

Appendix A: Scoping Meeting Notes

Agenda for 2500 Carlisle Scoping Meeting

May 4, 2021

-Meeting Notes in Red-

Attendees:

Matt Grush – City of Albuquerque

~~Jeanne Wolfenbarger – City of Albuquerque~~

Brad Julian – NMDOT

~~Nancy Perea – NMDOT~~

Kent Beierle - Equiterra

Jonathon Kruse – Lee Engineering

Marco Barraza – Lee Engineering

~~Margaret Haynes – Lee Engineering~~

Delcie Dobrovolsky – Equiterra

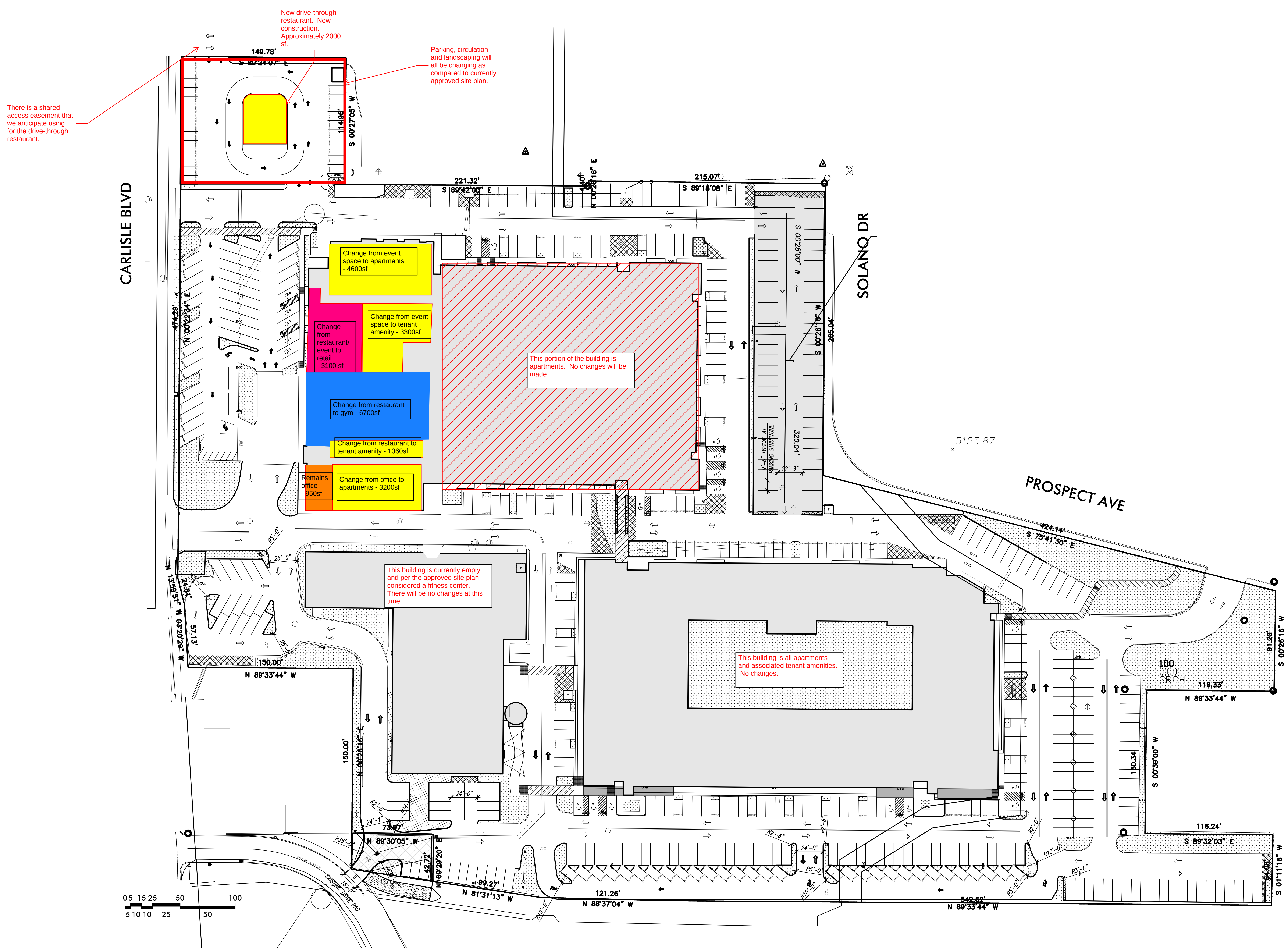
1. Introductions
2. Review of Site Plan
 - a. Site Plan & land Uses
3. Discussion of Scope for TIS
 - a. Study Intersections
 - i. Site Driveways
 - ii. Menaul Blvd & Carlisle Blvd
 - iii. Carlisle Blvd & Prospect Ave
 - iv. Carlisle Blvd & Cutler Ave
 - v. Carlisle Blvd & I-40 WB
 - vi. **Carlisle Blvd & I-40 EB**
 - vii. **Menaul Blvd & Solano**
 - viii. **Solano & Prospect**
 - b. Data Collection
 - i. Site Driveways
 1. **Prospect & Carlisle**
 - ii. Menaul Blvd & Carlisle Blvd
 - iii. Carlisle Blvd & Prospect Ave
 - iv. Carlisle Blvd & Cutler Ave
 - v. Carlisle Blvd & I-40 WB
 1. Use for COVID adjustment with 2019 LEE count data
 - vi. **Carlisle Blvd & I-40 EB**
 - vii. **Menaul Blvd & Solano**
 - viii. **Solano & Prospect**
 - c. Trip Generation, Pass By, & Internal Capture
 - i. Trip Generation Manual (10th Edition) Land Use – See attached spreadsheet
 1. Report to show 4 lane uses and distributions in separate figures
 - ii. Pass-by trips
 - iii. No Internal Capture
 - iv. Trips distributed based on existing traffic patterns of Carlisle Blvd & **Solano**
 - d. Known Developments or Pending Improvements in Area:

