


























HCM Signalized Intersection Capacity Analysis
1: US 278 & Pace St

AM 2010 Existing
Timing Plan: Default

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3446		1770	3502		1770	1863	1583	1770	1690	
Flt Permitted	0.34	1.00		0.18	1.00		0.57	1.00	1.00	0.71	1.00	
Satd. Flow (perm)	641	3446		336	3502		1064	1863	1583	1323	1690	
Volume (vph)	46	589	98	83	530	25	146	57	106	52	26	36
Peak-hour factor, PHF	0.96	0.90	0.70	0.72	0.90	0.57	0.85	0.79	0.85	0.72	0.81	0.69
Adj. Flow (vph)	48	654	140	115	589	44	172	72	125	72	32	52
Lane Group Flow (vph)	48	794	0	115	633	0	172	72	125	72	84	0
Turn Type	pm+pt		pm+pt			pm+pt			Perm		pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2		2		6	
Actuated Green, G (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Effective Green, g (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Actuated g/C Ratio	0.48	0.37		0.55	0.41		0.39	0.25	0.25	0.31	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	436	1264		415	1447		546	460	390	459	315	
v/s Ratio Prot	0.01	c0.23		c0.04	c0.18		c0.06	0.04		0.02	0.05	
v/s Ratio Perm	0.04			0.11			0.07		c0.08	0.03		
v/c Ratio	0.11	0.63		0.28	0.44		0.32	0.16	0.32	0.16	0.27	
Uniform Delay, d1	21.1	39.1		19.3	31.5		30.7	44.3	46.2	37.6	52.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	2.4		1.7	1.0		1.5	0.7	2.2	0.7	2.1	
Delay (s)	21.6	41.5		21.0	32.5		32.2	45.0	48.4	38.3	54.3	
Level of Service	C	D		C	C		C	D	D	D	D	
Approach Delay (s)		40.3			30.7			40.2			46.9	
Approach LOS		D			C			D			D	

Intersection Summary

HCM Average Control Delay	37.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.45		
Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Usher St & Pace St

AM 2010 Existing
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1816		1770	1755		1770	1853		1770	1863	1583
Flt Permitted	0.72	1.00		0.71	1.00		0.69	1.00		0.47	1.00	1.00
Satd. Flow (perm)	1347	1816		1323	1755		1277	1853		877	1863	1583
Volume (vph)	42	39	6	2	22	11	22	286	10	18	89	44
Peak-hour factor, PHF	0.50	0.65	0.50	0.50	0.69	0.55	0.69	0.85	0.83	0.56	0.80	0.69
Adj. Flow (vph)	84	60	12	4	32	20	32	336	12	32	111	64
Lane Group Flow (vph)	84	72	0	4	52	0	32	348	0	32	111	64
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Effective Green, g (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.47	0.47		0.47	0.47	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	558	752		548	727		602	874		413	878	746
v/s Ratio Prot		0.04			0.03			c0.19			0.06	
v/s Ratio Perm	c0.06			0.00			0.03			0.04		0.04
v/c Ratio	0.15	0.10		0.01	0.07		0.05	0.40		0.08	0.13	0.09
Uniform Delay, d1	12.8	12.5		12.0	12.4		10.0	12.0		10.1	10.4	10.2
Progression Factor	1.00	1.00		1.00	1.00		0.72	0.63		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.3		0.0	0.2		0.1	1.1		0.4	0.3	0.2
Delay (s)	13.4	12.8		12.1	12.6		7.4	8.7		10.5	10.7	10.4
Level of Service	B	B		B	B		A	A		B	B	B
Approach Delay (s)		13.1			12.5			8.6			10.6	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	36.4%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

AM 2010 Existing
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↔				↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.93				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1844		1770	1735				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1844		1770	1735				1611
Volume (vph)	0	0	0	0	214	10	131	337	272	0	0	90
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.85	0.50	0.84	0.92	0.88	0.92	0.92	0.78
Adj. Flow (vph)	0	0	0	0	252	20	156	366	309	0	0	115
Lane Group Flow (vph)	0	0	0	0	272	0	156	675	0	0	0	115
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					21.0		41.0	41.0				41.0
Effective Green, g (s)					21.0		41.0	41.0				41.0
Actuated g/C Ratio					0.30		0.59	0.59				0.59
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					553		1037	1016				944
v/s Ratio Prot					c0.15			c0.39				
v/s Ratio Perm							0.09					0.07
v/c Ratio					0.49		0.15	0.66				0.12
Uniform Delay, d1					20.1		6.6	9.8				6.5
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					3.1		0.3	3.4				0.3
Delay (s)					23.2		6.9	13.3				6.7
Level of Service					C		A	B				A
Approach Delay (s)		0.0			23.2			12.1			6.7	
Approach LOS		A			C			B			A	

Intersection Summary

HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	A

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
2: Williams St & Pace St

AM 2010 Existing
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	2	1	35	0	45	3	301	62	35	136	2
Peak Hour Factor	0.62	0.25	0.25	0.73	0.92	0.51	0.38	0.89	0.86	0.49	0.79	0.50
Hourly flow rate (veh/h)	8	8	4	48	0	88	8	338	72	71	172	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								768			1232	
pX, platoon unblocked												
vC, conflicting volume	590	743	88	627	709	205	176			410		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	590	743	88	627	709	205	176			410		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	100	86	100	89	99			94		
cM capacity (veh/h)	330	319	953	341	333	801	1397			1145		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	20	136	177	241	158	90
Volume Left	8	48	8	0	71	0
Volume Right	4	88	0	72	0	4
cSH	373	543	1397	1700	1145	1700
Volume to Capacity	0.05	0.25	0.01	0.14	0.06	0.05
Queue Length (ft)	4	25	0	0	5	0
Control Delay (s)	15.2	13.8	0.4	0.0	4.1	0.0
Lane LOS	C	B	A		A	
Approach Delay (s)	15.2	13.8	0.2		2.6	
Approach LOS	C	B				

Intersection Summary		
Average Delay		3.5
Intersection Capacity Utilization	43.6%	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
7: Stallings St & Pace St

AM 2010 Existing
Timing Plan: Default



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↕	↕	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	41	9	20	385	158	34
Peak Hour Factor	0.79	0.75	0.62	0.88	0.78	0.71
Hourly flow rate (veh/h)	52	12	32	438	203	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	510	125	250			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	510	125	250			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	99	98			
cM capacity (veh/h)	481	902	1312			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	64	178	292	135	115	
Volume Left	52	32	0	0	0	
Volume Right	12	0	0	0	48	
cSH	527	1312	1700	1700	1700	
Volume to Capacity	0.12	0.02	0.17	0.08	0.07	
Queue Length (ft)	10	2	0	0	0	
Control Delay (s)	12.8	1.6	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	12.8	0.6		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	1.4					
Intersection Capacity Utilization	26.8%		ICU Level of Service	A		

HCM Signalized Intersection Capacity Analysis
1: US 278 & Pace St

PM 2010 Existing
Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3444		1770	3481		1770	1863	1583	1770	1720	
Flt Permitted	0.08	1.00		0.13	1.00		0.25	1.00	1.00	0.67	1.00	
Satd. Flow (perm)	154	3444		246	3481		466	1863	1583	1244	1720	
Volume (vph)	152	718	137	160	834	78	195	125	175	141	105	109
Peak-hour factor, PHF	0.78	0.95	0.83	0.85	0.92	0.70	0.79	0.89	0.88	0.90	0.67	0.67
Adj. Flow (vph)	195	756	165	188	907	111	247	140	199	157	157	163
Lane Group Flow (vph)	195	921	0	188	1018	0	247	140	199	157	320	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Effective Green, g (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Actuated g/C Ratio	0.50	0.36		0.49	0.35		0.43	0.35	0.35	0.31	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	303	1240		323	1230		381	658	559	406	447	
v/s Ratio Prot	c0.09	0.27		0.08	c0.29		c0.09	0.08		0.02	c0.19	
v/s Ratio Perm	0.23			0.21			0.19		0.13	0.10		
v/c Ratio	0.64	0.74		0.58	0.83		0.65	0.21	0.36	0.39	0.72	
Uniform Delay, d1	34.9	41.9		26.7	44.3		31.2	33.9	35.9	39.7	50.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.1	4.0		7.5	6.5		8.3	0.7	1.8	2.8	9.4	
Delay (s)	45.0	46.0		34.1	50.8		39.4	34.7	37.6	42.5	59.9	
Level of Service	D	D		C	D		D	C	D	D	E	
Approach Delay (s)		45.8			48.2			37.7			54.2	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	46.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	D

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Usher St & Pace St

PM 2010 Existing
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1810		1770	1803		1770	1852		1770	1863	1583
Flt Permitted	0.68	1.00		0.67	1.00		0.52	1.00		0.41	1.00	1.00
Satd. Flow (perm)	1276	1810		1257	1803		969	1852		770	1863	1583
Volume (vph)	82	71	17	8	58	15	22	369	11	32	256	60
Peak-hour factor, PHF	0.66	0.68	0.71	0.50	0.66	0.62	0.55	0.90	0.69	0.73	0.83	0.79
Adj. Flow (vph)	124	104	24	16	88	24	40	410	16	44	308	76
Lane Group Flow (vph)	124	128	0	16	112	0	40	426	0	44	308	76
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	35.0
Effective Green, g (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	35.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	492	698		485	695		485	926		385	932	792
v/s Ratio Prot		0.07			0.06			c0.23			0.17	
v/s Ratio Perm	c0.10			0.01			0.04			0.06		0.05
v/c Ratio	0.25	0.18		0.03	0.16		0.08	0.46		0.11	0.33	0.10
Uniform Delay, d1	14.6	14.2		13.4	14.1		9.1	11.4		9.3	10.5	9.2
Progression Factor	1.00	1.00		1.00	1.00		0.55	0.47		1.00	1.00	1.00
Incremental Delay, d2	1.2	0.6		0.1	0.5		0.3	1.3		0.6	1.0	0.2
Delay (s)	15.9	14.8		13.5	14.6		5.3	6.7		9.9	11.4	9.4
Level of Service	B	B		B	B		A	A		A	B	A
Approach Delay (s)		15.3			14.4			6.5			10.9	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

PM 2010 Existing
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.95				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1845		1770	1764				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1845		1770	1764				1611
Volume (vph)	0	0	0	0	335	19	129	384	191	0	0	295
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.68	0.83	0.95	0.87	0.92	0.92	0.89
Adj. Flow (vph)	0	0	0	0	372	28	155	404	220	0	0	331
Lane Group Flow (vph)	0	0	0	0	400	0	155	624	0	0	0	331
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					25.0		37.0	37.0				37.0
Effective Green, g (s)					25.0		37.0	37.0				37.0
Actuated g/C Ratio					0.36		0.53	0.53				0.53
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					659		936	932				852
v/s Ratio Prot					c0.22			c0.35				
v/s Ratio Perm							0.09					0.21
v/c Ratio					0.61		0.17	0.67				0.39
Uniform Delay, d1					18.5		8.5	12.0				9.8
Progression Factor					1.00		1.00	1.00				0.19
Incremental Delay, d2					4.1		0.4	3.8				1.3
Delay (s)					22.6		8.9	15.9				3.2
Level of Service					C		A	B				A
Approach Delay (s)		0.0			22.6			14.5			3.2	
Approach LOS		A			C			B			A	

Intersection Summary

HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
2: Williams St & Pace St

PM 2010 Existing
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	1	3	45	0	68	1	372	87	45	321	3
Peak Hour Factor	0.25	0.25	0.38	0.70	0.92	0.65	0.25	0.84	0.81	0.75	0.90	0.38
Hourly flow rate (veh/h)	8	4	8	64	0	105	4	443	107	60	357	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								768			1232	
pX, platoon unblocked												
vC, conflicting volume	815	1039	182	813	989	275	365			550		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	815	1039	182	813	989	275	365			550		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	99	74	100	86	100			94		
cM capacity (veh/h)	219	215	829	251	230	722	1191			1016		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	20	169	225	329	238	186
Volume Left	8	64	4	0	60	0
Volume Right	8	105	0	107	0	8
cSH	308	422	1191	1700	1016	1700
Volume to Capacity	0.06	0.40	0.00	0.19	0.06	0.11
Queue Length (ft)	5	47	0	0	5	0
Control Delay (s)	17.5	19.1	0.2	0.0	2.6	0.0
Lane LOS	C	C	A		A	
Approach Delay (s)	17.5	19.1	0.1		1.5	
Approach LOS	C	C				

Intersection Summary		
Average Delay		3.6
Intersection Capacity Utilization	43.5%	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 7: Stallings St & Pace St

PM 2010 Existing
 Timing Plan: Default



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↕		↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	50	28	16	421	333	19
Peak Hour Factor	0.54	0.70	0.57	0.92	0.82	0.79
Hourly flow rate (veh/h)	93	40	28	458	406	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	703	215	430			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	703	215	430			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	95	98			
cM capacity (veh/h)	363	790	1126			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	133	181	305	271	159
Volume Left	93	28	0	0	0
Volume Right	40	0	0	0	24
cSH	433	1126	1700	1700	1700
Volume to Capacity	0.31	0.02	0.18	0.16	0.09
Queue Length (ft)	32	2	0	0	0
Control Delay (s)	16.9	1.5	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	16.9	0.5		0.0	
Approach LOS	C				

Intersection Summary					
Average Delay			2.4		
Intersection Capacity Utilization	30.8%		ICU Level of Service	A	

HCM Signalized Intersection Capacity Analysis
 1: US 278 & Pace St

AM 2010 3-Lane
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3446		1770	3502		1770	1863	1583	1770	1690	
Flt Permitted	0.34	1.00		0.18	1.00		0.57	1.00	1.00	0.71	1.00	
Satd. Flow (perm)	641	3446		336	3502		1064	1863	1583	1323	1690	
Volume (vph)	46	589	98	83	530	25	146	57	106	52	26	36
Peak-hour factor, PHF	0.96	0.90	0.70	0.72	0.90	0.57	0.85	0.79	0.85	0.72	0.81	0.69
Adj. Flow (vph)	48	654	140	115	589	44	172	72	125	72	32	52
Lane Group Flow (vph)	48	794	0	115	633	0	172	72	125	72	84	0
Turn Type	pm+pt		pm+pt		pm+pt		Perm		pm+pt			
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2		2		6	
Actuated Green, G (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Effective Green, g (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Actuated g/C Ratio	0.48	0.37		0.55	0.41		0.39	0.25	0.25	0.31	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	436	1264		415	1447		546	460	390	459	315	
v/s Ratio Prot	0.01	c0.23		c0.04	c0.18		c0.06	0.04		0.02	0.05	
v/s Ratio Perm	0.04			0.11			0.07		c0.08	0.03		
v/c Ratio	0.11	0.63		0.28	0.44		0.32	0.16	0.32	0.16	0.27	
Uniform Delay, d1	21.1	39.1		19.3	31.5		30.7	44.3	46.2	37.6	52.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	2.4		1.7	1.0		1.5	0.7	2.2	0.7	2.1	
Delay (s)	21.6	41.5		21.0	32.5		32.2	45.0	48.4	38.3	54.3	
Level of Service	C	D		C	C		C	D	D	D	D	
Approach Delay (s)		40.3			30.7			40.2			46.9	
Approach LOS		D			C			D			D	

Intersection Summary

HCM Average Control Delay	37.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.45		
Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
9: Usher St & Pace St

AM 2010 3-Lane
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1816		1770	1755		1770	1853		1770	1863	1583
Flt Permitted	0.72	1.00		0.71	1.00		0.69	1.00		0.47	1.00	1.00
Satd. Flow (perm)	1347	1816		1323	1755		1277	1853		877	1863	1583
Volume (vph)	42	39	6	2	22	11	22	286	10	18	89	44
Peak-hour factor, PHF	0.50	0.65	0.50	0.50	0.69	0.55	0.69	0.85	0.83	0.56	0.80	0.69
Adj. Flow (vph)	84	60	12	4	32	20	32	336	12	32	111	64
Lane Group Flow (vph)	84	72	0	4	52	0	32	348	0	32	111	64
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Effective Green, g (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.47	0.47		0.47	0.47	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	558	752		548	727		602	874		413	878	746
v/s Ratio Prot		0.04			0.03			c0.19			0.06	
v/s Ratio Perm	c0.06			0.00			0.03			0.04		0.04
v/c Ratio	0.15	0.10		0.01	0.07		0.05	0.40		0.08	0.13	0.09
Uniform Delay, d1	12.8	12.5		12.0	12.4		10.0	12.0		10.1	10.4	10.2
Progression Factor	1.00	1.00		1.00	1.00		0.72	0.63		1.00	1.00	1.00
Incremental Delay, d2	0.6	0.3		0.0	0.2		0.1	1.1		0.4	0.3	0.2
Delay (s)	13.4	12.8		12.1	12.6		7.4	8.7		10.5	10.7	10.4
Level of Service	B	B		B	B		A	A		B	B	B
Approach Delay (s)		13.1			12.5			8.6			10.6	
Approach LOS		B			B			A			B	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	36.4%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

AM 2010 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.93				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1844		1770	1735				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1844		1770	1735				1611
Volume (vph)	0	0	0	0	214	10	131	337	272	0	0	90
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.85	0.50	0.84	0.92	0.88	0.92	0.92	0.78
Adj. Flow (vph)	0	0	0	0	252	20	156	366	309	0	0	115
Lane Group Flow (vph)	0	0	0	0	272	0	156	675	0	0	0	115
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					21.0		41.0	41.0				41.0
Effective Green, g (s)					21.0		41.0	41.0				41.0
Actuated g/C Ratio					0.30		0.59	0.59				0.59
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					553		1037	1016				944
v/s Ratio Prot					c0.15			c0.39				
v/s Ratio Perm							0.09					0.07
v/c Ratio					0.49		0.15	0.66				0.12
Uniform Delay, d1					20.1		6.6	9.8				6.5
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					3.1		0.3	3.4				0.3
Delay (s)					23.2		6.9	13.3				6.7
Level of Service					C		A	B				A
Approach Delay (s)		0.0			23.2			12.1			6.7	
Approach LOS		A			C			B			A	

Intersection Summary

HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	A

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
2: Williams St & Pace St

AM 2010 3-Lane
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	2	1	35	0	45	3	301	62	35	136	2
Peak Hour Factor	0.62	0.25	0.25	0.73	0.92	0.51	0.38	0.89	0.86	0.49	0.79	0.50
Hourly flow rate (veh/h)	8	8	4	48	0	88	8	338	72	71	172	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)								768			1232	
pX, platoon unblocked												
vC, conflicting volume	759	743	174	713	709	374	176			410		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	759	743	174	713	709	374	176			410		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	85	100	87	99			94		
cM capacity (veh/h)	266	320	869	321	335	672	1400			1149		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	20	136	8	410	71	176
Volume Left	8	48	8	0	71	0
Volume Right	4	88	0	72	0	4
cSH	335	485	1400	1700	1149	1700
Volume to Capacity	0.06	0.28	0.01	0.24	0.06	0.10
Queue Length (ft)	5	29	0	0	5	0
Control Delay (s)	16.4	15.3	7.6	0.0	8.3	0.0
Lane LOS	C	C	A		A	
Approach Delay (s)	16.4	15.3	0.1		2.4	
Approach LOS	C	C				

