N08233	4:45:00 PM	55	47	58	57.43
125N08233	5:00:00 PM	58.85	49	58	53.68
125N08233	5:15:00 PM	63.86	49	58	49.47
125N08233	5:30:00 PM	54	49	58	58.5
125N08233	5:45:00 PM	56	49	58	56.41
125N08233	7:00:00 AM	45	51	58	70.2
125N08233	7:15:00 AM	49.9	51	58	63.3
125N08233	7:30:00 AM	46.65	51	58	67.72
125N08233	7:45:00 AM	44.52	51	58	70.95
125N08233	8:00:00 AM	45.91	51	58	68.8
125N08233	8:15:00 AM	35.97	51	58	87.81
125N08233	8:30:00 AM	57.92	51	58	54.54
125N08233	8:45:00 AM	39.44	51	58	80.1
125N08233	4:00:00 PM	42	48	58	75.21
125N08233	4:15:00 PM	50.69	48	58	62.32
125N08233	4:30:00 PM	36	48	58	87.75
125N08233	4:45:00 PM	42.59	48	58	74.16
125N08233	5:00:00 PM	53.93	48	58	58.58
125N08233	5:30:00 PM	49.07	48	58	64.38
125N08233	7:00:00 AM	52	51	58	60.75
125N08233	7:15:00 AM	46.37	51	58	68.13
125N08233	7:30:00 AM	48	51	58	65.81
125N08233	7:45:00 AM	53.12	51	58	59.46
125N08233	8:00:00 AM	50.98	51	58	61.96
125N08233	8:15:00 AM	48.75	51	58	64.79
125N08233	8:30:00 AM	55.5	51	58	56.92
125N08233	8:45:00 AM	45.85	51	58	68.9
125N08233	4:00:00 PM	55.39	49	58	57.03
125N08233	4:15:00 PM	50.51	49	58	62.54
125N08233	4:30:00 PM	38.72	49	58	81.59
125N08233	4:45:00 PM	51	49	58	61.94
125N08233	5:00:00 PM	54	48	58	58.5
125N08233	5:15:00 PM	51	48	58	61.94
125N08233	5:30:00 PM	53.5	48	58	59.05
125N08233	5:45:00 PM	50.46	48	58	62.61
125N08233	7:00:00 AM	51.26	36	58	61.62
125N08233	7:15:00 AM	55	36	58	57.43

125N08233	7:30:00 AM	48.67	36	58	64.9
125N08233	7:45:00 AM	52.5	36	58	60.17
125N08233	8:00:00 AM	29.94	50	58	105.52
125N08233	8:15:00 AM	48.91	50	58	64.58
125N08233	8:30:00 AM	47.81	50	58	66.07
125N08233	8:45:00 AM	43.15	50	58	73.2
125N08233	4:00:00 PM	55	43	58	57.43
125N08233	4:15:00 PM	59.73	43	58	52.88
125N08233	4:30:00 PM	51.69	43	58	61.11
125N08233	4:45:00 PM	52.5	43	58	60.17
125N08233	5:30:00 PM	49	49	58	64.47
125N08233	5:45:00 PM	49.49	49	58	63.82
125N08233	7:00:00 AM	51	47	58	61.94
125N08233	7:15:00 AM	51	47	58	61.94
125N08233	7:30:00 AM	50.99	47	58	61.95
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125N08233	8:00:00 AM	45.28	50	58	69.77
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125N08233	8:45:00 AM	50.3	50	58	62.8
125N08233	4:00:00 PM	42	48	58	75.21
125N08233	4:15:00 PM	54	48	58	58.5
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125N08233	5:15:00 PM	57	51	58	55.42
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125N08233	5:45:00 PM	53.27	51	58	59.3
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125N08233	5:15:00 PM	56.39	49	58	56.02
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125N08233	4:00:00 PM	48.45	48	58	65.2
125N08233	4:15:00 PM	55	48	58	57.43
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125N08233	4:45:00 PM	49.9	48	58	63.3
125N08233	5:00:00 PM	45	48	58	70.2
125N08233	5:15:00 PM	53	48	58	59.6
125N08233	5:45:00 PM	46.64	48	58	67.73
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125N08233	4:00:00 PM	54.95	48	58	57.49
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125N08233	7:00:00 AM	59	45	58	53.54
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125N08233	4:00:00 PM	51.98	49	58	60.77
125N08233	4:15:00 PM	46.81	49	58	67.49
125N08233	4:30:00 PM	56	49	58	56.41
125N08233	5:00:00 PM	48	49	58	65.81
125N08233	5:30:00 PM	54	49	58	58.5
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125N08233	8:45:00 AM	51.69	53	58	61.11
125N08233	4:15:00 PM	48	47	58	65.81
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125N08233	5:15:00 PM	37	49	58	85.38
125N08233	5:30:00 PM	42	49	58	75.21
125N08233	7:00:00 AM	49.82	51	58	63.41

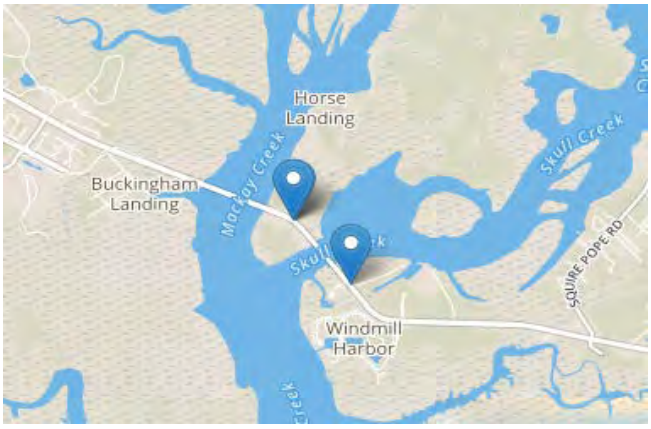
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125N08233	4:30:00 PM	56	48	58	56.41
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125N08233	5:30:00 PM	48.93	48	58	64.56
125N08233	7:00:00 AM	46.96	51	58	67.27
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125N08233	7:30:00 AM	51.46	51	58	61.39
125N08233	7:45:00 AM	55.5	51	58	56.92
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125N08233	7:00:00 AM	48	36	58	65.81
125N08233	7:15:00 AM	53.93	36	58	58.58
125N08233	7:30:00 AM	50.5	36	58	62.56
125N08233	7:45:00 AM	50.82	36	58	62.15
125N08233	8:00:00 AM	51.38	50	58	61.48
125N08233	8:15:00 AM	51	50	58	61.94
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125N08233	4:00:00 PM	55	43	58	57.43
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125N08233	4:45:00 PM	60	43	58	52.65
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125N08233	7:00:00 AM	58.85	51	58	53.68
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125N08233	7:45:00 AM	48.68	51	58	64.9
125N08233	8:00:00 AM	49.92	51	58	63.27
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125N08233	8:45:00 AM	54.64	51	58	57.81
125N08233	4:00:00 PM	55	49	58	57.43
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125N08233	4:30:00 PM	50.84	49	58	62.14
125N08233	4:45:00 PM	53.7	49	58	58.82
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125N08233	7:00:00 AM	44.7	36	58	70.67
125N08233	7:15:00 AM	34	36	58	92.91
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125N08233	4:30:00 PM	51.46	43	58	61.39
125N08233	4:45:00 PM	52	43	58	60.75
125N08233	5:00:00 PM	52.5	49	58	60.17
125N08233	5:15:00 PM	54.66	49	58	57.79
125N08233	5:30:00 PM	41	49	58	77.05
125N08233	5:45:00 PM	53.28	49	58	59.29

125N08233	7:00:00 AM	51.5	47	58	61.34
125N08233	7:15:00 AM	47	47	58	67.21
125N08233	7:30:00 AM	49.45	47	58	63.87
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125N08233	4:15:00 PM	40.49	48	58	78.01
125N08233	4:30:00 PM	57.5	48	58	54.94
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125N08233	5:15:00 PM	60	49	58	52.65
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125N08233	8:15:00 AM	47	53	58	67.21
125N08233	8:30:00 AM	47.01	53	58	67.2
125N08233	4:00:00 PM	46.81	47	58	67.49
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125N08233	4:15:00 PM	53.5	48	58	59.05
125N08233	4:30:00 PM	52.53	48	58	60.13
125N08233	4:45:00 PM	54.46	48	58	58.01
125N08233	5:30:00 PM	55.46	48	58	56.96
125N08233	5:45:00 PM	56	48	58	56.41
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125N08233	8:15:00 AM	51	51	58	61.94
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125N08233	8:45:00 AM	44.96	51	58	70.26
125N08233	4:00:00 PM	53.93	49	58	58.58
125N08233	4:30:00 PM	47.92	49	58	65.92
125N08233	4:45:00 PM	26	49	58	121.5
125N08233	5:00:00 PM	59	48	58	53.54
125N08233	5:15:00 PM	54	48	58	58.5
125N08233	5:30:00 PM	55	48	58	57.43
125N08233	5:45:00 PM	54.84	48	58	57.61
125N08233	7:00:00 AM	56	36	58	56.41
125N08233	7:15:00 AM	50	36	58	63.18
125N08233	7:30:00 AM	36.32	36	58	86.98
125N08233	7:45:00 AM	46.82	36	58	67.47
125N08233	8:00:00 AM	44.96	50	58	70.26
125N08233	8:15:00 AM	40.32	50	58	78.35
125N08233	8:30:00 AM	49.75	50	58	63.5
125N08233	8:45:00 AM	48.49	50	58	65.14
125N08233	4:00:00 PM	48.37	43	58	65.31
125N08233	4:15:00 PM	55.5	43	58	56.92
125N08233	4:30:00 PM	36.1	43	58	87.5
125N08233	4:45:00 PM	51.49	43	58	61.35
125N08233	5:00:00 PM	52.65	49	58	60
125N08233	5:15:00 PM	53.46	49	58	59.09
125N08233	5:30:00 PM	38.9	49	58	81.21
125N08233	5:45:00 PM	54.13	49	58	58.36
125N08233	7:15:00 AM	42	47	58	75.21
125N08233	7:30:00 AM	51.12	47	58	61.79
125N08233	7:45:00 AM	40.44	47	58	78.1
125N08233	8:00:00 AM	46.49	50	58	67.95
125N08233	8:15:00 AM	52.11	50	58	60.61
125N08233	8:30:00 AM	51.61	50	58	61.2
125N08233	8:45:00 AM	56.31	50	58	56.1
125N08233	4:00:00 PM	52.92	48	58	59.69
125N08233	4:15:00 PM	57	48	58	55.42
125N08233	4:30:00 PM	54	48	58	58.5
125N08233	4:45:00 PM	55	48	58	57.43
125N08233	5:00:00 PM	53.65	49	58	58.88
125N08233	5:15:00 PM	30.39	49	58	103.93
125N08233	5:30:00 PM	56	49	58	56.41
125N08233	5:45:00 PM	50.47	49	58	62.58
125N08233	7:30:00 AM	56	48	58	56.41
125N08233	7:45:00 AM	49.02	48	58	64.44
125N08233	8:00:00 AM	44.13	40	58	71.58
125N08233	8:15:00 AM	51	40	58	61.94
125N08233	8:30:00 AM	50	40	58	63.18
125N08233	8:45:00 AM	41.51	40	58	76.1
125N08233	4:00:00 PM	57.57	50	58	54.87
125N08233	4:15:00 PM	37	50	58	85.38
125N08233	4:30:00 PM	37.49	50	58	84.25
125N08233	4:45:00 PM	52.46	50	58	60.22
125N08233	5:00:00 PM	51.99	51	58	60.76
125N08233	5:15:00 PM	46.47	51	58	67.98
125N08233	5:30:00 PM	25.37	51	58	124.5
125N08233	5:45:00 PM	54.39	51	58	58.08
125N08233	7:15:00 AM	46	45	58	68.67
125N08233	7:30:00 AM	59	45	58	53.54
125N08233	7:45:00 AM	68	45	58	46.45
125N08233	8:00:00 AM	49	54	58	64.47
125N08233	8:30:00 AM	48	54	58	65.81
125N08233	8:45:00 AM	56	54	58	56.41
125N08233	4:00:00 PM	56.28	49	58	56.13
125N08233	4:15:00 PM	41	49	58	77.05
125N08233	4:30:00 PM	54.57	49	58	57.89
125N08233	4:45:00 PM	57.77	49	58	54.68
125N08233	5:00:00 PM	60.98	49	58	51.8
125N08233	5:30:00 PM	53	49	58	59.6
125N08233	5:45:00 PM	54.13	49	58	58.36
125N08233	7:00:00 AM	52	49	58	60.75
125N08233	7:15:00 AM	57.93	49	58	54.53
125N08233	7:45:00 AM	52.56	49	58	60.1
125N08233	8:00:00 AM	45.46	53	58	69.49

125N08233	8:15:00 AM	47.27	53	58	66.83
125N08233	8:30:00 AM	51	53	58	61.94
125N08233	8:45:00 AM	51	53	58	61.94
125N08233	4:00:00 PM	55.46	47	58	56.96
125N08233	4:15:00 PM	52	47	58	60.75
125N08233	4:30:00 PM	52.5	47	58	60.17
125N08233	4:45:00 PM	57.29	47	58	55.14
125N08233	5:00:00 PM	52.7	49	58	59.94
125N08233	5:15:00 PM	52	49	58	60.75
125N08233	5:30:00 PM	31	49	58	101.9
125N08233	5:45:00 PM	44	49	58	71.79
125N08233	7:00:00 AM	52	51	58	60.75
125N08233	7:15:00 AM	52.63	51	58	60.02
125N08233	7:30:00 AM	47	51	58	67.21
125N08233	7:45:00 AM	49.48	51	58	63.84
125N08233	8:00:00 AM	40.83	51	58	77.36
125N08233	8:15:00 AM	46.11	51	58	68.51
125N08233	8:30:00 AM	47.32	51	58	66.76
125N08233	8:45:00 AM	48.27	51	58	65.44
125N08233	4:15:00 PM	53	48	58	59.6
125N08233	4:30:00 PM	51.92	48	58	60.84
125N08233	4:45:00 PM	55.42	48	58	57
125N08233	5:00:00 PM	44.57	48	58	70.87
125N08233	5:15:00 PM	59	48	58	53.54
125N08233	5:30:00 PM	51.83	48	58	60.95
125N08233	5:45:00 PM	48.92	48	58	64.57
125N08233	7:00:00 AM	46	51	58	68.67
125N08233	7:15:00 AM	51.21	51	58	61.69
125N08233	7:30:00 AM	50.41	51	58	62.67
125N08233	7:45:00 AM	49.45	51	58	63.87
125N08233	8:00:00 AM	52.28	51	58	60.43
125N08233	8:15:00 AM	52.51	51	58	60.16
125N08233	8:30:00 AM	47.81	51	58	66.07
125N08233	8:45:00 AM	52.3	51	58	60.39
125N08233	4:00:00 PM	48.47	49	58	65.18
125N08233	4:30:00 PM	36.71	49	58	86.05
125N08233	4:45:00 PM	59	49	58	53.54
125N08233	5:00:00 PM	56.84	48	58	55.57
125N08233	5:15:00 PM	53	48	58	59.6
125N08233	5:30:00 PM	50.46	48	58	62.61
125N08233	5:45:00 PM	37	48	58	85.38

TMC	Direction	Start Location	End Location
125N17114	EASTBOUND	US-278, Hilton Head Island, SC 29926, USA	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	36.6
730-830	33.4
1600-1800	51.6
1630-1730	51.5

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125N17114	7:00:00 AM	33.55	52	61	57.69	
125N17114	7:15:00 AM	24.89	52	61	77.76	
125N17114	7:30:00 AM	19.62	52	61	98.64	
125N17114	7:45:00 AM	21.26	52	61	91.03	
125N17114	8:00:00 AM	22.3	54	61	86.78	
125N17114	8:15:00 AM	21.54	54	61	89.87	
125N17114	8:30:00 AM	23.6	54	61	82.02	
125N17114	8:45:00 AM	18.45	54	61	104.93	
125N17114	4:00:00 PM	51.43	52	61	37.63	
125N17114	4:30:00 PM	54.64	52	61	35.42	
125N17114	4:45:00 PM	52.21	52	61	37.08	
125N17114	5:00:00 PM	53.96	52	61	35.87	
125N17114	5:15:00 PM	52.39	52	61	36.94	
125N17114	5:30:00 PM	55	52	61	35.19	
125N17114	5:45:00 PM	53.46	52	61	36.21	
125N17114	7:00:00 AM	47.01	54	61	41.18	
125N17114	7:15:00 AM	30.2	54	61	64.1	
125N17114	7:30:00 AM	25.25	54	61	76.64	
125N17114	7:45:00 AM	18.98	54	61	101.98	
125N17114	8:00:00 AM	11.64	55	61	166.31	
125N17114	8:15:00 AM	19.52	55	61	99.17	
125N17114	8:30:00 AM	25.94	55	61	74.62	
125N17114	8:45:00 AM	23.17	55	61	83.54	
125N17114	4:00:00 PM	46.98	51	61	41.2	
125N17114	4:15:00 PM	52.38	51	61	36.95	
125N17114	4:30:00 PM	54.63	51	61	35.43	
125N17114	4:45:00 PM	52.6	51	61	36.8	
125N17114	5:00:00 PM	52.32	52	61	37	
125N17114	5:15:00 PM	55.28	52	61	35.02	
125N17114	5:30:00 PM	53.89	52	61	35.92	
125N17114	5:45:00 PM	59.45	52	61	32.56	
125N17114	7:00:00 AM	36.02	51	61	53.74	
125N17114	7:15:00 AM	29.47	51	61	65.68	
125N17114	7:30:00 AM	58.4	51	61	33.14	
125N17114	7:45:00 AM	37.29	51	61	51.9	
125N17114	8:00:00 AM	23.66	54	61	81.82	
125N17114	8:15:00 AM	23.69	54	61	81.7	
125N17114	8:30:00 AM	24.32	54	61	79.58	
125N17114	8:45:00 AM	23.91	54	61	80.94	
125N17114	4:00:00 PM	53.5	48	61	36.18	
125N17114	4:15:00 PM	52.77	48	61	36.68	
125N17114	4:30:00 PM	54.26	48	61	35.68	
125N17114	4:45:00 PM	53.3	48	61	36.31	
125N17114	5:00:00 PM	47	49	61	41.18	
125N17114	5:15:00 PM	55.54	49	61	34.85	
125N17114	5:30:00 PM	58.98	49	61	32.82	
125N17114	5:45:00 PM	52.55	49	61	36.83	
125N17114	7:00:00 AM	47.38	52	61	40.85	
125N17114	7:15:00 AM	46.98	52	61	41.2	
125N17114	7:30:00 AM	30.86	52	61	62.73	
125N17114	7:45:00 AM	20.32	52	61	95.24	
125N17114	8:00:00 AM	17.14	53	61	112.91	
125N17114	8:15:00 AM	24.07	53	61	80.42	
125N17114	8:30:00 AM	28.81	53	61	67.19	
125N17114	8:45:00 AM	53.27	53	61	36.34	
125N17114	4:00:00 PM	51.95	45	61	37.26	
125N17114	4:15:00 PM	54.27	45	61	35.67	
125N17114	4:30:00 PM	53.65	45	61	36.08	
125N17114	4:45:00 PM	50.55	45	61	38.29	
125N17114	5:00:00 PM	54.5	45	61	35.52	
125N17114	5:15:00 PM	53.84	45	61	35.95	
125N17114	5:30:00 PM	53.5	45	61	36.18	
125N17114	5:45:00 PM	52.45	45	61	36.91	
125N17114	7:00:00 AM	48.45	41	61	39.95	
125N17114	7:30:00 AM	54.13	41	61	35.76	
125N17114	7:45:00 AM	56.41	41	61	34.31	
125N17114	8:00:00 AM	52	47	61	37.22	
125N17114	8:15:00 AM	31.43	47	61	61.59	
125N17114	8:45:00 AM	58	47	61	33.37	
125N17114	4:00:00 PM	52.83	44	61	36.64	
125N17114	4:15:00 PM	53.73	44	61	36.02	

125N17114	4:30:00 PM	53.94	44	61	35.88
125N17114	4:45:00 PM	54.95	44	61	35.22
125N17114	5:00:00 PM	56.5	41	61	34.26
125N17114	5:15:00 PM	56.93	41	61	34
125N17114	5:45:00 PM	60.98	41	61	31.74
125N17114	7:15:00 AM	57	53	61	33.96
125N17114	8:00:00 AM	58	53	61	33.37
125N17114	8:45:00 AM	55.71	53	61	34.74
125N17114	4:00:00 PM	52.98	52	61	36.53
125N17114	4:15:00 PM	57.5	52	61	33.67
125N17114	4:30:00 PM	59	52	61	32.81
125N17114	4:45:00 PM	50	52	61	38.71
125N17114	5:00:00 PM	57	51	61	33.96
125N17114	5:15:00 PM	54.84	51	61	35.3
125N17114	5:45:00 PM	55	51	61	35.19
125N17114	7:00:00 AM	34.58	52	61	55.98
125N17114	7:15:00 AM	30	52	61	64.52
125N17114	7:30:00 AM	22.2	52	61	87.2
125N17114	7:45:00 AM	21.14	52	61	91.57
125N17114	8:00:00 AM	19.62	54	61	98.64
125N17114	8:15:00 AM	27.22	54	61	71.1
125N17114	8:30:00 AM	21.59	54	61	89.64
125N17114	8:45:00 AM	20.26	54	61	95.55
125N17114	4:00:00 PM	52.25	51	61	37.04
125N17114	4:15:00 PM	55.95	51	61	34.59
125N17114	4:30:00 PM	56.46	51	61	34.28
125N17114	4:45:00 PM	55.84	51	61	34.66
125N17114	5:00:00 PM	53.66	52	61	36.07
125N17114	5:15:00 PM	56	52	61	34.56
125N17114	5:30:00 PM	59	52	61	32.81
125N17114	5:45:00 PM	52.84	52	61	36.63
125N17114	7:00:00 AM	31.48	52	61	61.49
125N17114	7:15:00 AM	25.97	52	61	74.52
125N17114	7:30:00 AM	21.03	52	61	92.06
125N17114	7:45:00 AM	23.62	52	61	81.97
125N17114	8:00:00 AM	21.95	54	61	88.18
125N17114	8:15:00 AM	26.37	54	61	73.41
125N17114	8:30:00 AM	20.55	54	61	94.19
125N17114	8:45:00 AM	20.26	54	61	95.55
125N17114	4:00:00 PM	51	52	61	37.95
125N17114	4:15:00 PM	49.95	52	61	38.75
125N17114	4:30:00 PM	49.82	52	61	38.85
125N17114	4:45:00 PM	54	52	61	35.84
125N17114	5:00:00 PM	56.28	52	61	34.39
125N17114	5:15:00 PM	55.71	52	61	34.74
125N17114	5:30:00 PM	53.98	52	61	35.86
125N17114	5:45:00 PM	60.46	52	61	32.01
125N17114	7:00:00 AM	18.74	54	61	103.31
125N17114	7:15:00 AM	18.71	54	61	103.47
125N17114	7:30:00 AM	23.75	54	61	81.5
125N17114	7:45:00 AM	24.44	54	61	79.2
125N17114	8:00:00 AM	21.97	55	61	88.1
125N17114	8:15:00 AM	23.05	55	61	83.96
125N17114	8:30:00 AM	21.97	55	61	88.1
125N17114	8:45:00 AM	29.22	55	61	66.25
125N17114	4:00:00 PM	56.64	51	61	34.17
125N17114	4:15:00 PM	55.66	51	61	34.77
125N17114	4:30:00 PM	47	51	61	41.18
125N17114	4:45:00 PM	50.92	51	61	38.01
125N17114	5:00:00 PM	51.03	52	61	37.93
125N17114	5:15:00 PM	51.5	52	61	37.59
125N17114	5:30:00 PM	59.34	52	61	32.62
125N17114	5:45:00 PM	51.98	52	61	37.24
125N17114	7:00:00 AM	26.4	51	61	73.32
125N17114	7:15:00 AM	31	51	61	62.44
125N17114	7:30:00 AM	24.65	51	61	78.52
125N17114	7:45:00 AM	20.46	51	61	94.62
125N17114	8:00:00 AM	23.09	54	61	83.84
125N17114	8:15:00 AM	23.55	54	61	82.2
125N17114	8:30:00 AM	25	54	61	77.42
125N17114	8:45:00 AM	21.66	54	61	89.38
125N17114	4:00:00 PM	56.5	48	61	34.26

125N17114	4:15:00 PM	49.18	48	61	39.36
125N17114	4:30:00 PM	52	48	61	37.22
125N17114	4:45:00 PM	51.5	48	61	37.59
125N17114	5:15:00 PM	50.61	49	61	38.24
125N17114	5:30:00 PM	55	49	61	35.19
125N17114	5:45:00 PM	44.61	49	61	43.39
125N17114	7:00:00 AM	47.58	52	61	40.68
125N17114	7:15:00 AM	29.11	52	61	66.48
125N17114	7:30:00 AM	22.63	52	61	85.53
125N17114	7:45:00 AM	20.76	52	61	93.22
125N17114	8:00:00 AM	21.23	53	61	91.18
125N17114	8:15:00 AM	22.28	53	61	86.88
125N17114	8:30:00 AM	15.65	53	61	123.72
125N17114	8:45:00 AM	31.75	53	61	60.96
125N17114	4:00:00 PM	51.11	45	61	37.87
125N17114	4:15:00 PM	50.96	45	61	37.98
125N17114	4:30:00 PM	54.32	45	61	35.64
125N17114	4:45:00 PM	52.25	45	61	37.04
125N17114	5:00:00 PM	55.93	45	61	34.61
125N17114	5:15:00 PM	56	45	61	34.56
125N17114	5:30:00 PM	54	45	61	35.84
125N17114	5:45:00 PM	57.46	45	61	33.69
125N17114	7:00:00 AM	58.22	41	61	33.25
125N17114	7:15:00 AM	54	41	61	35.84
125N17114	7:30:00 AM	54.46	41	61	35.54
125N17114	7:45:00 AM	54.84	41	61	35.3
125N17114	8:00:00 AM	51.21	47	61	37.8
125N17114	8:15:00 AM	52	47	61	37.22
125N17114	8:30:00 AM	45.53	47	61	42.51
125N17114	8:45:00 AM	45	47	61	43.01
125N17114	4:00:00 PM	53	44	61	36.52
125N17114	4:15:00 PM	51.51	44	61	37.58
125N17114	4:30:00 PM	56	44	61	34.56
125N17114	4:45:00 PM	59	44	61	32.81
125N17114	5:00:00 PM	61.98	41	61	31.23
125N17114	5:15:00 PM	54.68	41	61	35.4
125N17114	5:30:00 PM	48	41	61	40.33
125N17114	5:45:00 PM	55.36	41	61	34.97
125N17114	7:30:00 AM	63	53	61	30.72
125N17114	7:45:00 AM	54	53	61	35.84
125N17114	8:00:00 AM	58	53	61	33.37
125N17114	8:30:00 AM	60.4	53	61	32.05
125N17114	8:45:00 AM	57	53	61	33.96
125N17114	4:00:00 PM	53.44	52	61	36.22
125N17114	4:15:00 PM	52.98	52	61	36.53
125N17114	4:30:00 PM	52.53	52	61	36.85
125N17114	4:45:00 PM	52	52	61	37.22
125N17114	5:15:00 PM	55.71	51	61	34.74
125N17114	5:30:00 PM	58.46	51	61	33.11
125N17114	5:45:00 PM	57	51	61	33.96
125N17114	7:00:00 AM	53.46	52	61	36.21
125N17114	7:15:00 AM	33.36	52	61	58.02
125N17114	7:30:00 AM	20.09	52	61	96.33
125N17114	7:45:00 AM	23.19	52	61	83.47
125N17114	8:00:00 AM	19	54	61	101.85
125N17114	8:15:00 AM	24.66	54	61	78.5
125N17114	8:30:00 AM	22.27	54	61	86.94
125N17114	8:45:00 AM	39.18	54	61	49.4
125N17114	4:00:00 PM	54.21	51	61	35.71
125N17114	4:15:00 PM	54	51	61	35.84
125N17114	4:30:00 PM	55.14	51	61	35.1
125N17114	4:45:00 PM	56.46	51	61	34.28
125N17114	5:00:00 PM	56.14	52	61	34.48
125N17114	5:15:00 PM	53.64	52	61	36.09
125N17114	5:30:00 PM	50.5	52	61	38.33
125N17114	5:45:00 PM	53.25	52	61	36.35
125N17114	7:00:00 AM	48.43	52	61	39.97
125N17114	7:15:00 AM	28.33	52	61	68.33
125N17114	7:30:00 AM	21.53	52	61	89.88
125N17114	7:45:00 AM	26.61	52	61	72.75
125N17114	8:00:00 AM	18.29	54	61	105.84
125N17114	8:15:00 AM	31.2	54	61	62.04

125N17114	8:30:00 AM	32.29	54	61	59.94
125N17114	8:45:00 AM	34.18	54	61	56.63
125N17114	4:00:00 PM	54.98	52	61	35.2
125N17114	4:15:00 PM	54.47	52	61	35.54
125N17114	4:45:00 PM	55.31	52	61	35
125N17114	5:00:00 PM	57.38	52	61	33.73
125N17114	5:15:00 PM	52.5	52	61	36.87
125N17114	5:30:00 PM	48.98	52	61	39.52
125N17114	5:45:00 PM	47.92	52	61	40.4
125N17114	7:00:00 AM	54.47	54	61	35.54
125N17114	7:15:00 AM	37.05	54	61	52.25
125N17114	7:30:00 AM	17.33	54	61	111.69
125N17114	7:45:00 AM	24.57	54	61	78.78
125N17114	8:00:00 AM	24.67	55	61	78.46
125N17114	8:15:00 AM	23.82	55	61	81.28
125N17114	8:30:00 AM	30.49	55	61	63.47
125N17114	8:45:00 AM	46.2	55	61	41.89
125N17114	4:00:00 PM	53.12	51	61	36.44
125N17114	4:15:00 PM	55.65	51	61	34.78
125N17114	4:30:00 PM	53	51	61	36.52
125N17114	4:45:00 PM	53.96	51	61	35.87
125N17114	5:00:00 PM	57.39	52	61	33.73
125N17114	5:15:00 PM	56.77	52	61	34.1
125N17114	5:30:00 PM	51.99	52	61	37.23
125N17114	5:45:00 PM	54.55	52	61	35.48
125N17114	7:00:00 AM	53.54	51	61	36.15
125N17114	7:15:00 AM	28.81	51	61	67.18
125N17114	7:30:00 AM	20.66	51	61	93.71
125N17114	7:45:00 AM	21.29	51	61	90.92
125N17114	8:00:00 AM	19.85	54	61	97.5
125N17114	8:15:00 AM	22.11	54	61	87.56
125N17114	8:30:00 AM	27.1	54	61	71.44
125N17114	8:45:00 AM	37.43	54	61	51.71
125N17114	4:00:00 PM	54.84	48	61	35.3
125N17114	4:15:00 PM	51.21	48	61	37.8
125N17114	4:30:00 PM	48.54	48	61	39.88
125N17114	4:45:00 PM	52.53	48	61	36.85
125N17114	5:00:00 PM	54.84	49	61	35.3
125N17114	5:15:00 PM	54.5	49	61	35.52
125N17114	5:30:00 PM	52.6	49	61	36.8
125N17114	5:45:00 PM	52.35	49	61	36.97
125N17114	7:00:00 AM	47.05	52	61	41.14
125N17114	7:15:00 AM	25.02	52	61	77.36
125N17114	7:30:00 AM	21.86	52	61	88.54
125N17114	7:45:00 AM	23.07	52	61	83.9
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125N17114	8:15:00 AM	23.2	53	61	83.42
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125N17114	8:45:00 AM	37.44	53	61	51.7
125N17114	4:00:00 PM	51.92	45	61	37.28
125N17114	4:15:00 PM	54.66	45	61	35.41
125N17114	4:30:00 PM	50.67	45	61	38.2
125N17114	4:45:00 PM	55.95	45	61	34.59
125N17114	5:00:00 PM	50	45	61	38.71
125N17114	5:15:00 PM	48.49	45	61	39.91
125N17114	5:30:00 PM	53.27	45	61	36.34
125N17114	5:45:00 PM	53	45	61	36.52
125N17114	7:00:00 AM	59	41	61	32.81
125N17114	7:30:00 AM	54	41	61	35.84
125N17114	7:45:00 AM	54.84	41	61	35.3
125N17114	8:00:00 AM	51.12	47	61	37.87
125N17114	8:15:00 AM	43.14	47	61	44.87
125N17114	8:30:00 AM	53.46	47	61	36.21
125N17114	8:45:00 AM	60	47	61	32.26
125N17114	4:00:00 PM	52	44	61	37.22
125N17114	4:15:00 PM	52.95	44	61	36.56
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125N17114	5:15:00 PM	57.5	41	61	33.67
125N17114	5:30:00 PM	52.46	41	61	36.9
125N17114	5:45:00 PM	55	41	61	35.19

125N17114	7:30:00 AM	51	53	61	37.95
125N17114	7:45:00 AM	48	53	61	40.33
125N17114	8:00:00 AM	52.11	53	61	37.14
125N17114	8:15:00 AM	60	53	61	32.26
125N17114	4:00:00 PM	57	52	61	33.96
125N17114	4:15:00 PM	57	52	61	33.96
125N17114	4:30:00 PM	55.98	52	61	34.58
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125N17114	5:30:00 PM	56.21	51	61	34.44
125N17114	5:45:00 PM	63	51	61	30.72
125N17114	7:00:00 AM	49.76	52	61	38.9
125N17114	7:15:00 AM	31.01	52	61	62.43
125N17114	7:30:00 AM	19.47	52	61	99.4
125N17114	7:45:00 AM	22.29	52	61	86.83
125N17114	8:00:00 AM	22.28	54	61	86.88
125N17114	8:15:00 AM	24.37	54	61	79.44
125N17114	8:30:00 AM	21.43	54	61	90.32
125N17114	8:45:00 AM	28.23	54	61	68.56
125N17114	4:00:00 PM	54.05	51	61	35.81
125N17114	4:15:00 PM	49.27	51	61	39.28
125N17114	4:30:00 PM	54.26	51	61	35.68
125N17114	4:45:00 PM	52.98	51	61	36.53
125N17114	5:00:00 PM	49.25	52	61	39.3
125N17114	5:15:00 PM	57.85	52	61	33.46
125N17114	5:30:00 PM	60	52	61	32.26
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125N17114	4:00:00 PM	50.74	52	61	38.15
125N17114	4:15:00 PM	60.2	52	61	32.15
125N17114	4:30:00 PM	53.5	52	61	36.18
125N17114	4:45:00 PM	55.26	52	61	35.03
125N17114	5:00:00 PM	47.92	52	61	40.4
125N17114	5:15:00 PM	53.14	52	61	36.43
125N17114	5:30:00 PM	55	52	61	35.19
125N17114	5:45:00 PM	51.99	52	61	37.23
125N17114	7:00:00 AM	48.5	54	61	39.91
125N17114	7:15:00 AM	20.53	54	61	94.27
125N17114	7:30:00 AM	14.56	54	61	132.94
125N17114	7:45:00 AM	23.28	54	61	83.15
125N17114	8:00:00 AM	22.63	55	61	85.55
125N17114	8:15:00 AM	24	55	61	80.65
125N17114	8:30:00 AM	21.02	55	61	92.1
125N17114	8:45:00 AM	20.3	55	61	95.33
125N17114	4:00:00 PM	55.96	51	61	34.59
125N17114	4:15:00 PM	54	51	61	35.84
125N17114	4:30:00 PM	55	51	61	35.19
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125N17114	4:30:00 PM	50.98	48	61	37.97
125N17114	4:45:00 PM	53.5	48	61	36.18
125N17114	5:00:00 PM	49.12	49	61	39.4
125N17114	5:15:00 PM	52	49	61	37.22

125N17114	5:30:00 PM	49.96	49	61	38.74
125N17114	5:45:00 PM	45.36	49	61	42.67
125N17114	7:00:00 AM	49.91	52	61	38.78
125N17114	7:15:00 AM	19.78	52	61	97.84
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125N17114	7:45:00 AM	36.1	52	61	53.61
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125N17114	8:15:00 AM	21.85	53	61	88.58
125N17114	8:30:00 AM	17.76	53	61	109
125N17114	8:45:00 AM	20.53	53	61	94.27
125N17114	4:00:00 PM	52.6	45	61	36.8
125N17114	4:15:00 PM	57.19	45	61	33.84
125N17114	4:30:00 PM	47.92	45	61	40.4
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125N17114	7:30:00 AM	48	41	61	40.33
125N17114	7:45:00 AM	52.21	41	61	37.07
125N17114	8:00:00 AM	53.25	47	61	36.35
125N17114	8:15:00 AM	45.52	47	61	42.52
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125N17114	5:00:00 PM	13.6	41	61	142.28
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125N17114	7:00:00 AM	62	53	61	31.22
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125N17114	8:15:00 AM	61	53	61	31.73
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125N17114	5:15:00 PM	52.81	51	61	36.65
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125N17114	7:30:00 AM	53	52	61	36.52
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125N17114	8:00:00 AM	56.89	54	61	34.02
125N17114	8:15:00 AM	57	54	61	33.96
125N17114	8:45:00 AM	53.73	54	61	36.02
125N17114	4:00:00 PM	53	51	61	36.52
125N17114	4:15:00 PM	54.39	51	61	35.59
125N17114	4:30:00 PM	60.29	51	61	32.11
125N17114	4:45:00 PM	50.92	51	61	38.01
125N17114	5:00:00 PM	60.31	52	61	32.1
125N17114	5:15:00 PM	60	52	61	32.26
125N17114	5:30:00 PM	45	52	61	43.01
125N17114	5:45:00 PM	52.7	52	61	36.73
125N17114	7:00:00 AM	42.42	52	61	45.63
125N17114	7:15:00 AM	27.73	52	61	69.81
125N17114	7:30:00 AM	24.89	52	61	77.76
125N17114	7:45:00 AM	19.97	52	61	96.94
125N17114	8:00:00 AM	21.28	54	61	90.98
125N17114	8:15:00 AM	20.28	54	61	95.46
125N17114	8:30:00 AM	16.95	54	61	114.19
125N17114	8:45:00 AM	18.62	54	61	103.96
125N17114	4:00:00 PM	52.99	52	61	36.53

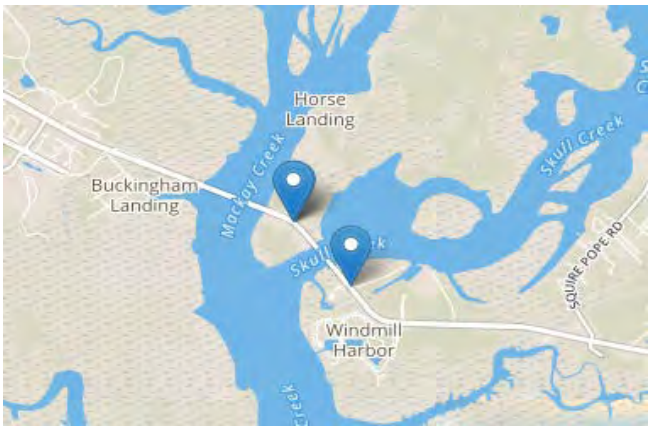
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125N17114	4:30:00 PM	49.2	52	61	39.34
125N17114	4:45:00 PM	52.99	52	61	36.53
125N17114	5:00:00 PM	53.46	52	61	36.21
125N17114	5:15:00 PM	50.5	52	61	38.33
125N17114	5:30:00 PM	54.46	52	61	35.54
125N17114	5:45:00 PM	49.92	52	61	38.77
125N17114	7:00:00 AM	45.14	54	61	42.88
125N17114	7:15:00 AM	24	54	61	80.65
125N17114	7:30:00 AM	19.66	54	61	98.48
125N17114	7:45:00 AM	23.82	54	61	81.28
125N17114	8:00:00 AM	21.1	55	61	91.72
125N17114	8:15:00 AM	20.53	55	61	94.27
125N17114	8:30:00 AM	24.69	55	61	78.41
125N17114	8:45:00 AM	24.71	55	61	78.35
125N17114	4:00:00 PM	52	51	61	37.22
125N17114	4:15:00 PM	53.57	51	61	36.14
125N17114	4:30:00 PM	54.46	51	61	35.54
125N17114	4:45:00 PM	49.5	51	61	39.1
125N17114	5:00:00 PM	55.21	52	61	35.06
125N17114	5:15:00 PM	56.59	52	61	34.2
125N17114	5:30:00 PM	54.3	52	61	35.64
125N17114	5:45:00 PM	57.82	52	61	33.48
125N17114	7:00:00 AM	49.32	51	61	39.25
125N17114	7:15:00 AM	26.4	51	61	73.32
125N17114	7:30:00 AM	17.96	51	61	107.76
125N17114	7:45:00 AM	21.59	51	61	89.64
125N17114	8:00:00 AM	21.94	54	61	88.22
125N17114	8:15:00 AM	27.93	54	61	69.31
125N17114	8:30:00 AM	21.03	54	61	92.03
125N17114	8:45:00 AM	23.89	54	61	81.03
125N17114	4:00:00 PM	51.43	48	61	37.64
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125N17114	5:00:00 PM	54.46	49	61	35.54
125N17114	5:15:00 PM	54.39	49	61	35.59
125N17114	5:30:00 PM	50	49	61	38.71
125N17114	5:45:00 PM	54.93	49	61	35.24
125N17114	7:00:00 AM	54.6	54	61	35.45
125N17114	7:15:00 AM	48.66	54	61	39.78
125N17114	7:30:00 AM	43.83	54	61	44.16
125N17114	7:45:00 AM	24.21	54	61	79.95
125N17114	8:00:00 AM	27.61	55	61	70.11
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125N17114	4:30:00 PM	52.99	51	61	36.53
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125N17114	5:15:00 PM	52.38	52	61	36.95
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125N17114	5:45:00 PM	54.3	52	61	35.64
125N17114	7:00:00 AM	48.83	51	61	39.64
125N17114	7:15:00 AM	51.92	51	61	37.28
125N17114	7:30:00 AM	45	51	61	43.02
125N17114	7:45:00 AM	22.47	51	61	86.15
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125N17114	8:15:00 AM	44.24	54	61	43.75
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125N17114	8:45:00 AM	52.99	54	61	36.53
125N17114	4:00:00 PM	55.92	48	61	34.61
125N17114	4:15:00 PM	51.2	48	61	37.81
125N17114	4:30:00 PM	51.32	48	61	37.72
125N17114	4:45:00 PM	53.83	48	61	35.96
125N17114	5:00:00 PM	55.91	49	61	34.62
125N17114	5:15:00 PM	54.57	49	61	35.47
125N17114	5:30:00 PM	49.5	49	61	39.1
125N17114	5:45:00 PM	57.66	49	61	33.57
125N17114	7:00:00 AM	52.21	52	61	37.07

125N17114	7:15:00 AM	50.93	52	61	38.01
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125N17114	8:00:00 AM	37.76	53	61	51.26
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125N17114	8:30:00 AM	20.57	53	61	94.09
125N17114	8:45:00 AM	27.34	53	61	70.79
125N17114	4:00:00 PM	48.53	45	61	39.89
125N17114	4:15:00 PM	53.18	45	61	36.4
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125N17114	4:45:00 PM	55.33	45	61	34.98
125N17114	5:00:00 PM	53.95	45	61	35.88
125N17114	5:15:00 PM	55.46	45	61	34.9
125N17114	5:30:00 PM	53.18	45	61	36.39
125N17114	5:45:00 PM	54.22	45	61	35.7
125N17114	7:15:00 AM	56	41	61	34.56
125N17114	7:30:00 AM	54.78	41	61	35.33
125N17114	7:45:00 AM	51.98	41	61	37.24
125N17114	8:00:00 AM	54.46	47	61	35.54
125N17114	8:15:00 AM	38.27	47	61	50.58
125N17114	8:30:00 AM	55.59	47	61	34.82
125N17114	8:45:00 AM	61	47	61	31.73
125N17114	4:00:00 PM	17.33	44	61	111.69
125N17114	4:15:00 PM	12.79	44	61	151.3
125N17114	4:30:00 PM	15.88	44	61	121.87
125N17114	4:45:00 PM	14.59	44	61	132.63
125N17114	5:00:00 PM	16.15	41	61	119.82
125N17114	5:15:00 PM	13.33	41	61	145.17
125N17114	5:30:00 PM	15.35	41	61	126.06
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125N17114	8:30:00 AM	62	53	61	31.22
125N17114	8:45:00 AM	63.4	53	61	30.53
125N17114	4:00:00 PM	56	52	61	34.56
125N17114	4:15:00 PM	58.14	52	61	33.29
125N17114	4:30:00 PM	56.31	52	61	34.38
125N17114	4:45:00 PM	54.15	52	61	35.75
125N17114	5:00:00 PM	62.35	51	61	31.05
125N17114	5:15:00 PM	56.5	51	61	34.26
125N17114	5:30:00 PM	61.4	51	61	31.53
125N17114	5:45:00 PM	50.92	51	61	38.01
125N17114	7:00:00 AM	55.22	52	61	35.05
125N17114	7:15:00 AM	50.55	52	61	38.29
125N17114	7:30:00 AM	48.3	52	61	40.07
125N17114	7:45:00 AM	33.75	52	61	57.35
125N17114	8:00:00 AM	22.81	54	61	84.87
125N17114	8:15:00 AM	21.25	54	61	91.07
125N17114	8:30:00 AM	46.58	54	61	41.56
125N17114	8:45:00 AM	52.84	54	61	36.63
125N17114	4:00:00 PM	53.23	51	61	36.37
125N17114	4:15:00 PM	53.25	51	61	36.35
125N17114	4:30:00 PM	54.95	51	61	35.22
125N17114	4:45:00 PM	50.38	51	61	38.42
125N17114	5:00:00 PM	56.64	52	61	34.17
125N17114	5:15:00 PM	55	52	61	35.19
125N17114	5:30:00 PM	70.19	52	61	27.58
125N17114	5:45:00 PM	52.25	52	61	37.04
125N17114	7:00:00 AM	54.98	52	61	35.2
125N17114	7:15:00 AM	51.53	52	61	37.56
125N17114	7:30:00 AM	36.59	52	61	52.9
125N17114	7:45:00 AM	23.29	52	61	83.09
125N17114	8:00:00 AM	22.63	54	61	85.53
125N17114	8:15:00 AM	22.5	54	61	86.03
125N17114	8:30:00 AM	40.73	54	61	47.52
125N17114	8:45:00 AM	51.25	54	61	37.77
125N17114	4:00:00 PM	54.26	52	61	35.68
125N17114	4:15:00 PM	50.38	52	61	38.42
125N17114	4:30:00 PM	51.28	52	61	37.75
125N17114	4:45:00 PM	52.99	52	61	36.53
125N17114	5:00:00 PM	50.26	52	61	38.51