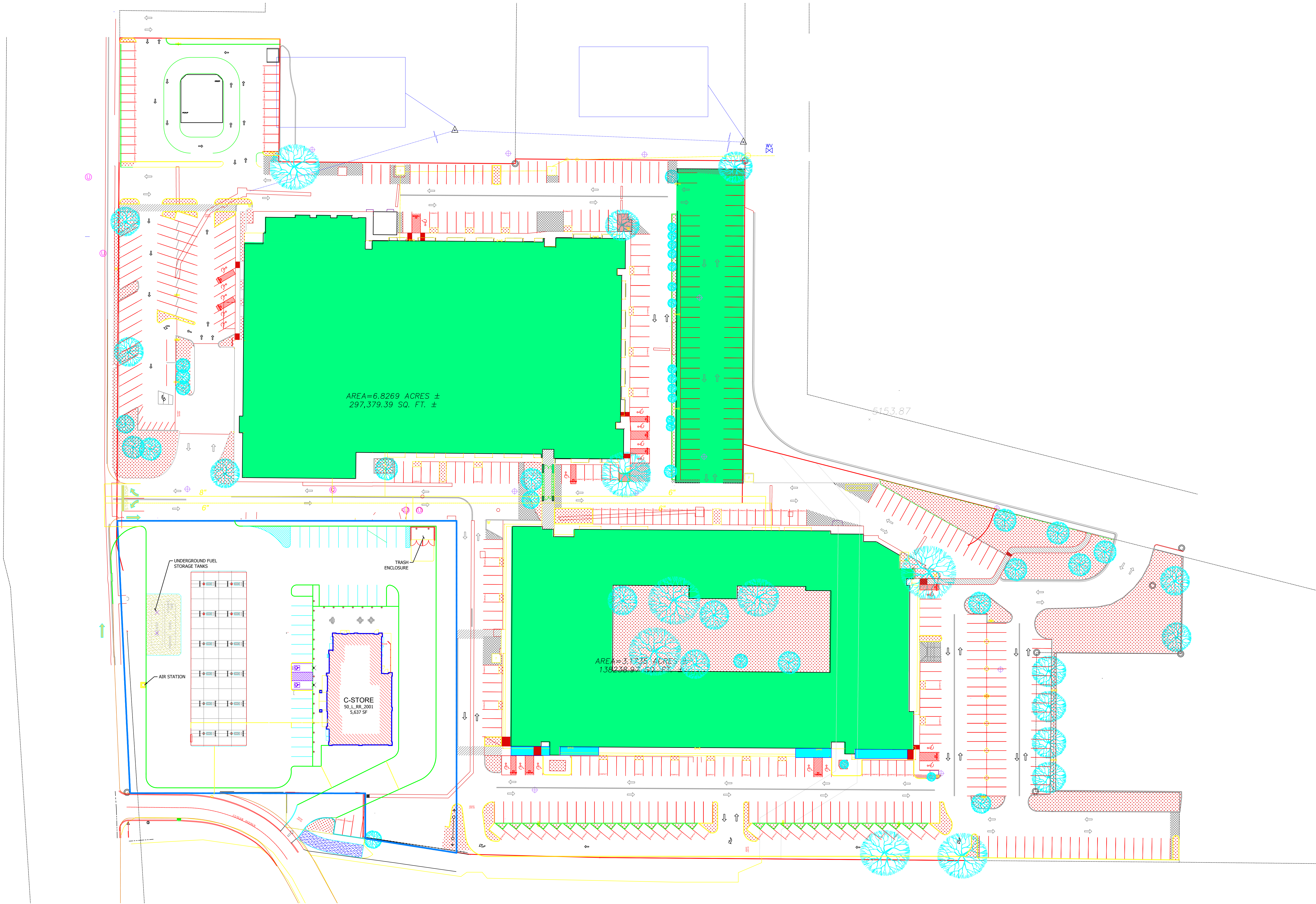


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- i. **Kmart South of I-40 (Modulus Architects)**
- e. Build-out Year and Growth Rate
 - i. Build-Out Year (2022)
 - 1. Will look at MRCOG Model Projections and calculate growth rate (if any), otherwise will assume 1% growth per year.
- f. Analysis scenarios
 - i. Existing Conditions
 - ii. Opening Year Background (No Build)
 - iii. Opening Year Buildout (Full Build)
 - iv. Opening Year Buildout Optimized (if required)
 - 1. All scenarios with existing signal timings except opening year buildout optimized.
- g. Required Analysis & Methodology
 - i. LOS Capacity analysis based on HCM 6th Edition (HCS)
 - 1. Will use balanced volumes on Carlisle Blvd
 - ii. 95th Percentile Queue demands (HCS)
 - 1. Capacity & Queueing for network peak rather than individual intersection peaks
 - iii. **Interchange Methodology for I-40 Intersections**
 - iv. Auxiliary Lane Analysis
 - v. Sight Distance Analysis at Proposed Driveways
 - ~~vi. **No Safety (Crash) Summary-3 Year Summary**~~
 - 1. **Carlisle & Menaul**
 - 2. **I-40 EB & WB**
 - 3. **IHSDM Predictive Crash**
- 4. Agency Input (Comments & Issues)
- 5. Meeting Notes (distributed by Lee Engineering)





Appendix B:

Turning Movement Count Sheets



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021
Page No: 1

Turning Movement Data

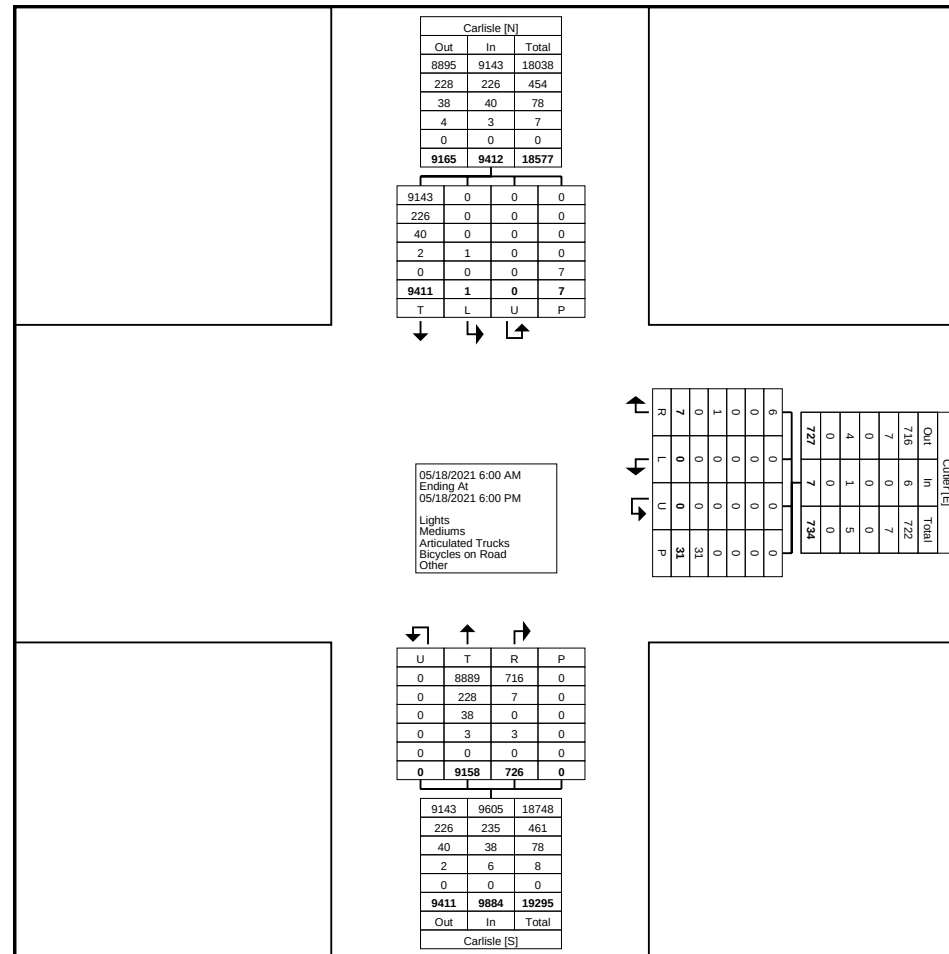
Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	69	0	0	0	69	0	0	0	0	0	4	87	0	0	91	160
6:15 AM	92	0	0	1	92	0	0	0	3	0	3	95	0	0	98	190
6:30 AM	118	0	0	0	118	0	0	0	0	0	5	139	0	0	144	262
6:45 AM	137	0	0	1	137	0	0	0	1	0	6	170	0	0	176	313
Hourly Total	416	0	0	2	416	0	0	0	4	0	18	491	0	0	509	925
7:00 AM	161	0	0	0	161	0	0	0	0	0	15	149	0	0	164	325
7:15 AM	166	0	0	0	166	0	0	0	1	0	15	176	0	0	191	357
7:30 AM	197	0	0	0	197	1	0	0	1	1	25	257	0	0	282	480
7:45 AM	232	0	0	0	232	0	0	0	1	0	42	285	0	0	327	559
Hourly Total	756	0	0	0	756	1	0	0	3	1	97	867	0	0	964	1721
8:00 AM	207	0	0	0	207	1	0	0	0	1	48	261	0	0	309	517
8:15 AM	183	0	0	0	183	0	0	0	0	0	16	212	0	0	228	411
8:30 AM	200	0	0	0	200	0	0	0	0	0	19	241	0	0	260	460
8:45 AM	200	0	0	0	200	0	0	0	0	0	8	258	0	0	266	466
Hourly Total	790	0	0	0	790	1	0	0	0	1	91	972	0	0	1063	1854
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	259	0	0	0	259	1	0	0	0	1	12	254	0	0	266	526