Intersection Summary

Average Delay		3.7				
Intersection Capacity Utilization		50.9%		ICU Level of Service		A

HCM Unsignalized Intersection Capacity Analysis
7: Stallings St & Pace St

























AM 2010 3-Lane
Timing Plan: Default



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	41	9	20	385	158	34
Peak Hour Factor	0.79	0.75	0.62	0.88	0.78	0.71
Hourly flow rate (veh/h)	52	12	32	438	203	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	729	227	250			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	729	227	250			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	99	98			
cM capacity (veh/h)	381	813	1315			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	64	32	438	250		
Volume Left	52	32	0	0		
Volume Right	12	0	0	48		
cSH	423	1315	1700	1700		
Volume to Capacity	0.15	0.02	0.26	0.15		
Queue Length (ft)	13	2	0	0		
Control Delay (s)	15.0	7.8	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	15.0	0.5		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization	33.3%		ICU Level of Service	A		

HCM Signalized Intersection Capacity Analysis
 1: US 278 & Pace St

PM 2010 3-Lane
 Timing Plan: Default

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3444		1770	3481		1770	1863	1583	1770	1720	
Flt Permitted	0.08	1.00		0.13	1.00		0.25	1.00	1.00	0.67	1.00	
Satd. Flow (perm)	154	3444		246	3481		466	1863	1583	1244	1720	
Volume (vph)	152	718	137	160	834	78	195	125	175	141	105	109
Peak-hour factor, PHF	0.78	0.95	0.83	0.85	0.92	0.70	0.79	0.89	0.88	0.90	0.67	0.67
Adj. Flow (vph)	195	756	165	188	907	111	247	140	199	157	157	163
Lane Group Flow (vph)	195	921	0	188	1018	0	247	140	199	157	320	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2		2		6	
Actuated Green, G (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Effective Green, g (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Actuated g/C Ratio	0.50	0.36		0.49	0.35		0.43	0.35	0.35	0.31	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	303	1240		323	1230		381	658	559	406	447	
v/s Ratio Prot	c0.09	0.27		0.08	c0.29		c0.09	0.08		0.02	c0.19	
v/s Ratio Perm	0.23			0.21			0.19		0.13	0.10		
v/c Ratio	0.64	0.74		0.58	0.83		0.65	0.21	0.36	0.39	0.72	
Uniform Delay, d1	34.9	41.9		26.7	44.3		31.2	33.9	35.9	39.7	50.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.1	4.0		7.5	6.5		8.3	0.7	1.8	2.8	9.4	
Delay (s)	45.0	46.0		34.1	50.8		39.4	34.7	37.6	42.5	59.9	
Level of Service	D	D		C	D		D	C	D	D	E	
Approach Delay (s)		45.8			48.2			37.7			54.2	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	46.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	D

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Usher St & Pace St

PM 2010 3-Lane
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1810		1770	1803		1770	1852		1770	1807	
Flt Permitted	0.68	1.00		0.67	1.00		0.45	1.00		0.41	1.00	
Satd. Flow (perm)	1276	1810		1257	1803		839	1852		770	1807	
Volume (vph)	82	71	17	8	58	15	22	369	11	32	256	60
Peak-hour factor, PHF	0.66	0.68	0.71	0.50	0.66	0.62	0.55	0.90	0.69	0.73	0.83	0.79
Adj. Flow (vph)	124	104	24	16	88	24	40	410	16	44	308	76
Lane Group Flow (vph)	124	128	0	16	112	0	40	426	0	44	384	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	492	698		485	695		420	926		385	904	
v/s Ratio Prot		0.07			0.06			c0.23			0.21	
v/s Ratio Perm	c0.10			0.01			0.05			0.06		
v/c Ratio	0.25	0.18		0.03	0.16		0.10	0.46		0.11	0.42	
Uniform Delay, d1	14.6	14.2		13.4	14.1		9.2	11.4		9.3	11.1	
Progression Factor	1.00	1.00		1.00	1.00		0.54	0.47		1.00	1.00	
Incremental Delay, d2	1.2	0.6		0.1	0.5		0.4	1.3		0.6	1.5	
Delay (s)	15.9	14.8		13.5	14.6		5.3	6.7		9.9	12.6	
Level of Service	B	B		B	B		A	A		A	B	
Approach Delay (s)		15.3			14.4			6.6			12.3	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

PM 2010 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.95				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1845		1770	1764				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1845		1770	1764				1611
Volume (vph)	0	0	0	0	335	19	129	384	191	0	0	295
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.68	0.83	0.95	0.87	0.92	0.92	0.89
Adj. Flow (vph)	0	0	0	0	372	28	155	404	220	0	0	331
Lane Group Flow (vph)	0	0	0	0	400	0	155	624	0	0	0	331
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					25.0		37.0	37.0				37.0
Effective Green, g (s)					25.0		37.0	37.0				37.0
Actuated g/C Ratio					0.36		0.53	0.53				0.53
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					659		936	932				852
v/s Ratio Prot					c0.22			c0.35				
v/s Ratio Perm							0.09					0.21
v/c Ratio					0.61		0.17	0.67				0.39
Uniform Delay, d1					18.5		8.5	12.0				9.8
Progression Factor					1.00		1.00	1.00				0.09
Incremental Delay, d2					4.1		0.4	3.8				1.3
Delay (s)					22.6		8.9	15.9				2.1
Level of Service					C		A	B				A
Approach Delay (s)		0.0			22.6			14.5			2.1	
Approach LOS		A			C			B			A	

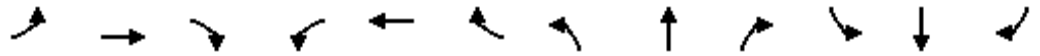
Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 2: Williams St & Pace St

PM 2010 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop		Free	Free		Free	Free	
Grade		0%			0%		0%	0%		0%	0%	
Volume (veh/h)	2	1	3	45	0	68	1	372	87	45	321	3
Peak Hour Factor	0.25	0.25	0.38	0.70	0.92	0.65	0.25	0.84	0.81	0.75	0.90	0.38
Hourly flow rate (veh/h)	8	4	8	64	0	105	4	443	107	60	357	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								768			1232	
pX, platoon unblocked												
vC, conflicting volume	1036	1039	361	991	989	497	365			550		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1036	1039	361	991	989	497	365			550		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	99	69	100	82	100			94		
cM capacity (veh/h)	163	216	684	209	231	573	1194			1019		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	20	169	4	550	60	365
Volume Left	8	64	4	0	60	0
Volume Right	8	105	0	107	0	8
cSH	252	345	1194	1700	1019	1700
Volume to Capacity	0.08	0.49	0.00	0.32	0.06	0.21
Queue Length (ft)	6	65	0	0	5	0
Control Delay (s)	20.5	25.1	8.0	0.0	8.8	0.0
Lane LOS	C	D	A		A	
Approach Delay (s)	20.5	25.1	0.1		1.2	
Approach LOS	C	D				

Intersection Summary		
Average Delay		4.5
Intersection Capacity Utilization	53.2%	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
7: Stallings St & Pace St

PM 2010 3-Lane
Timing Plan: Default



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	50	28	16	421	333	19
Peak Hour Factor	0.54	0.70	0.57	0.92	0.82	0.79
Hourly flow rate (veh/h)	93	40	28	458	406	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	932	418	430			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	932	418	430			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	68	94	98			
cM capacity (veh/h)	289	635	1129			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	133	28	458	430		
Volume Left	93	28	0	0		
Volume Right	40	0	0	24		
cSH	345	1129	1700	1700		
Volume to Capacity	0.38	0.02	0.27	0.25		
Queue Length (ft)	44	2	0	0		
Control Delay (s)	21.8	8.3	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	21.8	0.5		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization	38.3%		ICU Level of Service	A		

HCM Signalized Intersection Capacity Analysis
 1: US 278 & Pace St

AM 2030 4 Lanes
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Fr _t	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3446		1770	3503		1770	1863	1583	1770	1690	
Fl _t Permitted	0.18	1.00		0.07	1.00		0.48	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	335	3446		126	3503		898	1863	1583	1280	1690	
Volume (vph)	46	589	98	83	530	25	146	57	106	52	26	36
Peak-hour factor, PHF	0.96	0.90	0.70	0.72	0.90	0.57	0.85	0.79	0.85	0.72	0.81	0.69
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	71	975	209	172	877	65	256	108	186	108	48	78
Lane Group Flow (vph)	71	1184	0	172	942	0	256	108	186	108	126	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2		2		6	
Actuated Green, G (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Effective Green, g (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Actuated g/C Ratio	0.48	0.37		0.55	0.41		0.39	0.25	0.25	0.31	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	323	1264		333	1448		510	460	390	451	315	
v/s Ratio Prot	0.02	c0.34		c0.08	c0.27		c0.09	0.06		0.03	0.07	
v/s Ratio Perm	0.08			0.20			c0.11		0.12	0.04		
v/c Ratio	0.22	0.94		0.52	0.65		0.50	0.23	0.48	0.24	0.40	
Uniform Delay, d ₁	23.0	45.8		34.8	35.3		32.6	45.2	48.2	38.4	53.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d ₂	1.6	14.1		5.6	2.3		3.5	1.2	4.1	1.3	3.8	
Delay (s)	24.6	59.9		40.4	37.6		36.1	46.4	52.4	39.6	57.4	
Level of Service	C	E		D	D		D	D	D	D	E	
Approach Delay (s)		57.9			38.0			43.6			49.2	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM Average Control Delay			47.8			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.70									
Cycle Length (s)			150.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			77.9%			ICU Level of Service				C		
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
9: Usher St & Pace St

AM 2030 4 Lanes
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.97		1.00	0.94		1.00	0.99		1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1816		1770	1755		1770	1853		1770	1863	1583
Fl _t Permitted	0.71	1.00		0.69	1.00		0.65	1.00		0.31	1.00	1.00
Satd. Flow (perm)	1316	1816		1281	1755		1215	1853		586	1863	1583
Volume (vph)	42	39	6	2	22	11	22	286	10	18	89	44
Peak-hour factor, PHF	0.50	0.65	0.50	0.50	0.69	0.55	0.69	0.85	0.83	0.56	0.80	0.69
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	125	89	18	6	48	30	48	501	18	48	166	95
Lane Group Flow (vph)	125	107	0	6	78	0	48	519	0	48	166	95
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Effective Green, g (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.47	0.47		0.47	0.47	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	545	752		531	727		573	874		276	878	746
v/s Ratio Prot		0.06			0.04			c0.28			0.09	
v/s Ratio Perm	c0.10			0.00			0.04			0.08		0.06
v/c Ratio	0.23	0.14		0.01	0.11		0.08	0.59		0.17	0.19	0.13
Uniform Delay, d ₁	13.3	12.8		12.1	12.6		10.2	13.6		10.7	10.7	10.4
Progression Factor	1.00	1.00		1.00	1.00		0.98	0.78		1.00	1.00	1.00
Incremental Delay, d ₂	1.0	0.4		0.0	0.3		0.1	1.0		1.4	0.5	0.4
Delay (s)	14.2	13.2		12.1	12.9		10.1	11.6		12.0	11.2	10.8
Level of Service	B	B		B	B		B	B		B	B	B
Approach Delay (s)		13.7			12.8			11.4			11.2	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St























AM 2030 4 Lanes
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.93				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1844		1770	1735				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1844		1770	1735				1611
Volume (vph)	0	0	0	0	214	10	131	337	272	0	0	90
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.85	0.50	0.84	0.92	0.88	0.92	0.92	0.78
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	0	0	0	0	375	30	232	546	461	0	0	172
Lane Group Flow (vph)	0	0	0	0	405	0	232	1007	0	0	0	172
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					21.0		41.0	41.0				41.0
Effective Green, g (s)					21.0		41.0	41.0				41.0
Actuated g/C Ratio					0.30		0.59	0.59				0.59
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					553		1037	1016				944
v/s Ratio Prot					c0.22			c0.58				
v/s Ratio Perm							0.13					0.11
v/c Ratio					0.73		0.22	0.99				0.18
Uniform Delay, d1					22.0		6.9	14.3				6.7
Progression Factor					1.00		1.00	1.00				0.24
Incremental Delay, d2					8.3		0.5	26.2				0.4
Delay (s)					30.3		7.4	40.5				2.0
Level of Service					C		A	D				A
Approach Delay (s)		0.0			30.3			34.3			2.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM Average Control Delay			30.4									HCM Level of Service C
HCM Volume to Capacity ratio			0.90									
Cycle Length (s)			70.0									Sum of lost time (s) 8.0
Intersection Capacity Utilization			85.1%									ICU Level of Service D
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 1: US 278 & Pace St

PM 2030 4 Lanes
 Timing Plan: Default

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3444		1770	3481		1770	1863	1583	1770	1721	
Flt Permitted	0.07	1.00		0.08	1.00		0.09	1.00	1.00	0.63	1.00	
Satd. Flow (perm)	138	3444		141	3481		173	1863	1583	1168	1721	
Volume (vph)	152	718	137	160	834	78	195	125	175	141	105	109
Peak-hour factor, PHF	0.78	0.95	0.83	0.85	0.92	0.70	0.79	0.89	0.88	0.90	0.67	0.67
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	290	1126	246	280	1351	166	368	209	296	233	234	242
Lane Group Flow (vph)	290	1372	0	280	1517	0	368	209	296	233	476	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm	pm+pt	
Protected Phases	7	4		3	8		5	2		2	6	
Permitted Phases	4			8			2			2	6	
Actuated Green, G (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Effective Green, g (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Actuated g/C Ratio	0.50	0.36		0.49	0.35		0.43	0.35	0.35	0.31	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	297	1240		286	1230		297	658	559	386	447	
v/s Ratio Prot	c0.14	0.40		0.13	c0.44		c0.17	0.11		0.03	0.28	
v/s Ratio Perm	0.35			0.35			c0.35		0.19	0.16		
v/c Ratio	0.98	1.11		0.98	1.23		1.24	0.32	0.53	0.60	1.06	
Uniform Delay, d1	66.3	48.0		66.9	48.5		48.1	35.3	38.6	42.6	55.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.6	60.0		48.1	112.2		133.0	1.3	3.6	6.8	60.9	
Delay (s)	112.9	108.0		115.1	160.7		181.1	36.6	42.1	49.4	116.4	
Level of Service	F	F		F	F		F	D	D	D	F	
Approach Delay (s)		108.8			153.6			99.4			94.4	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay			121.1			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.18									
Cycle Length (s)			150.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			119.5%			ICU Level of Service				G		
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
9: Usher St & Pace St

PM 2030 4 Lanes
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1810		1770	1803		1770	1852		1770	1863	1583
Flt Permitted	0.64	1.00		0.61	1.00		0.38	1.00		0.24	1.00	1.00
Satd. Flow (perm)	1196	1810		1136	1803		716	1852		449	1863	1583
Volume (vph)	82	71	17	8	58	15	22	369	11	32	256	60
Peak-hour factor, PHF	0.66	0.68	0.71	0.50	0.66	0.62	0.55	0.90	0.69	0.73	0.83	0.79
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	185	156	36	24	131	36	60	611	24	65	460	113
Lane Group Flow (vph)	185	192	0	24	167	0	60	635	0	65	460	113
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	35.0
Effective Green, g (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	35.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	461	698		438	695		358	926		225	932	792
v/s Ratio Prot		0.11			0.09			c0.34			0.25	
v/s Ratio Perm	c0.15			0.02			0.08			0.14		0.07
v/c Ratio	0.40	0.28		0.05	0.24		0.17	0.69		0.29	0.49	0.14
Uniform Delay, d1	15.6	14.8		13.5	14.6		9.6	13.3		10.2	11.6	9.4
Progression Factor	1.00	1.00		1.00	1.00		0.74	0.57		1.00	1.00	1.00
Incremental Delay, d2	2.6	1.0		0.2	0.8		0.4	1.8		3.2	1.9	0.4
Delay (s)	18.2	15.8		13.7	15.4		7.5	9.4		13.4	13.5	9.8
Level of Service	B	B		B	B		A	A		B	B	A
Approach Delay (s)		17.0			15.2			9.2			12.8	
Approach LOS		B			B			A			B	

Intersection Summary

HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	B
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

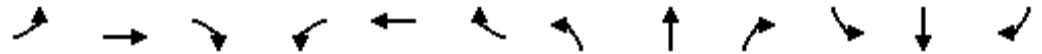
PM 2030 4 Lanes
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)					4.0		4.0	4.0				4.0	
Lane Util. Factor					1.00		1.00	1.00				1.00	
Frt					0.99		1.00	0.95				0.86	
Flt Protected					1.00		0.95	1.00				1.00	
Satd. Flow (prot)					1845		1770	1764				1611	
Flt Permitted					1.00		0.95	1.00				1.00	
Satd. Flow (perm)					1845		1770	1764				1611	
Volume (vph)	0	0	0	0	335	19	129	384	191	0	0	295	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.68	0.83	0.95	0.87	0.92	0.92	0.89	
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	
Adj. Flow (vph)	0	0	0	0	555	42	232	602	327	0	0	494	
Lane Group Flow (vph)	0	0	0	0	597	0	232	929	0	0	0	494	
Turn Type							Perm					custom	
Protected Phases					8			2					
Permitted Phases							2					6	
Actuated Green, G (s)					25.0		37.0	37.0				37.0	
Effective Green, g (s)					25.0		37.0	37.0				37.0	
Actuated g/C Ratio					0.36		0.53	0.53				0.53	
Clearance Time (s)					4.0		4.0	4.0				4.0	
Lane Grp Cap (vph)					659		936	932				852	
v/s Ratio Prot					c0.32			c0.53					
v/s Ratio Perm							0.13					0.31	
v/c Ratio					0.91		0.25	1.00				0.58	
Uniform Delay, d1					21.4		9.0	16.4				11.2	
Progression Factor					1.00		1.00	1.00				0.26	
Incremental Delay, d2					18.3		0.6	28.7				2.6	
Delay (s)					39.7		9.6	45.2				5.5	
Level of Service					D		A	D				A	
Approach Delay (s)		0.0			39.7			38.0			5.5		
Approach LOS		A			D			D			A		
Intersection Summary													
HCM Average Control Delay			31.3		HCM Level of Service				C				
HCM Volume to Capacity ratio			0.96										
Cycle Length (s)			70.0		Sum of lost time (s)				8.0				
Intersection Capacity Utilization			90.0%		ICU Level of Service				E				
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis
 2: Williams St & Pace St

