BARISI VILLAGE PROJECT
TRAFFIC IMPACT ANALYSIS
Corpus Christi, Texas

PRELIMINARY REVIEW

FINAL DRAFT PENDING
TxDOT APPROVAL

Prepared by or under the
direct supervision of
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07/18/14

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Corpus Christi, Texas 2014

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MALDONADO-BURKETT
INTELLIGENT TRANSPORTATION SYSTEMS, LLP

I. Introduction

A. Purpose

Maldonado-Burkett Intelligent Transportation Systems, LLP (MBITS) has been retained by Blackard Global (the Client) to perform a Level 2 Traffic Impact Analysis (TIA) for the Barisi Village Project. The project site is located on the facility formally known as Pharaoh's Golf Club and immediately adjacent to Texas A&M University – Corpus Christi existing campus on Spur 3 (Ennis Joslin Road). The Barisi Village Project is bound by McArdle Road on the south and Nile Road on the north. As part of the Level 2 TIA, the study boundary included all signalized intersections, frontage roads and all un-signalized collector or higher intersections within 1.0 mile of the site property line.

The City of Corpus Christi and the Texas Department of Transportation (TxDOT) are requiring this TIA to evaluate impacts of the Barisi Village Development. The purpose of this study is to address the traffic and transportation impacts of the proposed development on the adjacent roadway network and recommend any capacity related improvements. The specific objectives of this study were to determine the existing and future Levels of Service (LOS) at selected study intersections on Spur 3 (Ennis Joslin Road), State Highway 358 Frontage Road, Pharaoh Road, Nile Road, McArdle Road, and Rodd Field Road (SH 357).

B. Methodology

The traffic evaluation was comprised of AM and/or PM Peak Hour LOS analyses. This included the existing conditions, opening conditions, and 2019 projection. For all State highways, both AM and PM Peak Hour studies were completed for the signalized and un-signalized intersections. Analysis was accomplished via Passer V software. All of the information was completed in accordance with *Trip Generation, 9th Edition, Highway Capacity Manual 2010, a LOS Standard-D, and a build out year of 2019.*

OTISS is a cloud-based application for traffic and transportation engineers who need to perform traffic impact assessments. Featuring data from over 5,500 studies included in the 9th Edition Institute of Transportation Engineering (ITE) Trip Generation Manual, OTISS is the most complete trip generation and analysis tool available today with 24 hour availability. OTISS software was used for the AM and PM Peak Period Analysis Reports.

PASSER V-09 is the latest in the PASSER series of programs developed by Texas Transportation Institute (TTI) for timing arterials and signalized diamond interchanges. It has a graphic user interface that is integrated with the best optimization technologies currently available. Although the program focuses on the coordination of two or more signals on a linear arterial, it also provides basic features to analyze and time isolated signals. PASSER V can develop signal timings to maximize progression or minimize system wide delay. Its traffic simulation can analyze under saturated and oversaturated traffic conditions along signalized arterials.

II. Existing and Proposed Zoning (Land Use)

A. Site Location/Study Area

This TIA studies the potential impacts of the Barisi Village Development. The project site is located on the facility formally known as Pharaoh's Golf Club and immediately adjacent to Texas A&M University – Corpus Christi existing campus on Ennis Joslin Road. The Barisi Village Project is bound by McArdle Road on the south, Nile Road on the west, and Ennis Joslin on the east. See **Exhibit 1** for a location map within the City of Corpus Christi. See **Exhibit 2** for Site Plan.

B. Existing Zoning

The proposed Barisi Village Development currently has no access to Ennis Joslin, McArdle Road or Nile Road. The current site consists of approximately 126 acres of abandoned golf course. Barisi Village will only be using 57.75 acres for this development. See **Exhibit 3** for current AADT (2012).

C. Proposed Zoning

The planned development will include the following facilities:

- 200 dwelling units fee simple villas
- 1,200 dwelling units multi-family
- 4,500 square feet of Clubhouse/Training Facility
- 9 holes Golf Course
- 200 assisted living/skilled nursing units
- 450 senior independent living units
- 120-bed memory care facility
- 120,000 square feet of retail, restaurants, or shops
- 80,000 square feet of office, medical office, or rehab center
- 120-key boutique hotel

The Barisi Village Development will have three access points. Two will be located on Ennis Joslin and one on McArdle Road. **Exhibit 4** identifies the locations of the proposed driveways with existing peak hour volumes. **Exhibit 5** illustrates the ultimate proposed development concept as provided by the Client and includes the recommended driveway locations. **Exhibit 6** illustrates the projected volumes for (2019).

III. Transportation Plan

A. Existing Roadway System

The existing roadway network within the study area includes the following signalized intersections:

- Intersection 4: SH 358 E&W bound Frontage Roads/Ennis Joslin Road
- Intersection 5: Ennis Joslin Road/McArdle Road (City Programmed Signal)
- Intersection 7: Ennis Joslin Road/Nile Drive
- Intersection 9: SH 358 E&W bound Frontage Roads/Rodd Field Road
- Intersection 10: Rodd Field Road/Williams Drive
- Intersection 12: SH 358 E&W bound Frontage Roads/Nile Drive

The existing roadway network within the study area includes the following un-signalized intersections:

- Intersection 6: Ennis Joslin Road/Pharaoh Drive
- Intersection 8: SH 358 East bound Frontage Road/Lexington Road
- Intersection 11: Rodd Field Road/McArdle Road
- Intersection 13: Nile Drive/Williams Drive
- Intersection 14: McArdle Road/Nile Drive

See **Exhibit 7** for study locations.
See **Exhibit 8** for Existing Transportation System.

There are several major roadways within the study area. The following is a description describing the existing conditions as of June 2014.

SH 358 Frontage Roads are two-lane frontage roads providing regional access in Corpus Christi. The frontage road provides access to SH 358 and intersects Ennis Joslin Road. The posted speed limit on the frontage road is 50 mph.

Ennis Joslin Road is a four-lane divided highway, with a raised median containing left turn lanes, curb and gutter, and bike lanes. The street runs generally in a north-south direction on the east side of development and runs perpendicular to SH 358 providing access from SH 358 to Ocean Drive. The posted speed limit is 45 mph.

Rodd Field Road is a two-lane undivided street that runs generally in a north-south direction and is located to the south-west of the project area and intersects SH 358. The posted speed limit is 30 mph.

Nile Drive is a two-lane undivided street that runs generally in a north-south direction and is located to the west of the project area and intersects at SH 358 and Ennis Joslin Road. The posted speed limit is 30 mph.

McArdle Road is a two-lane undivided street that runs in an east-west direction and is located to the south of the project area and runs parallel to SH 358 and intersects Ennis Joslin Road. The posted speed limit is 30 mph. McArdle Road is currently under construction.

Williams Drive is a two-lane undivided street that runs in an east-west direction and is located to the south of the project area and runs parallel to SH 358 and intersects Ennis Joslin Road. The posted speed limit is 30 mph. Williams Drive is under construction.

Lexington Road is a two-lane undivided street that runs in an north-south direction and is located to the south of the project area and intersects SH 358 Eastbound Frontage Road. The posted speed limit is 30 mph.

B. Data Used for Intersection Analysis

1. Ennis Joslin @ Sandpiper/A1
   City provided count data and Trip Generation Manual.
2. Ennis Joslin@ B1
   Used City provided count data and Trip Generation Manual.
3. McArdle @ Sandstone/C1
   Intersection was closed for construction.
   Used city provided count data near Sandstone and Trip Generation Manual.
4. SPID @ Ennis Joslin
   Collected AM & PM Peak hour hand counts.
   New apartment development south of SPID were not included in this study.
5. Ennis Joslin @ McArdle
   Used City provided count data.
6. Ennis Joslin @ Pharaoh
   Used City provided count data.
7. Ennis Joslin @ Nile
   Used City provided count data.
8. SPID @ Lexington
   Collected AM & PM Peak Hour hand counts.
9. SPID @ Rodd Field
   Collected AM & PM Peak Hour hand counts.
   Counts on Rodd Field SB were hindered due to McArdle Road closure. (Under construction)
10. Rodd Field @ Williams
    Collected AM & PM Peak Hour hand counts. Williams was under construction. (Open to traffic)
11. Rodd Field @ McArdle
    Used city provided count data.
    Intersection was closed for construction.
12. SPID @ Nile
    Collected AM & PM Peak Hour hand counts.
    Counts on Nile SM were hindered due to McArdle Road Construction.
13. Nile @ Williams
    Collected PM Peak Hour hand counts.
    Williams was under construction. (Open to traffic)
14. Nile @ McArdle
    Used city provided count data.

WB McArdle closed (Under construction).

C. Proposed Roadway Improvements

The following are new proposed driveways within the study area:

- **Intersection 1:** Ennis Joslin Road with Driveway "A1"/Sandpiper Drive for Barisi Village.
- **Intersection 2:** Ennis Joslin Road with Driveway "B1" for Barisi Village.
- **Intersection 3:** McArdle Road with Driveway "C1"/Sandstone Drive for Barisi Village.

Intersection 1: Will consist of four lanes and serve as the main entrance to the Barisi Village Development. One-lane coming into the development and three-lanes exiting the development. The three- lanes will consist of two left turn lanes and one lane that will serve as a combination thru-right turn lane. A proposed right turn lane should be constructed from Ennis Joslin to Driveway "A1" going southbound. A proposed left turn lane should be constructed from Ennis Joslin to Driveway "A1" going northbound. It is recommended this be a signalized intersection.

Intersection 2: Will consist of two lanes and serve as a minor access point to the development. One lane will serve as a right-turn only exiting the site southbound on Ennis Joslin with one lane entering.

Intersection 3: Will consist of three lanes and serve as a minor access point to the development. One-lane coming into the development and two-lanes exiting the development. The two- lanes will consist of one dedicated left turn lane and one lane that will serve as a combination thru-right turn lane.

IV. Impact Determination

A. Proposed Trip Generation

The planned development included the following facilities: 200 dwelling units fee simple villas; 1,200 dwelling units multi-family; 4,500 square feet of clubhouse/training facility; 9 holes Golf course; 200 assisted living/skilled nursing units; 450 senior independent living units; and 120-bed memory care facility; 120,000 square feet of retail, restaurants, or shops; 80,000 square feet of office, medical office, or rehab center and 120-key boutique hotel. Applying the appropriate land use codes found in the *Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.*

The Barisi Village Development is expected to generate 1305 additional AM peak-hour trips and 1521 additional PM peak-hour trips.

See **Appendix** for the trip generation rates and total trips generated by land use assuming full development and occupancy. These include trip reductions resulting from credits for internal trips, pass-by, mix use, etc. All trip reductions and net estimated trips were completed by utilizing the *Institute of Transportation Engineers OTISS software and Trip Generation Manual, 9th Edition.*

Momentum Campus per Texas A&M University Corpus Christi Master Plan of 1,500 beds of student housing to be built in 3 phases of construction by the University. This report included an additional 428 AM peak-hour trips and 598 PM peak-hour trips. These additional trips were distributed throughout the existing roadway network. The student housing is not on the subject project and were included at the request of the City of Corpus Christi. A separate TIA should be conducted to determine if the new roadway "Isander Way" will require signalization or roadway improvements.

Ongoing Programmed Improvements

A traffic signal at the intersection of Ennis Joslin and McArdle Road is a project that is currently scheduled for construction as part of the programmed highway improvements by the City of Corpus Christi.

McArdle Road and Williams Road are currently under construction and are part of the city programmed street improvements. The McArdle Road construction consists of one through lane EB, one through lane WB and one continuous left turn lane. The Williams Road construction consists of one through lane EB, one through lane WB and one continuous left turn lane.

Currently, there are three routes that provide service to the TAMUCC Campus. As part of the programmed transit improvements, potential RTA and TAMUCC bus route improvements are in the planning stages which will enhance capacity. Both entities may alter and/or increase bus services accordingly as TAMUCC's campus develops.

Currently, there are bike lanes and sidewalks that run north and south on Ennis Joslin Road. These facilities should not be affected by the proposed development. All facilities affected during construction should be adjusted accordingly to City and State

requirements. New construction on McArdle Road will include bike lanes and sidewalks. No trails were identified within the project limits.

B. Background Trip Generation

Based on data provided by the city for Ennis Joslin Road and Rodd Field Road, a 1.45% and 3.83% annually compounded growth rate was used to reflect the growth of the background traffic. This rate was applied to the existing traffic volumes for one year to determine the traffic volume growth that can be expected at year 2019 within the study area. See **Exhibit 6**.

Exhibit 4 illustrates the directional movements and existing AM & PM Peak Hour Volumes at the intersections to the development.

C. Net Increased Trip Generation, Distribution and Assignment

The additional site-generated traffic associated with the development was assigned to the study area roadway network (**Exhibit 7**). The distribution and assignment were determined based on Engineering Judgment though generated traffic counts, traffic counts provided by City, knowledge of the study area network, and the proposed access locations to and from the development. See **Table 1** for Distribution Percertage (%). See **Appendix** for Trip Generation, Distribution and Assignments.

D. Level of Service Evaluations

The analysis consists of PM intersection LOS analyses. The intersections along Ennis Joslin Road included both AM and PM intersection LOS analyses. The purpose of this analysis was to determine if any deficiencies within the network exist and to establish a standard condition.

"Level-of-Service (LOS)" represents the capacity or volume of traffic that a roadway can accommodate. LOS is a qualitative measure used to relate to the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measure such as speed, density, etc. These levels range from LOS A (free flowing) to LOS F (a congested, forced flow condition). The target LOS for this study area is a LOS D with all improvements and development resulting from the Barisi Village Development. A description of each operational state for signalized and un-signalized intersections, as defined by *2010 Highway Capacity Manual*, is presented in **Table 2**.

Table 3 summarizes the results of the existing signalized intersections, **Table 4** summarizes the results of the Background signalized intersections and **Table 5** summarizes the results of the Projected 2019 signalized intersections analysis for the study area. Signal timings were assumed optimized and actuated. *Passer V* output sheets are provided in the **Appendix**.

For All-Way Stop Control (AWSC), the level-of-service (LOS) criteria for AWSC intersections are given in **Table 7**. As the table notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on

control delay.

For Two-Way Stop Control, LOS for non-signalized two-way intersections is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to first-in-queue position. The levels of service criteria are given in **Table 6.**

Table 8 summarizes the results of the existing un-signalized intersections, **Table 9** summarized the results of the Background un-signalized intersections and **Table 10** summarizes the results of the Projected 2019 un-signalized intersections analysis for the study area. Signal timings were assumed optimized and actuated. *Passer V* output sheets are provided in the **Appendix**.

Based on the analysis of the Barisi Village Development conditions, all signalized intersections within the study area are expected to operate at an acceptable LOS D or better.

V. Traffic Signal Warrant Analysis

A. Study Procedures

The *Texas Manual on Uniform Traffic Control Devices* (TMUTCD) defines eight warrants, or justifying sets of conditions, which at least one should be fully satisfied before signalization is considered as an option for traffic control. Traffic volumes, the number of traffic lanes, the prevailing traffic speeds, traffic accident experience, and measure delay for minor street traffic are the factors included in the evaluation of these warrants. The traffic volumes used for the analysis will be the existing traffic on Ennis Joslin Road and McArdle Road, plus a projection of traffic exiting the fully-occupied Barisi Village Development. Traffic will be projected using standard trip generation and traffic assignment procedures.

B. Intersections Signal Warrant Studies:

The following are new proposed driveways within the study area in which signal warrants were performed:

Intersection 1: Ennis Joslin Rd. with A1/Sandpiper Dr.

- Signal warrants were met for the Peak Hour Warrant 3. Recommendation to install new full-actuated traffic signal.

Intersection 2: Ennis Joslin Rd. with B1

- Signal warrants were met for the Peak Hour Warrant 3. Recommendation to install a stop sign control. Intersection design would be a right-in and a right-out and a signal would be too close to proposed signal at A1 and does not satisfy 0.25 mile requirement.

Intersection 3: McArdle Road with C1/Sandstone Dr.

- Signal warrants were not met. Recommendation to install a stop sign control.

See **Appendix** for Warrant Analisis.

1. Spacing

The proposed signal on Ennis Joslin Road at Driveway "A1", would be located approximately 0.75 miles from the existing signal at Nile Drive, and 0.75 miles from the existing signal at the South Padre Island Drive westbound frontage road. This position matches a major driveway from Sandpiper Drive on the east side of Ennis Joslin Road, and Driveway "A1" would become the major Barisi Development access point to Ennis Joslin Road.

2. Speeds

The posted speed on Ennis Joslin Road north of South Padres Island Drive is 45 MPH. McArdle Road has a posted speed of 30 MPH.

3. Number of Approach Lanes

For the purposes of a signal warrant analysis, Ennis Joslin Road will clearly be the major street, with a four-lane cross-section, which for the purposes of the signal warrant study, will be "2 or more lanes". Driveway "A1" would provide separate left and right-turn lane at the intersection with Ennis Joslin Road. Accordingly, the higher minor street thresholds for "2 or more lanes" will be used.

4. Traffic Volume Data

The City of Corpus Christi provided traffic counts for Ennis Joslin and McArdle. See **Appendix**.

C. Signal Warrant Application – Including Driveway "A1" Traffic

As previously stated, the Texas MUTCD sets forth nine warrants, or justifying sets of conditions, at least one of which should be fully satisfied before consideration is given to installing a traffic signal. The two major volume-based warrants are the most rigorous tests of the appropriateness of a signal, and are examined in a detail below. This section shows the warrant analysis for Driveway "A1" traffic on the three-lane approach. The detailed warrant analysis worksheets, including the warrant curves described below, are included in the **Appendix.**

1. **Warrant 1A – Eight Hour Volume – Minimum Vehicular Volume**
2. **Warrant 1B – Eight Hour Volume – Interruption of Continuous Traffic**
3. **Warrant 2 – Four Hour Vehicular Volume**
4. **Warrant 3 – Peak Hour – MET**
5. **Warrant 4 – Pedestrian Volume – NOT APPLICABLE**
6. **Warrant 5- School Crossing - NOT APPLICABLE**
7. **Warrant 6 – Coordinated Signal System – NOT APPLICABLE**
8. **Warrant 7 – Crash Experience – NOT APPLICABLE**
9. **Warrant 8 – Roadway Network – NOT APPLICABLE**
10. **Warrant 9 – Intersection Near a Grade Crossing – NOT APPLICABLE**

Warrant Analysis Summary – Including Driveway "A1" Traffic.
With Warrant 3 being met with existing Ennis Joslin traffic and projected Driveway "A1" exiting traffic, it is clear that the intersection meets the technical requirements to be eligible for signalization.

D. Signal Operations Impacts

The new signal at Ennis Joslin with Sandpiper/A1 is spaced out enough from the other existing traffic signals. The positioning of the proposed signal should not reduce NB & SB Ennis Joslin Road green bands.

We recommend the City should consider providing signal coordination from SPID to Ocean Drive.

Signal coordination is very important to maintain the best vehicle progression along major arterials such as Ennis Joslin. Proper coordination also reduces the amount of signal cycle needed for the large through movements on an arterial, increasing the amount of signal cycle available to support other turning movements.

Coordination was not part of this study.

VI. Conclusions and Recommendations

The main objective of this study is to determine the impacts of the Barisi Village Development on the adjacent roadway network, specifically Ennis Joslin Road and McArdle Road. Three access points, A1, B1, and C1 were studied and analyzed for the proposed development with data that was collected in the field along with proposed land use information provided by the Client and traffic data provided by the City and TxDOT. Based on this information, we have come up to the following recommendations:

Driveway "A1" – Located at Sandpiper Drive, Driveway "A1" will consist of four lanes and serve as the main entrance to the Barisi Village Development. One-lane coming into the development and three-lanes exiting the development. The three- lanes will consist of two left turn lanes and one lane that will serve as a combination thru-right turn lane. A proposed right turn lane should be constructed from Ennis Joslin to Driveway "A1" going southbound. A proposed left turn lane should be constructed from Ennis Joslin to Driveway "A1" going northbound. It is recommended this be a signalized intersection. This configuration will aid in the LOS for this location. See **Table 2** for additional information.

Driveway "B1" – Located north of "A1", Driveway "B1" will consist of two lanes and serve as a minor access point to the development. One lane will serve as a right-turn only exiting the site southbound on Ennis Joslin with one lane entering. See **Table 2** for additional information.

Driveway "C1" – Located on McArdle Road at Sandstone Drive, Driveway "C1" will consist of three lanes and serve as a minor access point to the development. One lane coming into the development and two lanes exiting the development. The two lanes will consist of one dedicated left turn lane and one lane that will serve as a combination thru-right turn lane. See **Table 2** for additional information.

This Traffic Impact Analysis was generated utilizing data collected in the field and information provided by the Client, City of Corpus Christi, TxDOT, RTA and the Texas A&M University Corpus Christi Master Plan.

Ennis Joslin/Pharaoh – Recommend restricting left turn movements to increase LOS. This can easily be accomplished by signing and channelization for right turn only configuration.

Exhibits

EXHIBIT 1 - LOCATION MAP

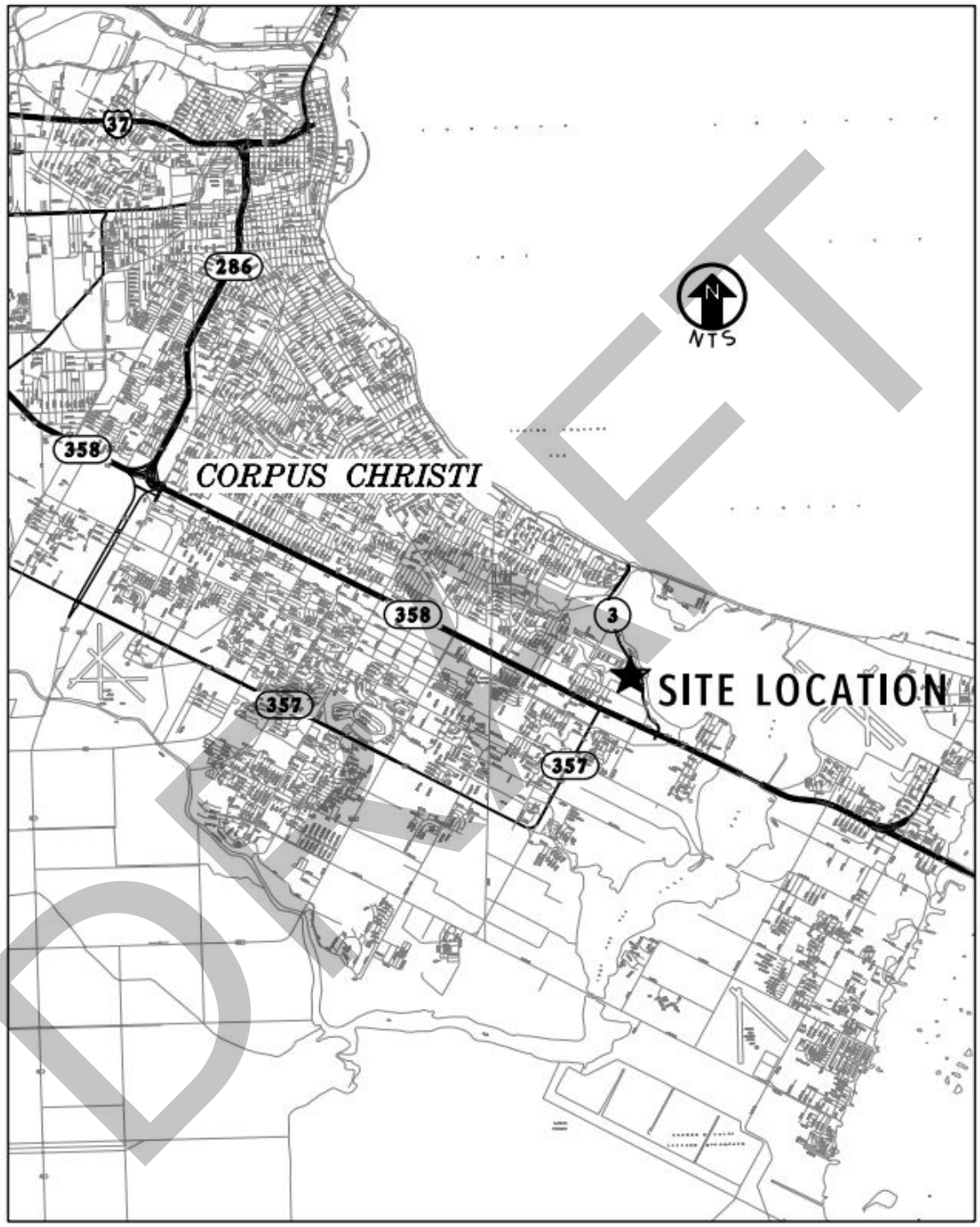

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EXHIBIT 2 - SITE PLAN

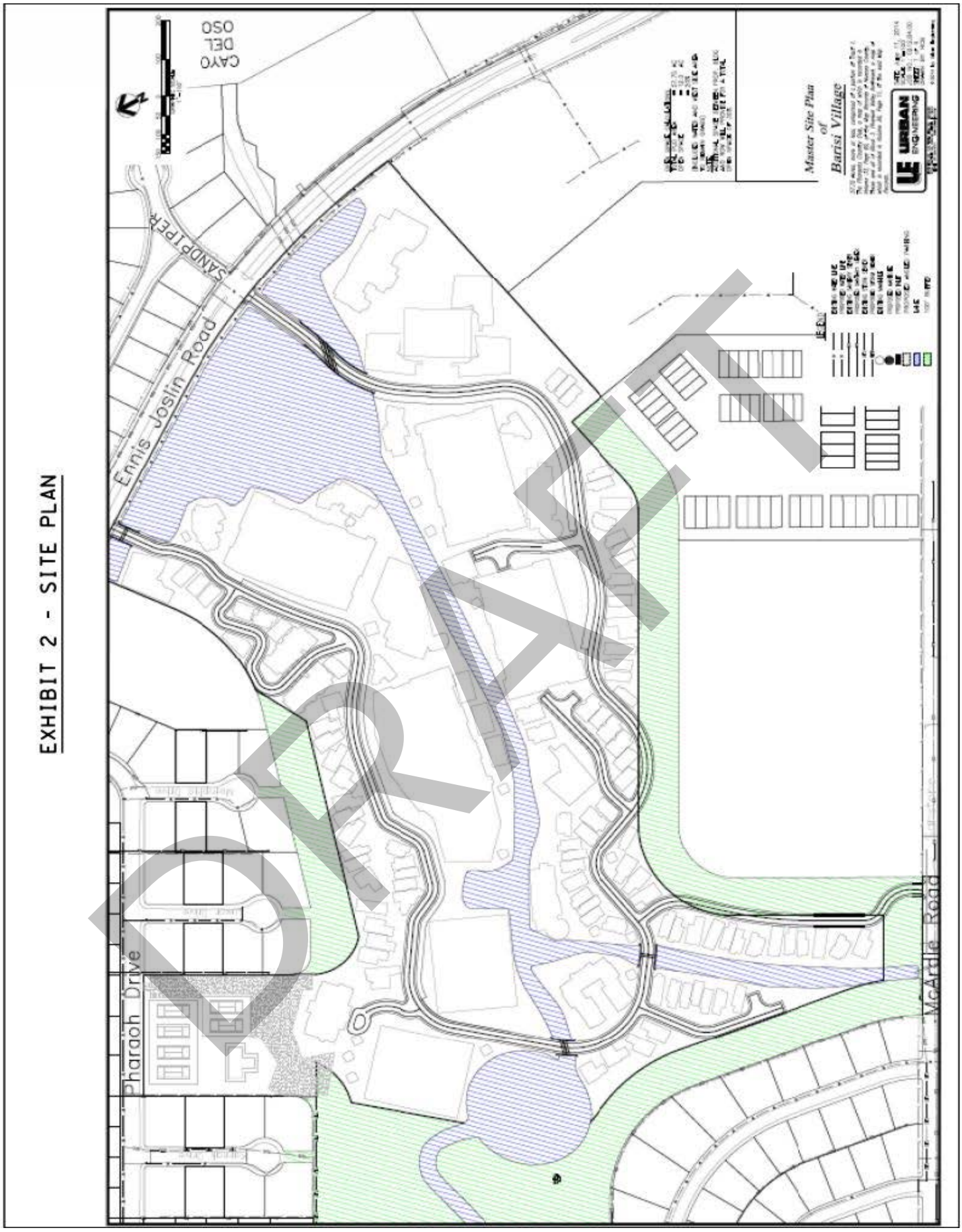
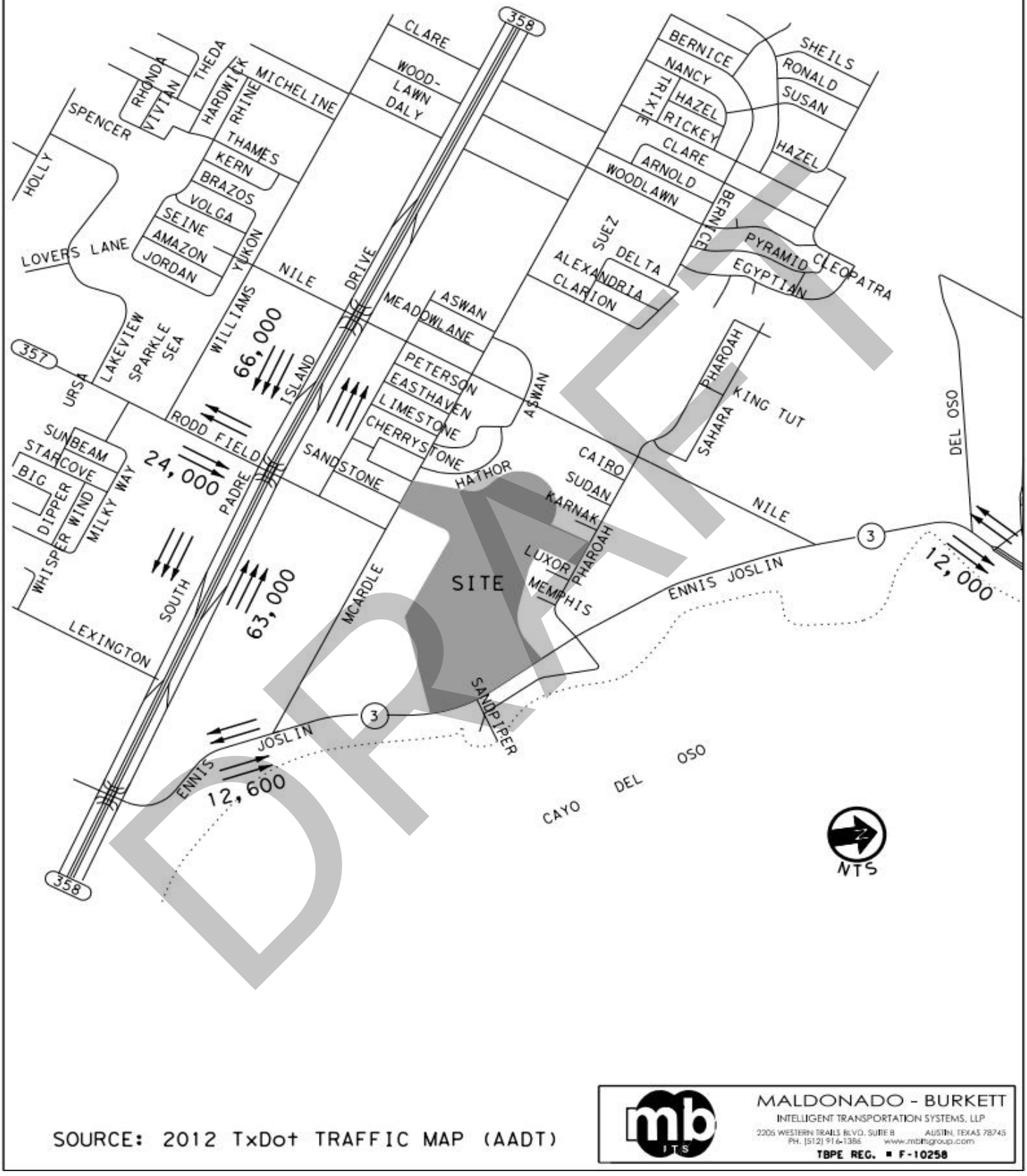


EXHIBIT 3 - 2012 AADT



SOURCE: 2012 TxDot TRAFFIC MAP (AADT)