125N17114	5:15:00 PM	54.46	52	61	35.54
125N17114	5:30:00 PM	56.5	52	61	34.26
125N17114	5:45:00 PM	56	52	61	34.56
125N17114	7:00:00 AM	49.39	54	61	39.19
125N17114	7:15:00 AM	52.11	54	61	37.14
125N17114	7:30:00 AM	39.05	54	61	49.57
125N17114	7:45:00 AM	24.96	54	61	77.55
125N17114	8:00:00 AM	22.91	55	61	84.49
125N17114	8:15:00 AM	17.79	55	61	108.78
125N17114	8:30:00 AM	30.76	55	61	62.93
125N17114	8:45:00 AM	26.15	55	61	74.02
125N17114	4:00:00 PM	52.96	51	61	36.55
125N17114	4:15:00 PM	51.46	51	61	37.62
125N17114	4:30:00 PM	56.46	51	61	34.29
125N17114	4:45:00 PM	51.91	51	61	37.29
125N17114	5:00:00 PM	51.92	52	61	37.28
125N17114	5:15:00 PM	53.51	52	61	36.17
125N17114	5:30:00 PM	48.82	52	61	39.65
125N17114	5:45:00 PM	61.4	52	61	31.53
125N17114	7:00:00 AM	50.64	51	61	38.23
125N17114	7:15:00 AM	48.99	51	61	39.51
125N17114	7:30:00 AM	41.33	51	61	46.84
125N17114	7:45:00 AM	43.48	51	61	44.52
125N17114	8:00:00 AM	42.38	54	61	45.68
125N17114	8:15:00 AM	46.61	54	61	41.53
125N17114	8:30:00 AM	49.83	54	61	38.84
125N17114	8:45:00 AM	51.99	54	61	37.23
125N17114	4:00:00 PM	55.98	48	61	34.58
125N17114	4:15:00 PM	56.92	48	61	34.01
125N17114	4:30:00 PM	51.55	48	61	37.55
125N17114	4:45:00 PM	55.5	48	61	34.88
125N17114	5:00:00 PM	56.19	49	61	34.45
125N17114	5:15:00 PM	53.27	49	61	36.34
125N17114	5:30:00 PM	59.64	49	61	32.45
125N17114	5:45:00 PM	54.66	49	61	35.41
125N17114	7:00:00 AM	53.7	52	61	36.04
125N17114	7:15:00 AM	51.92	52	61	37.28
125N17114	7:30:00 AM	48.54	52	61	39.88
125N17114	7:45:00 AM	29.07	52	61	66.58
125N17114	8:00:00 AM	37.13	53	61	52.13
125N17114	8:15:00 AM	47.86	53	61	40.44
125N17114	8:30:00 AM	51.83	53	61	37.35
125N17114	8:45:00 AM	55.54	53	61	34.85
125N17114	4:00:00 PM	54.59	45	61	35.46
125N17114	4:15:00 PM	57.37	45	61	33.74
125N17114	4:30:00 PM	58.15	45	61	33.28
125N17114	4:45:00 PM	55.45	45	61	34.91
125N17114	5:00:00 PM	57.92	45	61	33.42
125N17114	5:15:00 PM	54.5	45	61	35.51
125N17114	5:30:00 PM	54.6	45	61	35.45
125N17114	5:45:00 PM	55.28	45	61	35.01
125N17114	7:00:00 AM	52	41	61	37.22
125N17114	7:15:00 AM	61	41	61	31.73
125N17114	7:30:00 AM	54.4	41	61	35.58
125N17114	7:45:00 AM	65.02	41	61	29.77
125N17114	8:00:00 AM	52	47	61	37.22
125N17114	8:15:00 AM	43	47	61	45.01
125N17114	8:30:00 AM	64	47	61	30.24
125N17114	8:45:00 AM	56.6	47	61	34.2
125N17114	4:00:00 PM	12.68	44	61	152.66
125N17114	4:15:00 PM	12.48	44	61	155.1
125N17114	4:30:00 PM	18.53	44	61	104.48
125N17114	4:45:00 PM	15.76	44	61	122.84
125N17114	5:00:00 PM	16.15	41	61	119.84
125N17114	5:15:00 PM	17.45	41	61	110.93
125N17114	5:30:00 PM	16.57	41	61	116.84
125N17114	5:45:00 PM	40.4	41	61	47.91
125N17114	7:30:00 AM	58.15	53	61	33.28
125N17114	7:45:00 AM	70	53	61	27.65
125N17114	8:00:00 AM	54	53	61	35.84
125N17114	8:15:00 AM	66	53	61	29.33
125N17114	8:30:00 AM	55	53	61	35.19

125N17114	8:45:00 AM	58.93	53	61	32.84
125N17114	4:00:00 PM	60.31	52	61	32.1
125N17114	4:15:00 PM	59.86	52	61	32.33
125N17114	4:30:00 PM	52	52	61	37.22
125N17114	4:45:00 PM	54.33	52	61	35.63
125N17114	5:00:00 PM	57	51	61	33.96
125N17114	5:15:00 PM	62	51	61	31.22
125N17114	5:30:00 PM	52.89	51	61	36.6
125N17114	5:45:00 PM	54.22	51	61	35.7
125N17114	7:00:00 AM	51.91	52	61	37.29
125N17114	7:15:00 AM	53.59	52	61	36.12
125N17114	7:30:00 AM	47.31	52	61	40.91
125N17114	7:45:00 AM	27.86	52	61	69.47
125N17114	8:00:00 AM	27.91	54	61	69.35
125N17114	8:15:00 AM	47.63	54	61	40.64
125N17114	8:30:00 AM	53.44	54	61	36.22
125N17114	8:45:00 AM	51.99	54	61	37.23
125N17114	4:00:00 PM	53.93	51	61	35.89
125N17114	4:15:00 PM	54.55	51	61	35.49
125N17114	4:30:00 PM	71.01	51	61	27.26
125N17114	4:45:00 PM	53.92	51	61	35.9
125N17114	5:00:00 PM	55.66	52	61	34.78
125N17114	5:15:00 PM	52.98	52	61	36.53
125N17114	5:30:00 PM	57.72	52	61	33.53
125N17114	5:45:00 PM	50.95	52	61	37.99
125N17114	7:00:00 AM	50.88	52	61	38.04
125N17114	7:15:00 AM	50.03	52	61	38.69
125N17114	7:30:00 AM	37.87	52	61	51.11
125N17114	7:45:00 AM	19.78	52	61	97.86
125N17114	8:00:00 AM	19.81	54	61	97.72
125N17114	8:15:00 AM	19.38	54	61	99.85
125N17114	8:30:00 AM	20.61	54	61	93.91
125N17114	8:45:00 AM	22.14	54	61	87.42
125N17114	4:00:00 PM	52.27	52	61	37.03
125N17114	4:15:00 PM	55.59	52	61	34.82
125N17114	4:30:00 PM	52.25	52	61	37.04
125N17114	4:45:00 PM	55.37	52	61	34.96
125N17114	5:00:00 PM	57.6	52	61	33.61
125N17114	5:15:00 PM	54.65	52	61	35.42
125N17114	5:30:00 PM	54.13	52	61	35.76
125N17114	5:45:00 PM	56.93	52	61	34
125N17114	7:00:00 AM	49.45	54	61	39.14
125N17114	7:15:00 AM	32.2	54	61	60.11
125N17114	7:30:00 AM	20.37	54	61	95.03
125N17114	7:45:00 AM	20.9	54	61	92.61
125N17114	8:00:00 AM	28.98	55	61	66.8
125N17114	8:15:00 AM	25.71	55	61	75.27
125N17114	8:30:00 AM	21.47	55	61	90.17
125N17114	8:45:00 AM	45.53	55	61	42.51
125N17114	4:00:00 PM	50.32	51	61	38.47
125N17114	4:15:00 PM	50.03	51	61	38.69
125N17114	4:30:00 PM	50.2	51	61	38.56
125N17114	4:45:00 PM	62.64	51	61	30.9
125N17114	5:00:00 PM	51.88	52	61	37.31
125N17114	5:15:00 PM	48.96	52	61	39.53
125N17114	5:30:00 PM	54.61	52	61	35.44
125N17114	5:45:00 PM	53.73	52	61	36.02

TMC	Direction	Start Location	End Location
125N17115	EASTBOUND	US-278, Hilton Head Island, SC 29926, USA	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	37.2
730-830	33.4
1600-1800	51.6
1630-1730	51.6

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125N17115	7:00:00 AM	41.84	52	61	46.26	
125N17115	7:15:00 AM	23.29	52	61	83.09	
125N17115	7:30:00 AM	19.59	52	61	98.83	
125N17115	7:45:00 AM	22.81	52	61	84.87	
125N17115	8:00:00 AM	21.28	54	61	90.98	
125N17115	8:15:00 AM	21.32	54	61	90.78	
125N17115	8:30:00 AM	24.66	54	61	78.5	
125N17115	8:45:00 AM	22.97	54	61	84.26	
125N17115	4:00:00 PM	52.63	52	61	36.78	
125N17115	4:30:00 PM	55.66	52	61	34.78	
125N17115	4:45:00 PM	51.65	52	61	37.48	
125N17115	5:00:00 PM	53.96	52	61	35.87	
125N17115	5:15:00 PM	52.18	52	61	37.1	
125N17115	5:30:00 PM	61	52	61	31.73	
125N17115	5:45:00 PM	51.83	52	61	37.35	
125N17115	7:00:00 AM	47.01	54	61	41.18	
125N17115	7:15:00 AM	30.2	54	61	64.1	
125N17115	7:30:00 AM	25.41	54	61	76.17	
125N17115	7:45:00 AM	17.58	54	61	110.13	
125N17115	8:00:00 AM	11.72	55	61	165.14	
125N17115	8:15:00 AM	15.16	55	61	127.71	
125N17115	8:30:00 AM	26.74	55	61	72.39	
125N17115	8:45:00 AM	23.75	55	61	81.5	
125N17115	4:00:00 PM	46.49	51	61	41.63	
125N17115	4:15:00 PM	51.26	51	61	37.76	
125N17115	4:30:00 PM	54.89	51	61	35.27	
125N17115	4:45:00 PM	52.63	51	61	36.78	
125N17115	5:00:00 PM	52.99	52	61	36.53	
125N17115	5:15:00 PM	56.84	52	61	34.05	
125N17115	5:30:00 PM	54.18	52	61	35.72	
125N17115	5:45:00 PM	58.84	52	61	32.9	
125N17115	7:00:00 AM	35.83	51	61	54.02	
125N17115	7:15:00 AM	29.47	51	61	65.68	
125N17115	7:30:00 AM	21.18	51	61	91.4	
125N17115	7:45:00 AM	33.68	51	61	57.46	
125N17115	8:00:00 AM	23.55	54	61	82.2	
125N17115	8:15:00 AM	19.62	54	61	98.64	
125N17115	8:30:00 AM	22.66	54	61	85.43	
125N17115	8:45:00 AM	22.88	54	61	84.58	
125N17115	4:00:00 PM	53.96	48	61	35.87	
125N17115	4:15:00 PM	52.74	48	61	36.7	
125N17115	4:30:00 PM	53.92	48	61	35.9	
125N17115	4:45:00 PM	52.28	48	61	37.03	
125N17115	5:00:00 PM	45	49	61	43.01	
125N17115	5:15:00 PM	55.85	49	61	34.66	
125N17115	5:30:00 PM	58.46	49	61	33.11	
125N17115	5:45:00 PM	56.51	49	61	34.25	
125N17115	7:00:00 AM	48.33	52	61	40.05	
125N17115	7:15:00 AM	44	52	61	43.99	
125N17115	7:30:00 AM	32.38	52	61	59.77	
125N17115	7:45:00 AM	20.87	52	61	92.73	
125N17115	8:00:00 AM	24.11	53	61	80.28	
125N17115	8:15:00 AM	22.57	53	61	85.77	
125N17115	8:30:00 AM	32.34	53	61	59.85	
125N17115	8:45:00 AM	53.3	53	61	36.31	
125N17115	4:00:00 PM	51.2	45	61	37.8	
125N17115	4:15:00 PM	54.59	45	61	35.46	
125N17115	4:30:00 PM	53.32	45	61	36.3	
125N17115	4:45:00 PM	50.2	45	61	38.56	
125N17115	5:00:00 PM	54.5	45	61	35.52	
125N17115	5:15:00 PM	54.45	45	61	35.55	
125N17115	5:30:00 PM	53	45	61	36.52	
125N17115	5:45:00 PM	52.93	45	61	36.57	
125N17115	7:00:00 AM	49.49	41	61	39.11	
125N17115	7:30:00 AM	54.71	41	61	35.38	
125N17115	7:45:00 AM	56.22	41	61	34.43	
125N17115	8:00:00 AM	54	47	61	35.84	
125N17115	8:15:00 AM	36.43	47	61	53.13	
125N17115	8:45:00 AM	60	47	61	32.26	
125N17115	4:00:00 PM	54.28	44	61	35.66	
125N17115	4:15:00 PM	50.7	44	61	38.18	

125N17115	4:30:00 PM	52.93	44	61	36.57
125N17115	4:45:00 PM	54.33	44	61	35.63
125N17115	5:00:00 PM	59.49	41	61	32.54
125N17115	5:15:00 PM	55.84	41	61	34.66
125N17115	5:45:00 PM	61.46	41	61	31.49
125N17115	7:15:00 AM	57	53	61	33.96
125N17115	8:00:00 AM	60	53	61	32.26
125N17115	8:45:00 AM	64.24	53	61	30.13
125N17115	4:00:00 PM	51.98	52	61	37.24
125N17115	4:15:00 PM	58.39	52	61	33.15
125N17115	4:30:00 PM	53.7	52	61	36.04
125N17115	4:45:00 PM	54.39	52	61	35.59
125N17115	5:00:00 PM	59	51	61	32.81
125N17115	5:15:00 PM	53.93	51	61	35.89
125N17115	5:45:00 PM	54.5	51	61	35.52
125N17115	7:00:00 AM	36.88	52	61	52.49
125N17115	7:15:00 AM	26.42	52	61	73.28
125N17115	7:30:00 AM	21.59	52	61	89.64
125N17115	7:45:00 AM	21.03	52	61	92.03
125N17115	8:00:00 AM	18.86	54	61	102.64
125N17115	8:15:00 AM	23.41	54	61	82.67
125N17115	8:30:00 AM	21.47	54	61	90.17
125N17115	8:45:00 AM	19.45	54	61	99.54
125N17115	4:00:00 PM	52.91	51	61	36.58
125N17115	4:15:00 PM	56.26	51	61	34.41
125N17115	4:30:00 PM	56.84	51	61	34.05
125N17115	4:45:00 PM	57.72	51	61	33.53
125N17115	5:00:00 PM	53.99	52	61	35.85
125N17115	5:15:00 PM	56.5	52	61	34.26
125N17115	5:30:00 PM	59	52	61	32.81
125N17115	5:45:00 PM	51.99	52	61	37.23
125N17115	7:00:00 AM	31.48	52	61	61.49
125N17115	7:15:00 AM	26.3	52	61	73.6
125N17115	7:30:00 AM	21.32	52	61	90.78
125N17115	7:45:00 AM	23.2	52	61	83.42
125N17115	8:00:00 AM	22.2	54	61	87.18
125N17115	8:15:00 AM	26.5	54	61	73.03
125N17115	8:30:00 AM	24.11	54	61	80.28
125N17115	8:45:00 AM	21.47	54	61	90.17
125N17115	4:00:00 PM	50	52	61	38.71
125N17115	4:15:00 PM	50.83	52	61	38.08
125N17115	4:30:00 PM	44.17	52	61	43.82
125N17115	4:45:00 PM	55	52	61	35.19
125N17115	5:00:00 PM	54.84	52	61	35.3
125N17115	5:15:00 PM	54.84	52	61	35.3
125N17115	5:30:00 PM	55.46	52	61	34.9
125N17115	5:45:00 PM	58.46	52	61	33.11
125N17115	7:00:00 AM	19.62	54	61	98.64
125N17115	7:15:00 AM	20.32	54	61	95.24
125N17115	7:30:00 AM	22.68	54	61	85.34
125N17115	7:45:00 AM	22.54	54	61	85.86
125N17115	8:00:00 AM	22.78	55	61	84.95
125N17115	8:15:00 AM	25.65	55	61	75.47
125N17115	8:30:00 AM	22.03	55	61	87.88
125N17115	8:45:00 AM	23.75	55	61	81.5
125N17115	4:00:00 PM	55.65	51	61	34.78
125N17115	4:15:00 PM	54.61	51	61	35.44
125N17115	4:30:00 PM	55.36	51	61	34.97
125N17115	4:45:00 PM	51.38	51	61	37.67
125N17115	5:00:00 PM	51.66	52	61	37.47
125N17115	5:15:00 PM	51.91	52	61	37.29
125N17115	5:30:00 PM	61.67	52	61	31.39
125N17115	5:45:00 PM	62.61	52	61	30.92
125N17115	7:00:00 AM	30.53	51	61	63.41
125N17115	7:15:00 AM	29	51	61	66.75
125N17115	7:30:00 AM	21.48	51	61	90.12
125N17115	7:45:00 AM	20.9	51	61	92.61
125N17115	8:00:00 AM	18.76	54	61	103.16
125N17115	8:15:00 AM	21.39	54	61	90.49
125N17115	8:30:00 AM	23.63	54	61	81.93
125N17115	8:45:00 AM	22.06	54	61	87.73
125N17115	4:00:00 PM	56.85	48	61	34.05

125N17115	4:15:00 PM	49.18	48	61	39.36
125N17115	4:30:00 PM	54	48	61	35.84
125N17115	4:45:00 PM	51.46	48	61	37.62
125N17115	5:15:00 PM	50.61	49	61	38.24
125N17115	5:30:00 PM	53.46	49	61	36.21
125N17115	5:45:00 PM	48	49	61	40.33
125N17115	7:00:00 AM	47.9	52	61	40.41
125N17115	7:15:00 AM	30.37	52	61	63.74
125N17115	7:30:00 AM	22.13	52	61	87.46
125N17115	7:45:00 AM	22.68	52	61	85.33
125N17115	8:00:00 AM	21.54	53	61	89.87
125N17115	8:15:00 AM	21.39	53	61	90.49
125N17115	8:30:00 AM	17.93	53	61	107.94
125N17115	8:45:00 AM	34	53	61	56.93
125N17115	4:00:00 PM	47.82	45	61	40.47
125N17115	4:15:00 PM	51.3	45	61	37.73
125N17115	4:30:00 PM	56.09	45	61	34.51
125N17115	4:45:00 PM	51.91	45	61	37.29
125N17115	5:00:00 PM	55.46	45	61	34.9
125N17115	5:15:00 PM	55	45	61	35.19
125N17115	5:30:00 PM	54	45	61	35.84
125N17115	5:45:00 PM	55.5	45	61	34.88
125N17115	7:00:00 AM	58.22	41	61	33.25
125N17115	7:15:00 AM	54	41	61	35.84
125N17115	7:30:00 AM	54.93	41	61	35.24
125N17115	7:45:00 AM	54.51	41	61	35.51
125N17115	8:00:00 AM	51.51	47	61	37.58
125N17115	8:15:00 AM	51.5	47	61	37.59
125N17115	8:30:00 AM	49.3	47	61	39.26
125N17115	8:45:00 AM	45	47	61	43.01
125N17115	4:00:00 PM	51	44	61	37.95
125N17115	4:15:00 PM	50.55	44	61	38.29
125N17115	4:30:00 PM	54.5	44	61	35.52
125N17115	4:45:00 PM	58.5	44	61	33.09
125N17115	5:00:00 PM	57.15	41	61	33.87
125N17115	5:15:00 PM	54.5	41	61	35.52
125N17115	5:30:00 PM	50	41	61	38.71
125N17115	5:45:00 PM	55.55	41	61	34.84
125N17115	7:30:00 AM	63	53	61	30.72
125N17115	7:45:00 AM	56	53	61	34.56
125N17115	8:00:00 AM	58	53	61	33.37
125N17115	8:30:00 AM	61.46	53	61	31.49
125N17115	8:45:00 AM	59	53	61	32.81
125N17115	4:00:00 PM	51.4	52	61	37.66
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125N17115	4:45:00 PM	55	52	61	35.19
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125N17115	5:30:00 PM	56.98	51	61	33.97
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125N17115	7:45:00 AM	24.21	52	61	79.95
125N17115	8:00:00 AM	20.13	54	61	96.16
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125N17115	8:30:00 AM	22.44	54	61	86.26
125N17115	8:45:00 AM	44.67	54	61	43.33
125N17115	4:00:00 PM	53.98	51	61	35.86
125N17115	4:15:00 PM	55.57	51	61	34.83
125N17115	4:30:00 PM	57.16	51	61	33.86
125N17115	4:45:00 PM	57.5	51	61	33.67
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125N17115	5:30:00 PM	51.46	52	61	37.62
125N17115	5:45:00 PM	52.51	52	61	36.86
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125N17115	7:30:00 AM	21.82	52	61	88.71
125N17115	7:45:00 AM	23.29	52	61	83.09
125N17115	8:00:00 AM	20.05	54	61	96.54
125N17115	8:15:00 AM	24.92	54	61	77.67

125N17115	8:30:00 AM	33.92	54	61	57.06
125N17115	8:45:00 AM	36.92	54	61	52.43
125N17115	4:00:00 PM	54.5	52	61	35.52
125N17115	4:15:00 PM	54.02	52	61	35.83
125N17115	4:30:00 PM	57.07	52	61	33.91
125N17115	4:45:00 PM	55.59	52	61	34.82
125N17115	5:00:00 PM	56.69	52	61	34.15
125N17115	5:15:00 PM	50.96	52	61	37.98
125N17115	5:30:00 PM	49.45	52	61	39.14
125N17115	5:45:00 PM	47.92	52	61	40.4
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125N17115	7:15:00 AM	29.91	54	61	64.71
125N17115	7:30:00 AM	20.75	54	61	93.3
125N17115	7:45:00 AM	24.96	54	61	77.55
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125N17115	8:30:00 AM	34.86	55	61	55.52
125N17115	8:45:00 AM	49.14	55	61	39.39
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125N17115	4:15:00 PM	55.65	51	61	34.78
125N17115	4:30:00 PM	60.09	51	61	32.21
125N17115	4:45:00 PM	54.3	51	61	35.64
125N17115	5:00:00 PM	58.73	52	61	32.96
125N17115	5:15:00 PM	57.93	52	61	33.41
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125N17115	5:45:00 PM	55.78	52	61	34.7
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125N17115	7:30:00 AM	21.66	51	61	89.38
125N17115	7:45:00 AM	23.16	51	61	83.59
125N17115	8:00:00 AM	21.18	54	61	91.4
125N17115	8:15:00 AM	23.29	54	61	83.09
125N17115	8:30:00 AM	29.71	54	61	65.14
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125N17115	7:30:00 AM	21.32	52	61	90.78
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125N17115	8:15:00 AM	23.19	53	61	83.47
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125N17115	8:45:00 AM	43.69	53	61	44.3
125N17115	4:00:00 PM	50	45	61	38.71
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125N17115	4:30:00 PM	50.67	45	61	38.2
125N17115	4:45:00 PM	55.95	45	61	34.59
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125N17115	5:30:00 PM	53.27	45	61	36.34
125N17115	5:45:00 PM	50.5	45	61	38.33
125N17115	7:00:00 AM	59	41	61	32.81
125N17115	7:30:00 AM	54	41	61	35.84
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125N17115	5:00:00 PM	49.61	52	61	39.02
125N17115	5:15:00 PM	59.5	52	61	32.53
125N17115	5:30:00 PM	61	52	61	31.73
125N17115	5:45:00 PM	52.55	52	61	36.83
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125N17115	4:15:00 PM	60.81	52	61	31.83
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125N17115	4:45:00 PM	53.98	48	61	35.86

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125N17115	7:30:00 AM	54	52	61	35.84
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125N17115	7:00:00 AM	44.22	52	61	43.77
125N17115	7:15:00 AM	29.84	52	61	64.86
125N17115	7:30:00 AM	23.91	52	61	80.94
125N17115	7:45:00 AM	19.29	52	61	100.37
125N17115	8:00:00 AM	21.88	54	61	88.47
125N17115	8:15:00 AM	22.48	54	61	86.12
125N17115	8:30:00 AM	18.24	54	61	106.14

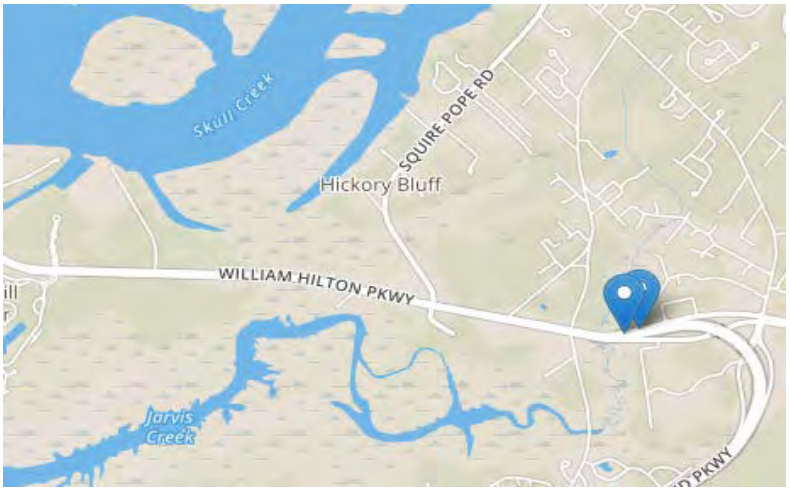
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125N17115	4:45:00 PM	54.26	52	61	35.68
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125N17115	7:45:00 AM	26.63	54	61	72.67
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125N17115	5:00:00 PM	54.92	52	61	35.25
125N17115	5:15:00 PM	54.85	52	61	35.29
125N17115	5:30:00 PM	52.66	52	61	36.76
125N17115	5:45:00 PM	60.28	52	61	32.11
125N17115	7:00:00 AM	49.3	51	61	39.26
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125N17115	8:15:00 AM	25.3	54	61	76.51
125N17115	8:30:00 AM	21.8	54	61	88.79
125N17115	8:45:00 AM	27.28	54	61	70.95
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125N17115	7:15:00 AM	47.27	54	61	40.95
125N17115	7:30:00 AM	44.5	54	61	43.5
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125N17115	8:00:00 AM	31.89	55	61	60.69
125N17115	8:15:00 AM	32.78	55	61	59.05
125N17115	8:30:00 AM	50.66	55	61	38.21
125N17115	8:45:00 AM	50.85	55	61	38.07
125N17115	4:00:00 PM	52	51	61	37.22
125N17115	4:15:00 PM	53.12	51	61	36.44
125N17115	4:30:00 PM	53.66	51	61	36.07
125N17115	4:45:00 PM	50.67	51	61	38.2
125N17115	5:00:00 PM	45	52	61	43.02
125N17115	5:15:00 PM	52.13	52	61	37.13
125N17115	5:30:00 PM	59.93	52	61	32.3
125N17115	5:45:00 PM	53.65	52	61	36.08
125N17115	7:00:00 AM	48.76	51	61	39.69
125N17115	7:15:00 AM	49.79	51	61	38.88
125N17115	7:30:00 AM	43.79	51	61	44.2
125N17115	7:45:00 AM	23.75	51	61	81.5
125N17115	8:00:00 AM	35.81	54	61	54.05
125N17115	8:15:00 AM	45.94	54	61	42.13
125N17115	8:30:00 AM	50.61	54	61	38.25
125N17115	8:45:00 AM	52.99	54	61	36.53
125N17115	4:00:00 PM	55.5	48	61	34.88
125N17115	4:15:00 PM	52.21	48	61	37.08
125N17115	4:30:00 PM	53.92	48	61	35.9
125N17115	4:45:00 PM	51.98	48	61	37.24
125N17115	5:00:00 PM	54.09	49	61	35.79
125N17115	5:15:00 PM	54.61	49	61	35.44
125N17115	5:30:00 PM	50.69	49	61	38.19

125N17115	5:45:00 PM	57.65	49	61	33.57
125N17115	7:00:00 AM	52.64	52	61	36.77
125N17115	7:15:00 AM	51.3	52	61	37.73
125N17115	7:30:00 AM	44.71	52	61	43.29
125N17115	7:45:00 AM	36.01	52	61	53.75
125N17115	8:00:00 AM	37.64	53	61	51.42
125N17115	8:15:00 AM	33.82	53	61	57.23
125N17115	8:30:00 AM	22.81	53	61	84.88
125N17115	8:45:00 AM	29.48	53	61	65.65
125N17115	4:00:00 PM	48.64	45	61	39.8
125N17115	4:15:00 PM	53.5	45	61	36.18
125N17115	4:30:00 PM	56.92	45	61	34.01
125N17115	4:45:00 PM	55.99	45	61	34.57
125N17115	5:00:00 PM	53.5	45	61	36.18
125N17115	5:15:00 PM	56.95	45	61	33.99
125N17115	5:30:00 PM	52.75	45	61	36.69
125N17115	5:45:00 PM	53.59	45	61	36.12
125N17115	7:00:00 AM	62	41	61	31.22
125N17115	7:15:00 AM	56.5	41	61	34.26
125N17115	7:30:00 AM	55.84	41	61	34.66
125N17115	7:45:00 AM	51.5	41	61	37.59
125N17115	8:00:00 AM	53.25	47	61	36.35
125N17115	8:15:00 AM	38.05	47	61	50.87
125N17115	8:30:00 AM	54.84	47	61	35.3
125N17115	8:45:00 AM	59.98	47	61	32.27
125N17115	4:00:00 PM	19.29	44	61	100.37
125N17115	4:15:00 PM	13.55	44	61	142.87
125N17115	4:30:00 PM	16.31	44	61	118.67
125N17115	4:45:00 PM	15.29	44	61	126.6
125N17115	5:00:00 PM	17.32	41	61	111.75
125N17115	5:15:00 PM	16.96	41	61	114.12
125N17115	5:30:00 PM	16.72	41	61	115.78
125N17115	5:45:00 PM	15.48	41	61	125.01
125N17115	7:15:00 AM	61	53	61	31.73
125N17115	7:45:00 AM	54.71	53	61	35.38
125N17115	8:15:00 AM	54.93	53	61	35.24
125N17115	8:30:00 AM	62	53	61	31.22
125N17115	8:45:00 AM	62	53	61	31.22
125N17115	4:00:00 PM	54.52	52	61	35.5
125N17115	4:15:00 PM	59.53	52	61	32.52
125N17115	4:30:00 PM	54.86	52	61	35.28
125N17115	4:45:00 PM	57.99	52	61	33.38
125N17115	5:00:00 PM	62.96	51	61	30.74
125N17115	5:15:00 PM	55.98	51	61	34.58
125N17115	5:30:00 PM	60.46	51	61	32.01
125N17115	5:45:00 PM	50.46	51	61	38.36
125N17115	7:00:00 AM	55.47	52	61	34.89
125N17115	7:15:00 AM	50.55	52	61	38.29
125N17115	7:30:00 AM	48.3	52	61	40.07
125N17115	7:45:00 AM	31.7	52	61	61.05
125N17115	8:00:00 AM	27.12	54	61	71.38
125N17115	8:15:00 AM	25.71	54	61	75.27
125N17115	8:30:00 AM	49.64	54	61	39
125N17115	8:45:00 AM	52.46	54	61	36.89
125N17115	4:00:00 PM	52.63	51	61	36.78
125N17115	4:15:00 PM	52.21	51	61	37.08
125N17115	4:30:00 PM	54.3	51	61	35.64
125N17115	4:45:00 PM	52.39	51	61	36.94
125N17115	5:00:00 PM	57.52	52	61	33.65
125N17115	5:15:00 PM	55	52	61	35.19
125N17115	5:30:00 PM	59.73	52	61	32.4
125N17115	5:45:00 PM	52.5	52	61	36.87
125N17115	7:00:00 AM	55.5	52	61	34.88
125N17115	7:15:00 AM	51.84	52	61	37.34
125N17115	7:30:00 AM	40.46	52	61	47.84
125N17115	7:45:00 AM	26.5	52	61	73.03
125N17115	8:00:00 AM	21.85	54	61	88.58
125N17115	8:15:00 AM	24.67	54	61	78.46
125N17115	8:30:00 AM	43.96	54	61	44.04
125N17115	8:45:00 AM	51.25	54	61	37.77
125N17115	4:00:00 PM	53.59	52	61	36.12
125N17115	4:15:00 PM	58.39	52	61	33.15

125N17115	4:30:00 PM	51.33	52	61	37.71
125N17115	4:45:00 PM	52.66	52	61	36.76
125N17115	5:00:00 PM	50.25	52	61	38.52
125N17115	5:15:00 PM	54.65	52	61	35.42
125N17115	5:30:00 PM	57.93	52	61	33.41
125N17115	5:45:00 PM	56	52	61	34.56
125N17115	7:00:00 AM	48.83	54	61	39.64
125N17115	7:15:00 AM	51.11	54	61	37.87
125N17115	7:30:00 AM	41.86	54	61	46.24
125N17115	7:45:00 AM	23.61	54	61	81.99
125N17115	8:00:00 AM	22.4	55	61	86.4
125N17115	8:15:00 AM	20.95	55	61	92.38
125N17115	8:30:00 AM	36.9	55	61	52.46
125N17115	8:45:00 AM	31.39	55	61	61.66
125N17115	4:00:00 PM	52.25	51	61	37.04
125N17115	4:15:00 PM	53.93	51	61	35.89
125N17115	4:30:00 PM	57.39	51	61	33.73
125N17115	4:45:00 PM	51.6	51	61	37.51
125N17115	5:00:00 PM	53.23	52	61	36.37
125N17115	5:15:00 PM	53.25	52	61	36.35
125N17115	5:30:00 PM	50.84	52	61	38.08
125N17115	5:45:00 PM	60.5	52	61	32
125N17115	7:00:00 AM	50.61	51	61	38.25
125N17115	7:15:00 AM	47.99	51	61	40.34
125N17115	7:30:00 AM	40.23	51	61	48.11
125N17115	7:45:00 AM	43.19	51	61	44.82
125N17115	8:00:00 AM	43.37	54	61	44.63
125N17115	8:15:00 AM	46.96	54	61	41.22
125N17115	8:30:00 AM	47.98	54	61	40.34
125N17115	8:45:00 AM	51.99	54	61	37.23
125N17115	4:00:00 PM	54.93	48	61	35.24
125N17115	4:15:00 PM	55.62	48	61	34.8
125N17115	4:30:00 PM	51.55	48	61	37.55
125N17115	4:45:00 PM	56	48	61	34.56
125N17115	5:00:00 PM	55.95	49	61	34.59
125N17115	5:15:00 PM	50.46	49	61	38.36
125N17115	5:30:00 PM	55.84	49	61	34.66
125N17115	5:45:00 PM	53.95	49	61	35.88
125N17115	7:00:00 AM	53.7	52	61	36.04
125N17115	7:15:00 AM	50.46	52	61	38.36
125N17115	7:30:00 AM	47.87	52	61	40.43
125N17115	7:45:00 AM	34.27	52	61	56.48
125N17115	8:00:00 AM	40.62	53	61	47.65
125N17115	8:15:00 AM	47.28	53	61	40.94
125N17115	8:30:00 AM	52.21	53	61	37.07
125N17115	8:45:00 AM	55.23	53	61	35.05
125N17115	4:00:00 PM	54.59	45	61	35.46
125N17115	4:15:00 PM	56.37	45	61	34.34
125N17115	4:30:00 PM	58.22	45	61	33.25
125N17115	4:45:00 PM	56.06	45	61	34.53
125N17115	5:00:00 PM	58.86	45	61	32.88
125N17115	5:15:00 PM	52.44	45	61	36.91
125N17115	5:30:00 PM	55.28	45	61	35.01
125N17115	5:45:00 PM	56.54	45	61	34.23
125N17115	7:00:00 AM	52	41	61	37.22
125N17115	7:15:00 AM	60	41	61	32.26
125N17115	7:30:00 AM	54.13	41	61	35.76
125N17115	7:45:00 AM	60.79	41	61	31.84
125N17115	8:00:00 AM	53.46	47	61	36.21
125N17115	8:15:00 AM	34	47	61	56.93
125N17115	8:30:00 AM	62	47	61	31.22
125N17115	8:45:00 AM	56.31	47	61	34.38
125N17115	4:00:00 PM	16.57	44	61	116.81
125N17115	4:15:00 PM	13.6	44	61	142.28
125N17115	4:30:00 PM	17.14	44	61	112.91
125N17115	4:45:00 PM	16.04	44	61	120.68
125N17115	5:00:00 PM	16.57	41	61	116.81
125N17115	5:15:00 PM	16.36	41	61	118.29
125N17115	5:30:00 PM	23.12	41	61	83.7
125N17115	5:45:00 PM	42.64	41	61	45.39
125N17115	7:30:00 AM	57.15	53	61	33.87
125N17115	7:45:00 AM	71	53	61	27.26

125N17115	8:00:00 AM	56	53	61	34.56
125N17115	8:15:00 AM	66	53	61	29.33
125N17115	8:30:00 AM	56	53	61	34.56
125N17115	8:45:00 AM	59.31	53	61	32.64
125N17115	4:00:00 PM	58.66	52	61	33
125N17115	4:15:00 PM	62.57	52	61	30.94
125N17115	4:30:00 PM	49	52	61	39.5
125N17115	4:45:00 PM	51.86	52	61	37.32
125N17115	5:00:00 PM	56	51	61	34.56
125N17115	5:15:00 PM	63	51	61	30.72
125N17115	5:30:00 PM	53.61	51	61	36.1
125N17115	5:45:00 PM	54.77	51	61	35.34
125N17115	7:00:00 AM	51.88	52	61	37.31
125N17115	7:15:00 AM	53.28	52	61	36.33
125N17115	7:30:00 AM	47.66	52	61	40.61
125N17115	7:45:00 AM	30.92	52	61	62.61
125N17115	8:00:00 AM	35.19	54	61	55
125N17115	8:15:00 AM	47.63	54	61	40.64
125N17115	8:30:00 AM	53.44	54	61	36.22
125N17115	8:45:00 AM	51.64	54	61	37.49
125N17115	4:00:00 PM	52.98	51	61	36.53
125N17115	4:15:00 PM	53.55	51	61	36.14
125N17115	4:30:00 PM	64.85	51	61	29.85
125N17115	4:45:00 PM	53.04	51	61	36.49
125N17115	5:00:00 PM	55.95	52	61	34.59
125N17115	5:15:00 PM	53.5	52	61	36.18
125N17115	5:30:00 PM	57.15	52	61	33.87
125N17115	5:45:00 PM	50.58	52	61	38.27
125N17115	7:00:00 AM	50.91	52	61	38.02
125N17115	7:15:00 AM	49.39	52	61	39.19
125N17115	7:30:00 AM	39.98	52	61	48.41
125N17115	7:45:00 AM	21.66	52	61	89.38
125N17115	8:00:00 AM	20.95	54	61	92.38
125N17115	8:15:00 AM	14.88	54	61	130.13
125N17115	8:30:00 AM	20.95	54	61	92.38
125N17115	8:45:00 AM	22.8	54	61	84.89
125N17115	4:00:00 PM	51.27	52	61	37.76
125N17115	4:15:00 PM	54.28	52	61	35.66
125N17115	4:30:00 PM	53.53	52	61	36.16
125N17115	4:45:00 PM	54.84	52	61	35.3
125N17115	5:00:00 PM	55.5	52	61	34.88
125N17115	5:15:00 PM	54.96	52	61	35.22
125N17115	5:30:00 PM	54.13	52	61	35.76
125N17115	5:45:00 PM	56.39	52	61	34.33
125N17115	7:00:00 AM	47.87	54	61	40.43
125N17115	7:15:00 AM	44.63	54	61	43.37
125N17115	7:30:00 AM	21.29	54	61	90.93
125N17115	7:45:00 AM	20.04	54	61	96.61
125N17115	8:00:00 AM	27.3	55	61	70.9
125N17115	8:15:00 AM	25.9	55	61	74.73
125N17115	8:30:00 AM	27.2	55	61	71.16
125N17115	8:45:00 AM	48.38	55	61	40
125N17115	4:00:00 PM	55.71	51	61	34.75
125N17115	4:15:00 PM	49.1	51	61	39.42
125N17115	4:30:00 PM	52.53	51	61	36.85
125N17115	4:45:00 PM	53.6	51	61	36.11
125N17115	5:00:00 PM	52.59	52	61	36.81
125N17115	5:15:00 PM	46.98	52	61	41.2
125N17115	5:30:00 PM	53.73	52	61	36.02
125N17115	5:45:00 PM	53.04	52	61	36.49

TMC	Direction	Start Location	End Location
125N17865	WESTBOUND	191 William Hilton Pkwy, Hilton Head Island, SC 29926, USA	5 Northpointe Cir, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	38.2
730-830	37.5
1600-1800	31.5
1630-1730	30.0

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125N17865	7:00:00 AM	48	48	55	3.48	
125N17865	7:15:00 AM	43	48	55	3.88	
125N17865	7:30:00 AM	27.18	48	55	6.14	
125N17865	7:45:00 AM	33.48	48	55	4.98	
125N17865	8:00:00 AM	30.97	47	55	5.39	
125N17865	8:15:00 AM	30.55	47	55	5.46	
125N17865	8:30:00 AM	45.9	47	55	3.64	
125N17865	8:45:00 AM	34	47	55	4.91	
125N17865	4:00:00 PM	31.97	33	55	5.22	
125N17865	4:15:00 PM	21.26	33	55	7.85	
125N17865	4:30:00 PM	20.15	33	55	8.28	
125N17865	4:45:00 PM	18.42	33	55	9.06	
125N17865	5:00:00 PM	22.47	36	55	7.43	
125N17865	5:15:00 PM	12.31	36	55	13.56	
125N17865	5:30:00 PM	11.52	36	55	14.48	
125N17865	5:45:00 PM	44.8	36	55	3.72	
125N17865	7:00:00 AM	45	46	55	3.71	
125N17865	7:15:00 AM	18.49	46	55	9.03	
125N17865	7:30:00 AM	20.16	46	55	8.28	
125N17865	7:45:00 AM	39.12	46	55	4.27	
125N17865	8:00:00 AM	30.12	48	55	5.54	
125N17865	8:15:00 AM	35.63	48	55	4.68	
125N17865	8:30:00 AM	28.07	48	55	5.95	
125N17865	8:45:00 AM	57	48	55	2.93	
125N17865	4:00:00 PM	36.89	35	55	4.52	
125N17865	4:15:00 PM	27.39	35	55	6.09	
125N17865	4:30:00 PM	22.68	35	55	7.36	
125N17865	4:45:00 PM	18.07	35	55	9.24	
125N17865	5:00:00 PM	13.71	35	55	12.17	
125N17865	5:15:00 PM	18.15	35	55	9.19	
125N17865	5:30:00 PM	23.87	35	55	6.99	
125N17865	7:00:00 AM	35.87	45	55	4.65	
125N17865	7:15:00 AM	45.05	45	55	3.7	
125N17865	7:30:00 AM	23.68	45	55	7.05	
125N17865	7:45:00 AM	32.3	45	55	5.17	
125N17865	8:00:00 AM	44.8	49	55	3.72	
125N17865	8:15:00 AM	38.89	49	55	4.29	
125N17865	8:30:00 AM	36.49	49	55	4.57	
125N17865	8:45:00 AM	27.96	49	55	5.97	
125N17865	4:00:00 PM	28.77	36	55	5.8	
125N17865	4:15:00 PM	23.67	36	55	7.05	
125N17865	4:30:00 PM	12.56	36	55	13.29	
125N17865	4:45:00 PM	7.4	36	55	22.56	
125N17865	5:00:00 PM	15.27	35	55	10.92	
125N17865	5:15:00 PM	9.15	35	55	18.24	
125N17865	5:30:00 PM	15.1	35	55	11.05	
125N17865	5:45:00 PM	21	35	55	7.95	
125N17865	7:00:00 AM	22	49	55	7.58	
125N17865	7:15:00 AM	44	49	55	3.79	
125N17865	7:30:00 AM	25.04	49	55	6.66	
125N17865	7:45:00 AM	30	49	55	5.56	
125N17865	8:00:00 AM	34.74	48	55	4.8	
125N17865	8:15:00 AM	32.24	48	55	5.18	
125N17865	8:30:00 AM	31.17	48	55	5.35	
125N17865	8:45:00 AM	42.89	48	55	3.89	
125N17865	4:00:00 PM	33.98	36	55	4.91	
125N17865	4:15:00 PM	23.23	36	55	7.18	
125N17865	4:30:00 PM	23.53	36	55	7.09	
125N17865	4:45:00 PM	28.77	36	55	5.8	
125N17865	5:00:00 PM	32.14	35	55	5.19	
125N17865	5:15:00 PM	33	35	55	5.06	
125N17865	5:30:00 PM	30	35	55	5.56	
125N17865	5:45:00 PM	35.52	35	55	4.7	
125N17865	7:30:00 AM	49	46	55	3.41	
125N17865	7:45:00 AM	34	46	55	4.91	
125N17865	8:00:00 AM	47	51	55	3.55	
125N17865	8:15:00 AM	45	51	55	3.71	
125N17865	8:30:00 AM	49.92	51	55	3.34	
125N17865	8:45:00 AM	26.67	51	55	6.26	
125N17865	4:00:00 PM	36	38	55	4.63	
125N17865	4:15:00 PM	49.66	38	55	3.36	

125N17865	4:30:00 PM	55	38	55	3.03
125N17865	5:30:00 PM	43	37	55	3.88
125N17865	5:45:00 PM	9.31	37	55	17.92
125N17865	7:45:00 AM	52	43	55	3.21
125N17865	8:00:00 AM	46.91	49	55	3.56
125N17865	8:30:00 AM	49	49	55	3.41
125N17865	4:00:00 PM	37	39	55	4.51
125N17865	4:15:00 PM	42	39	55	3.97
125N17865	4:30:00 PM	43	39	55	3.88
125N17865	5:00:00 PM	53	43	55	3.15
125N17865	5:30:00 PM	50.5	43	55	3.3
125N17865	5:45:00 PM	47	43	55	3.55
125N17865	7:00:00 AM	42	49	55	3.97
125N17865	7:15:00 AM	20	49	55	8.34
125N17865	7:30:00 AM	24	49	55	6.95
125N17865	7:45:00 AM	36	49	55	4.63
125N17865	8:00:00 AM	31.43	45	55	5.31
125N17865	8:15:00 AM	29.05	45	55	5.74
125N17865	8:30:00 AM	30.47	45	55	5.48
125N17865	8:45:00 AM	21.97	45	55	7.6
125N17865	4:00:00 PM	31.49	36	55	5.3
125N17865	4:15:00 PM	26.69	36	55	6.25
125N17865	4:30:00 PM	33.5	36	55	4.98
125N17865	4:45:00 PM	35.05	36	55	4.76
125N17865	5:00:00 PM	37.66	37	55	4.43
125N17865	5:15:00 PM	27.79	37	55	6
125N17865	5:30:00 PM	26.4	37	55	6.32
125N17865	5:45:00 PM	45.05	37	55	3.7
125N17865	7:00:00 AM	33.97	48	55	4.91
125N17865	7:15:00 AM	43	48	55	3.88
125N17865	7:30:00 AM	26.16	48	55	6.38
125N17865	7:45:00 AM	37.59	48	55	4.44
125N17865	8:00:00 AM	24	47	55	6.95
125N17865	8:15:00 AM	25	47	55	6.67
125N17865	8:30:00 AM	33.07	47	55	5.05
125N17865	8:45:00 AM	43.09	47	55	3.87
125N17865	4:00:00 PM	38	33	55	4.39
125N17865	4:15:00 PM	18.23	33	55	9.15
125N17865	4:30:00 PM	14.57	33	55	11.45
125N17865	4:45:00 PM	15.03	33	55	11.1
125N17865	5:00:00 PM	9.15	36	55	18.23
125N17865	5:15:00 PM	13.78	36	55	12.1
125N17865	5:30:00 PM	11.56	36	55	14.43
125N17865	5:45:00 PM	29.21	36	55	5.71
125N17865	7:00:00 AM	43.18	46	55	3.86
125N17865	7:15:00 AM	32.43	46	55	5.14
125N17865	7:30:00 AM	19.65	46	55	8.49
125N17865	7:45:00 AM	36.69	46	55	4.55
125N17865	8:00:00 AM	35.79	48	55	4.66
125N17865	8:15:00 AM	50	48	55	3.34
125N17865	8:30:00 AM	34.58	48	55	4.82
125N17865	8:45:00 AM	36.89	48	55	4.52
125N17865	4:00:00 PM	37	35	55	4.51
125N17865	4:15:00 PM	24	35	55	6.95
125N17865	4:30:00 PM	9.02	35	55	18.49
125N17865	4:45:00 PM	23.13	35	55	7.21
125N17865	5:00:00 PM	20	35	55	8.34
125N17865	5:15:00 PM	47	35	55	3.55
125N17865	5:45:00 PM	34.49	35	55	4.84
125N17865	7:00:00 AM	25	45	55	6.67
125N17865	7:15:00 AM	23.3	45	55	7.16
125N17865	7:30:00 AM	25.7	45	55	6.49
125N17865	7:45:00 AM	28.49	45	55	5.86
125N17865	8:00:00 AM	30	49	55	5.56
125N17865	8:15:00 AM	32.64	49	55	5.11
125N17865	8:30:00 AM	28.41	49	55	5.87
125N17865	8:45:00 AM	48	49	55	3.48
125N17865	4:00:00 PM	35.15	36	55	4.75
125N17865	4:15:00 PM	27.69	36	55	6.03
125N17865	4:30:00 PM	16.94	36	55	9.85
125N17865	4:45:00 PM	21.26	36	55	7.85
125N17865	5:00:00 PM	29.46	35	55	5.66