PM 2030 4 Lanes
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	1	3	45	0	68	1	372	87	45	321	3
Peak Hour Factor	0.25	0.25	0.38	0.70	0.92	0.65	0.25	0.84	0.81	0.75	0.90	0.38
Hourly flow rate (veh/h)	12	6	12	96	0	156	6	660	160	89	531	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								768			1232	
pX, platoon unblocked												
vC, conflicting volume	1214	1548	272	1211	1474	410	543			820		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1214	1548	272	1211	1474	410	543			820		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	94	98	19	100	74	99			89		
cM capacity (veh/h)	92	100	726	118	111	591	1022			805		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	30	252	336	490	355	277						
Volume Left	12	96	6	0	89	0						
Volume Right	12	156	0	160	0	12						
cSH	144	234	1022	1700	805	1700						
Volume to Capacity	0.21	1.07	0.01	0.29	0.11	0.16						
Queue Length (ft)	18	271	0	0	9	0						
Control Delay (s)	36.2	124.8	0.2	0.0	3.5	0.0						
Lane LOS	E	F	A		A							
Approach Delay (s)	36.2	124.8	0.1		2.0							
Approach LOS	E	F										
Intersection Summary												
Average Delay				19.4								
Intersection Capacity Utilization			72.7%		ICU Level of Service					C		

HCM Unsignalized Intersection Capacity Analysis
7: Stallings St & Pace St

PM 2030 4 Lanes
Timing Plan: Default

























Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↕	↕	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	50	28	16	421	333	19
Peak Hour Factor	0.54	0.70	0.57	0.92	0.82	0.79
Hourly flow rate (veh/h)	138	60	42	682	605	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	1048	320	641			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1048	320	641			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	35	91	96			
cM capacity (veh/h)	213	675	939			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	198	269	455	403	238
Volume Left	138	42	0	0	0
Volume Right	60	0	0	0	36
cSH	269	939	1700	1700	1700
Volume to Capacity	0.73	0.04	0.27	0.24	0.14
Queue Length (ft)	131	3	0	0	0
Control Delay (s)	48.1	1.8	0.0	0.0	0.0
Lane LOS	E	A			
Approach Delay (s)	48.1	0.7		0.0	
Approach LOS	E				

Intersection Summary					
Average Delay	6.4				
Intersection Capacity Utilization	46.9%	ICU Level of Service		A	

HCM Signalized Intersection Capacity Analysis
 1: US 278 & Pace St

AM 2030 3-Lane
 Timing Plan: Default

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3446		1770	3503		1770	1863	1583	1770	1690	
Flt Permitted	0.18	1.00		0.07	1.00		0.48	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	335	3446		126	3503		898	1863	1583	1280	1690	
Volume (vph)	46	589	98	83	530	25	146	57	106	52	26	36
Peak-hour factor, PHF	0.96	0.90	0.70	0.72	0.90	0.57	0.85	0.79	0.85	0.72	0.81	0.69
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	71	975	209	172	877	65	256	108	186	108	48	78
Lane Group Flow (vph)	71	1184	0	172	942	0	256	108	186	108	126	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2		2		6	
Actuated Green, G (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Effective Green, g (s)	72.0	55.0		83.0	62.0		59.0	37.0	37.0	46.0	28.0	
Actuated g/C Ratio	0.48	0.37		0.55	0.41		0.39	0.25	0.25	0.31	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	323	1264		333	1448		510	460	390	451	315	
v/s Ratio Prot	0.02	c0.34		c0.08	c0.27		c0.09	0.06		0.03	0.07	
v/s Ratio Perm	0.08			0.20			c0.11		0.12	0.04		
v/c Ratio	0.22	0.94		0.52	0.65		0.50	0.23	0.48	0.24	0.40	
Uniform Delay, d1	23.0	45.8		34.8	35.3		32.6	45.2	48.2	38.4	53.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	14.1		5.6	2.3		3.5	1.2	4.1	1.3	3.8	
Delay (s)	24.6	59.9		40.4	37.6		36.1	46.4	52.4	39.6	57.4	
Level of Service	C	E		D	D		D	D	D	D	E	
Approach Delay (s)		57.9			38.0			43.6			49.2	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM Average Control Delay			47.8			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.70									
Cycle Length (s)			150.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			77.9%			ICU Level of Service				C		
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
9: Usher St & Pace St

AM 2030 3-Lane
Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1816		1770	1755		1770	1853		1770	1863	1583
Flt Permitted	0.71	1.00		0.69	1.00		0.65	1.00		0.31	1.00	1.00
Satd. Flow (perm)	1316	1816		1281	1755		1215	1853		586	1863	1583
Volume (vph)	42	39	6	2	22	11	22	286	10	18	89	44
Peak-hour factor, PHF	0.50	0.65	0.50	0.50	0.69	0.55	0.69	0.85	0.83	0.56	0.80	0.69
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	125	89	18	6	48	30	48	501	18	48	166	95
Lane Group Flow (vph)	125	107	0	6	78	0	48	519	0	48	166	95
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Effective Green, g (s)	29.0	29.0		29.0	29.0		33.0	33.0		33.0	33.0	33.0
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.47	0.47		0.47	0.47	0.47
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	545	752		531	727		573	874		276	878	746
v/s Ratio Prot		0.06			0.04			c0.28			0.09	
v/s Ratio Perm	c0.10			0.00			0.04			0.08		0.06
v/c Ratio	0.23	0.14		0.01	0.11		0.08	0.59		0.17	0.19	0.13
Uniform Delay, d1	13.3	12.8		12.1	12.6		10.2	13.6		10.7	10.7	10.4
Progression Factor	1.00	1.00		1.00	1.00		0.98	0.78		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.4		0.0	0.3		0.1	1.0		1.4	0.5	0.4
Delay (s)	14.2	13.2		12.1	12.9		10.1	11.6		12.0	11.2	10.8
Level of Service	B	B		B	B		B	B		B	B	B
Approach Delay (s)		13.7			12.8			11.4			11.2	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

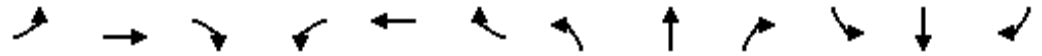
AM 2030 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↔				↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.93				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1844		1770	1735				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1844		1770	1735				1611
Volume (vph)	0	0	0	0	214	10	131	337	272	0	0	90
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.85	0.50	0.84	0.92	0.88	0.92	0.92	0.78
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	0	0	0	0	375	30	232	546	461	0	0	172
Lane Group Flow (vph)	0	0	0	0	405	0	232	1007	0	0	0	172
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					21.0		41.0	41.0				41.0
Effective Green, g (s)					21.0		41.0	41.0				41.0
Actuated g/C Ratio					0.30		0.59	0.59				0.59
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					553		1037	1016				944
v/s Ratio Prot					c0.22			c0.58				
v/s Ratio Perm							0.13					0.11
v/c Ratio					0.73		0.22	0.99				0.18
Uniform Delay, d1					22.0		6.9	14.3				6.7
Progression Factor					1.00		1.00	1.00				0.24
Incremental Delay, d2					8.3		0.5	26.2				0.4
Delay (s)					30.3		7.4	40.5				2.0
Level of Service					C		A	D				A
Approach Delay (s)		0.0			30.3			34.3			2.0	
Approach LOS		A			C			C			A	
Intersection Summary												
HCM Average Control Delay			30.4									HCM Level of Service C
HCM Volume to Capacity ratio			0.90									
Cycle Length (s)			70.0									Sum of lost time (s) 8.0
Intersection Capacity Utilization			85.1%									ICU Level of Service D
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: Williams St & Pace St

AM 2030 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop		Free	Free		Free	Free	
Grade		0%			0%		0%	0%		0%	0%	
Volume (veh/h)	5	2	1	35	0	45	3	301	62	35	136	2
Peak Hour Factor	0.62	0.25	0.25	0.73	0.92	0.51	0.38	0.89	0.86	0.49	0.79	0.50
Hourly flow rate (veh/h)	12	12	6	71	0	131	12	504	107	106	257	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								768			1232	
pX, platoon unblocked												
vC, conflicting volume	1131	1107	259	1062	1056	558	262			611		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1131	1107	259	1062	1056	558	262			611		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	94	99	59	100	75	99			89		
cM capacity (veh/h)	123	185	779	173	199	529	1302			968		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	30	203	12	611	106	262
Volume Left	12	71	12	0	106	0
Volume Right	6	131	0	107	0	6
cSH	177	307	1302	1700	968	1700
Volume to Capacity	0.17	0.66	0.01	0.36	0.11	0.15
Queue Length (ft)	15	110	1	0	9	0
Control Delay (s)	29.5	37.0	7.8	0.0	9.2	0.0
Lane LOS	D	E	A		A	
Approach Delay (s)	29.5	37.0	0.1		2.6	
Approach LOS	D	E				

Intersection Summary		
Average Delay		7.7
Intersection Capacity Utilization	67.7%	ICU Level of Service B

HCM Unsignalized Intersection Capacity Analysis
7: Stallings St & Pace St

AM 2030 3-Lane
Timing Plan: Default



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	41	9	20	385	158	34
Peak Hour Factor	0.79	0.75	0.62	0.88	0.78	0.71
Hourly flow rate (veh/h)	77	18	48	652	302	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	1086	337	373			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1086	337	373			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	97	96			
cM capacity (veh/h)	230	705	1185			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	95	48	652	373		
Volume Left	77	48	0	0		
Volume Right	18	0	0	71		
cSH	263	1185	1700	1700		
Volume to Capacity	0.36	0.04	0.38	0.22		
Queue Length (ft)	40	3	0	0		
Control Delay (s)	26.2	8.2	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	26.2	0.6		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization	46.4%		ICU Level of Service	A		

HCM Signalized Intersection Capacity Analysis
 1: US 278 & Pace St

PM 2030 3-Lane
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3444		1770	3481		1770	1863	1583	1770	1721	
Flt Permitted	0.07	1.00		0.08	1.00		0.09	1.00	1.00	0.63	1.00	
Satd. Flow (perm)	138	3444		141	3481		173	1863	1583	1168	1721	
Volume (vph)	152	718	137	160	834	78	195	125	175	141	105	109
Peak-hour factor, PHF	0.78	0.95	0.83	0.85	0.92	0.70	0.79	0.89	0.88	0.90	0.67	0.67
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	290	1126	246	280	1351	166	368	209	296	233	234	242
Lane Group Flow (vph)	290	1372	0	280	1517	0	368	209	296	233	476	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm	pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2		2		6	
Actuated Green, G (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Effective Green, g (s)	75.0	54.0		73.0	53.0		64.0	53.0	53.0	46.0	39.0	
Actuated g/C Ratio	0.50	0.36		0.49	0.35		0.43	0.35	0.35	0.31	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	297	1240		286	1230		297	658	559	386	447	
v/s Ratio Prot	c0.14	0.40		0.13	c0.44		c0.17	0.11		0.03	0.28	
v/s Ratio Perm	0.35			0.35			c0.35		0.19	0.16		
v/c Ratio	0.98	1.11		0.98	1.23		1.24	0.32	0.53	0.60	1.06	
Uniform Delay, d1	66.3	48.0		66.9	48.5		48.1	35.3	38.6	42.6	55.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.6	60.0		48.1	112.2		133.0	1.3	3.6	6.8	60.9	
Delay (s)	112.9	108.0		115.1	160.7		181.1	36.6	42.1	49.4	116.4	
Level of Service	F	F		F	F		F	D	D	D	F	
Approach Delay (s)		108.8			153.6			99.4			94.4	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay			121.1			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.18									
Cycle Length (s)			150.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization		119.5%				ICU Level of Service				G		
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 9: Usher St & Pace St

PM 2030 3-Lane
 Timing Plan: Default

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr't	1.00	0.97		1.00	0.97		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1810		1770	1803		1770	1852		1770	1808	
Flt Permitted	0.64	1.00		0.61	1.00		0.29	1.00		0.24	1.00	
Satd. Flow (perm)	1196	1810		1136	1803		541	1852		449	1808	
Volume (vph)	82	71	17	8	58	15	22	369	11	32	256	60
Peak-hour factor, PHF	0.66	0.68	0.71	0.50	0.66	0.62	0.55	0.90	0.69	0.73	0.83	0.79
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	185	156	36	24	131	36	60	611	24	65	460	113
Lane Group Flow (vph)	185	192	0	24	167	0	60	635	0	65	573	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	461	698		438	695		271	926		225	904	
v/s Ratio Prot		0.11			0.09			c0.34			0.32	
v/s Ratio Perm	c0.15			0.02			0.11			0.14		
v/c Ratio	0.40	0.28		0.05	0.24		0.22	0.69		0.29	0.63	
Uniform Delay, d1	15.6	14.8		13.5	14.6		9.8	13.3		10.2	12.8	
Progression Factor	1.00	1.00		1.00	1.00		0.71	0.57		1.00	1.00	
Incremental Delay, d2	2.6	1.0		0.2	0.8		0.8	1.8		3.2	3.4	
Delay (s)	18.2	15.8		13.7	15.4		7.8	9.4		13.4	16.2	
Level of Service	B			B			A			B		
Approach Delay (s)		17.0			15.2			9.2			15.9	
Approach LOS		B			B			A			B	
Intersection Summary												
HCM Average Control Delay			13.6			HCM Level of Service		B				
HCM Volume to Capacity ratio			0.56									
Cycle Length (s)			70.0			Sum of lost time (s)		8.0				
Intersection Capacity Utilization			69.9%			ICU Level of Service		B				
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 12: Floyd St & Pace St

PM 2030 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0				4.0
Lane Util. Factor					1.00		1.00	1.00				1.00
Frt					0.99		1.00	0.95				0.86
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					1845		1770	1764				1611
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					1845		1770	1764				1611
Volume (vph)	0	0	0	0	335	19	129	384	191	0	0	295
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.68	0.83	0.95	0.87	0.92	0.92	0.89
Growth Factor (vph)	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%	149%
Adj. Flow (vph)	0	0	0	0	555	42	232	602	327	0	0	494
Lane Group Flow (vph)	0	0	0	0	597	0	232	929	0	0	0	494
Turn Type							Perm					custom
Protected Phases					8			2				
Permitted Phases							2					6
Actuated Green, G (s)					25.0		37.0	37.0				37.0
Effective Green, g (s)					25.0		37.0	37.0				37.0
Actuated g/C Ratio					0.36		0.53	0.53				0.53
Clearance Time (s)					4.0		4.0	4.0				4.0
Lane Grp Cap (vph)					659		936	932				852
v/s Ratio Prot					c0.32			c0.53				
v/s Ratio Perm							0.13					0.31
v/c Ratio					0.91		0.25	1.00				0.58
Uniform Delay, d1					21.4		9.0	16.4				11.2
Progression Factor					1.00		1.00	1.00				0.23
Incremental Delay, d2					18.3		0.6	28.7				2.4
Delay (s)					39.7		9.6	45.2				4.9
Level of Service					D		A	D				A
Approach Delay (s)		0.0			39.7			38.0			4.9	
Approach LOS		A			D			D			A	
Intersection Summary												
HCM Average Control Delay			31.2		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.96									
Cycle Length (s)			70.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			90.0%		ICU Level of Service					E		
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 2: Williams St & Pace St

PM 2030 3-Lane
 Timing Plan: Default



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	1	3	45	0	68	1	372	87	45	321	3
Peak Hour Factor	0.25	0.25	0.38	0.70	0.92	0.65	0.25	0.84	0.81	0.75	0.90	0.38
Hourly flow rate (veh/h)	12	6	12	96	0	156	6	660	160	89	531	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								768			1232	
pX, platoon unblocked	0.98	0.98	0.98	0.98	0.98		0.98					
vC, conflicting volume	1544	1548	537	1477	1474	740	543			820		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1553	1557	530	1485	1482	740	536			820		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	94	98	0	100	63	99			89		
cM capacity (veh/h)	52	98	540	86	109	417	1015			809		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	30	252	6	820	89	543						
Volume Left	12	96	6	0	89	0						
Volume Right	12	156	0	160	0	12						
cSH	95	169	1015	1700	809	1700						
Volume to Capacity	0.31	1.49	0.01	0.48	0.11	0.32						
Queue Length (ft)	30	404	0	0	9	0						
Control Delay (s)	59.5	297.7	8.6	0.0	10.0	0.0						
Lane LOS	F	F	A		B							
Approach Delay (s)	59.5	297.7	0.1		1.4							
Approach LOS	F	F										
Intersection Summary												
Average Delay			44.6									
Intersection Capacity Utilization			81.0%		ICU Level of Service					D		

HCM Unsignalized Intersection Capacity Analysis
7: Stallings St & Pace St

PM 2030 3-Lane
Timing Plan: Default



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	50	28	16	421	333	19
Peak Hour Factor	0.54	0.70	0.57	0.92	0.82	0.79
Hourly flow rate (veh/h)	138	60	42	682	605	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	552					
pX, platoon unblocked						
vC, conflicting volume	1388	623	641			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1388	623	641			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	8	88	96			
cM capacity (veh/h)	150	486	943			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	198	42	682	641		
Volume Left	138	42	0	0		
Volume Right	60	0	0	36		
cSH	190	943	1700	1700		
Volume to Capacity	1.04	0.04	0.40	0.38		
Queue Length (ft)	228	3	0	0		
Control Delay (s)	127.9	9.0	0.0	0.0		
Lane LOS	F	A				
Approach Delay (s)	127.9	0.5		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			16.4			
Intersection Capacity Utilization			53.8%	ICU Level of Service	A	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@US278AM