11:15 AM	237	0	0	0	237	0	0	0	0	0	19	242	0	0	261	498
11:30 AM	292	0	0	0	292	0	0	0	0	0	15	256	0	0	271	563
11:45 AM	278	0	0	0	278	0	0	0	1	0	19	295	0	0	314	592
Hourly Total	1066	0	0	0	1066	1	0	0	1	1	65	1047	0	0	1112	2179
12:00 PM	264	1	0	0	265	0	0	0	2	0	23	300	0	0	323	588
12:15 PM	316	0	0	0	316	0	0	0	1	0	17	283	0	0	300	616
12:30 PM	285	0	0	2	285	1	0	0	2	1	22	283	0	0	305	591
12:45 PM	324	0	0	0	324	1	0	0	0	1	17	293	0	0	310	635
Hourly Total	1189	1	0	2	1190	2	0	0	5	2	79	1159	0	0	1238	2430
1:00 PM	305	0	0	0	305	0	0	0	0	0	12	266	0	0	278	583
1:15 PM	274	0	0	0	274	0	0	0	2	0	19	272	0	0	291	565
1:30 PM	257	0	0	0	257	1	0	0	1	1	9	252	0	0	261	519
1:45 PM	290	0	0	0	290	0	0	0	0	0	16	240	0	0	256	546
Hourly Total	1126	0	0	0	1126	1	0	0	3	1	56	1030	0	0	1086	2213
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	322	0	0	0	322	0	0	0	3	0	28	332	0	0	360	682
3:15 PM	299	0	0	0	299	0	0	0	1	0	42	301	0	0	343	642
3:30 PM	313	0	0	0	313	0	0	0	1	0	32	319	0	0	351	664
3:45 PM	333	0	0	0	333	0	0	0	3	0	28	327	0	0	355	688