125N17865	5:15:00 PM	20.83	35	55	8.01
125N17865	5:30:00 PM	21.82	35	55	7.65
125N17865	5:45:00 PM	45.59	35	55	3.66
125N17865	7:00:00 AM	43	49	55	3.88
125N17865	7:15:00 AM	31.43	49	55	5.31
125N17865	7:30:00 AM	32.88	49	55	5.07
125N17865	7:45:00 AM	34.97	49	55	4.77
125N17865	8:00:00 AM	41.23	48	55	4.05
125N17865	8:15:00 AM	21	48	55	7.95
125N17865	8:30:00 AM	26.84	48	55	6.22
125N17865	8:45:00 AM	47.27	48	55	3.53
125N17865	4:00:00 PM	31.53	36	55	5.29
125N17865	4:15:00 PM	23.73	36	55	7.03
125N17865	4:30:00 PM	39.02	36	55	4.28
125N17865	4:45:00 PM	34.76	36	55	4.8
125N17865	5:00:00 PM	41.17	35	55	4.05
125N17865	5:15:00 PM	30.15	35	55	5.53
125N17865	5:30:00 PM	42.45	35	55	3.93
125N17865	5:45:00 PM	52	35	55	3.21
125N17865	7:15:00 AM	50	46	55	3.34
125N17865	7:30:00 AM	45	46	55	3.71
125N17865	7:45:00 AM	29	46	55	5.75
125N17865	8:00:00 AM	52	51	55	3.21
125N17865	8:15:00 AM	52.98	51	55	3.15
125N17865	8:30:00 AM	47	51	55	3.55
125N17865	8:45:00 AM	50.98	51	55	3.27
125N17865	4:15:00 PM	44.26	38	55	3.77
125N17865	4:30:00 PM	41.79	38	55	3.99
125N17865	4:45:00 PM	50	38	55	3.34
125N17865	5:00:00 PM	43.83	37	55	3.81
125N17865	5:15:00 PM	40.61	37	55	4.11
125N17865	5:45:00 PM	47	37	55	3.55
125N17865	8:00:00 AM	45.65	49	55	3.65
125N17865	8:30:00 AM	27	49	55	6.18
125N17865	8:45:00 AM	53	49	55	3.15
125N17865	4:30:00 PM	51	39	55	3.27
125N17865	4:45:00 PM	48.45	39	55	3.44
125N17865	5:15:00 PM	46.31	43	55	3.6
125N17865	5:30:00 PM	51	43	55	3.27
125N17865	5:45:00 PM	48	43	55	3.48
125N17865	7:00:00 AM	41.19	49	55	4.05
125N17865	7:15:00 AM	40	49	55	4.17
125N17865	7:30:00 AM	21.51	49	55	7.76
125N17865	7:45:00 AM	31.85	49	55	5.24
125N17865	8:00:00 AM	43.73	45	55	3.82
125N17865	8:15:00 AM	43.58	45	55	3.83
125N17865	8:30:00 AM	39.19	45	55	4.26
125N17865	8:45:00 AM	35.89	45	55	4.65
125N17865	4:00:00 PM	42.02	36	55	3.97
125N17865	4:15:00 PM	37.15	36	55	4.49
125N17865	4:30:00 PM	28.64	36	55	5.83
125N17865	4:45:00 PM	27.69	36	55	6.03
125N17865	5:00:00 PM	38.73	37	55	4.31
125N17865	5:15:00 PM	37.97	37	55	4.39
125N17865	5:30:00 PM	35	37	55	4.77
125N17865	5:45:00 PM	44	37	55	3.79
125N17865	7:00:00 AM	27	48	55	6.18
125N17865	7:15:00 AM	35	48	55	4.77
125N17865	7:30:00 AM	27.11	48	55	6.16
125N17865	7:45:00 AM	32.14	48	55	5.19
125N17865	8:00:00 AM	38.34	47	55	4.35
125N17865	8:15:00 AM	10	47	55	16.69
125N17865	8:30:00 AM	26.44	47	55	6.31
125N17865	8:45:00 AM	40.35	47	55	4.14
125N17865	4:00:00 PM	34.15	33	55	4.89
125N17865	4:15:00 PM	26.45	33	55	6.31
125N17865	4:30:00 PM	39.8	33	55	4.19
125N17865	4:45:00 PM	31.38	33	55	5.32
125N17865	5:00:00 PM	34.49	36	55	4.84
125N17865	5:15:00 PM	40.02	36	55	4.17
125N17865	5:30:00 PM	39	36	55	4.28
125N17865	5:45:00 PM	48.27	36	55	3.46

125N17865	7:00:00 AM	39.19	46	55	4.26
125N17865	7:15:00 AM	25.19	46	55	6.63
125N17865	7:30:00 AM	26.57	46	55	6.28
125N17865	7:45:00 AM	43.83	46	55	3.81
125N17865	8:00:00 AM	35	48	55	4.77
125N17865	8:15:00 AM	39	48	55	4.28
125N17865	8:45:00 AM	36	48	55	4.63
125N17865	4:00:00 PM	37.34	35	55	4.47
125N17865	4:15:00 PM	22.08	35	55	7.56
125N17865	4:30:00 PM	20.03	35	55	8.33
125N17865	4:45:00 PM	21.93	35	55	7.61
125N17865	5:00:00 PM	32.13	35	55	5.19
125N17865	5:15:00 PM	23.33	35	55	7.15
125N17865	5:30:00 PM	32.88	35	55	5.07
125N17865	5:45:00 PM	37.94	35	55	4.4
125N17865	7:00:00 AM	45.98	45	55	3.63
125N17865	7:15:00 AM	29.23	45	55	5.71
125N17865	7:30:00 AM	24	45	55	6.95
125N17865	7:45:00 AM	45.6	45	55	3.66
125N17865	8:00:00 AM	34.21	49	55	4.88
125N17865	8:15:00 AM	48	49	55	3.48
125N17865	8:30:00 AM	26.44	49	55	6.31
125N17865	8:45:00 AM	43.2	49	55	3.86
125N17865	4:00:00 PM	30.53	36	55	5.47
125N17865	4:15:00 PM	22.05	36	55	7.57
125N17865	4:30:00 PM	26.61	36	55	6.27
125N17865	4:45:00 PM	12.62	36	55	13.22
125N17865	5:00:00 PM	14.05	35	55	11.88
125N17865	5:15:00 PM	24.36	35	55	6.85
125N17865	5:30:00 PM	20.41	35	55	8.17
125N17865	5:45:00 PM	39.66	35	55	4.21
125N17865	7:00:00 AM	34.93	49	55	4.78
125N17865	7:15:00 AM	26	49	55	6.42
125N17865	7:30:00 AM	36.92	49	55	4.52
125N17865	7:45:00 AM	43.91	49	55	3.8
125N17865	8:00:00 AM	22.96	48	55	7.27
125N17865	8:15:00 AM	40.35	48	55	4.14
125N17865	8:30:00 AM	28.99	48	55	5.75
125N17865	8:45:00 AM	28.97	48	55	5.76
125N17865	4:00:00 PM	42.63	36	55	3.91
125N17865	4:15:00 PM	34.64	36	55	4.82
125N17865	4:30:00 PM	30.27	36	55	5.51
125N17865	4:45:00 PM	43.2	36	55	3.86
125N17865	5:00:00 PM	33.98	35	55	4.91
125N17865	5:15:00 PM	37.89	35	55	4.4
125N17865	5:30:00 PM	47	35	55	3.55
125N17865	5:45:00 PM	45	35	55	3.71
125N17865	7:00:00 AM	38	46	55	4.39
125N17865	7:30:00 AM	44	46	55	3.79
125N17865	7:45:00 AM	33.29	46	55	5.01
125N17865	8:00:00 AM	37	51	55	4.51
125N17865	8:15:00 AM	50	51	55	3.34
125N17865	8:45:00 AM	46.72	51	55	3.57
125N17865	4:00:00 PM	43	38	55	3.88
125N17865	4:15:00 PM	34	38	55	4.91
125N17865	4:30:00 PM	49.36	38	55	3.38
125N17865	4:45:00 PM	32	38	55	5.21
125N17865	5:00:00 PM	41.98	37	55	3.97
125N17865	5:15:00 PM	35.18	37	55	4.74
125N17865	5:30:00 PM	43	37	55	3.88
125N17865	5:45:00 PM	48.33	37	55	3.45
125N17865	7:00:00 AM	60	43	55	2.78
125N17865	8:15:00 AM	50	49	55	3.34
125N17865	8:45:00 AM	9.12	49	55	18.29
125N17865	4:00:00 PM	41	39	55	4.07
125N17865	4:15:00 PM	45	39	55	3.71
125N17865	4:30:00 PM	39.02	39	55	4.28
125N17865	5:00:00 PM	45.98	43	55	3.63
125N17865	5:30:00 PM	47	43	55	3.55
125N17865	7:00:00 AM	34.74	49	55	4.8
125N17865	7:15:00 AM	25	49	55	6.67
125N17865	7:30:00 AM	28	49	55	5.96

125N17865	7:45:00 AM	28.62	49	55	5.83
125N17865	8:00:00 AM	26.26	45	55	6.35
125N17865	8:15:00 AM	27.42	45	55	6.09
125N17865	8:30:00 AM	30.02	45	55	5.56
125N17865	8:45:00 AM	38.59	45	55	4.32
125N17865	4:00:00 PM	46.81	36	55	3.56
125N17865	4:15:00 PM	25.77	36	55	6.47
125N17865	4:30:00 PM	30.14	36	55	5.54
125N17865	4:45:00 PM	26.48	36	55	6.3
125N17865	5:00:00 PM	36.09	37	55	4.62
125N17865	5:15:00 PM	12	37	55	13.9
125N17865	5:30:00 PM	14.19	37	55	11.76
125N17865	5:45:00 PM	32.01	37	55	5.21
125N17865	7:00:00 AM	40	48	55	4.17
125N17865	7:15:00 AM	34	48	55	4.91
125N17865	7:30:00 AM	31.33	48	55	5.33
125N17865	7:45:00 AM	18.14	48	55	9.2
125N17865	8:00:00 AM	38.08	47	55	4.38
125N17865	8:15:00 AM	30.22	47	55	5.52
125N17865	8:30:00 AM	30.15	47	55	5.53
125N17865	8:45:00 AM	39.13	47	55	4.26
125N17865	4:00:00 PM	35.49	33	55	4.7
125N17865	4:15:00 PM	25.71	33	55	6.49
125N17865	4:30:00 PM	23.72	33	55	7.03
125N17865	4:45:00 PM	42.33	33	55	3.94
125N17865	5:00:00 PM	36.33	36	55	4.59
125N17865	5:15:00 PM	15.44	36	55	10.81
125N17865	5:30:00 PM	27.17	36	55	6.14
125N17865	5:45:00 PM	39	36	55	4.28
125N17865	7:00:00 AM	47	46	55	3.55
125N17865	7:15:00 AM	39	46	55	4.28
125N17865	7:30:00 AM	38.43	46	55	4.34
125N17865	7:45:00 AM	46.05	46	55	3.62
125N17865	8:00:00 AM	31.43	48	55	5.31
125N17865	8:15:00 AM	35.67	48	55	4.68
125N17865	8:30:00 AM	40.35	48	55	4.14
125N17865	8:45:00 AM	36	48	55	4.63
125N17865	4:00:00 PM	29.31	35	55	5.69
125N17865	4:15:00 PM	12.32	35	55	13.55
125N17865	4:30:00 PM	12.32	35	55	13.55
125N17865	4:45:00 PM	13.01	35	55	12.82
125N17865	5:00:00 PM	19.49	35	55	8.56
125N17865	5:15:00 PM	10.58	35	55	15.77
125N17865	5:30:00 PM	35	35	55	4.77
125N17865	5:45:00 PM	36.32	35	55	4.59
125N17865	7:00:00 AM	42	45	55	3.97
125N17865	7:15:00 AM	47.49	45	55	3.51
125N17865	7:30:00 AM	38.53	45	55	4.33
125N17865	7:45:00 AM	38.79	45	55	4.3
125N17865	8:00:00 AM	26.35	49	55	6.33
125N17865	8:15:00 AM	24.71	49	55	6.75
125N17865	8:30:00 AM	38.77	49	55	4.3
125N17865	8:45:00 AM	46.47	49	55	3.59
125N17865	4:00:00 PM	31.62	36	55	5.28
125N17865	4:15:00 PM	18.46	36	55	9.04
125N17865	4:30:00 PM	11.65	36	55	14.33
125N17865	4:45:00 PM	21.9	36	55	7.62
125N17865	5:00:00 PM	11.05	35	55	15.1
125N17865	5:15:00 PM	6.43	35	55	25.95
125N17865	5:30:00 PM	8.31	35	55	20.08
125N17865	5:45:00 PM	7	35	55	23.84
125N17865	7:15:00 AM	40	49	55	4.17
125N17865	7:30:00 AM	40	49	55	4.17
125N17865	7:45:00 AM	28.82	49	55	5.79
125N17865	8:00:00 AM	37.52	48	55	4.45
125N17865	8:15:00 AM	33.46	48	55	4.99
125N17865	8:30:00 AM	31.82	48	55	5.24
125N17865	8:45:00 AM	40	48	55	4.17
125N17865	4:00:00 PM	31.14	36	55	5.36
125N17865	4:15:00 PM	22.98	36	55	7.26
125N17865	4:30:00 PM	28.83	36	55	5.79
125N17865	4:45:00 PM	34.07	36	55	4.9

125N17865	5:00:00 PM	31.3	35	55	5.33
125N17865	5:15:00 PM	32.52	35	55	5.13
125N17865	5:30:00 PM	42.21	35	55	3.95
125N17865	5:45:00 PM	44	35	55	3.79
125N17865	7:00:00 AM	45	46	55	3.71
125N17865	7:30:00 AM	38.77	46	55	4.3
125N17865	8:00:00 AM	46	51	55	3.63
125N17865	8:15:00 AM	43	51	55	3.88
125N17865	8:30:00 AM	46.9	51	55	3.56
125N17865	8:45:00 AM	43	51	55	3.88
125N17865	4:15:00 PM	54.16	38	55	3.08
125N17865	4:30:00 PM	42.94	38	55	3.89
125N17865	4:45:00 PM	43.82	38	55	3.81
125N17865	5:00:00 PM	58	37	55	2.88
125N17865	5:15:00 PM	38.77	37	55	4.3
125N17865	5:30:00 PM	24	37	55	6.95
125N17865	5:45:00 PM	44.91	37	55	3.72
125N17865	7:15:00 AM	52	43	55	3.21
125N17865	8:00:00 AM	65	49	55	2.57
125N17865	8:15:00 AM	55	49	55	3.03
125N17865	8:30:00 AM	49	49	55	3.41
125N17865	8:45:00 AM	26	49	55	6.42
125N17865	4:00:00 PM	30.1	39	55	5.54
125N17865	4:15:00 PM	37	39	55	4.51
125N17865	4:30:00 PM	52	39	55	3.21
125N17865	4:45:00 PM	43	39	55	3.88
125N17865	5:00:00 PM	36	43	55	4.63
125N17865	5:45:00 PM	37	43	55	4.51
125N17865	7:30:00 AM	47.63	49	55	3.5
125N17865	7:45:00 AM	48.45	49	55	3.44
125N17865	8:00:00 AM	41.51	45	55	4.02
125N17865	8:15:00 AM	42	45	55	3.97
125N17865	8:30:00 AM	41	45	55	4.07
125N17865	8:45:00 AM	19	45	55	8.78
125N17865	4:30:00 PM	32	36	55	5.21
125N17865	4:45:00 PM	50	36	55	3.34
125N17865	5:00:00 PM	55	37	55	3.03
125N17865	5:15:00 PM	48.5	37	55	3.44
125N17865	5:45:00 PM	51.46	37	55	3.24
125N17865	7:15:00 AM	37.97	48	55	4.39
125N17865	7:30:00 AM	31	48	55	5.38
125N17865	7:45:00 AM	32.31	48	55	5.16
125N17865	8:00:00 AM	45	47	55	3.71
125N17865	8:15:00 AM	34.58	47	55	4.83
125N17865	8:30:00 AM	24.97	47	55	6.68
125N17865	8:45:00 AM	42.22	47	55	3.95
125N17865	4:00:00 PM	27.78	33	55	6.01
125N17865	4:15:00 PM	30.12	33	55	5.54
125N17865	4:30:00 PM	20.8	33	55	8.02
125N17865	4:45:00 PM	13.5	33	55	12.36
125N17865	5:00:00 PM	17.05	36	55	9.79
125N17865	5:15:00 PM	11	36	55	15.17
125N17865	5:30:00 PM	10.24	36	55	16.29
125N17865	5:45:00 PM	23.49	36	55	7.1
125N17865	7:00:00 AM	44.91	46	55	3.72
125N17865	7:15:00 AM	35	46	55	4.77
125N17865	7:30:00 AM	41.89	46	55	3.98
125N17865	7:45:00 AM	43.8	46	55	3.81
125N17865	8:15:00 AM	46	48	55	3.63
125N17865	8:30:00 AM	25.7	48	55	6.49
125N17865	8:45:00 AM	43.98	48	55	3.79
125N17865	4:00:00 PM	37.33	35	55	4.47
125N17865	4:15:00 PM	28	35	55	5.96
125N17865	4:30:00 PM	36.76	35	55	4.54
125N17865	4:45:00 PM	31.44	35	55	5.31
125N17865	5:00:00 PM	36.37	35	55	4.59
125N17865	5:15:00 PM	22.42	35	55	7.44
125N17865	5:30:00 PM	13.85	35	55	12.05
125N17865	5:45:00 PM	37.97	35	55	4.39
125N17865	7:00:00 AM	29.47	45	55	5.66
125N17865	7:15:00 AM	46.81	45	55	3.56
125N17865	7:30:00 AM	32.32	45	55	5.16

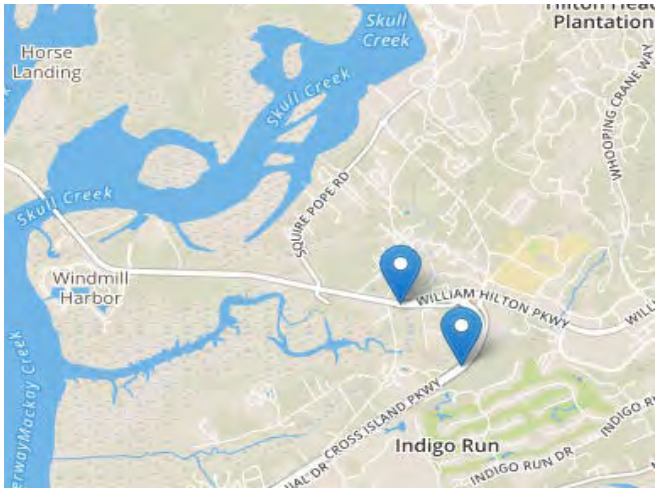
125N17865	7:45:00 AM	42	45	55	3.97
125N17865	8:00:00 AM	39.97	49	55	4.17
125N17865	8:15:00 AM	43.45	49	55	3.84
125N17865	8:30:00 AM	44.63	49	55	3.74
125N17865	8:45:00 AM	21.96	49	55	7.6
125N17865	4:00:00 PM	34.32	36	55	4.86
125N17865	4:15:00 PM	32.88	36	55	5.07
125N17865	4:30:00 PM	21.48	36	55	7.77
125N17865	4:45:00 PM	22	36	55	7.58
125N17865	5:00:00 PM	29.04	35	55	5.75
125N17865	5:15:00 PM	23.21	35	55	7.19
125N17865	5:30:00 PM	33	35	55	5.06
125N17865	5:45:00 PM	16.8	35	55	9.93
125N17865	7:00:00 AM	38.59	46	55	4.32
125N17865	7:30:00 AM	38.57	46	55	4.33
125N17865	7:45:00 AM	27.27	46	55	6.12
125N17865	8:00:00 AM	50.5	48	55	3.3
125N17865	8:15:00 AM	45.05	48	55	3.7
125N17865	8:30:00 AM	37.44	48	55	4.46
125N17865	8:45:00 AM	41.1	48	55	4.06
125N17865	4:00:00 PM	26.38	35	55	6.33
125N17865	4:15:00 PM	21.86	35	55	7.63
125N17865	4:30:00 PM	10.5	35	55	15.89
125N17865	4:45:00 PM	27.49	35	55	6.07
125N17865	5:00:00 PM	28.97	35	55	5.76
125N17865	5:15:00 PM	17.96	35	55	9.29
125N17865	5:30:00 PM	26	35	55	6.42
125N17865	5:45:00 PM	41.45	35	55	4.03
125N17865	7:00:00 AM	48	45	55	3.48
125N17865	7:15:00 AM	47.98	45	55	3.48
125N17865	7:30:00 AM	32.24	45	55	5.18
125N17865	7:45:00 AM	34.52	45	55	4.83
125N17865	8:00:00 AM	43	49	55	3.88
125N17865	8:15:00 AM	23	49	55	7.25
125N17865	8:30:00 AM	41.49	49	55	4.02
125N17865	8:45:00 AM	43.08	49	55	3.87
125N17865	4:00:00 PM	30.09	36	55	5.55
125N17865	4:15:00 PM	25.61	36	55	6.52
125N17865	4:30:00 PM	30.3	36	55	5.51
125N17865	4:45:00 PM	30.3	36	55	5.51
125N17865	5:00:00 PM	28.94	35	55	5.77
125N17865	5:15:00 PM	27.74	35	55	6.01
125N17865	5:30:00 PM	33.97	35	55	4.91
125N17865	5:45:00 PM	42.79	35	55	3.9
125N17865	7:00:00 AM	47	49	55	3.55
125N17865	7:30:00 AM	43.18	49	55	3.86
125N17865	7:45:00 AM	40.55	49	55	4.11
125N17865	8:00:00 AM	37.05	48	55	4.5
125N17865	8:15:00 AM	32.87	48	55	5.08
125N17865	8:30:00 AM	39	48	55	4.28
125N17865	8:45:00 AM	39.19	48	55	4.26
125N17865	4:00:00 PM	34.87	36	55	4.78
125N17865	4:15:00 PM	34.76	36	55	4.8
125N17865	4:30:00 PM	36.33	36	55	4.59
125N17865	4:45:00 PM	19.96	36	55	8.36
125N17865	5:00:00 PM	33.74	35	55	4.95
125N17865	5:15:00 PM	34.32	35	55	4.86
125N17865	5:30:00 PM	30	35	55	5.56
125N17865	5:45:00 PM	44.36	35	55	3.76
125N17865	7:00:00 AM	49.45	46	55	3.37
125N17865	7:30:00 AM	41.14	46	55	4.06
125N17865	7:45:00 AM	30.77	46	55	5.42
125N17865	8:00:00 AM	38.73	51	55	4.31
125N17865	8:15:00 AM	50	51	55	3.34
125N17865	8:30:00 AM	38.57	51	55	4.33
125N17865	8:45:00 AM	38	51	55	4.39
125N17865	4:00:00 PM	43.91	38	55	3.8
125N17865	4:15:00 PM	39	38	55	4.28
125N17865	4:30:00 PM	43	38	55	3.88
125N17865	4:45:00 PM	48	38	55	3.48
125N17865	5:00:00 PM	38.59	37	55	4.32
125N17865	5:15:00 PM	38.4	37	55	4.35

125N17865	5:30:00 PM	42	37	55	3.97
125N17865	7:00:00 AM	33	43	55	5.06
125N17865	8:00:00 AM	58	49	55	2.88
125N17865	8:15:00 AM	57	49	55	2.93
125N17865	8:30:00 AM	48	49	55	3.48
125N17865	4:00:00 PM	37.33	39	55	4.47
125N17865	4:15:00 PM	37	39	55	4.51
125N17865	4:45:00 PM	39.38	39	55	4.24
125N17865	5:00:00 PM	49.09	43	55	3.4
125N17865	5:15:00 PM	50.46	43	55	3.31
125N17865	5:30:00 PM	37.22	43	55	4.48
125N17865	7:00:00 AM	65	49	55	2.57
125N17865	7:15:00 AM	46.81	49	55	3.56
125N17865	7:30:00 AM	35.31	49	55	4.73
125N17865	7:45:00 AM	42.21	49	55	3.95
125N17865	8:00:00 AM	43.49	45	55	3.84
125N17865	8:15:00 AM	25.2	45	55	6.62
125N17865	8:30:00 AM	45.87	45	55	3.64
125N17865	8:45:00 AM	50.92	45	55	3.28
125N17865	4:00:00 PM	40.44	36	55	4.13
125N17865	4:15:00 PM	31.4	36	55	5.31
125N17865	4:30:00 PM	16	36	55	10.43
125N17865	4:45:00 PM	41.2	36	55	4.05
125N17865	5:00:00 PM	35.33	37	55	4.72
125N17865	5:15:00 PM	29.31	37	55	5.69
125N17865	5:30:00 PM	38.49	37	55	4.34
125N17865	5:45:00 PM	48	37	55	3.48
125N17865	7:00:00 AM	43.45	48	55	3.84
125N17865	7:15:00 AM	40.78	48	55	4.09
125N17865	7:30:00 AM	40	48	55	4.17
125N17865	7:45:00 AM	30.93	48	55	5.4
125N17865	8:00:00 AM	25	47	55	6.67
125N17865	8:15:00 AM	50.92	47	55	3.28
125N17865	8:30:00 AM	42.42	47	55	3.93
125N17865	8:45:00 AM	41.4	47	55	4.03
125N17865	4:00:00 PM	30.21	33	55	5.52
125N17865	4:15:00 PM	35.49	33	55	4.7
125N17865	4:30:00 PM	32.26	33	55	5.17
125N17865	4:45:00 PM	28	33	55	5.96
125N17865	5:00:00 PM	36.53	36	55	4.57
125N17865	5:15:00 PM	23.6	36	55	7.07
125N17865	5:30:00 PM	36.57	36	55	4.56
125N17865	5:45:00 PM	47	36	55	3.55
125N17865	7:00:00 AM	41.9	46	55	3.98
125N17865	7:15:00 AM	46.06	46	55	3.62
125N17865	7:30:00 AM	44.4	46	55	3.76
125N17865	7:45:00 AM	41.14	46	55	4.06
125N17865	8:00:00 AM	43.49	48	55	3.84
125N17865	8:15:00 AM	44.28	48	55	3.77
125N17865	8:30:00 AM	46.72	48	55	3.57
125N17865	8:45:00 AM	43.91	48	55	3.8
125N17865	4:00:00 PM	29.48	35	55	5.66
125N17865	4:15:00 PM	22.68	35	55	7.36
125N17865	4:30:00 PM	23.64	35	55	7.06
125N17865	4:45:00 PM	33.28	35	55	5.01
125N17865	5:00:00 PM	27.43	35	55	6.08
125N17865	5:15:00 PM	12.52	35	55	13.33
125N17865	5:30:00 PM	18.26	35	55	9.14
125N17865	5:45:00 PM	37.43	35	55	4.46
125N17865	7:15:00 AM	46	45	55	3.63
125N17865	7:30:00 AM	42	45	55	3.97
125N17865	7:45:00 AM	29.84	45	55	5.59
125N17865	8:00:00 AM	32.92	49	55	5.07
125N17865	8:15:00 AM	39.37	49	55	4.24
125N17865	8:30:00 AM	41.51	49	55	4.02
125N17865	8:45:00 AM	36.37	49	55	4.59
125N17865	4:00:00 PM	31.92	36	55	5.23
125N17865	4:15:00 PM	34.25	36	55	4.87
125N17865	4:30:00 PM	31.36	36	55	5.32
125N17865	4:45:00 PM	27.93	36	55	5.97
125N17865	5:00:00 PM	37.18	35	55	4.49
125N17865	5:15:00 PM	21.21	35	55	7.87

125N17865	5:30:00 PM	13.23	35	55	12.61
125N17865	5:45:00 PM	35.67	35	55	4.68
125N17865	7:00:00 AM	39.46	49	55	4.23
125N17865	7:15:00 AM	24	49	55	6.95
125N17865	7:30:00 AM	31.2	49	55	5.35
125N17865	7:45:00 AM	47.92	49	55	3.48
125N17865	8:00:00 AM	41.12	48	55	4.06
125N17865	8:15:00 AM	43.83	48	55	3.81
125N17865	8:30:00 AM	47.45	48	55	3.52
125N17865	8:45:00 AM	46	48	55	3.63
125N17865	4:00:00 PM	30.1	36	55	5.54
125N17865	4:15:00 PM	22.81	36	55	7.32
125N17865	4:30:00 PM	37.84	36	55	4.41
125N17865	4:45:00 PM	27.59	36	55	6.05
125N17865	5:00:00 PM	30.07	35	55	5.55
125N17865	5:15:00 PM	30	35	55	5.56
125N17865	5:30:00 PM	39.9	35	55	4.18
125N17865	5:45:00 PM	20	35	55	8.34
125N17865	7:00:00 AM	33.13	46	55	5.04
125N17865	7:15:00 AM	42.35	46	55	3.94
125N17865	7:30:00 AM	27	46	55	6.18
125N17865	7:45:00 AM	38.77	46	55	4.3
125N17865	8:00:00 AM	49.98	51	55	3.34
125N17865	8:15:00 AM	45.16	51	55	3.7
125N17865	8:30:00 AM	40.03	51	55	4.17
125N17865	8:45:00 AM	47	51	55	3.55
125N17865	4:00:00 PM	30.81	38	55	5.42
125N17865	4:15:00 PM	42.79	38	55	3.9
125N17865	4:30:00 PM	24	38	55	6.95
125N17865	4:45:00 PM	38.05	38	55	4.38
125N17865	5:00:00 PM	43.91	37	55	3.8
125N17865	5:15:00 PM	39.15	37	55	4.26
125N17865	7:45:00 AM	53	43	55	3.15
125N17865	8:00:00 AM	53	49	55	3.15
125N17865	8:15:00 AM	57.1	49	55	2.92
125N17865	8:30:00 AM	44.98	49	55	3.71
125N17865	8:45:00 AM	38	49	55	4.39
125N17865	4:00:00 PM	47.92	39	55	3.48
125N17865	4:15:00 PM	34	39	55	4.91
125N17865	4:30:00 PM	47	39	55	3.55
125N17865	4:45:00 PM	37	39	55	4.51
125N17865	5:00:00 PM	50	43	55	3.34
125N17865	5:15:00 PM	54.5	43	55	3.06
125N17865	5:30:00 PM	53	43	55	3.15
125N17865	7:00:00 AM	39	49	55	4.28
125N17865	7:15:00 AM	49	49	55	3.41
125N17865	7:30:00 AM	37.74	49	55	4.42
125N17865	7:45:00 AM	18.47	49	55	9.03
125N17865	8:00:00 AM	38.73	45	55	4.31
125N17865	8:15:00 AM	40.57	45	55	4.11
125N17865	8:30:00 AM	41.68	45	55	4
125N17865	8:45:00 AM	50.38	45	55	3.31
125N17865	4:00:00 PM	34.49	36	55	4.84
125N17865	4:15:00 PM	40	36	55	4.17
125N17865	4:30:00 PM	42.49	36	55	3.93
125N17865	4:45:00 PM	34.43	36	55	4.85
125N17865	5:00:00 PM	35.56	37	55	4.69
125N17865	5:15:00 PM	25	37	55	6.67
125N17865	5:30:00 PM	26.77	37	55	6.23
125N17865	5:45:00 PM	46	37	55	3.63
125N17865	7:00:00 AM	40	48	55	4.17
125N17865	7:15:00 AM	43.91	48	55	3.8
125N17865	7:30:00 AM	36.4	48	55	4.58
125N17865	7:45:00 AM	43.98	48	55	3.79
125N17865	8:00:00 AM	42	47	55	3.97
125N17865	8:15:00 AM	46	47	55	3.63
125N17865	8:30:00 AM	43.36	47	55	3.85
125N17865	8:45:00 AM	36.55	47	55	4.57
125N17865	4:00:00 PM	38.65	33	55	4.32
125N17865	4:15:00 PM	33.74	33	55	4.95
125N17865	4:30:00 PM	25.55	33	55	6.53
125N17865	4:45:00 PM	38	33	55	4.39

125N17865	5:00:00 PM	29	36	55	5.75
125N17865	5:15:00 PM	13.32	36	55	12.53
125N17865	5:30:00 PM	16.98	36	55	9.82
125N17865	5:45:00 PM	34.89	36	55	4.78
125N17865	7:00:00 AM	40.49	46	55	4.12
125N17865	7:15:00 AM	44.45	46	55	3.75
125N17865	7:30:00 AM	43.94	46	55	3.8
125N17865	7:45:00 AM	39	46	55	4.28
125N17865	8:00:00 AM	43.12	48	55	3.87
125N17865	8:15:00 AM	40.54	48	55	4.12
125N17865	8:30:00 AM	41.51	48	55	4.02
125N17865	8:45:00 AM	50	48	55	3.34
125N17865	4:00:00 PM	36.28	35	55	4.6
125N17865	4:15:00 PM	15.44	35	55	10.81
125N17865	4:30:00 PM	23.41	35	55	7.13
125N17865	4:45:00 PM	4.62	35	55	36.15
125N17865	5:00:00 PM	6.86	35	55	24.33
125N17865	5:15:00 PM	7.76	35	55	21.49
125N17865	5:30:00 PM	6.87	35	55	24.27
125N17865	5:45:00 PM	20.81	35	55	8.02

TMC	Direction	Start Location	End Location
125P08233	WESTBOUND	31 Thomas Cohen Dr, Hilton Head Island, SC 29926, USA	5 Northpointe Cir, Hilton Head Island, SC 29926, USA



Time	Average Speed (mph)
700-900	50.0
730-830	48.8
1600-1800	39.4
1630-1730	36.8

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125P08233	7:00:00 AM	49.82	53	60	50.06	
125P08233	7:15:00 AM	58	53	60	43	
125P08233	7:30:00 AM	43.56	53	60	57.25	
125P08233	7:45:00 AM	44.26	53	60	56.34	
125P08233	8:00:00 AM	49.49	51	60	50.39	
125P08233	8:15:00 AM	44	51	60	56.68	
125P08233	8:30:00 AM	57	51	60	43.75	
125P08233	8:45:00 AM	48	51	60	51.96	
125P08233	4:00:00 PM	46.45	38	60	53.69	
125P08233	4:15:00 PM	31.3	38	60	79.69	
125P08233	4:30:00 PM	57	38	60	43.75	
125P08233	4:45:00 PM	30.87	38	60	80.79	
125P08233	5:00:00 PM	38.2	44	60	65.29	
125P08233	5:15:00 PM	7.62	44	60	327.33	
125P08233	5:30:00 PM	38.08	44	60	65.5	
125P08233	5:45:00 PM	32	44	60	77.93	
125P08233	7:00:00 AM	53	53	60	47.05	
125P08233	7:30:00 AM	43.36	53	60	57.52	
125P08233	7:45:00 AM	51.47	53	60	48.45	
125P08233	8:00:00 AM	55	50	60	45.34	
125P08233	8:15:00 AM	49	50	60	50.9	
125P08233	8:30:00 AM	37	50	60	67.4	
125P08233	8:45:00 AM	51.95	50	60	48.01	
125P08233	4:00:00 PM	46	46	60	54.22	
125P08233	4:15:00 PM	29	46	60	86.01	
125P08233	4:30:00 PM	14.07	46	60	177.31	
125P08233	4:45:00 PM	9.82	46	60	254.01	
125P08233	5:00:00 PM	11.2	47	60	222.67	
125P08233	5:15:00 PM	7.92	47	60	315.04	
125P08233	5:30:00 PM	11.75	47	60	212.27	
125P08233	5:45:00 PM	49	47	60	50.9	
125P08233	7:00:00 AM	56.92	55	60	43.81	
125P08233	7:15:00 AM	54.35	55	60	45.89	
125P08233	7:30:00 AM	58	55	60	43	
125P08233	8:00:00 AM	37.4	54	60	66.68	
125P08233	8:15:00 AM	60	54	60	41.57	
125P08233	8:30:00 AM	52.98	54	60	47.07	
125P08233	8:45:00 AM	48	54	60	51.96	
125P08233	4:00:00 PM	39.09	48	60	63.81	
125P08233	4:15:00 PM	32.7	48	60	76.26	
125P08233	4:30:00 PM	31.85	48	60	78.29	
125P08233	4:45:00 PM	13.42	48	60	185.89	
125P08233	5:00:00 PM	30.13	48	60	82.78	
125P08233	5:15:00 PM	18.16	48	60	137.35	
125P08233	5:30:00 PM	8.38	48	60	297.75	
125P08233	5:45:00 PM	59	48	60	42.27	
125P08233	7:00:00 AM	59.85	53	60	41.67	
125P08233	7:15:00 AM	49.82	53	60	50.06	
125P08233	7:30:00 AM	39.93	53	60	62.46	
125P08233	7:45:00 AM	50.46	53	60	49.43	
125P08233	8:00:00 AM	48	51	60	51.96	
125P08233	8:15:00 AM	48.9	51	60	51	
125P08233	8:30:00 AM	41	51	60	60.83	
125P08233	8:45:00 AM	52	51	60	47.96	
125P08233	4:00:00 PM	41.62	47	60	59.92	
125P08233	4:15:00 PM	36	47	60	69.28	
125P08233	4:30:00 PM	18.62	47	60	133.96	
125P08233	4:45:00 PM	44	47	60	56.68	
125P08233	5:00:00 PM	39.91	47	60	62.48	
125P08233	5:15:00 PM	39.44	47	60	63.23	
125P08233	5:30:00 PM	49	47	60	50.9	
125P08233	5:45:00 PM	36	47	60	69.28	
125P08233	7:00:00 AM	48	51	60	51.96	
125P08233	7:15:00 AM	61.74	51	60	40.39	
125P08233	7:45:00 AM	52.28	51	60	47.71	
125P08233	8:45:00 AM	55.84	53	60	44.66	
125P08233	4:00:00 PM	93	48	60	26.82	
125P08233	4:15:00 PM	54	48	60	46.18	
125P08233	4:30:00 PM	51	48	60	48.9	
125P08233	4:45:00 PM	46	48	60	54.22	
125P08233	5:15:00 PM	56	49	60	44.53	

125P08233	5:45:00 PM	62	49	60	40.22
125P08233	7:00:00 AM	55	54	60	45.34
125P08233	7:15:00 AM	53	54	60	47.05
125P08233	7:30:00 AM	49.82	54	60	50.06
125P08233	8:00:00 AM	47	52	60	53.06
125P08233	8:30:00 AM	62	52	60	40.22
125P08233	4:30:00 PM	59	49	60	42.27
125P08233	5:30:00 PM	60.93	51	60	40.93
125P08233	5:45:00 PM	35	51	60	71.25
125P08233	7:00:00 AM	55	54	60	45.34
125P08233	7:15:00 AM	44	54	60	56.68
125P08233	7:30:00 AM	53.92	54	60	46.26
125P08233	7:45:00 AM	38.03	54	60	65.57
125P08233	8:00:00 AM	53	53	60	47.05
125P08233	8:15:00 AM	40	53	60	62.35
125P08233	8:30:00 AM	41	53	60	60.83
125P08233	8:45:00 AM	34.93	53	60	71.4
125P08233	4:00:00 PM	45.71	47	60	54.56
125P08233	4:15:00 PM	45.56	47	60	54.74
125P08233	4:30:00 PM	38.79	47	60	64.3
125P08233	4:45:00 PM	24.36	47	60	102.38
125P08233	5:00:00 PM	40.83	48	60	61.08
125P08233	5:15:00 PM	33.66	48	60	74.09
125P08233	5:30:00 PM	26.04	48	60	95.78
125P08233	5:45:00 PM	52	48	60	47.96
125P08233	7:00:00 AM	51	53	60	48.9
125P08233	7:15:00 AM	52	53	60	47.96
125P08233	7:30:00 AM	53.27	53	60	46.82
125P08233	7:45:00 AM	55	53	60	45.34
125P08233	8:00:00 AM	48	51	60	51.96
125P08233	8:15:00 AM	45	51	60	55.42
125P08233	8:30:00 AM	35	51	60	71.25
125P08233	8:45:00 AM	50.5	51	60	49.39
125P08233	4:00:00 PM	48.92	38	60	50.98
125P08233	4:15:00 PM	39.79	38	60	62.67
125P08233	4:30:00 PM	13.65	38	60	182.7
125P08233	4:45:00 PM	10.75	38	60	231.89
125P08233	5:00:00 PM	16.4	44	60	152.03
125P08233	5:15:00 PM	6.9	44	60	361.22
125P08233	5:30:00 PM	5.83	44	60	427.53
125P08233	5:45:00 PM	52.98	44	60	47.07
125P08233	7:00:00 AM	46	53	60	54.22
125P08233	7:15:00 AM	45	53	60	55.42
125P08233	7:30:00 AM	46.66	53	60	53.45
125P08233	8:00:00 AM	47.37	50	60	52.65
125P08233	8:45:00 AM	48	50	60	51.96
125P08233	4:00:00 PM	44.2	46	60	56.42
125P08233	4:15:00 PM	40.66	46	60	61.33
125P08233	4:30:00 PM	19.02	46	60	131.14
125P08233	4:45:00 PM	13.5	46	60	184.73
125P08233	5:00:00 PM	22.58	47	60	110.44
125P08233	5:15:00 PM	9.99	47	60	249.75
125P08233	5:30:00 PM	10.12	47	60	246.42
125P08233	5:45:00 PM	29	47	60	86
125P08233	7:15:00 AM	52	55	60	47.96
125P08233	7:30:00 AM	57.93	55	60	43.05
125P08233	7:45:00 AM	28	55	60	89.07
125P08233	8:00:00 AM	55.46	54	60	44.97
125P08233	8:30:00 AM	71	54	60	35.13
125P08233	8:45:00 AM	49.32	54	60	50.56
125P08233	4:00:00 PM	46.11	48	60	54.09
125P08233	4:15:00 PM	34.43	48	60	72.42
125P08233	4:30:00 PM	24	48	60	103.91
125P08233	4:45:00 PM	33	48	60	75.58
125P08233	5:00:00 PM	42.98	48	60	58.03
125P08233	5:15:00 PM	22	48	60	113.36
125P08233	5:30:00 PM	33.22	48	60	75.07
125P08233	5:45:00 PM	47.82	48	60	52.15
125P08233	7:15:00 AM	38	53	60	65.63
125P08233	7:30:00 AM	52	53	60	47.96
125P08233	7:45:00 AM	37.76	53	60	66.04
125P08233	8:00:00 AM	25.7	51	60	97.03

125P08233	8:15:00 AM	56.77	51	60	43.93
125P08233	8:30:00 AM	35.91	51	60	69.45
125P08233	8:45:00 AM	48.37	51	60	51.56
125P08233	4:00:00 PM	41.29	47	60	60.4
125P08233	4:15:00 PM	35.2	47	60	70.85
125P08233	4:30:00 PM	40.12	47	60	62.16
125P08233	4:45:00 PM	47.67	47	60	52.32
125P08233	5:00:00 PM	42.21	47	60	59.08
125P08233	5:15:00 PM	57	47	60	43.75
125P08233	5:30:00 PM	49	47	60	50.9
125P08233	5:45:00 PM	56	47	60	44.53
125P08233	7:30:00 AM	57.93	51	60	43.05
125P08233	7:45:00 AM	74	51	60	33.7
125P08233	8:00:00 AM	57.46	53	60	43.4
125P08233	8:15:00 AM	50.69	53	60	49.2
125P08233	8:30:00 AM	58	53	60	43
125P08233	8:45:00 AM	63	53	60	39.59
125P08233	4:00:00 PM	76	48	60	32.81
125P08233	4:15:00 PM	54.64	48	60	45.64
125P08233	4:30:00 PM	55	48	60	45.34
125P08233	4:45:00 PM	52	48	60	47.96
125P08233	5:15:00 PM	48	49	60	51.96
125P08233	5:45:00 PM	52.38	49	60	47.61
125P08233	8:30:00 AM	50	52	60	49.88
125P08233	8:45:00 AM	52	52	60	47.96
125P08233	4:45:00 PM	53.46	49	60	46.65
125P08233	5:45:00 PM	56	51	60	44.53
125P08233	7:15:00 AM	48.98	54	60	50.92
125P08233	7:30:00 AM	56.93	54	60	43.81
125P08233	7:45:00 AM	42	54	60	59.38
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125P08233	8:15:00 AM	51.31	53	60	48.61
125P08233	8:45:00 AM	51.98	53	60	47.98
125P08233	4:00:00 PM	33.97	47	60	73.41
125P08233	4:15:00 PM	34.19	47	60	72.94
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125P08233	4:45:00 PM	63	47	60	39.59
125P08233	5:00:00 PM	48	48	60	51.96
125P08233	5:15:00 PM	36.16	48	60	68.97
125P08233	5:30:00 PM	58	48	60	43
125P08233	5:45:00 PM	66	48	60	37.79
125P08233	7:00:00 AM	41	53	60	60.83
125P08233	7:15:00 AM	52.11	53	60	47.85
125P08233	7:30:00 AM	41.11	53	60	60.67
125P08233	7:45:00 AM	15	53	60	166.26
125P08233	8:00:00 AM	48.49	51	60	51.43
125P08233	8:15:00 AM	51.83	51	60	48.12
125P08233	8:30:00 AM	45	51	60	55.42
125P08233	4:00:00 PM	50.29	38	60	49.59
125P08233	4:15:00 PM	53.7	38	60	46.44
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125P08233	5:15:00 PM	54.02	44	60	46.17
125P08233	5:30:00 PM	52.38	44	60	47.61
125P08233	7:00:00 AM	51	53	60	48.9
125P08233	7:15:00 AM	58	53	60	43
125P08233	7:30:00 AM	49.02	53	60	50.87
125P08233	7:45:00 AM	48.84	53	60	51.06
125P08233	8:00:00 AM	44.16	50	60	56.47
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125P08233	5:30:00 PM	41	47	60	60.83
125P08233	7:00:00 AM	49.82	55	60	50.06
125P08233	7:15:00 AM	41	55	60	60.83

125P08233	7:30:00 AM	32.94	55	60	75.71
125P08233	7:45:00 AM	48.65	55	60	51.26
125P08233	8:30:00 AM	50.98	54	60	48.92
125P08233	8:45:00 AM	47.49	54	60	52.51
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125P08233	4:30:00 PM	29.31	48	60	85.09
125P08233	4:45:00 PM	23.89	48	60	104.37
125P08233	5:00:00 PM	33.49	48	60	74.46
125P08233	5:15:00 PM	32.43	48	60	76.9
125P08233	5:30:00 PM	31.9	48	60	78.18
125P08233	5:45:00 PM	52	48	60	47.96
125P08233	7:00:00 AM	54	53	60	46.18
125P08233	7:15:00 AM	44	53	60	56.68
125P08233	7:30:00 AM	32	53	60	77.93
125P08233	7:45:00 AM	53	53	60	47.05
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125P08233	8:15:00 AM	38.05	51	60	65.55
125P08233	8:30:00 AM	49.14	51	60	50.75
125P08233	8:45:00 AM	52	51	60	47.96
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125P08233	5:30:00 PM	47	47	60	53.06
125P08233	5:45:00 PM	53	47	60	47.05
125P08233	7:00:00 AM	56	51	60	44.53
125P08233	7:15:00 AM	57	51	60	43.75
125P08233	7:30:00 AM	47	51	60	53.06
125P08233	8:15:00 AM	55.98	53	60	44.55
125P08233	8:45:00 AM	53.46	53	60	46.65
125P08233	4:15:00 PM	53.5	48	60	46.62
125P08233	4:30:00 PM	55	48	60	45.34
125P08233	4:45:00 PM	57	48	60	43.75
125P08233	5:00:00 PM	46.91	49	60	53.16
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125P08233	7:30:00 AM	52	54	60	47.96
125P08233	8:00:00 AM	54	52	60	46.18
125P08233	8:30:00 AM	38.59	52	60	64.63
125P08233	4:15:00 PM	52	49	60	47.96
125P08233	4:45:00 PM	37.76	49	60	66.04
125P08233	5:30:00 PM	53	51	60	47.05
125P08233	7:00:00 AM	49	54	60	50.9
125P08233	7:15:00 AM	51	54	60	48.9
125P08233	7:30:00 AM	48	54	60	51.96
125P08233	7:45:00 AM	52.98	54	60	47.07
125P08233	8:00:00 AM	51.38	53	60	48.54
125P08233	8:15:00 AM	36.55	53	60	68.23
125P08233	8:30:00 AM	40.46	53	60	61.64
125P08233	4:00:00 PM	38.29	47	60	65.13
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125P08233	7:45:00 AM	47.07	53	60	52.98
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125P08233	8:30:00 AM	44	51	60	56.68
125P08233	8:45:00 AM	52.92	51	60	47.12
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125P08233	4:15:00 PM	34.28	38	60	72.75
125P08233	4:30:00 PM	35.37	38	60	70.51
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125P08233	5:15:00 PM	23.67	44	60	105.35
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125P08233	5:45:00 PM	45	44	60	55.42
125P08233	7:00:00 AM	55	53	60	45.34
125P08233	7:15:00 AM	54	53	60	46.18
125P08233	7:30:00 AM	45	53	60	55.42
125P08233	7:45:00 AM	55	53	60	45.34
125P08233	8:15:00 AM	51	50	60	48.9
125P08233	8:30:00 AM	51.33	50	60	48.58
125P08233	8:45:00 AM	52	50	60	47.96
125P08233	4:00:00 PM	39.17	46	60	63.68
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125P08233	5:30:00 PM	4	48	60	623.48
125P08233	5:45:00 PM	3	48	60	831.3
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125P08233	8:45:00 AM	51.53	51	60	48.4
125P08233	4:00:00 PM	55.14	47	60	45.23
125P08233	4:15:00 PM	19.6	47	60	127.25
125P08233	4:30:00 PM	33.69	47	60	74.03
125P08233	4:45:00 PM	45.23	47	60	55.13
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125P08233	7:00:00 AM	49	51	60	50.9
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125P08233	8:45:00 AM	58	52	60	43
125P08233	4:00:00 PM	51	49	60	48.9
125P08233	4:15:00 PM	47.67	49	60	52.32
125P08233	4:30:00 PM	56	49	60	44.53
125P08233	4:45:00 PM	51.69	49	60	48.25
125P08233	5:00:00 PM	50.88	51	60	49.01
125P08233	5:15:00 PM	56	51	60	44.53
125P08233	7:00:00 AM	55	54	60	45.34
125P08233	7:15:00 AM	55	54	60	45.34
125P08233	7:30:00 AM	47.98	54	60	51.98
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125P08233	8:30:00 AM	55.34	53	60	45.07
125P08233	8:45:00 AM	63	53	60	39.59
125P08233	4:15:00 PM	52	47	60	47.96
125P08233	4:30:00 PM	48.38	47	60	51.55
125P08233	5:00:00 PM	44	48	60	56.68
125P08233	5:30:00 PM	54	48	60	46.18
125P08233	7:00:00 AM	59	53	60	42.27
125P08233	7:15:00 AM	53.94	53	60	46.23