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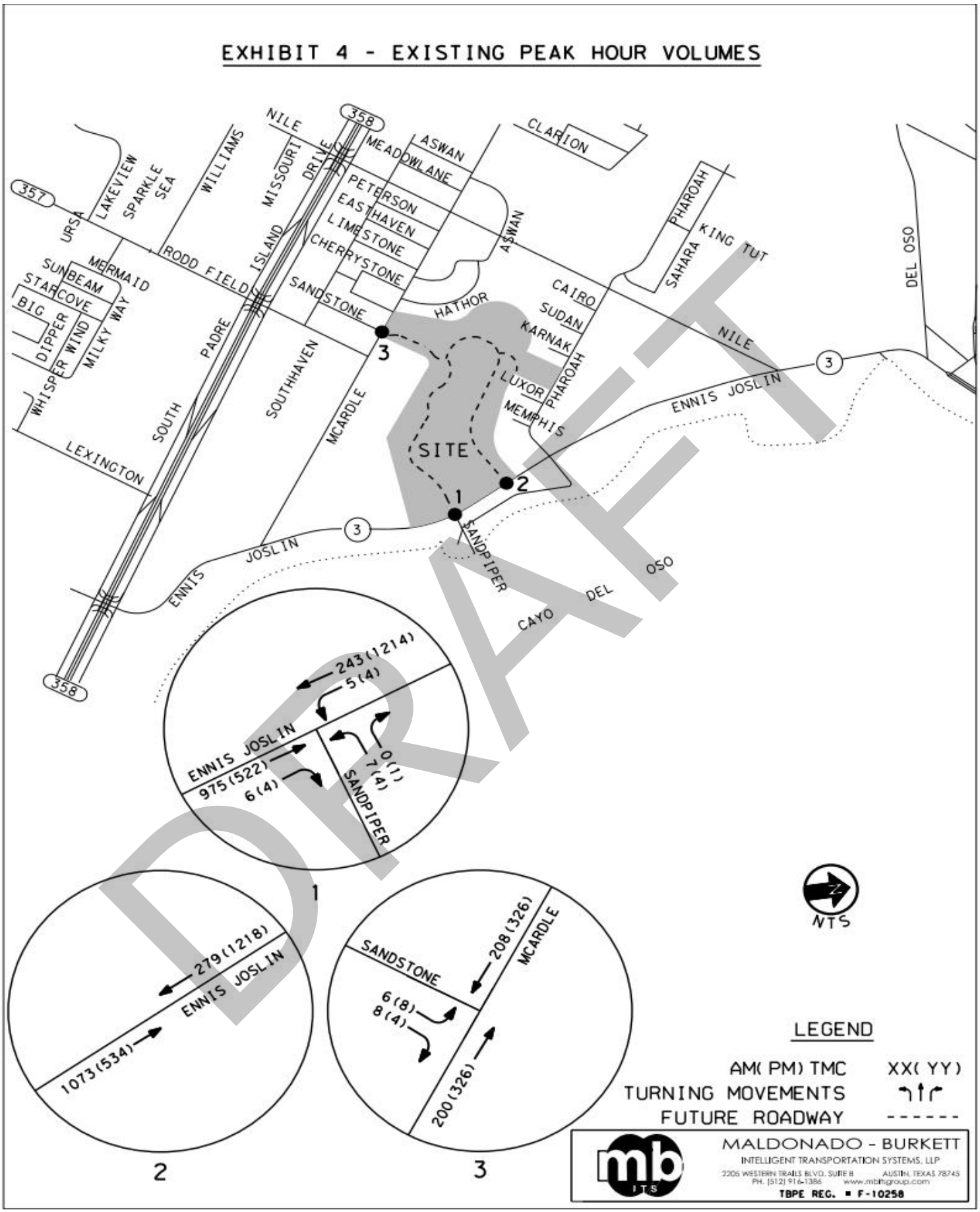
EXHIBIT 4 - EXISTING PEAK HOUR VOLUMES
NILE
358
MEADOWLANE
ASWAN
CLARION
357
LAKEVIEW
SPARKLE SEA
WILLIAMS
MISSOURI
DRIVE
PETERSON
EASTHAVEN
LIMESTONE
CHERRYSTONE
SANDSTONE
PHAROAH
KING TUT
SAHARA
DEL OSO
URSA
RODD FIELD
ISLAND
MERMAID
SUNBEAM
STARCOVE
BIG DIPPER
WHISPER WIND
MILKY WAY
PADRE
SOUTH
SOUTHHAVEN
HATHOR
CAIRO
SUDAN
KARNAK
LUXOR
MEMPHIS
NILE
ENNIS JOSLIN
MCARDLE
LEXINGTON
SITE
SANDPIPER
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1073(534)
208(326)
6(8)
8(4)
200(326)
NTS
LEGEND
AM(PM) TMC
XX(YY)
TURNING MOVEMENTS
FUTURE ROADWAY
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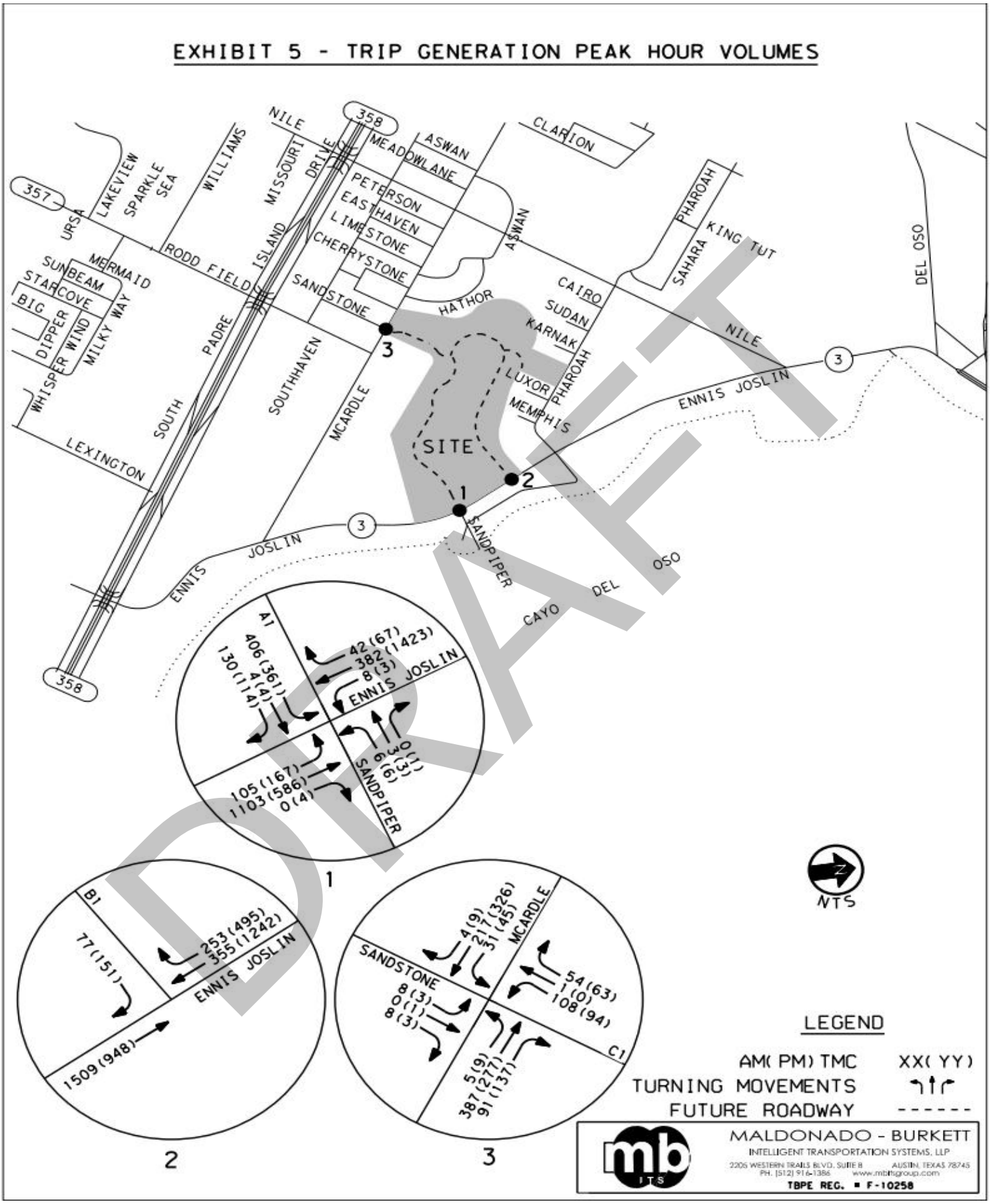
EXHIBIT 5 - TRIP GENERATION PEAK HOUR VOLUMES
NILE
358
MEADOWLANE
ASWAN
CLARION
PETERSON
EASTHAVEN
LIMESTONE
CHERRYSTONE
SANDSTONE
HATHOR
CAIRO
SUDAN
KARNAK
LUXOR
PHAROAH
MEMPHIS
SAHARA
KING TUT
DEL OSO
357
LAKEVIEW
SPARKLE SEA
WILLIAMS
MISSOURI
DRIVE
ISLAND
URSA
MERMAID
SUNBEAM
STARCOVE
BIG DIPPER
WHISPER WIND
MILKY WAY
RODD FIELD
PADRE
SOUTH
LEXINGTON
SOUTHHAVEN
MCARDLE
SITE
ENNIS JOSLIN
SANDPIPER
CAYO DEL OSO
A1
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130(114)
4(4)
42(67)
382(1423)
8(3)
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105(167)
1103(586)
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2
C1
4(9)
217(326)
31(45)
MCARDLE
SANDSTONE
8(3)
0(1)
8(3)
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1(0)
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5(9)
387(277)
91(137)
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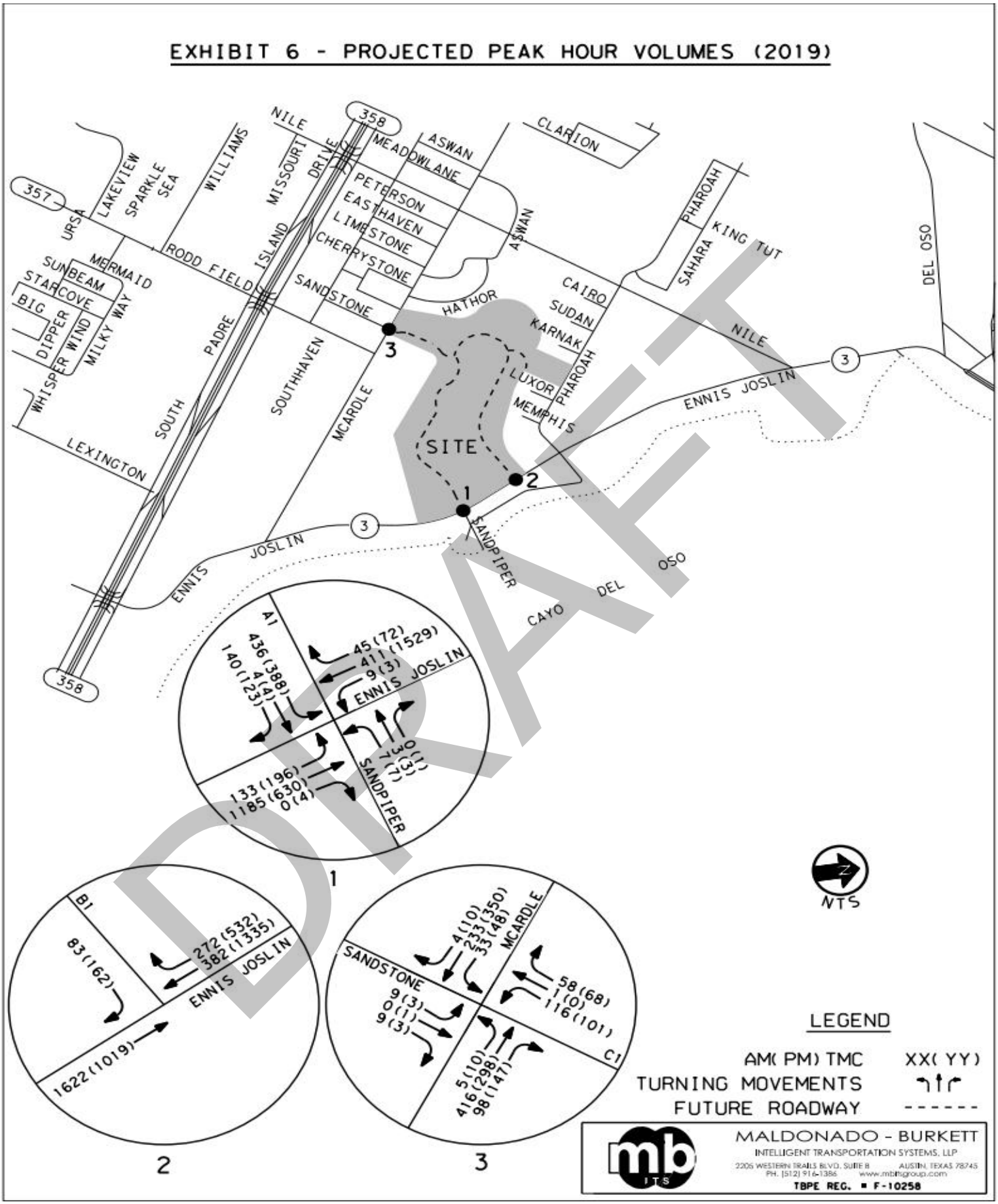
EXHIBIT 6 - PROJECTED PEAK HOUR VOLUMES (2019)
NILE
358
MEADOWLANE
ASWAN
CLARION
PETERSON
EASTHAVEN
LIMESTONE
CHERRYSTONE
SANDSTONE
HATHOR
CAIRO
SUDAN
KARNAK
LUXOR
MEMPHIS
PHAROAH
SAHARA
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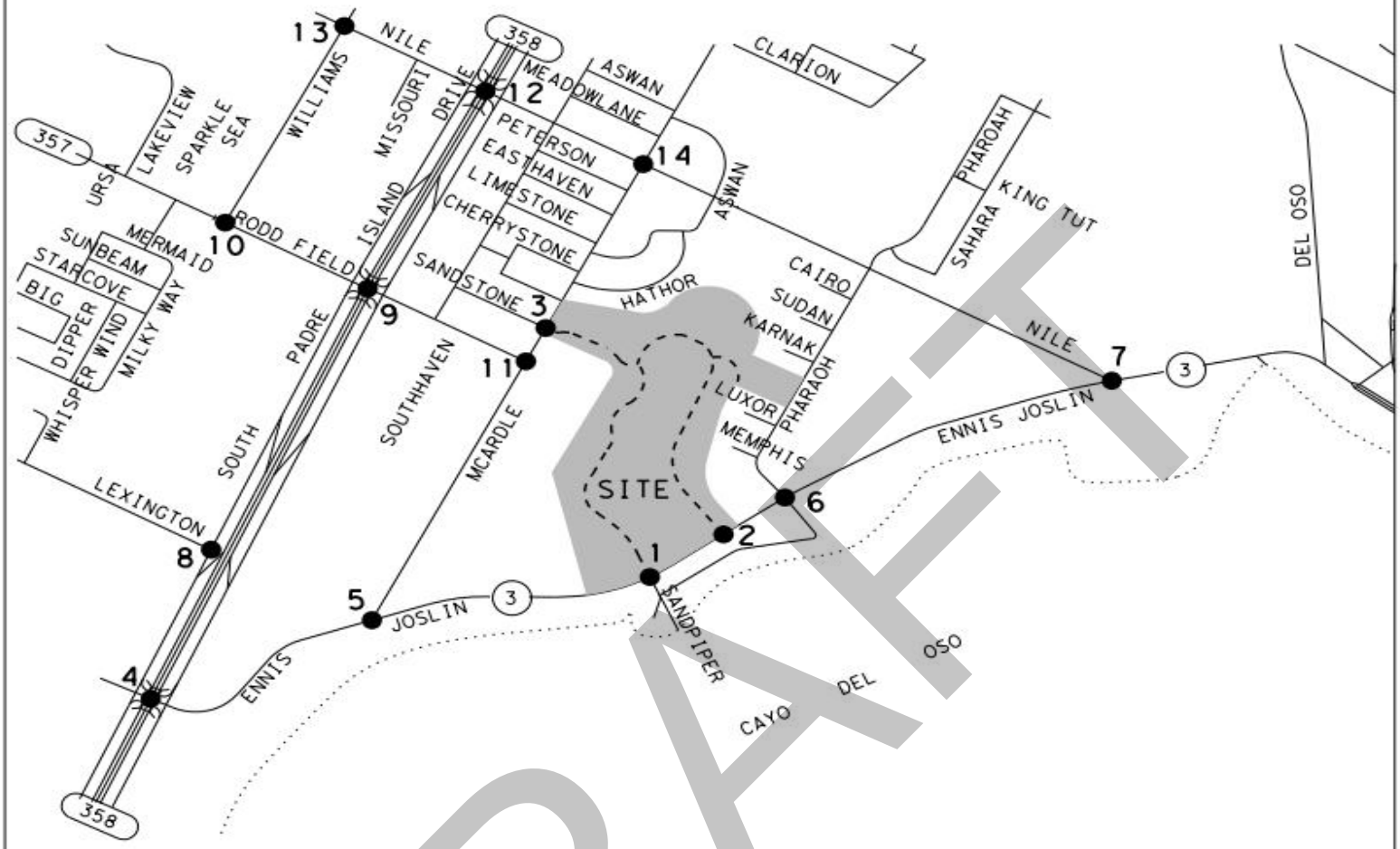
CAYO DEL OSO
MCARDLE
SOUTHHAVEN
SOUTH PADRE ISLAND
WILLIAMS
MISSOURI DRIVE
LAKEVIEW
SPARKLE SEA
URSA
357
RODD FIELD
MERMAID
SUNBEAM
STARCOVE
BIG DIPPER
WHISPER WIND
MILKY WAY
LEXINGTON
A1
45(72)
411(1529)
9(3)
436(388)
140(123)
4(4)
130(13)
(7)
133(196)
1185(630)
0(4)
B1
83(162)
272(532)
382(1335)
1622(1019)
C1
4(10)
233(350)
33(48)
58(68)
1(0)
116(101)
9(3)
0(1)
9(3)
5(10)
416(298)
98(147)
1
2
3
NTS
LEGEND
AM(PM) TMC XX(YY)
TURNING MOVEMENTS
FUTURE ROADWAY
MALDONADO - BURKETT
INTELLIGENT TRANSPORTATION SYSTEMS, LLP
2205 WESTERN TRAILS BLVD. SUITE B AUSTIN, TEXAS 78745
PH. (512) 916-1386 www.mbitsgroup.com
TBPE REG. ■ F-10258

EXHIBIT 7 - STUDY LOCATIONS SURROUNDING SITE



1. ENNIS JOSLIN @ SANDPIPER/A1 (PROP. SIGNAL)
2. ENNIS JOSLIN @ B1 (PROP. STOP SIGN CONTROL)
3. MCARDLE @ SANDSTONE/C1 (PROP. STOP SIGN CONTROL)
4. SH 358 (SPID) @ ENNIS JOSLIN (EXIST. SIGNAL)
5. ENNIS JOSLIN @ MCARDLE (PROGRAMMED TRAFFIC SIGNAL)
6. ENNIS JOSLIN @ PHARAOH (EXIST. STOP SIGN CONTROL)
7. ENNIS JOSLIN @ NILE (EXIST. SIGNAL)
8. SH 358 (SPID) @ LEXINGTON (EXIST. STOP SIGN CONTROL)
9. SH 358 (SPID) @ RODD FIELD (EXIST. SIGNAL)
10. RODD FIELD @ WILLIAMS (EXIST. SIGNAL)
11. RODD FIELD @ MCARDLE (EXIST. STOP SIGN CONTROL)
12. SH 358 (SPID) @ NILE (EXIST. SIGNAL)
13. NILE @ WILLIAMS (EXIST. ALL WAY STOP CONTROL)
14. NILE @ MCARDLE (EXIST. ALL WAY STOP CONTROL)

NTS

LEGEND

STUDY LOCATION ●

FUTURE ROADWAY ------

MALDONADO - BURKETT
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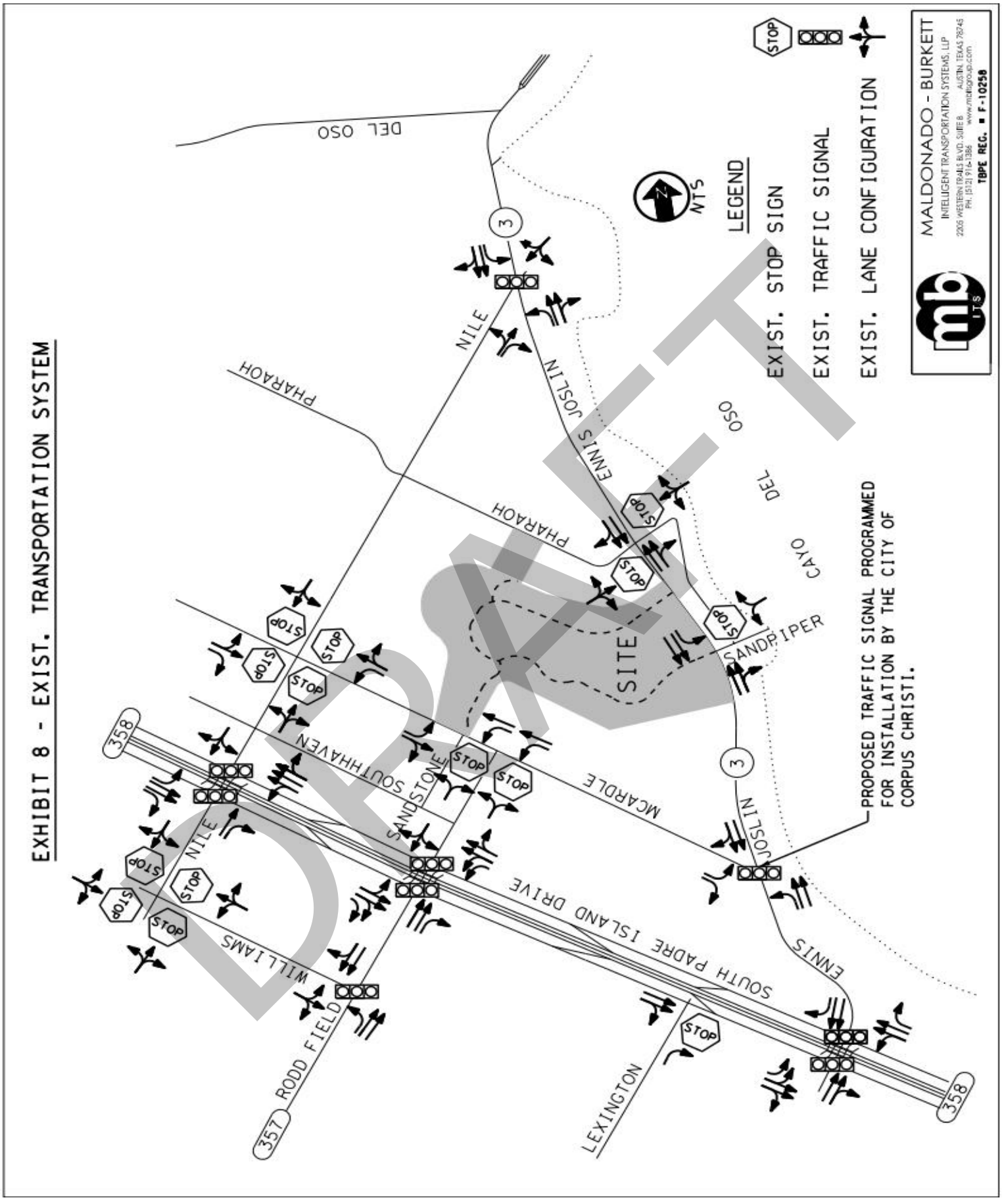
EXHIBIT 8 - EXIST. TRANSPORTATION SYSTEM
LEGEND
EXIST. STOP SIGN
EXIST. TRAFFIC SIGNAL
EXIST. LANE CONFIGURATION
NTS
MALDONADO - BURKETT
INTELLIGENT TRANSPORTATION SYSTEMS, LLP
TBPE REG. ■ F-10258
PROPOSED TRAFFIC SIGNAL PROGRAMMED FOR INSTALLATION BY THE CITY OF CORPUS CHRISTI.
SITE
DRAFT
DEL OSO
NILE
PHARAOH
ENNIS JOSLIN
OSO
DEL
CAYO
SANDPIPER
SOUTHHAVEN
SANDSTONE
MCARDLE
SOUTH PADRE ISLAND DRIVE
WILLIAMS
ROOD FIELD
LEXINGTON
ENNIS
358
357
3
STOP

Tables

TABLE 1 - TRAFFIC DISTRIBUTION

TRIP DISTRIBUTION % (AM & PM)						
DRIVEWAY	INBOUND			OUTBOUND		
	LEFT (←)	STRAIGHT (↑)	RIGHT (→)	LEFT (←)	STRAIGHT (↑)	RIGHT (→)
A1	70%	2%	28%	75%	1%	24%
B1	-	-	100%	-	-	100%
C1	30%	1%	69%	70%	1%	29%

DRIVEWAY DISTRIBUTION % (AM &PM)		
DRIVEWAY	INBOUND	OUTBOUND
A1	30%	70%
B1	50%	10%
C1	20%	20%
TOTAL	100%	100%

Table 2 – Definition of Level of Service for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (sec/veh)	Description
A	≤ 10	LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersections without stopping.
B	> 10 and ≤ 20	LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	> 20 and ≤ 35	LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35 and ≤ 55	LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 and ≤ 80	LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	> 80	LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycle fail to clear the queue.

Source: 2010 Highway Capacity Manual

TABLE 3 - LOS FOR SIGNALIZED INTERSECTIONS
EXISTING

Intersection #	Intersection Delay (HCM)	AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Intersection 1: Ennis Joslin/A1 Sandpiper	Overall	N/A	N/A	N/A	N/A
Intersection 4: SPID/Ennis Joslin	Overall	23.68	C	24.06	C
Intersection 5: Ennis Joslin/ McArdle	Overall	5.16	A	7.54	A
Intersection 7: Ennis Joslin/Nile	Overall	28.88	C	25.08	C
Intersection 9: SPID/Rodd Field	Overall	23.68	C	33.09	C
Intersection 10: Rodd Field/Williams	Overall	10.43	B	14.99	B
Intersection 12: SPID/Nile	Overall	24.40	C	26.44	C

TABLE 4 - LOS FOR SIGNALIZED INTERSECTIONS
BACKGROUND

Intersection #	Intersection Delay (HCM)	AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Intersection 1: Ennis Joslin/A1 Sandpiper	Overall	28.71	C	36.30	D
Intersection 4: SPID/Ennis Joslin	Overall	25.78	C	35.39	D
Intersection 5: Ennis Joslin/ McArdle	Overall	4.62	A	7.22	A
Intersection 7: Ennis Joslin/Nile	Overall	32.95	C	72.66	E*
Intersection 9: SPID/Rodd Field	Overall	25.11	C	34.26	C
Intersection 10: Rodd Field/Williams	Overall	10.34	B	15.36	B
Intersection 12: SPID/Nile	Overall	24.36	C	26.22	C

* Could not maintain a Level of Service D because of added trips generated by Momentum Campus.

TABLE 5 - LOS FOR SIGNALIZED INTERSECTIONS
(PROJECTED 2019)

Intersection #	Intersection Delay (HCM)	AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Intersection 1: Ennis Joslin/A1 Sandpiper	Overall	29.87	C	41.47	D
Intersection 4: SPID/Ennis Joslin	Overall	27.36	C	43.46	D
Intersection 5: Ennis Joslin/ McArdle	Overall	4.74	A	7.63	A
Intersection 7: Ennis Joslin/Nile	Overall	36.69	D	97.76	F*
Intersection 9: SPID/Rodd Field	Overall	26.67	C	38.32	D
Intersection 10: Rodd Field/Williams	Overall	10.89	B	16.88	B
Intersection 12: SPID/Nile	Overall	24.80	C	27.01	C

* Could not maintain a Level of Service D because of added trips generated by Momentum Campus.

Table 6: LOS Criteria for Stop Sign Controlled Intersections

LEVEL OF SERVICE	DELAY RANGE (seconds)
A	≤ 10 SEC.
B	> 10 and ≤ 15 sec.
C	> 15 and ≤ 25 sec.
D	> 25 and ≤ 35 sec.
E	> 35 and ≤ 50 sec.
F	> 50 sec.

Source: 2010 Highway Capacity Manual

Table 7: LOS by Volume-to-Capacity Ratio*
For All-Way Stop Control

	LOS by Volume to Capacity Ratio*	
Control Delay (s/veh)	v/c ≤ 1.0	v/c >1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: *For approaches and intersectionwide assessment, LOS is defined soley by control delay.
Source: 2010 Highway Capacity Manual

TABLE 8 - LOS For Un-Signalized Intersections

Existing

			AM				PM			
Intersection #		Approach Delay	EAST BOUND	WEST BOUND	SOUTH BOUND	NORTH BOUND	EAST BOUND	WEST BOUND	SOUTH BOUND	NORTH BOUND
INTERSECTION 2 ENNIS JOSLIN/B1		LOS	N/A	N/A	FREE	FREE	N/A	N/A	FREE	FREE
		(s/veh)	N/A	N/A	-	-	N/A	N/A	-	-
INTERSECTION 3 ENNIS JOSLIN/ SANDSTONE/C1		LOS	FREE	FREE	N/A	C	FREE	FREE	N/A	C
		(s/veh)	-	-	N/A	18.4	-	-	N/A	19.15
INTERSECTION 6 ENNIS JOSLIN/ PHARAOH		LOS	C	F	FREE	FREE	F	F	FREE	FREE
		(s/veh)	21.29	73.07	-	-	68.17	54.94	-	-
INTERSECTION 8 SPID/ LEXINGTON		LOS	FREE	N/A	N/A	A	FREE	N/A	N/A	A
		(s/veh)	-	N/A	N/A	7.51	-	N/A	N/A	7.33
INTERSECTION 11 MCARDLE/ RODD FIELD		LOS	FREE	FREE	N/A	B	FREE	FREE	N/A	B
		(s/veh)	-	-	N/A	11.4	-	-	N/A	12.81
*	INTERSECTION 13 NILE/WILLIAMS	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		(s/veh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
*	INTERSECTION 14 MCARDLE/ NILE	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		(s/veh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* ALL WAY STOP CONDITION

TABLE 9 - LOS For Un-Signalized Intersections

Background

Intersection #	Approach Delay	AM				PM			
		EAST BOUND	WEST BOUND	SOUTH BOUND	NORTH BOUND	EAST BOUND	WEST BOUND	SOUTH BOUND	NORTH BOUND
INTERSECTION 2 ENNIS JOSLIN/B1	LOS	B	N/A	FREE	FREE	E	N/A	FREE	FREE
	(s/veh)	10.85	N/A	-	-	38.28	N/A	-	-
INTERSECTION 3 ENNIS JOSLIN/ SANDSTONE/C1	LOS	FREE	FREE	C	C	FREE	FREE	C	D
	(s/veh)	-	-	20.09	21.51	-	-	17.63	33.35
INTERSECTION 6 ENNIS JOSLIN/ PHARAOH	LOS	E	F	FREE	FREE	F	F	FREE	FREE
	(s/veh)	41.92	210.48	-	-	284.44	204.7	-	-
INTERSECTION 8 SPID/ LEXINGTON	LOS	FREE	N/A	N/A	A	FREE	N/A	N/A	A
	(s/veh)	-	N/A	N/A	7.51	-	N/A	N/A	7.33
INTERSECTION 11 MCARDLE/ RODD FIELD	LOS	FREE	FREE	N/A	B	FREE	FREE	N/A	C
	(s/veh)	-	-	N/A	14.05	-	-	N/A	21.88
* INTERSECTION 13 NILE/WILLIAMS	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	(s/veh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
* INTERSECTION 14 MCARDLE/ NILE	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	(s/veh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* ALL WAY STOP CONDITION

TABLE 10 - LOS For Un-Signalized Intersections
(Projected 2019)

Intersection #	Approach Delay	AM				PM			
		EAST BOUND	WEST BOUND	SOUTH BOUND	NORTH BOUND	EAST BOUND	WEST BOUND	SOUTH BOUND	NORTH BOUND
INTERSECTION 2 ENNIS JOSLIN/B1	LOS	B	N/A	FREE	FREE	F	N/A	FREE	FREE
	(s/veh)	11.15	N/A	-	-	52.94	N/A	-	-
INTERSECTION 3 ENNIS JOSLIN/ SANDSTONE/C1	LOS	FREE	FREE	C	C	FREE	FREE	C	E
	(s/veh)	-	-	22.3	22.91	-	-	19.85	36.05
INTERSECTION 6 ENNIS JOSLIN/ PHARAOH	LOS	F	F	FREE	FREE	F	F	FREE	FREE
	(s/veh)	50.94	282.6	-	-	380.41	279.68	-	-
INTERSECTION 8 SPID/ LEXINGTON	LOS	FREE	N/A	N/A	A	FREE	N/A	N/A	A
	(s/veh)	-	N/A	N/A	7.53	-	N/A	N/A	7.33
INTERSECTION 11 MCARDLE/ RODD FIELD	LOS	FREE	FREE	N/A	C	FREE	FREE	N/A	D
	(s/veh)	-	-	N/A	15.2	-	-	N/A	27.29
* INTERSECTION 13 NILE/WILLIAMS	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	(s/veh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
* INTERSECTION 14 MCARDLE/ NILE	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	(s/veh)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* ALL WAY STOP CONDITION

Appendix

Project Information	
Project Name:	Barisi Village Project
No:	1
Date:	6/9/2014
City:	Corpus Christi
State/Province:	Texas
Zip/Postal Code:	78411
Country:	USA
Client Name:	Blackard Global
Analyst's Name:	Ramon Maldonado
Edition:	9th

TRIP GENERATION DATA

Land Use	Size	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
		Entry	Exit	Entry	Exit
820 - Shopping Center	120 1000 Sq. Feet Gross Leasable Area	108	66	325	352
Reduction		0	0	0	0
Internal		10	2	55	132
Pass-by		0	0	100	81
Non-pass-by		98	64	170	139
720 - Medical-Dental Office Building	80 1000 Sq. Feet Gross Floor Area	151	40	67	171
Reduction		0	0	0	0
Internal		0	0	0	3
Pass-by		0	0	0	0
Non-pass-by		151	40	67	168
310 - Hotel	120 Occupied Rooms	46	34	41	43
Reduction		0	0	0	0
Internal		0	4	7	7
Pass-by		0	0	0	0
Non-pass-by		46	30	34	36
220 - Apartment	1200 Dwelling Units	122	490	484	260
Reduction		0	0	0	0
Internal		2	5	92	33
Pass-by		0	0	0	0
Non-pass-by		120	485	392	227
254 - Assisted Living	200 Beds	24	12	19	25
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		24	12	19	25
252 - Senior Adult Housing - Attached	450 Dwelling Units	31	59	59	51
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		31	59	59	51
620 - Nursing Home	120 Beds	17	7	9	17
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		17	7	9	17
230 - Residential Condominium/Townhouse	200 Dwelling Units	15	75	71	35
Reduction		0	0	0	0
Internal		0	1	36	15
Pass-by		0	0	0	0
Non-pass-by		15	74	35	20
430 - Golf Course	9 Holes	15	4	13	13
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		15	4	13	13
493 - Athletic Club	4.5 1000 Sq. Feet Gross Floor Area	8	5	17	10
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		8	5	17	10
Total		537	792	1105	977
Total Reduction		0	0	0	0
Total Internal		12	12	190	190
Total Pass-by		0	0	100	81
Total Non-pass-by		525	780	815	706

Prev

Distribution Settings

Click to select the Time of Day (AM or PM) for the report.

Time of Day: (●) **AM**
Period Analysis: *(Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.)*

( ) **PM**
(Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.)

Distribution Report

The report contains a summary of the result traffic volumes for each movement in each Driveway.

Note: The '-' character displayed in the Non-pass-by column indicates a movement which does not access the Driveway and which therefore cannot be considered for Non-pass-by trips.

Driveway	Trip Distribution												
A1		Ennis Joslin			Sandpiper			Ennis Joslin			A1		
	Movement	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
	Background Traffic	8	271	0	6	0	0	0	1072	0	0	0	0
	Non-pass-by	-	-	42	-	3	-	105	-	-	406	4	130
	Pass-by	0	0	0	0	0	0	0	0	0	0	0	0
	A1 Total	8	271	42	6	3	0	105	1072	0	406	4	130

B1		Ennis Joslin			Westbound			Ennis Joslin			B1		
	Movement	-	↑	↱	-	-	-	-	↑	-	-	-	↱
	Background Traffic	-	279	0	-	-	-	-	1072	-	-	-	0
	Non-pass-by	-	-	253	-	-	-	-	-	-	-	-	77
	Pass-by	-	0	0	-	-	-	-	0	-	-	-	0
	B1 Total	-	279	253	-	-	-	-	1072	-	-	-	77

C1		C1			McArdle Road			Sandstone Street			McArdle Road		
	Movement	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
	Background Traffic	0	0	0	5	362	0	8	0	8	0	217	4
	Non-pass-by	108	1	54	-	-	91	-	0	-	31	-	-
	Pass-by	0	0	0	0	0	0	0	0	0	0	0	0
	C1 Total	108	1	54	5	362	91	8	0	8	31	217	4

Prev

Distribution Settings

Click to select the Time of Day (AM or PM) for the report.

Time of Day: ○ **AM**
Period Analysis: *(Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.)*

● **PM**
(Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.)

Distribution Report

The report contains a summary of the result traffic volumes for each movement in each Driveway.

Note: The '-' character displayed in the Non-pass-by column indicates a movement which does not access the Driveway and which therefore cannot be considered for Non-pass-by trips.