Hourly Total	1267	0	0	0	1267	0	0	0	8	0	130	1279	0	0	1409	2676
4:00 PM	350	0	0	1	350	0	0	0	1	0	19	345	0	0	364	714
4:15 PM	367	0	0	1	367	0	0	0	2	0	39	301	0	0	340	707
4:30 PM	383	0	0	0	383	0	0	0	1	0	21	323	0	0	344	727
4:45 PM	348	0	0	0	348	1	0	0	0	1	14	277	0	0	291	640
Hourly Total	1448	0	0	2	1448	1	0	0	4	1	93	1246	0	0	1339	2788
5:00 PM	405	0	0	0	405	0	0	0	2	0	19	291	0	0	310	715
5:15 PM	342	0	0	0	342	0	0	0	0	0	25	308	0	0	333	675
5:30 PM	343	0	0	1	343	0	0	0	1	0	27	253	0	0	280	623
5:45 PM	263	0	0	0	263	0	0	0	0	0	26	215	0	0	241	504
Hourly Total	1353	0	0	1	1353	0	0	0	3	0	97	1067	0	0	1164	2517
Grand Total	9411	1	0	7	9412	7	0	0	31	7	726	9158	0	0	9884	19303
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	7.3	92.7	0.0	-	-	-
Total %	48.8	0.0	0.0	-	48.8	0.0	0.0	0.0	-	0.0	3.8	47.4	0.0	-	51.2	-
Lights	9143	0	0	-	9143	6	0	0	-	6	716	8889	0	-	9605	18754
% Lights	97.2	0.0	-	-	97.1	85.7	-	-	-	85.7	98.6	97.1	-	-	97.2	97.2
Mediums	226	0	0	-	226	0	0	0	-	0	7	228	0	-	235	461
% Mediums	2.4	0.0	-	-	2.4	0.0	-	-	-	0.0	1.0	2.5	-	-	2.4	2.4
Articulated Trucks	40	0	0	-	40	0	0	0	-	0	0	38	0	-	38	78
% Articulated Trucks	0.4	0.0	-	-	0.4	0.0	-	-	-	0.0	0.0	0.4	-	-	0.4	0.4
Bicycles on Road	2	1	0	-	3	1	0	0	-	1	3	3	0	-	6	10
% Bicycles on Road	0.0	100.0	-	-	0.0	14.3	-	-	-	14.3	0.4	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	12.9	-	-	-	-	-	-	-
Pedestrians	-	-	-	7	-	-	-	-	27	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	87.1	-	-	-	-	-	-	-