Site Code : 00000000

Start Date : 10/26/2010

Page No : 1

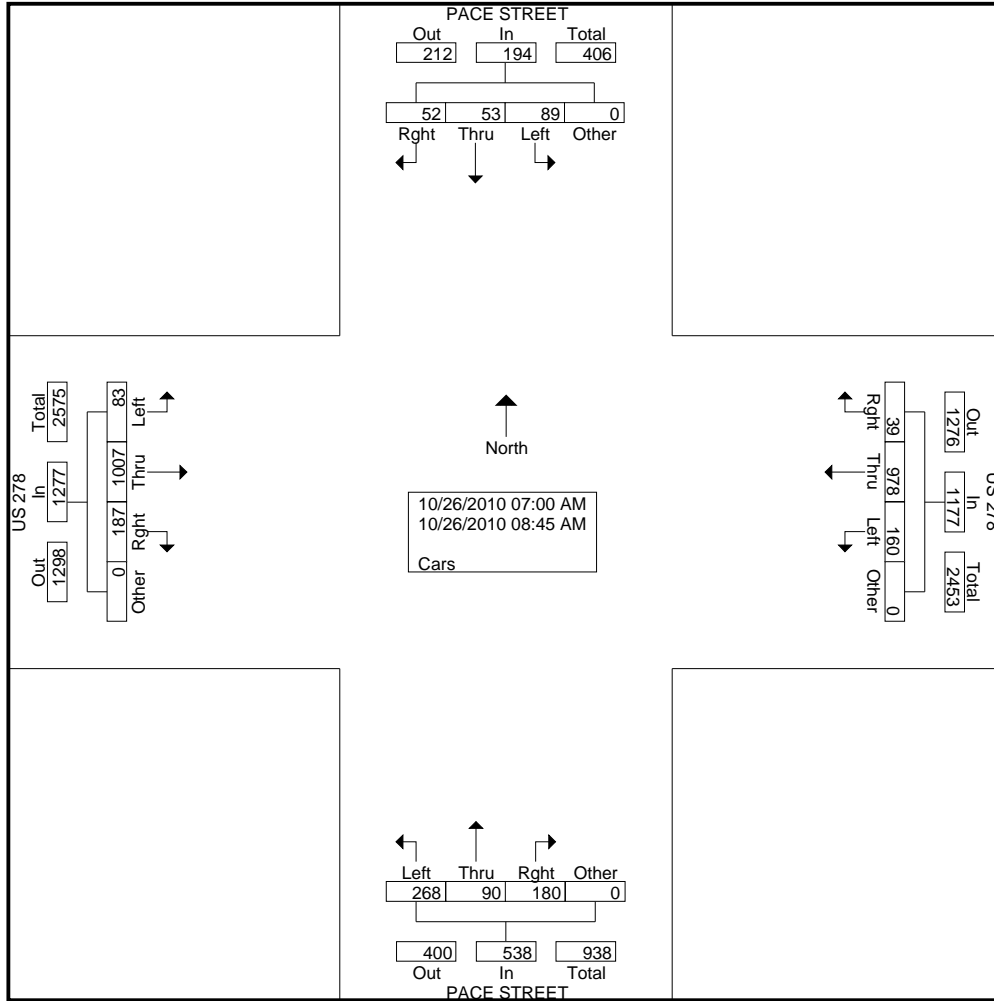
Groups Printed- Cars

Start Time	PACE STREET Southbound					US 278 Westbound					PACE STREET Northbound					US 278 Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
07:00 AM	5	5	4	0	14	8	105	6	0	119	12	6	10	0	28	2	72	16	0	90	251
07:15 AM	6	6	4	0	16	19	107	2	0	128	24	10	22	0	56	6	79	13	0	98	298
07:30 AM	14	5	4	0	23	21	122	2	0	145	42	4	18	0	64	12	122	29	0	163	395
07:45 AM	12	11	4	0	27	29	114	4	0	147	44	13	24	0	81	17	145	31	0	193	448
Total	37	27	16	0	80	77	448	14	0	539	122	33	74	0	229	37	418	89	0	544	1392
08:00 AM	6	7	13	0	26	15	128	3	0	146	28	14	23	0	65	12	147	35	0	194	431
08:15 AM	15	5	5	0	25	15	147	5	0	167	43	11	29	0	83	11	142	23	0	176	451
08:30 AM	13	6	10	0	29	24	126	11	0	161	43	18	23	0	84	12	136	23	0	171	445
08:45 AM	18	8	8	0	34	29	129	6	0	164	32	14	31	0	77	11	164	17	0	192	467
Total	52	26	36	0	114	83	530	25	0	638	146	57	106	0	309	46	589	98	0	733	1794
Grand Total	89	53	52	0	194	160	978	39	0	1177	268	90	180	0	538	83	1007	187	0	1277	3186
Apprch %	45.9	27.3	26.8	0		13.6	83.1	3.3	0		49.8	16.7	33.5	0		6.5	78.9	14.6	0		
Total %	2.8	1.7	1.6	0	6.1	5	30.7	1.2	0	36.9	8.4	2.8	5.6	0	16.9	2.6	31.6	5.9	0	40.1	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@US278AM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 2

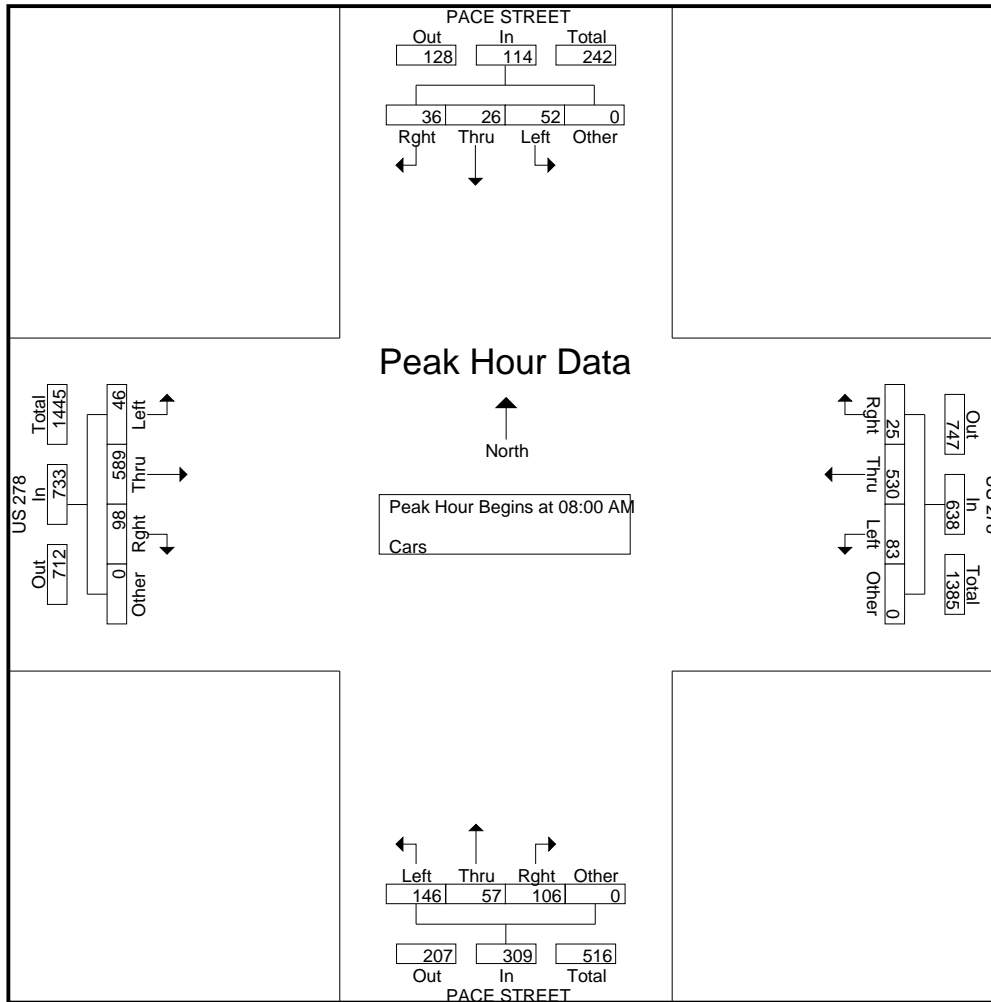


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@US278AM
Site Code : 00000000
Start Date : 10/26/2010
Page No : 3

Start Time	PACE STREET Southbound					US 278 Westbound					PACE STREET Northbound					US 278 Eastbound					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	6	7	13	0	26	15	128	3	0	146	28	14	23	0	65	12	147	35	0	194	431
08:15 AM	15	5	5	0	25	15	147	5	0	167	43	11	29	0	83	11	142	23	0	176	451
08:30 AM	13	6	10	0	29	24	126	11	0	161	43	18	23	0	84	12	136	23	0	171	445
08:45 AM	18	8	8	0	34	29	129	6	0	164	32	14	31	0	77	11	164	17	0	192	467
Total Volume	52	26	36	0	114	83	530	25	0	638	146	57	106	0	309	46	589	98	0	733	1794
% App. Total	45.6	22.8	31.6	0		13	83.1	3.9	0		47.2	18.4	34.3	0		6.3	80.4	13.4	0		
PHF	.722	.813	.692	.000	.838	.716	.901	.568	.000	.955	.849	.792	.855	.000	.920	.958	.898	.700	.000	.945	.960



All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
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File Name : PaceSt@US278PM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 1

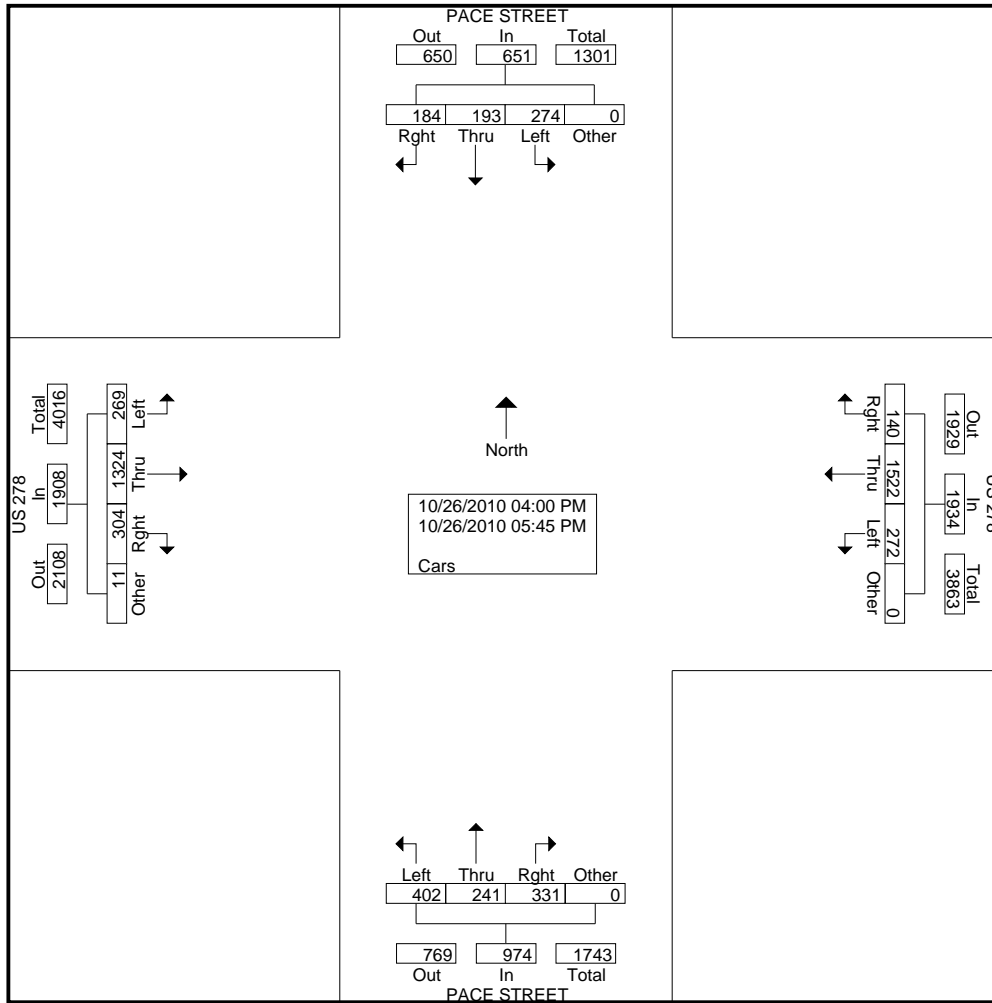
Groups Printed- Cars

Start Time	PACE STREET Southbound					US 278 Westbound					PACE STREET Northbound					US 278 Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
04:00 PM	38	31	15	0	84	39	159	15	0	213	67	40	39	0	146	31	144	80	11	266	709
04:15 PM	36	18	18	0	72	20	208	15	0	243	42	32	48	0	122	37	164	30	0	231	668
04:30 PM	33	39	24	0	96	36	226	16	0	278	34	35	49	0	118	41	184	41	0	266	758
04:45 PM	39	13	24	0	76	34	201	18	0	253	50	34	42	0	126	25	170	33	0	228	683
Total	146	101	81	0	328	129	794	64	0	987	193	141	178	0	512	134	662	184	11	991	2818
05:00 PM	31	29	22	0	82	43	217	16	0	276	62	35	50	0	147	37	189	27	0	253	758
05:15 PM	38	24	39	0	101	47	190	28	0	265	49	21	34	0	104	49	175	36	0	260	730
05:30 PM	36	21	23	0	80	27	189	21	0	237	57	24	36	0	117	24	140	26	0	190	624
05:45 PM	23	18	19	0	60	26	132	11	0	169	41	20	33	0	94	25	158	31	0	214	537
Total	128	92	103	0	323	143	728	76	0	947	209	100	153	0	462	135	662	120	0	917	2649
Grand Total	274	193	184	0	651	272	1522	140	0	1934	402	241	331	0	974	269	1324	304	11	1908	5467
Apprch %	42.1	29.6	28.3	0		14.1	78.7	7.2	0		41.3	24.7	34	0		14.1	69.4	15.9	0.6		
Total %	5	3.5	3.4	0	11.9	5	27.8	2.6	0	35.4	7.4	4.4	6.1	0	17.8	4.9	24.2	5.6	0.2	34.9	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
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File Name : PaceSt@US278PM
 Site Code : 00000000
 Start Date : 10/26/2010
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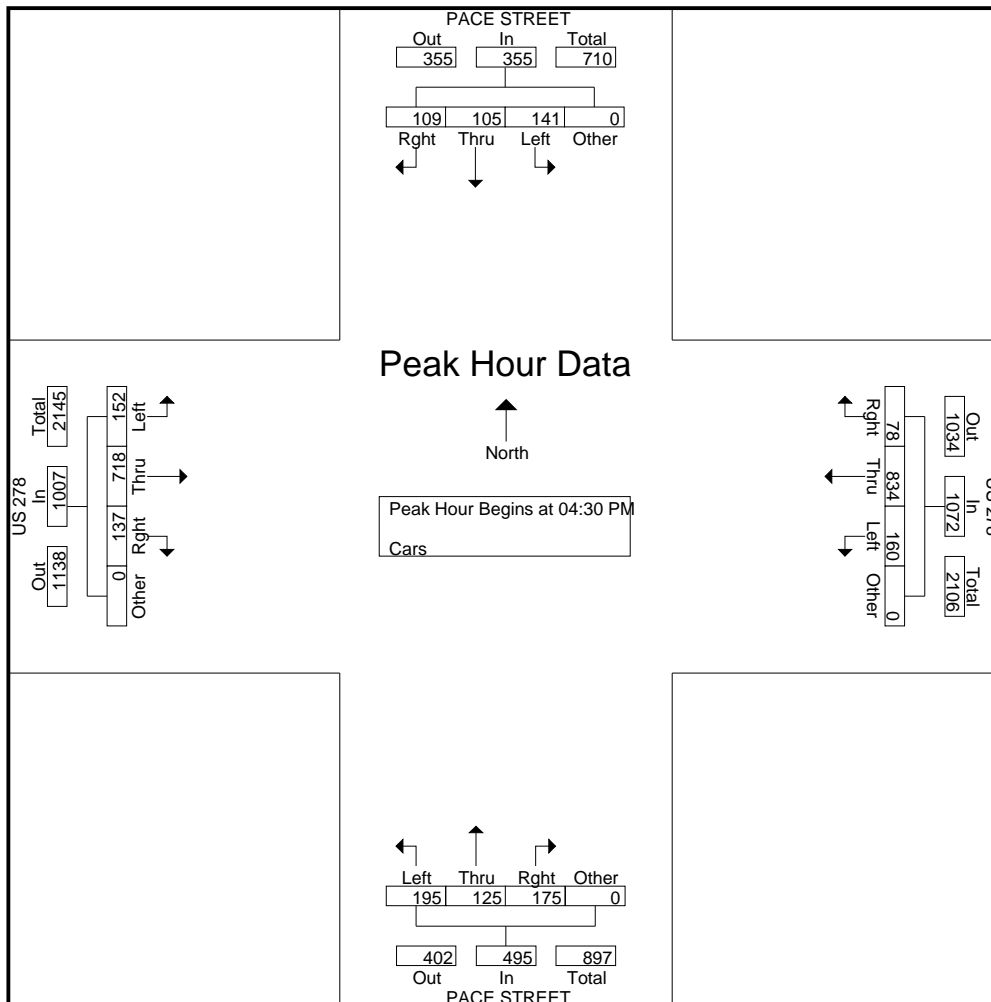


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@US278PM
Site Code : 00000000
Start Date : 10/26/2010
Page No : 3

Start Time	PACE STREET Southbound					US 278 Westbound					PACE STREET Northbound					US 278 Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	33	39	24	0	96	36	226	16	0	278	34	35	49	0	118	41	184	41	0	266	758
04:45 PM	39	13	24	0	76	34	201	18	0	253	50	34	42	0	126	25	170	33	0	228	683
05:00 PM	31	29	22	0	82	43	217	16	0	276	62	35	50	0	147	37	189	27	0	253	758
05:15 PM	38	24	39	0	101	47	190	28	0	265	49	21	34	0	104	49	175	36	0	260	730
Total Volume	141	105	109	0	355	160	834	78	0	1072	195	125	175	0	495	152	718	137	0	1007	2929
% App. Total	39.7	29.6	30.7	0		14.9	77.8	7.3	0		39.4	25.3	35.4	0		15.1	71.3	13.6	0		
PHF	.904	.673	.699	.000	.879	.851	.923	.696	.000	.964	.786	.893	.875	.000	.842	.776	.950	.835	.000	.946	.966



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Conyers, Ga. 30012
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File Name : PaceSt@WillamsStAM
Site Code : 00000000
Start Date : 10/26/2010
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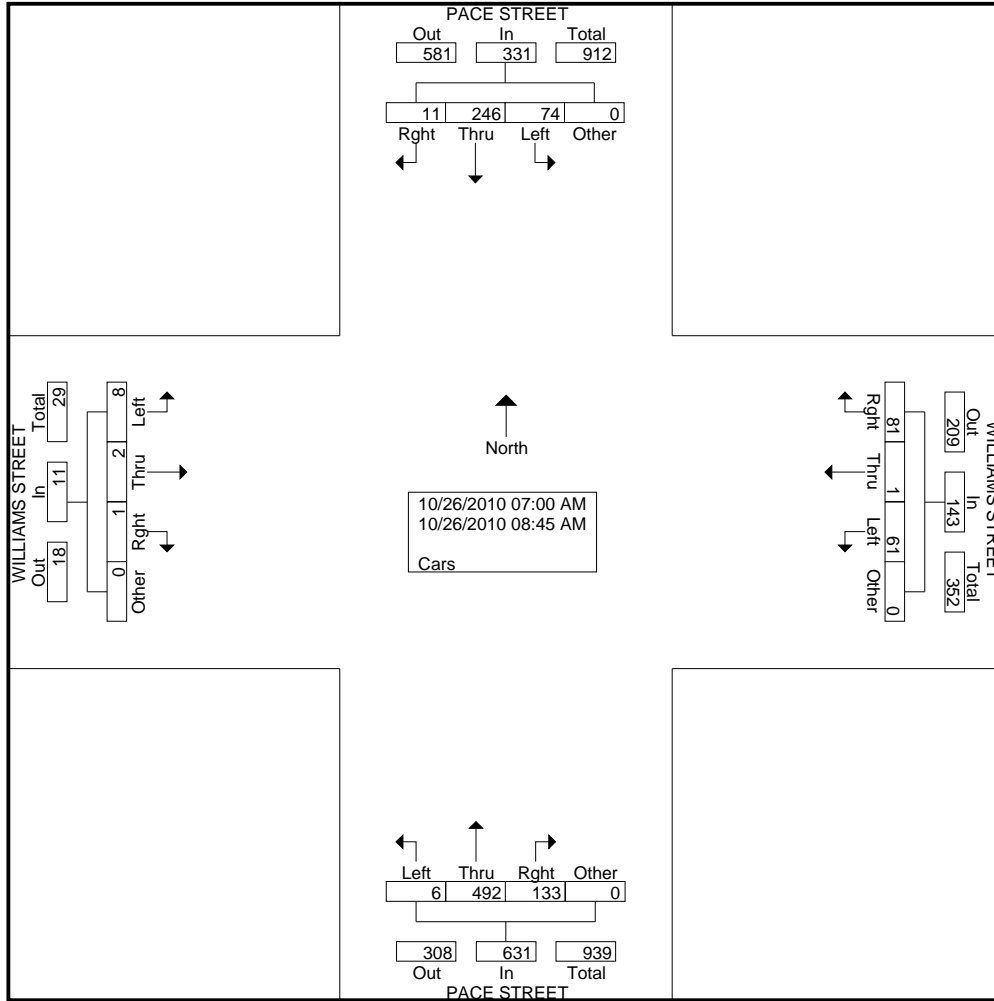
Groups Printed- Cars