Driveway	Trip Distribution												
A1		Ennis Joslin			Sandpiper			Ennis Joslin			A1		
	Movement	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
	Background Traffic	3	1235	0	6	0	1	0	533	4	0	0	0
	Non-pass-by	-	-	67	-	3	-	167	-	-	361	4	114
	Pass-by	0	0	0	0	0	0	0	0	0	0	0	0
	A1 Total	3	1235	67	6	3	1	167	533	4	361	4	114

B1		Ennis Joslin			Westbound			Ennis Joslin			B1		
	Movement	-	↑	↱	-	-	-	-	↑	-	-	-	↱
	Background Traffic	-	1238	0	-	-	-	-	534	-	-	-	0
	Non-pass-by	-	-	395	-	-	-	-	-	-	-	-	70
	Pass-by	-	-100	100	-	-	-	-	0	-	-	-	81
	B1 Total	-	1138	495	-	-	-	-	534	-	-	-	151

C1		C1			McArdle Road			Sandstone Street			McArdle Road		
	Movement	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
	Background Traffic	0	0	0	9	263	0	3	0	3	0	326	9
	Non-pass-by	94	0	63	-	-	137	-	1	-	45	-	-
	Pass-by	0	0	0	0	0	0	0	0	0	0	0	0
	C1 Total	94	0	63	9	263	137	3	1	3	45	326	9

INTERSECTION #1: Ennis Joslin @ Sandpiper/A1 - AM Peak (Signalized)

Timing Data

Artery	Sandpiper			Sandpiper			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	2	1 >	< 1	1 >	< 1 >	< 1	1	2	1	1	2 >	< 1
Volume (vph)	406	4	130	6	3	0	8	382	42	105	1103	0
Movement Type	Prot+Perm	Prot	Prot	Perm	Prot	Prot	Prot+Perm	Prot	Prot	Prot+Perm	Prot	Prot
Left-turn Phasing	Lead						Lead			Lead		
Overlap?		Yes			Yes			Yes			Yes	
Phase ID	5	2	2		6	6	7	4	4	3	8	8
Minimum Green (sec)	23	30	30	6	10	10	8	30	30	20	30	30
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	22.5	34.17	34.17	0	11.67	11.67	10	40.83	40.83	25	55.83	55.83
Green Splits (sec)	27	41	41	0	14	14	12	49	49	30	67	67

Sat. Flow Data

Artery	Sandpiper			Sandpiper			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	2	1 >	< 1	1 >	< 1 >	< 1	1	2	1	1	2 >	< 1
Volume (vph)	406	4	130	6	3	0	8	382	42	105	1103	0
Adjusted Flow (vph)	406	4	130	6	3	0	8	382	42	105	1103	0
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	3539.22	47.48	1542.98	1000.59	500.29	0	1769.61	3725.49	1583.33	1769.61	3725.49	0
Prot Sat. Flow (pcphg)	3539.22	47.48	1542.98	1199.73	599.87	0	1769.61	3725.49	1583.33	1769.61	3725.49	0
Perm Sat. Flow (pcphg)	2675.1			1000.59			483.58			947.2		

Signal MOEs

Artery	Sandpiper			Sandpiper			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	2	1 >	< 1	1 >	< 1 >	< 1	1	2	1	1	2 >	< 1
Volume (vph)	406	4	130	6	3	0	8	382	42	105	1103	0
SatFlow (pcphg)	3539.22	47.48	1542.98	1000.59	500.29	0	1769.61	3725.49	1583.33	1769.61	3725.49	0
Green Splits (sec)	27	41	41	0	14	14	12	49	49	30	67	67
Delay (sec/veh)	48.16	72.41	32.76		54.04		53.61	26.6	24.31	40.9	20.41	
Delay LOS	D	E	C		D		D	C	C	D	C	
V/C Ratio	0.6	0.27	0.27		0.07		0.07	0.27	0.07	0.27	0.56	
V/C LOS	A	A	A		A		A	A	A	A	A	
Stops (stops/veh)	0.82	0.68	0.68		0.83		0.84	0.63	0.58	0.75	0.61	
Ave Queue (veh)	10.94	0.09	3		0.09		0.25	7.96	0.88	2.74	17.46	
Max Queue (veh)	12.36	0.1	3.27		0.09		0.25	8.87	0.9	2.91	24.81	
Fuel Consumption (g/hr)	7.88	0.09	2.01		0.05		0.21	7.03	0.73	2.87	23.65	

INTERSECTION #1: Ennis Joslin @ Sandpiper/A1 - PM Peak (Signalized)

Timing Data

Artery	Sandpiper			Sandpiper			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	2	1 >	< 1	1 >	< 1 >	< 1	1	2	1	1	2 >	< 1
Volume (vph)	361	4	114	6	3	1	3	1423	67	167	586	4
Movement Type	Prot+Perm	Prot	Prot	Perm	Prot	Prot	Prot+Perm	Prot	Prot	Prot+Perm	Prot	Prot
Left-turn Phasing	Lead						Lead			Lead		
Overlap?		Yes			Yes			Yes			Yes	
Phase ID	5	2	2		6	6	7	4	4	3	8	8
Minimum Green (sec)	23	25	25	6	10	10	8	50	45	20	30	30
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	22.5	34.17	34.17	0	11.67	11.67	10	45.83	45.83	20	55.83	55.83
Green Splits (sec)	27	41	41	0	14	14	12	55	55	24	67	67

Sat. Flow Data

Artery	Sandpiper			Sandpiper			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	2	1 >	< 1	1 >	< 1 >	< 1	1	2	1	1	2 >	< 1
Volume (vph)	361	4	114	6	3	1	3	1423	67	167	586	4
Adjusted Flow (vph)	361	4	114	6	3	1	3	1423	67	167	586	4
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	3539.22	53.95	1537.48	908.22	454.11	151.37	1769.61	3725.49	1583.33	1769.61	3695.81	25.23
Prot Sat. Flow (pcphg)	3539.22	53.95	1537.48	1065.21	532.61	177.54	1769.61	3725.49	1583.33	1769.61	3695.81	25.23
Perm Sat. Flow (pcphg)	2675.1			908.22			784.76			356.48		

Signal MOEs

Artery	Sandpiper			Sandpiper			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	2	1 >	< 1	1 >	< 1 >	< 1	1	2	1	1	2 >	< 1
Volume (vph)	361	4	114	6	3	1	3	1423	67	167	586	4
SatFlow (pcphg)	3539.22	53.95	1537.48	908.22	454.11	151.37	1769.61	3725.49	1583.33	1769.61	3695.81	25.23
Green Splits (sec)	27	41	41	0	14	14	12	55	55	24	67	67
Delay (sec/veh)	46.63	62.38	32.2		54.81	62.69	52.75	40.6	21.01	53.67	16.49	66.72
Delay LOS	D	E	C		D	E	D	D	C	D	B	E
V/C Ratio	0.53	0.24	0.24		0.08	0.08	0.03	0.9	0.1	0.57	0.3	0.3
V/C LOS	A	A	A		A	A	A	E	A	A	A	A
Stops (stops/veh)	0.81	0.67	0.67		0.83	0.83	0.84	0.87	0.54	0.83	0.51	0.51
Ave Queue (veh)	9.73	0.09	2.63		0.09	0.03	0.09	27.27	1.28	4.64	9.28	0.06
Max Queue (veh)	10.83	0.1	2.84		0.09	0.03	0.09	44.13	1.34	5.12	11.03	0.08
Fuel Consumption (g/hr)	9.26	0.11	2.5		0.05	0.02	0.08	36.45	1.17	5.17	11.37	0.12

INTERSECTION #2: Ennis Joslin @ B1 - AM Peak (Unsignalized)

Intersection Data

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	77	355	253	0	1509
Sign		Stop	Free	Free		Free
Channelized Right Turn		No		No		
Median Type			Raised			Raised
Stage 2 Storage (v)						
Flared Street Storage (v)		0				
Pedestrian (pred/hr)		0	0			0
Walking Speed (fps)		4	4			4

Capacity Data

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	77	355	253	0	1509
Adjusted Flow (vph)	0	77	355	253	0	2252
Peak Hour Factor		1	1	1		0.67
Growth Factor		1	1	1		1
Heavy Vehicles (%)		2	2	2		2
Ideal Sat.Flow (pcphgpl)		1900	1900	1900		1900
Capacity (pcphg):						
Random Arrivals		692	2066.97	1473.08		3800
With Platooning		692	2066.97	1473.08		3800

Headway Data

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	77	355	253	0	1509
Base Crit. Headway (s)		6.9				
Crit. Headway (s)		6.94				
Two-Stage Crit.						
Headway (s)						
Base Follow-up Time (s)		3.3				
Follow-up Time (s)		3.32				

TWSC MOEs

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	77	355	253	0	1509
Isolated:						
Capacity (pcph)		692	2066.97	1473.08		3800
Delay (s/veh)		10.85				
Delay LOS		B				
V/C Ratio		0.11	0.17	0.17		0.59
V/C LOS		A	A	A		A
95% Queue (veh)		0.37				
Appr. Delay (s/veh)		10.85				
Appr. Delay LOS		B				
With Platooning:						
Capacity (pcph)		692	2066.97	1473.08		3800
Delay (s/veh)		10.85				
Delay LOS		B				
V/C Ratio		0.11	0.17	0.17		0.59
V/C LOS		A	A	A		A
95% Queue (veh)		0.37				
Appr. Delay (s/veh)		10.85				
Appr. Delay LOS		B				

INTERSECTION #2: Ennis Joslin @ B1 - PM Peak (Unsignalized)

Intersection Data

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	151	1242	495	0	948
Sign		Stop	Free	Free		Free
Channelized Right Turn		No		No		
Median Type			Raised			Raised
Stage 2 Storage (v)						
Flared Street Storage (v)		0				
Pedestrian (pred/hr)		0	0			0
Walking Speed (fps)		4	4			4

Capacity Data

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	151	1242	495	0	948
Adjusted Flow (vph)	0	151	1444	495	0	1156
Peak Hour Factor		1	0.86	1		0.82
Growth Factor		1	1	1		1
Heavy Vehicles (%)		2	2	2		2
Ideal Sat.Flow (pcphgpl)		1900	1900	1900		1900
Capacity (pcphg):						
Random Arrivals		253.04	2708.02	928.18		3800
With Platooning		253.04	2708.02	928.18		3800

Headway Data

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	151	1242	495	0	948
Base Crit. Headway (s)		6.9				
Crit. Headway (s)		6.94				
Two-Stage Crit.						
Headway (s)						
Base Follow-up Time (s)		3.3				
Follow-up Time (s)		3.32				

TWSC MOEs

Artery	B1		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	0	1	2 >	< 1	0	2
Volume (vph)	0	151	1242	495	0	948
Isolated:						
Capacity (pcph)		253.04	2708.02	928.18		3800
Delay (s/veh)		38.28				
Delay LOS		E				
V/C Ratio		0.6	0.53	0.53		0.3
V/C LOS		A	A	A		A
95% Queue (veh)		3.49				
Appr. Delay (s/veh)		38.28				
Appr. Delay LOS		E				
With Platooning:						
Capacity (pcph)		253.04	2708.02	928.18		3800
Delay (s/veh)		38.28				
Delay LOS		E				
V/C Ratio		0.6	0.53	0.53		0.3
V/C LOS		A	A	A		A
95% Queue (veh)		3.49				
Appr. Delay (s/veh)		38.28				
Appr. Delay LOS		E				

INTERSECTION #3: McArdle @ Sandstone/C1 - AM Peak (Unsignalized)

Intersection Data

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	31	217	4	5	387	91	108	1	54	8	0	8
Sign	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Channelized Right Turn			No			No			No			No
Median Type	TWLTL			TWLTL								
Stage 2 Storage (v)							0	0		0	0	
Flared Street Storage (v)							0			0		
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	31	217	4	5	387	91	108	1	54	8	0	8
Adjusted Flow (vph)	31	217	4	5	387	91	108	1	54	8	0	8
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	1084.29	1859.67	34.28	1348.12	1488.28	349.96	328.61	11.16	602.68	226.01	0	226.01
With Platooning	1084.29	1859.67	34.28	1348.12	1488.28	349.96	328.61	11.16	602.68	226.01	0	226.01

Headway Data

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	31	217	4	5	387	91	108	1	54	8	0	8
Base Crit. Headway (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
Crit. Headway (s)	4.12			4.12			7.12	6.52	6.22	7.12	6.52	6.22
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	2.2			2.2			3.5	4	3.3	3.5	4	3.3
Follow-up Time (s)	2.22			2.22			3.52	4.02	3.32	3.52	4.02	3.32

TWSC MOEs

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	31	217	4	5	387	91	108	1	54	8	0	8
Isolated:												
Capacity (pcph)	1084.29	1859.67	34.28	1348.12	1488.28	349.96	328.61	11.16	602.68	226.01	0	226.01
Delay (s/veh)	8.42			7.68			21.23	357.19	11.56	21.51		21.51
Delay LOS	A			A			C	F	B	C		C
V/C Ratio	0.03	0.12	0.12	0	0.26	0.26	0.33	0.09	0.09	0.04		0.04
V/C LOS	A	A	A	A	A	A	A	A	A	A		A
95% Queue (veh)	0.09			0.01			1.4	0.25	0.29	0.11		0.11
Appr. Delay (s/veh)							20.09			21.51		
Appr. Delay LOS							C			C		
With Platooning:												
Capacity (pcph)	1084.29	1859.67	34.28	1348.12	1488.28	349.96	328.61	11.16	602.68	226.01	0	226.01
Delay (s/veh)	8.42			7.68			21.23	357.19	11.56	21.51		21.51
Delay LOS	A			A			C	F	B	C		C
V/C Ratio	0.03	0.12	0.12	0	0.26	0.26	0.33	0.09	0.09	0.04		0.04
V/C LOS	A	A	A	A	A	A	A	A	A	A		A
95% Queue (veh)	0.09			0.01			1.4	0.25	0.29	0.11		0.11
Appr. Delay (s/veh)							20.09			21.51		
Appr. Delay LOS							C			C		

INTERSECTION #3: McArdle @ Sandstone/C1 - PM Peak (Unsignalized)

Intersection Data

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	0	1	1 >	< 1 >	< 1
Volume (vph)	45	326	9	7	277	137	94	0	63	3	1	3
Sign	Free	Free	Free	Free	Free	Free	Stop		Stop	Stop	Stop	Stop
Channelized Right Turn			No			No			No			No
Median Type	TWLTL			TWLTL								
Stage 2 Storage (v)							0			0	0	
Flared Street Storage (v)							0			0		
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	0	1	1 >	< 1 >	< 1
Volume (vph)	45	326	9	7	277	137	94	0	63	3	1	3
Adjusted Flow (vph)	45	326	9	7	277	137	94	0	63	3	1	3
Peak Hour Factor	1	1	1	1	1	1	1		1	1	1	1
Growth Factor	1	1	1	1	1	1	1		1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2		2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	1144.94	1840.23	50.8	1224.29	1201.11	594.05	301.07		697.41	166.27	55.42	166.27
With Platooning	1144.94	1840.23	50.8	1224.29	1201.11	594.05	301.07		697.41	166.27	55.42	166.27

Headway Data

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	0	1	1 >	< 1 >	< 1
Volume (vph)	45	326	9	7	277	137	94	0	63	3	1	3
Base Crit. Headway (s)	4.1			4.1			7.1		6.2	7.1	6.5	6.2
Crit. Headway (s)	4.12			4.12			7.12		6.22	7.12	6.52	6.22
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	2.2			2.2			3.5		3.3	3.5	4	3.3
Follow-up Time (s)	2.22			2.22			3.52		3.32	3.52	4.02	3.32

TWSC MOEs

Artery	McArdle			McArdle			SandStone			SandStone		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1	0	1	1 >	< 1 >	< 1
Volume (vph)	45	326	9	7	277	137	94	0	63	3	1	3
Isolated:												
Capacity (pcph)	1144.94	1840.23	50.8	1224.29	1201.11	594.05	301.07		697.41	166.27	55.42	166.27
Delay (s/veh)	8.27			7.96			22.29		10.67	27.05	71.15	27.05
Delay LOS	A			A			C		B	D	F	D
V/C Ratio	0.04	0.18	0.18	0.01	0.23	0.23	0.31		0.09	0.02	0.02	0.02
V/C LOS	A	A	A	A	A	A	A		A	A	A	A
95% Queue (veh)	0.12			0.02			1.3		0.3	0.05	0.05	0.05
Appr. Delay (s/veh)							17.63			33.35		
Appr. Delay LOS							C			D		
With Platooning:												
Capacity (pcph)	1144.94	1840.23	50.8	1224.29	1201.11	594.05	301.07		697.41	166.27	55.42	166.27
Delay (s/veh)	8.27			7.96			22.29		10.67	27.05	71.15	27.05
Delay LOS	A			A			C		B	D	F	D
V/C Ratio	0.04	0.18	0.18	0.01	0.23	0.23	0.31		0.09	0.02	0.02	0.02
V/C LOS	A	A	A	A	A	A	A		A	A	A	A
95% Queue (veh)	0.12			0.02			1.3		0.3	0.05	0.05	0.05
Appr. Delay (s/veh)							17.63			33.35		
Appr. Delay LOS							C			D		

INTERSECTION #4: SH 358 (SPID) @ Ennis Joslin - AM Peak (Signalized)

Timing Data

Artery	Ennis Joslin		Ennis Joslin		SH 358 WB			SH 358 EB			Ennis Joslin		Ennis Joslin	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	1	1	1 >	< 2	1	2 >	< 2 >	< 1	2 >	< 1	2 >	< 1
Volume (vph)	287	359	8	531	11	302	471	519	93	29	282	12	12	1
Movement Type	Prot	Prot	Prot	Prot	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing			Lead		Lead			Lead			Lead			
Overlap?	No			Yes		No			No			Yes	No	
Phase ID	2	2	1	2 1	4	4	4	8	8	8	5	5 6	6	6
Minimum Green (sec)	6	6	4	6	4	6	6	4	6	6	4	6	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	37.78	37.78	21.11	58.89	41.11	41.11	41.11	30	30	30	58.89	70	11.11	11.11
Green Splits (sec)	34	34	19	53	37	37	37	27	27	27	53	63	10	10

Sat. Flow Data

Artery	Ennis Joslin		Ennis Joslin		SH 358 WB			SH 358 EB			Ennis Joslin		Ennis Joslin	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	1	1	1 >	< 2	1	2 >	< 2 >	< 1	2 >	< 1	2 >	< 1
Volume (vph)	287	359	8	531	11	302	471	519	93	29	282	12	12	1
Adjusted Flow (vph)	287	359	8	531	11	302	471	519	93	29	282	12	12	1
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1862.75	1583.33	1769.61	1862.75	130.69	3587.93	1583.33	3539.22	1362.8	424.96	3401.7	144.75	3392.86	282.74
Prot Sat. Flow (pcphg)	1862.75	1583.33	1769.61	1862.75	130.69	3587.93	1583.33	3539.22	1362.8	424.96	3401.7	144.75	3392.86	282.74
Perm Sat. Flow (pcphg)			1033.34		130.69			3539.22			2582.09			

Signal MOEs

Artery	Ennis Joslin		Ennis Joslin		SH 358 WB			SH 358 EB			Ennis Joslin		Ennis Joslin	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	1	1	1 >	< 2	1	2 >	< 2 >	< 1	2 >	< 1	2 >	< 1
Volume (vph)	287	359	8	531	11	302	471	519	93	29	282	12	12	1
SatFlow (pcphg)	1862.75	1583.33	1769.61	1862.75	130.69	3587.93	1583.33	3539.22	1362.8	424.96	3401.7	144.75	3392.86	282.74
Green Splits (sec)	34	34	19	53	37	37	37	27	27	27	53	63	10	10
Delay (sec/veh)	26.11	32.79	31.56	15	30.56	20.12	37.41	31.87	28.64	32.7	10.36	8.55	39.78	44.62
Delay LOS	C	C	C	B	C	C	D	C	C	C	B	A	D	D
V/C Ratio	0.46	0.68	0.03	0.52	0.23	0.23	0.81	0.57	0.27	0.27	0.15	0.13	0.05	0.05
V/C LOS	A	B	A	A	A	A	D	A	A	A	A	A	A	A
Stops (stops/veh)	0.71	0.78	0.75	0.57	0.62	0.62	0.88	0.79	0.72	0.72	0.45	0.34	0.84	0.84
Ave Queue (veh)	4.78	5.98	0.17	6.05	0.17	4.78	7.46	9.66	1.73	0.54	3.21	0.1	0.28	0.02
Max Queue (veh)	5.65	7.74	0.17	8.46	0.19	5.22	10.62	11.32	1.86	0.58	3.5	0.11	0.28	0.02
Fuel Consumption (g/hr)	6.16	8.38	0.11	4.91	0.26	6.51	13.31	13.49	2.28	0.73	2.07	0.07	0.2	0.02

INTERSECTION #4: SH 358 (SPID) @ Ennis Joslin - PM Peak (Signalized)

Timing Data

Artery	Ennis Joslin		Ennis Joslin		SH 358 WB			SH 358 EB			Ennis Joslin		Ennis Joslin	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	1	1	1 >	< 2	1	2 >	< 2 >	< 1	2 >	< 1	2 >	< 1
Volume (vph)	762	662	30	474	4	213	413	478	290	10	756	5	34	5
Movement Type	Prot	Prot	Prot	Prot	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing			Lead		Lead			Lead			Lead			
Overlap?	No			Yes		No			No			Yes	No	
Phase ID	2	2	1	2 1	4	4	4	8	8	8	5	5 6	6	6
Minimum Green (sec)	6	6	4	6	4	6	6	4	6	6	4	6	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	47.78	47.78	21.11	68.89	31.11	31.11	31.11	30	30	30	58.89	70	11.11	11.11
Green Splits (sec)	43	43	19	62	28	28	28	27	27	27	53	63	10	10

Sat. Flow Data

Artery	Ennis Joslin		Ennis Joslin		SH 358 WB			SH 358 EB			Ennis Joslin		Ennis Joslin	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	1	1	1 >	< 2	1	2 >	< 2 >	< 1	2 >	< 1	2 >	< 1
Volume (vph)	762	662	30	474	4	213	413	478	290	10	756	5	34	5
Adjusted Flow (vph)	762	662	30	474	4	213	413	478	290	10	756	5	34	5
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1862.75	1583.33	1769.61	1862.74	68.61	3653.27	1583.33	3318.55	2013.35	69.43	3517.12	23.26	3176.01	467.06
Prot Sat. Flow (pcphg)	1862.75	1583.33	1769.61	1862.74	68.61	3653.27	1583.33	3318.55	2013.35	69.43	3517.12	23.26	3176.01	467.06
Perm Sat. Flow (pcphg)			666.3		68.61			3318.55			2590.75			

Signal MOEs

Artery	Ennis Joslin		Ennis Joslin		SH 358 WB			SH 358 EB			Ennis Joslin		Ennis Joslin	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	1	1	1 >	< 2	1	2 >	< 2 >	< 1	2 >	< 1	2 >	< 1
Volume (vph)	762	662	30	474	4	213	413	478	290	10	756	5	34	5
SatFlow (pcphg)	1862.75	1583.33	1769.61	1862.74	68.61	3653.27	1583.33	3318.55	2013.35	69.43	3517.12	23.26	3176.01	467.06
Green Splits (sec)	43	43	19	62	28	28	28	27	27	27	53	63	10	10
Delay (sec/veh)	45.11	51.59	32.48	8.61	51.35	26.21	71.42	31.84	33.55	119.01	12.51	56.29	41.24	50.38
Delay LOS	D	D	C	A	D	C	E	C	C	F	B	E	D	D
V/C Ratio	0.94	0.96	0.1	0.39	0.22	0.22	0.98	0.56	0.56	0.56	0.39	0.33	0.16	0.16
V/C LOS	E	E	A	A	A	A	E	A	A	A	A	A	A	A
Stops (stops/veh)	1.04	1.12	0.76	0.43	0.7	0.7	1.26	0.78	0.78	0.78	0.52	0.39	0.85	0.85
Ave Queue (veh)	10.8	9.38	0.63	4.21	0.07	3.9	7.57	8.9	5.4	0.19	8.61	0.04	0.79	0.12
Max Queue (veh)	18.27	16.12	0.64	5.65	0.08	4.15	10.24	10.39	6.31	0.22	10.97	0.05	0.8	0.12
Fuel Consumption (g/hr)	21.23	19.71	0.43	3.25	0.12	5.07	16.51	12.4	7.63	0.44	6.31	0.08	0.58	0.09

INTERSECTION #5: Ennis Joslin @ McArdle - AM Peak (signalized)

Timing Data

Artery	McArdle		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1	1	2 >	< 1	1	2
Volume (vph)	59	42	495	68	52	1146
Movement Type	Prot	Prot	Prot	Prot	Perm	Prot
Left-turn Phasing	Lead				Lead	
Overlap?			Yes			Yes
Phase ID	5	2	4	4		8
Minimum Green (sec)	6	6	6	6	6	6
Yellow (sec)	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4
Green Splits (%)	13.33	13.33	86.67	86.67	0	86.67
Green Splits (sec)	12	12	78	78	0	78

Sat. Flow Data

Artery	McArdle		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1	1	2 >	< 1	1	2
Volume (vph)	59	42	495	68	52	1146
Adjusted Flow (vph)	59	42	495	68	52	1146
Peak Hour Factor	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1769.61	1583.33	3207.16	440.58	853.64	3725.49
Prot Sat. Flow (pcphg)	1769.61	1583.33	3207.16	440.58	1769.61	3725.49
Perm Sat. Flow (pcphg)	1769.61				853.64	

Signal MOEs

Artery	McArdle		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1	1	2 >	< 1	1	2
Volume (vph)	59	42	495	68	52	1146
SatFlow (pcphg)	1769.61	1583.33	3207.16	440.58	853.64	3725.49
Green Splits (sec)	12	12	78	78	0	78
Delay (sec/veh)	45.35	43.72	1.84	2.83		2.4
Delay LOS	D	D	A	A		A
V/C Ratio	0.38	0.3	0.19	0.19		0.37
V/C LOS	A	A	A	A		A
Stops (stops/veh)	0.85	0.84	0.19	0.19		0.23
Ave Queue (veh)	1.34	0.96	2.2	0.3		5.09
Max Queue (veh)	1.39	0.98	2.6	0.36		7.36
Fuel Consumption (g/hr)	1.51	1.06	6.17	0.86		15.01

INTERSECTION #5: Ennis Joslin @ McArdle - PM Peak (signalized)

Timing Data

Artery	McArdle		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1	1	2 >	< 1	1	2
Volume (vph)	56	113	1348	208	101	766
Movement Type	Prot	Prot	Prot	Prot	Perm	Prot
Left-turn Phasing	Lead				Lead	
Overlap?			Yes			Yes
Phase ID	5	2	4	4		8
Minimum Green (sec)	6	6	6	6	6	6
Yellow (sec)	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4
Green Splits (%)	17.78	17.78	82.22	82.22	0	82.22
Green Splits (sec)	16	16	74	74	0	74

Sat. Flow Data

Artery	McArdle		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1	1	2 >	< 1	1	2
Volume (vph)	56	113	1348	208	101	766
Adjusted Flow (vph)	56	113	1348	208	101	766
Peak Hour Factor	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1769.61	1583.33	3153.1	486.53	383.03	3725.49
Prot Sat. Flow (pcphg)	1769.61	1583.33	3153.1	486.53	1769.61	3725.49
Perm Sat. Flow (pcphg)	1769.61				383.03	

Signal MOEs

Artery	McArdle		Ennis Joslin		Ennis Joslin	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1	1	2 >	< 1	1	2
Volume (vph)	56	113	1348	208	101	766
SatFlow (pcphg)	1769.61	1583.33	3153.1	486.53	383.03	3725.49
Green Splits (sec)	16	16	74	74	0	74
Delay (sec/veh)	37.26	45.8	4.77	9.53		3.02
Delay LOS	D	D	A	A		A
V/C Ratio	0.24	0.54	0.55	0.55		0.26
V/C LOS	A	A	A	A		A
Stops (stops/veh)	0.81	0.84	0.35	0.35		0.25
Ave Queue (veh)	1.21	2.45	7.49	1.16		4.26
Max Queue (veh)	1.25	2.64	13.08	2.02		5.36
Fuel Consumption (g/hr)	1.33	2.9	20.29	3.33		10.33

INTERSECTION #6: Ennis Joslin @ Pharoah - AM Peak (Unsignalized)

Intersection Data

Artery	Pharaoh			Pharaoh			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	7	0	12	8	1	6	3	584	1	6	1569	2
Sign	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Channelized Right Turn			No			No			No			No
Median Type							Raised			Raised		
Stage 2 Storage (v)	0	0		0	0							
Flared Street Storage (v)	0			0								
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	Pharaoh			Pharaoh			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	7	0	12	8	1	6	3	584	1	6	1569	2
Adjusted Flow (vph)	7	0	12	8	1	6	3	584	1	6	1569	2
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	78.81	0	135.1	34.98	4.37	26.23	415.76	3792.36	6.49	985.74	3794.31	4.84
With Platooning	78.81	0	135.1	34.98	4.37	26.23	415.76	3792.36	6.49	985.74	3794.31	4.84

Headway Data

Artery	Pharaoh			Pharaoh			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	7	0	12	8	1	6	3	584	1	6	1569	2
Base Crit. Headway (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
Crit. Headway (s)	7.54	6.54	6.94	7.54	6.54	6.94	4.14			4.14		
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	3.5	4	3.3	3.5	4	3.3	2.2			2.2		
Follow-up Time (s)	3.52	4.02	3.32	3.52	4.02	3.32	2.22			2.22		

TWSC MOEs

Artery	Pharaoh			Pharaoh			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	7	0	12	8	1	6	3	584	1	6	1569	2
Isolated:												
Capacity (pcph)	78.81	0	135.1	34.98	4.37	26.23	415.76	3792.36	6.49	985.74	3794.31	4.84
Delay (s/veh)	55.08		34.23	136.14	994.31	179.05	13.72			8.67		
Delay LOS	F		D	F	F	F	B			A		
V/C Ratio	0.09		0.09	0.23	0.23	0.23	0.01	0.15	0.15	0.01	0.41	0.41
V/C LOS	A		A	A	A	A	A	A	A	A	A	A
95% Queue (veh)	0.28		0.29	0.73	0.44	0.7	0.02			0.02		
Appr. Delay (s/veh)	41.91			210.52								
Appr. Delay LOS	E			F								
With Platooning:												
Capacity (pcph)	78.81	0	135.1	34.98	4.37	26.23	415.76	3792.36	6.49	985.74	3794.31	4.84
Delay (s/veh)	55.08		34.23	136.14	994.31	179.05	13.72			8.67		
Delay LOS	F		D	F	F	F	B			A		
V/C Ratio	0.09		0.09	0.23	0.23	0.23	0.01	0.15	0.15	0.01	0.41	0.41
V/C LOS	A		A	A	A	A	A	A	A	A	A	A
95% Queue (veh)	0.28		0.29	0.73	0.44	0.7	0.02			0.02		
Appr. Delay (s/veh)	41.91			210.52								
Appr. Delay LOS	E			F								

INTERSECTION #6: Ennis Joslin @ Pharoah - PM Peak (Unsignalized)

Intersection Data

Artery	Pharoah			Pharoah			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	2	3	8	2	1	3	3	1746	4	13	886	9
Sign	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Channelized Right Turn			No			No			No			No
Median Type							Raised			Raised		
Stage 2 Storage (v)	0	0		0	0							
Flared Street Storage (v)	0			0								
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	Pharoah			Pharoah			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	2	3	8	2	1	3	3	1746	4	13	886	9
Adjusted Flow (vph)	2	3	8	2	1	3	3	1746	4	13	886	9
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	7.65	11.47	30.58	19.93	9.97	29.9	753.88	3789.79	8.68	354.32	3755.12	38.14
With Platooning	7.65	11.47	30.58	19.93	9.97	29.9	753.88	3789.79	8.68	354.32	3755.12	38.14

Headway Data

Artery	Pharoah			Pharoah			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	2	3	8	2	1	3	3	1746	4	13	886	9
Base Crit. Headway (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
Crit. Headway (s)	7.54	6.54	6.94	7.54	6.54	6.94	4.14			4.14		
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	3.5	4	3.3	3.5	4	3.3	2.2			2.2		
Follow-up Time (s)	3.52	4.02	3.32	3.52	4.02	3.32	2.22			2.22		

TWSC MOEs

Artery	Pharoah			Pharoah			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	2	3	8	2	1	3	3	1746	4	13	886	9
Isolated:												
Capacity (pcph)	7.65	11.47	30.58	19.93	9.97	29.9	753.88	3789.79	8.68	354.32	3755.12	38.14
Delay (s/veh)	597.47	406.77	160.21	204.87	402.98	138.41	9.79			15.55		
Delay LOS	F	F	F	F	F	F	A			C		
V/C Ratio	0.26	0.26	0.26	0.1	0.1	0.1	0	0.46	0.46	0.04	0.24	0.24
V/C LOS	A	A	A	A	A	A	A	A	A	A	A	A
95% Queue (veh)	0.58	0.66	0.82	0.3	0.27	0.31	0.01			0.11		
Appr. Delay (s/veh)	284.38			204.66								
Appr. Delay LOS	F			F								
With Platooning:												
Capacity (pcph)	7.65	11.47	30.58	19.93	9.97	29.9	753.88	3789.79	8.68	354.32	3755.12	38.14
Delay (s/veh)	597.47	406.77	160.21	204.87	402.98	138.41	9.79			15.55		
Delay LOS	F	F	F	F	F	F	A			C		
V/C Ratio	0.26	0.26	0.26	0.1	0.1	0.1	0	0.46	0.46	0.04	0.24	0.24
V/C LOS	A	A	A	A	A	A	A	A	A	A	A	A
95% Queue (veh)	0.58	0.66	0.82	0.3	0.27	0.31	0.01			0.11		
Appr. Delay (s/veh)	284.38			204.66								
Appr. Delay LOS	F			F								

INTERSECTION #7: Ennis Joslin @ Nile - AM Peak (Signalized)

Timing Data

Artery	nile			nile			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	459	2	2	2	1	3	2	642	208	7	1475	2
Movement Type	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing	Lead			Lag			Lead			Lead		
Overlap?		No			No			Yes			Yes	
Phase ID	5	2	2	1	6	6	7	4	4	3	8	8
Minimum Green (sec)	4	6	6	4	6	6	4	6	6	4	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	32.5	32.5	32.5	8.33	8.33	8.33	6.67	52.5	52.5	6.67	52.5	52.5
Green Splits (sec)	39	39	39	10	10	10	8	63	63	8	63	63

Sat. Flow Data

Artery	nile			nile			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	459	2	2	2	1	3	2	642	208	7	1475	2
Adjusted Flow (vph)	459	2	2	2	1	3	2	642	208	7	1475	2
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1769.61	855.86	855.86	561.52	280.76	842.28	1769.61	2697.36	873.91	1769.61	3719.56	5.04
Prot Sat. Flow (pcphg)	1769.61	855.86	855.86	561.52	280.76	842.28	1769.61	2697.36	873.91	1769.61	3719.56	5.04
Perm Sat. Flow (pcphg)	1339.97			518.14			339.12			745.05		

Signal MOEs

Artery	nile			nile			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	459	2	2	2	1	3	2	642	208	7	1475	2
SatFlow (pcphg)	1769.61	855.86	855.86	561.52	280.76	842.28	1769.61	2697.36	873.91	1769.61	3719.56	5.04
Green Splits (sec)	39	39	39	10	10	10	8	63	63	8	63	63
Delay (sec/veh)	60.64	30.23	30.23	59.2	63.96	57.6	57.2	21.61	24.21	60.36	29.62	497.77
Delay LOS	E	C	C	E	E	E	E	C	C	E	C	F
V/C Ratio	0.89	0.01	0.01	0.07	0.07	0.07	0.03	0.48	0.48	0.12	0.81	0.81
V/C LOS	E	A	A	A	A	A	A	A	A	A	D	D
Stops (stops/veh)	0.98	0.64	0.64	0.86	0.86	0.86	0.87	0.6	0.6	0.87	0.76	3.78
Ave Queue (veh)	10.84	0.05	0.05	0.06	0.03	0.1	0.06	10.88	3.52	0.23	24.99	0.03
Max Queue (veh)	14.63	0.05	0.05	0.06	0.03	0.1	0.06	14.28	4.63	0.23	41.42	0.06
Fuel Consumption (g/hr)	13.51	0.04	0.04	0.04	0.02	0.05	0.06	13.87	4.6	0.23	37.25	0.32

INTERSECTION #7: Ennis Joslin @ Nile - PM Peak (Signalized)

Timing Data

Artery	nile			nile			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	323	0	4	3	0	5	3	1893	629	3	930	2
Movement Type	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing	Lead			Lag			Lead			Lead		
Overlap?		No			No			Yes			Yes	
Phase ID	5	2	2	1	6	6	7	4	4	3	8	8
Minimum Green (sec)	4	6	6	4	6	6	4	6	6	4	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	16.67	16.67	16.67	8.33	8.33	8.33	6.67	68.33	68.33	6.67	68.33	68.33
Green Splits (sec)	20	20	20	10	10	10	8	82	82	8	82	82

Sat. Flow Data

Artery	nile			nile			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	323	0	4	3	0	5	3	1893	629	3	930	2
Adjusted Flow (vph)	323	0	4	3	0	5	3	1893	629	3	930	2
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1769.61	0	1583.33	618.15	0	1030.25	1769.61	2678.45	889.99	1769.61	3716.09	7.99
Prot Sat. Flow (pcphg)	1769.61	0	1583.33	618.15	0	1030.25	1769.61	2678.45	889.99	1769.61	3716.09	7.99
Perm Sat. Flow (pcphg)	1769.61			618.15			569.3			226.18		

Signal MOEs

Artery	nile			nile			Ennis Joslin			Ennis Joslin		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1 >	< 1 >	< 1	1	2 >	< 1	1	2 >	< 1
Volume (vph)	323	0	4	3	0	5	3	1893	629	3	930	2
SatFlow (pcphg)	1769.61	0	1583.33	618.15	0	1030.25	1769.61	2678.45	889.99	1769.61	3716.09	7.99
Green Splits (sec)	20	20	20	10	10	10	8	82	82	8	82	82
Delay (sec/veh)	242.67		45.35	60.58		58.14	57.79	70.51	84.33	57.79	10.27	152.88
Delay LOS	F		D	E		E	E	E	F	E	B	F
V/C Ratio	1.37		0.02	0.1		0.1	0.05	1.09	1.09	0.05	0.39	0.39
V/C LOS	F		A	A		A	A	F	F	A	A	A
Stops (stops/veh)	2.06		0.78	0.86		0.86	0.87	1.41	1.52	0.87	0.42	0.42
Ave Queue (veh)	9.33		0.12	0.1		0.16	0.1	22.08	7.34	0.1	10.85	0.02
Max Queue (veh)	11.41		0.12	0.1		0.16	0.1	75.31	25.02	0.1	14.47	0.03
Fuel Consumption (g/hr)	23.39		0.1	0.05		0.09	0.1	78.75	28.79	0.1	15.86	0.09

INTERSECTION #8: SH 358 (SPID) @ Lexington - AM Peak (Unsignalized)

Intersection Data

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	233	15	151
Sign	Free	Free	Stop
Channelized Right Turn		No	No
Median Type	None		
Stage 2 Storage (v)			
Flared Street Storage (v)			0
Pedestrian (pred/hr)	0		0
Walking Speed (fps)	4		4

Capacity Data

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	233	15	151
Adjusted Flow (vph)	233	15	151
Peak Hour Factor	1	1	1
Growth Factor	1	1	1
Heavy Vehicles (%)	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900
Capacity (pcphg):			
Random Arrivals	3532.46	227.41	1583.33
With Platooning	3532.46	227.41	1583.33

Headway Data

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	233	15	151
Base Crit. Headway (s)			6.2
Crit. Headway (s)			6.22
Two-Stage Crit.			
Headway (s)			
Base Follow-up Time (s)			3.3
Follow-up Time (s)			3.32

TWSC MOEs

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	233	15	151
Isolated:			
Capacity (pcph)	3532.46	227.41	1583.33
Delay (s/veh)			7.51
Delay LOS			A
V/C Ratio	0.07	0.07	0.1
V/C LOS	A	A	A
95% Queue (veh)			0.32
Appr. Delay (s/veh)			7.51
Appr. Delay LOS			A
With Platooning:			
Capacity (pcph)	3532.46	227.41	1583.33
Delay (s/veh)			7.51
Delay LOS			A
V/C Ratio	0.07	0.07	0.1
V/C LOS	A	A	A
95% Queue (veh)			0.32
Appr. Delay (s/veh)			7.51
Appr. Delay LOS			A

INTERSECTION #8: SH 358 (SPID) @ Lexington - PM Peak (Unsignalized)

Intersection Data

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	283	59	36
Sign	Free	Free	Stop
Channelized Right Turn		No	No
Median Type	None		
Stage 2 Storage (v)			
Flared Street Storage (v)			0
Pedestrian (pred/hr)	0		0
Walking Speed (fps)	4		4

Capacity Data

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	283	59	36
Adjusted Flow (vph)	283	59	36
Peak Hour Factor	1	1	1
Growth Factor	1	1	1
Heavy Vehicles (%)	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900
Capacity (pcphg):			
Random Arrivals	3051.54	636.19	1583.33
With Platooning	3051.54	636.19	1583.33

Headway Data

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	283	59	36
Base Crit. Headway (s)			6.2
Crit. Headway (s)			6.22
Two-Stage Crit.			
Headway (s)			
Base Follow-up Time (s)			3.3
Follow-up Time (s)			3.32

TWSC MOEs

Artery	SH 358 EB		Lexington
Movement	EBT	EBR	NBR
Lane Assignment	2 >	< 1	1
Volume (vph)	283	59	36
Isolated:			
Capacity (pcph)	3051.54	636.19	1583.33
Delay (s/veh)			7.33
Delay LOS			A
V/C Ratio	0.09	0.09	0.02
V/C LOS	A	A	A
95% Queue (veh)			0.07
Appr. Delay (s/veh)			7.33
Appr. Delay LOS			A
With Platooning:			
Capacity (pcph)	3051.54	636.19	1583.33
Delay (s/veh)			7.33
Delay LOS			A
V/C Ratio	0.09	0.09	0.02
V/C LOS	A	A	A
95% Queue (veh)			0.07
Appr. Delay (s/veh)			7.33
Appr. Delay LOS			A