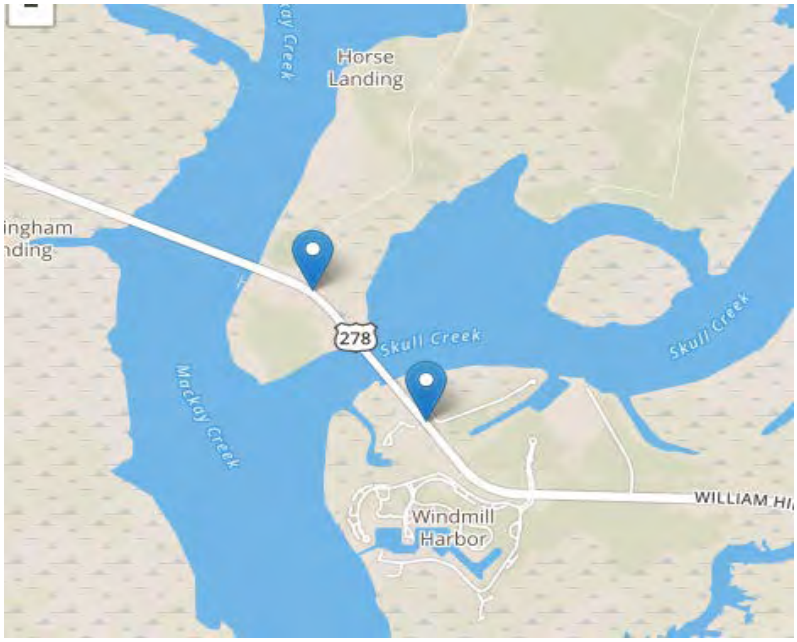
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125P08233	8:00:00 AM	46.22	51	60	53.96
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125P08233	8:30:00 AM	52.38	51	60	47.61
125P08233	8:45:00 AM	46.47	51	60	53.67
125P08233	4:00:00 PM	48.1	38	60	51.85
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125P08233	4:30:00 PM	36.08	38	60	69.12
125P08233	4:45:00 PM	19.53	38	60	127.66
125P08233	5:00:00 PM	18.75	44	60	133.01
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125P08233	7:45:00 AM	44.01	53	60	56.66
125P08233	8:00:00 AM	54	50	60	46.18
125P08233	8:15:00 AM	47	50	60	53.06
125P08233	8:30:00 AM	47.48	50	60	52.53
125P08233	8:45:00 AM	47	50	60	53.06
125P08233	4:00:00 PM	50.25	46	60	49.63
125P08233	4:15:00 PM	40.42	46	60	61.69
125P08233	4:30:00 PM	40.6	46	60	61.43
125P08233	4:45:00 PM	50.55	46	60	49.34
125P08233	5:00:00 PM	41.4	47	60	60.23
125P08233	5:15:00 PM	14.06	47	60	177.36
125P08233	5:30:00 PM	14.81	47	60	168.39
125P08233	5:45:00 PM	33.77	47	60	73.86
125P08233	7:00:00 AM	55	55	60	45.34
125P08233	7:15:00 AM	54	55	60	46.18
125P08233	7:30:00 AM	37.98	55	60	65.67
125P08233	7:45:00 AM	56.31	55	60	44.29
125P08233	8:00:00 AM	49.49	54	60	50.39
125P08233	8:15:00 AM	53	54	60	47.05
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125P08233	4:45:00 PM	33.29	48	60	74.92
125P08233	5:00:00 PM	41.63	48	60	59.91
125P08233	5:15:00 PM	40.42	48	60	61.69
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125P08233	5:45:00 PM	25	48	60	99.76
125P08233	7:00:00 AM	55.5	53	60	44.94
125P08233	7:15:00 AM	45	53	60	55.42
125P08233	7:30:00 AM	53	53	60	47.05
125P08233	8:00:00 AM	51.92	50	60	48.03
125P08233	8:15:00 AM	54.46	50	60	45.79
125P08233	8:30:00 AM	52.45	50	60	47.55
125P08233	8:45:00 AM	54.71	50	60	45.59
125P08233	4:00:00 PM	37.5	46	60	66.51
125P08233	4:15:00 PM	39.36	46	60	63.37
125P08233	4:30:00 PM	30.99	46	60	80.47
125P08233	4:45:00 PM	19.16	46	60	130.16
125P08233	5:00:00 PM	33.21	47	60	75.11
125P08233	5:15:00 PM	42.35	47	60	58.88
125P08233	5:30:00 PM	42.88	47	60	58.17
125P08233	5:45:00 PM	49	47	60	50.9
125P08233	7:15:00 AM	41	55	60	60.83
125P08233	7:30:00 AM	57	55	60	43.75
125P08233	7:45:00 AM	52.98	55	60	47.07
125P08233	8:00:00 AM	48.45	54	60	51.47
125P08233	8:15:00 AM	54	54	60	46.18
125P08233	8:30:00 AM	45.65	54	60	54.63
125P08233	8:45:00 AM	54	54	60	46.18
125P08233	4:00:00 PM	43.24	48	60	57.68
125P08233	4:15:00 PM	40.24	48	60	61.98
125P08233	4:30:00 PM	29.47	48	60	84.64
125P08233	4:45:00 PM	36.97	48	60	67.45
125P08233	5:00:00 PM	44.22	48	60	56.39
125P08233	5:15:00 PM	44.95	48	60	55.48

125P08233	5:30:00 PM	44.84	48	60	55.62
125P08233	5:45:00 PM	50.98	48	60	48.92
125P08233	7:15:00 AM	51	53	60	48.9
125P08233	7:30:00 AM	48.28	53	60	51.66
125P08233	7:45:00 AM	45	53	60	55.42
125P08233	8:00:00 AM	50.46	51	60	49.43
125P08233	8:15:00 AM	42	51	60	59.38
125P08233	8:30:00 AM	49.68	51	60	50.2
125P08233	8:45:00 AM	54	51	60	46.18
125P08233	4:00:00 PM	50.29	47	60	49.59
125P08233	4:15:00 PM	45.59	47	60	54.71
125P08233	4:30:00 PM	45.2	47	60	55.17
125P08233	4:45:00 PM	31.1	47	60	80.19
125P08233	5:00:00 PM	45.38	47	60	54.96
125P08233	5:15:00 PM	49.49	47	60	50.39
125P08233	5:30:00 PM	52	47	60	47.96
125P08233	5:45:00 PM	45	47	60	55.42
125P08233	7:30:00 AM	53.46	51	60	46.65
125P08233	7:45:00 AM	54.5	51	60	45.76
125P08233	8:00:00 AM	60	53	60	41.57
125P08233	8:15:00 AM	54.96	53	60	45.37
125P08233	8:30:00 AM	51	53	60	48.9
125P08233	8:45:00 AM	56.46	53	60	44.17
125P08233	4:00:00 PM	36.4	48	60	68.51
125P08233	4:45:00 PM	60	48	60	41.57
125P08233	5:00:00 PM	42.21	49	60	59.08
125P08233	5:15:00 PM	42.16	49	60	59.15
125P08233	5:45:00 PM	51	49	60	48.9
125P08233	8:00:00 AM	55	52	60	45.34
125P08233	8:15:00 AM	58	52	60	43
125P08233	8:30:00 AM	56	52	60	44.53
125P08233	8:45:00 AM	54	52	60	46.18
125P08233	4:00:00 PM	53.12	49	60	46.95
125P08233	4:15:00 PM	48.59	49	60	51.32
125P08233	4:30:00 PM	53.93	49	60	46.25
125P08233	4:45:00 PM	57.84	49	60	43.11
125P08233	5:00:00 PM	67	51	60	37.22
125P08233	5:15:00 PM	56	51	60	44.53
125P08233	5:30:00 PM	56.19	51	60	44.38
125P08233	5:45:00 PM	53	51	60	47.05
125P08233	7:15:00 AM	50	54	60	49.88
125P08233	7:30:00 AM	50.5	54	60	49.39
125P08233	7:45:00 AM	53.12	54	60	46.95
125P08233	8:15:00 AM	53	53	60	47.05
125P08233	8:30:00 AM	56	53	60	44.53
125P08233	8:45:00 AM	53.51	53	60	46.6
125P08233	4:00:00 PM	50	47	60	49.88
125P08233	4:15:00 PM	38.35	47	60	65.02
125P08233	4:30:00 PM	30.81	47	60	80.95
125P08233	4:45:00 PM	43	47	60	58
125P08233	5:00:00 PM	47.24	48	60	52.8
125P08233	5:15:00 PM	22.4	48	60	111.34
125P08233	5:30:00 PM	50.78	48	60	49.11
125P08233	5:45:00 PM	40	48	60	62.35
125P08233	7:00:00 AM	50.26	53	60	49.62
125P08233	7:15:00 AM	29	53	60	86
125P08233	7:30:00 AM	49.64	53	60	50.25
125P08233	7:45:00 AM	52.11	53	60	47.85
125P08233	8:00:00 AM	50.69	51	60	49.2
125P08233	8:15:00 AM	54.5	51	60	45.76
125P08233	8:30:00 AM	51.25	51	60	48.66
125P08233	8:45:00 AM	59	51	60	42.27
125P08233	4:00:00 PM	44.93	38	60	55.5
125P08233	4:15:00 PM	42.35	38	60	58.89
125P08233	4:30:00 PM	47.67	38	60	52.32
125P08233	4:45:00 PM	42.66	38	60	58.46
125P08233	5:00:00 PM	46.8	44	60	53.29
125P08233	5:15:00 PM	40.9	44	60	60.98
125P08233	5:30:00 PM	52	44	60	47.96
125P08233	5:45:00 PM	35.32	44	60	70.6
125P08233	7:00:00 AM	53	53	60	47.05
125P08233	7:15:00 AM	37.67	53	60	66.2

125P08233	7:30:00 AM	53.98	53	60	46.2
125P08233	7:45:00 AM	34	53	60	73.35
125P08233	8:00:00 AM	55	50	60	45.34
125P08233	8:15:00 AM	50.91	50	60	48.99
125P08233	8:30:00 AM	48.67	50	60	51.24
125P08233	8:45:00 AM	49.52	50	60	50.36
125P08233	4:00:00 PM	43.76	46	60	56.99
125P08233	4:15:00 PM	22.64	46	60	110.16
125P08233	4:30:00 PM	24.24	46	60	102.86
125P08233	4:45:00 PM	30.39	46	60	82.05
125P08233	5:00:00 PM	37.97	47	60	65.67
125P08233	5:15:00 PM	13.36	47	60	186.66
125P08233	5:30:00 PM	22.83	47	60	109.26
125P08233	5:45:00 PM	48	47	60	51.96
125P08233	7:15:00 AM	54.71	55	60	45.59
125P08233	7:30:00 AM	52	55	60	47.96
125P08233	8:00:00 AM	51	54	60	48.9
125P08233	8:15:00 AM	49	54	60	50.9
125P08233	8:30:00 AM	55.5	54	60	44.94
125P08233	8:45:00 AM	53.01	54	60	47.05
125P08233	4:00:00 PM	36.79	48	60	67.79
125P08233	4:15:00 PM	41.41	48	60	60.22
125P08233	4:30:00 PM	45.68	48	60	54.59
125P08233	4:45:00 PM	45.36	48	60	54.98
125P08233	5:00:00 PM	49.98	48	60	49.9
125P08233	5:15:00 PM	32.28	48	60	77.26
125P08233	5:30:00 PM	47.27	48	60	52.76
125P08233	5:45:00 PM	37.23	48	60	66.98
125P08233	7:00:00 AM	58.79	53	60	42.42
125P08233	7:15:00 AM	48.73	53	60	51.18
125P08233	7:30:00 AM	47.45	53	60	52.56
125P08233	7:45:00 AM	43.94	53	60	56.75
125P08233	8:00:00 AM	54.5	51	60	45.76
125P08233	8:15:00 AM	51.98	51	60	47.98
125P08233	8:30:00 AM	49.98	51	60	49.9
125P08233	8:45:00 AM	48.25	51	60	51.69
125P08233	4:00:00 PM	34.68	47	60	71.92
125P08233	4:15:00 PM	37.49	47	60	66.52
125P08233	4:30:00 PM	39.06	47	60	63.84
125P08233	4:45:00 PM	49.91	47	60	49.97
125P08233	5:00:00 PM	30	47	60	83.13
125P08233	5:15:00 PM	46.45	47	60	53.69
125P08233	5:30:00 PM	46.16	47	60	54.03
125P08233	5:45:00 PM	58.93	47	60	42.32
125P08233	7:00:00 AM	54.5	51	60	45.76
125P08233	7:15:00 AM	55	51	60	45.34
125P08233	7:30:00 AM	58	51	60	43
125P08233	7:45:00 AM	53	51	60	47.05
125P08233	8:00:00 AM	55	53	60	45.34
125P08233	8:15:00 AM	58.98	53	60	42.28
125P08233	8:30:00 AM	54	53	60	46.18
125P08233	8:45:00 AM	55.39	53	60	45.03
125P08233	4:00:00 PM	54.98	48	60	45.36
125P08233	4:30:00 PM	46.45	48	60	53.69
125P08233	4:45:00 PM	56	48	60	44.53
125P08233	5:00:00 PM	40	49	60	62.35
125P08233	5:15:00 PM	54.39	49	60	45.86
125P08233	5:30:00 PM	56	49	60	44.53
125P08233	5:45:00 PM	54	49	60	46.18
125P08233	8:00:00 AM	50.69	52	60	49.2
125P08233	8:45:00 AM	56.28	52	60	44.31
125P08233	4:00:00 PM	54	49	60	46.18
125P08233	4:15:00 PM	51.5	49	60	48.43
125P08233	4:30:00 PM	45	49	60	55.42
125P08233	4:45:00 PM	59	49	60	42.27
125P08233	5:00:00 PM	57.46	51	60	43.4
125P08233	5:15:00 PM	54	51	60	46.18
125P08233	5:30:00 PM	59	51	60	42.27
125P08233	5:45:00 PM	66	51	60	37.79
125P08233	7:00:00 AM	46	54	60	54.22
125P08233	7:15:00 AM	74	54	60	33.7
125P08233	7:30:00 AM	51.11	54	60	48.8

125P08233	7:45:00 AM	52.13	54	60	47.84
125P08233	8:00:00 AM	53	53	60	47.05
125P08233	8:15:00 AM	43	53	60	58
125P08233	8:30:00 AM	51.34	53	60	48.58
125P08233	8:45:00 AM	56.93	53	60	43.81
125P08233	4:00:00 PM	49.91	47	60	49.97
125P08233	4:15:00 PM	44.57	47	60	55.95
125P08233	4:30:00 PM	50.98	47	60	48.92
125P08233	4:45:00 PM	39.59	47	60	63
125P08233	5:00:00 PM	40.77	48	60	61.17
125P08233	5:15:00 PM	35.39	48	60	70.47
125P08233	5:30:00 PM	37.79	48	60	65.99
125P08233	5:45:00 PM	36	48	60	69.28
125P08233	7:00:00 AM	53.55	53	60	46.57
125P08233	7:15:00 AM	46.98	53	60	53.09
125P08233	7:30:00 AM	42.02	53	60	59.35
125P08233	7:45:00 AM	56	53	60	44.53
125P08233	8:00:00 AM	49.98	51	60	49.9
125P08233	8:15:00 AM	51.26	51	60	48.65
125P08233	8:30:00 AM	56	51	60	44.53
125P08233	8:45:00 AM	51.83	51	60	48.12
125P08233	4:00:00 PM	36.76	38	60	67.85
125P08233	4:15:00 PM	46.67	38	60	53.44
125P08233	4:30:00 PM	40.46	38	60	61.64
125P08233	4:45:00 PM	46.91	38	60	53.16
125P08233	5:00:00 PM	35.52	44	60	70.22
125P08233	5:15:00 PM	26.49	44	60	94.14
125P08233	5:30:00 PM	43	44	60	58
125P08233	5:45:00 PM	46.32	44	60	53.85
125P08233	7:00:00 AM	49.67	53	60	50.21
125P08233	7:30:00 AM	36.64	53	60	68.06
125P08233	7:45:00 AM	52.98	53	60	47.07
125P08233	8:00:00 AM	39	50	60	63.95
125P08233	8:15:00 AM	50	50	60	49.88
125P08233	8:30:00 AM	51.92	50	60	48.03
125P08233	8:45:00 AM	60	50	60	41.57
125P08233	4:00:00 PM	48.99	46	60	50.91
125P08233	4:15:00 PM	43.91	46	60	56.79
125P08233	4:30:00 PM	31	46	60	80.45
125P08233	4:45:00 PM	6.61	46	60	377.39
125P08233	5:00:00 PM	3.6	47	60	692.75
125P08233	5:15:00 PM	4	47	60	623.48
125P08233	5:30:00 PM	5.71	47	60	436.44
125P08233	5:45:00 PM	43	47	60	58

TMC	Direction	Start Location	End Location
125P17114	EASTBOUND	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA	1611-1607 US-278, Bluffton, SC 29910, USA



Time	Average Speed (mph)
700-900	53.1
730-830	53.0
1600-1800	52.8
1630-1730	52.5

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125P17114	7:00:00 AM	57.5	50	62	33.88	
125P17114	7:15:00 AM	57.84	50	62	33.67	
125P17114	7:30:00 AM	54.32	50	62	35.86	
125P17114	7:45:00 AM	53.95	50	62	36.1	
125P17114	8:00:00 AM	51.84	53	62	37.58	
125P17114	8:15:00 AM	51.96	53	62	37.49	
125P17114	8:30:00 AM	58.86	53	62	33.09	
125P17114	8:45:00 AM	57.84	53	62	33.67	
125P17114	4:00:00 PM	52.56	50	62	37.06	
125P17114	4:15:00 PM	49.82	50	62	39.1	
125P17114	4:30:00 PM	50.2	50	62	38.8	
125P17114	4:45:00 PM	53.33	50	62	36.52	
125P17114	5:00:00 PM	52.14	52	62	37.36	
125P17114	5:15:00 PM	48.18	52	62	40.43	
125P17114	5:30:00 PM	53.5	52	62	36.41	
125P17114	5:45:00 PM	54.99	52	62	35.42	
125P17114	7:00:00 AM	57.16	51	62	34.08	
125P17114	7:15:00 AM	50.26	51	62	38.76	
125P17114	7:30:00 AM	53.67	51	62	36.29	
125P17114	7:45:00 AM	54.91	51	62	35.47	
125P17114	8:00:00 AM	53.95	54	62	36.1	
125P17114	8:15:00 AM	51.51	54	62	37.82	
125P17114	8:30:00 AM	54.3	54	62	35.87	
125P17114	8:45:00 AM	49.46	54	62	39.38	
125P17114	4:00:00 PM	48.08	52	62	40.51	
125P17114	4:15:00 PM	43.6	52	62	44.68	
125P17114	4:30:00 PM	45.82	52	62	42.51	
125P17114	4:45:00 PM	53.33	52	62	36.52	
125P17114	5:00:00 PM	51.22	52	62	38.03	
125P17114	5:15:00 PM	51.28	52	62	37.99	
125P17114	5:30:00 PM	53.64	52	62	36.31	
125P17114	5:45:00 PM	52.6	52	62	37.03	
125P17114	7:00:00 AM	53.5	49	62	36.41	
125P17114	7:15:00 AM	58.51	49	62	33.29	
125P17114	7:30:00 AM	56.59	49	62	34.42	
125P17114	7:45:00 AM	53.51	49	62	36.4	
125P17114	8:00:00 AM	51.92	55	62	37.51	
125P17114	8:15:00 AM	49.69	55	62	39.2	
125P17114	8:30:00 AM	54.59	55	62	35.68	
125P17114	8:45:00 AM	52.32	55	62	37.23	
125P17114	4:00:00 PM	47.07	53	62	41.38	
125P17114	4:15:00 PM	42.18	53	62	46.18	
125P17114	4:30:00 PM	52.32	53	62	37.23	
125P17114	4:45:00 PM	51.56	53	62	37.78	
125P17114	5:00:00 PM	52.12	52	62	37.37	
125P17114	5:15:00 PM	54.93	52	62	35.46	
125P17114	5:30:00 PM	53.6	52	62	36.34	
125P17114	5:45:00 PM	59.98	52	62	32.47	
125P17114	7:00:00 AM	56.76	50	62	34.32	
125P17114	7:15:00 AM	50.96	50	62	38.22	
125P17114	7:30:00 AM	54.33	50	62	35.85	
125P17114	7:45:00 AM	56.98	50	62	34.18	
125P17114	8:00:00 AM	50.91	55	62	38.26	
125P17114	8:15:00 AM	53.5	55	62	36.41	
125P17114	8:30:00 AM	54	55	62	36.07	
125P17114	8:45:00 AM	53.01	55	62	36.74	
125P17114	4:00:00 PM	52.91	53	62	36.81	
125P17114	4:15:00 PM	54.28	53	62	35.89	
125P17114	4:30:00 PM	53.75	53	62	36.24	
125P17114	4:45:00 PM	53.93	53	62	36.12	
125P17114	5:00:00 PM	50.79	52	62	38.35	
125P17114	5:15:00 PM	53.95	52	62	36.1	
125P17114	5:30:00 PM	51.84	52	62	37.58	
125P17114	5:45:00 PM	53.01	52	62	36.74	
125P17114	7:00:00 AM	68.29	54	62	28.52	
125P17114	7:15:00 AM	57	54	62	34.17	
125P17114	7:45:00 AM	53.21	54	62	36.6	
125P17114	8:00:00 AM	47.67	56	62	40.86	
125P17114	8:15:00 AM	53.46	56	62	36.44	
125P17114	8:30:00 AM	52.92	56	62	36.8	
125P17114	8:45:00 AM	51.77	56	62	37.63	

125P17114	4:00:00 PM	54.66	53	62	35.63
125P17114	4:15:00 PM	54.83	53	62	35.53
125P17114	4:30:00 PM	56.46	53	62	34.5
125P17114	4:45:00 PM	51.69	53	62	37.68
125P17114	5:00:00 PM	61	52	62	31.93
125P17114	5:15:00 PM	57	52	62	34.17
125P17114	5:30:00 PM	52.38	52	62	37.19
125P17114	7:00:00 AM	28.86	52	62	67.49
125P17114	7:30:00 AM	61	52	62	31.93
125P17114	7:45:00 AM	50.38	52	62	38.67
125P17114	8:00:00 AM	60	55	62	32.46
125P17114	8:15:00 AM	52.89	55	62	36.83
125P17114	8:45:00 AM	63	55	62	30.92
125P17114	4:00:00 PM	53	54	62	36.75
125P17114	4:15:00 PM	57.84	54	62	33.67
125P17114	4:30:00 PM	56.62	54	62	34.4
125P17114	5:15:00 PM	69	54	62	28.23
125P17114	5:30:00 PM	58	54	62	33.58
125P17114	5:45:00 PM	55.39	54	62	35.17
125P17114	7:00:00 AM	48.67	51	62	40.02
125P17114	7:15:00 AM	47.3	51	62	41.18
125P17114	7:30:00 AM	47.63	51	62	40.89
125P17114	7:45:00 AM	35.34	51	62	55.12
125P17114	8:00:00 AM	35.95	55	62	54.19
125P17114	8:15:00 AM	33.06	55	62	58.91
125P17114	8:30:00 AM	31.24	55	62	62.35
125P17114	8:45:00 AM	34	55	62	57.29
125P17114	4:00:00 PM	53.3	53	62	36.54
125P17114	4:15:00 PM	52.64	53	62	37.01
125P17114	4:30:00 PM	47.7	53	62	40.84
125P17114	4:45:00 PM	52.53	53	62	37.08
125P17114	5:00:00 PM	53.13	53	62	36.67
125P17114	5:15:00 PM	41.68	53	62	46.74
125P17114	5:30:00 PM	54.99	53	62	35.42
125P17114	5:45:00 PM	54.3	53	62	35.87
125P17114	7:00:00 AM	47.26	50	62	41.22
125P17114	7:15:00 AM	45	50	62	43.29
125P17114	7:30:00 AM	46.47	50	62	41.92
125P17114	7:45:00 AM	39.18	50	62	49.71
125P17114	8:00:00 AM	31.94	53	62	60.99
125P17114	8:15:00 AM	27.27	53	62	71.42
125P17114	8:30:00 AM	29.84	53	62	65.27
125P17114	8:45:00 AM	32.41	53	62	60.11
125P17114	4:00:00 PM	52.56	50	62	37.06
125P17114	4:15:00 PM	53.28	50	62	36.56
125P17114	4:30:00 PM	51.03	50	62	38.17
125P17114	4:45:00 PM	51.32	50	62	37.96
125P17114	5:00:00 PM	51.99	52	62	37.47
125P17114	5:15:00 PM	53.12	52	62	36.67
125P17114	5:30:00 PM	53.57	52	62	36.36
125P17114	5:45:00 PM	56.26	52	62	34.62
125P17114	7:00:00 AM	52.33	51	62	37.22
125P17114	7:15:00 AM	47.92	51	62	40.65
125P17114	7:30:00 AM	55.81	51	62	34.9
125P17114	7:45:00 AM	50.6	51	62	38.49
125P17114	8:00:00 AM	52.98	54	62	36.76
125P17114	8:15:00 AM	53.44	54	62	36.45
125P17114	8:30:00 AM	52.99	54	62	36.76
125P17114	8:45:00 AM	53.55	54	62	36.37
125P17114	4:00:00 PM	56.21	52	62	34.65
125P17114	4:15:00 PM	52.92	52	62	36.8
125P17114	4:30:00 PM	53.64	52	62	36.31
125P17114	4:45:00 PM	52.28	52	62	37.26
125P17114	5:00:00 PM	51.74	52	62	37.64
125P17114	5:15:00 PM	50.73	52	62	38.4
125P17114	5:30:00 PM	50.07	52	62	38.9
125P17114	5:45:00 PM	52.28	52	62	37.26
125P17114	7:00:00 AM	56	49	62	34.78
125P17114	7:15:00 AM	61.52	49	62	31.66
125P17114	7:30:00 AM	52.88	49	62	36.83
125P17114	7:45:00 AM	51.38	49	62	37.91
125P17114	8:00:00 AM	50.5	55	62	38.57

125P17114	8:15:00 AM	52.98	55	62	36.76
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125P17114	4:00:00 PM	50.94	53	62	38.24
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125P17114	7:45:00 AM	52.99	50	62	36.76
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125P17114	8:30:00 AM	49.91	55	62	39.02
125P17114	8:45:00 AM	51.5	55	62	37.83
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125P17114	5:45:00 PM	58.22	52	62	33.46
125P17114	7:00:00 AM	47	54	62	41.44
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125P17114	7:45:00 AM	50.95	51	62	38.23
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125P17114	8:15:00 AM	54.84	55	62	35.52
125P17114	8:30:00 AM	54.96	55	62	35.44
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125P17114	4:30:00 PM	54.64	53	62	35.65
125P17114	4:45:00 PM	54.3	53	62	35.87
125P17114	5:00:00 PM	53.84	53	62	36.18
125P17114	5:15:00 PM	54.66	53	62	35.63
125P17114	5:30:00 PM	54.26	53	62	35.9
125P17114	5:45:00 PM	58.15	53	62	33.49
125P17114	7:00:00 AM	58	50	62	33.58

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125P17114	7:30:00 AM	55.91	50	62	34.84
125P17114	7:45:00 AM	52.45	50	62	37.14
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125P17114	8:45:00 AM	48.42	53	62	40.23
125P17114	4:00:00 PM	50.79	50	62	38.35
125P17114	4:15:00 PM	52.8	50	62	36.89
125P17114	4:30:00 PM	52.53	50	62	37.08
125P17114	4:45:00 PM	50.74	50	62	38.39
125P17114	5:00:00 PM	53.23	52	62	36.6
125P17114	5:15:00 PM	43.46	52	62	44.82
125P17114	5:30:00 PM	53.99	52	62	36.08
125P17114	5:45:00 PM	52.46	52	62	37.13
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125P17114	7:45:00 AM	52.69	51	62	36.97
125P17114	8:00:00 AM	57.51	54	62	33.87
125P17114	8:15:00 AM	49.78	54	62	39.13
125P17114	8:30:00 AM	44.84	54	62	43.44
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125P17114	4:15:00 PM	54.5	54	62	35.74
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125P17114	4:45:00 PM	52.66	53	62	36.99
125P17114	5:00:00 PM	48.78	53	62	39.93
125P17114	5:15:00 PM	52.27	53	62	37.27
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125P17114	5:45:00 PM	57.31	53	62	33.99
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125P17114	5:00:00 PM	56.85	52	62	34.26
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125P17114	4:45:00 PM	63	53	62	30.92
125P17114	5:00:00 PM	58	53	62	33.58
125P17114	5:15:00 PM	56.99	53	62	34.18
125P17114	5:45:00 PM	61.97	53	62	31.43
125P17114	7:00:00 AM	59.5	50	62	32.74
125P17114	7:15:00 AM	55.9	50	62	34.84
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125P17114	7:45:00 AM	55.66	50	62	34.99

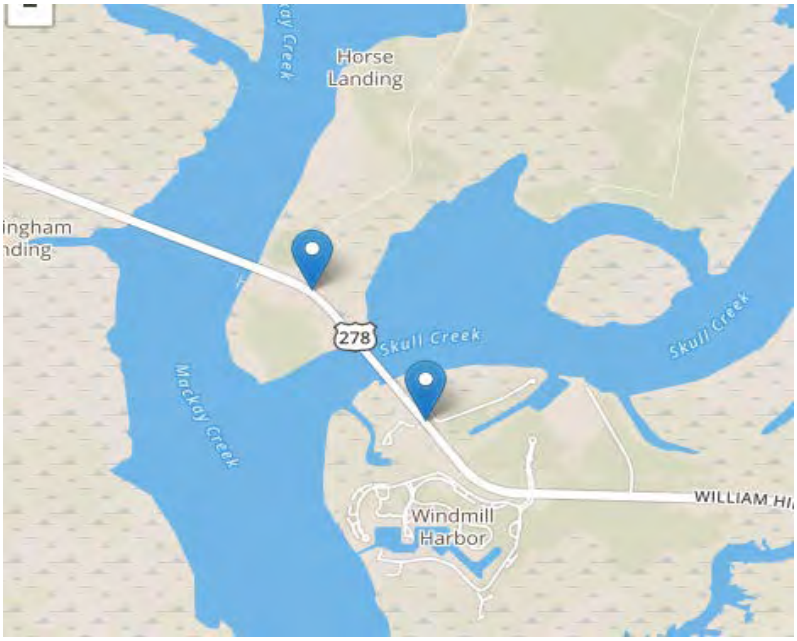
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125P17114	8:45:00 AM	54.65	53	62	35.64
125P17114	4:00:00 PM	54.26	50	62	35.9
125P17114	4:15:00 PM	53.66	50	62	36.3
125P17114	4:30:00 PM	54.27	50	62	35.89
125P17114	4:45:00 PM	54.33	50	62	35.85
125P17114	5:00:00 PM	52.12	52	62	37.37
125P17114	5:15:00 PM	55.66	52	62	34.99
125P17114	5:30:00 PM	54.66	52	62	35.63
125P17114	5:45:00 PM	48.01	52	62	40.57
125P17114	7:00:00 AM	54.46	51	62	35.77
125P17114	7:15:00 AM	50.16	51	62	38.83
125P17114	7:30:00 AM	54.99	51	62	35.42
125P17114	7:45:00 AM	55.78	51	62	34.92
125P17114	8:00:00 AM	50.99	54	62	38.2
125P17114	8:15:00 AM	57.33	54	62	33.97
125P17114	8:30:00 AM	56.64	54	62	34.39
125P17114	8:45:00 AM	54.98	54	62	35.43
125P17114	4:00:00 PM	55.95	52	62	34.81
125P17114	4:15:00 PM	54	52	62	36.07
125P17114	4:30:00 PM	53.66	52	62	36.3
125P17114	4:45:00 PM	54.96	52	62	35.44
125P17114	5:00:00 PM	51.4	52	62	37.89
125P17114	5:15:00 PM	53.46	52	62	36.44
125P17114	5:30:00 PM	53.61	52	62	36.33
125P17114	5:45:00 PM	53.92	52	62	36.13
125P17114	7:00:00 AM	52	49	62	37.46
125P17114	7:15:00 AM	56.66	49	62	34.38
125P17114	7:30:00 AM	53.28	49	62	36.56
125P17114	7:45:00 AM	51.91	49	62	37.52
125P17114	8:00:00 AM	53.53	55	62	36.38
125P17114	8:15:00 AM	51.96	55	62	37.49
125P17114	8:30:00 AM	52.21	55	62	37.31
125P17114	8:45:00 AM	44.33	55	62	43.94
125P17114	4:00:00 PM	52.91	53	62	36.81
125P17114	4:15:00 PM	51.14	53	62	38.09
125P17114	4:30:00 PM	52.59	53	62	37.04
125P17114	4:45:00 PM	55.99	53	62	34.79
125P17114	5:00:00 PM	51.77	52	62	37.62
125P17114	5:15:00 PM	54.28	52	62	35.89
125P17114	5:30:00 PM	51.25	52	62	38.01
125P17114	5:45:00 PM	54.64	52	62	35.65
125P17114	7:00:00 AM	53.3	51	62	36.54
125P17114	7:15:00 AM	53.98	51	62	36.08
125P17114	7:30:00 AM	51.32	51	62	37.95
125P17114	7:45:00 AM	56.23	51	62	34.64
125P17114	8:00:00 AM	56.39	54	62	34.54
125P17114	8:15:00 AM	56.92	54	62	34.22
125P17114	8:30:00 AM	56.99	54	62	34.18
125P17114	8:45:00 AM	61.5	54	62	31.67
125P17114	4:00:00 PM	54.59	52	62	35.68
125P17114	4:15:00 PM	56.92	52	62	34.22
125P17114	4:30:00 PM	54.95	52	62	35.45
125P17114	4:45:00 PM	49.9	52	62	39.03
125P17114	5:00:00 PM	52.99	52	62	36.76
125P17114	5:15:00 PM	52.95	52	62	36.79
125P17114	5:30:00 PM	51.8	52	62	37.61
125P17114	5:45:00 PM	53.33	52	62	36.52
125P17114	7:00:00 AM	54	49	62	36.07
125P17114	7:15:00 AM	53	49	62	36.75
125P17114	7:30:00 AM	54.65	49	62	35.64
125P17114	7:45:00 AM	51.69	49	62	37.68
125P17114	8:00:00 AM	56.21	55	62	34.65
125P17114	8:15:00 AM	57.84	55	62	33.67
125P17114	8:30:00 AM	53.63	55	62	36.32
125P17114	8:45:00 AM	59.11	55	62	32.95
125P17114	4:00:00 PM	53.64	53	62	36.32
125P17114	4:15:00 PM	54.89	53	62	35.49
125P17114	4:30:00 PM	53.55	53	62	36.37
125P17114	4:45:00 PM	55.28	53	62	35.24

125P17114	5:00:00 PM	52.6	52	62	37.03
125P17114	5:15:00 PM	51.74	52	62	37.64
125P17114	5:30:00 PM	53.25	52	62	36.58
125P17114	5:45:00 PM	54.99	52	62	35.42
125P17114	7:00:00 AM	28.62	50	62	68.05
125P17114	7:15:00 AM	50.68	50	62	38.43
125P17114	7:30:00 AM	50.26	50	62	38.75
125P17114	7:45:00 AM	45.15	50	62	43.14
125P17114	8:00:00 AM	47.61	55	62	40.91
125P17114	8:15:00 AM	49.9	55	62	39.03
125P17114	8:30:00 AM	47.07	55	62	41.38
125P17114	8:45:00 AM	51.95	55	62	37.5
125P17114	4:00:00 PM	54.95	53	62	35.45
125P17114	4:15:00 PM	56.31	53	62	34.59
125P17114	4:30:00 PM	53.33	53	62	36.53
125P17114	4:45:00 PM	54.64	53	62	35.65
125P17114	5:00:00 PM	56.21	52	62	34.65
125P17114	5:15:00 PM	53.79	52	62	36.21
125P17114	5:30:00 PM	48.19	52	62	40.42
125P17114	5:45:00 PM	49.52	52	62	39.33
125P17114	7:00:00 AM	60.98	54	62	31.94
125P17114	7:15:00 AM	60	54	62	32.46
125P17114	7:30:00 AM	50.58	54	62	38.51
125P17114	7:45:00 AM	42.55	54	62	45.77
125P17114	8:00:00 AM	56.99	56	62	34.18
125P17114	8:15:00 AM	58.64	56	62	33.22
125P17114	8:30:00 AM	57.27	56	62	34.01
125P17114	8:45:00 AM	55.5	56	62	35.1
125P17114	4:00:00 PM	60.55	53	62	32.17
125P17114	4:15:00 PM	54.5	53	62	35.74
125P17114	4:30:00 PM	54.93	53	62	35.46
125P17114	4:45:00 PM	60.3	53	62	32.3
125P17114	5:00:00 PM	50.38	52	62	38.66
125P17114	5:15:00 PM	53.53	52	62	36.38
125P17114	5:30:00 PM	51.85	52	62	37.57
125P17114	5:45:00 PM	50	52	62	38.96
125P17114	7:00:00 AM	53	52	62	36.75
125P17114	7:15:00 AM	52	52	62	37.46
125P17114	7:30:00 AM	60	52	62	32.46
125P17114	7:45:00 AM	51	52	62	38.19
125P17114	8:00:00 AM	59	55	62	33.01
125P17114	8:15:00 AM	61	55	62	31.93
125P17114	8:30:00 AM	60.85	55	62	32.01
125P17114	8:45:00 AM	59	55	62	33.01
125P17114	4:00:00 PM	55.5	54	62	35.1
125P17114	4:15:00 PM	58.5	54	62	33.3
125P17114	4:30:00 PM	54.98	54	62	35.43
125P17114	4:45:00 PM	57.62	54	62	33.81
125P17114	5:00:00 PM	57.95	54	62	33.61
125P17114	5:15:00 PM	56.82	54	62	34.28
125P17114	5:30:00 PM	61.99	54	62	31.42
125P17114	5:45:00 PM	56.5	54	62	34.48
125P17114	7:00:00 AM	53.17	51	62	36.63
125P17114	7:15:00 AM	47	51	62	41.44
125P17114	7:30:00 AM	55.56	51	62	35.06
125P17114	7:45:00 AM	54.55	51	62	35.7
125P17114	8:00:00 AM	55.14	55	62	35.33
125P17114	8:15:00 AM	51.96	55	62	37.49
125P17114	8:30:00 AM	56.15	55	62	34.69
125P17114	8:45:00 AM	56.64	55	62	34.39
125P17114	4:00:00 PM	55.31	53	62	35.22
125P17114	4:15:00 PM	51.66	53	62	37.7
125P17114	4:30:00 PM	52.91	53	62	36.81
125P17114	4:45:00 PM	55.62	53	62	35.02
125P17114	5:00:00 PM	52.62	53	62	37.02
125P17114	5:15:00 PM	53.6	53	62	36.34
125P17114	5:30:00 PM	56.52	53	62	34.46
125P17114	5:45:00 PM	58.64	53	62	33.22
125P17114	7:00:00 AM	54.64	50	62	35.65
125P17114	7:15:00 AM	47.26	50	62	41.21
125P17114	7:30:00 AM	52.44	50	62	37.14
125P17114	7:45:00 AM	56.19	50	62	34.67

125P17114	8:00:00 AM	58.6	53	62	33.24
125P17114	8:15:00 AM	57.03	53	62	34.15
125P17114	8:30:00 AM	57.47	53	62	33.89
125P17114	8:45:00 AM	54.98	53	62	35.43
125P17114	4:00:00 PM	53.65	50	62	36.31
125P17114	4:15:00 PM	51.25	50	62	38.01
125P17114	4:30:00 PM	52.64	50	62	37.01
125P17114	4:45:00 PM	51.65	50	62	37.71
125P17114	5:00:00 PM	53.99	52	62	36.08
125P17114	5:15:00 PM	54.14	52	62	35.98
125P17114	5:30:00 PM	51.34	52	62	37.94
125P17114	5:45:00 PM	52.18	52	62	37.33
125P17114	7:00:00 AM	52.32	51	62	37.23
125P17114	7:15:00 AM	52.51	51	62	37.1
125P17114	7:30:00 AM	51.46	51	62	37.85
125P17114	7:45:00 AM	55.46	51	62	35.12
125P17114	8:00:00 AM	56.93	54	62	34.21
125P17114	8:15:00 AM	57.65	54	62	33.79
125P17114	8:30:00 AM	55.99	54	62	34.79
125P17114	8:45:00 AM	57.28	54	62	34
125P17114	4:00:00 PM	55.33	52	62	35.2
125P17114	4:15:00 PM	51.99	52	62	37.47
125P17114	4:30:00 PM	55.59	52	62	35.04
125P17114	4:45:00 PM	53.55	52	62	36.37
125P17114	5:00:00 PM	48.36	52	62	40.27
125P17114	5:15:00 PM	51.95	52	62	37.5
125P17114	5:30:00 PM	53.3	52	62	36.54
125P17114	5:45:00 PM	49.61	52	62	39.27
125P17114	7:00:00 AM	58	49	62	33.58
125P17114	7:15:00 AM	57.65	49	62	33.79
125P17114	7:30:00 AM	51.14	49	62	38.09
125P17114	7:45:00 AM	49.73	49	62	39.17
125P17114	8:00:00 AM	53.64	55	62	36.32
125P17114	8:15:00 AM	55.14	55	62	35.32
125P17114	8:30:00 AM	54.55	55	62	35.7
125P17114	8:45:00 AM	54.51	55	62	35.73
125P17114	4:00:00 PM	53.25	53	62	36.58
125P17114	4:15:00 PM	54.99	53	62	35.42
125P17114	4:30:00 PM	51.64	53	62	37.72
125P17114	4:45:00 PM	54.66	53	62	35.63
125P17114	5:00:00 PM	49.61	52	62	39.26
125P17114	5:15:00 PM	54.65	52	62	35.64
125P17114	5:30:00 PM	50.96	52	62	38.22
125P17114	5:45:00 PM	51.95	52	62	37.5
125P17114	7:00:00 AM	58.56	50	62	33.26
125P17114	7:15:00 AM	53.61	50	62	36.33
125P17114	7:30:00 AM	53.21	50	62	36.61
125P17114	7:45:00 AM	55.95	50	62	34.81
125P17114	8:00:00 AM	51.5	55	62	37.83
125P17114	8:15:00 AM	56.32	55	62	34.59
125P17114	8:30:00 AM	50.94	55	62	38.24
125P17114	8:45:00 AM	54.32	55	62	35.86
125P17114	4:00:00 PM	52.91	53	62	36.81
125P17114	4:15:00 PM	51.84	53	62	37.57
125P17114	4:30:00 PM	49.61	53	62	39.27
125P17114	4:45:00 PM	54.96	53	62	35.44
125P17114	5:00:00 PM	49.76	52	62	39.15
125P17114	5:15:00 PM	55	52	62	35.42
125P17114	5:30:00 PM	52.99	52	62	36.76
125P17114	5:45:00 PM	51.69	52	62	37.68
125P17114	7:00:00 AM	62.5	54	62	31.17
125P17114	7:15:00 AM	53.94	54	62	36.11
125P17114	7:30:00 AM	42.71	54	62	45.61
125P17114	7:45:00 AM	49.89	54	62	39.04
125P17114	8:00:00 AM	52.11	56	62	37.38
125P17114	8:15:00 AM	57.99	56	62	33.59
125P17114	8:30:00 AM	56.89	56	62	34.24
125P17114	8:45:00 AM	54.92	56	62	35.47
125P17114	4:00:00 PM	55.28	53	62	35.24
125P17114	4:15:00 PM	54.39	53	62	35.82
125P17114	4:30:00 PM	49.92	53	62	39.02
125P17114	4:45:00 PM	59.44	53	62	32.77

125P17114	5:00:00 PM	57.31	52	62	33.99
125P17114	5:15:00 PM	53.5	52	62	36.41
125P17114	5:30:00 PM	53.5	52	62	36.41
125P17114	5:45:00 PM	57.32	52	62	33.98
125P17114	8:00:00 AM	55.5	55	62	35.1
125P17114	8:15:00 AM	34.37	55	62	56.67
125P17114	8:30:00 AM	57	55	62	34.17
125P17114	8:45:00 AM	57.46	55	62	33.9
125P17114	4:00:00 PM	51.94	54	62	37.5
125P17114	4:15:00 PM	58	54	62	33.58
125P17114	4:30:00 PM	54	54	62	36.07
125P17114	4:45:00 PM	59	54	62	33.01
125P17114	5:00:00 PM	56	54	62	34.78
125P17114	5:15:00 PM	61.05	54	62	31.9
125P17114	5:30:00 PM	58.15	54	62	33.49
125P17114	5:45:00 PM	64	54	62	30.43
125P17114	7:00:00 AM	52.92	51	62	36.8
125P17114	7:15:00 AM	52.35	51	62	37.21
125P17114	7:30:00 AM	56.66	51	62	34.38
125P17114	7:45:00 AM	53.91	51	62	36.13
125P17114	8:00:00 AM	54.29	55	62	35.88
125P17114	8:15:00 AM	51.96	55	62	37.49
125P17114	8:30:00 AM	55.21	55	62	35.28
125P17114	8:45:00 AM	57.23	55	62	34.03
125P17114	4:00:00 PM	55.92	53	62	34.83
125P17114	4:15:00 PM	52.83	53	62	36.87
125P17114	4:30:00 PM	54.65	53	62	35.64
125P17114	4:45:00 PM	53.92	53	62	36.13
125P17114	5:00:00 PM	55.19	53	62	35.3
125P17114	5:15:00 PM	50.25	53	62	38.76
125P17114	5:30:00 PM	53.3	53	62	36.54
125P17114	5:45:00 PM	53.65	53	62	36.31
125P17114	7:00:00 AM	55.99	50	62	34.79
125P17114	7:15:00 AM	54.64	50	62	35.65
125P17114	7:30:00 AM	53.25	50	62	36.58
125P17114	7:45:00 AM	54.54	50	62	35.72
125P17114	8:00:00 AM	57.46	53	62	33.9
125P17114	8:15:00 AM	52.96	53	62	36.78
125P17114	8:30:00 AM	54.89	53	62	35.49
125P17114	8:45:00 AM	55.91	53	62	34.84
125P17114	4:00:00 PM	51.61	50	62	37.74
125P17114	4:15:00 PM	51.68	50	62	37.69
125P17114	4:30:00 PM	52.99	50	62	36.76
125P17114	4:45:00 PM	43.37	50	62	44.92
125P17114	5:00:00 PM	53.99	52	62	36.08
125P17114	5:15:00 PM	52	52	62	37.46
125P17114	5:30:00 PM	52.64	52	62	37.01
125P17114	5:45:00 PM	55.21	52	62	35.28
125P17114	7:00:00 AM	57.65	51	62	33.79
125P17114	7:15:00 AM	55.96	51	62	34.81
125P17114	7:30:00 AM	54.3	51	62	35.87
125P17114	7:45:00 AM	54.85	51	62	35.51
125P17114	8:00:00 AM	54.59	54	62	35.68
125P17114	8:15:00 AM	49.26	54	62	39.54
125P17114	8:30:00 AM	52.99	54	62	36.76
125P17114	8:45:00 AM	59.31	54	62	32.84
125P17114	4:00:00 PM	50.84	52	62	38.32
125P17114	4:15:00 PM	24.46	52	62	79.62
125P17114	4:30:00 PM	18.71	52	62	104.12
125P17114	4:45:00 PM	25.92	52	62	75.14
125P17114	5:00:00 PM	47.31	52	62	41.17
125P17114	5:15:00 PM	50.04	52	62	38.93
125P17114	5:30:00 PM	53.04	52	62	36.72
125P17114	5:45:00 PM	52.91	52	62	36.81