Start Time	PACE STREET Southbound					WILLIAMS STREET Westbound					PACE STREET Northbound					WILLIAMS STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
07:00 AM	13	18	1	0	32	5	0	3	0	8	0	31	25	0	56	1	0	0	0	1	97
07:15 AM	4	28	0	0	32	3	0	10	0	13	1	55	10	0	66	0	0	0	0	0	111
07:30 AM	16	24	7	0	47	12	0	10	0	22	1	48	17	0	66	2	0	0	0	2	137
07:45 AM	18	41	1	0	60	10	0	22	0	32	2	70	18	0	90	0	0	0	0	0	182
Total	51	111	9	0	171	30	0	45	0	75	4	204	70	0	278	3	0	0	0	3	527
08:00 AM	7	33	1	0	41	5	0	5	0	10	1	73	15	0	89	2	2	0	0	4	144
08:15 AM	6	19	0	0	25	12	0	5	0	17	0	85	15	0	100	1	0	0	0	1	143
08:30 AM	4	43	0	0	47	8	0	13	0	21	0	73	14	0	87	2	0	1	0	3	158
08:45 AM	6	40	1	0	47	6	1	13	0	20	1	57	19	0	77	0	0	0	0	0	144
Total	23	135	2	0	160	31	1	36	0	68	2	288	63	0	353	5	2	1	0	8	589
Grand Total	74	246	11	0	331	61	1	81	0	143	6	492	133	0	631	8	2	1	0	11	1116
Apprch %	22.4	74.3	3.3	0		42.7	0.7	56.6	0		1	78	21.1	0		72.7	18.2	9.1	0		
Total %	6.6	22	1	0	29.7	5.5	0.1	7.3	0	12.8	0.5	44.1	11.9	0	56.5	0.7	0.2	0.1	0	1	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@WillamsStAM
 Site Code : 00000000
 Start Date : 10/26/2010
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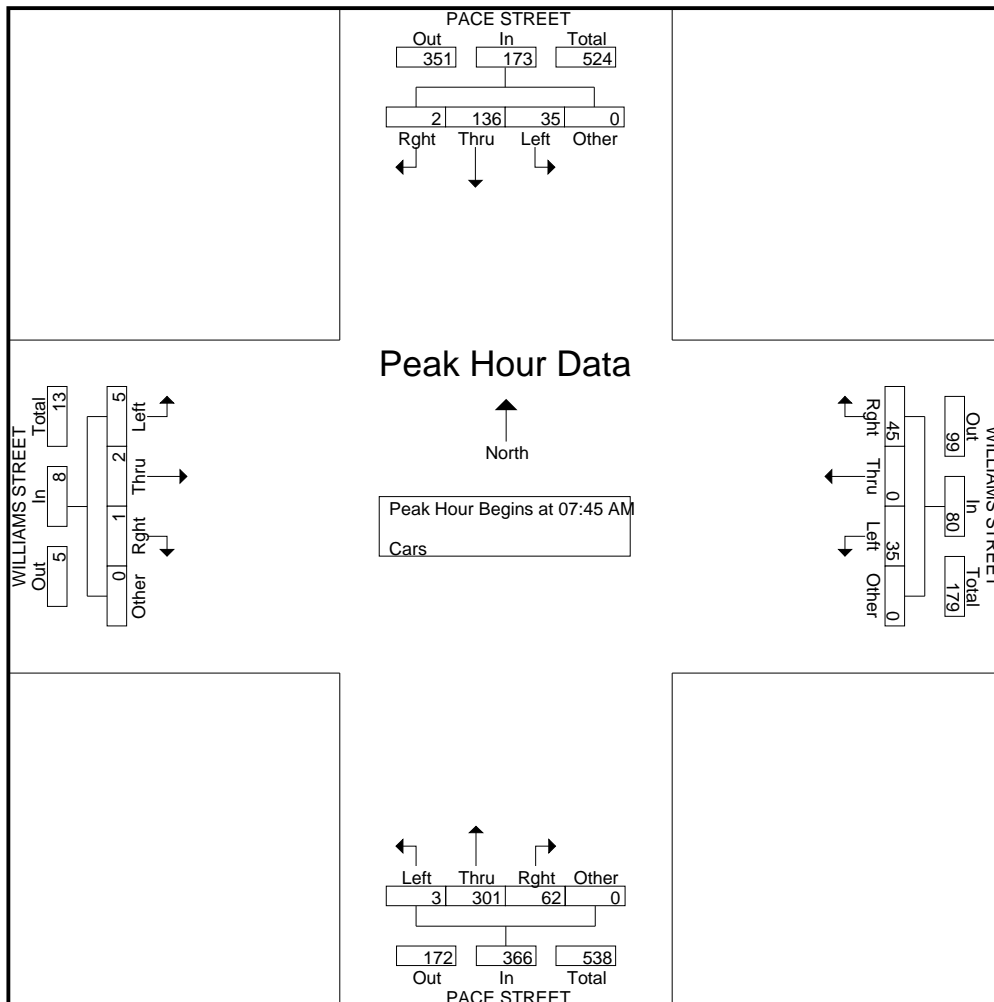


All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@WillamsStAM
 Site Code : 00000000
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 Page No : 3

Start Time	PACE STREET Southbound					WILLIAMS STREET Westbound					PACE STREET Northbound					WILLIAMS STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	18	41	1	0	60	10	0	22	0	32	2	70	18	0	90	0	0	0	0	0	182
08:00 AM	7	33	1	0	41	5	0	5	0	10	1	73	15	0	89	2	2	0	0	4	144
08:15 AM	6	19	0	0	25	12	0	5	0	17	0	85	15	0	100	1	0	0	0	1	143
08:30 AM	4	43	0	0	47	8	0	13	0	21	0	73	14	0	87	2	0	1	0	3	158
Total Volume	35	136	2	0	173	35	0	45	0	80	3	301	62	0	366	5	2	1	0	8	627
% App. Total	20.2	78.6	1.2	0		43.8	0	56.2	0		0.8	82.2	16.9	0		62.5	25	12.5	0		
PHF	.486	.791	.500	.000	.721	.729	.000	.511	.000	.625	.375	.885	.861	.000	.915	.625	.250	.250	.000	.500	.861



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
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File Name : PaceSt@WillamsStPM
Site Code : 00000000
Start Date : 10/26/2010
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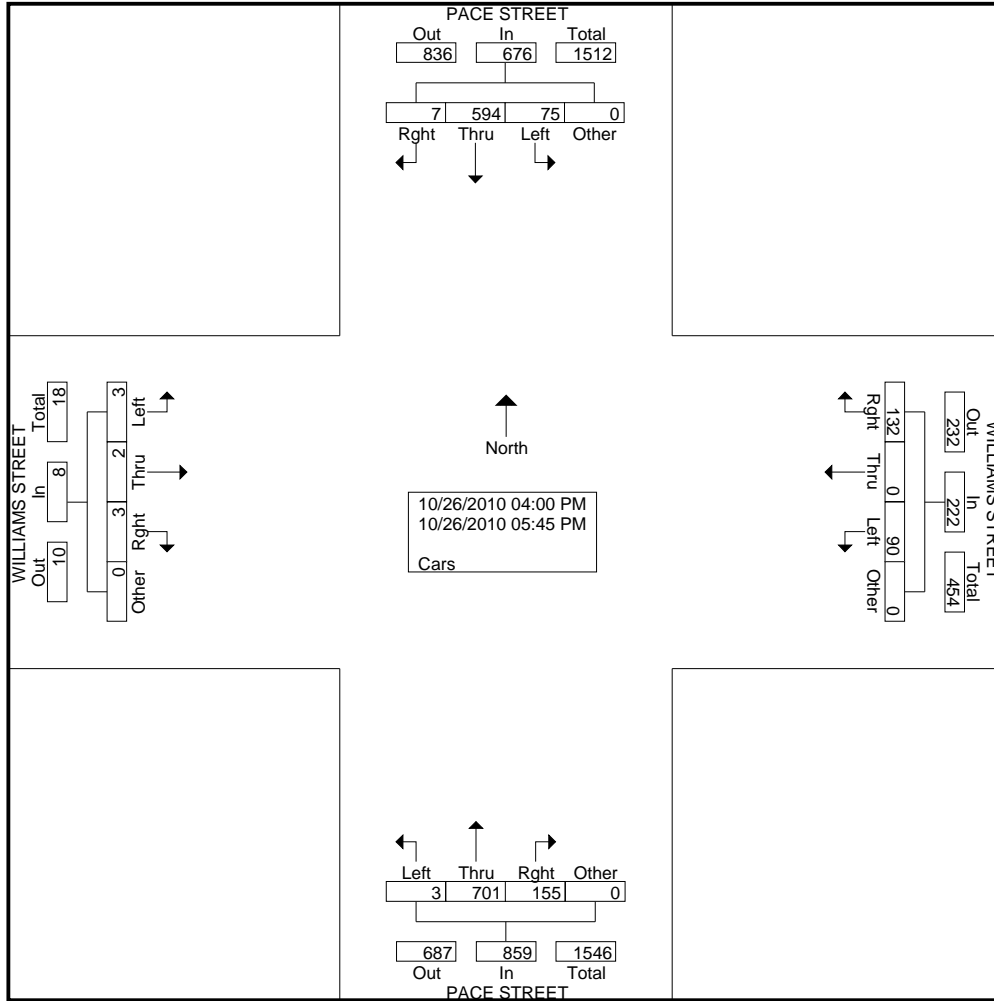
Groups Printed- Cars

Start Time	PACE STREET Southbound					WILLIAMS STREET Westbound					PACE STREET Northbound					WILLIAMS STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
04:00 PM	7	86	0	0	93	11	0	18	0	29	0	104	25	0	129	0	0	0	0	0	251
04:15 PM	7	59	0	0	66	15	0	14	0	29	1	90	19	0	110	0	0	0	0	0	205
04:30 PM	7	89	0	0	96	16	0	9	0	25	1	84	20	0	105	0	0	1	0	1	227
04:45 PM	8	75	1	0	84	10	0	15	0	25	0	107	21	0	128	0	0	0	0	0	237
Total	29	309	1	0	339	52	0	56	0	108	2	385	85	0	472	0	0	1	0	1	920
05:00 PM	15	81	0	0	96	9	0	26	0	35	0	111	27	0	138	2	1	2	0	5	274
05:15 PM	15	76	2	0	93	10	0	18	0	28	0	70	19	0	89	0	0	0	0	0	210
05:30 PM	9	69	2	0	80	7	0	13	0	20	0	77	12	0	89	1	0	0	0	1	190
05:45 PM	7	59	2	0	68	12	0	19	0	31	1	58	12	0	71	0	1	0	0	1	171
Total	46	285	6	0	337	38	0	76	0	114	1	316	70	0	387	3	2	2	0	7	845
Grand Total	75	594	7	0	676	90	0	132	0	222	3	701	155	0	859	3	2	3	0	8	1765
Apprch %	11.1	87.9	1	0		40.5	0	59.5	0		0.3	81.6	18	0		37.5	25	37.5	0		
Total %	4.2	33.7	0.4	0	38.3	5.1	0	7.5	0	12.6	0.2	39.7	8.8	0	48.7	0.2	0.1	0.2	0	0.5	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@WillamsStPM
 Site Code : 00000000
 Start Date : 10/26/2010
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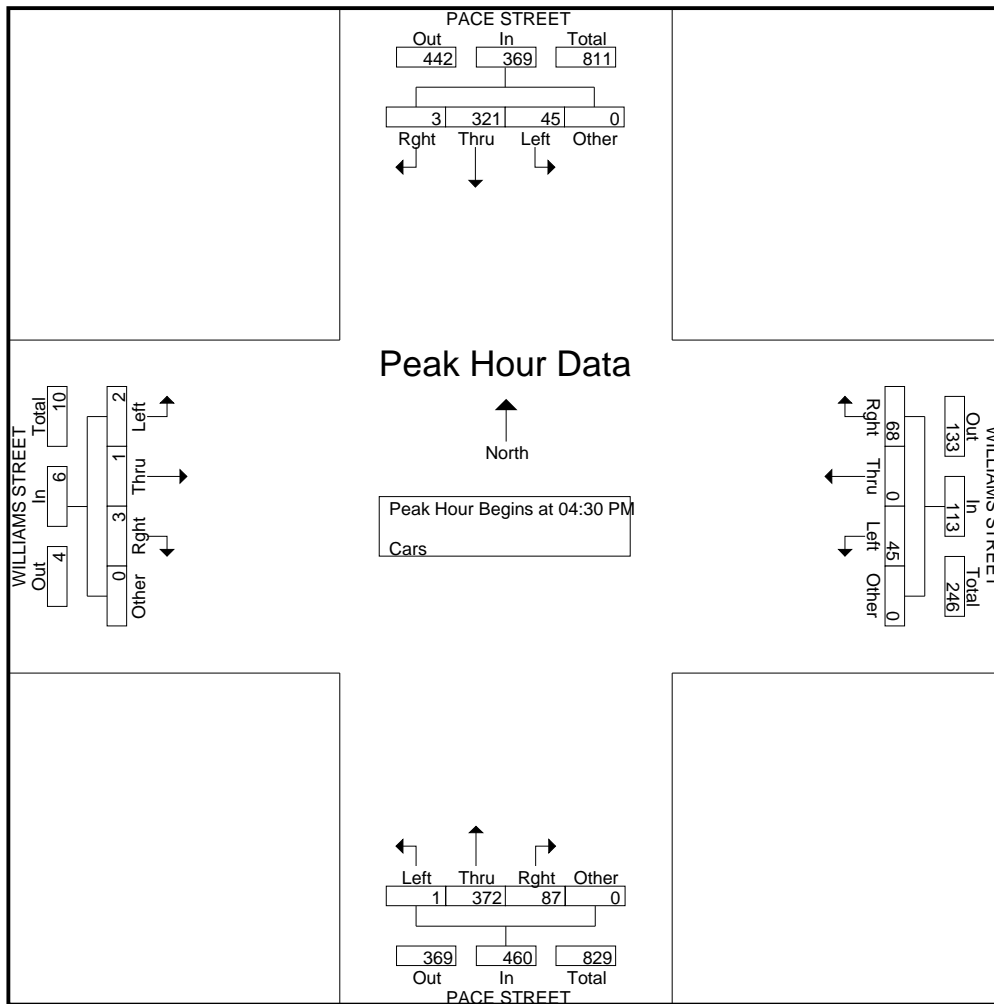


All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@WillamsStPM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 3

Start Time	PACE STREET Southbound					WILLIAMS STREET Westbound					PACE STREET Northbound					WILLIAMS STREET Eastbound					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	89	0	0	96	16	0	9	0	25	1	84	20	0	105	0	0	1	0	1	227
04:45 PM	8	75	1	0	84	10	0	15	0	25	0	107	21	0	128	0	0	0	0	0	237
05:00 PM	15	81	0	0	96	9	0	26	0	35	0	111	27	0	138	2	1	2	0	5	274
05:15 PM	15	76	2	0	93	10	0	18	0	28	0	70	19	0	89	0	0	0	0	0	210
Total Volume	45	321	3	0	369	45	0	68	0	113	1	372	87	0	460	2	1	3	0	6	948
% App. Total	12.2	87	0.8	0		39.8	0	60.2	0		0.2	80.9	18.9	0		33.3	16.7	50	0		
PHF	.750	.902	.375	.000	.961	.703	.000	.654	.000	.807	.250	.838	.806	.000	.833	.250	.250	.375	.000	.300	.865



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1336 Farmer Road
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File Name : PaceSt@StallingStAM
Site Code :
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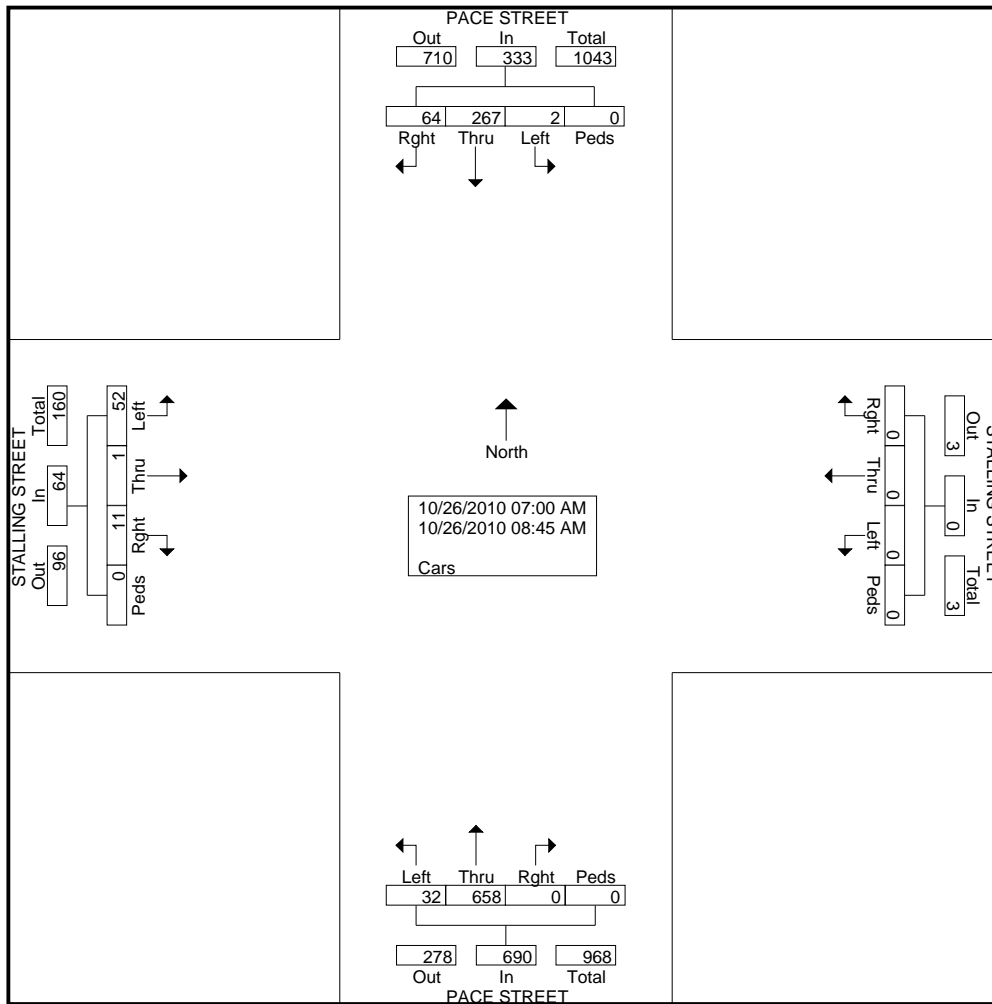
Groups Printed- Cars