INTERSECTION #9: SH 358 (SPID) @ Rodd Field - AM Peak (Signalized)

Timing Data

Artery	Rodd Field		Rodd Field		SH 358 WB			SH 358 EB			Rodd Field		Rodd Field	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	2 >	< 1	2 >	< 1	2 >	< 2 >	< 1	1 >	< 2 >	< 2	2 >	< 2	2	1
Volume (vph)	156	121	1060	206	414	199	38	76	163	504	42	537	1227	551
Movement Type	Prot	Prot	Prot	Prot	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing			Lead		Lead			Lead			Lead			
Overlap?	No			Yes		No			No			Yes	No	
Phase ID	2	2	1	2 1	4	4	4	8	8	8	5	5 6	6	6
Minimum Green (sec)	6	6	4	6	4	6	6	4	6	6	4	6	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	16.67	16.67	58.89	75.56	24.44	24.44	24.44	26.67	26.67	26.67	21.11	73.33	52.22	52.22
Green Splits (sec)	15	15	53	68	22	22	22	24	24	24	19	66	47	47

Sat. Flow Data

Artery	Rodd Field		Rodd Field		SH 358 WB			SH 358 EB			Rodd Field		Rodd Field	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	2 >	< 1	2 >	< 1	2 >	< 2 >	< 1	1 >	< 2 >	< 2	2 >	< 2	2	1
Volume (vph)	156	121	1060	206	414	199	38	76	163	504	42	537	1227	551
Adjusted Flow (vph)	156	121	1060	206	414	199	38	76	163	504	42	537	1227	551
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1947.95	1510.91	2987.63	580.62	3404.78	1636.6	312.52	582.59	1249.5	3166.67	1769.61	3725.49	3725.49	1583.33
Prot Sat. Flow (pcphg)	1947.95	1510.91	2987.63	580.62	3404.78	1636.6	312.52	582.59	1249.5	3166.67	1769.61	3725.49	3725.49	1583.33
Perm Sat. Flow (pcphg)			2095.73		3404.78			582.59			429.89			

Signal MOEs

Artery	Rodd Field		Rodd Field		SH 358 WB			SH 358 EB			Rodd Field		Rodd Field	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	2 >	< 1	2 >	< 1	2 >	< 2 >	< 1	1 >	< 2 >	< 2	2 >	< 2	2	1
Volume (vph)	156	121	1060	206	414	199	38	76	163	504	42	537	1227	551
SatFlow (pcphg)	1947.95	1510.91	2987.63	580.62	3404.78	1636.6	312.52	582.59	1249.5	3166.67	1769.61	3725.49	3725.49	1583.33
Green Splits (sec)	15	15	53	68	22	22	22	24	24	24	19	66	47	47
Delay (sec/veh)	50.93	54.41	16.52	10.08	36.79	40.94	69.72	49.32	40.1	38.53	33.02	5.27	20.51	24.9
Delay LOS	D	D	B	B	D	D	E	D	D	D	C	A	C	C
V/C Ratio	0.66	0.66	0.65	0.5	0.61	0.61	0.61	0.59	0.59	0.72	0.14	0.21	0.69	0.73
V/C LOS	B	B	B	A	B	B	B	A	A	C	A	A	B	C
Stops (stops/veh)	0.86	0.86	0.64	0.4	0.82	0.82	0.82	0.81	0.81	0.84	0.77	0.33	0.7	0.73
Ave Queue (veh)	3.42	2.66	12.07	1.49	8.28	3.98	0.76	1.48	3.17	9.8	0.88	4.18	16.02	7.19
Max Queue (veh)	3.72	2.89	18.71	2.31	9.43	4.53	0.87	1.7	3.64	11.65	0.9	4.88	23.89	11.03
Fuel Consumption (g/hr)	3.88	3.09	9.43	1.3	11.35	5.62	1.3	2.26	4.55	14.12	0.55	2.64	24.57	11.73

INTERSECTION #9: SH 358 (SPID) @ Rodd Field - PM Peak (Signalized)

Timing Data

Artery	Rodd Field		Rodd Field		SH 358 WB			SH 358 EB			Rodd Field		Rodd Field	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	2 >	< 1	2 >	< 1	2 >	< 2 >	< 1	1 >	< 2 >	< 2	2 >	< 2	2	1
Volume (vph)	138	94	606	273	684	242	37	103	356	904	44	876	843	585
Movement Type	Prot	Prot	Prot	Prot	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing			Lead		Lead			Lead			Lead			
Overlap?	No			Yes		No			No			Yes	No	
Phase ID	2	2	1	2 1	4	4	4	8	8	8	5	5 6	6	6
Minimum Green (sec)	10	10	4	6	4	6	6	4	6	6	4	6	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	15.56	15.56	58.89	74.44	25.56	25.56	25.56	34.44	34.44	34.44	21.11	65.56	44.44	44.44
Green Splits (sec)	14	14	53	67	23	23	23	31	31	31	19	59	40	40

Sat. Flow Data

Artery	Rodd Field		Rodd Field		SH 358 WB			SH 358 EB			Rodd Field		Rodd Field	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	2 >	< 1	2 >	< 1	2 >	< 2 >	< 1	1 >	< 2 >	< 2	2 >	< 2	2	1
Volume (vph)	138	94	606	273	684	242	37	103	356	904	44	876	843	585
Adjusted Flow (vph)	138	94	606	273	684	242	37	103	356	904	44	876	843	585
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	2068.15	1408.74	2478.49	1116.55	3539.22	1578.77	241.38	413.12	1427.88	3166.67	1769.61	3725.49	3725.49	1583.33
Prot Sat. Flow (pcphg)	2068.15	1408.74	2478.49	1116.55	3539.22	1578.77	241.38	413.12	1427.88	3166.67	1769.61	3725.49	3725.49	1583.33
Perm Sat. Flow (pcphg)			1798.48		3539.22			413.12			617.71			

Signal MOEs

Artery	Rodd Field		Rodd Field		SH 358 WB			SH 358 EB			Rodd Field		Rodd Field	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	2 >	< 1	2 >	< 1	2 >	< 2 >	< 1	1 >	< 2 >	< 2	2 >	< 2	2	1
Volume (vph)	138	94	606	273	684	242	37	103	356	904	44	876	843	585
SatFlow (pcphg)	2068.15	1408.74	2478.49	1116.55	3539.22	1578.77	241.38	413.12	1427.88	3166.67	1769.61	3725.49	3725.49	1583.33
Green Splits (sec)	14	14	53	67	23	23	23	31	31	31	19	59	40	40
Delay (sec/veh)	49.19	53.98	13.44	6.59	52.49	46.03	95.3	74.29	46.28	50.46	33.11	9.39	22.5	46.94
Delay LOS	D	D	B	A	D	D	F	E	D	D	C	A	C	D
V/C Ratio	0.6	0.6	0.45	0.35	0.92	0.73	0.73	0.83	0.83	0.95	0.15	0.38	0.57	0.92
V/C LOS	B	B	A	A	E	C	C	D	D	E	A	A	A	E
Stops (stops/veh)	0.86	0.86	0.54	0.36	1.03	0.87	1.09	1.19	0.95	1.05	0.77	0.46	0.7	1.04
Ave Queue (veh)	3.07	2.09	6.9	2.05	13.49	4.77	0.73	1.8	6.23	15.82	0.92	8.52	12.65	8.77
Max Queue (veh)	3.29	2.24	9.14	2.71	16.72	5.64	0.86	2.4	8.3	22.14	0.94	11.13	16.34	13.92
Fuel Consumption (g/hr)	3.38	2.39	4.7	1.46	22.71	7.25	1.58	4.08	11.04	29.92	0.57	5.66	17.19	17.33

INTERSECTION #10: Rodd Field @ Williams - AM Peak (Signalized)

Timing Data

Artery	Williams		Rodd Field		Rodd Field	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1 >	< 1	2 >	< 1	1	2
Volume (vph)	40	57	843	68	157	1720
Movement Type	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing	Lead				Lead	
Overlap?			Yes			Yes
Phase ID	5	2	4	4	3	8
Minimum Green (sec)	4	6	6	6	4	6
Yellow (sec)	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4
Green Splits (%)	14.44	14.44	61.11	61.11	24.44	85.56
Green Splits (sec)	13	13	55	55	22	77

Signal MOEs

Artery	Williams		Rodd Field		Rodd Field	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1 >	< 1	2 >	< 1	1	2
Volume (vph)	40	57	843	68	157	1720
SatFlow (pcphg)	682.55	972.63	3402.59	274.47	1769.61	3725.49
Green Splits (sec)	13	13	55	55	22	77
Delay (sec/veh)	70.6	62.01	11.96	19.93	35.6	3.77
Delay LOS	E	E	B	B	D	A
V/C Ratio	0.59	0.59	0.44	0.44	0.44	0.57
V/C LOS	A	A	A	A	A	A
Stops (stops/veh)	0.86	0.86	0.52	0.52	0.79	0.32
Ave Queue (veh)	0.9	1.28	9.13	0.74	3.14	8.12
Max Queue (veh)	0.96	1.36	12.14	0.98	3.45	15.09
Fuel Consumption (g/hr)	1.23	1.66	13.51	1.2	4.21	24.82

Sat. Flow Data

Artery	Williams		Rodd Field		Rodd Field	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1 >	< 1	2 >	< 1	1	2
Volume (vph)	40	57	843	68	157	1720
Adjusted Flow (vph)	40	57	843	68	157	1720
Peak Hour Factor	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	682.55	972.63	3402.59	274.47	1769.61	3725.49
Prot Sat. Flow (pcphg)	682.55	972.63	3402.59	274.47	1769.61	3725.49
Perm Sat. Flow (pcphg)	682.55				617.71	

INTERSECTION #10: Rodd Field @ Williams - PM Peak (Signalized)

Timing Data

Artery	Williams		Rodd Field		Rodd Field	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1 >	< 1	2 >	< 1	1	2
Volume (vph)	53	150	1659	34	77	1273
Movement Type	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing	Lead				Lead	
Overlap?			Yes			Yes
Phase ID	5	2	4	4	3	8
Minimum Green (sec)	4	6	6	6	4	6
Yellow (sec)	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4
Green Splits (%)	22.22	22.22	67.78	67.78	10	77.78
Green Splits (sec)	20	20	61	61	9	70

Signal MOEs

Artery	Williams		Rodd Field		Rodd Field	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1 >	< 1	2 >	< 1	1	2
Volume (vph)	53	150	1659	34	77	1273
SatFlow (pcphg)	425.06	1203.01	3637.78	74.55	1769.61	3725.49
Green Splits (sec)	20	20	61	61	9	70
Delay (sec/veh)	77.26	52.25	13.1	75.9	87.17	5.43
Delay LOS	E	D	B	E	F	A
V/C Ratio	0.7	0.7	0.72	0.72	0.78	0.47
V/C LOS	C	C	C	C	C	A
Stops (stops/veh)	0.94	0.87	0.61	0.85	1.18	0.36
Ave Queue (veh)	1.09	3.08	15.21	0.31	1.82	8.49
Max Queue (veh)	1.24	3.52	27.96	0.57	1.9	12.89
Fuel Consumption (g/hr)	1.73	4.07	28.78	1.13	3.24	19.57

Sat. Flow Data

Artery	Williams		Rodd Field		Rodd Field	
Movement	EBL	EBR	SBT	SBR	NBL	NBT
Lane Assignment	1 >	< 1	2 >	< 1	1	2
Volume (vph)	53	150	1659	34	77	1273
Adjusted Flow (vph)	53	150	1659	34	77	1273
Peak Hour Factor	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	425.06	1203.01	3637.78	74.55	1769.61	3725.49
Prot Sat. Flow (pcphg)	425.06	1203.01	3637.78	74.55	1769.61	3725.49
Perm Sat. Flow (pcphg)	425.06				283.98	

INTERSECTION #11: Rodd Field @ McArdle - AM Peak (Unsignalized)

Intersection Data

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	101	224	60	315	163	73
Sign	Free	Free	Free	Free	Stop	Stop
Channelized Right Turn		No				No
Median Type	TWLTL		TWLTL			
Stage 2 Storage (v)					0	
Flared Street Storage (v)					0	
Pedestrian (pred/hr)	0		0		0	
Walking Speed (fps)	4		4		4	

Capacity Data

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	101	224	60	315	163	73
Adjusted Flow (vph)	101	224	60	315	163	73
Peak Hour Factor	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900
Capacity (pcphg):						
Random Arrivals	1900	1615	1234.7	1900	480.87	954.33
With Platooning	1900	1615	1234.7	1900	480.87	954.33

Headway Data

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	101	224	60	315	163	73
Base Crit. Headway (s)			4.1		7.1	6.2
Crit. Headway (s)			4.12		6.42	6.22
Two-Stage Crit.						
Headway (s)						
Base Follow-up Time (s)			2.2		3.5	3.3
Follow-up Time (s)			2.22		3.52	3.32

TWSC MOEs

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	101	224	60	315	163	73
Isolated:						
Capacity (pcph)	1900	1615	1234.7	1900	480.87	954.33
Delay (s/veh)			8.06		16.28	9.08
Delay LOS			A		C	A
V/C Ratio	0.05	0.14	0.05	0.17	0.34	0.08
V/C LOS	A	A	A	A	A	A
95% Queue (veh)			0.15		1.48	0.25
Appr. Delay (s/veh)					14.05	
Appr. Delay LOS					B	
With Platooning:						
Capacity (pcph)	1900	1615	1234.7	1900	480.87	954.33
Delay (s/veh)			8.06		16.28	9.08
Delay LOS			A		C	A
V/C Ratio	0.05	0.14	0.05	0.17	0.34	0.08
V/C LOS	A	A	A	A	A	A
95% Queue (veh)			0.15		1.48	0.25
Appr. Delay (s/veh)					14.05	
Appr. Delay LOS					B	

INTERSECTION #11: Rodd Field @ McArdle - PM Peak (Unsignalized)

Intersection Data

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	151	269	95	314	239	102
Sign	Free	Free	Free	Free	Stop	Stop
Channelized Right Turn		No				No
Median Type	TWLTL		TWLTL			
Stage 2 Storage (v)					0	
Flared Street Storage (v)					0	
Pedestrian (pred/hr)	0		0		0	
Walking Speed (fps)	4		4		4	

Capacity Data

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	151	269	95	314	239	102
Adjusted Flow (vph)	151	269	95	314	239	102
Peak Hour Factor	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900
Capacity (pcphg):						
Random Arrivals	1900	1615	1139.12	1900	394.91	895.35
With Platooning	1900	1615	1139.12	1900	394.91	895.35

Headway Data

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	151	269	95	314	239	102
Base Crit. Headway (s)			4.1		7.1	6.2
Crit. Headway (s)			4.12		6.42	6.22
Two-Stage Crit.						
Headway (s)						
Base Follow-up Time (s)			2.2		3.5	3.3
Follow-up Time (s)			2.22		3.52	3.32

TWSC MOEs

Artery	McArdle		McArdle		Rodd Field	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Assignment	1	1	1	1	1	1
Volume (vph)	151	269	95	314	239	102
Isolated:						
Capacity (pcph)	1900	1615	1139.12	1900	394.91	895.35
Delay (s/veh)			8.45		27.14	9.54
Delay LOS			A		D	A
V/C Ratio	0.08	0.17	0.08	0.17	0.61	0.11
V/C LOS	A	A	A	A	B	A
95% Queue (veh)			0.27		3.84	0.38
Appr. Delay (s/veh)					21.88	
Appr. Delay LOS					C	
With Platooning:						
Capacity (pcph)	1900	1615	1139.12	1900	394.91	895.35
Delay (s/veh)			8.45		27.14	9.54
Delay LOS			A		D	A
V/C Ratio	0.08	0.17	0.08	0.17	0.61	0.11
V/C LOS	A	A	A	A	B	A
95% Queue (veh)			0.27		3.84	0.38
Appr. Delay (s/veh)					21.88	
Appr. Delay LOS					C	

INTERSECTION #12: SH 358 (SPID) @ Nile - AM Peak (Signalized)

Timing Data

Artery	Nile		Nile		SH 358 WB			SH 358 EB			Nile		Nile	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	2 >	< 1	1 >	< 3 >	< 1	1	2	1	2 >	< 1	1	1
Volume (vph)	131	237	202	246	22	183	58	213	232	109	98	51	233	25
Movement Type	Prot	Prot	Prot	Prot	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing			Lead		Lead			Lead			Lead			
Overlap?	No			Yes		No			No			Yes	No	
Phase ID	2	2	1	2 1	4	4	4	8	8	8	5	5 6	6	6
Minimum Green (sec)	6	6	4	6	4	6	6	4	6	6	4	6	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	38.89	38.89	45.56	84.44	15.56	15.56	15.56	32.22	32.22	32.22	34.44	67.78	33.33	33.33
Green Splits (sec)	35	35	41	76	14	14	14	29	29	29	31	61	30	30

Sat. Flow Data

Artery	Nile		Nile		SH 358 WB			SH 358 EB			Nile		Nile	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	2 >	< 1	1 >	< 3 >	< 1	1	2	1	2 >	< 1	1	1
Volume (vph)	131	237	202	246	22	183	58	213	232	109	98	51	233	25
Adjusted Flow (vph)	131	237	202	246	22	183	58	213	232	109	98	51	233	25
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1862.75	1583.33	1769.61	1862.75	448.05	3726.94	1181.22	1769.61	3725.49	1583.33	2368.34	1232.5	1862.75	1583.33
Prot Sat. Flow (pcphg)	1862.75	1583.33	1769.61	1862.75	448.05	3726.94	1181.22	1769.61	3725.49	1583.33	2368.34	1232.5	1862.75	1583.33
Perm Sat. Flow (pcphg)			1191.17		448.05			1769.61			1606			

Signal MOEs

Artery	Nile		Nile		SH 358 WB			SH 358 EB			Nile		Nile	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	2 >	< 1	1 >	< 3 >	< 1	1	2	1	2 >	< 1	1	1
Volume (vph)	131	237	202	246	22	183	58	213	232	109	98	51	233	25
SatFlow (pcphg)	1862.75	1583.33	1769.61	1862.75	448.05	3726.94	1181.22	1769.61	3725.49	1583.33	2368.34	1232.5	1862.75	1583.33
Green Splits (sec)	35	35	41	76	14	14	14	29	29	29	31	61	30	30
Delay (sec/veh)	21.52	25.26	18.56	2.31	63.34	40.79	47.82	29.45	25.53	26.55	23.41	6.47	28.54	23.35
Delay LOS	C	C	B	A	E	D	D	C	C	C	C	A	C	C
V/C Ratio	0.2	0.43	0.28	0.17	0.44	0.44	0.44	0.43	0.22	0.25	0.14	0.07	0.43	0.05
V/C LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Stops (stops/veh)	0.63	0.69	0.6	0.21	0.84	0.84	0.84	0.74	0.69	0.7	0.66	0.34	0.73	0.65
Ave Queue (veh)	2.15	3.88	2.97	1.23	0.49	4.07	1.29	3.85	4.19	1.97	1.71	0.47	4.14	0.44
Max Queue (veh)	2.31	4.57	3.36	1.42	0.51	4.28	1.36	4.37	4.47	2.11	1.79	0.49	4.73	0.45
Fuel Consumption (g/hr)	2.31	4.44	1.84	0.9	0.73	5.22	1.74	5.31	5.46	2.6	1.02	0.27	4.38	0.43

INTERSECTION #12: SH 358 (SPID) @ Nile - PM Peak (Signalized)

Timing Data

Artery	Nile		Nile		SH 358 WB			SH 358 EB			Nile		Nile	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	2 >	< 1	1 >	< 3 >	< 1	1	2	1	2 >	< 1	1	1
Volume (vph)	382	286	218	272	39	226	95	236	288	249	262	150	255	25
Movement Type	Prot	Prot	Prot	Prot	Split	Prot	Prot	Split	Prot	Prot	Prot	Prot	Prot	Prot
Left-turn Phasing			Lead		Lead			Lead			Lead			
Overlap?	No			Yes		No			No			Yes	No	
Phase ID	2	2	1	2 1	4	4	4	8	8	8	5	5 6	6	6
Minimum Green (sec)	6	6	4	6	4	6	6	4	6	6	4	6	6	6
Yellow (sec)	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clearance (sec)	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Lost Time (sec)	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Green Splits (%)	41.11	41.11	42.22	83.33	16.67	16.67	16.67	33.33	33.33	33.33	37.78	66.67	28.89	28.89
Green Splits (sec)	37	37	38	75	15	15	15	30	30	30	34	60	26	26

Sat. Flow Data

Artery	Nile		Nile		SH 358 WB			SH 358 EB			Nile		Nile	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	2 >	< 1	1 >	< 3 >	< 1	1	2	1	2 >	< 1	1	1
Volume (vph)	382	286	218	272	39	226	95	236	288	249	262	150	255	25
Adjusted Flow (vph)	382	286	218	272	39	226	95	236	288	249	262	150	255	25
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat. Flow (pcphg)	1862.74	1583.33	1769.61	1862.75	575.32	3333.91	1401.42	1769.61	3725.49	1583.33	2292.4	1312.44	1862.74	1583.33
Prot Sat. Flow (pcphg)	1862.74	1583.33	1769.61	1862.75	575.32	3333.91	1401.42	1769.61	3725.49	1583.33	2292.4	1312.44	1862.74	1583.33
Perm Sat. Flow (pcphg)			947.2		575.32			1769.61			1525.2			

Signal MOEs

Artery	Nile		Nile		SH 358 WB			SH 358 EB			Nile		Nile	
Movement	SBT	SBR	NBL	NBT	WBL	WBT	WBR	EBL	EBT	EBR	SBL	SBT	NBT	NBR
Lane Assignment	1	1	2 >	< 1	1 >	< 3 >	< 1	1	2	1	2 >	< 1	1	1
Volume (vph)	382	286	218	272	39	226	95	236	288	249	262	150	255	25
SatFlow (pcphg)	1862.74	1583.33	1769.61	1862.75	575.32	3333.91	1401.42	1769.61	3725.49	1583.33	2292.4	1312.44	1862.74	1583.33
Green Splits (sec)	37	37	38	75	15	15	15	30	30	30	34	60	26	26
Delay (sec/veh)	26	25	21.17	2.63	65.17	42.55	49.52	29.24	25.27	31.6	23.8	7.75	34.67	26.42
Delay LOS	C	C	C	A	E	D	D	C	C	C	C	A	C	C
V/C Ratio	0.56	0.49	0.33	0.19	0.55	0.55	0.55	0.46	0.27	0.54	0.34	0.18	0.56	0.06
V/C LOS	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Stops (stops/veh)	0.72	0.7	0.64	0.22	0.85	0.85	0.85	0.74	0.69	0.76	0.68	0.38	0.79	0.69
Ave Queue (veh)	6.05	4.53	3.39	1.44	0.86	4.96	2.08	4.2	5.12	4.43	4.37	1.42	4.82	0.47
Max Queue (veh)	7.61	5.53	3.87	1.68	0.92	5.32	2.24	4.84	5.55	5.25	4.93	1.6	5.58	0.48
Fuel Consumption (g/hr)	7.26	5.34	2.15	1.03	1.31	6.54	2.88	5.87	6.77	6.38	2.78	0.86	5.2	0.45

INTERSECTION #13: Nile @ Williams - PM Peak (Unsignalized)

Intersection Data

Artery	Williams			Williams			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	56	18	3	11	46	114	74	117	167	4	47	1
Sign	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Channelized Right Turn			No			No			No			No
Median Type							None			None		
Stage 2 Storage (v)	0	0		0	0							
Flared Street Storage (v)	0			0								
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	Williams			Williams			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	56	18	3	11	46	114	74	117	167	4	47	1
Adjusted Flow (vph)	56	18	3	11	46	114	74	117	167	4	47	1
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	306.25	98.44	16.41	47.54	198.81	492.69	348.32	550.73	786.08	140.42	1649.98	35.11
With Platooning	306.25	98.44	16.41	47.54	198.81	492.69	348.32	550.73	786.08	140.42	1649.98	35.11

Headway Data

Artery	Williams			Williams			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	56	18	3	11	46	114	74	117	167	4	47	1
Base Crit. Headway (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
Crit. Headway (s)	7.12	6.52	6.22	7.12	6.52	6.22	4.12			4.12		
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	3.5	4	3.3	3.5	4	3.3	2.2			2.2		
Follow-up Time (s)	3.52	4.02	3.32	3.52	4.02	3.32	2.22			2.22		

TWSC MOEs

Artery	Williams			Williams			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	56	18	3	11	46	114	74	117	167	4	47	1
Isolated:												
Capacity (pcph)	306.25	98.44	16.41	47.54	198.81	492.69	348.32	550.73	786.08	140.42	1649.98	35.11
Delay (s/veh)	19.37	49.58	268.23	102.19	28.48	14.49	18.1			31.39		
Delay LOS	C	E	F	F	D	B	C			D		
V/C Ratio	0.18	0.18	0.18	0.23	0.23	0.23	0.21	0.21	0.21	0.03	0.03	0.03
V/C LOS	A	A	A	A	A	A	A	A	A	A	A	A
95% Queue (veh)	0.66	0.63	0.51	0.77	0.86	0.89	0.79			0.09		
Appr. Delay (s/veh)	36.13			23.89								
Appr. Delay LOS	E			C								
With Platooning:												
Capacity (pcph)	306.25	98.44	16.41	47.54	198.81	492.69	348.32	550.73	786.08	140.42	1649.98	35.11
Delay (s/veh)	19.37	49.58	268.23	102.19	28.48	14.49	18.1			31.39		
Delay LOS	C	E	F	F	D	B	C			D		
V/C Ratio	0.18	0.18	0.18	0.23	0.23	0.23	0.21	0.21	0.21	0.03	0.03	0.03
V/C LOS	A	A	A	A	A	A	A	A	A	A	A	A
95% Queue (veh)	0.66	0.63	0.51	0.77	0.86	0.89	0.79			0.09		
Appr. Delay (s/veh)	36.13			23.89								
Appr. Delay LOS	E			C								

INTERSECTION #14: Nile @ MCARDLE - AM Peak (4-WAY STOP)

Intersection Data

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	39	210	50	199	222	20	5	209	10	150	330	61
Sign	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Channelized Right Turn			No			No			No			No
Median Type	TWLTL			TWLTL								
Stage 2 Storage (v)							0	0		0	0	
Flared Street Storage (v)							0			0		
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	39	210	50	199	222	20	5	209	10	150	330	61
Adjusted Flow (vph)	39	210	50	199	222	20	5	209	10	150	330	61
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	1324.45	1484.25	353.39	1304.47	1717.92	154.77	0	0	0	0	0	0
With Platooning	1324.45	1484.25	353.39	1304.47	1717.92	154.77	0	0	0	0	0	0

Headway Data

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	39	210	50	199	222	20	5	209	10	150	330	61
Base Crit. Headway (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
Crit. Headway (s)	4.12			4.12			7.12	6.52	6.22	7.12	6.52	6.22
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	2.2			2.2			3.5	4	3.3	3.5	4	3.3
Follow-up Time (s)	2.22			2.22			3.52	4.02	3.32	3.52	4.02	3.32

TWSC MOEs

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	39	210	50	199	222	20	5	209	10	150	330	61
Isolated:												
Capacity (pcph)	1324.45	1484.25	353.39	1304.47	1717.92	154.77	0	0	0	0	0	0
Delay (s/veh)	7.8			8.26								
Delay LOS	A			A								
V/C Ratio	0.03	0.14	0.14	0.15	0.13	0.13						
V/C LOS	A	A	A	A	A	A						
95% Queue (veh)	0.09			0.54								
Appr. Delay (s/veh)							0			0		
Appr. Delay LOS							A			A		
With Platooning:												
Capacity (pcph)	1324.45	1484.25	353.39	1304.47	1717.92	154.77	0	0	0	0	0	0
Delay (s/veh)	7.8			8.26								
Delay LOS	A			A								
V/C Ratio	0.03	0.14	0.14	0.15	0.13	0.13						
V/C LOS	A	A	A	A	A	A						
95% Queue (veh)	0.09			0.54								
Appr. Delay (s/veh)							0			0		
Appr. Delay LOS							A			A		

INTERSECTION #14: Nile @ MCARDLE - PM Peak (4-WAY STOP)

Intersection Data

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	50	456	65	167	163	10	20	407	25	125	212	95
Sign	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Channelized Right Turn			No			No			No			No
Median Type	TWLTL			TWLTL								
Stage 2 Storage (v)							0	0		0	0	
Flared Street Storage (v)							0			0		
Pedestrian (pred/hr)	0			0			0			0		
Walking Speed (fps)	4			4			4			4		

Capacity Data

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	50	456	65	167	163	10	20	407	25	125	212	95
Adjusted Flow (vph)	50	456	65	167	163	10	20	407	25	125	212	95
Peak Hour Factor	1	1	1	1	1	1	1	1	1	1	1	1
Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Heavy Vehicles (%)	2	2	2	2	2	2	2	2	2	2	2	2
Ideal Sat.Flow (pcphgpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Capacity (pcphg):												
Random Arrivals	1403.77	1627.13	231.94	1045.27	1772.1	108.72	0	0	0	0	0	0
With Platooning	1403.77	1627.13	231.94	1045.27	1772.1	108.72	0	0	0	0	0	0

Headway Data

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	50	456	65	167	163	10	20	407	25	125	212	95
Base Crit. Headway (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
Crit. Headway (s)	4.12			4.12			7.12	6.52	6.22	7.12	6.52	6.22
Two-Stage Crit.												
Headway (s)												
Base Follow-up Time (s)	2.2			2.2			3.5	4	3.3	3.5	4	3.3
Follow-up Time (s)	2.22			2.22			3.52	4.02	3.32	3.52	4.02	3.32

TWSC MOEs

Artery	McArdle			McArdle			Nile			Nile		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
Lane Assignment	1	1 >	< 1	1	1 >	< 1	1 >	< 1 >	< 1	1 >	< 1 >	< 1
Volume (vph)	50	456	65	167	163	10	20	407	25	125	212	95
Isolated:												
Capacity (pcph)	1403.77	1627.13	231.94	1045.27	1772.1	108.72	0	0	0	0	0	0
Delay (s/veh)	7.66			9.1								
Delay LOS	A			A								
V/C Ratio	0.04	0.28	0.28	0.16	0.09	0.09						
V/C LOS	A	A	A	A	A	A						
95% Queue (veh)	0.11			0.57								
Appr. Delay (s/veh)							0			0		
Appr. Delay LOS							A			A		
With Platooning:												
Capacity (pcph)	1403.77	1627.13	231.94	1045.27	1772.1	108.72	0	0	0	0	0	0
Delay (s/veh)	7.66			9.1								
Delay LOS	A			A								
V/C Ratio	0.04	0.28	0.28	0.16	0.09	0.09						
V/C LOS	A	A	A	A	A	A						
95% Queue (veh)	0.11			0.57								
Appr. Delay (s/veh)							0			0		
Appr. Delay LOS							A			A		

MALDONADO-BURKETT ITS, LLP

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Corpus Christi, Texas, 78411
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Location: SPID (WB) @ Ennis Joslin
City: Corpus Christi
County: Nueces

File Name : spid ennis joslin wb am&pm
Site Code : 4
Start Date : 6/4/2014
Page No : 1

Groups Printed- Vehicles - Trucks - Bicycles

	ENNIS JOSLIN From North				SPID WB From East					ENNIS JOSLIN From South				
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	41	16	0	57	55	59	4	0	118	48	0	0	48	223
07:15 AM	58	23	0	81	80	67	2	0	149	77	0	0	77	307
07:30 AM	87	33	0	120	134	109	3	0	246	144	3	0	147	513
07:45 AM	70	49	0	119	115	92	3	0	210	172	0	0	172	501
Total	256	121	0	377	384	327	12	0	723	441	3	0	444	1544
08:00 AM	64	39	0	103	81	60	4	0	145	91	1	0	92	340
08:15 AM	53	46	0	99	57	41	1	0	99	72	4	0	76	274
08:30 AM	57	42	0	99	68	53	1	0	122	62	3	0	65	286
08:45 AM	55	40	0	95	64	58	0	0	122	85	4	0	89	306
Total	229	167	0	396	270	212	6	0	488	310	12	0	322	1206
*** BREAK ***														
04:00 PM	141	101	0	242	40	40	2	0	82	65	7	0	72	396
04:15 PM	124	97	0	221	55	55	3	0	113	72	6	0	78	412
04:30 PM	94	105	0	199	44	49	5	0	98	63	3	0	66	363
04:45 PM	108	89	0	197	51	58	0	0	109	57	9	0	66	372
Total	467	392	0	859	190	202	10	0	402	257	25	0	282	1543
05:00 PM	167	135	0	302	76	57	1	0	134	73	14	0	87	523
05:15 PM	166	175	0	341	70	61	1	0	132	102	5	0	107	580
05:30 PM	109	156	0	265	66	49	1	1	117	114	6	0	120	502
05:45 PM	100	138	0	238	64	46	1	0	111	102	5	0	107	456
Total	542	604	0	1146	276	213	4	1	494	391	30	0	421	2061
Grand Total	1494	1284	0	2778	1120	954	32	1	2107	1399	70	0	1469	6354
Apprch %	53.8	46.2	0		53.2	45.3	1.5	0		95.2	4.8	0		
Total %	23.5	20.2	0	43.7	17.6	15	0.5	0	33.2	22	1.1	0	23.1	
Vehicles	1469	1270	0	2739	1108	938	30	1	2077	1376	68	0	1444	6260
% Vehicles	98.3	98.9	0	98.6	98.9	98.3	93.8	100	98.6	98.4	97.1	0	98.3	98.5
Trucks	25	4	0	29	7	16	2	0	25	22	2	0	24	78
% Trucks	1.7	0.3	0	1	0.6	1.7	6.2	0	1.2	1.6	2.9	0	1.6	1.2
Bicycles	0	10	0	10	5	0	0	0	5	1	0	0	1	16
% Bicycles	0	0.8	0	0.4	0.4	0	0	0	0.2	0.1	0	0	0.1	0.3

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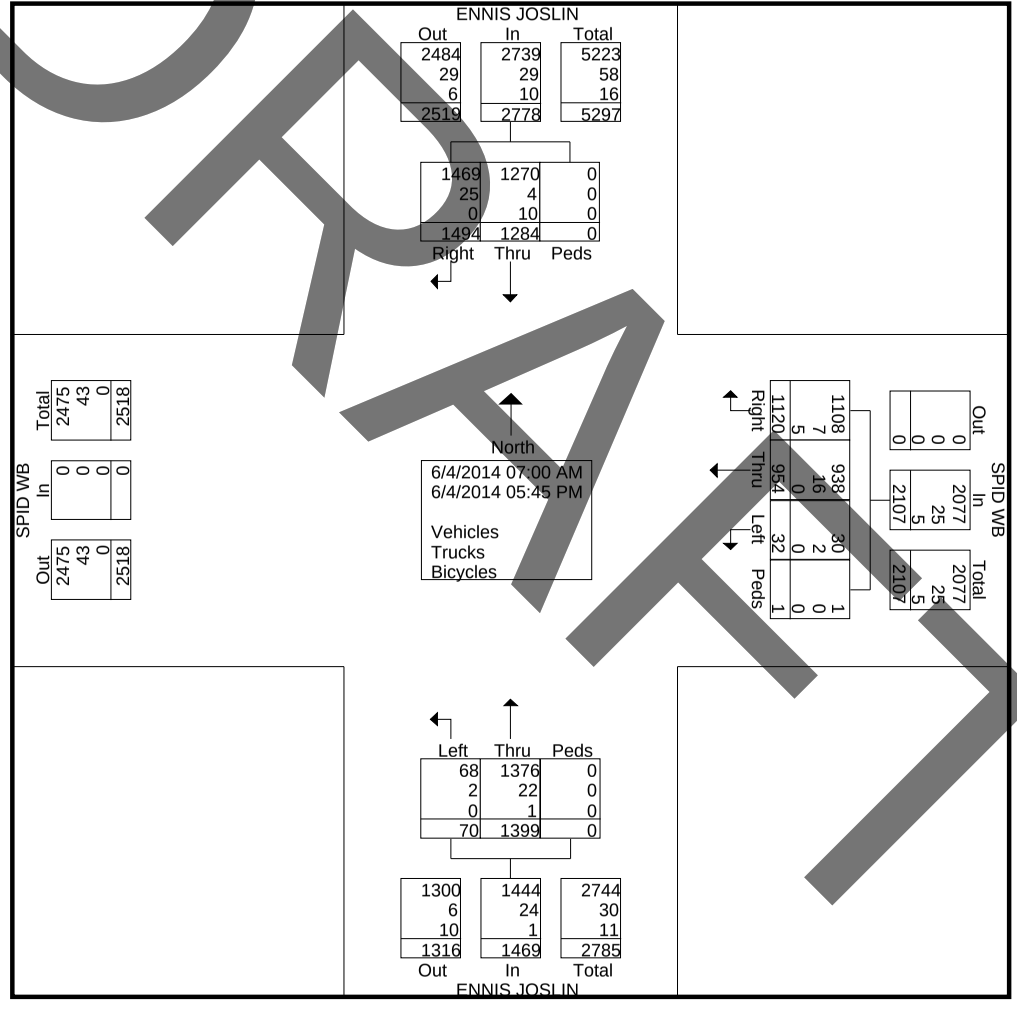
County: Nueces