TMC	Direction	Start Location	End Location
125P17115	WESTBOUND	7 Blue Heron Point Rd, Hilton Head Island, SC 29926, USA	1611-1607 US-278, Bluffton, SC 29910, USA



Time	Average Speed (mph)
700-900	53.1
730-830	52.9
1600-1800	53.3
1630-1730	53.4

tmc_code	measurement_tstamp	speed	average_speed	reference_speed	travel_time_seconds	data_density
125P17115	7:00:00 AM	57.5	50	62	33.88	
125P17115	7:15:00 AM	56.93	50	62	34.21	
125P17115	7:30:00 AM	53.99	50	62	36.08	
125P17115	7:45:00 AM	54.3	50	62	35.87	
125P17115	8:00:00 AM	51.39	53	62	37.9	
125P17115	8:15:00 AM	50.55	53	62	38.54	
125P17115	8:30:00 AM	58.6	53	62	33.24	
125P17115	8:45:00 AM	56.46	53	62	34.5	
125P17115	4:00:00 PM	53.25	50	62	36.58	
125P17115	4:15:00 PM	49.25	50	62	39.55	
125P17115	4:30:00 PM	50.2	50	62	38.8	
125P17115	4:45:00 PM	53.5	50	62	36.41	
125P17115	5:00:00 PM	53.28	52	62	36.56	
125P17115	5:15:00 PM	50.98	52	62	38.21	
125P17115	5:30:00 PM	52.5	52	62	37.1	
125P17115	5:45:00 PM	54.99	52	62	35.42	
125P17115	7:00:00 AM	56.48	51	62	34.49	
125P17115	7:15:00 AM	53.12	51	62	36.67	
125P17115	7:30:00 AM	54.63	51	62	35.65	
125P17115	7:45:00 AM	53.21	51	62	36.61	
125P17115	8:00:00 AM	53.25	54	62	36.58	
125P17115	8:15:00 AM	53.57	54	62	36.36	
125P17115	8:30:00 AM	54.3	54	62	35.87	
125P17115	8:45:00 AM	49.46	54	62	39.38	
125P17115	4:00:00 PM	49.82	52	62	39.1	
125P17115	4:15:00 PM	45.14	52	62	43.15	
125P17115	4:30:00 PM	48.65	52	62	40.04	
125P17115	4:45:00 PM	51.64	52	62	37.72	
125P17115	5:00:00 PM	51.91	52	62	37.52	
125P17115	5:15:00 PM	53.27	52	62	36.57	
125P17115	5:30:00 PM	53.32	52	62	36.53	
125P17115	5:45:00 PM	52.6	52	62	37.03	
125P17115	7:00:00 AM	52.46	49	62	37.13	
125P17115	7:15:00 AM	58.15	49	62	33.49	
125P17115	7:30:00 AM	55.06	49	62	35.37	
125P17115	7:45:00 AM	52.8	49	62	36.89	
125P17115	8:00:00 AM	53.09	55	62	36.69	
125P17115	8:15:00 AM	52.04	55	62	37.43	
125P17115	8:30:00 AM	52.7	55	62	36.96	
125P17115	8:45:00 AM	54.92	55	62	35.47	
125P17115	4:00:00 PM	46.3	53	62	42.07	
125P17115	4:15:00 PM	45.84	53	62	42.49	
125P17115	4:30:00 PM	51.25	53	62	38.01	
125P17115	4:45:00 PM	48.39	53	62	40.25	
125P17115	5:00:00 PM	57.14	52	62	34.09	
125P17115	5:15:00 PM	54.46	52	62	35.77	
125P17115	5:30:00 PM	52.6	52	62	37.03	
125P17115	5:45:00 PM	59.98	52	62	32.47	
125P17115	7:00:00 AM	57.14	50	62	34.09	
125P17115	7:15:00 AM	53.3	50	62	36.54	
125P17115	7:30:00 AM	53.92	50	62	36.13	
125P17115	7:45:00 AM	55.93	50	62	34.83	
125P17115	8:00:00 AM	49.92	55	62	39.02	
125P17115	8:15:00 AM	53.31	55	62	36.54	
125P17115	8:30:00 AM	55.05	55	62	35.38	
125P17115	8:45:00 AM	53.95	55	62	36.1	
125P17115	4:00:00 PM	52.55	53	62	37.07	
125P17115	4:15:00 PM	52.28	53	62	37.26	
125P17115	4:30:00 PM	56.67	53	62	34.37	
125P17115	4:45:00 PM	54.46	53	62	35.77	
125P17115	5:00:00 PM	50.58	52	62	38.51	
125P17115	5:15:00 PM	54.21	52	62	35.93	
125P17115	5:30:00 PM	50.4	52	62	38.65	
125P17115	5:45:00 PM	52.44	52	62	37.14	
125P17115	7:00:00 AM	66.87	54	62	29.13	
125P17115	7:15:00 AM	60	54	62	32.46	
125P17115	7:45:00 AM	54.05	54	62	36.04	
125P17115	8:00:00 AM	53.46	56	62	36.44	
125P17115	8:15:00 AM	53.94	56	62	36.11	
125P17115	8:30:00 AM	55.98	56	62	34.79	
125P17115	8:45:00 AM	50.3	56	62	38.72	

125P17115	4:00:00 PM	53.98	53	62	36.08
125P17115	4:15:00 PM	53.89	53	62	36.15
125P17115	4:30:00 PM	54.5	53	62	35.74
125P17115	4:45:00 PM	54	53	62	36.07
125P17115	5:00:00 PM	66	52	62	29.51
125P17115	5:15:00 PM	57	52	62	34.17
125P17115	5:30:00 PM	48	52	62	40.58
125P17115	7:00:00 AM	59	52	62	33.01
125P17115	7:30:00 AM	57	52	62	34.17
125P17115	7:45:00 AM	49.37	52	62	39.45
125P17115	8:00:00 AM	54	55	62	36.07
125P17115	8:15:00 AM	53.18	55	62	36.63
125P17115	8:45:00 AM	62	55	62	31.42
125P17115	4:00:00 PM	53	54	62	36.75
125P17115	4:15:00 PM	55.28	54	62	35.24
125P17115	4:30:00 PM	56.26	54	62	34.62
125P17115	5:15:00 PM	75	54	62	25.97
125P17115	5:30:00 PM	58	54	62	33.58
125P17115	5:45:00 PM	54.39	54	62	35.82
125P17115	7:00:00 AM	48.67	51	62	40.02
125P17115	7:15:00 AM	43.18	51	62	45.11
125P17115	7:30:00 AM	42.79	51	62	45.52
125P17115	7:45:00 AM	22.15	51	62	87.93
125P17115	8:00:00 AM	25.6	55	62	76.07
125P17115	8:15:00 AM	24.6	55	62	79.16
125P17115	8:30:00 AM	25.17	55	62	77.39
125P17115	8:45:00 AM	20	55	62	97.39
125P17115	4:00:00 PM	53.27	53	62	36.57
125P17115	4:15:00 PM	51.55	53	62	37.79
125P17115	4:30:00 PM	48.16	53	62	40.44
125P17115	4:45:00 PM	50.4	53	62	38.65
125P17115	5:00:00 PM	54.27	53	62	35.89
125P17115	5:15:00 PM	46.78	53	62	41.64
125P17115	5:30:00 PM	55.66	53	62	34.99
125P17115	5:45:00 PM	53.99	53	62	36.08
125P17115	7:00:00 AM	49.17	50	62	39.62
125P17115	7:15:00 AM	44.98	50	62	43.31
125P17115	7:30:00 AM	46.87	50	62	41.56
125P17115	7:45:00 AM	39.65	50	62	49.13
125P17115	8:00:00 AM	24.71	53	62	78.82
125P17115	8:15:00 AM	30	53	62	64.93
125P17115	8:30:00 AM	39.31	53	62	49.55
125P17115	8:45:00 AM	17.55	53	62	110.99
125P17115	4:00:00 PM	51.96	50	62	37.49
125P17115	4:15:00 PM	52.99	50	62	36.76
125P17115	4:30:00 PM	53.99	50	62	36.08
125P17115	4:45:00 PM	51.2	50	62	38.04
125P17115	5:00:00 PM	51.96	52	62	37.49
125P17115	5:15:00 PM	57.93	52	62	33.62
125P17115	5:30:00 PM	52.85	52	62	36.85
125P17115	5:45:00 PM	54.51	52	62	35.73
125P17115	7:00:00 AM	52.5	51	62	37.1
125P17115	7:15:00 AM	48.92	51	62	39.82
125P17115	7:30:00 AM	55.21	51	62	35.28
125P17115	7:45:00 AM	51.9	51	62	37.53
125P17115	8:00:00 AM	50.26	54	62	38.76
125P17115	8:15:00 AM	54.22	54	62	35.93
125P17115	8:30:00 AM	52.5	54	62	37.1
125P17115	8:45:00 AM	53.38	54	62	36.49
125P17115	4:00:00 PM	54.5	52	62	35.74
125P17115	4:15:00 PM	51.11	52	62	38.11
125P17115	4:30:00 PM	53.96	52	62	36.1
125P17115	4:45:00 PM	51.99	52	62	37.47
125P17115	5:00:00 PM	55.86	52	62	34.87
125P17115	5:15:00 PM	52.41	52	62	37.17
125P17115	5:30:00 PM	55.91	52	62	34.84
125P17115	5:45:00 PM	52.3	52	62	37.24
125P17115	7:00:00 AM	56	49	62	34.78
125P17115	7:15:00 AM	59.39	49	62	32.8
125P17115	7:30:00 AM	51.92	49	62	37.52
125P17115	7:45:00 AM	49.5	49	62	39.35
125P17115	8:00:00 AM	53.64	55	62	36.31

125P17115	8:15:00 AM	51.5	55	62	37.83
125P17115	8:30:00 AM	52.83	55	62	36.87
125P17115	8:45:00 AM	55.98	55	62	34.79
125P17115	4:00:00 PM	54.64	53	62	35.65
125P17115	4:15:00 PM	52.64	53	62	37.01
125P17115	4:30:00 PM	54.5	53	62	35.74
125P17115	4:45:00 PM	50.46	53	62	38.61
125P17115	5:00:00 PM	54.86	52	62	35.51
125P17115	5:15:00 PM	49.64	52	62	39.24
125P17115	5:30:00 PM	54.4	52	62	35.8
125P17115	5:45:00 PM	56.32	52	62	34.59
125P17115	7:00:00 AM	57	50	62	34.17
125P17115	7:15:00 AM	54.5	50	62	35.74
125P17115	7:30:00 AM	55.86	50	62	34.87
125P17115	7:45:00 AM	52.32	50	62	37.23
125P17115	8:00:00 AM	52.83	55	62	36.87
125P17115	8:15:00 AM	57.79	55	62	33.71
125P17115	8:30:00 AM	57.83	55	62	33.68
125P17115	8:45:00 AM	54	55	62	36.07
125P17115	4:00:00 PM	52.32	53	62	37.23
125P17115	4:15:00 PM	52.64	53	62	37.01
125P17115	4:30:00 PM	49.82	53	62	39.1
125P17115	4:45:00 PM	52.91	53	62	36.81
125P17115	5:00:00 PM	52.53	52	62	37.08
125P17115	5:15:00 PM	60	52	62	32.46
125P17115	5:30:00 PM	54.57	52	62	35.7
125P17115	5:45:00 PM	57.85	52	62	33.67
125P17115	7:00:00 AM	47	54	62	41.44
125P17115	7:15:00 AM	52.83	54	62	36.87
125P17115	7:30:00 AM	53	54	62	36.75
125P17115	7:45:00 AM	64.47	54	62	30.22
125P17115	8:00:00 AM	53.73	56	62	36.25
125P17115	8:15:00 AM	56.71	56	62	34.35
125P17115	8:30:00 AM	57.98	56	62	33.59
125P17115	8:45:00 AM	55.89	56	62	34.85
125P17115	4:00:00 PM	52	53	62	37.46
125P17115	4:15:00 PM	58.79	53	62	33.13
125P17115	4:30:00 PM	56.37	53	62	34.56
125P17115	4:45:00 PM	52.11	53	62	37.38
125P17115	5:00:00 PM	52.91	52	62	36.81
125P17115	5:15:00 PM	52.98	52	62	36.76
125P17115	5:30:00 PM	54	52	62	36.07
125P17115	5:45:00 PM	58.33	52	62	33.39
125P17115	8:00:00 AM	56.56	55	62	34.44
125P17115	8:15:00 AM	53	55	62	36.75
125P17115	8:45:00 AM	17	55	62	114.58
125P17115	4:15:00 PM	46	54	62	42.34
125P17115	4:30:00 PM	56.97	54	62	34.19
125P17115	4:45:00 PM	60.51	54	62	32.19
125P17115	5:00:00 PM	61	54	62	31.93
125P17115	5:15:00 PM	66	54	62	29.51
125P17115	5:30:00 PM	59.58	54	62	32.69
125P17115	5:45:00 PM	61	54	62	31.93
125P17115	7:00:00 AM	58.98	51	62	33.02
125P17115	7:15:00 AM	57	51	62	34.17
125P17115	7:30:00 AM	56	51	62	34.78
125P17115	7:45:00 AM	50.32	51	62	38.71
125P17115	8:00:00 AM	53.32	55	62	36.53
125P17115	8:15:00 AM	53.84	55	62	36.18
125P17115	8:30:00 AM	53.91	55	62	36.13
125P17115	8:45:00 AM	53.28	55	62	36.56
125P17115	4:00:00 PM	52.96	53	62	36.78
125P17115	4:15:00 PM	53.27	53	62	36.57
125P17115	4:30:00 PM	54.95	53	62	35.45
125P17115	4:45:00 PM	55.21	53	62	35.28
125P17115	5:00:00 PM	54.84	53	62	35.52
125P17115	5:15:00 PM	54.64	53	62	35.65
125P17115	5:30:00 PM	53.96	53	62	36.1
125P17115	5:45:00 PM	58.51	53	62	33.29
125P17115	7:00:00 AM	57	50	62	34.17
125P17115	7:15:00 AM	57.44	50	62	33.91
125P17115	7:30:00 AM	54.54	50	62	35.72

125P17115	7:45:00 AM	52.34	50	62	37.21
125P17115	8:00:00 AM	51.5	53	62	37.83
125P17115	8:15:00 AM	54.18	53	62	35.95
125P17115	8:30:00 AM	34.89	53	62	55.83
125P17115	8:45:00 AM	50.91	53	62	38.26
125P17115	4:00:00 PM	50.79	50	62	38.35
125P17115	4:15:00 PM	53.25	50	62	36.58
125P17115	4:30:00 PM	50.91	50	62	38.26
125P17115	4:45:00 PM	49.62	50	62	39.26
125P17115	5:00:00 PM	52.64	52	62	37.01
125P17115	5:15:00 PM	59.87	52	62	32.53
125P17115	5:30:00 PM	53.15	52	62	36.65
125P17115	5:45:00 PM	53	52	62	36.75
125P17115	7:00:00 AM	56.13	51	62	34.7
125P17115	7:15:00 AM	54.42	51	62	35.79
125P17115	7:30:00 AM	53.93	51	62	36.12
125P17115	7:45:00 AM	53.05	51	62	36.72
125P17115	8:00:00 AM	57.92	54	62	33.63
125P17115	8:15:00 AM	54.39	54	62	35.82
125P17115	8:30:00 AM	51.5	54	62	37.83
125P17115	8:45:00 AM	55.96	54	62	34.8
125P17115	4:00:00 PM	52.96	52	62	36.78
125P17115	4:15:00 PM	50.95	52	62	38.23
125P17115	4:30:00 PM	51.32	52	62	37.96
125P17115	4:45:00 PM	49.34	52	62	39.48
125P17115	5:00:00 PM	51.61	52	62	37.74
125P17115	5:15:00 PM	53.3	52	62	36.54
125P17115	5:30:00 PM	52.98	52	62	36.76
125P17115	5:45:00 PM	56.56	52	62	34.44
125P17115	7:00:00 AM	52.5	49	62	37.1
125P17115	7:15:00 AM	51.4	49	62	37.89
125P17115	7:30:00 AM	53.64	49	62	36.31
125P17115	7:45:00 AM	57.33	49	62	33.98
125P17115	8:00:00 AM	54.21	55	62	35.93
125P17115	8:15:00 AM	49.67	55	62	39.22
125P17115	8:30:00 AM	52.41	55	62	37.17
125P17115	8:45:00 AM	55.31	55	62	35.22
125P17115	4:00:00 PM	53.3	53	62	36.54
125P17115	4:15:00 PM	53.15	53	62	36.65
125P17115	4:30:00 PM	51.28	53	62	37.99
125P17115	4:45:00 PM	53.25	53	62	36.58
125P17115	5:00:00 PM	52.59	52	62	37.04
125P17115	5:15:00 PM	54.86	52	62	35.51
125P17115	5:30:00 PM	48.45	52	62	40.21
125P17115	5:45:00 PM	51.83	52	62	37.58
125P17115	7:00:00 AM	52	50	62	37.46
125P17115	7:15:00 AM	55.47	50	62	35.11
125P17115	7:30:00 AM	54.23	50	62	35.92
125P17115	7:45:00 AM	53.84	50	62	36.18
125P17115	8:00:00 AM	54.05	55	62	36.04
125P17115	8:15:00 AM	53.94	55	62	36.11
125P17115	8:30:00 AM	60.6	55	62	32.14
125P17115	8:45:00 AM	52.21	55	62	37.31
125P17115	4:00:00 PM	54.61	53	62	35.67
125P17115	4:15:00 PM	54.95	53	62	35.45
125P17115	4:30:00 PM	53.86	53	62	36.17
125P17115	4:45:00 PM	53.91	53	62	36.13
125P17115	5:00:00 PM	53.66	52	62	36.3
125P17115	5:15:00 PM	52.33	52	62	37.22
125P17115	5:30:00 PM	52.48	52	62	37.11
125P17115	5:45:00 PM	52	52	62	37.46
125P17115	7:00:00 AM	64.47	54	62	30.22
125P17115	7:15:00 AM	58	54	62	33.58
125P17115	7:45:00 AM	45.98	54	62	42.37
125P17115	8:00:00 AM	60	56	62	32.46
125P17115	8:15:00 AM	58.92	56	62	33.06
125P17115	8:30:00 AM	58	56	62	33.58
125P17115	8:45:00 AM	56.46	56	62	34.5
125P17115	4:00:00 PM	59	53	62	33.01
125P17115	4:15:00 PM	56.93	53	62	34.21
125P17115	4:30:00 PM	53.46	53	62	36.44
125P17115	4:45:00 PM	60.51	53	62	32.19

125P17115	5:00:00 PM	58	52	62	33.58
125P17115	5:15:00 PM	55.7	52	62	34.97
125P17115	5:30:00 PM	52	52	62	37.46
125P17115	5:45:00 PM	57.72	52	62	33.74
125P17115	7:15:00 AM	68	52	62	28.64
125P17115	7:30:00 AM	58	52	62	33.58
125P17115	8:00:00 AM	57	55	62	34.17
125P17115	8:15:00 AM	60	55	62	32.46
125P17115	8:30:00 AM	55	55	62	35.42
125P17115	8:45:00 AM	64	55	62	30.43
125P17115	4:00:00 PM	60	54	62	32.46
125P17115	4:15:00 PM	53.5	54	62	36.41
125P17115	4:30:00 PM	60	54	62	32.46
125P17115	4:45:00 PM	54.5	54	62	35.74
125P17115	5:00:00 PM	53	54	62	36.75
125P17115	5:30:00 PM	53.93	54	62	36.12
125P17115	7:00:00 AM	54.13	51	62	35.99
125P17115	7:15:00 AM	50.29	51	62	38.73
125P17115	7:30:00 AM	54.99	51	62	35.42
125P17115	7:45:00 AM	50.74	51	62	38.39
125P17115	8:00:00 AM	51.91	55	62	37.52
125P17115	8:15:00 AM	54.02	55	62	36.06
125P17115	8:30:00 AM	55.99	55	62	34.79
125P17115	8:45:00 AM	63	55	62	30.92
125P17115	4:00:00 PM	53.93	53	62	36.12
125P17115	4:15:00 PM	52.04	53	62	37.43
125P17115	4:30:00 PM	56.22	53	62	34.65
125P17115	4:45:00 PM	52.66	53	62	36.99
125P17115	5:00:00 PM	52.04	53	62	37.43
125P17115	5:15:00 PM	51.6	53	62	37.75
125P17115	5:30:00 PM	53.83	53	62	36.18
125P17115	5:45:00 PM	58.22	53	62	33.46
125P17115	7:00:00 AM	55.71	50	62	34.96
125P17115	7:15:00 AM	46.81	50	62	41.61
125P17115	7:30:00 AM	52.98	50	62	36.76
125P17115	7:45:00 AM	54.89	50	62	35.49
125P17115	8:00:00 AM	52.95	53	62	36.79
125P17115	8:15:00 AM	49.17	53	62	39.62
125P17115	8:30:00 AM	54.7	53	62	35.61
125P17115	8:45:00 AM	50.46	53	62	38.61
125P17115	4:00:00 PM	54.3	50	62	35.87
125P17115	4:15:00 PM	55.05	50	62	35.38
125P17115	4:30:00 PM	52.28	50	62	37.26
125P17115	4:45:00 PM	52.32	50	62	37.23
125P17115	5:00:00 PM	56.76	52	62	34.32
125P17115	5:15:00 PM	52.28	52	62	37.26
125P17115	5:30:00 PM	52.77	52	62	36.91
125P17115	5:45:00 PM	50.14	52	62	38.85
125P17115	7:00:00 AM	52.38	51	62	37.19
125P17115	7:15:00 AM	54.32	51	62	35.86
125P17115	7:30:00 AM	52.08	51	62	37.4
125P17115	7:45:00 AM	56.27	51	62	34.61
125P17115	8:00:00 AM	47.81	54	62	40.74
125P17115	8:15:00 AM	47.81	54	62	40.74
125P17115	8:30:00 AM	53.49	54	62	36.41
125P17115	8:45:00 AM	32.05	54	62	60.78
125P17115	4:00:00 PM	53.28	52	62	36.56
125P17115	4:15:00 PM	55	52	62	35.42
125P17115	4:30:00 PM	53.28	52	62	36.56
125P17115	4:45:00 PM	52.83	52	62	36.87
125P17115	5:00:00 PM	54.57	52	62	35.7
125P17115	5:15:00 PM	56.31	52	62	34.59
125P17115	5:30:00 PM	48.45	52	62	40.2
125P17115	5:45:00 PM	56.5	52	62	34.48
125P17115	7:00:00 AM	50.98	49	62	38.21
125P17115	7:15:00 AM	55.89	49	62	34.85
125P17115	7:30:00 AM	53.99	49	62	36.08
125P17115	7:45:00 AM	55.31	49	62	35.22
125P17115	8:00:00 AM	55.64	55	62	35.01
125P17115	8:15:00 AM	52.61	55	62	37.02
125P17115	8:30:00 AM	52.46	55	62	37.13
125P17115	8:45:00 AM	51.83	55	62	37.58

125P17115	4:00:00 PM	52.8	53	62	36.89
125P17115	4:15:00 PM	47.31	53	62	41.17
125P17115	4:30:00 PM	46.27	53	62	42.1
125P17115	4:45:00 PM	26.31	53	62	74.03
125P17115	5:00:00 PM	18.6	52	62	104.74
125P17115	5:15:00 PM	28.52	52	62	68.31
125P17115	5:30:00 PM	23.22	52	62	83.88
125P17115	5:45:00 PM	24.55	52	62	79.33
125P17115	7:00:00 AM	51.26	50	62	38
125P17115	7:15:00 AM	52	50	62	37.46
125P17115	7:30:00 AM	47.67	50	62	40.86
125P17115	7:45:00 AM	52.83	50	62	36.87
125P17115	8:00:00 AM	52.95	55	62	36.79
125P17115	8:15:00 AM	53.61	55	62	36.33
125P17115	8:30:00 AM	51.13	55	62	38.1
125P17115	8:45:00 AM	55.85	55	62	34.88
125P17115	4:00:00 PM	52.32	53	62	37.23
125P17115	4:15:00 PM	52.64	53	62	37.01
125P17115	4:30:00 PM	51.84	53	62	37.58
125P17115	4:45:00 PM	53.32	53	62	36.53
125P17115	5:00:00 PM	62	52	62	31.41
125P17115	5:15:00 PM	51.21	52	62	38.04
125P17115	5:30:00 PM	45.98	52	62	42.36
125P17115	5:45:00 PM	55.28	52	62	35.24
125P17115	7:00:00 AM	56.9	54	62	34.23
125P17115	7:30:00 AM	49.9	54	62	39.03
125P17115	7:45:00 AM	33	54	62	59.03
125P17115	8:00:00 AM	54.93	56	62	35.46
125P17115	8:15:00 AM	58	56	62	33.58
125P17115	8:30:00 AM	54.85	56	62	35.51
125P17115	8:45:00 AM	52.38	56	62	37.19
125P17115	4:00:00 PM	51	53	62	38.19
125P17115	4:15:00 PM	68.28	53	62	28.53
125P17115	4:30:00 PM	54.14	53	62	35.98
125P17115	4:45:00 PM	52	53	62	37.46
125P17115	5:00:00 PM	60.33	52	62	32.29
125P17115	5:15:00 PM	55	52	62	35.42
125P17115	5:30:00 PM	53	52	62	36.75
125P17115	5:45:00 PM	51.26	52	62	38
125P17115	7:15:00 AM	57	52	62	34.17
125P17115	7:45:00 AM	65	52	62	29.97
125P17115	8:15:00 AM	68	55	62	28.64
125P17115	8:30:00 AM	53.84	55	62	36.18
125P17115	8:45:00 AM	61	55	62	31.93
125P17115	4:00:00 PM	52	54	62	37.46
125P17115	4:15:00 PM	55.12	54	62	35.33
125P17115	4:30:00 PM	60	54	62	32.46
125P17115	4:45:00 PM	51.98	54	62	37.47
125P17115	5:00:00 PM	50.92	54	62	38.25
125P17115	5:15:00 PM	52	54	62	37.46
125P17115	5:45:00 PM	57	54	62	34.17
125P17115	7:00:00 AM	52	51	62	37.46
125P17115	7:30:00 AM	56.14	51	62	34.7
125P17115	7:45:00 AM	60	51	62	32.46
125P17115	8:00:00 AM	56.16	55	62	34.69
125P17115	8:15:00 AM	60	55	62	32.46
125P17115	8:30:00 AM	64.03	55	62	30.42
125P17115	8:45:00 AM	10.74	55	62	181.42
125P17115	4:00:00 PM	58	53	62	33.58
125P17115	4:15:00 PM	59	53	62	33.01
125P17115	4:30:00 PM	58	53	62	33.58
125P17115	4:45:00 PM	53	53	62	36.75
125P17115	5:00:00 PM	57	53	62	34.17
125P17115	5:15:00 PM	56.33	53	62	34.58
125P17115	5:45:00 PM	58.36	53	62	33.38
125P17115	7:00:00 AM	59	50	62	33.01
125P17115	7:15:00 AM	55.09	50	62	35.36
125P17115	7:30:00 AM	55.98	50	62	34.79
125P17115	7:45:00 AM	55.56	50	62	35.06
125P17115	8:00:00 AM	56.92	53	62	34.22
125P17115	8:15:00 AM	52.66	53	62	36.99
125P17115	8:30:00 AM	57.22	53	62	34.04

125P17115	8:45:00 AM	54.33	53	62	35.85
125P17115	4:00:00 PM	55.32	50	62	35.21
125P17115	4:15:00 PM	52.25	50	62	37.28
125P17115	4:30:00 PM	53.25	50	62	36.58
125P17115	4:45:00 PM	54.96	50	62	35.44
125P17115	5:00:00 PM	51.95	52	62	37.5
125P17115	5:15:00 PM	55.21	52	62	35.28
125P17115	5:30:00 PM	52.99	52	62	36.76
125P17115	5:45:00 PM	51.3	52	62	37.97
125P17115	7:00:00 AM	53.5	51	62	36.41
125P17115	7:15:00 AM	46.86	51	62	41.56
125P17115	7:30:00 AM	53.64	51	62	36.31
125P17115	7:45:00 AM	55.98	51	62	34.8
125P17115	8:00:00 AM	50.33	54	62	38.7
125P17115	8:15:00 AM	57.07	54	62	34.13
125P17115	8:30:00 AM	56.28	54	62	34.61
125P17115	8:45:00 AM	55.39	54	62	35.17
125P17115	4:00:00 PM	54.95	52	62	35.45
125P17115	4:15:00 PM	53.3	52	62	36.54
125P17115	4:30:00 PM	54.33	52	62	35.85
125P17115	4:45:00 PM	54.61	52	62	35.67
125P17115	5:00:00 PM	56.48	52	62	34.49
125P17115	5:15:00 PM	53.46	52	62	36.44
125P17115	5:30:00 PM	52.25	52	62	37.28
125P17115	5:45:00 PM	54.18	52	62	35.95
125P17115	7:00:00 AM	52	49	62	37.46
125P17115	7:15:00 AM	56.28	49	62	34.61
125P17115	7:30:00 AM	51.96	49	62	37.49
125P17115	7:45:00 AM	51.55	49	62	37.79
125P17115	8:00:00 AM	53.6	55	62	36.34
125P17115	8:15:00 AM	50.96	55	62	38.22
125P17115	8:30:00 AM	53	55	62	36.75
125P17115	8:45:00 AM	44.47	55	62	43.81
125P17115	4:00:00 PM	52.53	53	62	37.08
125P17115	4:15:00 PM	51.17	53	62	38.06
125P17115	4:30:00 PM	53.53	53	62	36.38
125P17115	4:45:00 PM	52.91	53	62	36.81
125P17115	5:00:00 PM	53.84	52	62	36.18
125P17115	5:15:00 PM	54.22	52	62	35.93
125P17115	5:30:00 PM	52.91	52	62	36.81
125P17115	5:45:00 PM	53.99	52	62	36.08
125P17115	7:00:00 AM	52.96	51	62	36.78
125P17115	7:15:00 AM	53.5	51	62	36.41
125P17115	7:30:00 AM	53.21	51	62	36.6
125P17115	7:45:00 AM	56.68	51	62	34.37
125P17115	8:00:00 AM	56.39	54	62	34.54
125P17115	8:15:00 AM	57.54	54	62	33.85
125P17115	8:30:00 AM	54.89	54	62	35.49
125P17115	8:45:00 AM	61.98	54	62	31.42
125P17115	4:00:00 PM	51.64	52	62	37.72
125P17115	4:15:00 PM	53.28	52	62	36.56
125P17115	4:30:00 PM	54.68	52	62	35.63
125P17115	4:45:00 PM	56.39	52	62	34.54
125P17115	5:00:00 PM	51.58	52	62	37.76
125P17115	5:15:00 PM	54.32	52	62	35.86
125P17115	5:30:00 PM	52.91	52	62	36.81
125P17115	5:45:00 PM	52.59	52	62	37.04
125P17115	7:00:00 AM	54	49	62	36.07
125P17115	7:15:00 AM	52.38	49	62	37.19
125P17115	7:30:00 AM	54.65	49	62	35.64
125P17115	7:45:00 AM	51.49	49	62	37.83
125P17115	8:00:00 AM	57.6	55	62	33.82
125P17115	8:15:00 AM	57.29	55	62	34
125P17115	8:30:00 AM	53.55	55	62	36.37
125P17115	8:45:00 AM	58.47	55	62	33.31
125P17115	4:00:00 PM	56.31	53	62	34.59
125P17115	4:15:00 PM	53.84	53	62	36.18
125P17115	4:30:00 PM	54.47	53	62	35.76
125P17115	4:45:00 PM	53.85	53	62	36.17
125P17115	5:00:00 PM	55.28	52	62	35.24
125P17115	5:15:00 PM	52.95	52	62	36.79
125P17115	5:30:00 PM	53.3	52	62	36.54

125P17115	5:45:00 PM	53.65	52	62	36.31
125P17115	7:00:00 AM	55	50	62	35.42
125P17115	7:15:00 AM	50.68	50	62	38.43
125P17115	7:30:00 AM	48.66	50	62	40.03
125P17115	7:45:00 AM	44.36	50	62	43.91
125P17115	8:00:00 AM	46.96	55	62	41.48
125P17115	8:15:00 AM	48	55	62	40.58
125P17115	8:30:00 AM	45.96	55	62	42.38
125P17115	8:45:00 AM	51.95	55	62	37.5
125P17115	4:00:00 PM	54.3	53	62	35.87
125P17115	4:15:00 PM	55.76	53	62	34.94
125P17115	4:30:00 PM	53.15	53	62	36.65
125P17115	4:45:00 PM	53.64	53	62	36.31
125P17115	5:00:00 PM	55.65	52	62	35
125P17115	5:15:00 PM	54.04	52	62	36.04
125P17115	5:30:00 PM	55.21	52	62	35.28
125P17115	5:45:00 PM	48.58	52	62	40.1
125P17115	7:00:00 AM	58.5	54	62	33.3
125P17115	7:15:00 AM	59	54	62	33.01
125P17115	7:30:00 AM	49.33	54	62	39.49
125P17115	7:45:00 AM	53.07	54	62	36.7
125P17115	8:00:00 AM	56.33	56	62	34.58
125P17115	8:15:00 AM	58.32	56	62	33.4
125P17115	8:30:00 AM	55.64	56	62	35.01
125P17115	8:45:00 AM	54.5	56	62	35.74
125P17115	4:00:00 PM	59.2	53	62	32.9
125P17115	4:15:00 PM	52.5	53	62	37.1
125P17115	4:30:00 PM	55.84	53	62	34.88
125P17115	4:45:00 PM	60.3	53	62	32.3
125P17115	5:00:00 PM	58	52	62	33.58
125P17115	5:15:00 PM	55.19	52	62	35.3
125P17115	5:30:00 PM	51.46	52	62	37.85
125P17115	5:45:00 PM	53	52	62	36.75
125P17115	7:15:00 AM	52	52	62	37.46
125P17115	7:30:00 AM	63	52	62	30.92
125P17115	7:45:00 AM	49	52	62	39.75
125P17115	8:00:00 AM	59.93	55	62	32.5
125P17115	8:15:00 AM	60	55	62	32.46
125P17115	8:30:00 AM	58	55	62	33.58
125P17115	8:45:00 AM	59	55	62	33.01
125P17115	4:00:00 PM	53.98	54	62	36.08
125P17115	4:15:00 PM	60.46	54	62	32.22
125P17115	4:30:00 PM	56.39	54	62	34.54
125P17115	4:45:00 PM	59.31	54	62	32.84
125P17115	5:00:00 PM	58.36	54	62	33.38
125P17115	5:15:00 PM	58.07	54	62	33.54
125P17115	5:30:00 PM	62.27	54	62	31.28
125P17115	5:45:00 PM	55.84	54	62	34.88
125P17115	7:00:00 AM	52.32	51	62	37.23
125P17115	7:15:00 AM	46	51	62	42.34
125P17115	7:30:00 AM	55.27	51	62	35.24
125P17115	7:45:00 AM	54.6	51	62	35.67
125P17115	8:00:00 AM	53.7	55	62	36.27
125P17115	8:15:00 AM	51.96	55	62	37.49
125P17115	8:30:00 AM	56.15	55	62	34.69
125P17115	8:45:00 AM	55.96	55	62	34.81
125P17115	4:00:00 PM	54.92	53	62	35.47
125P17115	4:15:00 PM	52.66	53	62	36.99
125P17115	4:30:00 PM	52.21	53	62	37.31
125P17115	4:45:00 PM	53.86	53	62	36.17
125P17115	5:00:00 PM	53.36	53	62	36.5
125P17115	5:15:00 PM	53.35	53	62	36.51
125P17115	5:30:00 PM	55.47	53	62	35.11
125P17115	5:45:00 PM	58.64	53	62	33.22
125P17115	7:00:00 AM	53.3	50	62	36.54
125P17115	7:15:00 AM	50.58	50	62	38.51
125P17115	7:30:00 AM	53.15	50	62	36.65
125P17115	7:45:00 AM	57.46	50	62	33.9
125P17115	8:00:00 AM	58.42	53	62	33.34
125P17115	8:15:00 AM	58.56	53	62	33.26
125P17115	8:30:00 AM	57.07	53	62	34.13
125P17115	8:45:00 AM	56.14	53	62	34.7

125P17115	4:00:00 PM	52.95	50	62	36.79
125P17115	4:15:00 PM	53.33	50	62	36.52
125P17115	4:30:00 PM	52.64	50	62	37.01
125P17115	4:45:00 PM	50.96	50	62	38.22
125P17115	5:00:00 PM	53.99	52	62	36.08
125P17115	5:15:00 PM	51.33	52	62	37.95
125P17115	5:30:00 PM	54.95	52	62	35.45
125P17115	5:45:00 PM	50.23	52	62	38.78
125P17115	7:00:00 AM	51.98	51	62	37.47
125P17115	7:15:00 AM	52.84	51	62	36.86
125P17115	7:30:00 AM	49.98	51	62	38.97
125P17115	7:45:00 AM	56.93	51	62	34.21
125P17115	8:00:00 AM	58	54	62	33.58
125P17115	8:15:00 AM	54.32	54	62	35.86
125P17115	8:30:00 AM	55.99	54	62	34.79
125P17115	8:45:00 AM	57.03	54	62	34.15
125P17115	4:00:00 PM	54.99	52	62	35.42
125P17115	4:15:00 PM	51.28	52	62	37.99
125P17115	4:30:00 PM	53.73	52	62	36.25
125P17115	4:45:00 PM	52.99	52	62	36.76
125P17115	5:00:00 PM	55.46	52	62	35.12
125P17115	5:15:00 PM	52.25	52	62	37.28
125P17115	5:30:00 PM	52	52	62	37.46
125P17115	5:45:00 PM	56.54	52	62	34.45
125P17115	7:00:00 AM	58	49	62	33.58
125P17115	7:15:00 AM	57.65	49	62	33.79
125P17115	7:30:00 AM	50.82	49	62	38.33
125P17115	7:45:00 AM	50.91	49	62	38.26
125P17115	8:00:00 AM	54.45	55	62	35.77
125P17115	8:15:00 AM	54.29	55	62	35.88
125P17115	8:30:00 AM	53.47	55	62	36.43
125P17115	8:45:00 AM	52.3	55	62	37.24
125P17115	4:00:00 PM	52.91	53	62	36.81
125P17115	4:15:00 PM	55.27	53	62	35.24
125P17115	4:30:00 PM	51.64	53	62	37.72
125P17115	4:45:00 PM	52.45	53	62	37.14
125P17115	5:00:00 PM	51.64	52	62	37.72
125P17115	5:15:00 PM	54.99	52	62	35.42
125P17115	5:30:00 PM	49.33	52	62	39.49
125P17115	5:45:00 PM	50.92	52	62	38.25
125P17115	7:00:00 AM	59.56	50	62	32.7
125P17115	7:15:00 AM	53.3	50	62	36.54
125P17115	7:30:00 AM	52.95	50	62	36.79
125P17115	7:45:00 AM	55.82	50	62	34.89
125P17115	8:00:00 AM	51.46	55	62	37.85
125P17115	8:15:00 AM	55.65	55	62	35
125P17115	8:30:00 AM	51.46	55	62	37.85
125P17115	8:45:00 AM	53.28	55	62	36.56
125P17115	4:00:00 PM	53.28	53	62	36.56
125P17115	4:15:00 PM	51.4	53	62	37.89
125P17115	4:30:00 PM	54.5	53	62	35.74
125P17115	4:45:00 PM	54.95	53	62	35.45
125P17115	5:00:00 PM	49.47	52	62	39.37
125P17115	5:15:00 PM	53.99	52	62	36.08
125P17115	5:30:00 PM	52.3	52	62	37.24
125P17115	5:45:00 PM	43.52	52	62	44.76
125P17115	7:00:00 AM	60.98	54	62	31.94
125P17115	7:15:00 AM	53.44	54	62	36.45
125P17115	7:30:00 AM	39.91	54	62	48.81
125P17115	7:45:00 AM	48.04	54	62	40.55
125P17115	8:00:00 AM	58.95	56	62	33.04
125P17115	8:15:00 AM	55.27	56	62	35.24
125P17115	8:30:00 AM	55.46	56	62	35.12
125P17115	8:45:00 AM	54.61	56	62	35.67
125P17115	4:00:00 PM	56.84	53	62	34.27
125P17115	4:15:00 PM	51	53	62	38.19
125P17115	4:30:00 PM	49.25	53	62	39.55
125P17115	4:45:00 PM	59.28	53	62	32.86
125P17115	5:00:00 PM	54.94	52	62	35.45
125P17115	5:15:00 PM	52.38	52	62	37.19
125P17115	5:30:00 PM	53.98	52	62	36.08
125P17115	5:45:00 PM	55.31	52	62	35.22

125P17115	8:00:00 AM	54.46	55	62	35.77
125P17115	8:15:00 AM	55	55	62	35.42
125P17115	8:30:00 AM	55	55	62	35.42
125P17115	8:45:00 AM	55.93	55	62	34.83
125P17115	4:00:00 PM	50.23	54	62	38.78
125P17115	4:15:00 PM	59	54	62	33.01
125P17115	4:30:00 PM	54	54	62	36.07
125P17115	4:45:00 PM	60	54	62	32.46
125P17115	5:00:00 PM	66	54	62	29.51
125P17115	5:15:00 PM	62.16	54	62	31.34
125P17115	5:30:00 PM	59.8	54	62	32.57
125P17115	5:45:00 PM	64	54	62	30.43
125P17115	7:00:00 AM	50	51	62	38.96
125P17115	7:15:00 AM	54.26	51	62	35.9
125P17115	7:30:00 AM	55.96	51	62	34.81
125P17115	7:45:00 AM	53.21	51	62	36.6
125P17115	8:00:00 AM	54.33	55	62	35.85
125P17115	8:15:00 AM	52.6	55	62	37.03
125P17115	8:30:00 AM	56.14	55	62	34.7
125P17115	8:45:00 AM	58.26	55	62	33.43
125P17115	4:00:00 PM	55.92	53	62	34.83
125P17115	4:15:00 PM	54.3	53	62	35.87
125P17115	4:30:00 PM	56.86	53	62	34.25
125P17115	4:45:00 PM	54.22	53	62	35.93
125P17115	5:00:00 PM	55.19	53	62	35.3
125P17115	5:15:00 PM	52.28	53	62	37.26
125P17115	5:30:00 PM	51.65	53	62	37.71
125P17115	5:45:00 PM	54.32	53	62	35.86
125P17115	7:00:00 AM	54.64	50	62	35.65
125P17115	7:15:00 AM	52.59	50	62	37.04
125P17115	7:30:00 AM	53.64	50	62	36.31
125P17115	7:45:00 AM	53.41	50	62	36.47
125P17115	8:00:00 AM	58.46	53	62	33.32
125P17115	8:15:00 AM	52.96	53	62	36.78
125P17115	8:30:00 AM	54.5	53	62	35.74
125P17115	8:45:00 AM	56.84	53	62	34.27
125P17115	4:00:00 PM	52.33	50	62	37.22
125P17115	4:15:00 PM	52.46	50	62	37.13
125P17115	4:30:00 PM	53.96	50	62	36.1
125P17115	4:45:00 PM	44.18	50	62	44.09
125P17115	5:00:00 PM	54.32	52	62	35.86
125P17115	5:15:00 PM	51.33	52	62	37.95
125P17115	5:30:00 PM	52.99	52	62	36.76
125P17115	5:45:00 PM	54.94	52	62	35.45
125P17115	7:00:00 AM	57.98	51	62	33.59
125P17115	7:15:00 AM	57.52	51	62	33.86
125P17115	7:30:00 AM	54.3	51	62	35.87
125P17115	7:45:00 AM	53.35	51	62	36.51
125P17115	8:00:00 AM	52.22	54	62	37.3
125P17115	8:15:00 AM	50.15	54	62	38.84
125P17115	8:30:00 AM	52.28	54	62	37.26
125P17115	8:45:00 AM	58.31	54	62	33.41
125P17115	4:00:00 PM	52.18	52	62	37.33
125P17115	4:15:00 PM	27.55	52	62	70.7
125P17115	4:30:00 PM	22.66	52	62	85.97
125P17115	4:45:00 PM	24.15	52	62	80.67
125P17115	5:00:00 PM	49.67	52	62	39.22
125P17115	5:15:00 PM	53.32	52	62	36.53
125P17115	5:30:00 PM	54.99	52	62	35.42
125P17115	5:45:00 PM	57.26	52	62	34.02

Crash No	County Name	RT Name	RN	Route Auxiliary Name	MPT	BIR Name	BRN	Base Route Auxiliary Name	Base St Name	# of Fatalities	# of Injuries	Max Injury	Date	Collision Time	Day of Week Name	RD SRFC Name	Light Name	Manner of Collision Name	First Harmful Event	Probable cause Name	Latitude	Longitude	Number of Units Involved
13022846	BEAUFORT	US Route	278	Main Line	11.2	Secondary	240	Main Line	BUCKINGHAM LANDIN	0	0	0	5/22/2013	837	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	RAN OFF ROAD	32.2377	-80.80978	2
14014437	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	4/27/2014	1857	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2378	-80.80972	2
15000951	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FROING ISLAND EXT	0	0	0	1/15/2015	1424	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2376	-80.80981	2
18528686	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	PARMENTER RD	0	0	0	3/12/2018	1248	MONDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2375	-80.80989	2
15547582	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	5/6/2015	1530	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2377	-80.80976	2
15571551	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	2	7/15/2015	1349	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2377	-80.80973	2
16504914	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	2	1/11/2016	2203	MONDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	UNDER THE INFLUENCE	32.2377	-80.80973	2
13006672	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD	0	0	0	2/10/2013	1845	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	IMPROPER LANE USAGE/	32.2375	-80.80987	2
14543847	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	1	5/13/2014	1600	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2377	-80.80973	2
14565329	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	7/5/2014	1235	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2377	-80.80972	2
16613882	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	8/31/2016	2000	WEDNESDAY	DRY	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2377	-80.80972	2
17663073	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK VILLAGE	0	0	0	11/21/2017	1905	TUESDAY	WET	DARK (LIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2377	-80.80971	2
13543320	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	6/10/2013	1505	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2377	-80.8097	4
14535733	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	4/23/2014	1640	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2377	-80.80968	2
14595511	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	9/27/2014	1435	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2377	-80.80968	2
15015352	BEAUFORT	US Route	278	Main Line	11.2	County	0	Main Line	MASS CREEK DR	0	0	0	5/19/2015	1720	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2377	-80.80964	2
15560595	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	6/13/2015	40	SATURDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2377	-80.80967	2
15567150	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	3	1	7/1/2015	1003	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2377	-80.80967	2
15596155	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	9/9/2015	1252	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2376	-80.80968	2
16020477	BEAUFORT	US Route	278	Main Line	11.2	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	8/30/2016	1019	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80969	2
16642612	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	1	10/15/2016	1140	SATURDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2377	-80.80965	3
17550994	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	BUCKINGHAM PLANTA	0	0	0	4/25/2017	840	TUESDAY	DRY	DAYLIGHT	BACKED INT	MOTOR VEH	IMPROPER LANE USAGE/	32.2376	-80.80969	2
13554500	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DRIVE	0	0	0	7/9/2013	1455	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80964	2
14010157	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	3/22/2014	1538	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2376	-80.80969	2
14528382	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	4/6/2014	1420	SUNDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80963	2
15529421	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	3/11/2015	1108	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80961	2
18508693	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	BUCKINGHAM PLANTA	0	0	0	1/28/2018	1212	SUNDAY	WET	DAYLIGHT	NOT COLLIS	CURB	DRIVING TOO FAST FOR C	32.2375	-80.80971	1
13554570	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	7/8/2013	1440	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80958	2
13623071	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR.	0	0	0	12/13/2013	1305	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2376	-80.80959	2
13560560	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	7/17/2013	1736	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80957	2
13028981	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	BUCKINGHAM PLANTA	0	0	0	6/20/2013	759	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2374	-80.80969	2
14517113	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	2/21/2014	1304	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80955	2
15631356	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	11/15/2015	255	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80955	2
14035732	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	9/24/2014	2109	WEDNESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80953	2
14595811	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	1	9/24/2014	2000	WEDNESDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80951	3
15022035	BEAUFORT	US Route	278	Main Line	11.2	County	0	Main Line	PLANTATION DR	0	0	0	8/2/2015	1935	SUNDAY	WET	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2375	-80.80956	2
15562854	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	6/19/2015	2335	FRIDAY	DRY	DARK (NO LIG	ANGLE 3	MOTOR VEH	UNDER THE INFLUENCE	32.2376	-80.80952	2
15030783	BEAUFORT	US Route	278	Main Line	11.2	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	10/19/2015	835	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2376	-80.8095	2
15018163	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	6/17/2015	1226	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2376	-80.80944	2
17599956	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	8/6/2017	1030	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2376	-80.80949	2
13047766	BEAUFORT	US Route	278	Main Line	11.2	US Primary	242	Main Line	FORDING ISLAND EXT	0	0	0	10/18/2013	1042	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DRIVING TOO FAST FOR C	32.2375	-80.80946	3
13597777	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	10/19/2013	1542	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2375	-80.80942	2
15023957	BEAUFORT	US Route	278	Main Line	11.2	County	0	Main Line	BUCKINGHAM PLANTA	0	0	0	8/14/2015	800	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2374	-80.8095	2
15027726	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	9/24/2015	801	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2375	-80.80942	2
16647082	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	1	11/9/2016	1840	WEDNESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2375	-80.80941	2
13031319	BEAUFORT	US Route	278	Main Line	11.2	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	7/1/2013	1349	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2374	-80.80944	2
17616859	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	1	9/1/2017	1400	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2375	-80.80934	3
15001867	BEAUFORT	US Route	278	Main Line	11.2	County	0	Main Line	BUCKINGHAM PLANTA	0	0	0	1/23/2015	1125	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2373	-80.80944	2
16012332	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	5/29/2016	1143	SUNDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	AGGRESSIVE OPERATION	32.2374	-80.80936	2
15034771	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	11/25/2015	1525	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2375	-80.80928	2
17534967	BEAUFORT	US Route	278	Main Line	11.2	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	3/30/2017	743	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2412	-80.81836	2
18513933	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	2/7/2018	740	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2359	-80.80661	2
18541326	BEAUFORT	US Route	278	Main Line	11.2	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	4/5/2018	2025	THURSDAY	DRY	DARK (NO LIG	NOT COLLIS	DITCH	DRIVING TOO FAST FOR C	32.4044	-80.13944	1
13054295	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/1/2013	930	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2378	-80.80897	2
15006752	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	3/3/2015	1728	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2374	-80.80919	2
15033142	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	10/30/2015	1908	FRIDAY	DRY	DUSK	NOT COLLIS	MOTOR VEH	DRIVING TOO FAST FOR C	32.2374	-80.80919	2