Start Time	PACE STREET Southbound					STALLING STREET Westbound					PACE STREET Northbound					STALLING STREET Eastbound					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
07:00 AM	0	17	2	0	19	0	0	0	0	0	0	53	0	0	53	2	1	0	0	3	75
07:15 AM	1	27	5	0	33	0	0	0	0	0	3	59	0	0	62	4	0	1	0	5	100
07:30 AM	1	25	10	0	36	0	0	0	0	0	3	76	0	0	79	0	0	0	0	0	115
07:45 AM	0	40	13	0	53	0	0	0	0	0	6	85	0	0	91	5	0	1	0	6	150
Total	2	109	30	0	141	0	0	0	0	0	12	273	0	0	285	11	1	2	0	14	440
08:00 AM	0	35	2	0	37	0	0	0	0	0	3	71	0	0	74	6	0	2	0	8	119
08:15 AM	0	38	12	0	50	0	0	0	0	0	5	110	0	0	115	12	0	2	0	14	179
08:30 AM	0	51	9	0	60	0	0	0	0	0	8	107	0	0	115	13	0	3	0	16	191
08:45 AM	0	34	11	0	45	0	0	0	0	0	4	97	0	0	101	10	0	2	0	12	158
Total	0	158	34	0	192	0	0	0	0	0	20	385	0	0	405	41	0	9	0	50	647
Grand Total	2	267	64	0	333	0	0	0	0	0	32	658	0	0	690	52	1	11	0	64	1087
Apprch %	0.6	80.2	19.2	0		0	0	0	0		4.6	95.4	0	0		81.2	1.6	17.2	0		
Total %	0.2	24.6	5.9	0	30.6	0	0	0	0	0	2.9	60.5	0	0	63.5	4.8	0.1	1	0	5.9	

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Conyers, Ga. 30012
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File Name : PaceSt@StallingStAM
Site Code :
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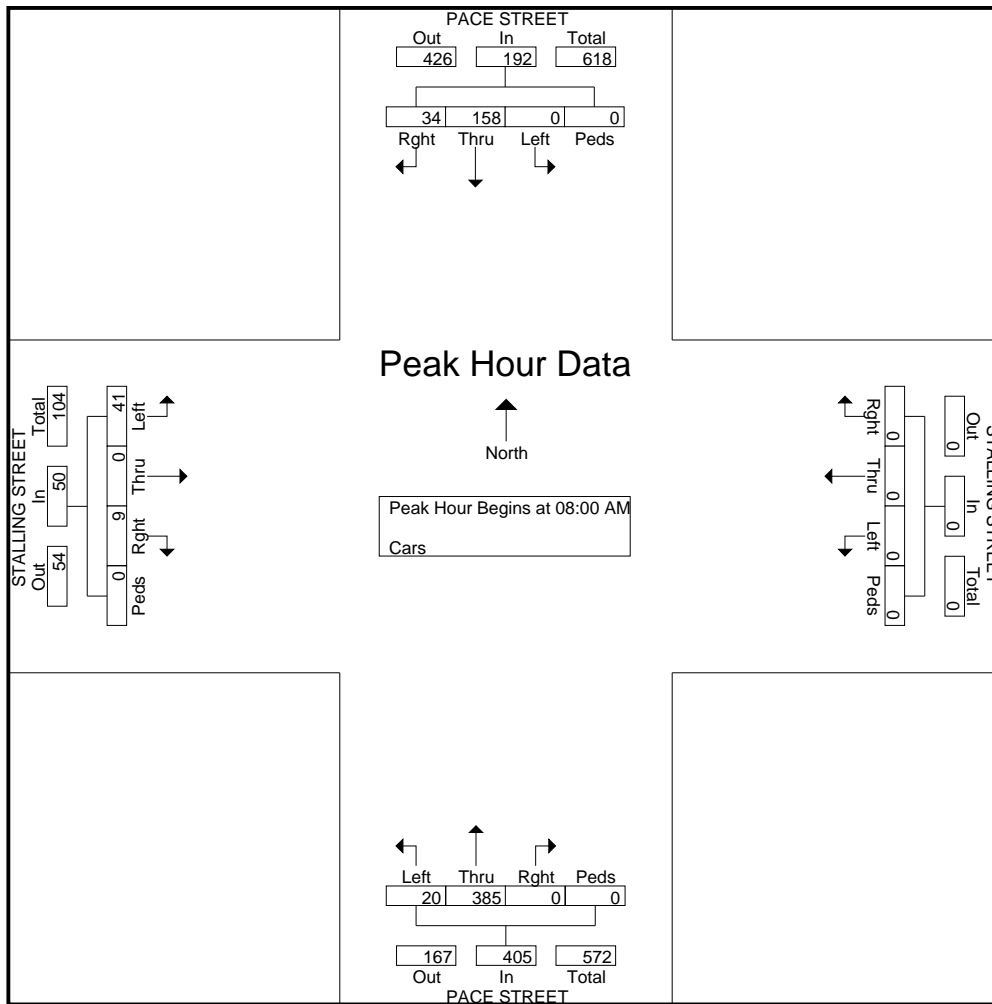


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@StallingStAM
Site Code :
Start Date : 10/26/2010
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Start Time	PACE STREET Southbound					STALLING STREET Westbound					PACE STREET Northbound					STALLING STREET Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	35	2	0	37	0	0	0	0	0	3	71	0	0	74	6	0	2	0	8	119
08:15 AM	0	38	12	0	50	0	0	0	0	0	5	110	0	0	115	12	0	2	0	14	179
08:30 AM	0	51	9	0	60	0	0	0	0	0	8	107	0	0	115	13	0	3	0	16	191
08:45 AM	0	34	11	0	45	0	0	0	0	0	4	97	0	0	101	10	0	2	0	12	158
Total Volume	0	158	34	0	192	0	0	0	0	0	20	385	0	0	405	41	0	9	0	50	647
% App. Total	0	82.3	17.7	0		0	0	0	0		4.9	95.1	0	0		82	0	18	0		
PHF	.000	.775	.708	.000	.800	.000	.000	.000	.000	.000	.625	.875	.000	.000	.880	.788	.000	.750	.000	.781	.847



All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@StallingStPM
 Site Code :
 Start Date : 10/26/2010
 Page No : 1

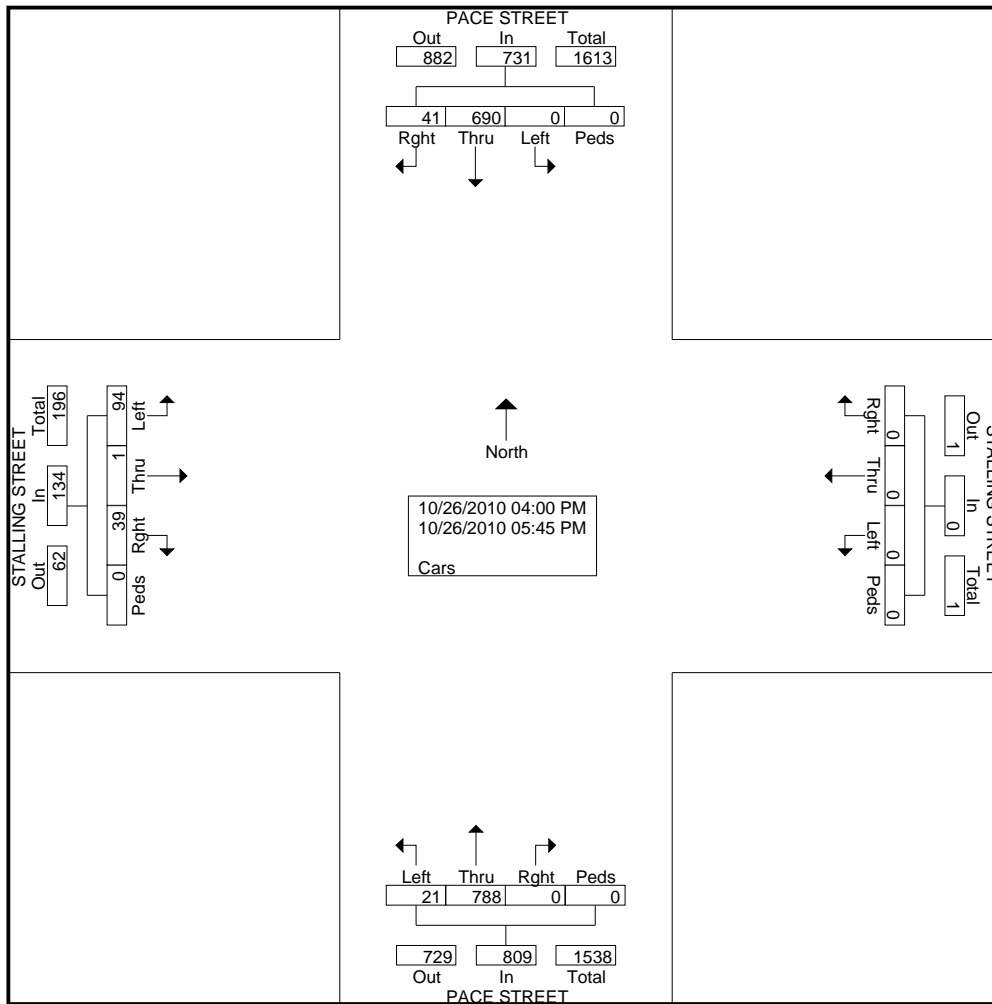
Groups Printed- Cars

Start Time	PACE STREET Southbound					STALLING STREET Westbound					PACE STREET Northbound					STALLING STREET Eastbound					Int. Total
	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	Left	Thru	Rght	Peds	App. Total	
04:00 PM	0	80	11	0	91	0	0	0	0	0	3	103	0	0	106	10	0	4	0	14	211
04:15 PM	0	65	6	0	71	0	0	0	0	0	3	107	0	0	110	7	0	3	0	10	191
04:30 PM	0	101	4	0	105	0	0	0	0	0	3	94	0	0	97	10	0	8	0	18	220
04:45 PM	0	86	3	0	89	0	0	0	0	0	3	114	0	0	117	10	1	7	0	18	224
Total	0	332	24	0	356	0	0	0	0	0	12	418	0	0	430	37	1	22	0	60	846
05:00 PM	0	81	6	0	87	0	0	0	0	0	7	106	0	0	113	23	0	10	0	33	233
05:15 PM	0	87	5	0	92	0	0	0	0	0	0	77	0	0	77	14	0	2	0	16	185
05:30 PM	0	93	4	0	97	0	0	0	0	0	1	103	0	0	104	8	0	2	0	10	211
05:45 PM	0	97	2	0	99	0	0	0	0	0	1	84	0	0	85	12	0	3	0	15	199
Total	0	358	17	0	375	0	0	0	0	0	9	370	0	0	379	57	0	17	0	74	828
Grand Total	0	690	41	0	731	0	0	0	0	0	21	788	0	0	809	94	1	39	0	134	1674
Apprch %	0	94.4	5.6	0		0	0	0	0		2.6	97.4	0	0		70.1	0.7	29.1	0		
Total %	0	41.2	2.4	0	43.7	0	0	0	0	0	1.3	47.1	0	0	48.3	5.6	0.1	2.3	0	8	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@StallingStPM
 Site Code :
 Start Date : 10/26/2010
 Page No : 2

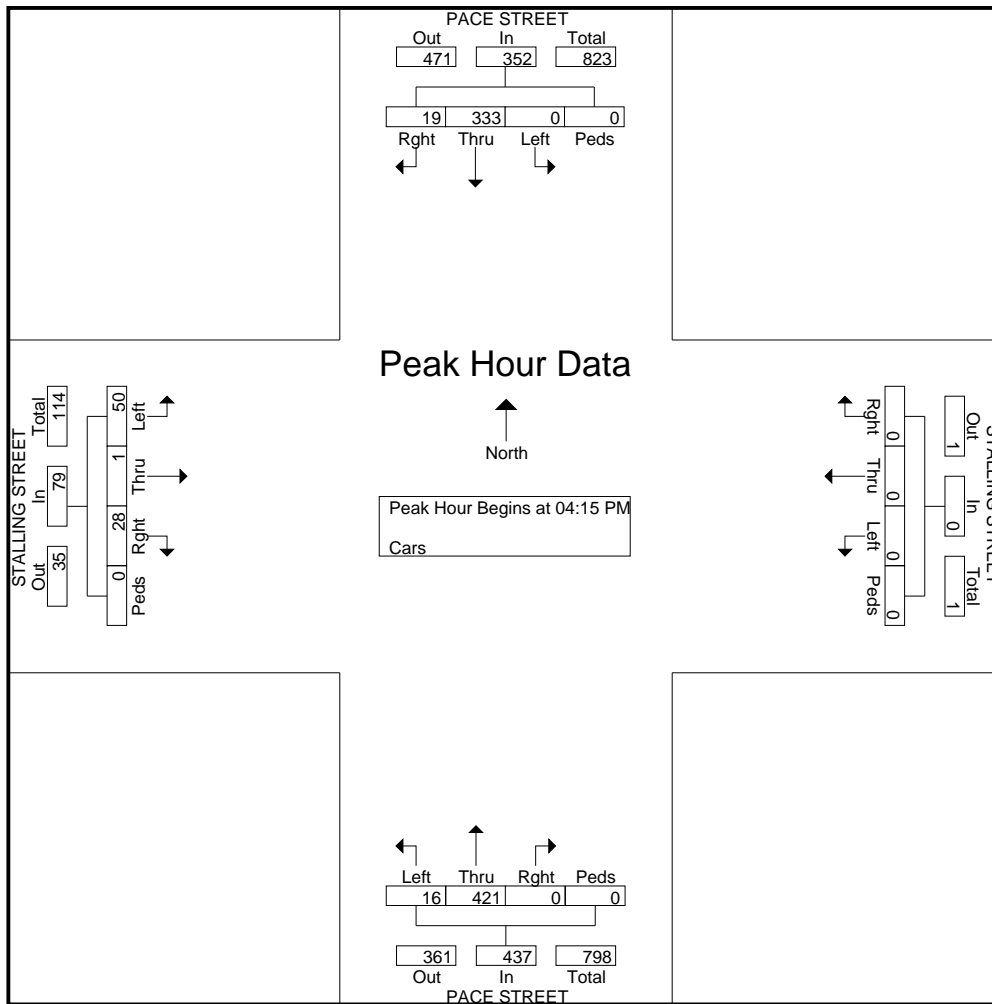


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@StallingStPM
Site Code :
Start Date : 10/26/2010
Page No : 3

Start Time	PACE STREET Southbound					STALLING STREET Westbound					PACE STREET Northbound					STALLING STREET Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	65	6	0	71	0	0	0	0	0	3	107	0	0	110	7	0	3	0	10	191
04:30 PM	0	101	4	0	105	0	0	0	0	0	3	94	0	0	97	10	0	8	0	18	220
04:45 PM	0	86	3	0	89	0	0	0	0	0	3	114	0	0	117	10	1	7	0	18	224
05:00 PM	0	81	6	0	87	0	0	0	0	0	7	106	0	0	113	23	0	10	0	33	233
Total Volume	0	333	19	0	352	0	0	0	0	0	16	421	0	0	437	50	1	28	0	79	868
% App. Total	0	94.6	5.4	0		0	0	0	0		3.7	96.3	0	0		63.3	1.3	35.4	0		
PHF	.000	.824	.792	.000	.838	.000	.000	.000	.000	.000	.571	.923	.000	.000	.934	.543	.250	.700	.000	.598	.931



All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@UsherStAM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 1