File Name : spid ennis joslin wb am&pm
Site Code : 4
Start Date : 6/4/2014
Page No : 2



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Location: SPID (EB) @ Ennis Joslin
City: Corpus Christi
County: Nueces

File Name : spid ennis joslin eb am&pm
Site Code : 4
Start Date : 6/4/2014
Page No : 1

Groups Printed- Vehicle - Trucks - Bicycle

	ENNIS JOSLIN From North				ENNIS JOSLIN From South				SPID EB From West					
Start Time	Thru	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	15	0	20	0	0	0	0	4	15	49	0	68	88
07:15 AM	4	25	0	29	0	0	0	0	5	7	77	0	89	118
07:30 AM	1	29	0	30	0	4	0	4	12	16	142	0	170	204
07:45 AM	5	49	0	54	1	1	0	2	5	33	165	0	203	259
Total	15	118	0	133	1	5	0	6	26	71	433	0	530	669
08:00 AM	4	40	0	44	0	2	0	2	7	25	99	0	131	177
08:15 AM	2	44	0	46	0	5	0	5	5	19	61	1	86	137
08:30 AM	1	42	0	43	0	2	0	2	6	18	71	0	95	140
08:45 AM	0	40	0	40	1	3	0	4	4	32	77	0	113	157
Total	7	166	0	173	1	12	0	13	22	94	308	1	425	611
*** BREAK ***														
04:00 PM	6	95	0	101	3	8	0	11	3	44	65	0	112	224
04:15 PM	3	98	0	101	1	4	0	5	2	42	75	0	119	225
04:30 PM	4	106	0	110	0	4	0	4	3	74	58	0	135	249
04:45 PM	2	88	0	90	2	8	0	10	1	61	57	0	119	219
Total	15	387	0	402	6	24	0	30	9	221	255	0	485	917
05:00 PM	2	129	0	131	1	15	0	16	5	74	72	0	151	298
05:15 PM	0	181	0	181	0	6	1	7	0	60	102	0	162	350
05:30 PM	3	156	0	159	3	9	0	12	4	72	109	0	185	356
05:45 PM	0	132	0	132	1	4	0	5	1	84	102	0	187	324
Total	5	598	0	603	5	34	1	40	10	290	385	0	685	1328
Grand Total	42	1269	0	1311	13	75	1	89	67	676	1381	1	2125	3525
Apprch %	3.2	96.8	0		14.6	84.3	1.1		3.2	31.8	65	0		
Total %	1.2	36	0	37.2	0.4	2.1	0	2.5	1.9	19.2	39.2	0	60.3	
Vehicle	38	1255	0	1293	13	71	1	85	63	654	1346	1	2064	3442
% Vehicle	90.5	98.9	0	98.6	100	94.7	100	95.5	94	96.7	97.5	100	97.1	97.6
Trucks	2	6	0	8	0	4	0	4	4	19	34	0	57	69
% Trucks	4.8	0.5	0	0.6	0	5.3	0	4.5	6	2.8	2.5	0	2.7	2
Bicycle	2	8	0	10	0	0	0	0	0	3	1	0	4	14
% Bicycle	4.8	0.6	0	0.8	0	0	0	0	0	0.4	0.1	0	0.2	0.4

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File Name : spid ennis joslin eb am&pm
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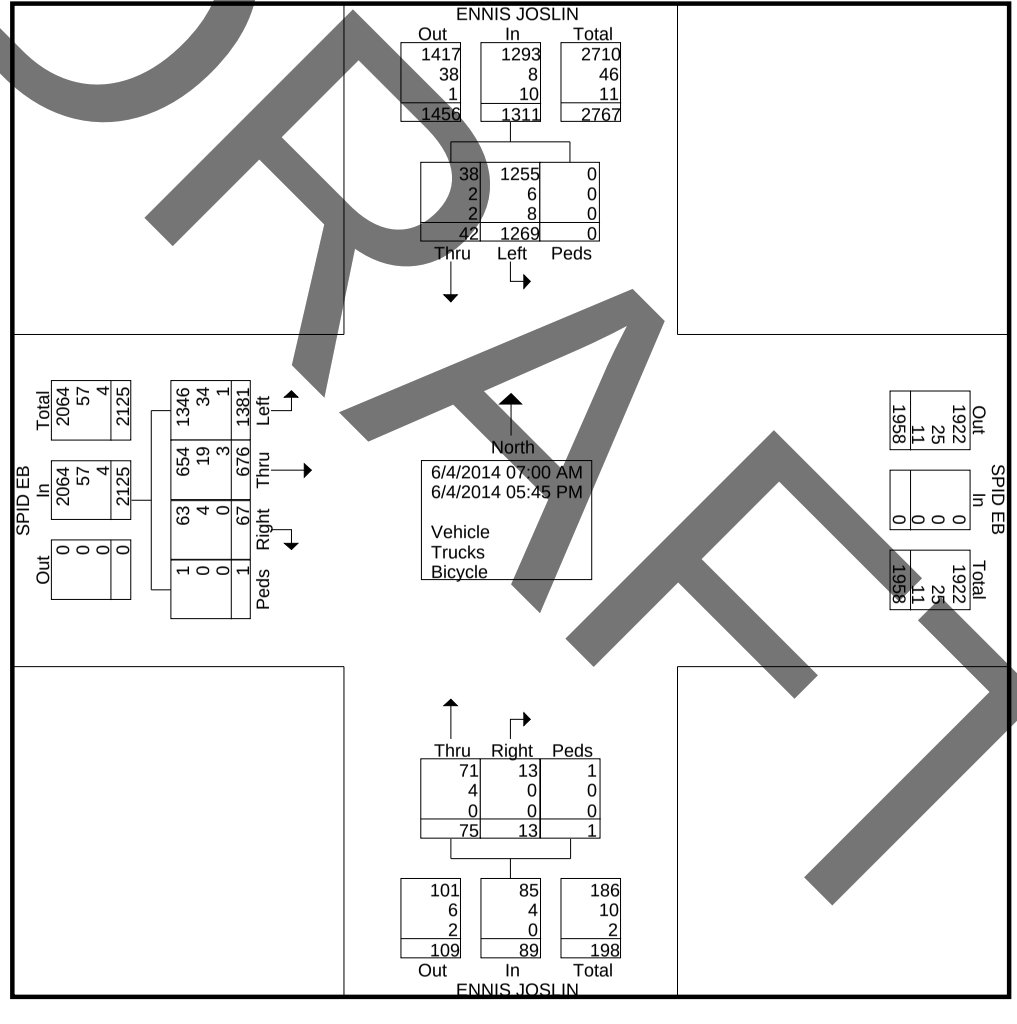
Page No : 2



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Location: SPID (EB) @ Lexington Rd
City: Corpus Christi
County: Nueces

File Name : spid lexington am&pm
Site Code : 8
Start Date : 6/4/2014
Page No : 1

Groups Printed- Vehicle - Trucks - Bicycle

	LEXINGTON From South			SPID EB From West				
Start Time	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	7	0	7	3	30	0	33	40
07:15 AM	29	0	29	3	39	0	42	71
07:30 AM	68	0	68	4	59	1	64	132
07:45 AM	50	0	50	5	74	0	79	129
Total	154	0	154	15	202	1	218	372
08:00 AM	24	0	24	3	64	0	67	91
08:15 AM	9	0	9	3	36	1	40	49
08:30 AM	7	0	7	6	47	0	53	60
08:45 AM	10	0	10	5	71	0	76	86
Total	50	0	50	17	218	1	236	286
*** BREAK ***								
04:00 PM	9	0	9	13	55	0	68	77
04:15 PM	6	0	6	10	46	0	56	62
04:30 PM	7	0	7	7	61	0	68	75
04:45 PM	6	0	6	17	53	1	71	77
Total	28	0	28	47	215	1	263	291
05:00 PM	11	0	11	15	68	0	83	94
05:15 PM	12	0	12	20	67	0	87	99
05:30 PM	5	0	5	17	78	0	95	100
05:45 PM	8	0	8	7	70	0	77	85
Total	36	0	36	59	283	0	342	378
Grand Total	268	0	268	138	918	3	1059	1327
Apprch %	100	0		13	86.7	0.3		
Total %	20.2	0	20.2	10.4	69.2	0.2	79.8	
Vehicle	265	0	265	136	889	3	1028	1293
% Vehicle	98.9	0	98.9	98.6	96.8	100	97.1	97.4
Trucks	3	0	3	2	26	0	28	31
% Trucks	1.1	0	1.1	1.4	2.8	0	2.6	2.3
Bicycle	0	0	0	0	3	0	3	3
% Bicycle	0	0	0	0	0.3	0	0.3	0.2

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Start Date : 6/4/2014
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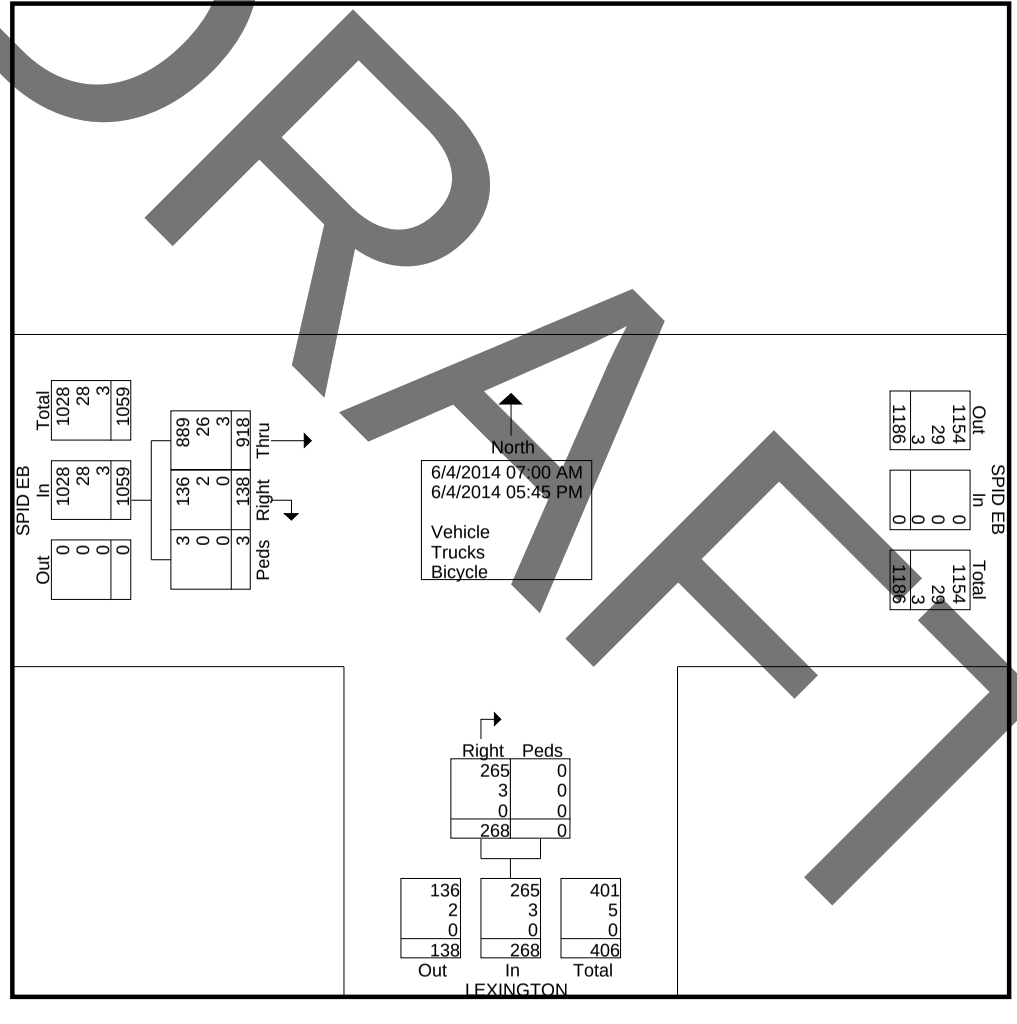

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Location: SPID (WB) @ Rodd Field Rd
City: Corpus Christi
County: Nueces

File Name : SPID Rodd Field WB am&pm
Site Code : 9
Start Date : 6/5/2014
Page No : 1

Groups Printed- Vehicle - Trucks - Bicycle

	RODD FIELD From North				SPID WB From East					RODD FIELD From South				
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	7	0	23	4	30	56	0	90	15	187	0	202	315
07:15 AM	18	11	0	29	13	37	77	0	127	34	234	1	269	425
07:30 AM	23	31	1	55	9	47	87	0	143	25	309	0	334	532
07:45 AM	14	17	1	32	9	69	122	0	200	20	267	0	287	519
Total	71	66	2	139	35	183	342	0	560	94	997	1	1092	1791
08:00 AM	22	23	0	45	7	46	108	0	161	36	250	0	286	492
08:15 AM	19	11	0	30	7	44	89	1	141	25	217	1	243	414
08:30 AM	19	10	0	29	10	56	91	0	157	14	214	0	228	414
08:45 AM	12	18	1	31	8	57	88	0	153	17	146	2	165	349
Total	72	62	1	135	32	203	376	1	612	92	827	3	922	1669
*** BREAK ***														
04:00 PM	9	16	1	26	12	59	181	0	252	18	127	2	147	425
04:15 PM	15	14	0	29	7	47	150	0	204	24	145	0	169	402
04:30 PM	12	16	0	28	8	56	188	0	252	29	133	0	162	442
04:45 PM	18	26	0	44	6	70	166	0	242	26	132	0	158	444
Total	54	72	1	127	33	232	685	0	950	97	537	2	636	1713
05:00 PM	13	19	1	33	16	64	158	0	238	38	159	0	197	468
05:15 PM	15	17	0	32	8	54	172	2	236	49	163	2	214	482
05:30 PM	10	30	0	40	7	62	165	0	234	19	141	1	161	435
05:45 PM	16	18	0	34	6	62	149	6	223	30	143	6	179	436
Total	54	84	1	139	37	242	644	8	931	136	606	9	751	1821
Grand Total	251	284	5	540	137	860	2047	9	3053	419	2967	15	3401	6994
Apprch %	46.5	52.6	0.9		4.5	28.2	67	0.3		12.3	87.2	0.4		
Total %	3.6	4.1	0.1	7.7	2	12.3	29.3	0.1	43.7	6	42.4	0.2	48.6	
Vehicle	251	279	5	535	135	827	2030	9	3001	412	2923	15	3350	6886
% Vehicle	100	98.2	100	99.1	98.5	96.2	99.2	100	98.3	98.3	98.5	100	98.5	98.5
Trucks	0	0	0	0	2	28	17	0	47	3	44	0	47	94
% Trucks	0	0	0	0	1.5	3.3	0.8	0	1.5	0.7	1.5	0	1.4	1.3
Bicycle	0	5	0	5	0	5	0	0	5	4	0	0	4	14
% Bicycle	0	1.8	0	0.9	0	0.6	0	0	0.2	1	0	0	0.1	0.2

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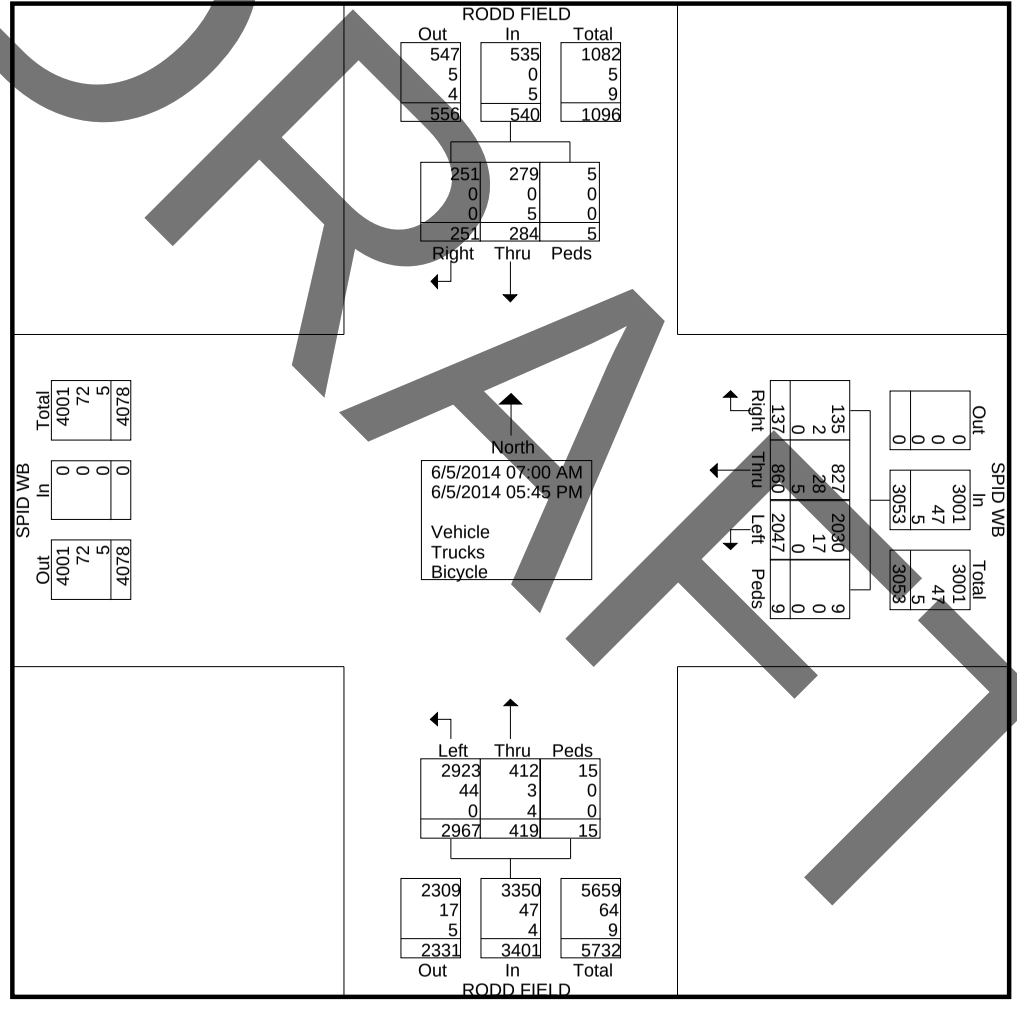
File Name : SPID Rodd Field WB am&pm
Site Code : 9
Start Date : 6/5/2014
Page No : 2



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City: Corpus Christi
County: Nueces

File Name : SPID Rodd Field EB am&pm
Site Code : 9
Start Date : 6/5/2014
Page No : 1

Groups Printed- Vehicle - Trucks - Bicycle

	RODD FIELD From North				RODD FIELD From South				SPID EB From West					
Start Time	Thru	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	59	4	0	63	123	203	0	326	62	38	6	0	106	495
07:15 AM	88	4	0	92	152	259	2	413	87	35	15	0	137	642
07:30 AM	107	11	11	129	122	332	0	454	108	50	11	0	169	752
07:45 AM	137	8	4	149	155	293	0	448	164	39	6	0	209	806
Total	391	27	15	433	552	1087	2	1641	421	162	38	0	621	2695
08:00 AM	121	9	0	130	122	283	1	406	145	39	13	0	197	733
08:15 AM	96	6	1	103	104	240	1	345	92	36	9	0	137	585
08:30 AM	99	5	0	104	129	231	1	361	122	47	6	1	176	641
08:45 AM	103	6	1	110	127	162	1	290	110	43	10	0	163	563
Total	419	26	2	447	482	916	4	1402	469	165	38	1	673	2522
*** BREAK ***														
04:00 PM	193	5	1	199	110	141	0	251	162	73	8	0	243	693
04:15 PM	165	11	0	176	113	167	0	280	178	54	16	0	248	704
04:30 PM	215	5	1	221	114	157	2	273	186	84	19	0	289	783
04:45 PM	187	9	1	197	105	144	0	249	204	70	20	0	294	740
Total	760	30	3	793	442	609	2	1053	730	281	63	0	1074	2920
05:00 PM	181	14	1	196	148	198	0	346	193	104	15	0	312	854
05:15 PM	216	7	0	223	140	197	0	337	274	87	20	0	381	941
05:30 PM	197	7	0	204	162	173	1	336	213	90	10	0	313	853
05:45 PM	186	6	0	192	135	185	6	326	224	75	11	0	310	828
Total	780	34	1	815	585	753	7	1345	904	356	56	0	1316	3476
Grand Total	2350	117	21	2488	2061	3365	15	5441	2524	964	195	1	3684	11613
Apprch %	94.5	4.7	0.8		37.9	61.8	0.3		68.5	26.2	5.3	0		
Total %	20.2	1	0.2	21.4	17.7	29	0.1	46.9	21.7	8.3	1.7	0	31.7	
Vehicle	2323	117	21	2461	2042	3314	15	5371	2488	944	194	1	3627	11459
% Vehicle	98.9	100	100	98.9	99.1	98.5	100	98.7	98.6	97.9	99.5	100	98.5	98.7
Trucks	23	0	0	23	19	48	0	67	36	19	1	0	56	146
% Trucks	1	0	0	0.9	0.9	1.4	0	1.2	1.4	2	0.5	0	1.5	1.3
Bicycle	4	0	0	4	0	3	0	3	0	1	0	0	1	8
% Bicycle	0.2	0	0	0.2	0	0.1	0	0.1	0	0.1	0	0	0	0.1

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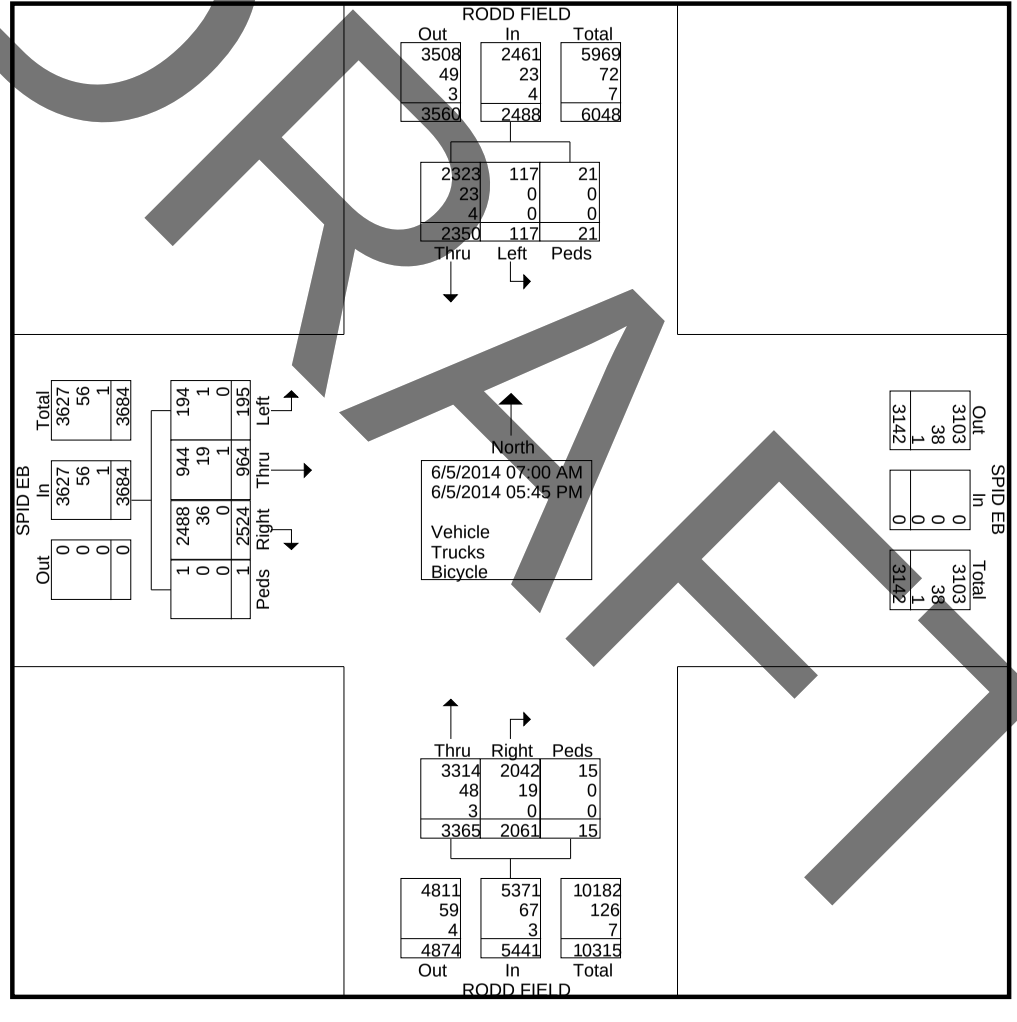
File Name : SPID Rodd Field EB am&pm
Site Code : 9
Start Date : 6/5/2014
Page No : 2



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Location: Rodd Field Rd @ Williams Dr
City: Corpus Christi
County: Nueces

File Name : rodd field williams am&pm
Site Code : 10
Start Date : 6/5/2014
Page No : 1

Groups Printed- Vehicle - Bicycle - Truck

	RODD FIELD From North				RODD FIELD From South			WILLIAMS From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	6	96	0	102	315	14	329	3	3	0	6	437
07:15 AM	11	137	0	148	418	26	444	9	6	0	15	607
07:30 AM	16	159	0	175	453	37	490	10	12	0	22	687
07:45 AM	19	227	0	246	420	49	469	19	10	0	29	744
Total	52	619	0	671	1606	126	1732	41	31	0	72	2475
08:00 AM	22	236	0	258	369	45	414	19	12	0	31	703
08:15 AM	14	151	0	165	307	32	339	9	8	0	17	521
08:30 AM	9	165	1	175	314	21	335	9	12	0	21	531
08:45 AM	11	176	0	187	286	23	309	24	10	0	34	530
Total	56	728	1	785	1276	121	1397	61	42	0	103	2285
*** BREAK ***												
04:00 PM	11	358	0	369	226	13	239	33	16	2	51	659
04:15 PM	3	335	2	340	246	15	261	28	16	1	45	646
04:30 PM	12	363	0	375	245	19	264	23	9	0	32	671
04:45 PM	5	367	0	372	231	15	246	25	11	0	36	654
Total	31	1423	2	1456	948	62	1010	109	52	3	164	2630
05:00 PM	8	361	0	369	319	15	334	45	18	0	63	766
05:15 PM	10	435	1	446	320	24	344	29	16	0	45	835
05:30 PM	9	375	1	385	286	23	309	41	14	1	56	750
05:45 PM	7	394	2	403	258	15	273	35	5	1	41	717
Total	34	1565	4	1603	1183	77	1260	150	53	2	205	3068
Grand Total	173	4335	7	4515	5013	386	5399	361	178	5	544	10458
Apprch %	3.8	96	0.2		92.9	7.1		66.4	32.7	0.9		
Total %	1.7	41.5	0.1	43.2	47.9	3.7	51.6	3.5	1.7	0	5.2	
Vehicle	168	4267	7	4442	4941	373	5314	354	173	5	532	10288
% Vehicle	97.1	98.4	100	98.4	98.6	96.6	98.4	98.1	97.2	100	97.8	98.4
Bicycle	0	0	0	0	2	0	2	0	0	0	0	2
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0
Truck	5	68	0	73	70	13	83	7	5	0	12	168
% Truck	2.9	1.6	0	1.6	1.4	3.4	1.5	1.9	2.8	0	2.2	1.6

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File Name : rodd field williams am&pm
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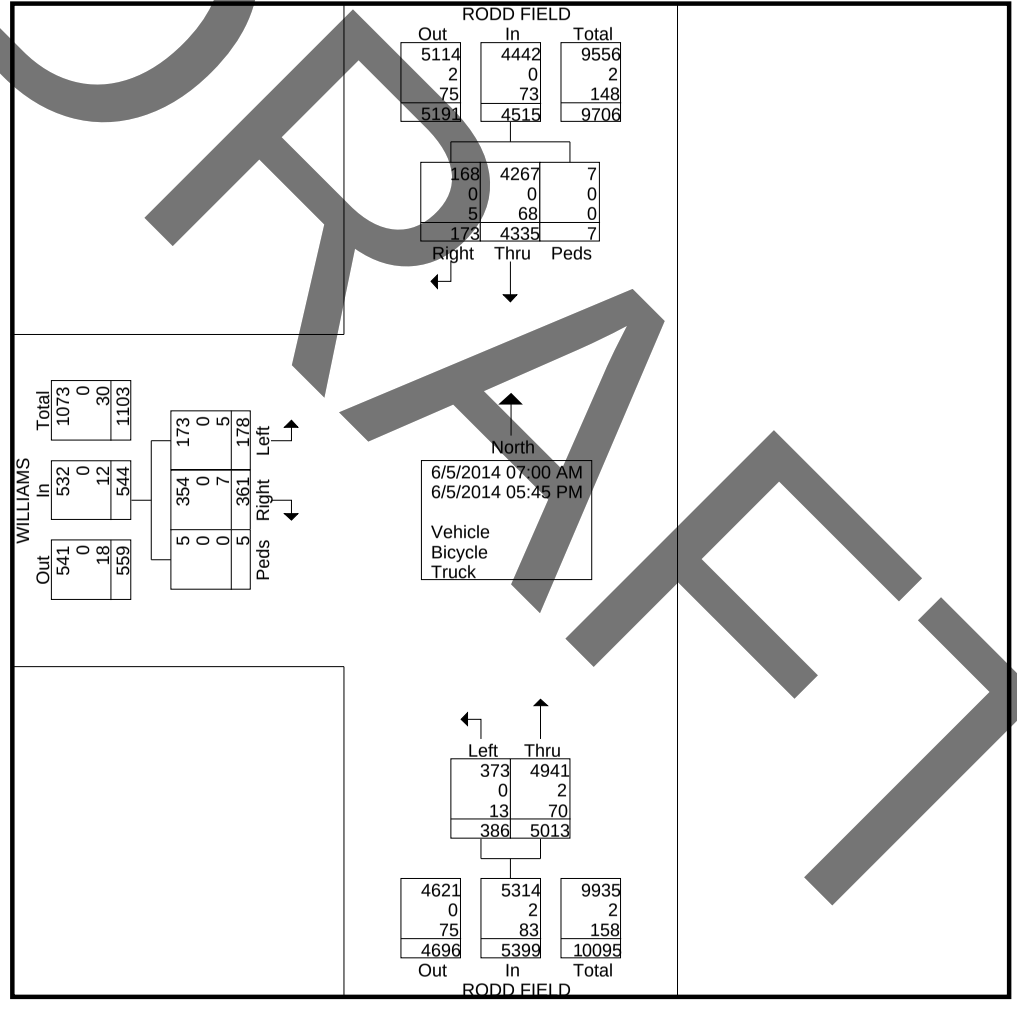

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Location: SPID (WB) @ Nile Rd
City: Corpus Christi
County: Nueces

File Name : SPID Nile WB am&pm
Site Code : 12
Start Date : 6/6/2014
Page No : 1

Groups Printed- Vehicle - Trucks - Bicycle

	NILE From North				SPID WB From East					NILE From South				
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	22	12	0	34	13	14	2	0	29	38	45	1	84	147
07:15 AM	27	20	0	47	10	35	2	0	47	47	47	0	94	188
07:30 AM	42	26	1	69	16	40	5	0	61	58	54	0	112	242
07:45 AM	49	34	0	83	11	40	8	0	59	49	62	0	111	253
Total	140	92	1	233	50	129	17	0	196	192	208	1	401	830
08:00 AM	38	31	0	69	14	44	3	1	62	47	42	3	92	223
08:15 AM	41	40	0	81	17	59	6	0	82	40	44	0	84	247
08:30 AM	27	29	0	56	18	55	4	0	77	44	44	2	90	223
08:45 AM	45	32	1	78	28	47	5	0	80	54	46	0	100	258
Total	151	132	1	284	77	205	18	1	301	185	176	5	366	951
*** BREAK ***														
04:00 PM	50	61	0	111	23	60	11	0	94	55	36	0	91	296
04:15 PM	60	80	0	140	18	57	11	0	86	45	34	0	79	305
04:30 PM	59	84	0	143	18	53	10	0	81	43	54	0	97	321
04:45 PM	59	83	0	142	16	58	11	0	85	51	61	3	115	342
Total	228	308	0	536	75	228	43	0	346	194	185	3	382	1264
05:00 PM	50	90	0	140	22	54	4	0	80	46	64	2	112	332
05:15 PM	46	96	3	145	31	55	16	0	102	55	48	1	104	351
05:30 PM	48	113	2	163	26	59	8	2	95	43	45	2	90	348
05:45 PM	47	85	0	132	29	50	16	0	95	43	44	2	89	316
Total	191	384	5	580	108	218	44	2	372	187	201	7	395	1347
Grand Total	710	916	7	1633	310	780	122	3	1215	758	770	16	1544	4392
Apprch %	43.5	56.1	0.4		25.5	64.2	10	0.2		49.1	49.9	1		
Total %	16.2	20.9	0.2	37.2	7.1	17.8	2.8	0.1	27.7	17.3	17.5	0.4	35.2	
Vehicle	707	904	7	1618	303	768	122	3	1196	754	764	16	1534	4348
% Vehicle	99.6	98.7	100	99.1	97.7	98.5	100	100	98.4	99.5	99.2	100	99.4	99
Trucks	3	10	0	13	7	12	0	0	19	3	6	0	9	41
% Trucks	0.4	1.1	0	0.8	2.3	1.5	0	0	1.6	0.4	0.8	0	0.6	0.9
Bicycle	0	2	0	2	0	0	0	0	0	1	0	0	1	3
% Bicycle	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0	0.1	0.1

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County: Nueces

File Name : SPID Nile WB am&pm
Site Code : 12
Start Date : 6/6/2014
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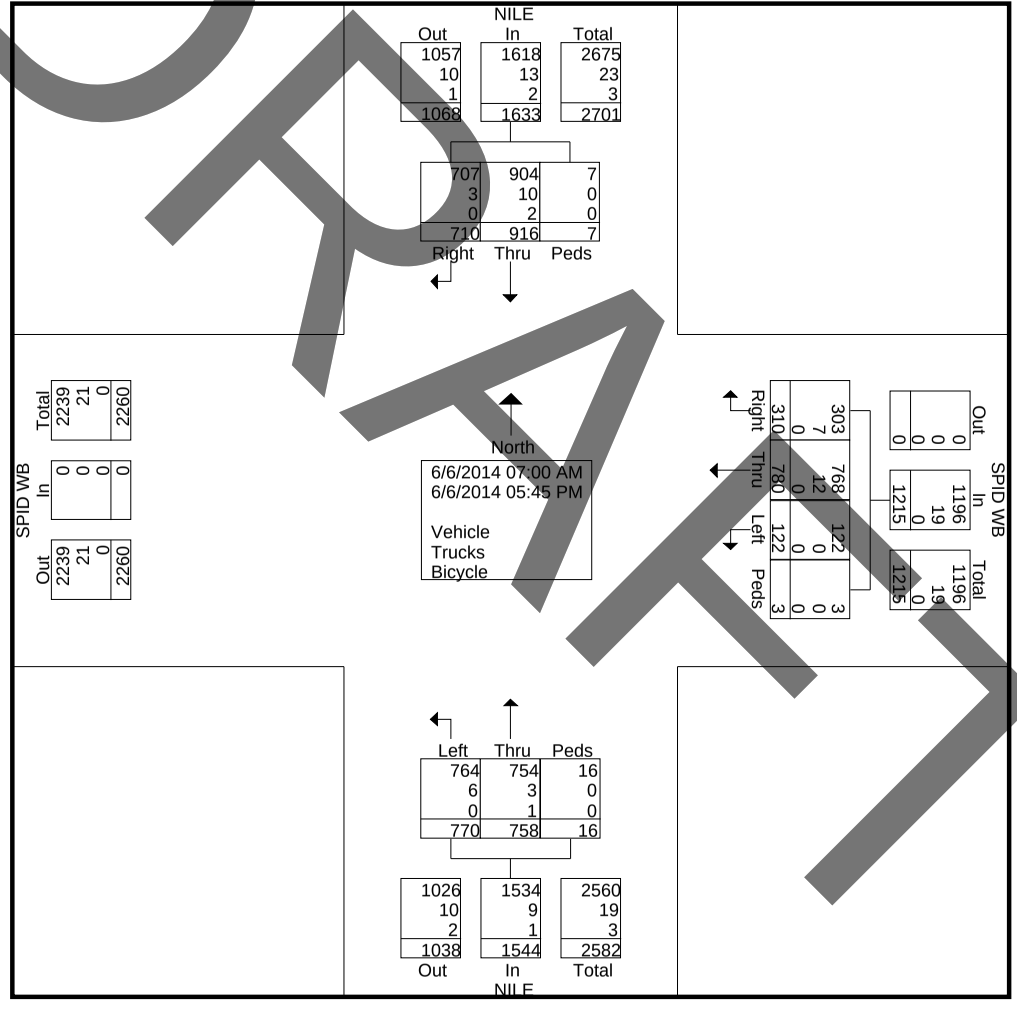