15612068	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR.	0	0	0	10/17/2015	45	SATURDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	UNDER THE INFLUENCE	32.2374	-80.80914	2
13524952	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	4/8/2013	905	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2374	-80.80909	2
13606171	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	11/6/2013	1725	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2373	-80.80911	2
15573975	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	1	1	7/19/2015	1510	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2374	-80.8091	3
15540881	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	4/28/2015	1754	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2373	-80.8091	2
15627201	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	11/9/2015	1220	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2373	-80.80899	2
15624749	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	11/3/2015	1825	TUESDAY	WET	DARK (STREE	ANGLE 3	MOTOR VEH	DRIVING TOO FAST FOR C	32.2373	-80.80893	2
17516300	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	2/8/2017	1140	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	IMPROPER LANE USAGE/	32.237	-80.80884	3
15023955	BEAUFORT	US Route	278	Main Line	11.2	County	0	Main Line	BUCKING HAM PLANTA	0	0	0	8/17/2015	1434	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2369	-80.80878	2
16013300	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	6/10/2016	1300	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2372	-80.80861	2
16001914	BEAUFORT	US Route	278	Main Line	11.2	County	0	Main Line	MOSS CREEK	0	0	0	2/4/2016	1230	THURSDAY	WET	DAYLIGHT	NOT COLLIS	CURB	DRIVING TOO FAST FOR C	32.2369	-80.80872	1
15004789	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	2/22/2015	1016	SUNDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2371	-80.80858	2
18533852	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISL RD EXT	0	0	0	3/23/2018	612	FRIDAY	DRY	DARK (LIGHT	NOT COLLIS	ANIMAL (DE	ANIMAL IN ROAD	32.2443	-80.827	1
15010125	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	3/31/2015	1228	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2371	-80.80853	2
15020427	BEAUFORT	US Route	278	Main Line	11.2	Secondary	242	Main Line	FORDING ISL RD EXT	0	0	0	7/10/2015	1923	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2371	-80.80854	2
13531774	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	BUCKINGHAM PLATAT	0	0	0	4/28/2013	1228	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.237	-80.80843	3
17560310	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	BUCKINGHAM PLANTA	0	0	0	4/24/2017	1020	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2368	-80.80854	2
16592567	BEAUFORT	US Route	278	Main Line	11.2	County		Main Line	MOSS CREEK DR	0	0	0	7/19/2016	1730	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.237	-80.80838	2
13615730	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	11/25/2013	1835	MONDAY	DRY	DARK (NO LIG	NOT COLLIS	CARGO/EQU	DEBRIS	32.2369	-80.80829	2
16661429	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	12/8/2016	2110	THURSDAY	DRY	DARK (STREE	ANGLE 1	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2369	-80.80819	2
13577700	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLANTA	0	2	3	7/21/2013	1533	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2367	-80.80828	4
13056692	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/23/2013	1802	MONDAY	WET	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2367	-80.80825	2
15001869	BEAUFORT	US Route	278	Main Line	11.3	Secondary	298	Main Line	JENKINS RD	0	0	0	1/24/2015	332	SATURDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2369	-80.80806	2
18533859	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLANTA	0	0	0	3/23/2018	820	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2367	-80.80821	2
15554117	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLANTA	0	0	0	5/23/2015	1500	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2366	-80.80817	2
18548367	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLANTA	0	0	0	4/10/2018	1800	TUESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2366	-80.80813	3
14593379	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLANTA	1	1	4	9/24/2014	2007	WEDNESDAY	WET	DARK (NO LIG	NOT COLLIS	PEDESTRIAN	DARTING	32.2366	-80.80802	2
14635367	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	12/31/2014	1350	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2367	-80.8079	3
14556399	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	SALT MARSH LN	0	0	0	6/14/2014	2154	SATURDAY	DRY	DARK (NO LIG	NOT COLLIS	CURB	DRIVING TOO FAST FOR C	32.2365	-80.80798	1
13537461	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLANTA	0	1	1	5/13/2013	954	MONDAY	DRY	DAYLIGHT	NOT COLLIS	TREE	DRIVING TOO FAST FOR C	32.2365	-80.80796	1
13021759	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Proposed Roac	FORDING ISLAND RD E	0	0	0	5/13/2013	1737	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2367	-80.80775	2
14017410	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND ROAI	0	1	1	5/13/2014	1734	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2367	-80.80775	2
15647218	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	12/12/2015	342	SATURDAY	DRY	DARK (STREE	SIDESWIPE S	MOTOR VEH	UNDER THE INFLUENCE	32.2367	-80.80779	2
13052627	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND	0	0	0	11/26/2013	1728	TUESDAY	WET	DARK (LIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2367	-80.80772	2
13505066	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VILLAGE	0	0	0	1/17/2013	1630	THURSDAY	WET	DAYLIGHT	NOT COLLIS	CURB	RAN OFF ROAD	32.2367	-80.80773	1
15651151	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	1	1	12/21/2015	1747	MONDAY	DRY	DARK (NO LIG	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2366	-80.80776	2
14000877	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	FORDING ISLAND EXT	0	0	0	1/6/2014	1719	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2367	-80.80767	2
16526545	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	SALT MARSH LN	0	0	0	3/6/2016	1105	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2365	-80.80781	2
14006410	BEAUFORT	US Route	278	Main Line	11.3	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	2/21/2014	1246	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2366	-80.80769	3
14574971	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	7/29/2014	955	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2366	-80.80771	3
16004970	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/13/2016	1240	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2366	-80.80761	2
13032356	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	BUCKINGHAM PLATAT	0	0	0	7/14/2013	1211	SUNDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2366	-80.80756	2
17574599	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK DR	0	0	0	6/18/2017	1110	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2366	-80.80763	2
17577903	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	6/16/2017	946	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2365	-80.80756	2
14016129	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	5/1/2014	1306	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2365	-80.80731	2
14546334	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	5/16/2014	1058	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2364	-80.80724	2
15020900	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/17/2015	1640	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2364	-80.80711	2
15517191	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	2/20/2015	1733	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2363	-80.80714	3
14553341	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VILLAGE	0	0	0	6/4/2014	1615	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2363	-80.8071	2
13531847	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	SALT MARSH LN	0	1	1	5/2/2013	1905	THURSDAY	WET	DUSK	NOT COLLIS	CURB	UNDER THE INFLUENCE	32.2361	-80.80719	2
15018195	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	2	1	6/16/2015	1136	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2363	-80.80703	3
16007443	BEAUFORT	US Route	278	Main Line	11.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	4/6/2016	959	WEDNESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2364	-80.80684	2
15000956	BEAUFORT	US Route	278	Main Line	11.3	County	0	Main Line	BUCKINGHAM	0	0	0	1/13/2015	740	TUESDAY	WET	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2361	-80.807	2
13606160	BEAUFORT	US Route	278	Main Line	11.3	County		Main Line	MOSS CREEK VLG	0	0	0	11/6/2013	1545	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2362	-80.80681	2
18526754	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VILLAGE I	0	1	1	3/3/2018	155	SATURDAY	DRY	DARK (NO LIG	HEAD ON	MOTOR VEH	UNDER THE INFLUENCE	32.2361	-80.80677	2
17650458	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	BUCKINGHAM PLANTA	0	1	3	10/30/2017	830	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.236	-80.80684	3
15608072	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	9/28/2015	1200	MONDAY	DRY	DAYLIGHT	NOT COLLIS	DITCH	IMPROPER LANE USAGE/	32.2361	-80.8067	2
15633652	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN.	0	0	0	11/18/2015	1610	WEDNESDAY	WET	DAYLIGHT	ANGLE 1	MOTOR VEH	MADE AN IMPROPER TUI	32.2359	-80.80668	2
13011382	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	BUCKINGHAM PLANTA	0	0	0	3/10/2013	2112	SUNDAY	DRY	DARK (STREE	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2361	-80.80644	2

14562461	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	6/26/2014	1700	THURSDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.236	-80.80648	2
18502230	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	0	0	1/10/2018	815	WEDNESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80655	2
13501476	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	1/10/2013	1501	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.236	-80.80643	2
17651604	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	1	2	11/2/2017	805	THURSDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80653	2
13515077	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	BUCKINGHAM PLANTA	0	1	2	2/26/2013	1544	TUESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80648	2
16011009	BEAUFORT	US Route	278	Main Line	11.4	County	0	Main Line	FORDING ISLAND RD E	0	0	0	5/13/2016	732	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80649	2
15644031	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	1	1	12/6/2015	1208	SUNDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80648	2
15018196	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/16/2015	1759	TUESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.236	-80.80633	2
16005485	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/17/2016	1415	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.236	-80.80633	2
16584072	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	7/2/2016	2310	SATURDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.236	-80.80635	3
14035717	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	9/30/2014	1716	TUESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2361	-80.80625	2
16536004	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VILLAGE	0	0	0	4/2/2016	1045	SATURDAY	WET	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80644	2
17631572	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	BUCKINGHAM PLANTA	0	2	2	10/5/2017	1505	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.236	-80.8063	2
16511166	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VILLAGE	0	0	0	1/27/2016	1610	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2358	-80.80643	3
17672118	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	12/11/2017	2150	MONDAY	DRY	DARK (STREE	NOT COLLIS	CURB	RAN OFF ROAD	32.2359	-80.80629	1
16637672	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	10/29/2016	1928	SATURDAY	DRY	DARK (NO LIG	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2359	-80.80627	2
14601129	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	1	0	4	10/9/2014	2101	THURSDAY	DRY	DARK (NO LIG	NOT COLLIS	PEDESTRIAN	DARTING	32.2359	-80.80626	2
13603094	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	0	0	10/24/2013	815	THURSDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	IMPROPER LANE USAGE/	32.2357	-80.80635	2
14594758	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	9/24/2014	2148	WEDNESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2359	-80.80624	2
17568310	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	0	0	5/21/2017	145	SUNDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2357	-80.80631	2
14575845	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	1	1	7/25/2014	1427	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	UNKNOWN	32.2359	-80.8062	2
16672098	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	12/28/2016	1040	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2357	-80.80635	2
16584074	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	7/10/2016	1952	SUNDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	MADE AN IMPROPER TUI	32.2359	-80.80615	2
13563944	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	BUCKINGHAM PLANTA	0	0	0	8/2/2013	1240	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	IMPROPER LANE USAGE/	32.2357	-80.80621	2
13034283	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	7/27/2013	1843	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2359	-80.80606	2
15546084	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	5/6/2015	1700	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2358	-80.80611	2
16013687	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING RD EXT	0	0	0	6/20/2016	946	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2355	-80.80633	2
13031268	BEAUFORT	US Route	278	Main Line	11.4	Secondary	744	Main Line	SAWMILL CREEK RD	0	1	1	7/9/2013	1540	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2358	-80.80606	3
16024563	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/17/2016	837	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2357	-80.80616	2
16653867	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN.	0	0	0	11/22/2016	800	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DRIVING TOO FAST FOR C	32.2357	-80.80614	2
13521872	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK DR	0	3	1	4/5/2013	1230	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2358	-80.80601	2
17619571	BEAUFORT	US Route	278	Main Line	11.4	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	9/7/2017	1023	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2509	-80.84085	3
13569280	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	7/21/2013	1410	SUNDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2357	-80.80582	3
13039165	BEAUFORT	US Route	278	Main Line	11.4	County	242	Main Line	FORDING ISLAND EXT	0	0	0	8/26/2013	1721	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2356	-80.80572	2
15540869	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG	0	0	0	4/25/2015	2307	SATURDAY	WET	DARK (NO LIG	NOT COLLIS	DITCH	UNDER THE INFLUENCE	32.2357	-80.80566	1
13570698	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	MOSS CREEK VLG WES	0	1	1	8/13/2013	1750	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2356	-80.80556	2
16653865	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN.	0	0	0	11/22/2016	855	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2354	-80.80564	2
16025425	BEAUFORT	US Route	278	Main Line	11.4	Secondary	163	Main Line	BURNT CHURCH RD	0	0	0	10/28/2016	721	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2354	-80.8055	2
14631004	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	0	0	12/18/2014	2040	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2354	-80.80546	3
14561607	BEAUFORT	US Route	278	Main Line	11.4	County		Main Line	SALT MARSH LN	0	0	0	6/21/2014	1700	SATURDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DRIVING TOO FAST FOR C	32.2353	-80.80538	2
14016121	BEAUFORT	US Route	278	Main Line	11.4	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	5/2/2014	1519	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2355	-80.80528	3
14039730	BEAUFORT	US Route	278	Main Line	11.5	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	10/23/2014	815	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	IMPROPER LANE USAGE/	32.2353	-80.80514	2
16011031	BEAUFORT	US Route	278	Main Line	11.5	County	0	Main Line	FORDING ISLAND EXT	0	2	2	5/12/2016	1520	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DRIVING TOO FAST FOR C	32.2354	-80.80497	2
17540443	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	2	3/31/2017	1750	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2354	-80.80487	2
16015089	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/1/2016	1537	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2353	-80.80475	3
16025427	BEAUFORT	US Route	278	Main Line	11.5	Secondary	261	Main Line	SAWMILL CREEK RD	0	0	0	10/24/2016	828	MONDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DISTRACTED/INATT.	32.2351	-80.80481	2
13028979	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND	0	0	0	6/20/2013	1918	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2353	-80.80472	2
14022502	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/21/2014	2257	SATURDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2352	-80.80475	2
13034281	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	7/29/2013	41	MONDAY	DRY	DARK (NO LIG	NOT COLLIS	TREE	DRIVING TOO FAST FOR C	32.2351	-80.80478	1
15519884	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	MOSS CREEK VLG	0	0	0	2/25/2015	1801	WEDNESDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2352	-80.80461	3
14041092	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	11/8/2014	345	SATURDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	RAN OFF ROAD	32.2352	-80.80439	2
14547293	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	MOSS CREEK VLG	0	0	0	5/20/2014	1630	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2352	-80.8044	2
13021718	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	5/8/2013	1855	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2353	-80.80433	2
14571891	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	MOSS CREEK VLG	0	3	3	7/27/2014	145	SUNDAY	DRY	DARK (NO LIG	ANGLE 2	MOTOR VEH	UNDER THE INFLUENCE	32.2352	-80.80437	2
13584225	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	SALT MARSH LN.	0	0	0	9/11/2013	2225	WEDNESDAY	DRY	DARK (NO LIG	NOT COLLIS	CURB	RAN OFF ROAD	32.2349	-80.80438	1
13552403	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/26/2013	1720	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2351	-80.80428	2
16006088	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/27/2016	2258	SUNDAY	WET	DARK (LIGHT	SIDESWIPE (	MOTOR VEH	WRONG SIDE OR WRONG	32.2351	-80.80425	2
14571487	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	SALT MARSH LN	0	0	0	7/23/2014	620	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2349	-80.8043	2
14027484	BEAUFORT	US Route	278	Main Line	11.5	Secondary	772	Main Line	BLUE HERON PT	0	0	0	7/22/2014	1649	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2351	-80.80414	2

16000205	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	1/3/2016	1358	SUNDAY	WATER (	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.235	-80.80411	2
17507655	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	MOSS CREEK VLG	0	0	0	1/15/2017	300	SUNDAY	DRY	DARK (NO LIG	NOT COLLIS(	OTHER (WA(	DRIVING TOO FAST FOR (	32.2351	-80.80405	1
17616978	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	MOSS CREEK VILLAGE I	0	0	0	9/7/2017	2145	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	UNDER THE INFLUENCE	32.2351	-80.80405	2
14017416	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND EXT	0	4	2	5/13/2014	821	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2349	-80.80408	2
15601825	BEAUFORT	US Route	278	Main Line	11.5	US Primary	278	Main Line	FORDING ISLAND EXT.	0	0	0	9/16/2015	745	WEDNESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2348	-80.80411	2
13515594	BEAUFORT	US Route	278	Main Line	11.5	County		Main Line	FORDING ISLAND RD E	0	1	1	3/4/2013	2130	MONDAY	DRY	DARK (NO LIG	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.235	-80.80396	2
14041077	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING BIRD EXT	0	0	0	11/5/2014	937	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2373	-80.803	2
15036512	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/13/2015	943	SUNDAY	DRY	DAYLIGHT	NOT COLLIS(	TREE	RAN OFF ROAD	32.2016	-80.77225	1
17519686	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	2/26/2017	1644	SUNDAY	DRY	DARK (NO LIG	NOT COLLIS(	ANIMAL (AL(	ANIMAL IN ROAD	32.2351	-80.80486	1
17624114	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISL RD EXT	0	1	2	9/22/2017	724	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2343	-80.80244	2
17656581	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	11/14/2017	1328	TUESDAY	DRY	DAYLIGHT	NOT COLLIS(	HIGHWAY TI	FATIGUED/ASLEEP	32.2349	-80.80369	1
17664428	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/1/2017	903	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2377	-80.81009	2
17672143	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	12/12/2017	1620	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2349	-80.804	2
18546663	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	4/14/2018	2146	SATURDAY	DRY	DARK (STREE	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2377	-80.8095	2
15015343	BEAUFORT	US Route	278	Main Line	11.5	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	5/19/2015	1732	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2349	-80.80367	3
14021565	BEAUFORT	US Route	278	Main Line	11.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/13/2014	1848	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2347	-80.80375	2
14521966	BEAUFORT	US Route	278	Main Line	11.6	County		Main Line	FORDING ISLAND EXT.	0	3	2	3/18/2014	1705	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2348	-80.80365	2
15019281	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/29/2015	1448	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2347	-80.80367	2
14005142	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	2/13/2014	1343	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2346	-80.80364	2
14627255	BEAUFORT	US Route	278	Main Line	11.6	County		Main Line	FORDING RD EXT	0	0	0	12/10/2014	1715	WEDNESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2348	-80.80338	3
13627290	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING IS. RD EXT.	0	0	0	12/23/2013	1400	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2348	-80.80332	3
14552792	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND EXT.	0	0	0	6/4/2014	1320	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2347	-80.80319	2
13578138	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING IS. EXT.	0	0	0	8/25/2013	1945	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2347	-80.80314	2
16573663	BEAUFORT	US Route	278	Main Line	11.6	County		Main Line	FORDING ISLAND EXT	0	0	0	6/11/2016	949	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2347	-80.80309	2
16585207	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND EXT.	0	0	0	7/13/2016	2000	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2344	-80.803	2
14016106	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	5/3/2014	1713	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2344	-80.80283	5
14016119	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	5/5/2014	738	MONDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2344	-80.76942	2
14021568	BEAUFORT	US Route	278	Main Line	11.6	Secondary	772	Main Line	BLUE HERON PT	0	0	0	6/15/2014	2345	SUNDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2346	-80.80267	2
17638574	BEAUFORT	US Route	278	Main Line	11.6	County		Main Line	MOSS CREEK VILLAGE	0	1	1	10/13/2017	1734	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2344	-80.80279	3
17572265	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/8/2017	1310	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2409	-80.81723	2
17636185	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/13/2017	1733	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2343	-80.8026	3
17664432	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISL RD EXT	0	0	0	12/2/2017	1004	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2337	-80.80033	2
18501864	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	1/4/2018	1855	THURSDAY	ICE	DARK (NO LIG	NOT COLLIS(	OTHER NON	DRIVING TOO FAST FOR (	32.2343	-80.80241	1
16580650	BEAUFORT	US Route	278	Main Line	11.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/9/2016	1203	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2344	-80.80241	2
14541051	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	5/3/2014	1640	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2342	-80.80208	3
18532941	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/21/2018	720	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2341	-80.80187	2
14575063	BEAUFORT	US Route	278	Main Line	11.7	Secondary		Main Line	FORDING ISLAND RD E	0	0	0	8/4/2014	1750	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2343	-80.80195	3
15019306	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/4/2015	1308	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2342	-80.802	2
16023551	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/4/2016	1135	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2341	-80.80197	2
18575516	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/5/2018	1025	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2355	-80.80578	3
17565836	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	3	1	5/24/2017	1540	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	BRAKES	32.2358	-80.80609	2
14603689	BEAUFORT	US Route	278	Main Line	11.7	County		Main Line	MOSS CREEK VLG	0	1	1	10/9/2014	1725	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.234	-80.80114	2
14011461	BEAUFORT	US Route	278	Main Line	11.7	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	3/29/2014	2215	SATURDAY	DRY	DARK (NO LIG	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2338	-80.8011	2
15607758	BEAUFORT	US Route	278	Main Line	11.7	County		Main Line	MOSS CREEK DR	0	1	1	10/1/2015	1457	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2339	-80.80098	2
13002332	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	1/22/2013	1033	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2406	-80.80956	2
13006657	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	2/14/2013	758	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.08	-80.80358	2
17601012	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	8/7/2017	1053	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.232	-80.7956	2
13622558	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/15/2013	344	SUNDAY	WET	DARK (NO LIG	NOT COLLIS(	OTHER	FATIGUED/ASLEEP	32.2338	-80.801	1
13049996	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISL RD	0	0	0	10/29/2013	1130	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2337	-80.80098	2
16544993	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	4/14/2016	855	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2338	-80.80107	2
14011462	BEAUFORT	US Route	278	Main Line	11.7	Secondary	163	Main Line	BUNT CHURCH RD	0	0	0	3/29/2014	950	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2337	-80.80098	2
13009358	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	2/16/2013	2159	SATURDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	UNDER THE INFLUENCE	32.2337	-80.80094	2
18503634	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	1/3/2018	945	WEDNESDAY	ICE	DAWN	ANGLE 1	MOTOR VEH	WEATHER CONDITION	32.2337	-80.80069	3
15006719	BEAUFORT	US Route	278	Main Line	11.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/9/2015	947	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2338	-80.80078	2
17551598	BEAUFORT	US Route	278	Main Line	11.7	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	4/27/2017	226	THURSDAY	DRY	DARK (NO LIG	ANGLE 2	MOTOR VEH	UNDER THE INFLUENCE	32.2339	-80.80079	2
14039733	BEAUFORT	US Route	278	Main Line	11.8	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/25/2014	1941	SATURDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2336	-80.8007	2
14017413	BEAUFORT	US Route	278	Main Line	11.8	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	5/12/2014	1955	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR (	32.2336	-80.80024	2
16532807	BEAUFORT	US Route	278	Main Line	11.8	County		Main Line	FORDING ISLAND RD E	0	0	0	3/22/2016	1815	TUESDAY	DRY	DAYLIGHT	NOT COLLIS(	MOTOR VEH	DRIVING TOO FAST FOR (	32.2337	-80.80029	2
14017391	BEAUFORT	US Route	278	Main Line	11.8	Secondary	772	Main Line	BLUE HERON PT RD	0	0	0	6/16/2014	2045	MONDAY	DRY	DUSK	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2336	-80.79978	2

16023518	BEAUFORT	US Route	278	Main Line	11.8	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/16/2016	923	SUNDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2334	-80.79992	2
15033557	BEAUFORT	US Route	278	Main Line	11.8	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	11/11/2015	1651	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2334	-80.7995	2
16605773	BEAUFORT	US Route	278	Main Line	11.8	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	3	8/14/2016	1035	SUNDAY	DRY	DAYLIGHT	NOT COLLIS	OTHER (WA	UNDER THE INFLUENCE	32.2333	-80.79974	1
16587503	BEAUFORT	US Route	278	Main Line	11.8	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/15/2016	1550	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2334	-80.79956	3
13019599	BEAUFORT	US Route	278	Main Line	11.8	County		Main Line	GATEWAY DR	0	0	0	4/30/2013	1904	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2334	-80.79936	2
14031776	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISL RD EXT	0	4	1	9/2/2014	749	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.233	-80.79872	2
18523356	BEAUFORT	US Route	278	Main Line	11.9	Secondary	240	Main Line	BUCKINGHAM LANDIN	0	0	0	2/26/2018	836	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.233	-80.79881	2
18558986	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	5/7/2018	820	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2359	-80.80677	2
14000876	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	1/7/2014	1734	TUESDAY	DRY	DUSK	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.233	-80.79833	2
18539242	BEAUFORT	US Route	278	Main Line	11.9	County		Main Line	FORDING ISLAND EXT.	0	0	0	3/31/2018	1700	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2329	-80.79858	2
15028992	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	2	10/5/2015	737	MONDAY	WET	DAWN	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2328	-80.79828	3
16001917	BEAUFORT	US Route	278	Main Line	11.9	Secondary	772	Main Line	BLUE HERON	0	0	0	2/4/2016	739	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.233	-80.79836	2
13572900	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	8/18/2013	2027	SUNDAY	WET	DARK (NO LIG	NOT COLLIS	TREE	DRIVING TOO FAST FOR C	32.2329	-80.79799	1
17592659	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	7/22/2017	1924	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2316	-80.79491	2
18504743	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	1/17/2018	1022	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2328	-80.79819	2
18554141	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND EXT	0	1	1	4/27/2018	935	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2377	-80.80976	2
16598563	BEAUFORT	US Route	278	Main Line	11.9	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/30/2016	1535	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2327	-80.79802	2
16639177	BEAUFORT	US Route	278	Main Line	11.9	County		Main Line	FORDING ISLAND RD E	0	0	0	10/14/2016	855	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2326	-80.798	2
17569702	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	5/26/2017	2120	FRIDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2325	-80.79736	2
14631008	BEAUFORT	US Route	278	Main Line	12	Secondary		Main Line	FORDING ISLAND RD E	0	1	1	12/18/2014	2217	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	EXCEEDED AUTHORIZED	32.2327	-80.79747	3
14029319	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	8/10/2014	1935	SUNDAY	WATER (	DUSK	ANGLE 2	MOTOR VEH	DRIVING TOO FAST FOR C	32.2326	-80.79742	2
18570238	BEAUFORT	US Route	278	Main Line	12	Secondary		Main Line	FORDING ISLAND EXT	0	0	0	5/26/2018	1713	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2325	-80.79755	3
14027498	BEAUFORT	US Route	278	Main Line	12	Secondary	542	Main Line	FORDING ISLAND EXT	0	2	3	7/26/2014	1658	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2325	-80.79719	3
16551637	BEAUFORT	US Route	278	Main Line	12	County		Main Line	PINKNEY ISLAND REFU	0	0	0	5/4/2016	2220	WEDNESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2326	-80.79724	2
14045140	BEAUFORT	US Route	278	Main Line	12	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	12/8/2014	2036	MONDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2324	-80.79672	2
15560151	BEAUFORT	US Route	278	Main Line	12	County		Main Line	MOSS CREEK VLG	0	0	0	6/11/2015	1505	THURSDAY	DRY	DAYLIGHT	NOT COLLIS	GUARDRAIL	IMPROPER LANE USAGE/	32.2324	-80.79647	2
17509345	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	1/30/2017	740	MONDAY	DRY	DAYLIGHT	NOT COLLIS	MOTOR VEH	DRIVING TOO FAST FOR C	32.2287	-80.7867	2
17578034	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING IS RD EXT	0	0	0	6/24/2017	1620	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2287	-80.7871	2
17634470	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING IS RD EXT	0	0	0	10/10/2017	1145	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2368	-80.8077	3
17646424	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/27/2017	1532	FRIDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	MADE AN IMPROPER TUR	32.2369	-80.8082	2
17670915	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/14/2017	730	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2281	-80.7864	2
18527559	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING IS RD EXT	0	1	1	3/7/2018	846	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2377	-80.80978	2
15595362	BEAUFORT	US Route	278	Main Line	12	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	9/9/2015	750	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2321	-80.79633	2
17648617	BEAUFORT	US Route	278	Main Line	12	County		Main Line	BLUFFTON PKWY	0	1	1	11/3/2017	1713	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2322	-80.79639	2
14029337	BEAUFORT	US Route	278	Main Line	12.1	Secondary	242	Main Line	FORDING ISLAND RD E	0	2	2	8/3/2014	703	SUNDAY	WET	DAWN	NOT COLLIS	MEDIAN BAI	ROAD SURFACE CONDITI	32.2319	-80.79578	1
13589071	BEAUFORT	US Route	278	Main Line	12.1	Secondary	242	Main Line	FORDING ISLAND EXT.	0	1	1	9/19/2013	2130	THURSDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.232	-80.79548	2
13028971	BEAUFORT	US Route	278	Main Line	12.1	Secondary	242	Main Line	FORDING ISLAND RD	0	0	0	6/22/2013	1427	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2303	-80.79475	2
15508733	BEAUFORT	US Route	278	Main Line	12.1	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	3	1/27/2015	2000	TUESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2318	-80.79487	2
15513437	BEAUFORT	US Route	278	Main Line	12.1	US Primary	278	Main Line	FORDING ISLAND RD E	0	0	0	2/10/2015	820	TUESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2316	-80.79489	3
17666830	BEAUFORT	US Route	278	Main Line	12.1	Secondary		Main Line	FORDING ISLAND EXT	0	0	0	12/4/2017	1157	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2316	-80.79491	2
14530175	BEAUFORT	US Route	278	Main Line	12.2	County		Main Line	MOSS CREEK VLG	0	0	0	4/7/2014	1650	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2316	-80.79448	2
17614940	BEAUFORT	US Route	278	Main Line	12.2	Secondary	24	Main Line	FORDING ISLAND EXT.	0	0	0	8/31/2017	836	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2315	-80.7947	2
14008133	BEAUFORT	US Route	278	Main Line	12.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/13/2014	825	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2313	-80.79411	2
13046690	BEAUFORT	US Route	278	Main Line	12.2	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	10/12/2013	1539	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2313	-80.79403	2
14557650	BEAUFORT	US Route	278	Main Line	12.2	County		Main Line	SALT MARSH LN	0	0	0	6/18/2014	19	WEDNESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2312	-80.79378	3
17540192	BEAUFORT	US Route	278	Main Line	12.2	County		Main Line	BLUFFTON PKWY	0	6	3	4/4/2017	1000	TUESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	RAN OFF ROAD	32.2314	-80.79365	2
14001048	BEAUFORT	US Route	278	Main Line	12.2	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	1/2/2014	1908	THURSDAY	WET	DARK (NO LIG	NOT COLLIS	MEDIAN BAI	TIRES/WHEEL	32.2312	-80.79331	1
13030151	BEAUFORT	US Route	278	Main Line	12.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/30/2013	1330	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2311	-80.79333	4
13050654	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND EXPV	0	0	0	11/13/2013	728	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2313	-80.79308	2
17640666	BEAUFORT	US Route	278	Main Line	12.3	County		Main Line	MOSS CREEK VLG	0	0	0	10/10/2017	2340	TUESDAY	DRY	DARK (NO LIG	ANGLE 3	MOTOR VEH	OTHER IMP. ACT	32.2312	-80.79325	2
15018167	BEAUFORT	US Route	278	Main Line	12.3	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	6/14/2015	1231	SUNDAY	DRY	DAYLIGHT	NOT COLLIS	GUARDRAIL	IMPROPER LANE USAGE/	32.2205	-80.79322	1
17507448	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	1	1	1/24/2017	910	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.23	-80.79028	2
15000952	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	1/14/2015	758	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.231	-80.79261	3
13009346	BEAUFORT	US Route	278	Main Line	12.3	Secondary	298	Main Line	JENKINS RD	0	0	0	3/5/2013	1230	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2309	-80.79233	2
14003869	BEAUFORT	US Route	278	Main Line	12.3	Secondary	240	Main Line	BUCKINGHAM PLAN	0	0	0	2/6/2014	811	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2308	-80.79239	3
13031286	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	7/6/2013	1512	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2308	-80.79233	2
15021799	BEAUFORT	US Route	278	Main Line	12.3	Secondary	298	Main Line	JENKINS RD	0	2	1	7/25/2015	1431	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2308	-80.79233	2
16007413	BEAUFORT	US Route	278	Main Line	12.3	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	3/30/2016	1951	WEDNESDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2309	-80.79236	2
13031281	BEAUFORT	US Route	278	Main Line	12.3	Secondary	298	Main Line	JENKINS ISLAND RD	0	1	1	7/5/2013	1623	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2307	-80.79233	2

14013142	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	4/16/2014	1740	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2308	-80.79217	3
16023522	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/14/2016	818	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2308	-80.79231	3
14041084	BEAUFORT	US Route	278	Main Line	12.3	Secondary	744	Main Line	SAWMILL CREEK RD	0	0	0	11/9/2014	20	SUNDAY	DRY	DARK (LIGHT	NOT COLLIS	OTHER MOV	TIRES/WHEEL	32.2307	-80.79214	2
15004787	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	1	1	2/21/2015	221	SATURDAY	DRY	DARK (NO LIG	NOT COLLIS	MEDIAN BA	MEDICAL RELATED	32.2307	-80.79214	1
14041075	BEAUFORT	US Route	278	Main Line	12.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	1	1	11/5/2014	758	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DRIVING TOO FAST FOR C	32.2306	-80.79206	3
14038998	BEAUFORT	US Route	278	Main Line	12.3	Secondary	240	Main Line	BUCKINGHAM LANDIN	0	0	0	10/20/2014	856	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2306	-80.79208	2
14045166	BEAUFORT	US Route	278	Main Line	12.3	Secondary	298	Main Line	JENKINS RD	0	0	0	12/5/2014	1731	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2304	-80.79183	2
17585136	BEAUFORT	US Route	278	Main Line	12.4	Secondary	298	Main Line	JENKINS RD	0	1	1	7/7/2017	608	FRIDAY	DRY	DAWN	NOT COLLIS	OVERTURN/	FATIGUED/ASLEEP	32.2312	-80.79322	1
17556790	BEAUFORT	US Route	278	Main Line	12.4	Secondary	242	Main Line	FORDING ISLAND EXT.	0	1	1	5/10/2017	750	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2301	-80.79067	3
15019301	BEAUFORT	US Route	278	Main Line	12.4	Secondary	298	Main Line	JENKINS RD	0	0	0	7/2/2015	1730	THURSDAY	DRY	DAYLIGHT	NOT COLLIS	OTHER MOV	OTHER	32.2304	-80.79108	2
17563311	BEAUFORT	US Route	278	Main Line	12.4	Secondary		Main Line	FORDING ISLAND RD E	0	0	0	5/23/2017	955	TUESDAY	WET	DAYLIGHT	NOT COLLIS	OTHER	DRIVING TOO FAST FOR C	32.2303	-80.79122	1
17558856	BEAUFORT	US Route	278	Main Line	12.4	County		Main Line	MOSS CREEK VILLAGE I	0	1	2	5/8/2017	2125	MONDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	POWER PLANT	32.2304	-80.79102	3
17628088	BEAUFORT	US Route	278	Main Line	12.4	County		Main Line	PINCKNEY WILDLIFE RE	0	1	1	9/28/2017	2350	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2303	-80.79081	2
13039183	BEAUFORT	US Route	278	Main Line	12.4	Secondary	298	Main Line	JENKINS ISLAND RD	0	0	0	8/22/2013	2219	THURSDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2187	-80.78578	3
14021578	BEAUFORT	US Route	278	Main Line	12.4	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	6/11/2014	1925	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2304	-80.79047	2
17603424	BEAUFORT	US Route	278	Main Line	12.4	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	8/11/2017	737	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2351	-80.80485	2
17654824	BEAUFORT	US Route	278	Main Line	12.4	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	11/16/2017	850	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.23	-80.79055	2
15021800	BEAUFORT	US Route	278	Main Line	12.5	Secondary	772	Main Line	BLUE HERON PT	0	0	0	7/25/2015	1712	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2297	-80.78994	2
16015708	BEAUFORT	US Route	278	Main Line	12.5	Secondary	298	Main Line	JENKINS RD	0	0	0	7/15/2016	1541	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2298	-80.78986	2
15031231	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	10/29/2015	700	THURSDAY	DRY	DAWN	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2296	-80.78967	2
13033785	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/22/2013	2009	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2298	-80.78939	3
16025402	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/31/2016	1533	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2298	-80.78922	3
17569160	BEAUFORT	US Route	278	Main Line	12.5	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	6/3/2017	110	SATURDAY	DRY	DARK (NO LIG	NOT COLLIS	GUARDRAIL	ANIMAL IN ROAD	32.2298	-80.78921	1
14022105	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/7/2014	1730	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2181	-80.78423	2
14022106	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/7/2014	1730	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2181	-80.78479	2
14022484	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/25/2014	1138	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2394	-80.80267	2
13510656	BEAUFORT	US Route	278	Main Line	12.5	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	2/18/2013	1235	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2297	-80.78894	3
16029565	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	2/14/2016	738	SUNDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2298	-80.7889	3
13606007	BEAUFORT	US Route	278	Main Line	12.5	County		Main Line	PINKNEY WILDLIFE REF	0	0	0	10/31/2013	1700	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2295	-80.78884	2
15023000	BEAUFORT	US Route	278	Main Line	12.5	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	8/8/2015	1631	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2294	-80.78881	3
17600045	BEAUFORT	US Route	278	Main Line	12.6	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	7/27/2017	45	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	EXCEEDED AUTHORIZED	32.2297	-80.78866	2
17509302	BEAUFORT	US Route	278	Main Line	12.6	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	1/24/2017	919	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2287	-80.78658	3
16024549	BEAUFORT	US Route	278	Main Line	12.6	Secondary	744	Main Line	SAWMILL CREEK RD	0	1	1	10/19/2016	1004	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2294	-80.78831	3
17564359	BEAUFORT	US Route	278	Main Line	12.6	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	5/23/2017	851	TUESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2292	-80.78823	2
17507433	BEAUFORT	US Route	278	Main Line	12.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	1/12/2017	1428	THURSDAY	DRY	DAYLIGHT	SIDESWIPE (	MOTOR VEH	IMPROPER LANE USAGE/	32.2284	-80.7854	2
15019297	BEAUFORT	US Route	278	Main Line	12.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/4/2015	1648	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2291	-80.78808	2
15008739	BEAUFORT	US Route	278	Main Line	12.6	Secondary	298	Main Line	JENKINS ISLAND RD	0	1	3	3/27/2015	1556	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2292	-80.78764	2
16009490	BEAUFORT	US Route	278	Main Line	12.6	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	4/28/2016	745	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2292	-80.78758	2
14016134	BEAUFORT	US Route	278	Main Line	12.6	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	5/7/2014	2048	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2292	-80.78753	2
16024565	BEAUFORT	US Route	278	Main Line	12.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/17/2016	927	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.229	-80.78759	2
16028204	BEAUFORT	US Route	278	Main Line	12.6	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/12/2016	731	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.229	-80.78759	2
15000214	BEAUFORT	US Route	278	Main Line	12.6	County	0	Main Line	BLUEHERON POINT RD	0	0	0	1/3/2015	646	SATURDAY	WET	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.229	-80.78753	2
14599448	BEAUFORT	US Route	278	Main Line	12.6	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	10/6/2014	830	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2289	-80.78744	3
14532773	BEAUFORT	US Route	278	Main Line	12.6	County		Main Line	PINCKNEY WILD REFUG	0	0	0	4/11/2014	825	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2289	-80.78738	3
14511213	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PINKNEY ISLAND REFU	0	1	1	2/7/2014	750	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2289	-80.78717	2
14623480	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	12/1/2014	810	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2288	-80.78706	3
14014456	BEAUFORT	US Route	278	Main Line	12.7	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	4/23/2014	808	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2289	-80.787	2
13599216	BEAUFORT	US Route	278	Main Line	12.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	10/16/2013	820	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2288	-80.78703	2
17521104	BEAUFORT	US Route	278	Main Line	12.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/1/2017	903	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FOLLOWED TOO CLOSELY	32.228	-80.78511	2
15638289	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PINCKEY WILDLIFE REF	0	0	0	11/28/2015	1425	SATURDAY	DRY	DAYLIGHT	NOT COLLIS	OTHER MOV	DEBRIS	32.2288	-80.78692	2
14512388	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	SALT MARSH LN	0	0	0	2/14/2014	800	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2287	-80.78673	2
17556817	BEAUFORT	US Route	278	Main Line	12.7	Secondary	772	Main Line	BLUE HERON POINT RO	0	0	0	5/11/2017	733	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2289	-80.78717	2
18517796	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	FORDING IS. EXT.	0	0	0	2/13/2018	735	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2286	-80.78651	2
17538377	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	BLUE HERON POINT RD	0	0	0	4/1/2017	1355	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2286	-80.78641	2
18553825	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PICKNEY COLONY DR	0	0	0	4/19/2018	825	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2286	-80.78635	2
14048813	BEAUFORT	US Route	278	Main Line	12.7	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	12/29/2014	1755	MONDAY	WET	DARK (LIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2287	-80.78619	3
17669233	BEAUFORT	US Route	278	Main Line	12.7	Secondary	772	Main Line	BLUE HERON PT	0	0	0	12/11/2017	752	MONDAY	DRY	DAYLIGHT	NOT COLLIS	BRIDGE RAIL	DRIVING TOO FAST FOR C	32.2288	-80.78692	1
18539767	BEAUFORT	US Route	278	Main Line	12.7	Secondary	772	Main Line	BLUE HERON POINT	0	1	1	4/2/2018	1139	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2285	-80.78624	2
15564865	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PINCKNEY WILDLIFE DR	0	0	0	6/24/2015	955	WEDNESDAY	DRY	DAYLIGHT	NOT COLLIS	MOTOR VEH	IMPROPER LANE USAGE/	32.2285	-80.78616	2

13610405	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PICKNEY ISLAND	0	0	0	11/13/2013	900	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2285	-80.78612	2
18509560	BEAUFORT	US Route	278	Main Line	12.7	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	1/29/2018	750	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH		32.2186	-80.77516	2
13564524	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PINCKNEY WILDLIFE RE	0	1	1	7/27/2013	1640	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2284	-80.78605	2
16026969	BEAUFORT	US Route	278	Main Line	12.7	Secondary	163	Main Line	BURNT CHURCH ST	0	0	0	11/23/2016	1636	WEDNESDAY	DRY	DUSK	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2285	-80.78586	2
16610678	BEAUFORT	US Route	278	Main Line	12.7	County		Main Line	PINCKNEY WILDLIFE RE	0	1	2	8/22/2016	932	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2285	-80.78582	3
15631942	BEAUFORT	US Route	278	Main Line	12.8	County		Main Line	PINCKNEY WILDLIFE RE	1	3	4	10/28/2015	1655	WEDNESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	DRIVING TOO FAST FOR C	32.2283	-80.78575	3
15616888	BEAUFORT	US Route	278	Main Line	12.8	Secondary	860	Main Line	GENEST ST	0	0	0	10/21/2015	1629	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2284	-80.78546	2
17577913	BEAUFORT	US Route	278	Main Line	12.8	County		Main Line	PINCKNEY WILDLIFE RE	0	1	3	6/25/2017	215	SUNDAY	DRY	DARK (NO LIG	NOT COLLISI	GUARDRAIL	UNDER THE INFLUENCE	32.2284	-80.78538	1
17543202	BEAUFORT	US Route	278	Main Line	12.8	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	3/19/2017	935	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2284	-80.78588	3
18576642	BEAUFORT	US Route	278	Main Line	12.8	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	6/9/2018	1548	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2254	-80.78222	2
18542172	BEAUFORT	US Route	278	Main Line	12.8	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	4/2/2018	1655	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2281	-80.78496	2
13046740	BEAUFORT	US Route	278	Main Line	12.8	Secondary	242	Main Line	FORDING ISLAND EXT	0	1	1	10/9/2013	1636	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2278	-80.78514	3
14041128	BEAUFORT	US Route	278	Main Line	12.8	Secondary	298	Main Line	JENKINS RD	0	0	0	10/31/2014	2045	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2279	-80.78444	2
17000528	BEAUFORT	US Route	278	Main Line	12.9	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	1/11/2017	746	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.225	-80.78196	2
17510053	BEAUFORT	US Route	278	Main Line	12.9	Secondary	772	Main Line	BLUE HERON PNT	0	0	0	1/31/2017	840	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2409	-80.81737	2
17643819	BEAUFORT	US Route	278	Main Line	12.9	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	10/23/2017	59	MONDAY	DRY	DARK (NO LIG	NOT COLLISI	MEDIAN BAI	UNDER THE INFLUENCE	32.2273	-80.78386	1
14554942	BEAUFORT	US Route	278	Main Line	12.9	County		Main Line	PINCKNEY WILDLIFE RE	0	1	1	6/10/2014	2125	TUESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2268	-80.7836	2
13022845	BEAUFORT	US Route	278	Main Line	12.9	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	5/22/2013	823	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.786	-80.2285	3
13017109	BEAUFORT	US Route	278	Main Line	13	Secondary	240	Main Line	BUCKINGHAM LANDIN	0	0	0	4/2/2013	1604	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	UNDER THE INFLUENCE	32.2265	-80.78336	2
17587180	BEAUFORT	US Route	278	Main Line	13	Secondary	242	Spur	FORDING ISLAND EXT	0	0	0	7/13/2017	1312	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2265	-80.78321	2
15520332	BEAUFORT	US Route	278	Main Line	13	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	3/2/2015	1310	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2265	-80.78316	2
15000229	BEAUFORT	US Route	278	Main Line	13	Secondary	242	Main Line	FORDING ISL RD EXT	0	0	0	1/6/2015	823	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2264	-80.78308	2
16015705	BEAUFORT	US Route	278	Main Line	13	Secondary	772	Main Line	BLUE HERON POINT	0	5	1	7/13/2016	1926	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2263	-80.78303	3
18576386	BEAUFORT	US Route	278	Main Line	13	Secondary	772	Main Line	BLUE HERON POINT RD	0	1	1	6/9/2018	1728	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2228	-80.7798	2
17616868	BEAUFORT	US Route	278	Main Line	13	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	9/8/2017	215	FRIDAY	DRY	DARK (NO LIG	NOT COLLISI	BRIDGE RAIL	AGGRESSIVE OPERATION	32.2259	-80.78286	1
15037521	BEAUFORT	US Route	278	Main Line	13	Secondary	772	Main Line	BLUEHERON PT	0	1	1	12/20/2015	1717	SUNDAY	DRY	DAYLIGHT	NOT COLLISI	MEDIAN BAI	DISTRACTED/INATT.	32.2259	-80.78281	1
14017433	BEAUFORT	US Route	278	Main Line	13	Secondary	298	Main Line	JENKINS ISLAND RD	0	0	0	5/8/2014	2044	THURSDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2259	-80.78267	2
17574589	BEAUFORT	US Route	278	Main Line	13	Secondary	242	Main Line	FORDING ISLAND EXT F	0	0	0	6/17/2017	1218	SATURDAY	DRY	DAYLIGHT	NOT COLLISI	OVERTURN/	RAN OFF ROAD	32.2183	-80.7695	1
15020890	BEAUFORT	US Route	278	Main Line	13	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	7/16/2015	1215	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2255	-80.78239	2
16028231	BEAUFORT	US Route	278	Main Line	13	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	11/19/2016	1802	SATURDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2256	-80.78233	2
16015714	BEAUFORT	US Route	278	Main Line	13.1	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	7/11/2016	859	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2254	-80.78236	4
13587624	BEAUFORT	US Route	278	Main Line	13.1	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	9/18/2013	1810	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2252	-80.78201	2
17640040	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON POINT RD	0	1	1	10/19/2017	728	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2221	-80.77936	2
18506938	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON PT RD.	0	0	0	1/19/2018	1005	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2247	-80.78152	2
18576638	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON ROAD	0	0	0	6/9/2018	1455	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2242	-80.78128	2
14014458	BEAUFORT	US Route	278	Main Line	13.1	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	4/23/2014	833	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2249	-80.78178	2
15022999	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON PT RD	0	0	0	8/7/2015	1157	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2248	-80.78175	2
13034263	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	7/25/2013	2309	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2246	-80.7815	2
14017400	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON PT RD	0	0	0	5/14/2014	743	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2246	-80.78161	2
17021399	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON POINT RD	0	1	2	10/14/2017	555	SATURDAY	DRY	DARK (NO LIG	NOT COLLISI	SPILL (TWO-	DEBRIS	32.2218	-80.77901	1
15023966	BEAUFORT	US Route	278	Main Line	13.1	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	8/14/2015	800	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2246	-80.78147	2
16013283	BEAUFORT	US Route	278	Main Line	13.1	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	6/16/2016	1833	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2245	-80.78142	2
17503981	BEAUFORT	US Route	278	Main Line	13.1	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	1/13/2017	819	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2265	-80.78334	5
13018440	BEAUFORT	US Route	278	Main Line	13.1	Secondary	242	Main Line	FORDING ISLAND RXT	0	0	0	4/24/2013	738	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OBSTRUCTION IN ROADV	32.2244	-80.78144	3
13044275	BEAUFORT	US Route	278	Main Line	13.2	Secondary	772	Main Line	BLUE HERON PT	0	1	1	9/23/2013	1305	MONDAY	DRY	DAYLIGHT	NOT COLLISI	MEDIAN BAI	RAN OFF ROAD	32.2311	-80.78875	3
14031781	BEAUFORT	US Route	278	Main Line	13.2	Secondary	772	Main Line	BLUE HERON PT	0	0	0	8/30/2014	1537	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2207	-80.7678	2
18586284	BEAUFORT	US Route	278	Main Line	13.2	Secondary	772	Main Line	BLUE HERON POINT	0	1	1	6/28/2018	856	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2214	-80.77882	2
15639423	BEAUFORT	US Route	278	Main Line	13.2	County		Main Line	BLUE HERON POINT RD	0	0	0	12/1/2015	841	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2243	-80.78138	2
13051642	BEAUFORT	US Route	278	Main Line	13.2	Secondary	744	Main Line	SAWMILL CREEK	0	0	0	11/21/2013	748	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2243	-80.78128	2
17567228	BEAUFORT	US Route	278	Main Line	13.2	Secondary	860	Main Line	C.HEINRICHS CIRCLE	0	2	1	5/26/2017	1752	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2241	-80.78105	2
13009354	BEAUFORT	US Route	278	Main Line	13.2	Secondary	298	Main Line	JENSKINS RD	0	0	0	3/3/2013	1525	SUNDAY	DRY	DAYLIGHT	REAR END	CARGO/EQU	CARGO	32.2236	-80.78053	3
17502484	BEAUFORT	US Route	278	Main Line	13.2	Secondary	242	Main Line	FORDING ISLAND EXTN	0	0	0	1/10/2017	843	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2211	-80.77861	2
14016703	BEAUFORT	US Route	278	Main Line	13.2	Secondary	772	Main Line	BLUE HERON POINT	0	1	1	5/1/2014	807	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2234	-80.78044	2
14007262	BEAUFORT	US Route	278	Main Line	13.3	Secondary	242	Main Line	FORDING ISLAND RD	0	0	0	2/24/2014	744	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2232	-80.78025	2
17551880	BEAUFORT	US Route	278	Main Line	13.3	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	5/3/2017	834	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.223	-80.78022	2
16022248	BEAUFORT	US Route	278	Main Line	13.3	Secondary	242	Main Line	FORDING IS RD EXT	0	0	0	9/27/2016	717	TUESDAY	WET	DAWN	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2232	-80.78022	2
13026926	BEAUFORT	US Route	278	Main Line	13.3	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	6/6/2013	1404	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2232	-80.78019	2
13054299	BEAUFORT	US Route	278	Main Line	13.3	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	12/5/2013	751	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.223	-80.78025	3
17635088	BEAUFORT	US Route	278	Main Line	13.3	Secondary	772	Main Line	BLUE HERON PT RD	0	0	0	10/8/2017	2343	SUNDAY	DRY	DARK (STREE	NOT COLLISI	OTHER NON	OTHER PERSON UNDER I	32.2226	-80.7799	1