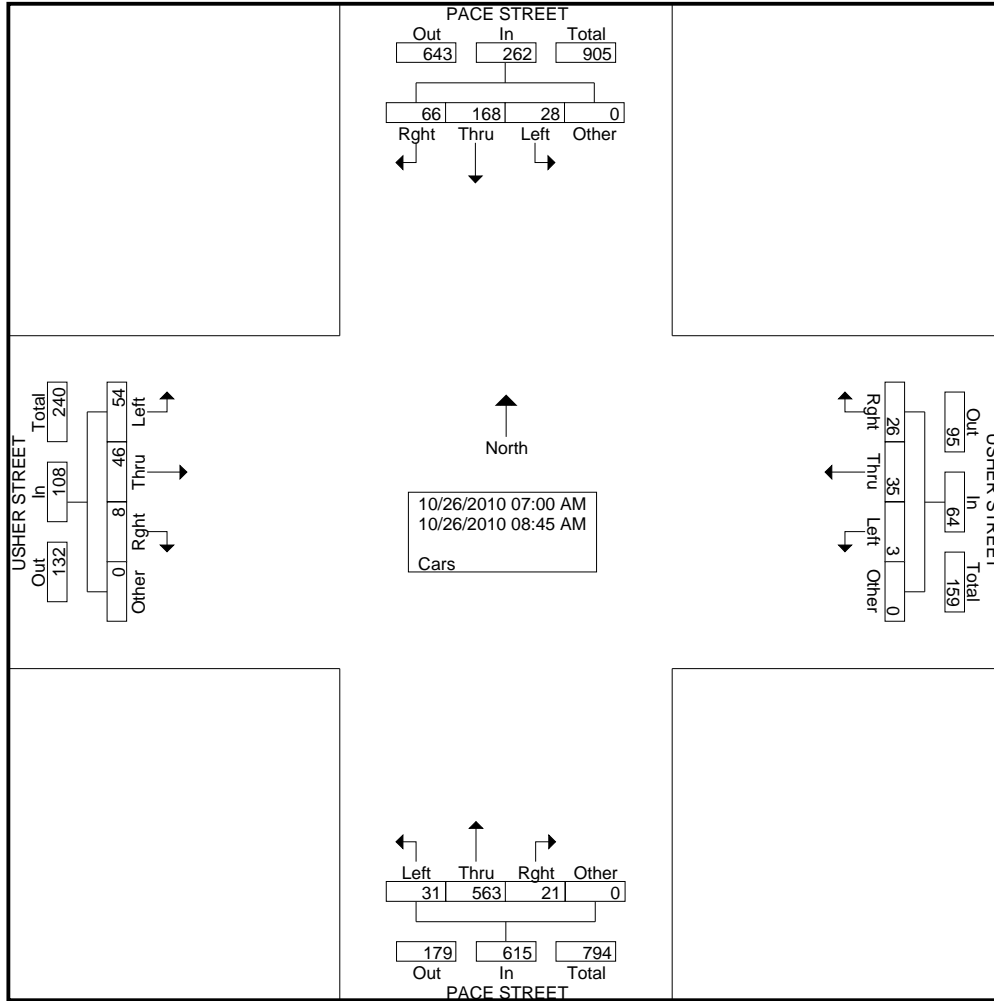
Groups Printed- Cars

Start Time	PACE STREET Southbound					USHER STREET Westbound					PACE STREET Northbound					USHER STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
07:00 AM	3	16	0	0	19	0	2	0	0	2	0	56	1	0	57	0	0	0	0	0	78
07:15 AM	3	17	6	0	26	1	4	5	0	10	2	59	3	0	64	2	3	1	0	6	106
07:30 AM	0	23	4	0	27	0	0	4	0	4	3	72	4	0	79	5	2	0	0	7	117
07:45 AM	4	23	12	0	39	0	7	6	0	13	4	90	3	0	97	5	2	1	0	8	157
Total	10	79	22	0	111	1	13	15	0	29	9	277	11	0	297	12	7	2	0	21	458
08:00 AM	2	24	8	0	34	1	5	1	0	7	5	73	3	0	81	5	10	3	0	18	140
08:15 AM	4	15	11	0	30	1	8	2	0	11	8	84	3	0	95	7	5	0	0	12	148
08:30 AM	4	22	16	0	42	0	3	5	0	8	5	64	1	0	70	9	9	2	0	20	140
08:45 AM	8	28	9	0	45	0	6	3	0	9	4	65	3	0	72	21	15	1	0	37	163
Total	18	89	44	0	151	2	22	11	0	35	22	286	10	0	318	42	39	6	0	87	591
Grand Total	28	168	66	0	262	3	35	26	0	64	31	563	21	0	615	54	46	8	0	108	1049
Apprch %	10.7	64.1	25.2	0		4.7	54.7	40.6	0		5	91.5	3.4	0		50	42.6	7.4	0		
Total %	2.7	16	6.3	0	25	0.3	3.3	2.5	0	6.1	3	53.7	2	0	58.6	5.1	4.4	0.8	0	10.3	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
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File Name : PaceSt@UsherStAM
 Site Code : 00000000
 Start Date : 10/26/2010
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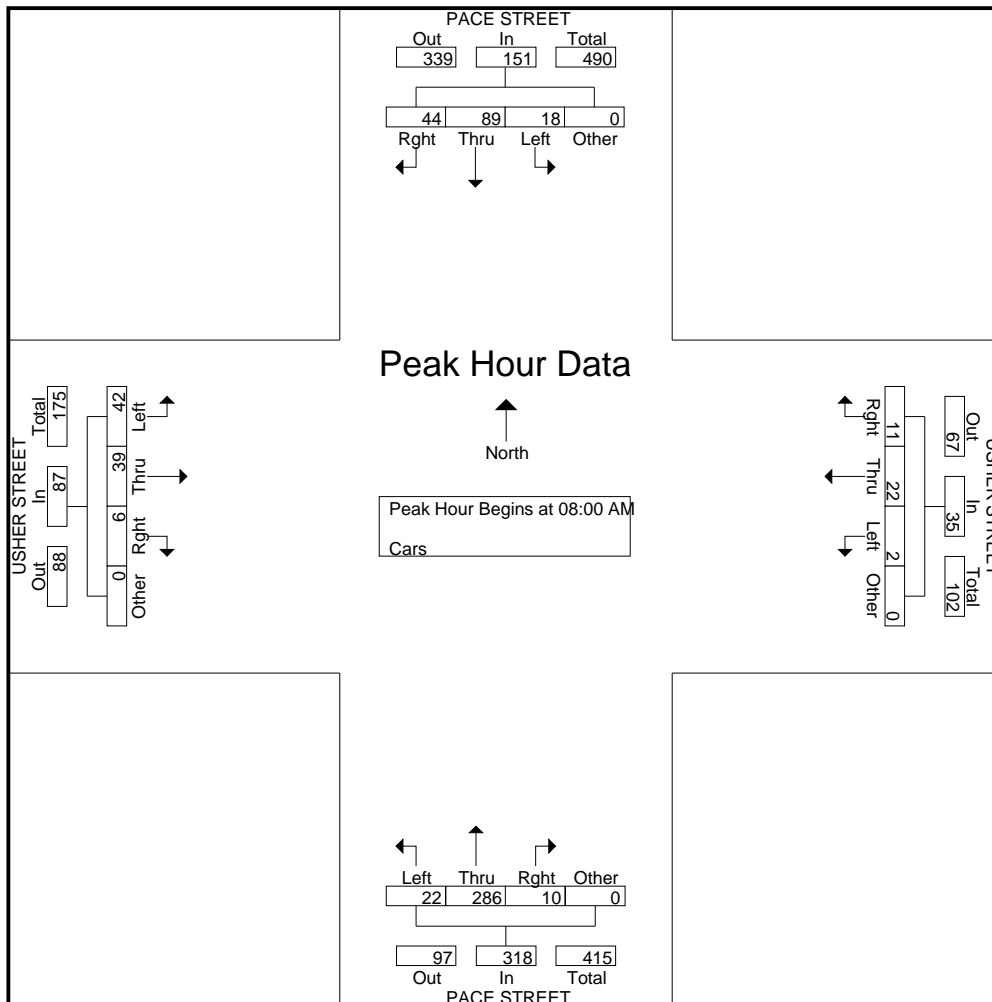


All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@UsherStAM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 3

Start Time	PACE STREET Southbound					USHER STREET Westbound					PACE STREET Northbound					USHER STREET Eastbound					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	24	8	0	34	1	5	1	0	7	5	73	3	0	81	5	10	3	0	18	140
08:15 AM	4	15	11	0	30	1	8	2	0	11	8	84	3	0	95	7	5	0	0	12	148
08:30 AM	4	22	16	0	42	0	3	5	0	8	5	64	1	0	70	9	9	2	0	20	140
08:45 AM	8	28	9	0	45	0	6	3	0	9	4	65	3	0	72	21	15	1	0	37	163
Total Volume	18	89	44	0	151	2	22	11	0	35	22	286	10	0	318	42	39	6	0	87	591
% App. Total	11.9	58.9	29.1	0		5.7	62.9	31.4	0		6.9	89.9	3.1	0		48.3	44.8	6.9	0		
PHF	.563	.795	.688	.000	.839	.500	.688	.550	.000	.795	.688	.851	.833	.000	.837	.500	.650	.500	.000	.588	.906



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
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File Name : PaceSt@UsherStPM

Site Code : 00000000

Start Date : 10/26/2010

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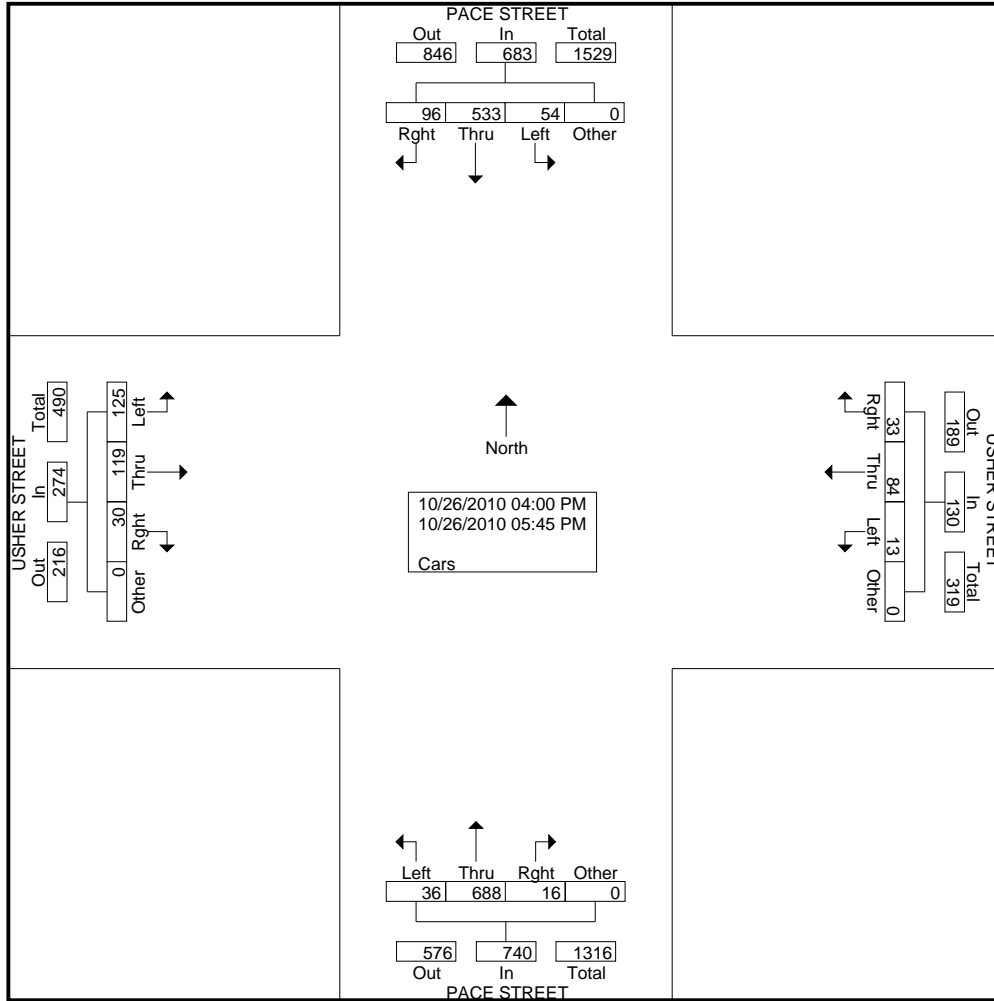
Groups Printed- Cars

Start Time	PACE STREET Southbound					USHER STREET Westbound					PACE STREET Northbound					USHER STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
04:00 PM	8	72	16	0	96	3	5	12	0	20	7	100	1	0	108	17	8	8	0	33	257
04:15 PM	8	46	9	0	63	1	11	5	0	17	10	85	4	0	99	19	19	2	0	40	219
04:30 PM	8	77	19	0	104	4	15	6	0	25	4	85	4	0	93	12	10	3	0	25	247
04:45 PM	11	64	14	0	89	0	22	2	0	24	6	97	0	0	103	20	16	6	0	42	258
Total	35	259	58	0	352	8	53	25	0	86	27	367	9	0	403	68	53	19	0	140	981
05:00 PM	5	69	18	0	92	3	10	2	0	15	2	102	3	0	107	31	26	6	0	63	277
05:15 PM	4	81	5	0	90	1	9	1	0	11	2	80	2	0	84	8	15	2	0	25	210
05:30 PM	8	63	5	0	76	1	7	4	0	12	0	78	2	0	80	9	13	2	0	24	192
05:45 PM	2	61	10	0	73	0	5	1	0	6	5	61	0	0	66	9	12	1	0	22	167
Total	19	274	38	0	331	5	31	8	0	44	9	321	7	0	337	57	66	11	0	134	846
Grand Total	54	533	96	0	683	13	84	33	0	130	36	688	16	0	740	125	119	30	0	274	1827
Apprch %	7.9	78	14.1	0		10	64.6	25.4	0		4.9	93	2.2	0		45.6	43.4	10.9	0		
Total %	3	29.2	5.3	0	37.4	0.7	4.6	1.8	0	7.1	2	37.7	0.9	0	40.5	6.8	6.5	1.6	0	15	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@UsherStPM
 Site Code : 00000000
 Start Date : 10/26/2010
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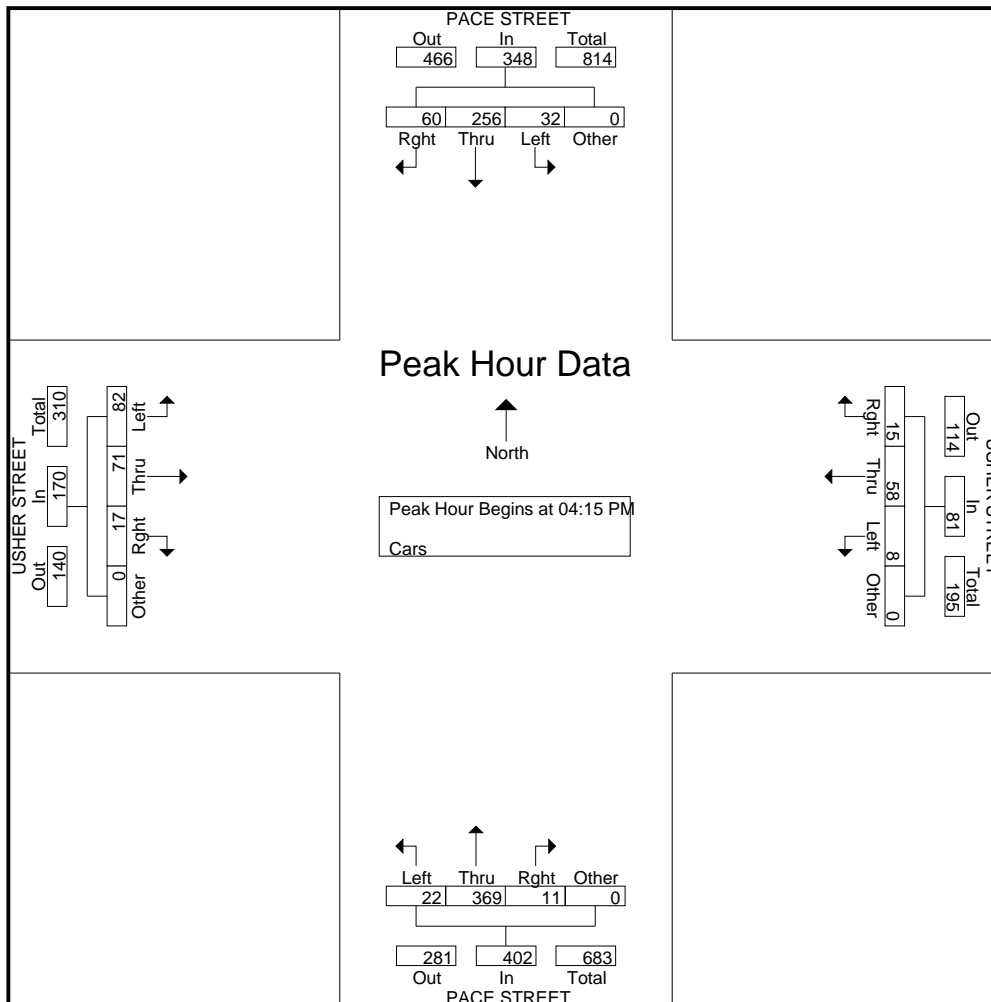


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@UsherStPM
Site Code : 00000000
Start Date : 10/26/2010
Page No : 3

Start Time	PACE STREET Southbound					USHER STREET Westbound					PACE STREET Northbound					USHER STREET Eastbound					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	46	9	0	63	1	11	5	0	17	10	85	4	0	99	19	19	2	0	40	219
04:30 PM	8	77	19	0	104	4	15	6	0	25	4	85	4	0	93	12	10	3	0	25	247
04:45 PM	11	64	14	0	89	0	22	2	0	24	6	97	0	0	103	20	16	6	0	42	258
05:00 PM	5	69	18	0	92	3	10	2	0	15	2	102	3	0	107	31	26	6	0	63	277
Total Volume	32	256	60	0	348	8	58	15	0	81	22	369	11	0	402	82	71	17	0	170	1001
% App. Total	9.2	73.6	17.2	0		9.9	71.6	18.5	0		5.5	91.8	2.7	0		48.2	41.8	10	0		
PHF	.727	.831	.789	.000	.837	.500	.659	.625	.000	.810	.550	.904	.688	.000	.939	.661	.683	.708	.000	.675	.903



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@Floyd-ClarkStAM
Site Code : 00000000
Start Date : 10/26/2010
Page No : 1

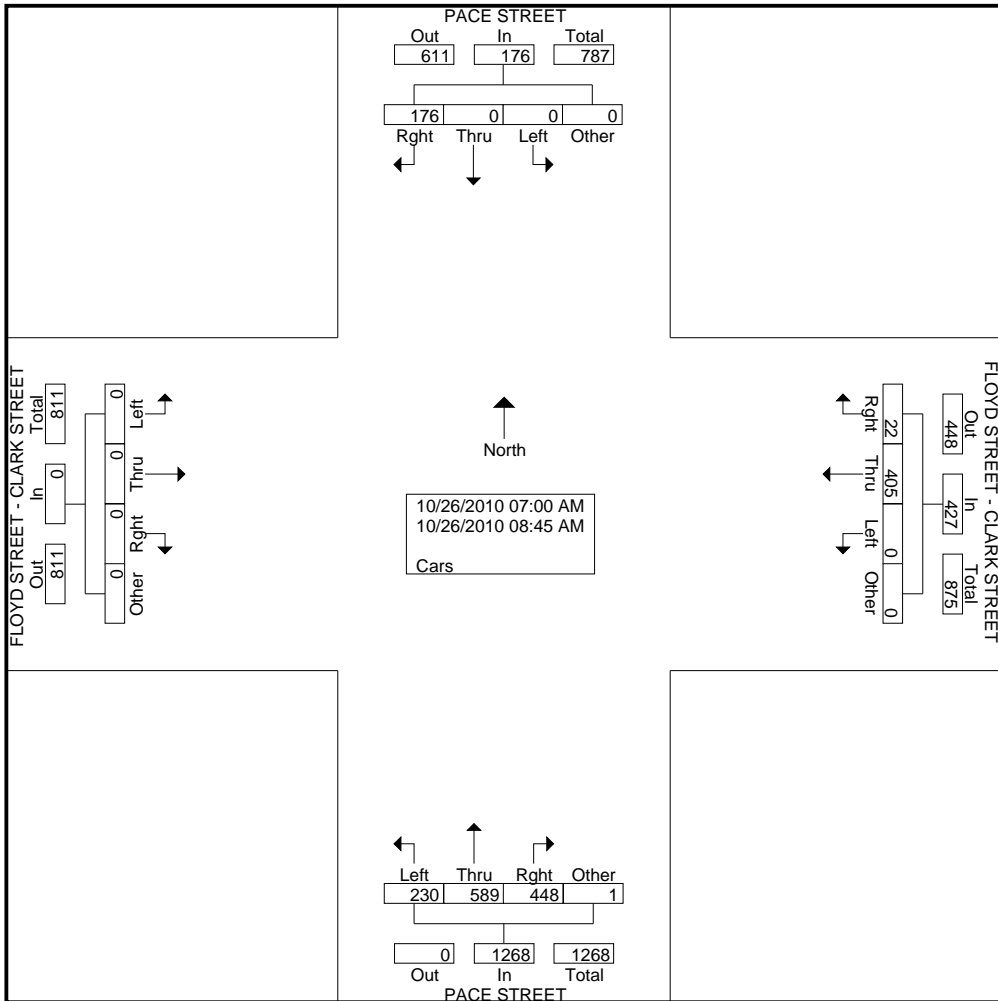
Groups Printed- Cars

Start Time	PACE STREET Southbound					FLOYD STREET - CLARK STREET Westbound					PACE STREET Northbound					FLOYD STREET - CLARK STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
07:00 AM	0	0	12	0	12	0	28	2	0	30	21	53	37	0	111	0	0	0	0	0	153
07:15 AM	0	0	22	0	22	0	54	2	0	56	24	57	38	0	119	0	0	0	0	0	197
07:30 AM	0	0	21	0	21	0	58	5	0	63	36	74	55	0	165	0	0	0	0	0	249
07:45 AM	0	0	23	0	23	0	63	0	0	63	39	92	77	0	208	0	0	0	0	0	294
Total	0	0	78	0	78	0	203	9	0	212	120	276	207	0	603	0	0	0	0	0	893
08:00 AM	0	0	29	0	29	0	43	2	0	45	28	81	68	0	177	0	0	0	0	0	251
08:15 AM	0	0	17	0	17	0	50	3	0	53	28	90	72	0	190	0	0	0	0	0	260
08:30 AM	0	0	22	0	22	0	63	6	0	69	17	73	56	1	147	0	0	0	0	0	238
08:45 AM	0	0	30	0	30	0	46	2	0	48	37	69	45	0	151	0	0	0	0	0	229
Total	0	0	98	0	98	0	202	13	0	215	110	313	241	1	665	0	0	0	0	0	978
Grand Total	0	0	176	0	176	0	405	22	0	427	230	589	448	1	1268	0	0	0	0	0	1871
Apprch %	0	0	100	0		0	94.8	5.2	0		18.1	46.5	35.3	0.1		0	0	0	0	0	
Total %	0	0	9.4	0	9.4	0	21.6	1.2	0	22.8	12.3	31.5	23.9	0.1	67.8	0	0	0	0	0	