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County: Nueces

File Name : SPID Nile EB am&pm
Site Code : 12
Start Date : 6/6/2014
Page No : 1

Groups Printed- Vehicle - Trucks - Bicycle

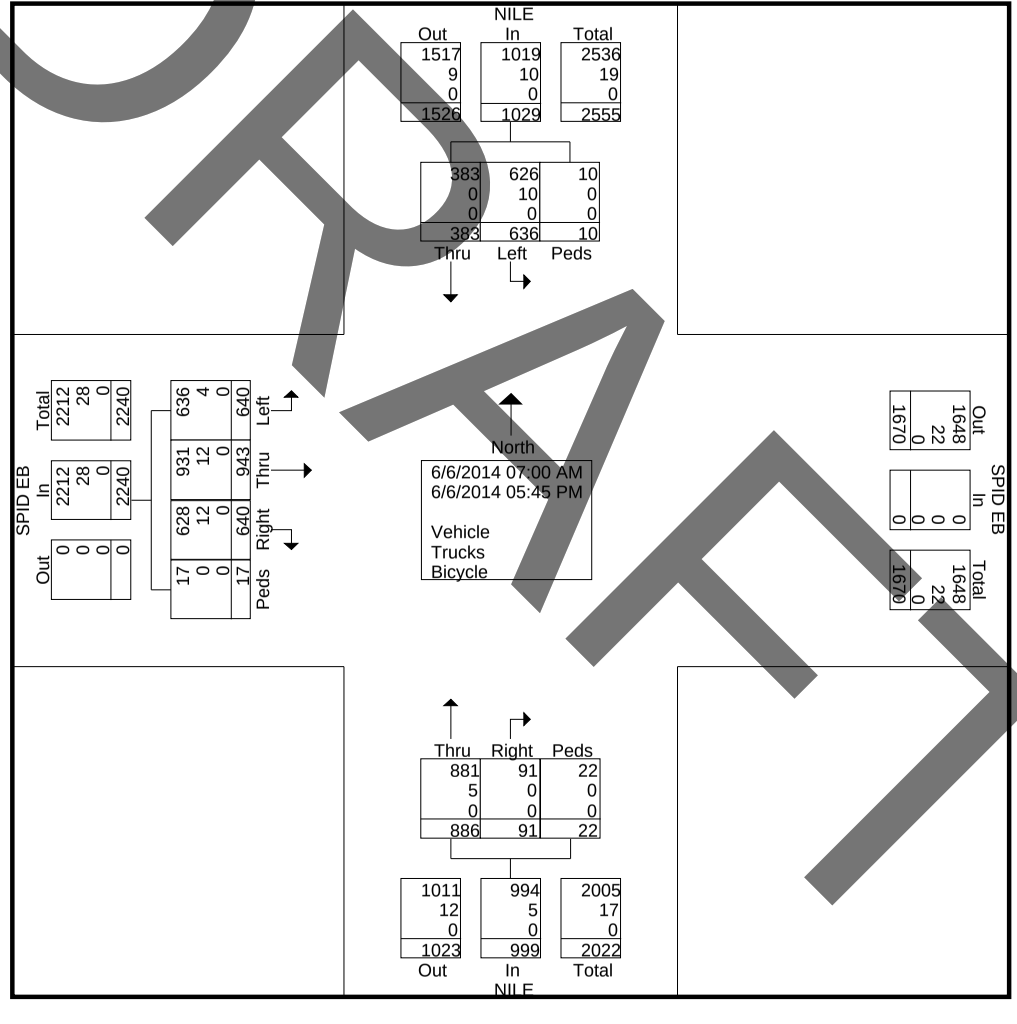
	NILE From North				NILE From South				SPID EB From West					
Start Time	Thru	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	7	0	14	3	43	1	47	16	30	37	0	83	144
07:15 AM	5	19	0	24	6	59	0	65	11	39	34	0	84	173
07:30 AM	10	21	2	33	7	65	0	72	22	46	49	1	118	223
07:45 AM	11	27	1	39	9	71	4	84	28	68	38	0	134	257
Total	33	74	3	110	25	238	5	268	77	183	158	1	419	797
08:00 AM	13	21	0	34	4	49	0	53	31	64	39	1	135	222
08:15 AM	17	29	1	47	5	48	0	53	28	54	35	0	117	217
08:30 AM	11	22	0	33	2	43	1	46	29	53	43	1	126	205
08:45 AM	15	20	0	35	3	63	1	67	22	47	40	1	110	212
Total	56	92	1	149	14	203	2	219	110	218	157	3	488	856
*** BREAK ***														
04:00 PM	29	41	0	70	7	46	0	53	55	74	46	3	178	301
04:15 PM	38	53	0	91	5	38	0	43	45	58	42	0	145	279
04:30 PM	41	50	0	91	8	61	0	69	45	53	36	2	136	296
04:45 PM	45	52	1	98	10	73	3	86	56	73	40	0	169	353
Total	153	196	1	350	30	218	3	251	201	258	164	5	628	1229
05:00 PM	32	55	0	87	6	71	4	81	65	82	40	4	191	359
05:15 PM	43	70	4	117	3	62	0	65	63	61	41	0	165	347
05:30 PM	30	85	1	116	6	49	3	58	65	72	38	2	177	351
05:45 PM	36	64	0	100	7	45	5	57	59	69	42	2	172	329
Total	141	274	5	420	22	227	12	261	252	284	161	8	705	1386
Grand Total	383	636	10	1029	91	886	22	999	640	943	640	17	2240	4268
Apprch %	37.2	61.8	1		9.1	88.7	2.2		28.6	42.1	28.6	0.8		
Total %	9	14.9	0.2	24.1	2.1	20.8	0.5	23.4	15	22.1	15	0.4	52.5	
Vehicle	383	626	10	1019	91	881	22	994	628	931	636	17	2212	4225
% Vehicle	100	98.4	100	99	100	99.4	100	99.5	98.1	98.7	99.4	100	98.8	99
Trucks	0	10	0	10	0	5	0	5	12	12	4	0	28	43
% Trucks	0	1.6	0	1	0	0.6	0	0.5	1.9	1.3	0.6	0	1.2	1
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MALDONADO-BURKETT ITS, LLP

3833 South Staples St.
Corpus Christi, Texas, 78411
www.mbitsgroup.com

Location: SPID (EB) @ Nile Rd
City: Corpus Christi
County: Nueces

File Name : SPID Nile EB am&pm
Site Code : 12
Start Date : 6/6/2014
Page No : 2



MALDONADO-BURKETT ITS, LLP

3833 South Staples St.
Corpus Christi, Texas, 78411
www.mbitsgroup.com

Location: Nile Rd @ Williams Dr
City: Corpus Christi
County: Nueces

File Name : nile williams pm
Site Code : 13
Start Date : 6/3/2014
Page No : 1

Groups Printed- Vehicle - Truck - Bicycle

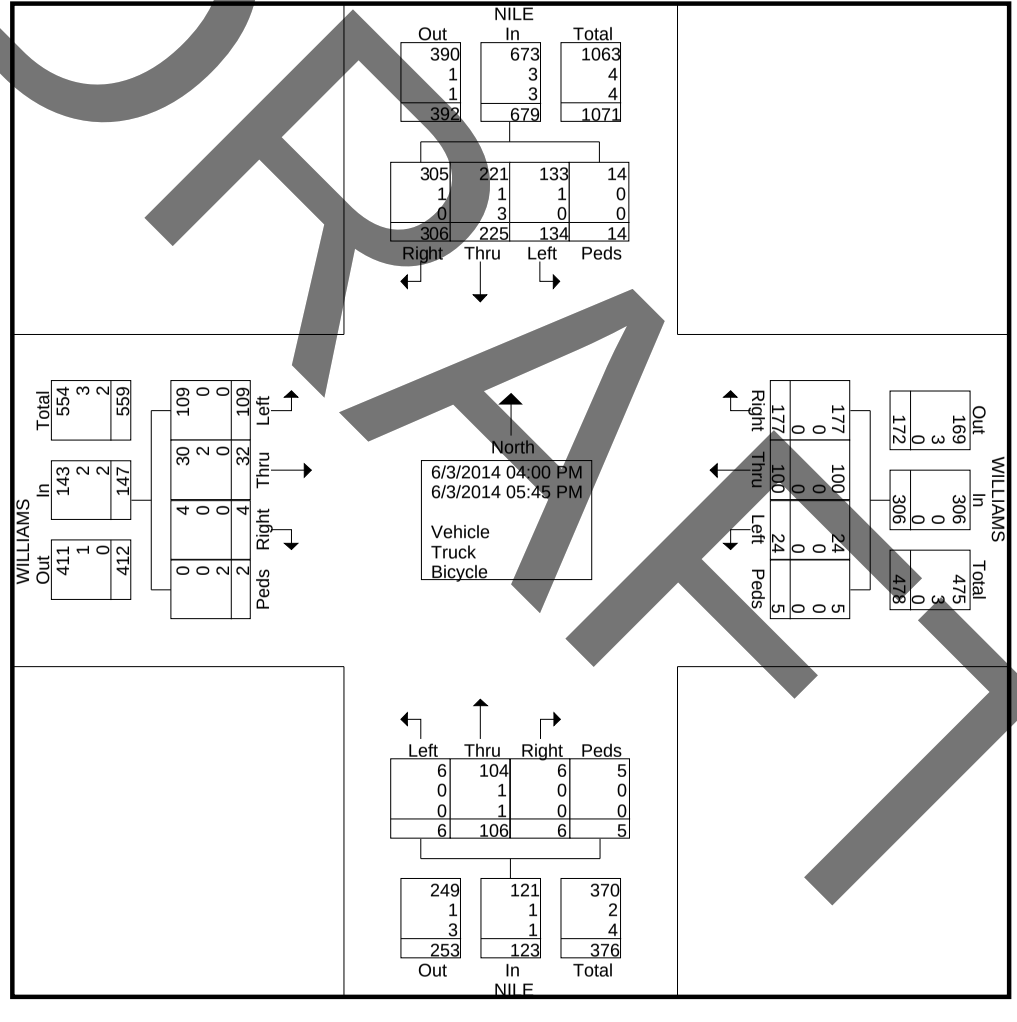
	NILE From North					WILLIAMS From East					NILE From South					WILLIAMS From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	28	25	12	0	65	15	15	4	0	34	2	14	0	1	17	0	1	15	0	16	132
04:15 PM	35	21	16	13	85	17	7	3	4	31	1	14	1	2	18	1	4	15	2	22	156
04:30 PM	35	35	15	1	86	15	18	4	0	37	1	15	0	1	17	0	3	13	0	16	156
04:45 PM	41	27	17	0	85	16	14	2	0	32	1	16	1	0	18	0	6	10	0	16	151
Total	139	108	60	14	321	63	54	13	4	134	5	59	2	4	70	1	14	53	2	70	595
05:00 PM	35	27	17	0	79	45	15	5	0	65	0	10	1	1	12	1	3	21	0	25	181
05:15 PM	49	27	24	0	100	23	11	3	0	37	0	9	1	0	10	1	2	13	0	16	163
05:30 PM	47	32	17	0	96	22	9	2	1	34	1	12	1	0	14	0	8	13	0	21	165
05:45 PM	36	31	16	0	83	24	11	1	0	36	0	16	1	0	17	1	5	9	0	15	151
Total	167	117	74	0	358	114	46	11	1	172	1	47	4	1	53	3	18	56	0	77	660
Grand Total	306	225	134	14	679	177	100	24	5	306	6	106	6	5	123	4	32	109	2	147	1255
Apprch %	45.1	33.1	19.7	2.1		57.8	32.7	7.8	1.6		4.9	86.2	4.9	4.1		2.7	21.8	74.1	1.4		
Total %	24.4	17.9	10.7	1.1	54.1	14.1	8	1.9	0.4	24.4	0.5	8.4	0.5	0.4	9.8	0.3	2.5	8.7	0.2	11.7	
Vehicle	305	221	133	14	673	177	100	24	5	306	6	104	6	5	121	4	30	109	0	143	1243
% Vehicle	99.7	98.2	99.3	100	99.1	100	100	100	100	100	100	98.1	100	100	98.4	100	93.8	100	0	97.3	99
Truck	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	6
% Truck	0.3	0.4	0.7	0	0.4	0	0	0	0	0	0	0.9	0	0	0.8	0	6.2	0	0	1.4	0.5
Bicycle	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	6
% Bicycle	0	1.3	0	0	0.4	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	100	1.4	0.5

MALDONADO-BURKETT ITS, LLP

3833 South Staples St.
Corpus Christi, Texas, 78411
www.mbitsgroup.com

Location: Nile Rd @ Williams Dr
City: Corpus Christi
County: Nueces

File Name : nile williams pm
Site Code : 13
Start Date : 6/3/2014
Page No : 2



City of Corpus Christi

Engineering Services Department
Traffic Engineering Division

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Spur3Sandpipper
Site Code : 00000000
Start Date : 2/12/2014
Page No : 1

Groups Printed- Unshifted

	Spur 3 South Bound					Sandpipper West Bound					Spur 3 North Bound					East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	31	1	0	32	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	136
07:15 AM	0	53	2	0	55	1	0	1	0	2	1	153	0	0	154	0	0	0	0	0	211
07:30 AM	0	51	2	0	53	0	0	0	0	0	0	270	0	0	270	0	0	0	0	0	323
07:45 AM	0	77	2	0	79	0	0	0	0	0	0	408	0	0	408	0	0	0	0	0	487
Total	0	212	7	0	219	1	0	1	0	2	1	935	0	0	938	0	0	0	0	0	1157
08:00 AM	0	88	2	0	90	0	0	4	0	4	0	211	0	0	211	0	0	0	0	0	305
08:15 AM	0	55	2	0	57	0	0	2	0	2	0	183	0	0	183	0	0	0	0	0	242
08:30 AM	0	42	1	0	43	0	0	1	0	1	4	266	0	0	270	0	0	0	0	0	314
08:45 AM	0	58	0	0	58	0	0	0	0	0	2	315	0	0	317	0	0	0	0	0	375
Total	0	243	5	0	248	0	0	7	0	7	6	975	0	0	981	0	0	0	0	0	1236
04:00 PM	0	177	0	0	177	0	0	1	0	1	1	129	0	0	130	0	0	0	0	0	308
04:15 PM	0	207	1	0	208	0	0	1	0	1	2	115	0	0	117	0	0	0	0	0	326
04:30 PM	0	217	1	0	218	0	0	1	0	1	1	116	0	0	117	0	0	0	0	0	336
04:45 PM	0	274	1	0	275	0	0	2	0	2	0	111	0	0	111	0	0	0	0	0	388
Total	0	875	3	0	878	0	0	5	0	5	4	471	0	0	475	0	0	0	0	0	1358
05:00 PM	0	328	0	0	328	1	0	2	0	3	1	138	0	0	139	0	0	0	0	0	470
05:15 PM	0	343	1	0	344	0	0	1	0	1	0	162	0	0	162	0	0	0	0	0	507
05:30 PM	0	290	1	0	291	0	0	1	0	1	3	122	0	0	125	0	0	0	0	0	417
05:45 PM	0	253	2	0	255	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	355
Total	0	1214	4	0	1218	1	0	4	0	5	4	522	0	0	526	0	0	0	0	0	1749
Grand Total	0	2544	19	0	2563	2	0	17	0	19	15	2903	0	0	2918	0	0	0	0	0	5500
Apprch %	0	99.3	0.7	0		10.5	0	89.5	0		0.5	99.5	0	0		0	0	0	0		
Total %	0	46.3	0.3	0	46.6	0	0	0.3	0	0.3	0.3	52.8	0	0	53.1	0	0	0	0	0	

City of Corpus Christi

Engineering Services Department
Traffic Engineering Division

Default Comments
Change These in The Preferences Window
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File Name : McArdleSpur3
Site Code : 00000000
Start Date : 3/19/2014
Page No : 1

Groups Printed- Unshifted

	Spur 3 South Bound					McArdle West Bound					Spur 3 North Bound					McArdle East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	45	0	0	48	0	0	0	0	0	0	91	4	0	95	5	0	11	0	16	159
07:15 AM	10	53	1	0	64	0	0	0	0	0	0	159	6	0	165	13	0	13	0	26	255
07:30 AM	7	56	0	0	63	0	0	0	0	0	0	314	13	0	327	10	0	21	0	31	421
07:45 AM	12	88	0	0	100	0	0	0	0	0	0	345	16	0	361	13	0	12	0	25	486
Total	32	242	1	0	275	0	0	0	0	0	0	909	39	0	948	41	0	57	0	98	1321
08:00 AM	10	77	1	0	88	0	0	0	0	0	0	175	13	0	188	12	0	13	0	25	301
08:15 AM	4	66	0	0	70	0	0	0	0	0	0	176	10	0	186	7	0	13	0	20	276
08:30 AM	11	58	0	0	69	0	0	0	0	0	0	258	11	0	269	10	0	21	0	31	369
08:45 AM	14	65	3	0	82	0	0	0	0	0	0	265	26	0	291	10	0	28	0	38	411
Total	39	266	4	0	309	0	0	0	0	0	0	874	60	0	934	39	0	75	0	114	1357
04:00 PM	17	186	2	0	205	0	0	0	0	0	0	101	16	0	117	13	0	11	0	24	346
04:15 PM	32	201	0	0	233	0	0	0	0	0	0	122	18	0	140	22	0	15	0	37	410
04:30 PM	32	204	0	0	236	0	0	0	0	0	0	113	13	0	126	19	0	11	0	30	392
04:45 PM	45	243	0	0	288	0	0	0	0	0	0	112	25	0	137	14	0	13	0	27	452
Total	126	834	2	0	962	0	0	0	0	0	0	448	72	0	520	68	0	50	0	118	1600
05:00 PM	51	280	0	0	331	0	0	0	0	0	0	153	20	0	173	40	0	12	0	52	556
05:15 PM	50	306	0	0	356	0	0	0	0	0	0	162	25	0	187	31	0	15	0	46	589
05:30 PM	38	241	0	0	279	0	0	0	0	0	0	119	31	0	150	28	0	16	0	44	473
05:45 PM	34	181	0	0	215	0	0	0	0	0	0	101	22	0	123	23	0	11	0	34	372
Total	173	1008	0	0	1181	0	0	0	0	0	0	535	98	0	633	122	0	54	0	176	1990
Grand Total	370	2350	7	0	2727	0	0	0	0	0	0	2766	269	0	3035	270	0	236	0	506	6268
Apprch %	13.6	86.2	0.3	0		0	0	0	0		0	91.1	8.9	0		53.4	0	46.6	0		
Total %	5.9	37.5	0.1	0	43.5	0	0	0	0	0	0	44.1	4.3	0	48.4	4.3	0	3.8	0	8.1	

City of Corpus Christi

Engineering Services Department
Traffic Engineering Division

Default Comments
Change These in The Preferences Window
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File Name : Spur3Pharoah
Site Code : 00000000
Start Date : 2/11/2014
Page No : 1

Groups Printed- Unshifted

	Spur 3 South Bound					Pharoah West Bound					Spur 3 North Bound					Pharoah East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	37	0	0	37	0	0	0	0	0	0	87	2	0	89	1	0	0	0	1	127
07:15 AM	0	48	1	0	49	1	0	0	0	1	0	160	2	0	162	4	0	2	0	6	218
07:30 AM	0	40	1	0	41	1	0	2	0	3	0	335	1	0	336	4	0	5	0	9	389
07:45 AM	1	74	0	0	75	4	1	5	0	10	0	401	2	0	403	5	0	0	0	5	493
Total	1	199	2	0	202	6	1	7	0	14	0	983	7	0	990	14	0	7	0	21	1227
08:00 AM	0	83	2	0	85	1	0	0	0	1	1	225	1	0	227	1	0	0	0	1	314
08:15 AM	0	58	0	0	58	0	0	1	0	1	1	171	2	0	174	2	0	2	0	4	237
08:30 AM	0	49	0	0	49	1	0	1	0	2	0	158	3	0	161	2	0	1	0	3	215
08:45 AM	1	51	0	0	52	0	0	0	0	0	0	192	0	0	192	1	0	2	0	3	247
Total	1	241	2	0	244	2	0	2	0	4	2	746	6	0	754	6	0	5	0	11	1013
04:00 PM	1	201	1	0	203	0	0	0	0	0	0	127	0	0	127	3	0	1	0	4	334
04:15 PM	7	216	0	0	223	0	0	1	0	1	2	127	5	0	134	3	0	0	0	3	361
04:30 PM	2	171	3	0	176	0	0	2	0	2	1	86	10	0	97	5	0	1	0	6	281
04:45 PM	1	249	2	0	252	0	0	1	0	1	3	115	4	0	122	3	2	1	0	6	381
Total	11	837	6	0	854	0	0	4	0	4	6	455	19	0	480	14	2	3	0	19	1357
05:00 PM	2	301	0	0	303	0	0	1	0	1	2	127	3	0	132	0	1	1	0	2	438
05:15 PM	1	333	0	0	334	0	1	0	0	1	3	133	4	0	140	0	0	0	0	0	475
05:30 PM	0	264	1	0	265	3	0	0	0	3	1	97	2	0	100	5	0	0	0	5	373
05:45 PM	2	207	3	0	212	0	0	0	0	0	0	89	5	0	94	2	0	0	0	2	308
Total	5	1105	4	0	1114	3	1	1	0	5	6	446	14	0	466	7	1	1	0	9	1594
Grand Total	18	2382	14	0	2414	11	2	14	0	27	14	2630	46	0	2690	41	3	16	0	60	5191
Apprch %	0.7	98.7	0.6	0		40.7	7.4	51.9	0		0.5	97.8	1.7	0		68.3	5	26.7	0		
Total %	0.3	45.9	0.3	0	46.5	0.2	0	0.3	0	0.5	0.3	50.7	0.9	0	51.8	0.8	0.1	0.3	0	1.2	

City of Corpus Christi

Engineering Services Department
Traffic Engineering Division

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
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File Name : spur 3 nile
Site Code : 00000000
Start Date : 3/27/2014
Page No : 1

Groups Printed- Unshifted

	SPUR 3 South Bound					NILE West Bound					SPUR 3 North Bound					NILE East Bound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	22	25	0	0	47	0	0	0	0	0	0	102	4	0	106	1	0	42	0	43	196
07:15 AM	23	44	0	0	67	0	0	0	0	0	0	140	3	0	143	0	0	45	0	45	255
07:30 AM	24	62	2	0	88	2	0	0	0	2	1	284	1	0	286	0	1	119	0	120	496
07:45 AM	49	79	0	0	128	1	1	1	0	3	1	331	2	0	334	0	1	143	0	144	609
Total	118	210	2	0	330	3	1	1	0	5	2	857	10	0	869	1	2	349	0	352	1556
08:00 AM	31	83	0	0	114	0	0	1	0	1	0	206	0	0	206	1	0	61	0	62	383
08:15 AM	32	51	0	0	83	0	0	0	0	0	0	169	4	0	173	1	0	58	0	59	315
08:30 AM	19	46	0	0	65	1	1	0	0	2	0	144	2	0	146	1	0	48	0	49	262
08:45 AM	29	57	0	0	86	0	0	0	0	0	0	160	1	0	161	0	0	100	0	100	347
Total	111	237	0	0	348	1	1	1	0	3	0	679	7	0	686	3	0	267	0	270	1307
04:00 PM	63	152	0	0	235	0	0	0	0	0	0	89	0	0	89	0	0	39	0	39	363
04:15 PM	86	169	1	0	256	0	0	0	0	0	0	93	1	0	94	0	0	41	0	41	391
04:30 PM	95	187	0	0	282	1	0	2	0	3	3	109	1	0	113	4	0	40	0	44	442
04:45 PM	142	315	0	1	458	2	0	2	0	4	1	101	0	0	102	0	0	48	0	48	612
Total	406	823	1	1	1231	3	0	4	0	7	4	392	2	0	398	4	0	168	0	172	1808
05:00 PM	120	311	2	0	433	1	0	1	0	2	0	121	2	0	123	1	0	71	0	72	630
05:15 PM	130	343	0	0	473	1	0	0	0	1	1	132	0	0	133	1	0	66	0	67	674
05:30 PM	113	238	1	0	352	1	0	0	0	1	0	129	1	0	130	2	0	52	0	54	537
05:45 PM	80	198	1	0	279	0	0	1	0	1	0	96	2	0	98	0	0	47	0	47	425
Total	443	1090	4	0	1537	3	0	2	0	5	1	478	5	0	484	4	0	236	0	240	2266
Grand Total	1078	2360	7	1	3446	10	2	8	0	20	7	2406	24	0	2437	12	2	1020	0	1034	6937
Apprch %	31.3	68.5	0.2	0		50	10	40	0		0.3	98.7	1	0		1.2	0.2	98.6	0		
Total %	15.5	34	0.1	0	49.7	0.1	0	0.1	0	0.3	0.1	34.7	0.3	0	35.1	0.2	0	14.7	0	14.9	

City of Corpus Christi Traffic Engineering
WEEKLY SUMMARY
Starting: 7/17/13

Site Reference: KS/JS 6139
Site ID: Rodd Field
Location: (RoddField NBAppMcArdle)
Direction: NORTH

File: RoddNBAppMcArd.prn
City:
County:

TIME	MON		TUE		WED 17		THU 18		FRI 19		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15						28	11	27	11	0					22	55	11	18
00:30						36	10	29	11	0					21	65	10	21
00:45						30	15	39	7	0					22	69	11	23
01:00						41	8	34	8	0					16	75	8	25
01:15						27	11	39	9	0					20	66	10	22
01:30						27	10	26	12	0					22	53	11	17
01:45						50	5	53	6						11	103	5	51
02:00						33	9	41	8						17	74	8	37
02:15						29	9	28	10						19	57	9	28
02:30						31	8	40	9						17	71	8	35
02:45						28	2	39	4						6	67	3	33
03:00						28	3	38	7						10	66	5	33
03:15						29	5	30	3						8	59	4	29
03:30						30	4	39	3						7	69	3	34
03:45						47	2	40	3						5	87	2	43
04:00						27	2	38	1						3	65	1	32
04:15						31	2	36	4						6	67	3	33
04:30						39	1	37	4						5	76	2	38
04:45						48	1	40	3						4	88	2	44
05:00						33	6	38	5						11	71	5	35
05:15						47	13	52	2						15	99	7	49
05:30						53	14	50	6						20	103	10	51
05:45						43	13	55	8						21	98	10	49
06:00						56	18	47	10						28	103	14	51
06:15						40	14	39	7						21	79	10	39
06:30						43	27	38	9						36	81	18	40
06:45						44	25	39	14						39	83	19	41
07:00						50	23	38	17						40	88	20	44
07:15						30	19	30	18						37	60	18	30
07:30						31	26	35	26						52	66	26	33
07:45						37	37	38	22						59	75	29	37
08:00						31	41	32	47						88	63	44	31
08:15						37	41	35	33						74	72	37	36
08:30						37	26	37	23						49	74	24	37
08:45						22	28	36	34						62	58	31	29
09:00						28	32	32	35						67	60	33	30
09:15						39	29	33	28						57	72	28	36
09:30						31	27	30	29						56	61	28	30
09:45						23	38	29	22						60	52	30	26
10:00						49	40	46	31						71	95	35	47
10:15						25	29	24	31						60	49	30	24
10:30						25	27	20	36						63	45	31	22
10:45						20	34	21	37						71	41	35	20
11:00						14	29	16	37						66	30	33	15
11:15					37	20	26	15	30						93	35	31	17
11:30					18	14	31	21	20						69	35	23	17
11:45					32	19	42	17	0						74	36	24	18
12:00					28	12	32	11	0						60	23	20	11
TOTALS	0		0		1707		2552		740		0		0		4999		2360	
AM Times						11:15		7:30		10:15						11:00		7:30
AM Peaks						115		145		141						302		136
PM Times						17:15		17:15								17:15		17:15
PM Peaks						199		204								403		200

City of Corpus Christi Traffic Engineering
WEEKLY SUMMARY
Starting: 7/16/13

Site Reference: Karen 2448
Site ID: McArdle
Location: (EB Approaching Rodd Field)
Direction: EAST

File: McArdEBAppRodd.prn
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			16		17		18		19									
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			18	14	45	3	25	4							21	88	7	29
00:30			14	6	36	3	24	10							19	74	6	24
00:45			12	5	48	5	21	4							14	81	4	27
01:00			13	7	62	1	29	7							15	104	5	34
01:15			18	6	36	3	32	4							13	86	4	28
01:30			19	11	59	2	30	2							15	108	5	36
01:45			15	11	41	1	40	3							15	96	5	32
02:00			14	0	50	1	25	2							3	89	1	29
02:15			16	0	57	4	26	3							7	99	2	33
02:30			12	7	51	3	31	5							15	94	5	31
02:45			13	3	51	0	20	3							6	84	2	28
03:00			12	4	31	2	25	4							10	68	3	22
03:15			16	8	54	1	26	7							16	96	5	32
03:30			15	3	55	0	31	2							5	101	1	33
03:45			15	3	89	0	31	5							8	135	2	45
04:00			16	3	54	1	30	1							5	100	1	33
04:15			17	4	53	0	33	0							4	103	1	34
04:30			14	3	83	0	39	3							6	136	2	45
04:45			14	6	90	4	25	5							15	129	5	43
05:00			18	12	73	5	26	6							23	117	7	39
05:15			16	14	80	26	37	13							53	133	17	44
05:30			20	9	55	14	27	9							32	102	10	34
05:45			16	13	71	8	33	10							31	120	10	40
06:00			13	22	45	9	24	7							38	82	12	27
06:15			12	12	33	19	28	25							56	73	18	24
06:30			17	35	39	22	33	25							82	89	27	29
06:45			17	47	42	20	25	23							90	84	30	28
07:00			13	77	29	7	27	11							95	69	31	23
07:15			11	76	35	19	30	14							109	76	36	25
07:30			7	48	23	11	17	14							73	47	24	15
07:45			7	37	26	18	29	26							81	62	27	20
08:00			15	56	22	26	21	27							109	58	36	19
08:15			14	46	26	28	33	23							97	73	32	24
08:30			6	27	21	21	20	12							60	47	20	15
08:45			7	24	1	15	16	9							48	24	16	8
09:00			9	50	4	24	23	0							74	36	24	12
09:15			7	33	20	23	22	0							56	49	18	16
09:30			6	28	7	16	26	0							44	39	14	13
09:45			7	23	7	20	17	0							43	31	14	10
10:00			6	36	6	20	17	0							56	29	18	9
10:15			8	47	13	30	12	2							79	33	26	11
10:30			5	17	11	19	15	0							36	31	12	10
10:45			10	4	34	3	21	19	0						65	26	16	8
11:00			17	4	49	8	23	6	0						89	18	22	6
11:15			25	2	27	11	24	12	0						76	25	19	8
11:30			20	3	58	7	24	8							102	18	34	6
11:45			12	5	46	2	31	6							89	13	29	4
12:00			10	8	43	1	28	5							81	14	27	4
TOTALS	0		660		2916		1762		330		0		0		5668		1841	
AM Times					11:00		6:45		11:15		7:30				6:30		6:30	
AM Peaks					74		248		107		90				376		124	
PM Times					17:00		16:30		15:45						16:30		16:30	
PM Peaks					70		326		133						515		171	

City of Corpus Christi Traffic Engineering
WEEKLY SUMMARY
Starting: 8/21/12

Site Reference: Karen 5926
Site ID: Nile
Location: (Approach to McArdle)
Direction: NORTH

File: AppMcArd1.prn
City:
County:

TIME	MON		TUE 21		WED 22		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15				41	17	35	21								38	76	19	38
00:30				69	16	46	22								38	115	19	57
00:45				82	16	43	13								29	125	14	62
01:00				64	19	62	16								35	126	17	63
01:15				67	25	120	17								42	187	21	93
01:30				93	9	66	10								19	159	9	79
01:45				179	7	74	11								18	253	9	126
02:00				73	9	79	5								14	152	7	76
02:15				50	6	65	9								15	115	7	57
02:30				62	4	80	10								14	142	7	71
02:45				58	6	96	6								12	154	6	77
03:00				69	9	59	7								16	128	8	64
03:15				73	7	71	5								12	144	6	72
03:30				57	5	57	11								16	114	8	57
03:45				82	1	52	6								7	134	3	67
04:00				66	5	62	7								12	128	6	64
04:15				69	3	56	7								10	125	5	62
04:30				76	4	71	6								10	147	5	73
04:45				105	3	72	3								6	177	3	88
05:00				129	1	87	4								5	216	2	108
05:15				121	4	113	8								12	234	6	117
05:30				80	3	86	3								6	166	3	83
05:45				74	5	56	3								8	130	4	65
06:00				120	6	71	11								17	191	8	95
06:15				130	12	110	9								21	240	10	120
06:30				66	65	80	63								128	146	64	73
06:45				82	83	84	66								149	166	74	83
07:00				96	13	103	19								32	199	16	99
07:15				134	23	72	18								41	206	20	103
07:30				198	26	115	29								55	313	27	156
07:45				246	33	83	25								58	329	29	164
08:00				92	58	66	52								110	158	55	79
08:15				48	52	48	45								97	96	48	48
08:30				67	71	54	74								145	121	72	60
08:45				38	212	48	116								328	86	164	43
09:00				43	154	61	96								250	104	125	52
09:15				46	99	44	141								240	90	120	45
09:30				45	112	41	165								277	86	138	43
09:45				43	146	32	220								366	75	183	37
10:00				36	121	39	82								203	75	101	37
10:15				43	166	37	55								221	80	110	40
10:30				34	62	43	67								129	77	64	38
10:45				36	32	23	87								119	59	59	29
11:00				24	45	33	67								112	57	56	28
11:15				29	59	31	49								108	60	54	30
11:30				33	85	28	69								154	61	77	30
11:45				23	133	21	59								192	44	96	22
12:00				12	53	26	57								110	38	55	19
'OTALS	0		3603		5106		1951		0		0		0		10660		5311	
M Times					8:45		9:00								9:00		9:00	
M Peaks					577		622								1133		566	
M Times			19:00		18:15										19:00		19:00	
M Peaks			674		377										1047		522	

City of Corpus Christi Traffic Engineering
WEEKLY SUMMARY
Starting: 8/21/12

Site Reference: Karen 5929
Site ID: Nile
Location: (Approach to McArdle)
Direction: SOUTH

File: NileAppMcArdl.prn
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			90		12	76	15								27	166	13	83
00:30			90		8	104	11								19	194	9	97
00:45			67		9	101	2								11	168	5	84
01:00			86		6	63	4								10	149	5	74
01:15			87		4	59	11								15	146	7	73
01:30			68		2	59	6								8	127	4	63
01:45			63		4	81	7								11	144	5	72
02:00			66		3	70	7								10	136	5	68
02:15			76		4	69	8								12	145	6	72
02:30			92		3	89	7								10	181	5	90
02:45			111		2	98	8								10	209	5	104
03:00			97		0	89	7								7	186	3	93
03:15			96		2	90	3								5	186	2	93
03:30			91		0	102	4								4	193	2	96
03:45			94		2	95	3								5	189	2	94
04:00			104		0	89	2								2	193	1	96
04:15			104		3	87	7								10	191	5	95
04:30			111		5	102	4								9	213	4	106
04:45			100		0	105	3								3	205	1	102
05:00			95		1	114	4								5	209	2	104
05:15			110		2	94	1								3	204	1	102
05:30			95		3	94	3								6	189	3	94
05:45			103		5	89	6								11	192	5	96
06:00			96		7	95	2								9	191	4	95
06:15			105		7	111	7								14	216	7	108
06:30			75		8	75	7								15	150	7	75
06:45			72		12	98	15								27	170	13	85
07:00			98		20	113	19								39	211	19	105
07:15			105		23	100	19								42	205	21	102
07:30			108		42	47	27								69	155	34	77
07:45			77		31	47	35								66	124	33	62
08:00			64		50	56	50								100	120	50	60
08:15			95		48	78	45								93	173	46	86
08:30			91		44	49	47								91	140	45	70
08:45			97		44	45	49								93	142	46	71
09:00			61		39	53	44								83	114	41	57
09:15			97		43	56	36								79	153	39	76
09:30			70		55	46	37								92	116	46	58
09:45			52		42	38	38								80	90	40	45
10:00			38		51	28	43								94	66	47	33
10:15			25		44	26	62								106	51	53	25
10:30			24		40	15	33								73	39	36	19
10:45			16		59	14	35								94	30	47	15
11:00			20		67	20	78								145	40	72	20
11:15			9		67	22	97								164	31	82	15
11:30			14		65	19	85								150	33	75	16
11:45			8		69	6	72								141	14	70	7
12:00			13		68	14	94								162	27	81	13
TOTALS	0		3626		4415		1209		0		0		0		9250		4600	
AM Times						11:15		11:15								11:15		11:15
AM Peaks						269		348								617		308
PM Times				16:00		16:30										16:30		16:30
PM Peaks				419		415										831		414

City of Corpus Christi Traffic Engineering
WEEKLY SUMMARY
Starting: 8/21/12

Site Reference: Karen 6142
Site ID: McArdle
Location: (Approach to Nile)
Direction: EAST

File: McArdAppNile.prn
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			77	8	82	8									16	159	8	79
00:30			73	2	64	7									9	137	4	68
00:45			67	6	65	7									13	132	6	66
01:00			77	10	75	5									15	152	7	76
01:15			57	3	74	4									7	131	3	65
01:30			70	3	76	4									7	146	3	73
01:45			61	2	61	4									6	122	3	61
02:00			52	5	70	3									8	122	4	61
02:15			64	1	71	5									6	135	3	67
02:30			70	2	70	10									12	140	6	70
02:45			80	1	57	6									7	137	3	68
03:00			53	2	76	0									2	129	1	64
03:15			110	2	103	4									6	213	3	106
03:30			83	3	77	2									5	160	2	80
03:45			72	1	81	4									5	153	2	76
04:00			73	3	81	5									8	154	4	77
04:15			147	1	143	3									4	290	2	145
04:30			137	2	126	1									3	263	1	131
04:45			118	3	119	5									8	237	4	118
05:00			93	8	108	2									10	201	5	100
05:15			137	3	142	11									14	279	7	139
05:30			123	13	130	11									24	253	12	126
05:45			126	9	162	9									18	288	9	144
06:00			113	9	117	9									18	230	9	115
06:15			136	13	117	9									22	253	11	126
06:30			115	11	92	8									19	207	9	103
06:45			84	27	84	26									53	168	26	84
07:00			60	50	76	45									95	136	47	68
07:15			91	42	75	30									72	166	36	83
07:30			79	36	71	38									74	150	37	75
07:45			57	63	52	50									113	109	56	54
08:00			71	55	64	59									114	135	57	67
08:15			55	58	61	60									118	116	59	58
08:30			61	70	53	71									141	114	70	57
08:45			58	70	54	99									169	112	84	56
09:00			35	45	55	47									92	90	46	45
09:15			57	62	48	43									105	105	52	52
09:30			45	32	40	41									73	85	36	42
09:45			39	35	38	50									85	77	42	38
10:00			29	50	44	57									107	73	53	36
10:15			21	62	36	51									113	57	56	28
10:30			19	54	34	61									115	53	57	26
10:45			14	59	18	63									122	32	61	16
11:00			22	54	22	54									108	44	54	22
11:15			12	54	17	52									106	29	53	14
11:30			13	48	19	61									109	32	54	16
11:45			10	75	14	66									141	24	70	12
12:00			8	79	8	68									147	16	73	8
TOTALS	0		3324		4728		1338		0		0		0		9390		4671	
AM Times					11:15		8:00								8:00		8:00	
AM Peaks					256		289								542		270	
PM Times			17:15		17:15										17:15		17:15	
PM Peaks			499		551										1050		524	

City of Corpus Christi Traffic Engineering
WEEKLY SUMMARY
Starting: 8/21/12

Site Reference: Karen 6141
Site ID: McArdle
Location: (Approach to Nile)
Direction: WEST

File: McArdleAppNile.prn
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			21		22													
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			45	13	63	16									29	108	14	54
00:30			52	7	50	5									12	102	6	51
00:45			58	3	43	9									12	101	6	50
01:00			58	2	47	4									6	105	3	52
01:15			50	5	55	8									13	105	6	52
01:30			38	5	34	9									14	72	7	36
01:45			43	4	51	8									12	94	6	47
02:00			45	1	44	7									8	89	4	44
02:15			53	2	44	2									4	97	2	48
02:30			59	1	36	2									3	95	1	47
02:45			53	0	45	8									8	98	4	49
03:00			49	4	55	4									8	104	4	52
03:15			62	2	46	4									6	108	3	54
03:30			41	1	55	2									3	96	1	48
03:45			45	3	39	5									8	84	4	42
04:00			47	3	61	0									3	108	1	54
04:15			61	3	54	6									9	115	4	57
04:30			47	2	55	0									2	102	1	51
04:45			55	2	50	3									5	105	2	52
05:00			47	8	65	5									13	112	6	56
05:15			71	6	56	4									10	127	5	63
05:30			59	11	68	7									18	127	9	63
05:45			68	14	61	16									30	129	15	64
06:00			65	13	70	15									28	135	14	67
06:15			64	7	62	9									16	126	8	63
06:30			57	21	70	11									32	127	16	63
06:45			80	15	52	17									32	132	16	66
07:00			66	23	63	26									49	129	24	64
07:15			37	46	53	48									94	90	47	45
07:30			34	39	33	37									76	67	38	33
07:45			48	83	36	84									167	84	83	42
08:00			48	131	46	104									235	94	117	47
08:15			39	88	40	80									168	79	84	39
08:30			25	60	33	78									138	58	69	29
08:45			32	83	26	83									166	58	83	29
09:00			33	82	29	85									167	62	83	31
09:15			36	76	23	52									128	59	64	29
09:30			28	54	20	53									107	48	53	24
09:45			23	38	28	58									96	51	48	25
10:00			18	49	25	49									98	43	49	21
10:15			21	50	28	51									101	49	50	24
10:30			19	45	25	29									74	44	37	22
10:45			16	60	16	45									105	32	52	16
11:00			10	57	27	51									108	37	54	18
11:15			13	48	17	57									105	30	52	15
11:30			11	33	12	50									83	23	41	11
11:45			11	36	15	60									96	26	48	13
12:00			8	40	7	59									99	15	49	7
TOTALS	0		2048		3412		1425		0		0		0		6885		3422	
AM Times					7:45		7:45								7:45		7:45	
AM Peaks					362		346								708		353	
PM Times			18:15		17:45										18:00		18:00	
PM Peaks			267		263										520		259	

Information contained in this report represents reportable data collected from Texas Peace Officer's Crash R received and processed by the Department as of the report date.