15613288	BEAUFORT	US Route	278	Main Line	13.3	County		Main Line	PINCKNEY WILDLIFE RE	0	3	2	10/15/2015	904	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2227	-80.77977	3
16008921	BEAUFORT	US Route	278	Main Line	13.3	Secondary	240	Main Line	BUCKINGHAM LANDIN	0	1	1	4/26/2016	857	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2226	-80.77986	3
13018438	BEAUFORT	US Route	278	Main Line	13.3	Secondary	772	Main Line	BLUE HERON PT	0	3	1	4/24/2013	856	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2226	-80.77975	2
13035653	BEAUFORT	US Route	278	Main Line	13.3	Secondary	772	Main Line	BLUE HERON PNT	0	0	0	8/6/2013	1229	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2226	-80.77969	2
13024787	BEAUFORT	US Route	278	Main Line	13.3	Secondary	298	Main Line	JENKINS ISLAND RD	0	0	0	6/3/2013	2121	MONDAY	WET	DARK (NO LIG	NOT COLLISI	BRIDGE RAIL	DRIVING TOO FAST FOR C	32.3856	-80.15648	1
17525232	BEAUFORT	US Route	278	Main Line	13.3	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	3/10/2017	726	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2225	-80.77975	2
17533610	BEAUFORT	US Route	278	Main Line	13.3	County		Main Line	PINCKNEY ISLAND	0	0	0	3/27/2017	906	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2224	-80.77967	2
15002441	BEAUFORT	US Route	278	Main Line	13.3	Secondary	242	Main Line	FORDING ISLAND RD E.	0	1	1	2/9/2015	750	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2224	-80.77961	3
13033812	BEAUFORT	US Route	278	Main Line	13.3	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	7/17/2013	1808	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	OTHER IMP. ACT	32.2224	-80.77953	2
16023559	BEAUFORT	US Route	278	Main Line	13.4	Secondary	242	Main Line	FORDING ISLAND RD E.	0	1	1	9/29/2016	739	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2221	-80.77936	2
13044322	BEAUFORT	US Route	278	Main Line	13.4	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	9/26/2013	812	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2221	-80.77933	2
14042515	BEAUFORT	US Route	278	Main Line	13.4	Secondary	242	Main Line	FORDING ISLAND EXT	0	0	0	11/13/2014	1255	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OBSTRUCTION IN ROADV	32.2221	-80.77922	3
16645011	BEAUFORT	US Route	278	Main Line	13.4	County		Main Line	PINCKNEY WILDLIFE RE	0	1	1	11/2/2016	1650	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.222	-80.77913	2
15554773	BEAUFORT	US Route	278	Main Line	13.4	Secondary	772	Main Line	BLUE HERON PT.RD.	0	1	1	5/30/2015	1650	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2218	-80.7791	4
16018865	BEAUFORT	US Route	278	Main Line	13.4	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	8/23/2016	744	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	SWERVING TO AVOID OB	32.2216	-80.77922	4
15022989	BEAUFORT	US Route	278	Main Line	13.4	Secondary	242	Main Line	FORDING ISLAND RD E.	0	0	0	8/8/2015	1719	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2213	-80.77867	3
17585456	BEAUFORT	US Route	278	Main Line	13.4	Secondary	242	Main Line	FORDING ISLAND ROAI	0	0	0	7/10/2017	1517	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2234	-80.78049	3
14044689	BEAUFORT	US Route	278	Main Line	13.4	Secondary	298	Main Line	JENKINS RD	0	0	0	11/22/2014	2054	SATURDAY	WET	DARK (NO LIG	NOT COLLISI	HIGHWAY TI	DRIVING TOO FAST FOR C	32.2213	-80.77861	1
15018417	BEAUFORT	US Route	278	Main Line	13.4	Secondary	772	Main Line	BLUE HERON PT RD	0	0	0	6/27/2015	1513	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2212	-80.77868	3
14634983	BEAUFORT	US Route	278	Main Line	13.4	Secondary	772	Main Line	BLU HERON PNT RD	0	0	0	12/29/2014	810	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DRIVING TOO FAST FOR C	32.2213	-80.77854	2
18575900	BEAUFORT	US Route	278	Main Line	13.4	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	6/8/2018	836	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2212	-80.77863	2
16664047	BEAUFORT	US Route	278	Main Line	13.4	Secondary	298	Main Line	JENKINS ROAD	0	1	1	12/14/2016	924	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2212	-80.7785	2
15036504	BEAUFORT	US Route	278	Main Line	13.5	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	12/12/2015	453	SATURDAY	DRY	DARK (STREE	NOT COLLISI	TREE	DRIVING TOO FAST FOR C	32.2211	-80.77833	1
14577043	BEAUFORT	US Route	278	Main Line	13.5	Secondary	772	Main Line	CROSSTREE DR	0	0	0	8/2/2014	1755	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.221	-80.7784	3
14029312	BEAUFORT	US Route	278	Main Line	13.5	Secondary	298	Main Line	JENKINS RD	0	0	0	8/9/2014	1805	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2209	-80.77817	2
15578707	BEAUFORT	US Route	278	Main Line	13.5	County		Main Line	BLUE HERON PT	0	0	0	8/1/2015	1705	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2208	-80.77809	3
17640078	BEAUFORT	US Route	278	Main Line	13.5	Secondary	298	Main Line	JENKINS RD	0	0	0	10/23/2017	140	MONDAY	WET	DARK (LIGHT	NOT COLLISI	CROSS MED	RAN OFF ROAD	32.226	-80.78283	1
18564031	BEAUFORT	US Route	278	Main Line	13.5	Secondary	298	Main Line	JENKINS RD.	0	0	0	5/16/2018	1035	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2206	-80.77785	2
13027847	BEAUFORT	US Route	278	Main Line	13.5	Secondary	242	Main Line	FORDING ISLAND RD E.	0	0	0	6/15/2013	1753	SATURDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	IMPROPER LANE USAGE/	32.2331	-80.77372	2
13028965	BEAUFORT	US Route	278	Main Line	13.5	Secondary	772	Main Line	BLUE HERON PT	0	1	1	6/22/2013	1310	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2201	-80.77769	2
15008729	BEAUFORT	US Route	278	Main Line	13.6	Secondary	242	Alternate	FORDING ISLAND EXT	0	0	0	3/30/2015	848	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2199	-80.77747	2
14619170	BEAUFORT	US Route	278	Main Line	13.6	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	11/22/2014	2124	SATURDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2199	-80.77742	2
14619171	BEAUFORT	US Route	278	Main Line	13.6	County		Main Line	PINCKNEY WILDLIFE RE	0	0	0	11/22/2014	2201	SATURDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2199	-80.77742	2
13021757	BEAUFORT	US Route	278	Main Line	13.6	Secondary	772	Main Line	BWE HERON PNT	0	0	0	5/14/2013	823	TUESDAY	DRY	DAYLIGHT	HEAD ON	MOTOR VEH	DRIVING TOO FAST FOR C	32.2194	-80.77797	2
16011034	BEAUFORT	US Route	278	Main Line	13.6	Secondary	772	Main Line	BLUE HERON POINT RD	0	1	2	5/9/2016	1435	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	MADE AN IMPROPER TUR	32.2197	-80.77711	2
17013265	BEAUFORT	US Route	278	Main Line	13.6	Secondary	298	Main Line	JENKINS RD	0	0	0	6/16/2017	1846	FRIDAY	DRY	DAYLIGHT	NOT COLLISI	HIGHWAY TI	RAN OFF ROAD	32.219	-80.776	1
16004595	BEAUFORT	US Route	278	Main Line	13.6	Secondary	242	Main Line	FORDING ISLAND RD E.	0	0	0	2/26/2016	1356	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2197	-80.77664	2
17641614	BEAUFORT	US Route	278	Main Line	13.6	County		Main Line	GATEWAY DR	0	1	1	10/20/2017	1345	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2195	-80.77681	2
15002436	BEAUFORT	US Route	278	Main Line	13.6	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	2/4/2015	1659	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2194	-80.77686	2
15585999	BEAUFORT	US Route	278	Main Line	13.6	Other		Main Line	CROSSTREE DR	0	1	2	8/10/2015	1543	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2192	-80.77676	2
14530998	BEAUFORT	US Route	278	Main Line	13.6	Secondary	772	Main Line	BLUE HERON PT	0	3	2	4/5/2014	1743	SATURDAY	DRY	DAYLIGHT	NOT COLLISI	TREE	MEDICAL RELATED	32.219	-80.77653	1
15002464	BEAUFORT	US Route	278	Main Line	13.6	Secondary	298	Alternate	JENKINS RD	0	0	0	1/29/2015	1737	THURSDAY	DRY	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2191	-80.77636	3
16030523	BEAUFORT	US Route	278	Main Line	13.6	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	12/7/2016	1921	WEDNESDAY	DRY	DUSK	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.219	-80.77644	2
16024537	BEAUFORT	US Route	278	Main Line	13.6	Secondary	772	Main Line	BLUE HERON PT	0	0	0	10/20/2016	837	THURSDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2189	-80.77639	2
13021754	BEAUFORT	US Route	278	Main Line	13.6	Secondary	772	Main Line	BLUE HERON PNT	0	0	0	5/5/2013	343	SUNDAY	WET	DARK (NO LIG	NOT COLLISI	TREE	DRIVING TOO FAST FOR C	32.219	-80.77608	1
13037902	BEAUFORT	US Route	278	Main Line	13.6	Secondary	242	Main Line	FORDING ISLAND RD E.	0	0	0	8/15/2013	559	THURSDAY	WET	DARK (NO LIG	NOT COLLISI	OTHER	FATIGUED/ASLEEP	32.2189	-80.77614	1
15001864	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	0	0	1/25/2015	703	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	UNKNOWN	32.231	-80.77355	2
14007236	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON PT	0	1	1	3/2/2014	2312	SUNDAY	DRY	DARK (NO LIG	NOT COLLISI	TREE	RAN OFF ROAD	32.2189	-80.77586	1
13021717	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON POINT DR	0	2	1	5/7/2013	532	TUESDAY	DRY	DARK (NO LIG	NOT COLLISI	HIGHWAY TI	DISTRACTED/INATT.	32.2186	-80.77592	1
14014420	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON PT RD	0	1	2	4/29/2014	2139	TUESDAY	DRY	DARK (STREE	NOT COLLISI	HIGHWAY TI	DRIVING TOO FAST FOR C	32.2187	-80.77589	1
13574118	BEAUFORT	US Route	278	Main Line	13.7	Secondary	860	Main Line	GENEST ST	0	0	0	8/17/2013	33	SATURDAY	WET	DARK (NO LIG	NOT COLLISI	TREE	DRIVING TOO FAST FOR C	32.2188	-80.77564	1
15029001	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON CIR	0	0	0	10/2/2015	817	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2186	-80.77553	2
14044670	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	11/25/2014	2054	TUESDAY	WET	DARK (LIGHT	NOT COLLISI	DITCH	DRIVING TOO FAST FOR C	32.2186	-80.77542	1
14045311	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	11/25/2014	2053	TUESDAY	WET	DARK (LIGHT	SIDESWIPE S	MOTOR VEH	UNKNOWN	32.2186	-80.77542	3
13029671	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON	0	1	1	5/8/2013	500	WEDNESDAY	DRY	DARK (NO LIG	NOT COLLISI	EMBANKME	DRIVING TOO FAST FOR C	32.2185	-80.77533	1
15002480	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	2/4/2015	816	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2185	-80.77511	2
15024517	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	0	0	8/20/2015	1746	THURSDAY	WET	DAYLIGHT	NOT COLLISI	CROSS MED	DRIVING TOO FAST FOR C	32.2186	-80.775	1
14021575	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	0	0	6/12/2014	1730	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2186	-80.77469	2
16662294	BEAUFORT	US Route	278	Main Line	13.7	County		Main Line	HARBOUR PSGE	0	0	0	12/11/2016	852	SUNDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2185	-80.77407	2

15002403	BEAUFORT	US Route	278	Main Line	13.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	2/4/2015	1804	WEDNESDAY	WET	DARK (LIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2185	-80.77392	2
17635884	BEAUFORT	US Route	278	Main Line	13.7	County		Main Line	GATEWAY DRIVE	0	0	0	10/12/2017	750	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.77377	2
15016245	BEAUFORT	US Route	278	Main Line	13.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/26/2015	709	TUESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISTRACTED/INATT.	32.2184	-80.77375	2
14045127	BEAUFORT	US Route	278	Main Line	13.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	12/11/2014	957	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2184	-80.77369	2
15000955	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON PT	0	1	1	1/13/2015	1600	TUESDAY	WET	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2183	-80.77372	2
13032339	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON PT	0	0	0	7/15/2013	1020	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2182	-80.77366	2
16004577	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	0	0	3/3/2016	1401	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2184	-80.77367	2
13051639	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	3	3	11/20/2013	2013	WEDNESDAY	DRY	DARK (LIGHT	HEAD ON	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2183	-80.77364	2
14045126	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	0	0	12/11/2014	2010	THURSDAY	DRY	DARK (NO LIG	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2183	-80.77361	2
17662437	BEAUFORT	US Route	278	Main Line	13.7	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	11/25/2017	1032	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.77359	2
15521491	BEAUFORT	US Route	278	Main Line	13.7	Secondary	860	Main Line	GENEST ST	0	0	0	3/4/2015	2029	WEDNESDAY	DRY	DARK (STREE	SIDESWIPE S	MOTOR VEH	AGGRESSIVE OPERATION	32.2185	-80.77351	2
14020179	BEAUFORT	US Route	278	Main Line	13.7	Secondary	298	Main Line	JENKINS RD	0	0	0	6/4/2014	1758	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2185	-80.7735	2
16614626	BEAUFORT	US Route	278	Main Line	13.7	County		Main Line	CROSSTREE DR	0	0	0	9/6/2016	1750	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	MADE AN IMPROPER TUI	32.2183	-80.7735	2
13524115	BEAUFORT	US Route	278	Main Line	13.7	County		Main Line	GATEWAY DR	0	0	0	4/9/2013	1925	TUESDAY	DRY	DUSK	NOT COLLIS	HIGHWAY TI	DISTRACTED/INATT.	32.2183	-80.77338	1
15009914	BEAUFORT	US Route	278	Main Line	13.8	Other	298	Main Line	JENKINS ISLAND ROAD	0	0	0	3/18/2015	1800	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2185	-80.77308	2
17601031	BEAUFORT	US Route	278	Main Line	13.8	Secondary	298	Main Line	JENKINS RD	0	1	1	8/4/2017	1642	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2185	-80.77297	2
18509558	BEAUFORT	US Route	278	Main Line	13.8	Secondary	298	Main Line	JENKINS ROAD	0	0	0	1/29/2018	600	MONDAY	WET	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2185	-80.77245	2
16560521	BEAUFORT	US Route	278	Main Line	13.8	Secondary	772	Main Line	BLUE HERON POINT	0	2	2	5/21/2016	205	SATURDAY	WET	DARK (NO LIG	NOT COLLIS	DITCH	DRIVING TOO FAST FOR C	32.2183	-80.77284	1
13047746	BEAUFORT	US Route	278	Main Line	13.8	Secondary	772	Main Line	BLUE HERON PT	0	1	1	11/21/2013	453	THURSDAY	DRY	DARK (NO LIG	NOT COLLIS	TREE	FATIGUED/ASLEEP	32.2184	-80.77281	1
16632990	BEAUFORT	US Route	278	Main Line	13.8	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	10/20/2016	949	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.77246	2
15008760	BEAUFORT	US Route	278	Main Line	13.8	Secondary	772	Main Line	BLUE HERON PT	0	0	0	3/24/2015	930	TUESDAY	DRY	DAYLIGHT	NOT COLLIS	TREE	FATIGUED/ASLEEP	32.2183	-80.77242	1
17648621	BEAUFORT	US Route	278	Main Line	13.8	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	10/29/2017	1253	SUNDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2184	-80.7734	2
14018500	BEAUFORT	US Route	278	Main Line	13.8	County	0	Main Line	BUCKINGHAM PLANAT	0	0	0	5/26/2014	1537	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2185	-80.77214	3
13005052	BEAUFORT	US Route	278	Main Line	13.8	Secondary	298	Main Line	JENKJINS ISLAND RD	0	0	0	2/7/2013	1915	THURSDAY	WET	DARK (NO LIG	NOT COLLIS	CULVERT	RAN OFF ROAD	32.3721	-80.11763	1
17590778	BEAUFORT	US Route	278	Main Line	13.8	Secondary	298	Main Line	JENKINS RD	0	0	0	7/19/2017	1600	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2182	-80.77039	2
16585891	BEAUFORT	US Route	278	Main Line	13.8	Secondary	298	Main Line	JENKINS RD	0	0	0	7/6/2016	1708	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2184	-80.77166	2
14018498	BEAUFORT	US Route	278	Main Line	13.8	Secondary	772	Main Line	BLUE HERON PT	0	0	0	5/26/2014	1505	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2184	-80.77156	3
17591301	BEAUFORT	US Route	278	Main Line	13.9	Secondary	141	Main Line	SQUIRE POPE ROAD	0	1	2	7/19/2017	1535	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.3664	-80.99306	2
14025699	BEAUFORT	US Route	278	Main Line	13.9	Secondary	298	Main Line	JENKINS	0	0	0	7/12/2014	1228	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2184	-80.77139	2
13035658	BEAUFORT	US Route	278	Main Line	13.9	Secondary	772	Main Line	BLUE HERON PT	0	0	0	8/3/2013	641	SATURDAY	DRY	DARK (NO LIG	NOT COLLIS	OTHER NON	FOLLOWED TOO CLOSELY	32.2177	-80.77132	1
15033479	BEAUFORT	US Route	278	Main Line	13.9	Secondary	298	Main Line	JENKINS RD	0	0	0	11/16/2015	1745	MONDAY	DRY	DUSK	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.77097	2
17581377	BEAUFORT	US Route	278	Main Line	13.9	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	7/2/2017	1313	SUNDAY	DRY	DAYLIGHT	REAR-TO-RE	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.77418	2
18537426	BEAUFORT	US Route	278	Main Line	13.9	Secondary	298	Main Line	JENKINS RD	0	0	0	3/27/2018	1550	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	RAN OFF ROAD	32.2184	-80.7706	2
14035716	BEAUFORT	US Route	278	Main Line	13.9	Secondary	298	Main Line	JENKINS RD	0	0	0	9/30/2014	1537	TUESDAY	DRY	DAYLIGHT	NOT COLLIS	MOTOR VEH	OBSTRUCTION IN ROADV	32.2185	-80.77033	2
16016805	BEAUFORT	US Route	278	Main Line	13.9	Secondary	772	Main Line	BLUE HERON PT. RD	0	0	0	7/23/2016	1716	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2182	-80.77014	2
17513037	BEAUFORT	US Route	278	Main Line	13.9	County		Main Line	GATEWAY DR	0	1	3	2/3/2017	1721	FRIDAY	DRY	DUSK	NOT COLLIS	TREE	MEDICAL RELATED	32.2184	-80.77005	1
16011455	BEAUFORT	US Route	278	Main Line	13.9	US Primary	278	Main Line	FORDING ISL EXT	0	0	0	5/21/2016	1718	SATURDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.76981	2
17558601	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS ROAD	0	0	0	5/6/2017	846	SATURDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2182	-80.76987	2
13022813	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	0	0	5/20/2013	1747	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.76939	2
14034908	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	0	0	9/16/2014	1800	TUESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.76918	2
17502485	BEAUFORT	US Route	278	Main Line	14	Secondary	141	Main Line	SQUIRE POPE ROAD	0	2	1	1/9/2017	900	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.76835	2
16019236	BEAUFORT	US Route	278	Main Line	14	Secondary	772	Main Line	BLUE HERON POINT	0	0	0	7/2/2016	1619	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2186	-80.76894	2
14013127	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS ISLAND ROAD	0	0	0	4/18/2014	1541	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.76864	3
15006738	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	BLUE HERON PT	0	0	0	3/4/2015	1307	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.76688	2
15031212	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS ROAD	0	0	0	10/27/2015	1058	TUESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.4156	-80.11144	2
16022263	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	2	1	9/24/2016	1237	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.3521	-80.96322	2
17011595	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	0	0	5/29/2017	1732	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2171	-80.7678	2
17013518	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS	0	1	1	6/27/2017	2132	TUESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.352	-80.13292	2
17558345	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	0	0	5/7/2017	1634	SUNDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2182	-80.76432	3
17593712	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	5	3	7/20/2017	2216	THURSDAY	DRY	DARK (STREE	HEAD ON	MOTOR VEH	WRONG SIDE OR WRONG	32.2182	-80.76874	2
17655351	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS ROAD	0	0	0	11/16/2017	1551	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.76774	2
17660551	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD.	0	0	0	11/24/2017	1700	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DISTRACTED/INATT.	32.2184	-80.76857	2
18541171	BEAUFORT	US Route	278	Main Line	14	Secondary	298	Main Line	JENKINS RD	0	0	0	4/5/2018	959	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2182	-80.7682	2
16545283	BEAUFORT	US Route	278	Main Line	14	Other		Main Line	HARBOUR PASSAGE	0	0	0	4/27/2016	1155	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2182	-80.76859	2
15023952	BEAUFORT	US Route	278	Main Line	14	Secondary	772	Main Line	BLUE HERON PT RD	0	1	1	8/17/2015	926	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2331	-80.77158	2
16012284	BEAUFORT	US Route	278	Main Line	14.1	Secondary	141	Main Line	SQUIRE POPE RD	0	3	1	6/6/2016	1311	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2183	-80.76744	2
17581393	BEAUFORT	US Route	278	Main Line	14.1	Secondary	772	Main Line	BLUE HERON POINT RD	0	1	1	6/30/2017	1259	FRIDAY	WET	DAYLIGHT	NOT COLLIS	DITCH	ROAD SURFACE CONDITI	32.2184	-80.77331	1
15006715	BEAUFORT	US Route	278	Main Line	14.1	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	3/9/2015	1903	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.76733	2
14010188	BEAUFORT	US Route	278	Main Line	14.1	Secondary	298	Main Line	JENKINS RD	0	0	0	3/22/2014	600	SATURDAY	DRY	DARK (NO LIG	NOT COLLIS	TREE	AGGRESSIVE OPERATION	32.2328	-80.77639	1

15033482	BEAUFORT	US Route	278	Main Line	14.1	Secondary	298	Main Line	JENKINS ISLAND RD	0	0	0	11/17/2015	1655	TUESDAY	WET	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2327	-80.76509	3
16026414	BEAUFORT	US Route	278	Main Line	14.1	Secondary	298	Main Line	JENKINS RD	0	1	1	11/8/2016	1943	TUESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2328	-80.76861	3
17507439	BEAUFORT	US Route	278	Main Line	14.1	Secondary	298	Main Line	JENKINS RD	0	0	0	1/20/2017	746	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2184	-80.77461	3
17572369	BEAUFORT	US Route	278	Main Line	14.1	Secondary	298	Main Line	JENKINS ROAD	0	0	0	6/12/2017	722	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2183	-80.76419	2
16012306	BEAUFORT	US Route	278	Main Line	14.1	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/5/2016	1229	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2184	-80.7665	2
18506941	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS ROAD	0	0	0	1/19/2018	1025	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2184	-80.77075	2
16007425	BEAUFORT	US Route	278	Main Line	14.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/7/2016	1714	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2184	-80.76619	2
14044696	BEAUFORT	US Route	278	Main Line	14.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	11/21/2014	44	FRIDAY	DRY	DARK (STREE	NOT COLLIS	OVERTURN/	UNDER THE INFLUENCE	32.2185	-80.76608	1
15548765	BEAUFORT	US Route	278	Main Line	14.2	Secondary		Main Line	GENEST ST	0	3	3	5/17/2015	2110	SUNDAY	DRY	DARK (NO LIG	HEAD ON	MOTOR VEH	UNDER THE INFLUENCE	32.2181	-80.76605	3
14032134	BEAUFORT	US Route	278	Main Line	14.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/23/2014	1341	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2184	-80.76572	2
14032136	BEAUFORT	US Route	278	Main Line	14.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/23/2014	1241	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2184	-80.76572	3
16008274	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS ISLAND RD	0	1	1	4/14/2016	1541	THURSDAY	DRY	DAYLIGHT	NOT COLLIS	TREE	MEDICAL RELATED	32.2185	-80.76539	1
14021562	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS ROAD	0	0	0	6/14/2014	1505	SATURDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2183	-80.76536	2
17535367	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS RD	0	1	3	4/1/2017	734	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2181	-80.7654	2
15002461	BEAUFORT	US Route	278	Main Line	14.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	1/29/2015	1757	THURSDAY	DRY	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2183	-80.76517	2
17590705	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS ROAD	0	1	1	7/17/2017	2129	MONDAY	WET	DARK (NO LIG	NOT COLLIS	TREE	DRIVING TOO FAST FOR C	32.2182	-80.765	1
17620039	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS ROAD	0	0	0	9/6/2017	818	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2162	-80.74745	2
17657294	BEAUFORT	US Route	278	Main Line	14.2	Secondary	298	Main Line	JENKINS RD.	0	0	0	11/20/2017	855	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2181	-80.76506	3
17572194	BEAUFORT	US Route	278	Main Line	14.3	Secondary	298	Main Line	JENKINS RD	0	0	0	6/10/2017	1400	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2183	-80.76463	2
15006732	BEAUFORT	US Route	278	Main Line	14.3	Secondary	298	Main Line	JENKINS RD	0	0	0	3/6/2015	1316	FRIDAY	DRY	DAYLIGHT	NOT COLLIS	TREE	MEDICAL RELATED	32.2182	-80.76447	1
18514328	BEAUFORT	US Route	278	Main Line	14.3	Secondary	298	Main Line	JENKINS RD	0	1	1	2/7/2018	1721	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2185	-80.77302	2
14000804	BEAUFORT	US Route	278	Main Line	14.3	Secondary	141	Main Line	SQUIRE POPE RD	0	2	1	1/11/2014	330	SATURDAY	WET	DARK (STREE	NOT COLLIS	CURB	DRIVING TOO FAST FOR C	32.2181	-80.76431	1
16011006	BEAUFORT	US Route	278	Main Line	14.3	Secondary	298	Main Line	JENKINS RD	0	0	0	5/13/2016	835	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2306	-80.76411	2
17559306	BEAUFORT	US Route	278	Main Line	14.3	Secondary	298	Main Line	JENKINS ROAD	0	0	0	5/9/2017	1207	TUESDAY	DRY	DAYLIGHT	NOT COLLIS	TREE	RAN OFF ROAD	32.2181	-80.76616	1
17623545	BEAUFORT	US Route	278	Main Line	14.3	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	9/19/2017	1745	TUESDAY	DRY	DAYLIGHT	NOT COLLIS	OTHER NON	STEERING	32.2182	-80.7642	1
17629256	BEAUFORT	US Route	278	Main Line	14.3	Secondary	141	Main Line	SQUIRE POPE	0	0	0	9/27/2017	1200	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2178	-80.75997	2
16007411	BEAUFORT	US Route	278	Main Line	14.4	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	3/31/2016	750	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.225	-80.75084	2
17623542	BEAUFORT	US Route	278	Main Line	14.4	Secondary	141	Main Line	SQUIRE POPE ROAD	0	1	2	9/19/2017	945	TUESDAY	DRY	DAYLIGHT	NOT COLLIS	CURB	DRIVING TOO FAST FOR C	32.2183	-80.76446	1
14016127	BEAUFORT	US Route	278	Main Line	14.4	Secondary	141	Main Line	SQUIRE POPE	0	0	0	5/1/2014	2105	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	BRAKES	32.2182	-80.76203	2
16525443	BEAUFORT	US Route	278	Main Line	14.4	County		Main Line	JENKINS RD	0	0	0	3/4/2016	750	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.218	-80.76192	2
14007241	BEAUFORT	US Route	278	Main Line	14.4	Secondary	298	Main Line	JENKINS RD	0	0	0	4/28/2014	710	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2181	-80.76189	2
17543660	BEAUFORT	US Route	278	Main Line	14.4	Secondary	298	Main Line	JENKINS ROAD	0	0	0	4/13/2017	1059	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2181	-80.76486	4
14025697	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	7/12/2014	1045	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2178	-80.75456	2
18520060	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	2/23/2018	1003	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.76305	2
17573169	BEAUFORT	US Route	278	Main Line	14.5	Secondary	298	Main Line	JENKINS RD	0	1	1	6/9/2017	1041	FRIDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	IMPROPER LANE USAGE/	32.2179	-80.7607	2
17541243	BEAUFORT	US Route	278	Main Line	14.5	Secondary	294	Main Line	GUMTREE RD	0	0	0	3/23/2017	1318	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2156	-80.74748	2
14016118	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/6/2014	1709	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2178	-80.76003	2
16029554	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	3	1	12/17/2016	1225	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2179	-80.76	2
13026900	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/10/2013	1725	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2177	-80.75992	2
13013122	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	5	1	3/24/2013	1148	SUNDAY	WET	DAYLIGHT	ANGLE 3	MOTOR VEH	DRIVING TOO FAST FOR C	32.2248	-80.75842	3
13049972	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE	0	0	0	11/4/2013	1731	MONDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2183	-80.75973	2
17003374	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	2/20/2017	1521	MONDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2178	-80.75986	2
17620075	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	9/14/2017	754	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2179	-80.75987	2
13058203	BEAUFORT	US Route	278	Main Line	14.5	Secondary	298	Main Line	JENKINS RD	0	0	0	12/26/2013	1219	THURSDAY	DRY	DAYLIGHT	BACKED INT	MOTOR VEH	DRIVING TOO FAST FOR C	32.2178	-80.75981	4
15004769	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	2/25/2015	1708	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2247	-80.75861	2
14035702	BEAUFORT	US Route	278	Main Line	14.5	Secondary	298	Main Line	JENKINS RD	0	0	0	10/5/2014	1026	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2178	-80.75964	2
13006570	BEAUFORT	US Route	278	Main Line	14.5	Secondary	141	Main Line	SQUIREPOPE RD	0	2	1	2/18/2013	1113	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2176	-80.75958	3
15018191	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	6/16/2015	1610	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2178	-80.7595	2
18585555	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/24/2018	1226	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2178	-80.75954	2
13006551	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	2/21/2013	807	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2178	-80.75944	2
14014432	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/26/2014	1125	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2177	-80.75933	2
15018186	BEAUFORT	US Route	278	Main Line	14.6	Secondary	772	Main Line	BLUE HERON PT	0	0	0	6/17/2015	1109	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75933	2
15033119	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	11/4/2015	2118	WEDNESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2182	-80.75911	2
16004576	BEAUFORT	US Route	278	Main Line	14.6	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	3/3/2016	753	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2178	-80.75922	2
14033254	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	9/14/2014	1504	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2176	-80.75889	3
14514770	BEAUFORT	US Route	278	Main Line	14.6	County		Main Line	CORA LEE LN	0	3	1	2/16/2014	1617	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	UNDER THE INFLUENCE	32.2175	-80.75888	2
14562760	BEAUFORT	US Route	278	Main Line	14.6	County		Main Line	CORA LEE LN	0	0	0	6/29/2014	1239	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2177	-80.75871	2
17000901	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	1/12/2017	645	THURSDAY	DRY	DAWN	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2267	-80.75933	3
18522718	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE ROAD	0	0	0	2/28/2018	1654	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2178	-80.7586	2

15023988	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/10/2015	1540	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2175	-80.75864	2
15036534	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	12/5/2015	1148	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2175	-80.75844	2
16012282	BEAUFORT	US Route	278	Main Line	14.6	Secondary	298	Main Line	JENKINS RD	0	0	0	6/6/2016	1651	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2261	-80.75817	2
16015687	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	2	2	7/14/2016	2136	THURSDAY	DRY	DARK (NO LIG	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2174	-80.75839	2
17568112	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/2/2017	1810	FRIDAY	DRY	DAYLIGHT	NOT COLLISI	MOTOR VEH	DRIVING TOO FAST FOR C	32.2182	-80.76328	2
18556961	BEAUFORT	US Route	278	Main Line	14.6	Secondary	298	Main Line	JENKINS RD	0	0	0	5/2/2018	1213	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2175	-80.75865	2
16011428	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/25/2016	1749	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75806	3
17637252	BEAUFORT	US Route	278	Main Line	14.6	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	10/15/2017	1743	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75819	2
16020463	BEAUFORT	US Route	278	Main Line	14.7	Secondary	772	Main Line	BLUE HERON POINT RD	0	0	0	8/31/2016	715	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2174	-80.75786	2
17637712	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	10/15/2017	1742	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2176	-80.75831	3
15000936	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	1/16/2015	1058	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75781	2
18557966	BEAUFORT	US Route	278	Main Line	14.7	Secondary	294	Main Line	WILD HORSE RD	0	2	1	5/5/2018	1743	SATURDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75422	2
13002336	BEAUFORT	US Route	278	Main Line	14.7	Secondary	121	Main Line	SQUIRE POPE RD	0	0	0	1/19/2013	1654	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2174	-80.75764	2
16008279	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/11/2016	800	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2173	-80.75758	2
16541492	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD.	0	0	0	4/7/2016	1505	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75755	2
16026406	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	11/12/2016	856	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2181	-80.75708	2
13040254	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/29/2013	751	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75742	2
15011854	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/16/2015	959	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2247	-80.75753	2
17542255	BEAUFORT	US Route	278	Main Line	14.7	Secondary	294	Main Line	WILD HORSE RD	0	1	3	4/12/2017	2118	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2167	-80.75423	2
14020201	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/30/2014	1200	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2174	-80.75728	2
14026137	BEAUFORT	US Route	278	Main Line	14.7	Secondary	298	Main Line	JENKINS RD	0	0	0	7/17/2014	1907	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2173	-80.75731	3
18542369	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/7/2018	1701	SATURDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2166	-80.75423	2
16004935	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	2	1	3/6/2016	1745	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2173	-80.75697	2
13024698	BEAUFORT	US Route	278	Main Line	14.7	Secondary	121	Main Line	SQUIRE POPE RD	0	1	1	5/26/2013	1156	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2173	-80.75694	2
15018429	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/25/2015	1411	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	UNKNOWN	32.2172	-80.75678	2
15028999	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	10/2/2015	1541	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2172	-80.75664	2
14017419	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/13/2014	1617	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2171	-80.75661	2
15017385	BEAUFORT	US Route	278	Main Line	14.7	US Primary	141	Main Line	SQUIRE POPE	0	0	0	6/4/2015	1509	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2172	-80.75653	2
13050701	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE	0	0	0	10/31/2013	1450	THURSDAY	DRY	DAYLIGHT	HEAD ON	MOTOR VEH	DRIVING TOO FAST FOR C	32.2171	-80.7565	2
16025415	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE ERD	0	0	0	10/27/2016	704	THURSDAY	DRY	DAWN	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2171	-80.75644	2
15018179	BEAUFORT	US Route	278	Main Line	14.7	Secondary	298	Alternate	JENKINS RD	0	0	0	6/22/2015	1225	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2171	-80.75639	2
17614485	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	9/4/2017	451	MONDAY	DRY	DARK (NO LIG	SIDESWIPE (	MOTOR VEH	FATIGUED/ASLEEP	32.217	-80.75609	2
14033249	BEAUFORT	US Route	278	Main Line	14.7	Secondary	141	Main Line	SQUIN POPE RD	0	0	0	9/12/2014	1428	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2171	-80.75625	3
15001848	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	1/23/2015	1941	FRIDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2206	-80.75619	2
15004435	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	2/11/2015	1307	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2194	-80.75567	2
15015365	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/17/2015	1150	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2264	-80.75886	2
17558603	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/15/2017	1710	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2168	-80.75444	2
17592642	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	7/21/2017	1724	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2167	-80.75476	3
18511946	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD.	0	0	0	1/30/2018	1557	TUESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75437	2
16022257	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS ISLAND RD	0	0	0	4/26/2016	1448	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2171	-80.75617	2
13051643	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	1	1	11/21/2013	756	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2169	-80.75619	2
17614658	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	9/4/2017	543	MONDAY	DRY	DARK (STREE	NOT COLLISI	UNKNOWN	DEBRIS	32.2179	-80.76078	1
17669730	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD.	0	0	0	12/12/2017	1654	TUESDAY	DRY	DUSK	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2169	-80.75523	3
15026024	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	9/3/2015	737	THURSDAY	WET	DAWN	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2171	-80.756	3
14020161	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/7/2014	2105	SATURDAY	WET	DARK (NO LIG	NOT COLLISI	CURB	UNDER THE INFLUENCE	32.2172	-80.75594	1
14020182	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE	0	1	1	6/5/2014	657	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.217	-80.75594	2
14037182	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	10/13/2014	1552	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2171	-80.75561	3
17573554	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	6/10/2017	925	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2169	-80.75564	3
16009522	BEAUFORT	US Route	278	Main Line	14.8	Secondary	294	Main Line	WILD HORSE RD	0	0	0	4/23/2016	1130	SATURDAY	DRY	DAYLIGHT	ANGLE 3	CURB	DRIVING TOO FAST FOR C	32.2162	-80.75558	2
13006676	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	0	0	2/8/2013	1652	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2169	-80.75533	3
13046699	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	10/10/2013	1448	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2168	-80.75519	2
13042295	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE	0	0	0	9/14/2013	1539	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2168	-80.75508	2
16011063	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	0	0	5/16/2016	725	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2168	-80.75503	2
16011701	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/24/2016	1150	TUESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	IMPROPER LANE USAGE/	32.2169	-80.75494	2
17622184	BEAUFORT	US Route	278	Main Line	14.8	Secondary	294	Main Line	WILD HORSE RD.	0	1	1	9/15/2017	1650	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2165	-80.7528	2
14044656	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Alternate	SQUIRE POPE RD	0	0	0	11/29/2014	1451	SATURDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2175	-80.75461	2
15034736	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	11/23/2015	1837	MONDAY	DRY	DARK (LIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2169	-80.75481	2
16011451	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/19/2016	1729	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2168	-80.75483	2
17012832	BEAUFORT	US Route	278	Main Line	14.8	County	0	Main Line	CORA LEE	0	0	0	6/13/2017	1500	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2175	-80.75461	2

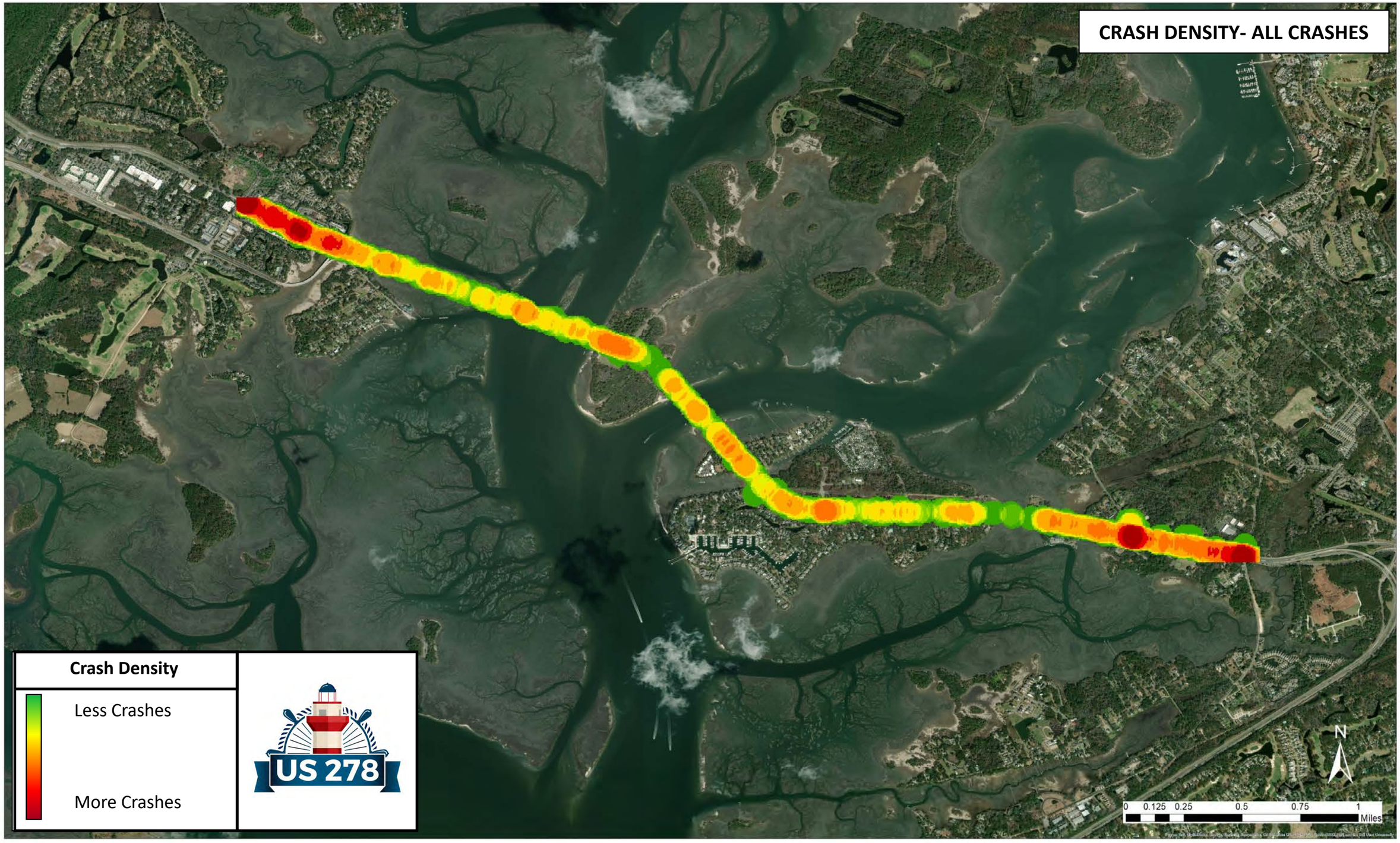
13055465	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	0	0	12/9/2013	1752	MONDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2168	-80.75483	2
15030794	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	10/7/2015	740	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2175	-80.75458	2
13002328	BEAUFORT	US Route	278	Main Line	14.8	Secondary	294	Main Line	WILD HORSE RD	0	2	3	1/23/2013	1437	WEDNESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75478	2
15026035	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	0	0	8/29/2015	1355	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2178	-80.75469	2
17585144	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	1	1	7/10/2017	855	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2172	-80.75689	2
18553091	BEAUFORT	US Route	278	Main Line	14.8	Secondary	294	Main Line	WILD HORSE ROAD	0	1	1	4/26/2018	1523	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2164	-80.75172	2
13047760	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS RD	0	2	2	10/18/2013	2106	FRIDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	UNDER THE INFLUENCE	32.2168	-80.75475	3
16007435	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/10/2016	1732	SUNDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2169	-80.75469	2
16013664	BEAUFORT	US Route	278	Main Line	14.8	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	6/20/2016	1545	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	MADE AN IMPROPER TUI	32.2168	-80.75472	2
14010150	BEAUFORT	US Route	278	Main Line	14.8	Secondary	298	Main Line	JENKINS POND	0	0	0	3/23/2014	1219	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2168	-80.75472	2
14037240	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	10/6/2014	1751	MONDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75469	2
14043104	BEAUFORT	US Route	278	Main Line	14.8	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	11/18/2014	855	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2167	-80.75469	2
14007264	BEAUFORT	US Route	278	Main Line	14.8	Secondary	200	Main Line	SQUIRE POPE RD	0	2	1	2/25/2014	1957	TUESDAY	DRY	DARK (STREE	HEAD ON	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75464	2
17012829	BEAUFORT	US Route	278	Main Line	14.8	County	0	Main Line	CHAMBERLIN DR	0	1	2	6/7/2017	1443	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2168	-80.75464	2
14045137	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	12/9/2014	1724	TUESDAY	DRY	DUSK	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75461	2
15002458	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	1	1	1/29/2015	1558	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2175	-80.75436	3
15036536	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	12/10/2015	1619	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2219	-80.75661	2
16001884	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE	0	0	0	1/29/2016	935	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2016	-80.73478	2
17001924	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	3	1	2/3/2017	1203	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2308	-80.76394	2
17003372	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	2/18/2017	1725	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2167	-80.75401	2
17556810	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	5/10/2017	2147	WEDNESDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	IMPROPER LANE USAGE/	32.2167	-80.75375	2
17559337	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	5/16/2017	1710	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2167	-80.75431	3
17581365	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	6/30/2017	1227	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2168	-80.75456	2
17666735	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	12/2/2017	1753	SATURDAY	DRY	DUSK	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2167	-80.7538	2
18502481	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	1/9/2018	1226	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2169	-80.7551	3
18511184	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE ROAD	0	1	1	1/30/2018	1558	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75431	2
18528590	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE ROAD	0	0	0	3/12/2018	811	MONDAY	WET	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75437	2
18559145	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/8/2018	1130	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2167	-80.75443	2
18575492	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	2	2	5/9/2018	1303	WEDNESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75422	2
13051650	BEAUFORT	US Route	278	Main Line	14.9	Secondary	298	Main Line	JENKINS ISLAND	0	1	2	11/14/2013	756	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2168	-80.75458	2
14005133	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPANISH WELLS ROAD	0	0	0	2/16/2014	1532	SUNDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75458	2
14048802	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SAVIRE POPE RD	0	1	1	12/29/2014	1626	MONDAY	WET	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75458	3
15015381	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPANISH WELLS RD	0	1	2	5/20/2015	1545	WEDNESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75458	2
16001880	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	1/30/2016	1741	SATURDAY	DRY	DUSK	ANGLE 3	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2168	-80.75458	2
16006083	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPANISH WELLS RD	0	2	1	3/27/2016	1559	SUNDAY	WET	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75458	3
16029571	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	12/12/2016	1508	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75458	3
14016135	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	5/7/2014	950	WEDNESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2168	-80.7545	2
16006077	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	3/27/2016	1206	SUNDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2168	-80.75447	2
13533240	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/2/2013	1215	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2166	-80.7544	2
14011460	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPARNISH WELL RD	0	0	0	3/29/2014	1723	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2167	-80.75439	2
16028195	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	12/6/2016	1635	TUESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2166	-80.75438	2
13049983	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIR POPR RD	0	1	1	11/1/2013	1609	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2167	-80.75433	3
16011066	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	5/16/2016	1409	MONDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2168	-80.75431	2
13033781	BEAUFORT	US Route	278	Main Line	14.9	Secondary	298	Main Line	JENKINS RD	0	0	0	7/23/2013	2310	TUESDAY	WET	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2167	-80.75431	2
16029572	BEAUFORT	US Route	278	Main Line	14.9	Secondary	298	Main Line	JENKINS RD	0	2	2	12/15/2016	1423	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75431	2
18520318	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	2/23/2018	1703	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2167	-80.75431	2
13587621	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	1	3	9/15/2013	2140	SUNDAY	DRY	DARK (STREE	NOT COLLISI	CURB	UNDER THE INFLUENCE	32.2167	-80.75428	1
13017111	BEAUFORT	US Route	278	Main Line	14.9	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	4/18/2013	2110	THURSDAY	DRY	DARK (STREE	HEAD ON	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75425	2
14603683	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	10/7/2014	702	TUESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2167	-80.75422	2
15031004	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	7	1	10/5/2015	705	MONDAY	WET	DAWN	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2167	-80.75422	2
16011452	BEAUFORT	US Route	278	Main Line	14.9	Secondary	298	Main Line	JENKINS RD	0	0	0	5/19/2016	1529	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2172	-80.75406	2
13013128	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line		0	0	0	3/24/2013	549	SUNDAY	WET	DAYLIGHT	NOT COLLISI	CURB	DISTRACTED/INATT.	32.2168	-80.75403	1
14014421	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/29/2014	736	TUESDAY	DRY	DAYLIGHT	NOT COLLISI	OTHER MOV	TIRES/WHEEL	32.2166	-80.75406	2
15026056	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	9/5/2015	1700	SATURDAY	WET	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2166	-80.754	2
17622181	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	9/15/2017	1336	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2159	-80.74909	2
17626822	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	9/24/2017	1224	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2163	-80.7521	2
18520256	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	2/23/2018	1705	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2162	-80.75091	2
18520257	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE ROAD	0	0	0	2/23/2018	1706	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2157	-80.74806	2
13036670	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	1	1	8/13/2013	920	TUESDAY	DRY	DAYLIGHT	NOT COLLISI	CURB	SWERVING TO AVOID OB	32.2168	-80.75394	1