All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@Floyd-ClarkStAM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 2

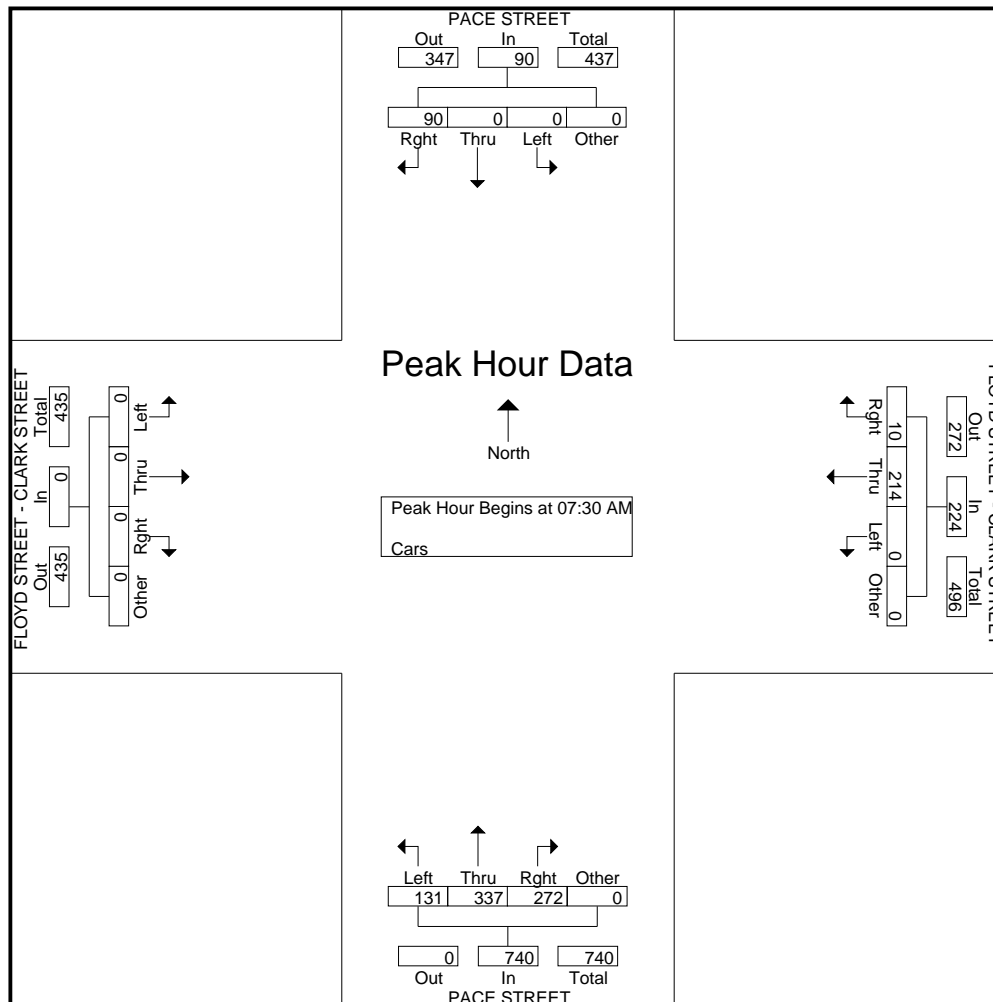


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@Floyd-ClarkStAM
Site Code : 00000000
Start Date : 10/26/2010
Page No : 3

Start Time	PACE STREET Southbound					FLOYD STREET - CLARK STREET Westbound					PACE STREET Northbound					FLOYD STREET - CLARK STREET Eastbound					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	21	0	21	0	58	5	0	63	36	74	55	0	165	0	0	0	0	0	249
07:45 AM	0	0	23	0	23	0	63	0	0	63	39	92	77	0	208	0	0	0	0	0	294
08:00 AM	0	0	29	0	29	0	43	2	0	45	28	81	68	0	177	0	0	0	0	0	251
08:15 AM	0	0	17	0	17	0	50	3	0	53	28	90	72	0	190	0	0	0	0	0	260
Total Volume	0	0	90	0	90	0	214	10	0	224	131	337	272	0	740	0	0	0	0	0	1054
% App. Total	0	0	100	0		0	95.5	4.5	0		17.7	45.5	36.8	0		0	0	0	0		
PHF	.000	.000	.776	.000	.776	.000	.849	.500	.000	.889	.840	.916	.883	.000	.889	.000	.000	.000	.000	.000	.896



All Traffic Data Services, Inc

1336 Farmer Road
 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@Floyd-ClarkStPM
 Site Code : 00000000
 Start Date : 10/26/2010
 Page No : 1

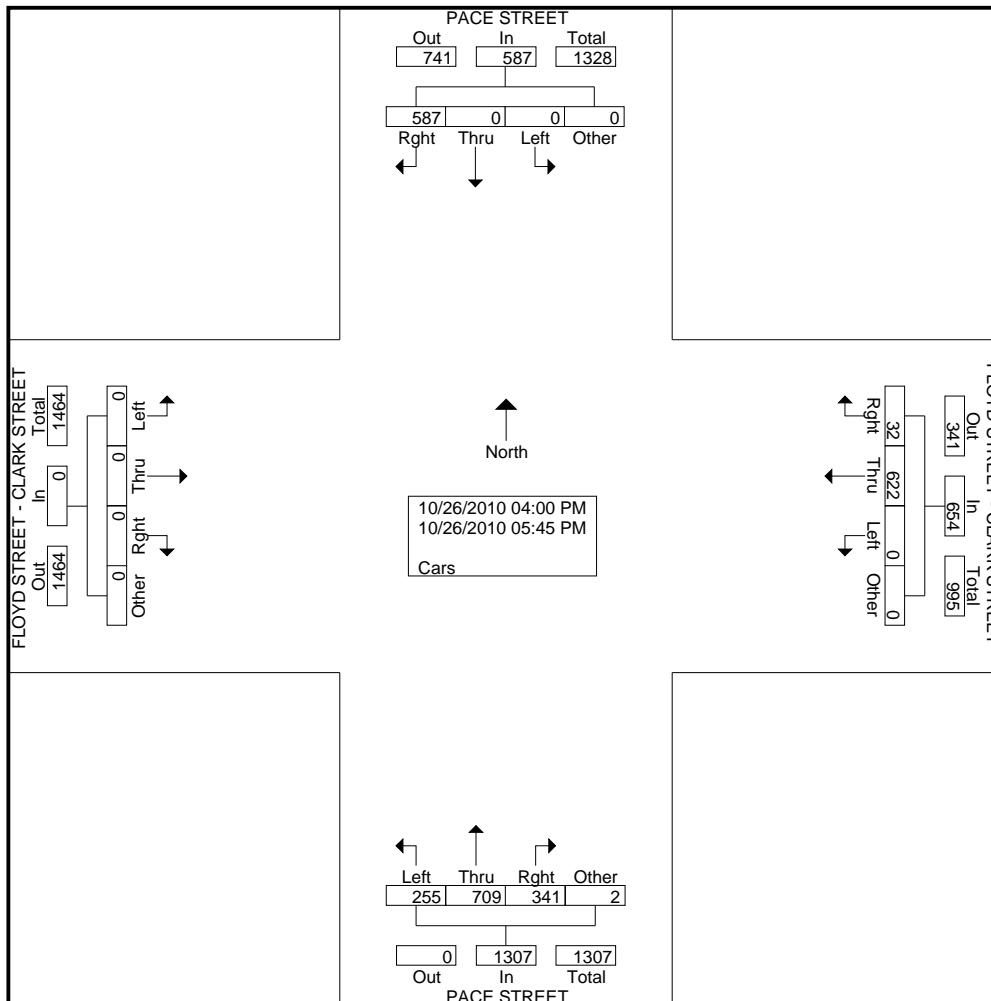
Groups Printed- Cars

Start Time	PACE STREET Southbound					FLOYD STREET - CLARK STREET Westbound					PACE STREET Northbound					FLOYD STREET - CLARK STREET Eastbound					Int. Total
	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	
04:00 PM	0	0	76	0	76	0	93	7	0	100	39	100	52	0	191	0	0	0	0	0	367
04:15 PM	0	0	58	0	58	0	83	6	0	89	25	93	31	0	149	0	0	0	0	0	296
04:30 PM	0	0	83	0	83	0	77	4	0	81	39	90	55	0	184	0	0	0	0	0	348
04:45 PM	0	0	78	0	78	0	82	2	0	84	26	101	53	0	180	0	0	0	0	0	342
Total	0	0	295	0	295	0	335	19	0	354	129	384	191	0	704	0	0	0	0	0	1353
05:00 PM	0	0	74	0	74	0	62	3	0	65	31	104	41	2	178	0	0	0	0	0	317
05:15 PM	0	0	83	0	83	0	91	5	0	96	27	80	33	0	140	0	0	0	0	0	319
05:30 PM	0	0	74	0	74	0	67	1	0	68	42	79	42	0	163	0	0	0	0	0	305
05:45 PM	0	0	61	0	61	0	67	4	0	71	26	62	34	0	122	0	0	0	0	0	254
Total	0	0	292	0	292	0	287	13	0	300	126	325	150	2	603	0	0	0	0	0	1195
Grand Total	0	0	587	0	587	0	622	32	0	654	255	709	341	2	1307	0	0	0	0	0	2548
Apprch %	0	0	100	0		0	95.1	4.9	0		19.5	54.2	26.1	0.2		0	0	0	0	0	
Total %	0	0	23	0	23	0	24.4	1.3	0	25.7	10	27.8	13.4	0.1	51.3	0	0	0	0	0	

All Traffic Data Services, Inc

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 Conyers, Ga. 30012
 404-374-1283

File Name : PaceSt@Floyd-ClarkStPM
 Site Code : 00000000
 Start Date : 10/26/2010
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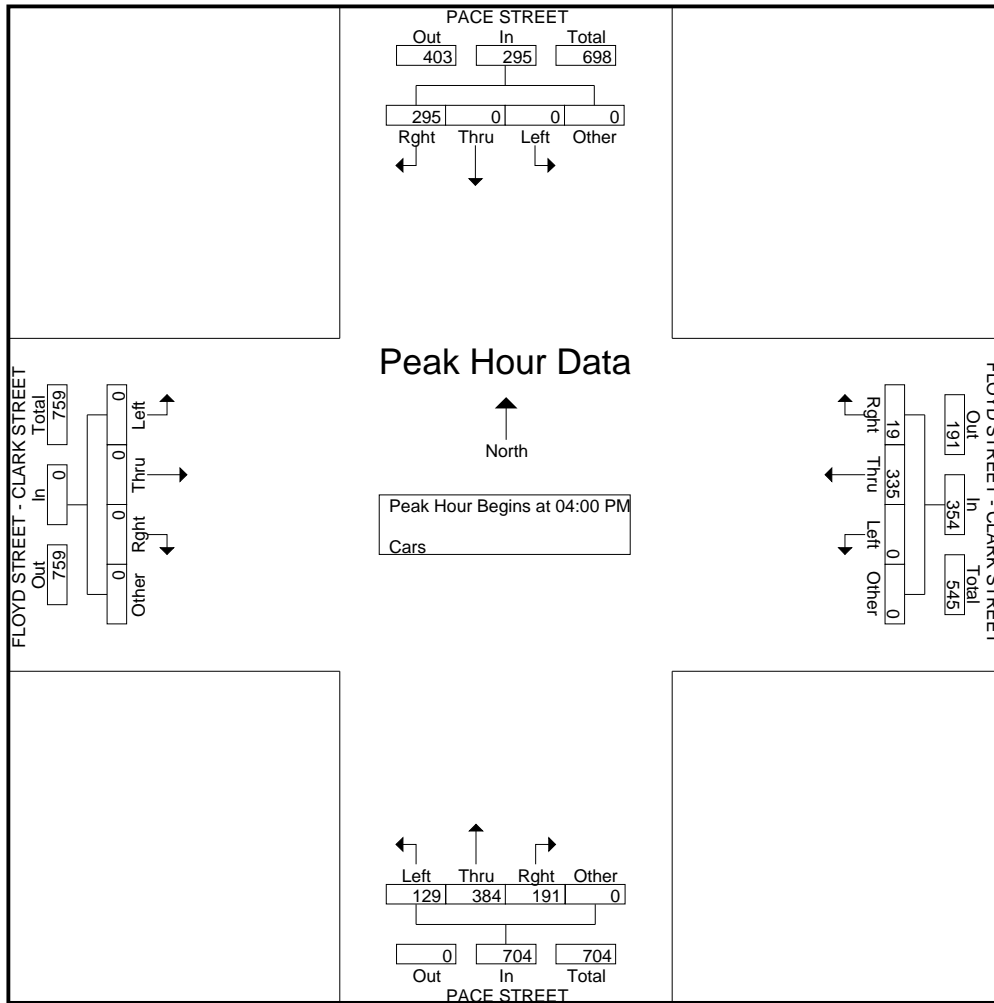


All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga. 30012
404-374-1283

File Name : PaceSt@Floyd-ClarkStPM
Site Code : 00000000
Start Date : 10/26/2010
Page No : 3

Start Time	PACE STREET Southbound					FLOYD STREET - CLARK STREET Westbound					PACE STREET Northbound					FLOYD STREET - CLARK STREET Eastbound					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	76	0	76	0	93	7	0	100	39	100	52	0	191	0	0	0	0	0	367
04:15 PM	0	0	58	0	58	0	83	6	0	89	25	93	31	0	149	0	0	0	0	0	296
04:30 PM	0	0	83	0	83	0	77	4	0	81	39	90	55	0	184	0	0	0	0	0	348
04:45 PM	0	0	78	0	78	0	82	2	0	84	26	101	53	0	180	0	0	0	0	0	342
Total Volume	0	0	295	0	295	0	335	19	0	354	129	384	191	0	704	0	0	0	0	0	1353
% App. Total	0	0	100	0		0	94.6	5.4	0		18.3	54.5	27.1	0		0	0	0	0	0	
PHF	.000	.000	.889	.000	.889	.000	.901	.679	.000	.885	.827	.950	.868	.000	.921	.000	.000	.000	.000	.000	.922



All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 1
Station ID: 1
PACE ST. SOUTH OF US278

Latitude: 0' 0.000 Undefined

Start Time	26-Oct-10 Tue	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		6	134		
12:15		1	110		
12:30		2	109		
12:45		4	103	13	456
01:00		2	128		
01:15		0	118		
01:30		3	98		
01:45		1	107	6	451
02:00		2	96		
02:15		3	97		
02:30		1	89		
02:45		2	102	8	384
03:00		6	92		
03:15		6	116		
03:30		2	115		
03:45		3	122	17	445
04:00		4	108		
04:15		5	103		
04:30		11	106		
04:45		4	111	24	428
05:00		16	120		
05:15		20	110		
05:30		21	94		
05:45		26	102	83	426
06:00		29	84		
06:15		34	83		
06:30		44	74		
06:45		46	71	153	312
07:00		33	54		
07:15		68	39		
07:30		68	54		
07:45		104	38	273	185
08:00		76	35		
08:15		94	27		
08:30		80	25		
08:45		88	19	338	106
09:00		82	20		
09:15		66	13		
09:30		80	16		
09:45		98	10	326	59
10:00		82	9		
10:15		117	16		
10:30		90	8		
10:45		110	14	399	47
11:00		104	8		
11:15		108	8		
11:30		101	2		
11:45		139	4	452	22
Total		2092	3321		
Percent		38.6%	61.4%		
Grand Total			2092	3321	
Percent			38.6%	61.4%	
ADT			ADT 5,413		AADT 5,413

All Traffic Data Services, Inc.

1336 Farmer Rd.
Conyers, GA 30012
www.alltrafficdata.net

Site Code: 1.5
Station ID: 1.5
PACE ST. SOUTH OF US278

Latitude: 0' 0.000 Undefined

Start Time	26-Oct-10 Tue	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		5	96		
12:15		6	110		
12:30		5	94		
12:45		2	96	18	396
01:00		2	86		
01:15		1	100		
01:30		2	91		
01:45		1	89	6	366
02:00		0	90		
02:15		0	86		
02:30		0	72		
02:45		0	83	0	331
03:00		0	77		
03:15		0	86		
03:30		0	124		
03:45		0	96	0	383
04:00		0	113		
04:15		2	96		
04:30		2	81		
04:45		1	101	5	391
05:00		4	106		
05:15		3	94		
05:30		5	74		
05:45		5	87	17	361
06:00		13	69		
06:15		7	76		
06:30		8	64		
06:45		21	57	49	266
07:00		29	66		
07:15		41	45		
07:30		48	50		
07:45		66	58	184	219
08:00		43	30		
08:15		35	35		
08:30		47	30		
08:45		51	27	176	122
09:00		52	23		
09:15		48	21		
09:30		64	17		
09:45		65	14	229	75
10:00		62	13		
10:15		69	12		
10:30		60	10		
10:45		74	9	265	44
11:00		96	9		
11:15		67	6		
11:30		72	6		
11:45		89	10	324	31
Total		1273	2985		
Percent		29.9%	70.1%		
Grand Total				2985	
Percent				70.1%	
ADT			ADT 4,258		AADT 4,258