A reportable motor vehicle traffic crash is defined as: "Any crash involving a motor vehicle in transport that o or originates on a traffic way, results in injury to or death of any person, or damage to the property of any one to the apparent extent of $1,000."

Federal highway safety laws require the state to create this crash database for use in obtaining federal safety improvement funds. Section 409 of Title 23 of the United States Code, forbids the discovery and admission i evidence of reports, data, or other information compiled or collected for activities required pursuant to Federa safety programs, or for the purpose of developing any highway safety construction improvement project, whic implemented utilizing federal-aid highway funds, in tort litigation arising from occurrences at the locations adc such documents or data. Information that is not available to a party in civil litigation may be confidential unde pursuant to Tex. Gov't. Code Sec. 552.111.

For Motor Vehicle Crash Data Report definitions, please go to:
http://www.txdot.gov/inside-txdot/forms-publications/drivers-vehicles/publications/annual-summary.html
and view or download the *Annual Motor Vehicle Crash Data Report Definitions* report.

Reportable Motor Vehicle Traffic Crashes
SS 3/Ennis Joslin Blvd. Between SH 358 (Northbound Frontage Road) and Nile Dr.
Nueces County
2011 Thru YTD 2014

Crash Year	Fatal Crashes	Incapacitating Crashes	Non-Incapacitating Crashes	Possible Injury Crashes	Non Injury Crashes	Unknown Severity Crashes	Total Crashes
2011	0	0	3	2	12	0	17
2012	0	1	3	8	19	0	31
2013	0	0	1	2	8	0	11
YTD 2014	0	0	0	0	2	0	2

Traffic Survey — Count Analysis

Texas Department of Transportation

Form Revised 2/27/2012

2011 TMUTCD Warrants

County: Nueces District: Corpus Christi

City: Corpus Christi Population: 325,000 Survey Date: 6/23/14

		Name	Control	Section	85% Speed
Major	Spur 3	Ennis Joslin			45 MPH
Minor		A1/Sandpiper			

Eight Highest Hours: Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.	
	Veh. Total	Ped. Total	Veh. Total	Ped. Total
7:00 PM	2,246		479	
9:00 AM	1,640		540	
8:00 AM				
10:00 AM				
12 NOON				
1:00 PM				
2:00 PM				
3:00 PM				

Comments:
Signal is recommended.

Warrant 1. Eight Hour Vehicular Volume

☐ Yes ☑ No Meets 70%[c] (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%[a] (regardless of speed) of Condition A.

– or –

☐ Yes ☑ No Meets 70%[c] (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%[a] (regardless of speed) of Condition B.

– or –

☐ Yes ☑ No Meets 80%[b] of Conditions A and B.

– or –

☐ Yes ☑ No Meets 56%[d] of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing	Required				Existing
		100%[a]	80%[b]	70%[c]	56%[d]		100%[a]	80%[b]	70%[c]	56%[d]	
1	1	500	400	350	280		150	120	105	84	
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336		200	160	140	112	
1	2 or more	500	400	350	280		200	160	140	112	

Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing	Required				Existing
		100%[a]	80%[b]	70%[c]	56%[d]		100%[a]	80%[b]	70%[c]	56%[d]	
1	1	750	600	525	420		75	60	53	42	
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504		100	80	70	56	
1	2 or more	750	600	525	420		100	80	70	56	

[a]Basic minimum hourly volume.

[b]Used for combination of Conditions A and B after adequate trial of other remedial measures.

[c]May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

[d]May be used for combination of Conditions A and B after adequat trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

Warrant 2. Four Hour Volumes (70% Factor)

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).

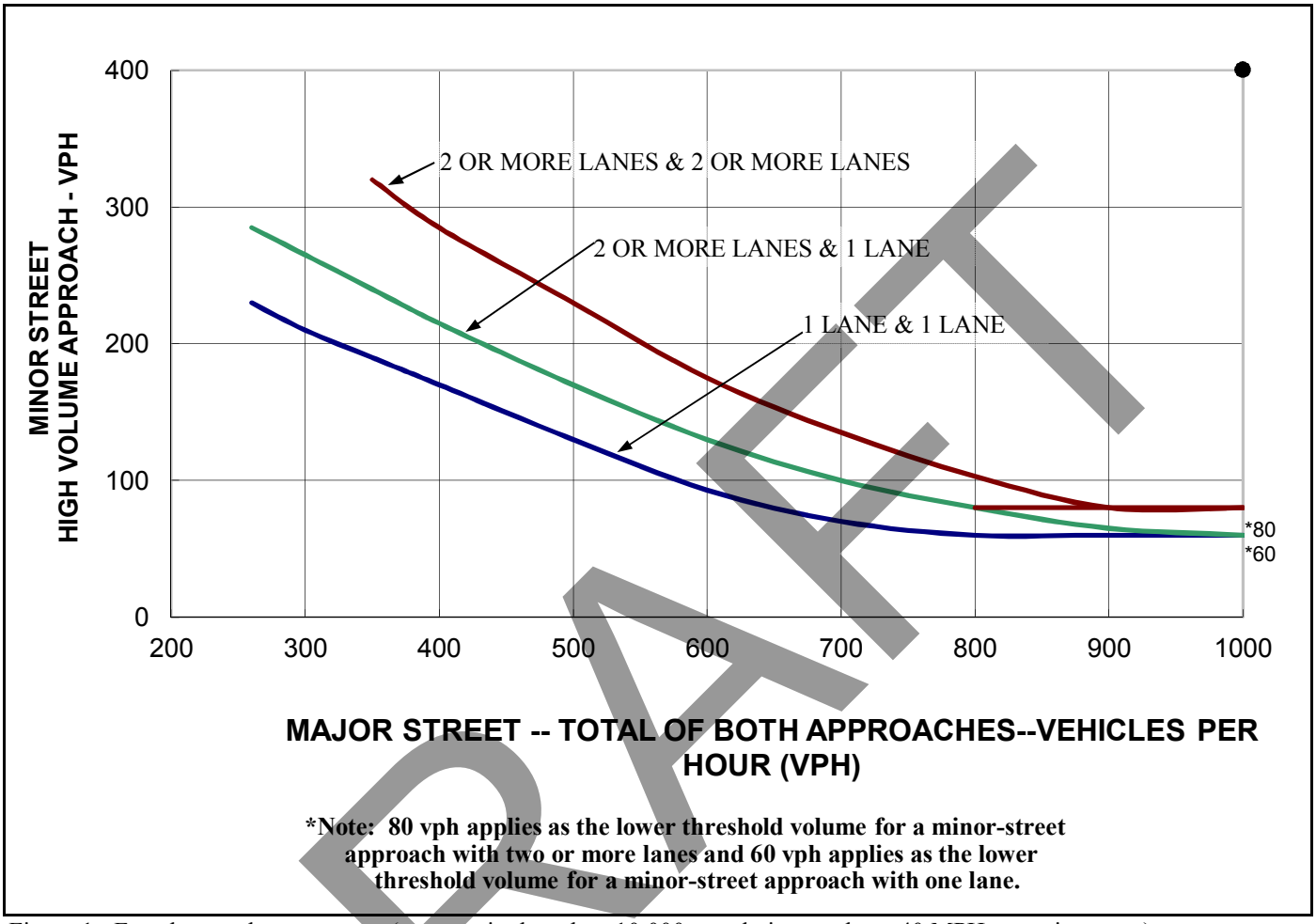
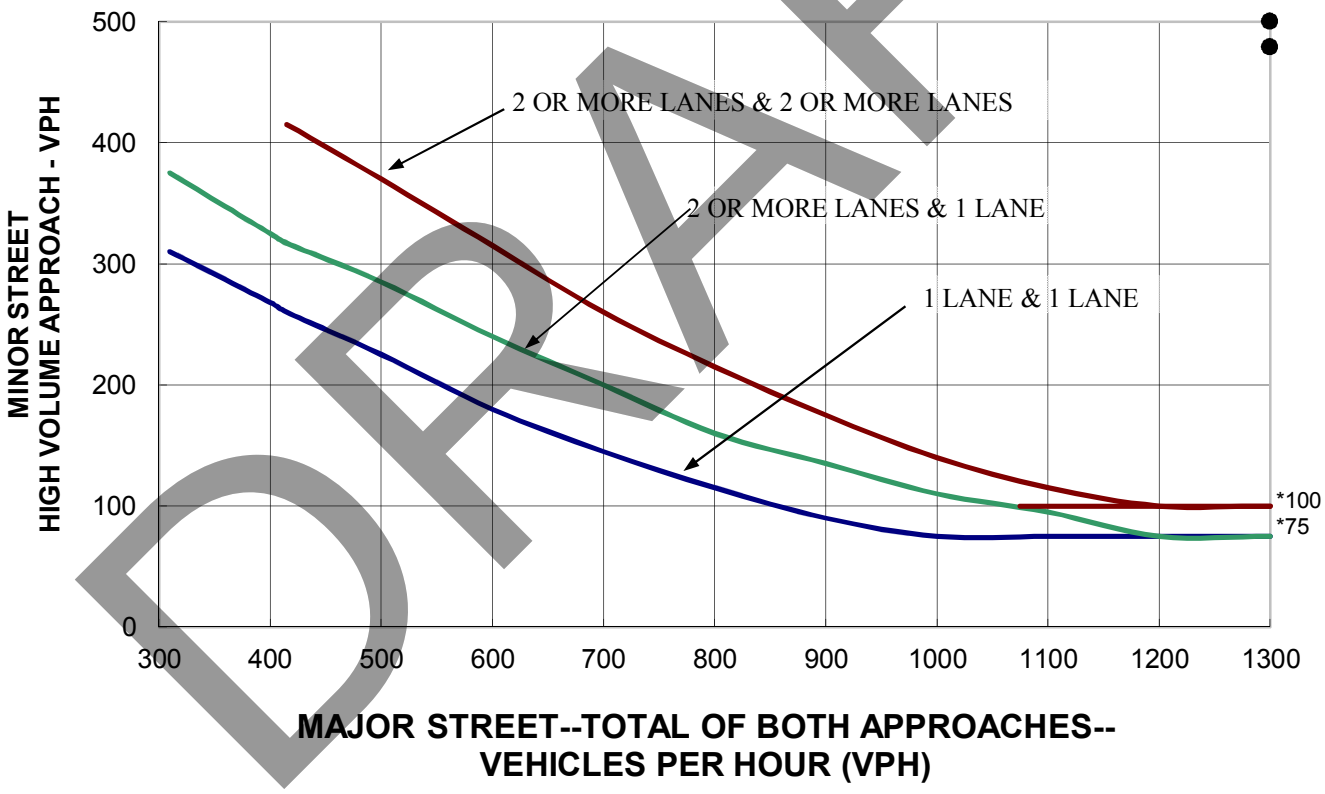


Figure 1. Four-hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 2.)

Warrant 3. Peak Hour (70% Factor)

☐ Yes ☐ No	Are all of the following conditions true for any four consecutive 15 minute periods? 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, *and* 2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, *and* 3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
	– or –
☑ Yes ☐ No	Meets one High Hour (Warrant 3 — see Figure 2).



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

Figure 2. Peak hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 3.)

Warrant 4. Four Hour Pedestrian Volumes (70% Factor)

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant4 — see Figure 3).

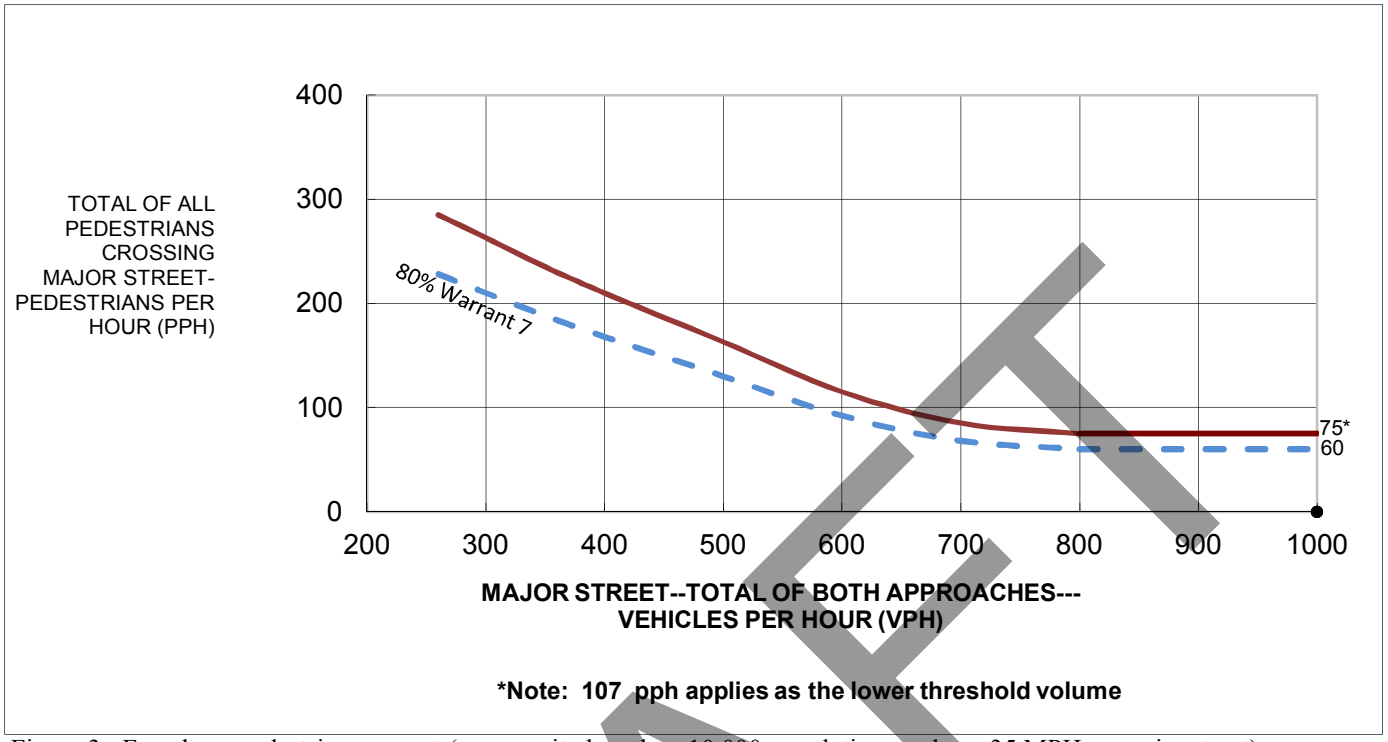


Figure 3. Four-hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

Warrant 4. Peak Hour Pedestrian Volumes (70% Factor)

☐ Yes ☑ No	Meets Peak Hour Pedestrian (Warrant4 — see Figure 4).

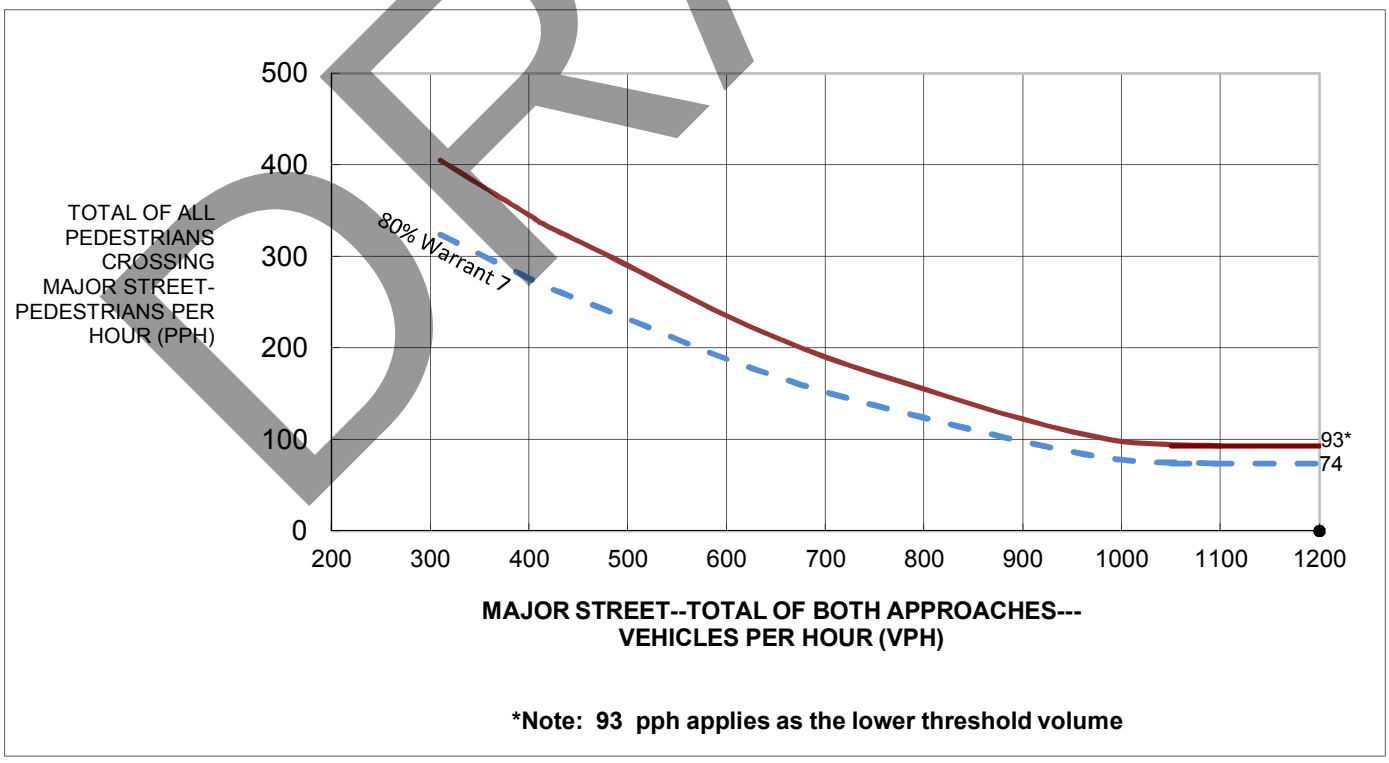


Figure 4. Peak hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

Warrant 5. School Crossing

☐ Yes	☐ No	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period?	
N/A		***– and –***	
☐ Yes	☐ No	Is there a minimum of 20 students during the highest crossing hour?	
		– and –	
☐ Yes	☐ No	Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)	

Warrant 6. Coordinated Signal System

☐ Yes	☐ No	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur?
N/A		***– or –***
☐ Yes	☐ No	On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

Warrant 7. Crash Experience

☐ Yes	☑ No	Is one of the following conditions met?: ♦ 80% of Condition A or Condition B in Warrant 1 ♦ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000) ♦ 80 % or more of Warrant 4 met?
		– and –
☐ Yes	☑ No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

Warrant 8. Roadway Network

☐ Yes	☑ No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday.
		– or –
☐ Yes	☑ No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

Major Street	Minor Street	
☑	☐	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
☐	☐	It includes rural or suburban highways outside, entering, or traversing a city.
☑	☐	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

Remarks:

Warrant 9. Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)

☐ Yes ☑ No	Meets one High Hour (Warrant 9 — see Figure 5).

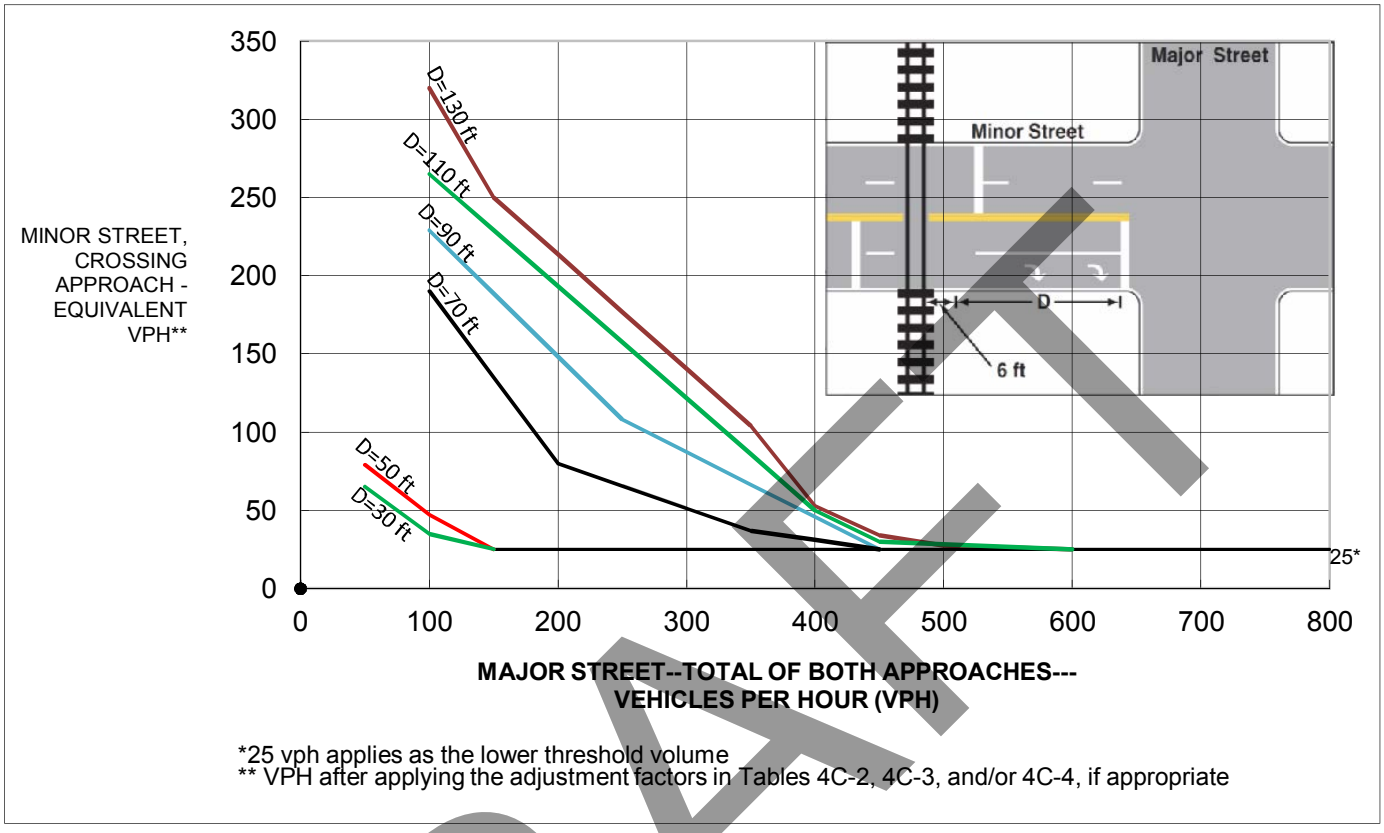


Figure 5. Railroad Grade Crossing (Two or More Approach Lanes at the Track Crossing). (Warrant 9.)

Corpus Christi, Nueces Co.

	MAJOR APPROACH Spur 3, Ennis Joslin 3 LANE(S) PER APPROACH				MINOR APPROACH A1/Sandpiper 3 LANE(S) PER APPROACH				DATE: 6/23/14 85th % SPEED: 45 MPH POPULATION: 325,000				
	Northbound		Southbound		Eastbound		Westbound		SUM MAJOR	HIGH MINOR	MAJOR APPR & HIGH MINOR	PED TOTAL XING MAJOR	RANK
	VEH	PEDS	VEH	PEDS	VEH	PEDS	VEH	PEDS					
7:00 AM													3
8:00 AM	1208		432		540		9		1640	540	2180		4
9:00 AM													2
10:00 AM													5
11:00 AM													6
12 NOON													7
1:00 PM													8
2:00 PM													9
3:00 PM													10
4:00 PM													11
5:00 PM													12
6:00 PM	753		1493		479		10		2246	479	2725		1
7:00 PM													
8:00 PM													
9:00 PM													
10:00 PM													
11:00 PM													
12 MID													
1:00 AM													
2:00 AM													
3:00 AM													
4:00 AM													
5:00 AM													
6:00 AM													
7:00 AM													

Traffic Survey — Count Analysis

Texas Department of Transportation

Form Revised 2/27/2012

2011 TMUTCD Warrants

County: Nueces District: Corpus Christi

City: Corpus Christi Population: 325,000 Survey Date: 6/23/14

		Name	Control	Section	85% Speed
Major	Spur 3	Ennis Joslin			45 MPH
Minor		B1			

Eight Highest Hours: Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.	
	Veh. Total	Ped. Total	Veh. Total	Ped. Total
6:00 PM	1,737		151	
9:00 AM	608		77	
8:00 AM				
10:00 AM				
12 NOON				
1:00 PM				
2:00 PM				
3:00 PM				

Comments:
Peak hour meets warrants, however intersection is Right in and Right out only and is to close to a proposed signal. No signal is recommended.

Warrant 1. Eight Hour Vehicular Volume

☐ Yes ☑ No Meets 70%[c] (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%[a] (regardless of speed) of Condition A.

– or –

☐ Yes ☑ No Meets 70%[c] (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%[a] (regardless of speed) of Condition B.

– or –

☐ Yes ☑ No Meets 80%[b] of Conditions A and B.

– or –

☐ Yes ☑ No Meets 56%[d] of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing	Required				Existing
		100%[a]	80%[b]	70%[c]	56%[d]		100%[a]	80%[b]	70%[c]	56%[d]	
1	1	500	400	350	280		150	120	105	84	
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336		200	160	140	112	
1	2 or more	500	400	350	280		200	160	140	112	

Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing	Required				Existing
		100%[a]	80%[b]	70%[c]	56%[d]		100%[a]	80%[b]	70%[c]	56%[d]	
1	1	750	600	525	420		75	60	53	42	
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504		100	80	70	56	
1	2 or more	750	600	525	420		100	80	70	56	

[a]Basic minimum hourly volume.

[b]Used for combination of Conditions A and B after adequate trial of other remedial measures.

[c]May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

[d]May be used for combination of Conditions A and B after adequat trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

Warrant 2. Four Hour Volumes (70% Factor)

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).

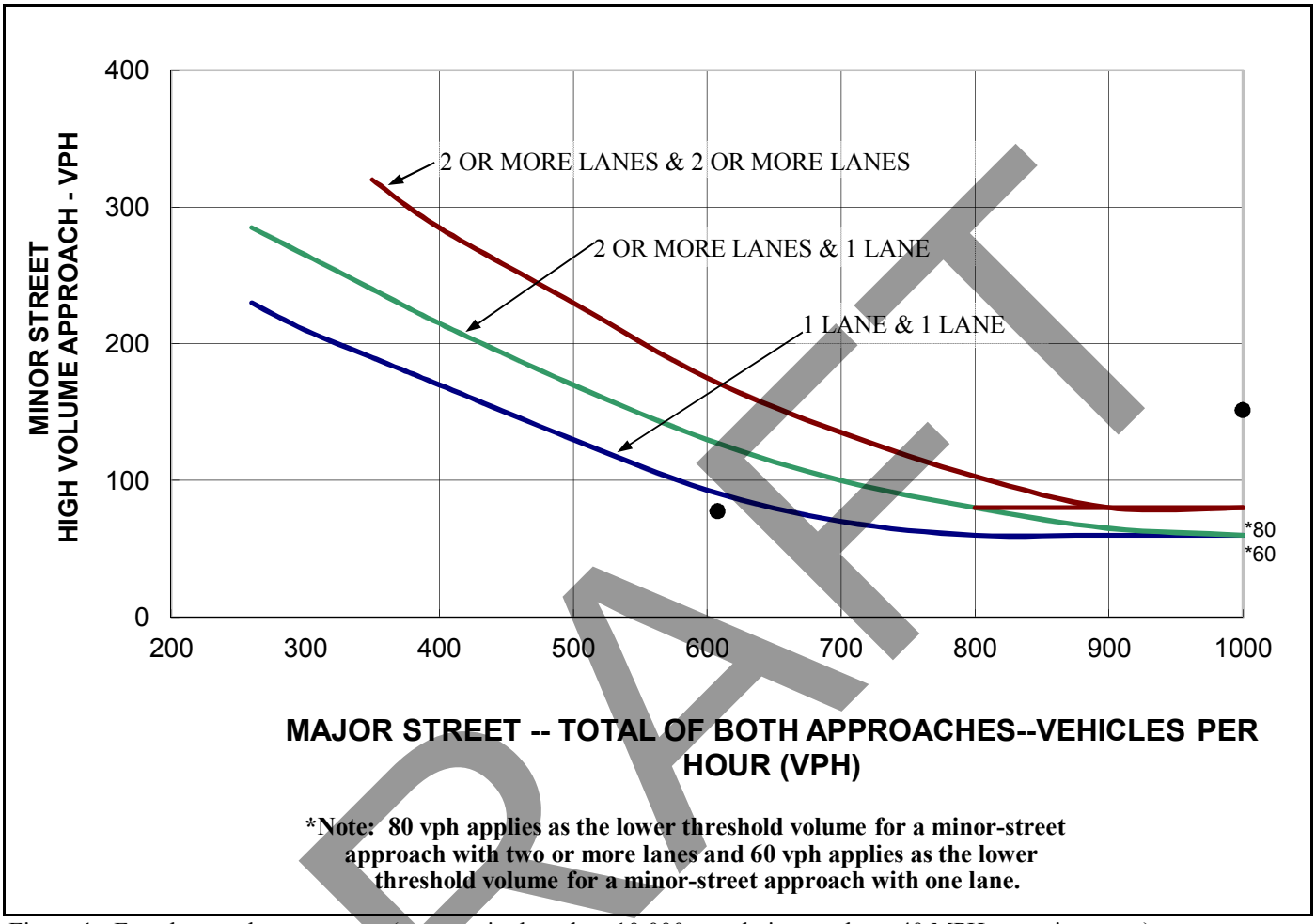
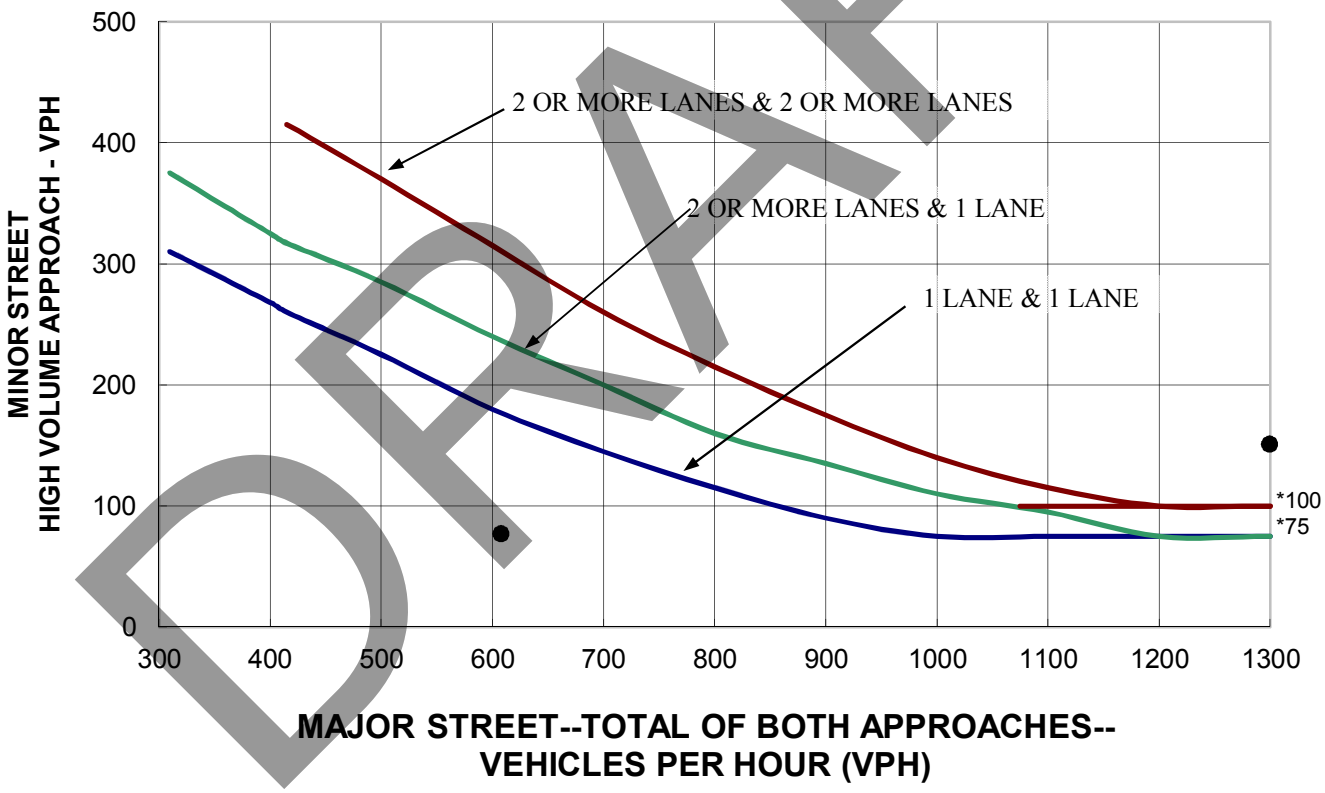


Figure 1. Four-hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 2.)