13032343	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE ROAD	0	0	0	7/16/2013	1731	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2166	-80.75389	3
13056716	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE ROAD	0	0	0	12/17/2013	2036	TUESDAY	DRY	DARK (STREE	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2166	-80.75389	2
14011454	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIREPOPE RD	0	0	0	3/28/2014	1309	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2166	-80.75389	2
17586059	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	7/11/2017	1721	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2158	-80.74905	2
17519688	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD.	0	0	0	2/27/2017	826	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2159	-80.75038	2
15030789	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	10/13/2015	2215	TUESDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2165	-80.75311	2
16011065	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	5/16/2016	1728	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2164	-80.75297	3
16006069	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	3/23/2016	1712	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2164	-80.75294	2
16006070	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	3/23/2016	1712	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2164	-80.75294	2
13058220	BEAUFORT	US Route	278	Main Line	14.9	Secondary	294	Main Line	WILD HORSE RD	0	0	0	12/28/2013	2014	SATURDAY	WET	DARK (NO LIG	NOT COLLIS	OTHER NON	DISTRACTED/INATT.	32.2165	-80.75289	1
16571034	BEAUFORT	US Route	278	Main Line	14.9	County		Main Line	VIOLA LN	0	0	0	6/12/2016	1300	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	WRONG SIDE OR WRONG	32.2164	-80.7529	4
16602897	BEAUFORT	US Route	278	Main Line	14.9	Secondary	141	Main Line	SQUIRE POPE RD.	0	2	1	8/19/2016	1540	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	MADE AN IMPROPER TUR	32.2165	-80.75282	2
14029299	BEAUFORT	US Route	278	Main Line	15	Secondary	79	Main Line	SPANISH WELLS RD	0	1	1	8/9/2014	1622	SATURDAY	WATER (	DAYLIGHT	NOT COLLIS	UTILITY POL	DRIVING TOO FAST FOR C	32.2016	-80.76306	1
18561307	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD.	0	0	0	5/7/2018	1650	MONDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	UNKNOWN	32.2167	-80.75385	2
13018446	BEAUFORT	US Route	278	Main Line	15	Secondary	121	Main Line	SQUIRE POPE ROAD	0	0	0	4/23/2013	1619	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2168	-80.75267	2
16022253	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	9/27/2016	653	TUESDAY	WET	DAWN	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2164	-80.75275	3
15542709	BEAUFORT	US Route	278	Main Line	15	County		Main Line	OLD WILD HORSE RD	0	0	0	4/24/2015	840	FRIDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2165	-80.75266	2
13039184	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/22/2013	1728	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	AGGRESSIVE OPERATION	32.2164	-80.75264	2
17525817	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	WILD HORSE ROAD	0	1	1	3/8/2017	1710	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.216	-80.75017	2
17582687	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	WILD HORSE RD	0	0	0	6/28/2017	1930	WEDNESDAY	DRY	DAYLIGHT	NOT COLLIS	TREE	SWERVING TO AVOID OB	32.2158	-80.74841	2
15018415	BEAUFORT	US Route	278	Main Line	15	Secondary	79	Alternate	SPANISH WELLS RD	0	0	0	6/28/2015	1313	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2164	-80.75228	3
17648634	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	WILD HORSE RD	0	0	0	11/6/2017	1214	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2164	-80.75225	2
14030202	BEAUFORT	US Route	278	Main Line	15	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	8/15/2014	1731	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2163	-80.75206	2
13049982	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	WILD HORSE RD	0	3	2	11/1/2013	1701	FRIDAY	WET	DAYLIGHT	ANGLE 3	MOTOR VEH	IMPROPER LANE USAGE/	32.2163	-80.75203	2
14034914	BEAUFORT	US Route	278	Main Line	15	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	9/18/2014	1536	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2639	-80.73978	3
17522582	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	3/3/2017	1528	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2164	-80.75265	2
14007261	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	WILD HORSE RD	0	0	0	2/24/2014	648	MONDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2163	-80.75167	2
17543204	BEAUFORT	US Route	278	Main Line	15	Secondary	298	Main Line	JENKINS RD	0	0	0	4/10/2017	836	MONDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	DRIVING TOO FAST FOR C	32.2182	-80.76786	2
15036605	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	12/13/2015	1020	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2162	-80.7515	2
16523740	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	SPANISH WELLS RD	0	0	0	3/4/2016	735	FRIDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2161	-80.75151	2
17582749	BEAUFORT	US Route	278	Main Line	15	Secondary	79	Main Line	SPAINISH WELLS RD	0	0	0	7/4/2017	1638	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2159	-80.75006	2
15026472	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	9/8/2015	1738	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2161	-80.7514	2
17519929	BEAUFORT	US Route	278	Main Line	15	County		Main Line	DARLING LN	0	1	3	2/18/2017	1623	SATURDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	MEDICAL RELATED	32.2161	-80.75138	2
14024448	BEAUFORT	US Route	278	Main Line	15	Secondary	298	Main Line	JENKINS IS. RD	0	0	0	7/8/2014	1350	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2168	-80.75117	2
14036905	BEAUFORT	US Route	278	Main Line	15	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	7/25/2014	356	FRIDAY	DRY	DARK (NO LIG	NOT COLLIS	TREE	UNDER THE INFLUENCE	32.2162	-80.75128	1
16015716	BEAUFORT	US Route	278	Main Line	15	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	7/12/2016	754	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2161	-80.75125	2
17000216	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	1/4/2017	1649	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2172	-80.75681	3
16029524	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	1	2	12/18/2016	2228	SUNDAY	DRY	DARK (LIGHT	NOT COLLIS	TREE	UNDER THE INFLUENCE	32.2161	-80.75108	1
17668465	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	1	1	12/4/2017	1615	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2155	-80.74277	2
14039739	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	4	2	10/28/2014	1609	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2167	-80.75075	3
18509002	BEAUFORT	US Route	278	Main Line	15.1	Secondary	295	Main Line	WILD HORSE RD	0	3	1	1/27/2018	1658	SATURDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2163	-80.7506	2
15023036	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/10/2015	733	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.216	-80.75067	2
15031220	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	10/28/2015	1621	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	VISION OBSCURED (WITH	32.2162	-80.76231	2
16001901	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	2/6/2016	1513	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2177	-80.7544	2
17013522	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	6/27/2017	1736	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2161	-80.75054	2
17538944	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	3/30/2017	2131	THURSDAY	DRY	DARK (STREE	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2155	-80.74752	2
17543211	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD.	0	0	0	4/14/2017	1715	FRIDAY	DRY	DAYLIGHT	HEAD ON	MOTOR VEH	IMPROPER LANE USAGE/	32.2161	-80.75034	2
17572190	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD.	0	0	0	6/8/2017	1745	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2157	-80.7482	2
17606742	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	8/19/2017	1440	SATURDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2156	-80.74752	2
17632817	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE ROAD	0	0	0	10/4/2017	1650	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2163	-80.75136	3
17640073	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD.	0	0	0	10/20/2017	1741	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2157	-80.74821	3
17656582	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	11/14/2017	1639	TUESDAY	DRY	DAYLIGHT	BACKED INT	MOTOR VEH	OTHER IMP. ACT	32.2156	-80.74741	2
17670916	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	12/14/2017	1717	THURSDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2155	-80.74752	2
18520781	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	2/24/2018	1840	SATURDAY	DRY	DARK (LIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.215	-80.74612	2
18576672	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	OLD WILD HORSE ROA	0	0	0	6/9/2018	1643	SATURDAY	WET	DAYLIGHT	ANGLE 3	MOTOR VEH	AGGRESSIVE OPERATION	32.2162	-80.75076	2
15582716	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE ROAD	0	1	1	8/6/2015	2322	THURSDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	UNDER THE INFLUENCE	32.2161	-80.75038	3
13044321	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELL RD	0	1	1	9/26/2013	732	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2159	-80.75033	4
17675060	BEAUFORT	US Route	278	Main Line	15.1	County		Main Line	ADRIANNA LN.	0	2	1	12/19/2017	1750	TUESDAY	DRY	DARK (NO LIG	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2159	-80.75017	4
13037907	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS	0	2	1	8/17/2013	1658	SATURDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2159	-80.74994	2

14029330	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/4/2014	1251	MONDAY	WET	DAYLIGHT	ANGLE 3	MOTOR VEH	DRIVING TOO FAST FOR C	32.2158	-80.74997	2
14042499	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	11/19/2014	816	WEDNESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2158	-80.74997	2
15031224	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	10/28/2015	1905	WEDNESDAY	DRY	DARK (NO LIG	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.216	-80.74986	2
13033204	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE	0	0	0	7/16/2013	1248	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2158	-80.74983	2
14041104	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	OLD WILD HORSE RD	0	1	1	11/3/2014	1543	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2159	-80.74981	2
16011458	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	5/23/2016	1810	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74992	2
13043204	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	9/20/2013	834	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2158	-80.74972	2
15013797	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	5/10/2015	956	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2158	-80.74967	2
18543698	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	4/9/2018	937	MONDAY	WET	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2151	-80.7452	3
14012234	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	4/10/2014	1550	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2159	-80.74933	2
15029002	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	10/2/2015	816	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2158	-80.74936	2
14012235	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	4/10/2014	1739	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.216	-80.74925	2
15010698	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	4/17/2015	1441	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2157	-80.74932	2
14046681	BEAUFORT	US Route	278	Main Line	15.1	Secondary	294	Main Line	WILD HORSE RD	0	0	0	12/19/2014	59	FRIDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2159	-80.74919	2
14008130	BEAUFORT	US Route	278	Main Line	15.1	Secondary	298	Main Line	JENKINS RD	0	0	0	3/13/2014	1543	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	IMPROPER LANE USAGE/	32.2157	-80.74919	2
14629318	BEAUFORT	US Route	278	Main Line	15.1	County		Main Line	OLD WILD HORSE RD	0	0	0	12/11/2014	940	THURSDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	IMPROPER LANE USAGE/	32.2159	-80.74912	2
18540801	BEAUFORT	US Route	278	Main Line	15.1	County		Main Line	WILD HORSE RD	0	0	0	3/29/2018	1735	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2158	-80.74901	2
16012323	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS RD	0	1	1	5/31/2016	940	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2157	-80.74903	3
16020488	BEAUFORT	US Route	278	Main Line	15.1	Secondary	141	Main Line	SQUIRE POPE RD	0	5	1	9/11/2016	1450	SUNDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2156	-80.74897	2
14046693	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	12/19/2014	1615	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2158	-80.74878	2
15018159	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	6/19/2015	1628	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2156	-80.74881	2
16008256	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	4/18/2016	833	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2156	-80.74869	2
15026043	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILDHORSE RD	0	0	0	8/31/2015	1706	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISTRACTED/INATT.	32.2157	-80.74864	2
13052903	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	1	1	11/25/2013	703	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2156	-80.74864	2
16026976	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	11/17/2016	1735	THURSDAY	DRY	DUSK	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2158	-80.74858	2
17001736	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	1/30/2017	737	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2156	-80.74868	3
14020164	BEAUFORT	US Route	278	Main Line	15.2	Secondary	626	Main Line	WILBORN RD	0	0	0	6/9/2014	1634	MONDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.215	-80.74861	2
15002437	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE RD	0	2	1	2/5/2015	645	THURSDAY	WET	DAWN	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2156	-80.74822	2
16026983	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS	0	0	0	11/18/2016	912	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	OTHER IMP. ACT	32.2155	-80.74819	2
16572858	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS	0	0	0	6/16/2016	946	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2155	-80.74818	3
18565540	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	5/21/2018	135	MONDAY	DRY	DARK (LIGHT	NOT COLLIS	TREE	OVER-CORRECTING/OVE	32.2157	-80.74809	1
13000573	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	1/4/2013	824	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2157	-80.74803	2
13039178	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE RD	0	1	1	8/24/2013	2254	SATURDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74808	2
18541168	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	OLD WILD HORSE RD.	0	0	0	4/4/2018	1520	WEDNESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	OTHER IMP. ACT	32.2153	-80.74753	2
14021576	BEAUFORT	US Route	278	Main Line	15.2	US Primary	79	Main Line	SPANISH WELLS RD	0	0	0	6/12/2014	806	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74806	2
14033248	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	9/12/2014	1247	FRIDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	UNKNOWN	32.2155	-80.748	2
15023953	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	8/17/2015	819	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	AGGRESSIVE OPERATION	32.2155	-80.74794	2
14020208	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	6/1/2014	1729	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2156	-80.74786	3
15016237	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	1	2	5/25/2015	355	MONDAY	DRY	DARK (NO LIG	NOT COLLIS	SPILL (TWO-	AGGRESSIVE OPERATION	32.2156	-80.74786	1
14012247	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	4/7/2014	1715	MONDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2156	-80.74783	2
18580228	BEAUFORT	US Route	278	Main Line	15.2	County	294	Main Line	OLD WILD HORSE RD	0	0	0	6/17/2018	1137	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74785	2
14547149	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	5/20/2014	1035	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2156	-80.74778	2
15008748	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	3/25/2015	818	WEDNESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74781	3
13049977	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	1	1	11/1/2013	930	FRIDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	IMPROPER LANE USAGE/	32.2154	-80.74772	2
15548063	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLLS RD	0	3	2	5/12/2015	1125	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74773	3
14042493	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE RD	0	0	0	11/18/2014	823	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74772	2
15609815	BEAUFORT	US Route	278	Main Line	15.2	County		Main Line	OLD WILD HORSE ROA	0	1	1	10/11/2015	105	SUNDAY	DRY	DARK (STREE	ANGLE 1	MOTOR VEH	UNKNOWN	32.2156	-80.74766	2
15006702	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	1	1	3/10/2015	700	TUESDAY	DRY	DARK (NO LIG	SIDESWIPE S	MOTOR VEH	MADE AN IMPROPER TUI	32.2155	-80.74764	2
16020473	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	8/30/2016	2038	TUESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2155	-80.74764	2
13028966	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS	0	0	0	6/23/2013	655	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74761	3
15011825	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUM TREE RD	0	1	1	4/25/2015	1616	SATURDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2154	-80.74761	2
15017374	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	6/7/2015	1836	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74761	2
15018036	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	6/12/2015	1035	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.7478	-80.21544	2
15031213	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPAINSH WELLS ROAD	0	0	0	10/27/2015	1503	TUESDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2206	-80.75589	2
16004954	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	3/10/2016	1215	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2159	-80.77122	2
17514493	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	8	2	2/11/2017	2107	SATURDAY	DRY	DARK (LIGHT	REAR END	MOTOR VEH	UNKNOWN	32.2155	-80.7475	4
17514499	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	2/8/2017	740	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2153	-80.74711	2
17533907	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	3/13/2017	706	MONDAY	DRY	DAWN	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2157	-80.74838	2
17559308	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUMTREE ROAD	0	0	0	5/12/2017	1318	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2156	-80.74753	2

17657442	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD.	0	0	0	11/21/2017	1625	TUESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2156	-80.74774	2
17664423	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	11/29/2017	1837	WEDNESDAY	DRY	DARK (STREE	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2154	-80.74764	2
18556954	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS RD.	0	0	0	5/2/2018	755	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	UNDER THE INFLUENCE	32.2154	-80.74769	3
14596884	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD.	0	5	3	9/29/2014	930	MONDAY	WET	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2156	-80.74752	3
16008268	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUM TREE RD	0	0	0	4/11/2016	1730	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2155	-80.74753	2
17573153	BEAUFORT	US Route	278	Main Line	15.2	County		Main Line	WILD HORSE RD	1	2	4	6/7/2017	2015	WEDNESDAY	WET	DARK (NO LIG	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2156	-80.74751	2
14030251	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUMTREE RD	0	0	0	8/22/2014	1549	FRIDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2156	-80.7475	2
16013666	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	0	0	6/20/2016	2301	MONDAY	DRY	DARK (NO LIG	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2155	-80.74753	2
15033504	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELL RD	0	0	0	11/11/2015	1831	WEDNESDAY	DRY	DARK (LIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2155	-80.7475	2
15635214	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE ROAD	0	1	2	11/26/2015	0	THURSDAY	DRY	DARK (STREE	ANGLE 1	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2156	-80.74747	2
14014436	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE RD	0	2	1	4/28/2014	1116	MONDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2154	-80.7475	2
14008131	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	1	3	3/13/2014	1855	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	AGGRESSIVE OPERATION	32.2156	-80.74744	2
13021756	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	WILD HORSE RD	0	1	1	5/14/2013	1021	TUESDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2156	-80.74742	2
14020184	BEAUFORT	US Route	278	Main Line	15.2	Secondary	141	Main Line	SQUIRE POPE	0	0	0	6/5/2014	1151	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2156	-80.74742	2
16027003	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	OLD WILD HORSE RD	0	2	1	11/23/2016	1400	WEDNESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2155	-80.74739	3
14027323	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUMTREE RD	0	0	0	6/27/2014	2358	FRIDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74739	2
16015701	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUM TREE RD	0	0	0	7/15/2016	513	FRIDAY	DRY	DAWN	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2155	-80.74731	2
14007233	BEAUFORT	US Route	278	Main Line	15.2	Secondary	79	Main Line	SPANISH WELLS	0	0	0	2/27/2014	1235	THURSDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2154	-80.74728	2
14016120	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUM TREE RD	0	0	0	5/3/2014	1600	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2155	-80.74722	2
15027718	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUMTREE RD	0	0	0	9/26/2015	1608	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2155	-80.74722	2
18523357	BEAUFORT	US Route	278	Main Line	15.2	Secondary	482	Main Line	GUM TREE RD	0	0	0	2/27/2018	1700	TUESDAY	DRY	DAYLIGHT	ANGLE 1	MOTOR VEH	IMPROPER LANE USAGE/	32.2155	-80.74714	2
18501436	BEAUFORT	US Route	278	Main Line	15.2	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	1/4/2018	1247	THURSDAY	SLUSH	DAYLIGHT	ANGLE 2	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2154	-80.74759	2
13530350	BEAUFORT	US Route	278	Main Line	15.3	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	4/4/2013	835	THURSDAY	DRY	DAYLIGHT	ANGLE 3	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2153	-80.74705	2
15012286	BEAUFORT	US Route	278	Main Line	15.3	Secondary	482	Main Line	GUMTREE RD	0	0	0	4/30/2015	1521	THURSDAY	DRY	DAYLIGHT	NOT COLLIS	UNKNOWN	DEBRIS	32.2154	-80.747	1
16551639	BEAUFORT	US Route	278	Main Line	15.3	Secondary	79	Main Line	SPANISH WELLS RD	0	2	1	5/6/2016	830	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2153	-80.74701	3
14022472	BEAUFORT	US Route	278	Main Line	15.3	Secondary	294	Main Line	WILD HORSE RD	0	0	0	6/25/2014	1750	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74694	2
14008148	BEAUFORT	US Route	278	Main Line	15.3	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	3/10/2014	1339	MONDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	FAIL TO YIELD R.O.W.	32.2153	-80.74683	2
17544297	BEAUFORT	US Route	278	Main Line	15.3	Secondary	141	Main Line	SQUIRE POPE RD.	0	1	1	4/13/2017	852	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74755	2
18504742	BEAUFORT	US Route	278	Main Line	15.3	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	1/12/2018	2012	FRIDAY	DRY	DARK (NO LIG	SIDESWIPE S	CROSS MED	IMPROPER LANE USAGE/	32.2152	-80.74599	2
14025682	BEAUFORT	US Route	278	Main Line	15.3	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	7/15/2014	1744	TUESDAY	WET	DAYLIGHT	HEAD ON	MOTOR VEH	DRIVING TOO FAST FOR C	32.2154	-80.74672	2
17590721	BEAUFORT	US Route	278	Main Line	15.3	Secondary	294	Main Line	WILD HORSE RD	0	0	0	7/19/2017	1816	WEDNESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	DISTRACTED/INATT.	32.2151	-80.7446	2
16008947	BEAUFORT	US Route	278	Main Line	15.3	Secondary	482	Main Line	GUMTREE RD	0	2	1	4/20/2016	951	WEDNESDAY	DRY	DAYLIGHT	ANGLE 2	MOTOR VEH	DISREGARDED SIGNS, SIG	32.2154	-80.74661	3
18514327	BEAUFORT	US Route	278	Main Line	15.3	Secondary	79	Main Line	SPANISH WELLS RD	0	0	0	2/7/2018	1831	WEDNESDAY	WET	DUSK	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2154	-80.74671	2
17501087	BEAUFORT	US Route	278	Main Line	15.3	Secondary	294	Main Line	SQUIRE POPE RD	0	0	0	1/3/2017	1848	TUESDAY	DRY	DARK (STREE	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2166	-80.75369	2
18533646	BEAUFORT	US Route	278	Main Line	15.3	US Primary	278	Business	WILLIAM HILTON PKW	0	0	0	3/22/2018	1645	THURSDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DISTRACTED/INATT.	32.2159	-80.73788	2
18571298	BEAUFORT	US Route	278	Main Line	15.3	US Primary	278	Business	WILLIAM HILTON PKW	0	2	2	5/31/2018	740	THURSDAY	WET	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2142	-80.73883	2
18568743	BEAUFORT	US Route	278	Main Line	12.2	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	43245	1612	FRIDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2368	-80.80808	2
18587231	BEAUFORT	US Route	278	Main Line	12.2	Secondary	242	Main Line	FORDING ISLAND EXT.	0	0	0	43281	1619	SATURDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2304	-80.79155	2
18562773	BEAUFORT	US Route	278	Main Line	12.4	Secondary	242	Main Line	FORDING ISLAND RD E	0	0	0	43228	1335	TUESDAY	DRY	DAYLIGHT	SIDESWIPE S	MOTOR VEH	IMPROPER LANE USAGE/	32.2322	-80.7967	2
18579183	BEAUFORT	US Route	278	Main Line	12.7	Secondary	772	Main Line	BLUE HERON POINT RO	0	2	1	43260	1544	SATURDAY	WATER (	DAYLIGHT	ANGLE 3	GUARDRAIL	WEATHER CONDITION	32.2287	-80.78623	2
13018433	BEAUFORT	US Route	278	Main Line	15	Secondary	294	Main Line	OLD WILD HORSE RD	0	0	0	41392	1218	SUNDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	FOLLOWED TOO CLOSELY	32.2162	-80.75117	2
13011365	BEAUFORT	US Route	278	Main Line	15.1	Secondary	79	Main Line	SPANISH WELLS	0	1	1	41346	1238	WEDNESDAY	DRY	DAYLIGHT	REAR END	MOTOR VEH	DRIVING TOO FAST FOR C	32.2157	-80.74903	2

CRASH DENSITY- ALL CRASHES



CRASH DENSITY- ANGLE CRASHES

Crash Density

Less Crashes

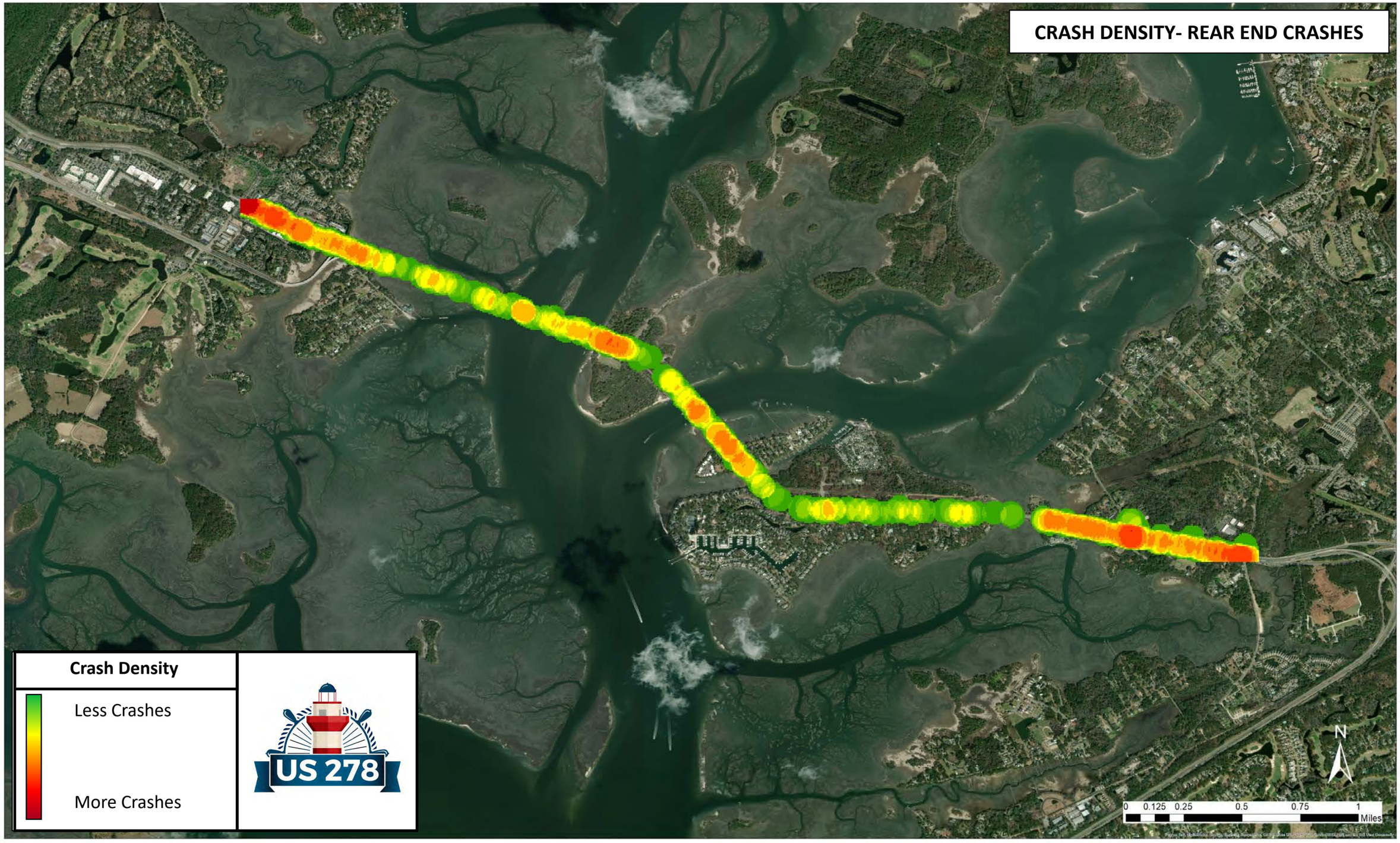
More Crashes

US 278

N

0 0.125 0.25 0.5 0.75 1 Miles

CRASH DENSITY- REAR END CRASHES



CRASH DENSITY- SINGLE VEHICLE CRASHES

Crash Density

Less Crashes

More Crashes

US 278

N

0 0.125 0.25 0.5 0.75 1 Miles

CRASH DENSITY- INJURY AND FATAL CRASHES

Crash Density

Less Crashes

More Crashes

US 278

N

0 0.125 0.25 0.5 0.75 1 Miles

Memorandum

To: *Craig Winn, PE - South Carolina Department of Transportation Project Manager*

From: *CDM Smith*

Date: *July 8, 2019*

Subject: *US 278 Jenkins Island Superstreet Design*

CDM Smith is working with KCI on a widening project for the South Carolina Department of Transportation (SCDOT) in Beaufort County along US 278 leading into Hilton Head. As part of this project, CDM Smith was tasked with analyzing future traffic volumes in order to provide a functional cross section and appropriate intersection geometries for the 2045 condition. Each of the alternatives analyzed assumes the Jenkins Island Superstreet ("Superstreet") design will be in place and proposes minor modifications to this concept. During this operational analysis, it was found that the Superstreet design results in excessive delays for the side roads due to the heavy volumes along the mainline. This technical memo details the Superstreet analysis.

Traffic Volume Data Collection

CDM Smith gathered existing traffic information from several different sources in an attempt to most accurately represent traffic volumes and conditions along US 278. On May 30, 2018, CDM Smith collected 24-hour counts at three locations on US 278:

- Between Salt Marsh Drive and Fording Island Drive
- West of Pinckney Wildlife Refuge Entrance
- Between Squire Pope Road and Wild Horse Road/Spanish Wells Road

The volumes recorded by SCDOT between December 1, 2017 and November 30, 2018 by Automatic Traffic Recorder (ATR) 35, located just east of the Pinckney Wildlife Refuge Entrance, were reviewed by CDM Smith to find the 30th highest hour traffic volume. This 30th highest hour volume is in compliance with standard engineering practice defined in the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Design Standards Interstate System, 5th Edition (January 2005). This volume represents a condition that is higher than normal conditions to account for the consistently high summer tourist volumes without designing for the busiest hour of the year scenario.

CDM Smith also reviewed the estimated AADTs from 10 nearby SCDOT count stations for the years 2009-2017.

In addition to reviewing the daily volumes along US 278, CDM Smith also collected turning movement counts during the AM and PM peak hours on August 8, 2018 at the nine study intersections. Turning movement volumes for Wild Horse Road/Spanish Wells Road were derived from a previous study done for the corridor east of Squire Pope Road.

By collecting data from these various sources, CDM Smith was able to compare the volumes and determine the existing AADTs and peak hour volumes with confidence.

Future Volume Forecast

Although understanding how traffic volumes have increased over the most recent several years is beneficial to understanding the current environment, historical growth trends cannot capture future growth opportunities; therefore, the Lowcountry Area Transportation Study (LATS) Regional Travel Demand Model was utilized to help estimate future traffic conditions along US 278 and the surrounding roadways. After much scrutiny of the model inputs, the project team determined that an annual growth rate of 1.19% over the next 27 years was a plausible growth rate for the corridor.

The compounded annual growth rate and the 30th highest hour adjustment factor were applied to the existing traffic counts to development the future turning movement volumes. These volumes were used in each of the 2045 US 278 alternatives analyses.

Jenkins Island Superstreet

In November 2015, HDR prepared a preliminary project planning report in which they analyzed a No-Build and two Build options to mitigate safety concerns along US 278 between the J. Wilton Graves bridge and the causeway onto Hilton Head Island. The goal of this study was to provide safe and efficient access to the local communities without disrupting the through traffic along US 278. The major safety concern within this section is the lack of acceptable gaps in US 278 for left turns from the stop-controlled intersections and the lack of available acceleration lanes for right turns. Due to the low volumes on the side streets, signals were not warranted for any of the intersections. The resulting preferred alternative proposes to close the existing median cross-overs and provide signalized left turn/U-turn lanes at the Blue Heron Point Road intersection and east of the Jenkins Road intersection. This alternative also proposes to provide a third lane in each direction from the bridge to the Squire Pope Road intersection. Figure 1 shows the preliminary design concept for the Superstreet. In February 2019, the Hilton Head Town Council approved the project for construction.

It should be noted that a preliminary signal warrant analysis does not show volumes are high enough to justify a signal at either Blue Heron Point Road or east of Jenkins Road for the proposed U-turn movements. It is also not SCDOT practice to install a signal based on forecasted volumes.

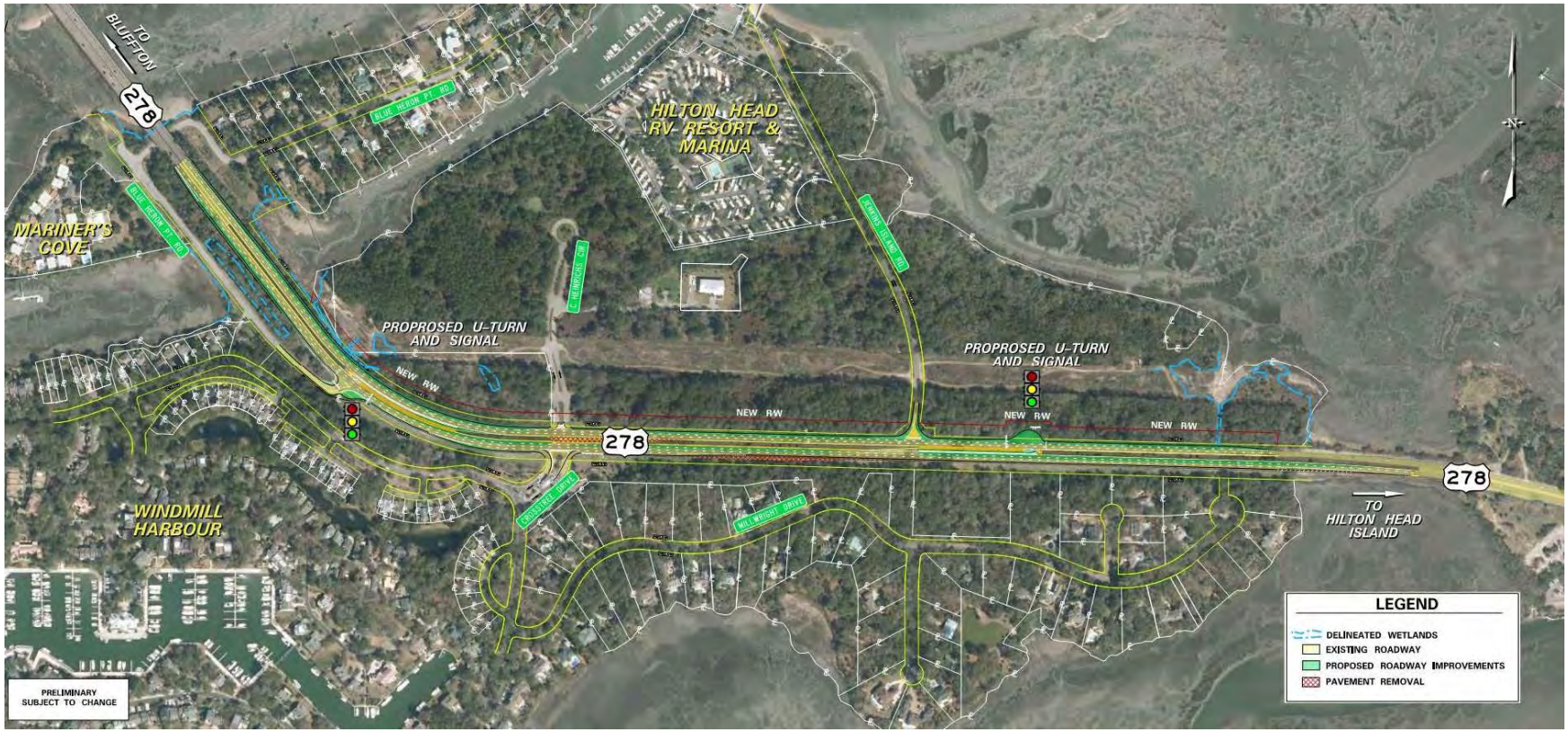


Figure 1: Jenkins Island Superstreet Concept (from HDR)



Figure 2: Jenkins Island Superstreet Intersection Geometries



Figure 3: Jenkins Island Superstreet Intersection Volumes

Synchro Analysis Results

The Jenkins Island Superstreet design was analyzed as part of the 2045 No Build condition, assuming it would be in place before the remaining widening of US 278. For this analysis, 2045 intersection volumes were reassigned according to existing traffic movements and eliminated left turns from Blue Heron Point Road, Crosstree Drive, and Jenkins Road. The U-turn signals at Blue Heron Point Road and east of Jenkins Road were assumed to be in place. Figures 2 and 3 summarize the geometric configurations and volumes assumed for this analysis.

Table 1 and Figure 4 show the resulting level of service and delay outputs from the Synchro analysis. The Superstreet configuration results in significantly high delays in the PM peak hour for the side road traffic turning onto US 278. As mentioned above, this Superstreet design was developed as a means to aid drivers trying to make a left turn from the side roads onto US 278 because the volumes on the mainline made it difficult to make this maneuver; however, in the 2045 condition when volumes are higher, the right turning vehicles will also experience difficulties in finding a gap along US 278. The Synchro results for the Superstreet are provided in the Appendix.

Table 1: Jenkins Island Superstreet 2045 Synchro Results

	AM			PM		
Intersection	**Movement**	**LOS**	**Delay (seconds)**	**Movement**	**LOS**	**Delay (seconds)**
Blue Heron Point Road	Overall	C	34.3	Overall	C	26.7
Crosstree Drive	SBR	D	28.7	SBR	F	295.3
	NBR	F	551.9	NBR	F	302.8
Jenkins Road	SBR	D	31.6	SBR	F	1471
Jenkins Island U-Turn	Overall	A	3.0	Overall	B	19.7



Figure 4: Jenkins Island Superstreet Intersection Levels of Service

Summary and Conclusions

- CDM Smith agrees with the need to eliminate left turn traffic to make side street traffic movements safer. The CDM Smith analysis also supports the need to widen US 278 to three lanes per direction.

- CDM Smith had the benefit of extensive traffic data and analysis of that data through year 2045. The HDR report was limited to synthesized intersection counts assuming a future US 278 ADT of either 75,000 or 85,000. The CDM Smith year 2045 traffic was based on the LATS Regional Travel Demand Model.

- Based on the year 2045 CDM Smith traffic analysis, the Superstreet configuration results in significantly long delays for the right turn side street traffic turning onto US 278.

- The major operational issues along US 278 in the future are the delays for side road traffic to turn onto US 278. Stop-controlled intersections do not provide the necessary gaps along the mainline to allow for safe and reasonable access onto US 278.

- CDM Smith is concerned with adding two new traffic signals on US 278. While they should accommodate a small amount of U-turn traffic, the new U-turn traffic signals could unnecessarily disrupt traffic on the mainline of US 278.

2045 Jenkins Island Superstreet
AM Synchro Analysis



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	4140	10	60	10	2060	0	30
Future Volume (vph)	4140	10	60	10	2060	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5083			1770	4988		1611
Flt Permitted	1.00			0.95	1.00		1.00
Satd. Flow (perm)	5083			1770	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4500	11	65	11	2239	0	33
RTOR Reduction (vph)	0	0	0	0	0	0	12
Lane Group Flow (vph)	4511	0	0	76	2239	0	21
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Prot	NA		Perm
Protected Phases	6		5	5	2		
Permitted Phases							4
Actuated Green, G (s)	123.8			7.5	135.8		4.2
Effective Green, g (s)	123.8			7.5	135.8		4.2
Actuated g/C Ratio	0.83			0.05	0.91		0.03
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4223			89	4546		45
v/s Ratio Prot	c0.89			c0.04	0.45		
v/s Ratio Perm							c0.01
v/c Ratio	1.07			0.85	0.49		0.47
Uniform Delay, d1	12.6			70.2	1.1		71.3
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	36.3			50.7	0.1		7.7
Delay (s)	48.9			120.9	1.1		79.0
Level of Service	D			F	A		E
Approach Delay (s)	48.9				5.1	79.0	
Approach LOS	D				A	E	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	149.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Future Vol, veh/h	0	4130	100	0	2120	10	0	0	40	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4489	109	0	2304	11	0	0	43	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	2245	-	-	1158
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 29	0	0	163
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 29	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 551.9	28.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	163
HCM Lane V/C Ratio	1.499	-	-	-	0.067
HCM Control Delay (s)	$ 551.9	-	-	-	28.7
HCM Lane LOS	F	-	-	-	D
HCM 95th %tile Q(veh)	5	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

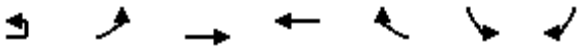
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4170	2110	60	0	20
Future Vol, veh/h	0	4170	2110	60	0	20
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	4533	2293	65	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1179
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	157
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	157
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	157
HCM Lane V/C Ratio	-	-	-	0.138
HCM Control Delay (s)	-	-	-	31.6
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	4120	2120	0	0	0
Future Volume (vph)	50	0	4120	2120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.0	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	4478	2304	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	4478	2304	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		Free	8			
Permitted Phases							
Actuated Green, G (s)	1.9		36.9	26.0			
Effective Green, g (s)	1.9		36.9	26.0			
Actuated g/C Ratio	0.05		1.00	0.70			
Clearance Time (s)	4.5			4.5			
Vehicle Extension (s)	3.0			3.0			
Lane Grp Cap (vph)	91		5085	3582			
v/s Ratio Prot	0.03		0.88	0.45			
v/s Ratio Perm							
v/c Ratio	0.59		0.88	0.64			
Uniform Delay, d1	17.1		0.0	2.9			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	10.0		2.5	0.4			
Delay (s)	27.1		2.5	3.3			
Level of Service	C		A	A			
Approach Delay (s)			2.8	3.3		0.0	
Approach LOS			A	A		A	

Intersection Summary			
HCM 2000 Control Delay	3.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	36.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

2045 Jenkins Island Superstreet
PM Synchro Analysis



Movement	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations							
Traffic Volume (vph)	3030	30	80	20	4350	0	20
Future Volume (vph)	3030	30	80	20	4350	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.5		4.5
Lane Util. Factor	0.91			1.00	0.91		1.00
Frt	1.00			1.00	1.00		0.86
Flt Protected	1.00			0.95	1.00		1.00
Satd. Flow (prot)	5078			1770	4988		1611
Flt Permitted	1.00			0.03	1.00		1.00
Satd. Flow (perm)	5078			60	4988		1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3293	33	87	22	4728	0	22
RTOR Reduction (vph)	0	0	0	0	0	0	21
Lane Group Flow (vph)	3326	0	0	109	4728	0	1
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%
Turn Type	NA		Prot	Perm	NA		Perm
Protected Phases	6		5		2		
Permitted Phases				2			4
Actuated Green, G (s)	123.2			123.2	123.2		3.3
Effective Green, g (s)	123.2			123.2	123.2		3.3
Actuated g/C Ratio	0.91			0.91	0.91		0.02
Clearance Time (s)	4.5			4.5	4.5		4.5
Vehicle Extension (s)	3.0			3.0	3.0		3.0
Lane Grp Cap (vph)	4617			54	4535		39
v/s Ratio Prot	0.65				0.95		
v/s Ratio Perm				c1.80			c0.00
v/c Ratio	0.72			2.02	1.04		0.01
Uniform Delay, d1	1.6			6.1	6.1		64.5
Progression Factor	1.00			1.00	1.00		1.00
Incremental Delay, d2	0.6			516.9	26.2		0.1
Delay (s)	2.2			523.1	32.4		64.7
Level of Service	A			F	C		E
Approach Delay (s)	2.2				43.5	64.7	
Approach LOS	A				D	E	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	135.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑↑↱				↱			↱
Traffic Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Future Vol, veh/h	0	3040	90	0	4440	10	0	0	90	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	Stop	-	-	None
Storage Length	-	-	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	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3304	98	0	4826	11	0	0	98	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	-	1652	-	-	2419
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	0	~ 75	0	0	21
Stage 1	0	-	0	0	-	-	0	0	-	0	0	-
Stage 2	0	-	0	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	~ 75	-	-	21
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	$ 302.8	295.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	75	-	-	-	21
HCM Lane V/C Ratio	1.304	-	-	-	0.518
HCM Control Delay (s)	$ 302.8	-	-	-	295.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	7.6	-	-	-	1.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.5

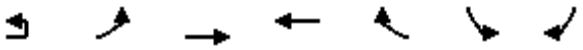
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			↱
Traffic Vol, veh/h	0	3130	4380	60	0	70
Future Vol, veh/h	0	3130	4380	60	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	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	3402	4761	65	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	2413
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	~ 22
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 22
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	$ 1470.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	22
HCM Lane V/C Ratio	-	-	-	3.458
HCM Control Delay (s)	-	-		$ 1470.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	50	0	3080	4390	0	0	0
Future Volume (vph)	50	0	3080	4390	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5			
Lane Util. Factor	1.00		0.91	0.91			
Frt	1.00		1.00	1.00			
Flt Protected	0.95		1.00	1.00			
Satd. Flow (prot)	1770		5085	5085			
Flt Permitted	0.95		1.00	1.00			
Satd. Flow (perm)	1770		5085	5085			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	0	3348	4772	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	54	0	3348	4772	0	0	0
Turn Type	Prot		NA	NA			
Protected Phases	7		4	8			
Permitted Phases							
Actuated Green, G (s)	5.3		150.0	135.7			
Effective Green, g (s)	5.3		150.0	135.7			
Actuated g/C Ratio	0.04		1.00	0.90			
Clearance Time (s)	4.5		4.5	4.5			
Lane Grp Cap (vph)	62		5085	4600			
v/s Ratio Prot	0.03		c0.66	c0.94			
v/s Ratio Perm							
v/c Ratio	0.87		0.66	1.04			
Uniform Delay, d1	72.0		0.0	7.2			
Progression Factor	1.00		1.00	1.00			
Incremental Delay, d2	81.5		0.7	24.3			
Delay (s)	153.5		0.7	31.5			
Level of Service	F		A	C			
Approach Delay (s)			3.1	31.5		0.0	
Approach LOS			A	C		A	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			