Warrant 3. Peak Hour (70% Factor)

☐ Yes ☐ No	Are all of the following conditions true for any four consecutive 15 minute periods? 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, *and* 2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, *and* 3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
	– or –
☑ Yes ☐ No	Meets one High Hour (Warrant 3 — see Figure 2).



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

Figure 2. Peak hour volume warrant (community less than 10,000 population or above 40 MPH on major street). (Warrant 3.)

Warrant 4. Four Hour Pedestrian Volumes (70% Factor)

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant4 — see Figure 3).

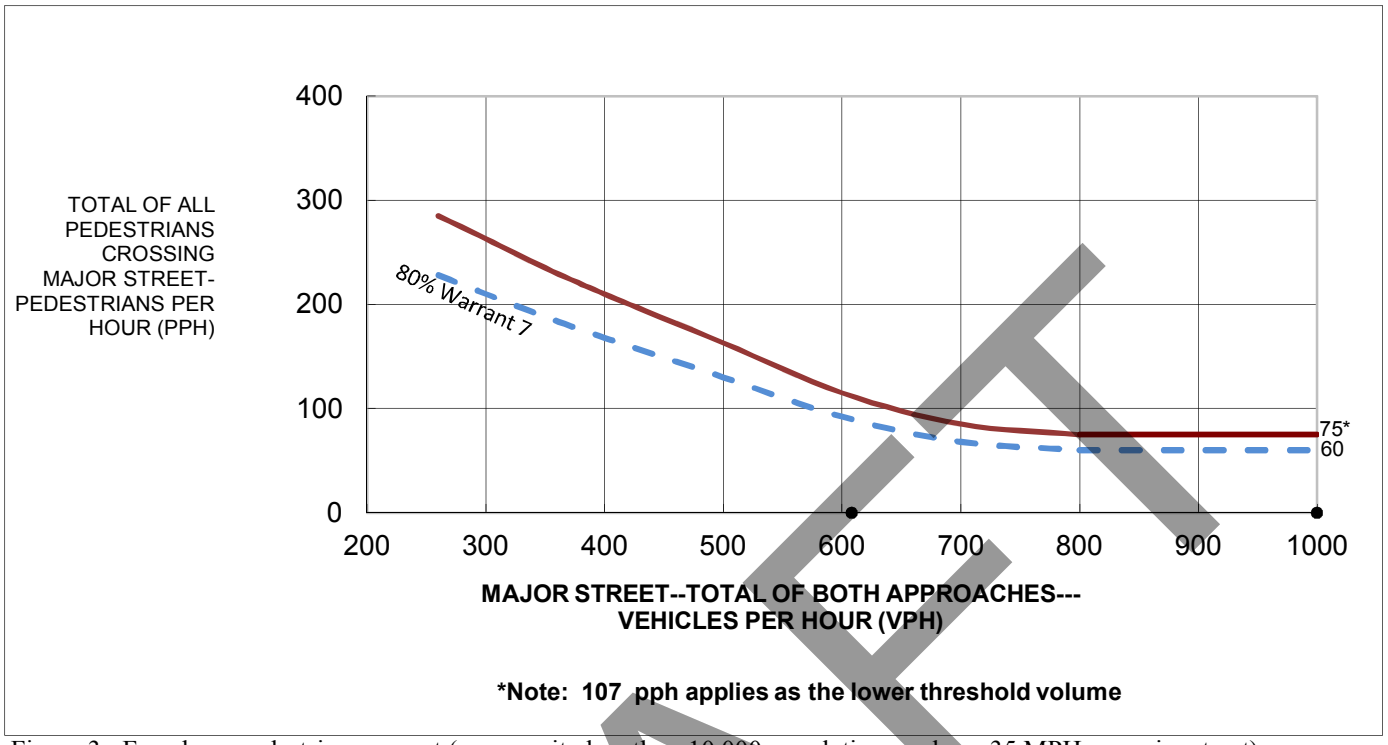


Figure 3. Four-hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

Warrant 4. Peak Hour Pedestrian Volumes (70% Factor)

☐ Yes ☑ No	Meets Peak Hour Pedestrian (Warrant4 — see Figure 4).

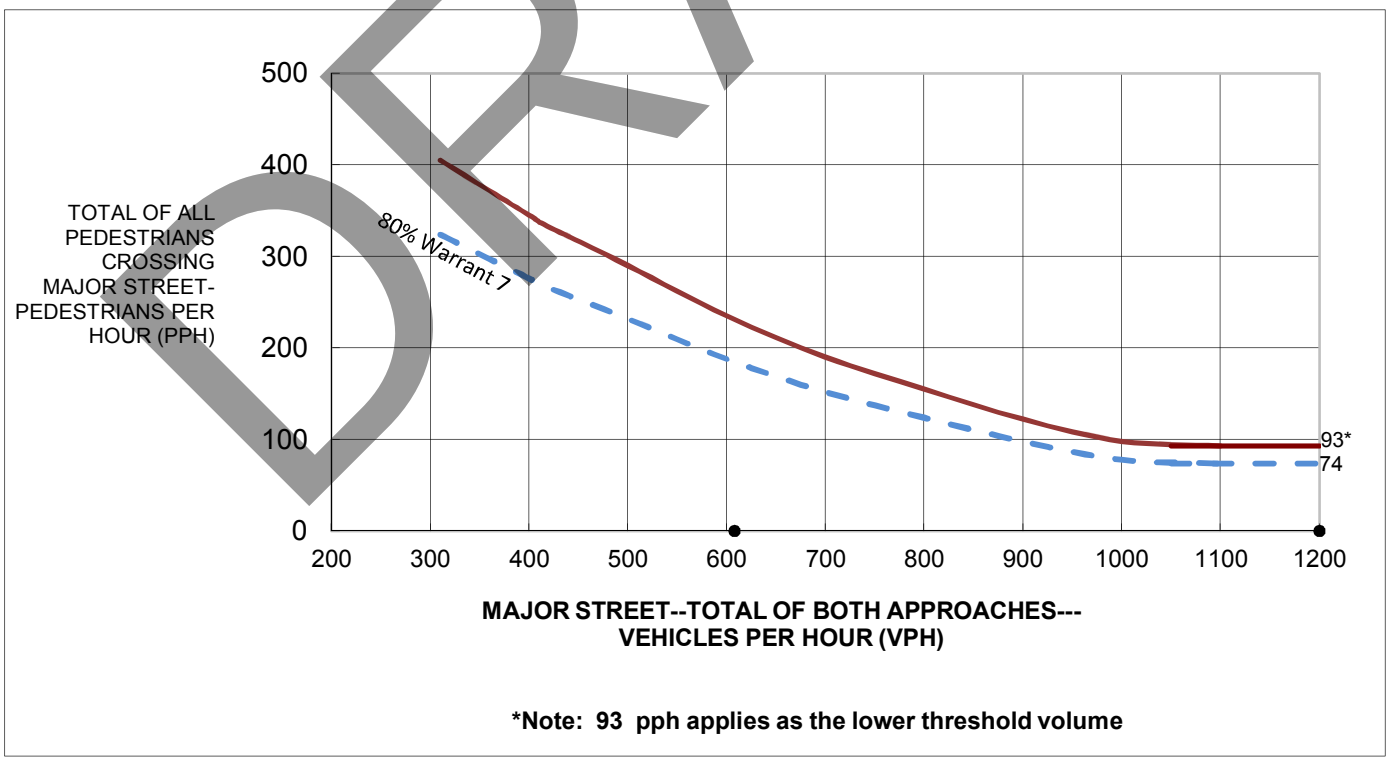


Figure 4. Peak hour pedestrian warrant (community less than 10,000 population or above 35 MPH on major street). (Warrant 4.)

Warrant 5. School Crossing

☐ Yes	☐ No	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period?	
N/A		***– and –***	
☐ Yes	☐ No	Is there a minimum of 20 students during the highest crossing hour?	
		– and –	
☐ Yes	☐ No	Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)	

Warrant 6. Coordinated Signal System

☐ Yes	☐ No	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur?
N/A		***– or –***
☐ Yes	☐ No	On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

Warrant 7. Crash Experience

☐ Yes	☑ No	Is one of the following conditions met?: ♦ 80% of Condition A or Condition B in Warrant 1 ♦ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000) ♦ 80 % or more of Warrant 4 met? ***– and –***
☐ Yes	☐ No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

Warrant 8. Roadway Network

☐ Yes	☑ No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday.
		– or –
☐ Yes	☑ No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

Major Street	Minor Street	
☑	☐	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
☐	☐	It includes rural or suburban highways outside, entering, or traversing a city.
☑	☐	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

Remarks:

Warrant 9. Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)

☐ Yes ☐ No	Meets one High Hour (Warrant 9 — see Figure 5).

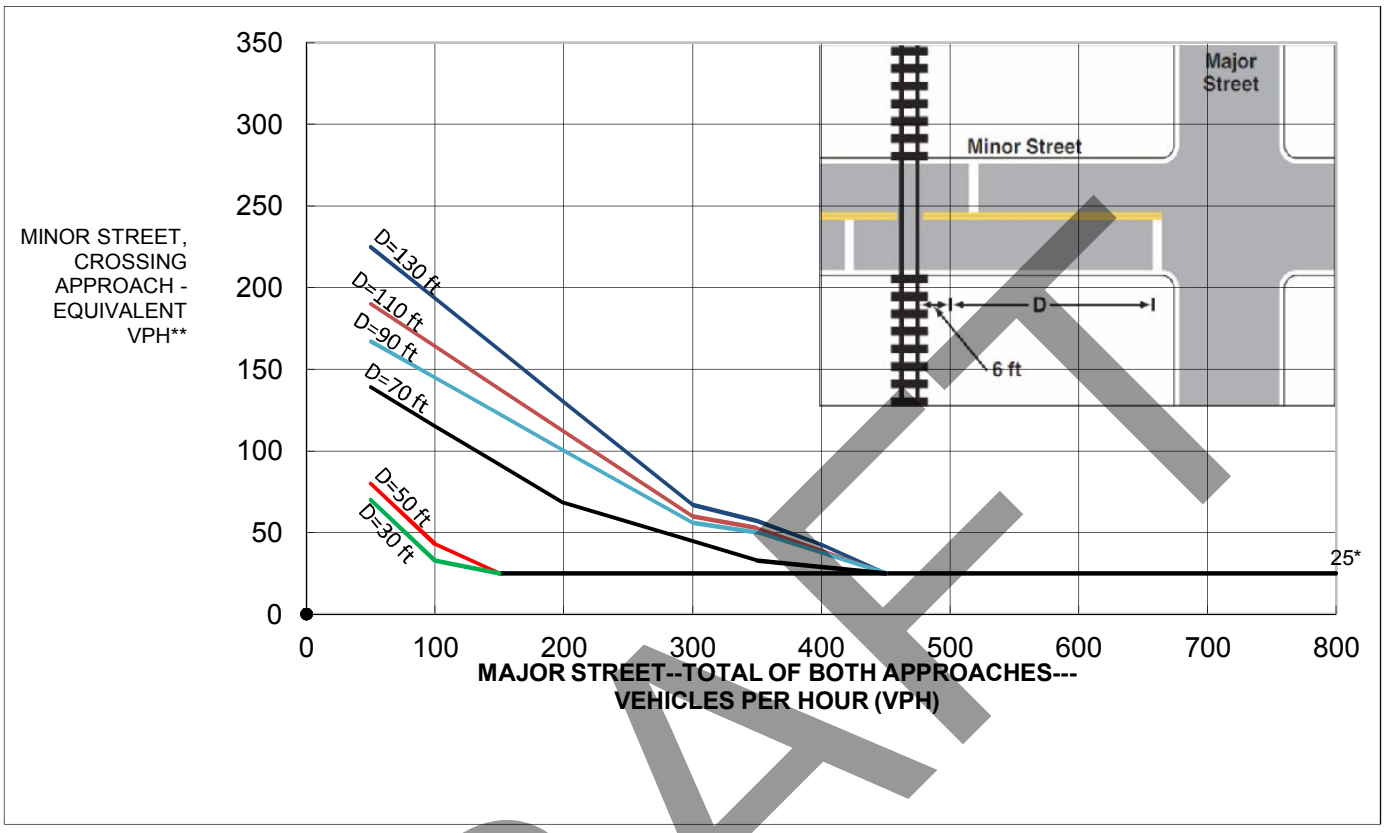


Figure 5. Railroad Grade Crossing (One Approach Lane at the Track Crossing). (Warrant 9.)

*25 vph applies as the lower threshold volume
** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

Corpus Christi, Nueces Co.

	MAJOR APPROACH Spur 3, Ennis Joslin 2 LANE(S) PER APPROACH				MINOR APPROACH B1 1 LANE(S) PER APPROACH				DATE: 6/23/14 85th % SPEED: 45 MPH POPULATION: 325,000				
	Northbound		Southbound		Eastbound		Westbound		SUM MAJOR	HIGH MINOR	MAJOR APPR & HIGH MINOR	PED TOTAL XING MAJOR	RANK
	VEH	PEDS	VEH	PEDS	VEH	PEDS	VEH	PEDS					
7:00 AM													
8:00 AM													3
9:00 AM			608		77				608	77	685		4 2
10:00 AM													5
11:00 AM													6 7
12 NOON													8 9
1:00 PM													10 11
2:00 PM													12
3:00 PM													
4:00 PM													
5:00 PM													
6:00 PM			1737		151				1737	151	1888		1
7:00 PM													
8:00 PM													
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4:00 AM													
5:00 AM													
6:00 AM													
7:00 AM													

Traffic Survey — Count Analysis

Texas Department of Transportation

Form Revised 2/27/2012

2011 TMUTCD Warrants

County: Nueces District: Corpus Christi

City: Corpus Christi Population: 325,000 Survey Date: 6/23/14

		Name	Control	Section	85% Speed
Major	McArdle				30 MPH
Minor		C1/Sandstone			

Eight Highest Hours: Include the same 8 hours for the Major and Minor St. volumes.

Time Ends	Major St. - Both App.		Minor St. - Hi. Vol. App.	
	Veh. Total	Ped. Total	Veh. Total	Ped. Total
7:00 PM	803		157	
8:00 AM	735		163	
9:00 AM				
10:00 AM				
12 NOON				
1:00 PM				
2:00 PM				
3:00 PM				

Comments:
No signal is recommended.

Warrant 1. Eight Hour Vehicular Volume

☐ Yes ☑ No Meets 70%[c] (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%[a] (regardless of speed) of Condition A.

– or –

☐ Yes ☑ No Meets 70%[c] (and major-street speed exceeds 40 mph or population less than 10,000) *or* 100%[a] (regardless of speed) of Condition B.

– or –

☐ Yes ☑ No Meets 80%[b] of Conditions A and B.

– or –

☐ Yes ☑ No Meets 56%[d] of Conditions A and B (and major-street speed exceeds 40 mph or population less than 10,000).

Condition A - Minimum Vehicle Volume

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing	Required				Existing
		100%[a]	80%[b]	70%[c]	56%[d]		100%[a]	80%[b]	70%[c]	56%[d]	
1	1	500	400	350	280		150	120	105	84	
2 or more	1	600	480	420	336		150	120	105	84	
2 or more	2 or more	600	480	420	336		200	160	140	112	
1	2 or more	500	400	350	280		200	160	140	112	

Condition B - Interruption of Continuous Traffic

Number of Lanes		Vehicles per hour on Major St (Total of Both Approaches)					Vehicles per hour on higher-volume Minor St approach (One Direction Only)				
Major Street	Minor Street	Required				Existing	Required				Existing
		100%[a]	80%[b]	70%[c]	56%[d]		100%[a]	80%[b]	70%[c]	56%[d]	
1	1	750	600	525	420		75	60	53	42	
2 or more	1	900	720	630	504		75	60	53	42	
2 or more	2 or more	900	720	630	504		100	80	70	56	
1	2 or more	750	600	525	420		100	80	70	56	

[a]Basic minimum hourly volume.

[b]Used for combination of Conditions A and B after adequate trial of other remedial measures.

[c]May be used when the major-street speed exceeds 40 mph or in a community with a population of less than 10,000.

[d]May be used for combination of Conditions A and B after adequat trial of other remedial measures when major street exceeds 40 mph or in an isolated community with a population of less than 10,000.

Warrant 2. Four Hour Volumes

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant 2 — see Figure 1).

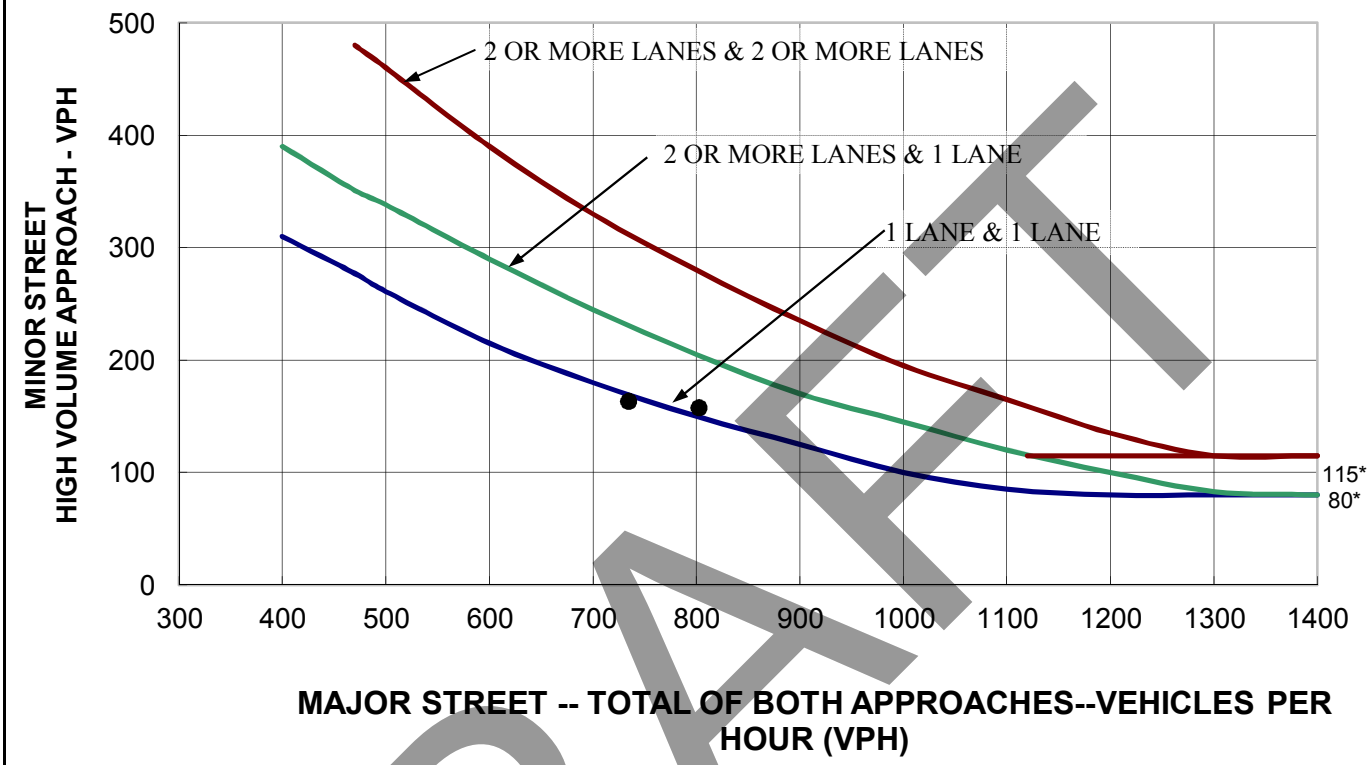

Figure 1. Four-hour volume warrant. (Warrant 2.)

Warrant 3. Peak Hour

☐ Yes ☑ No	Are all of the following conditions true for any four consecutive 15 minute periods? 1. The total stopped time delay experienced by the traffic on one minor street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach and 5 vehicle-hours for a two-lane approach, *and* 2. The volume of the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, *and* 3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four (or more) approaches.
	– or –
☐ Yes ☑ No	Meets one High Hour (Warrant 3 — see Figure 2).

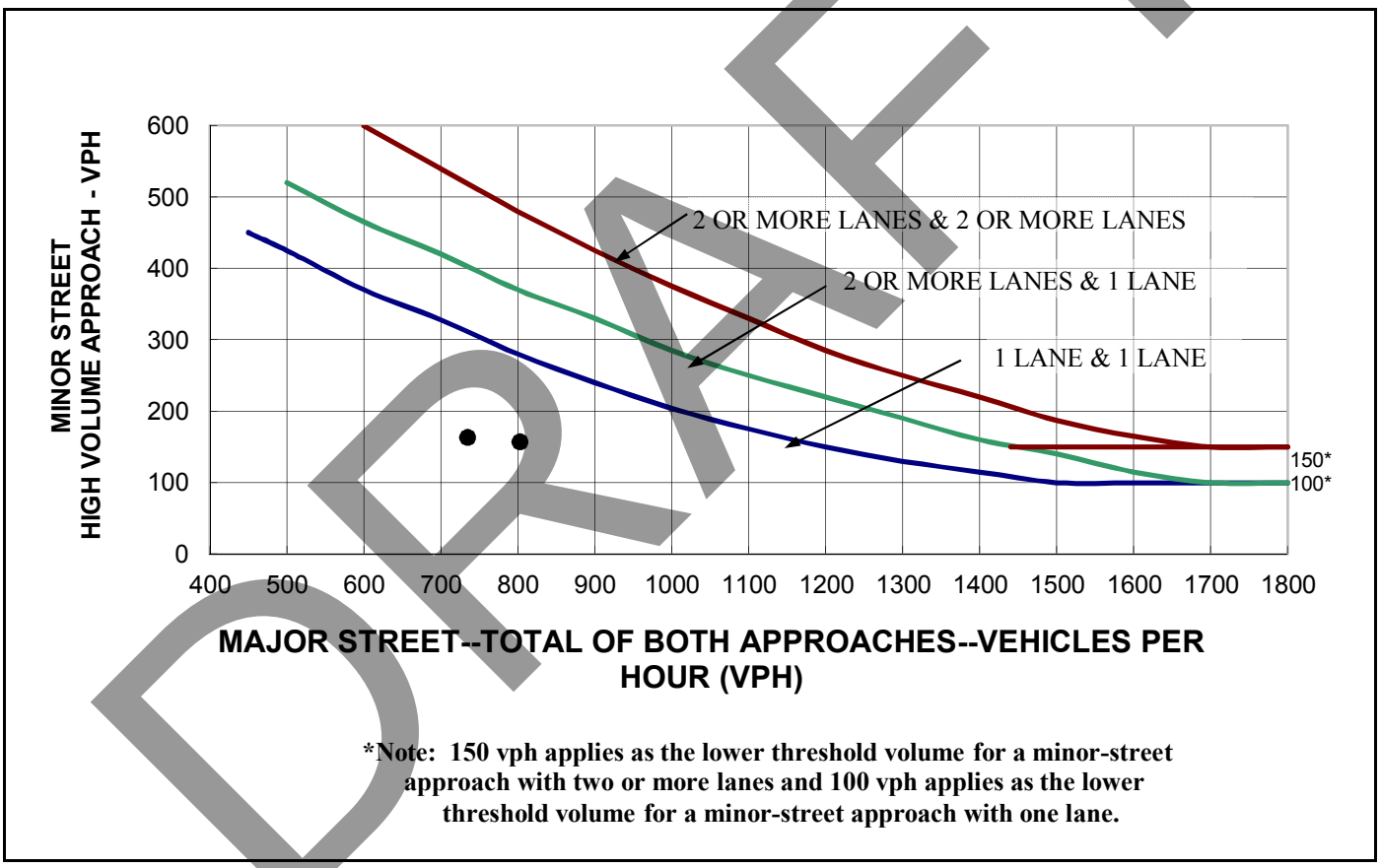

Figure 2. Peak hour volume warrant. (Warrant 3.)

Warrant 4. Four Hour Pedestrian Volumes

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant 4 — see Figure 3).

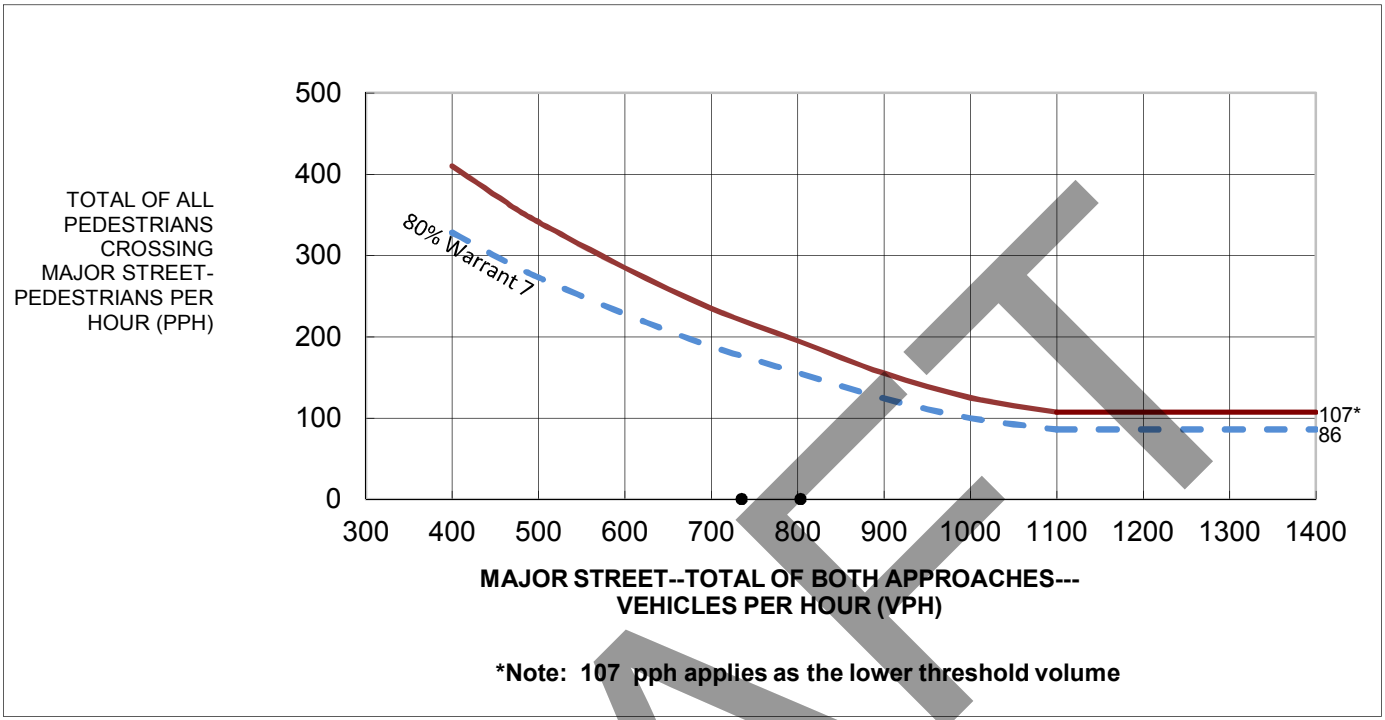

Figure 3. Four-hour pedestrian warrant. (Warrant 4.)

Warrant 4. Peak Hour Pedestrian Volumes

☐ Yes ☑ No	Meets each of 4 Highest Hours (Warrant 4 — see Figure 3).

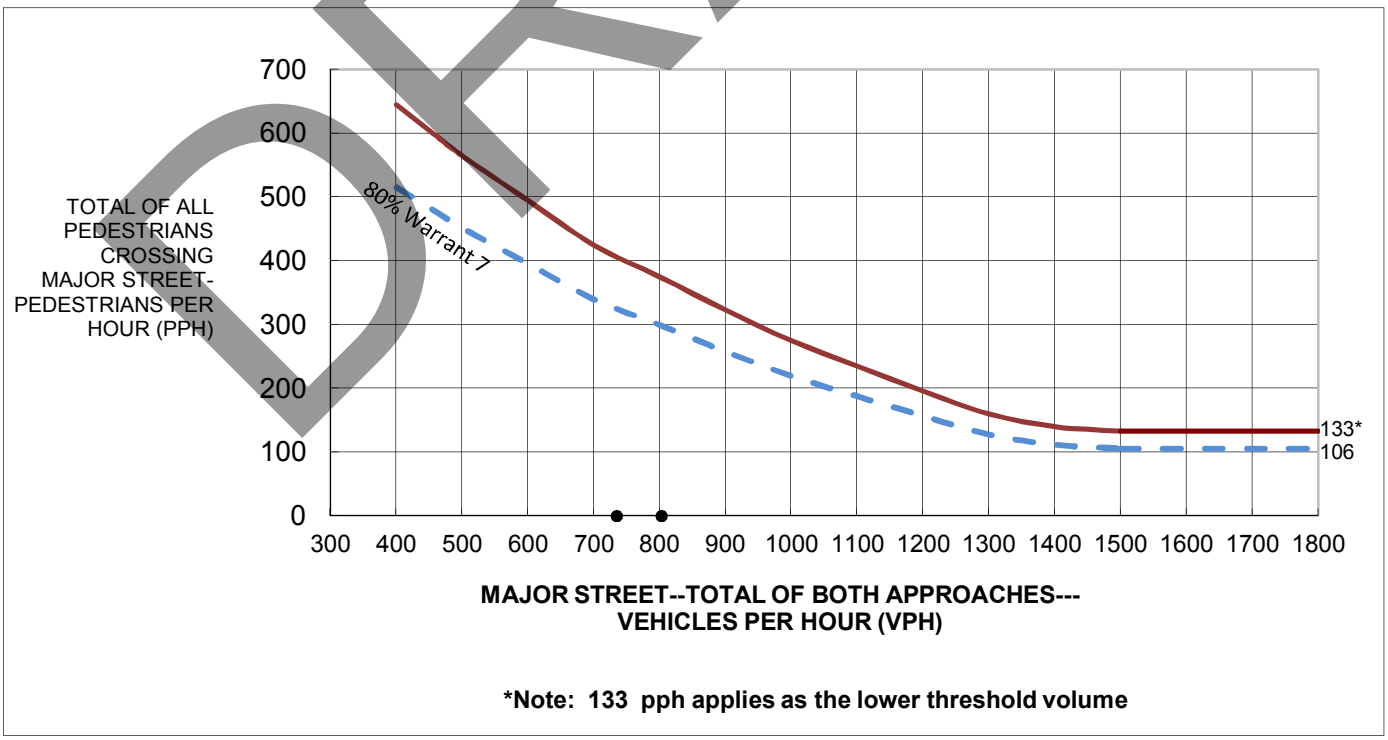

Figure 4. Peak hour pedestrian warrant. (Warrant 4.)

Warrant 5. School Crossing

☐ Yes	☐ No	Is the number of adequate gaps in traffic stream during the period when the children are using the crossing less than the number of minutes in the same period?	
N/A		***– and –***	
☐ Yes	☐ No	Is there a minimum of 20 students during the highest crossing hour?	
		– and –	
☐ Yes	☐ No	Is the nearest signal located more than 300 feet away? (This warrant may be applied, if the proposed signal is less than 300 feet and does not restrict the progressive movement of traffic.)	

Warrant 6. Coordinated Signal System

☐ Yes	☐ No	On a one-way street or a street with traffic predominantly in one direction, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur?
N/A		***– or –***
☐ Yes	☐ No	On a two-way street, are the adjacent signals far enough apart that the necessary degree of vehicle platooning does not occur and would the proposed and adjacent traffic control signal provide a progressive operation?

Warrant 7. Crash Experience

☐ Yes	☑ No	Is one of the following conditions met?: ♦ 80% of Condition A or Condition B in Warrant 1 ♦ 56% of Condition A or B in Warrant 1 (major-street speed exceeding 40 mph or population less than 10,000) ♦ 80 % or more of Warrant 4 met?
		– and –
☐ Yes	☐ No	Have there been 5 or more reportable crashes susceptible to correction by a traffic signal within a 12 month period?

Warrant 8. Roadway Network

☐ Yes	☑ No	Is the total existing, or immediately projected, entering volume on all approaches greater than 1000 vehicles for each of any 5 hours of a Saturday and/or Sunday.
		– or –
☐ Yes	☑ No	Is the total existing, or immediately projected, entering volume greater than 1000 vehicles for the peak hour of a typical weekday, and do the 5 year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?

Check applicable characteristics of each route:

Major Street	Minor Street	
☑	☐	It is part of street or highway system that serves as the principal roadway network for through traffic flow.
☐	☐	It includes rural or suburban highways outside, entering, or traversing a city.
☑	☐	It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

Remarks:

Warrant 9. Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)

☐ Yes ☑ No	Meets one High Hour (Warrant 9 — see Figure 5).

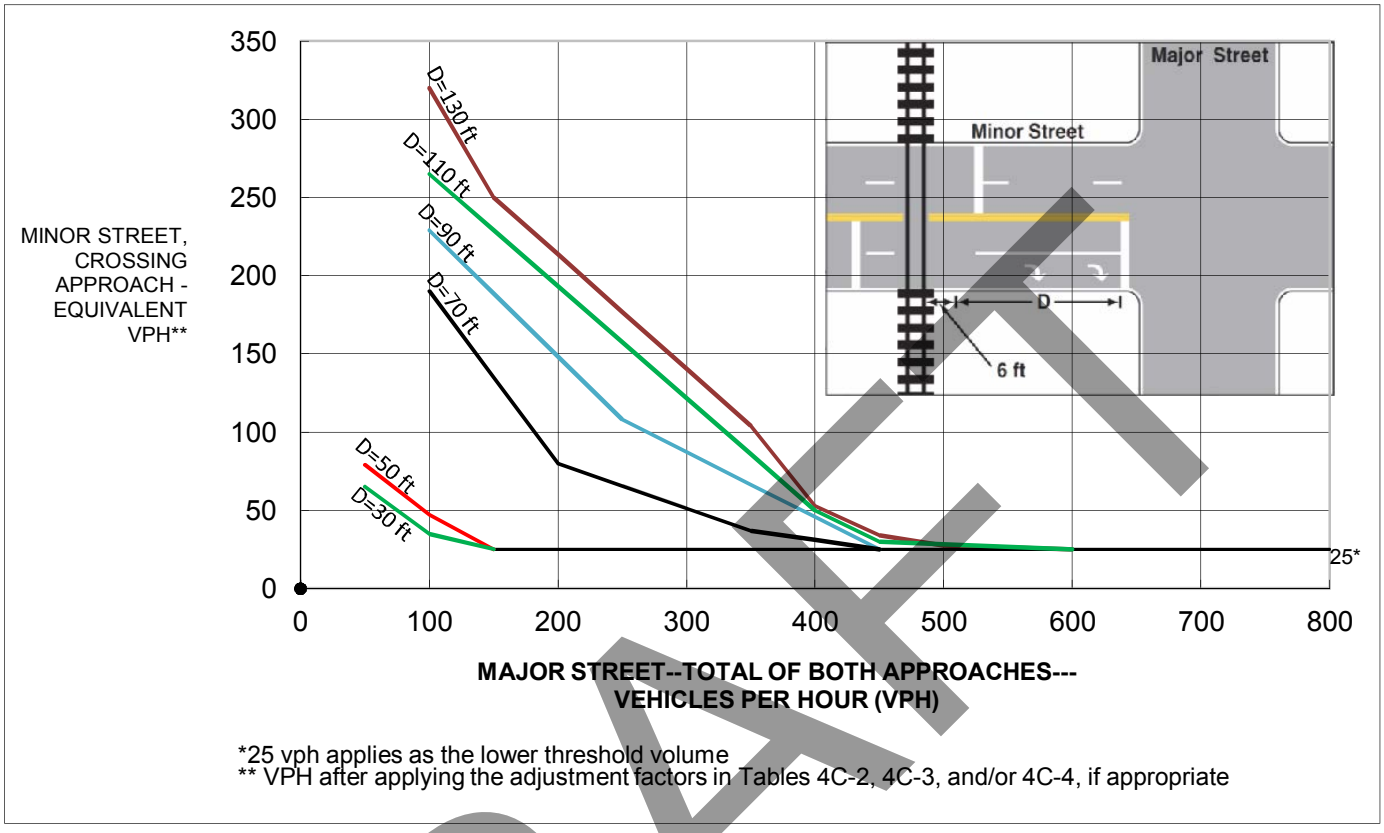

Figure 5. Railroad Grade Crossing (Two or More Approach Lanes at the Track Crossing). (Warrant 9.)

Corpus Christi, Nueces Co.

MAJOR APPROACH
McArdle
2 LANE(S)
PER APPROACH

MINOR APPROACH
C1/Sandstone
2 LANE(S)
PER APPROACH

DATE: 6/23/14
85th % SPEED: 30 MPH
POPULATION: 325,000

	Eastbound		Westbound		Southbound		Northbound		SUM MAJOR	HIGH MINOR	MAJOR APPR & HIGH MINOR	PED TOTAL XING MAJOR	RANK
	VEH	PEDS	VEH	PEDS	VEH	PEDS	VEH	PEDS					
7:00 AM	252		483		163		16		735	163	898		2
8:00 AM													3
9:00 AM													4
10:00 AM													5
11:00 AM													6
12 NOON													7
1:00 PM													8
2:00 PM													9
3:00 PM													10
4:00 PM													11
5:00 PM													12
6:00 PM	380		423		157		7		803	157	960		1
7:00 PM													
8:00 PM													
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