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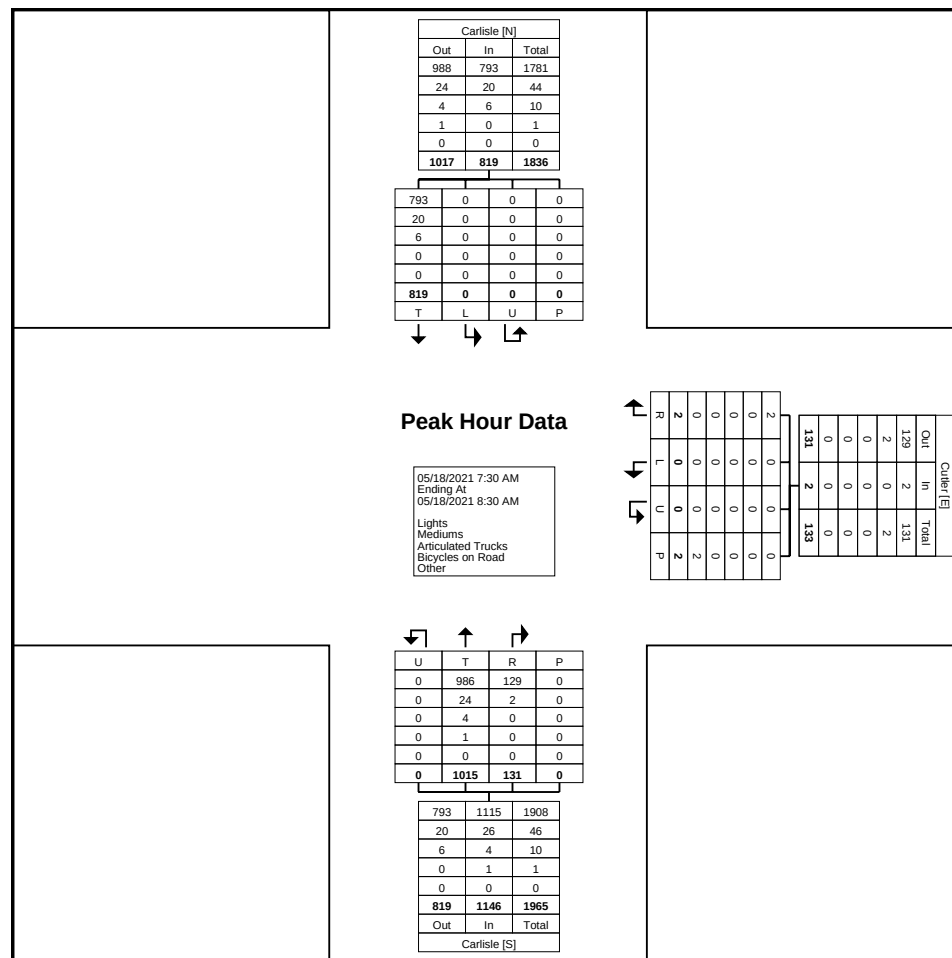
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:30 AM	197	0	0	0	197	1	0	0	1	1	25	257	0	0	282	480
7:45 AM	232	0	0	0	232	0	0	0	1	0	42	285	0	0	327	559
8:00 AM	207	0	0	0	207	1	0	0	0	1	48	261	0	0	309	517
8:15 AM	183	0	0	0	183	0	0	0	0	0	16	212	0	0	228	411
Total	819	0	0	0	819	2	0	0	2	2	131	1015	0	0	1146	1967
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	11.4	88.6	0.0	-	-	-
Total %	41.6	0.0	0.0	-	41.6	0.1	0.0	0.0	-	0.1	6.7	51.6	0.0	-	58.3	-
PHF	0.883	0.000	0.000	-	0.883	0.500	0.000	0.000	-	0.500	0.682	0.890	0.000	-	0.876	0.880
Lights	793	0	0	-	793	2	0	0	-	2	129	986	0	-	1115	1910
% Lights	96.8	-	-	-	96.8	100.0	-	-	-	100.0	98.5	97.1	-	-	97.3	97.1
Mediums	20	0	0	-	20	0	0	0	-	0	2	24	0	-	26	46
% Mediums	2.4	-	-	-	2.4	0.0	-	-	-	0.0	1.5	2.4	-	-	2.3	2.3
Articulated Trucks	6	0	0	-	6	0	0	0	-	0	0	4	0	-	4	10
% Articulated Trucks	0.7	-	-	-	0.7	0.0	-	-	-	0.0	0.0	0.4	-	-	0.3	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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



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Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	259	0	0	0	259	1	0	0	0	1	12	254	0	0	266	526
11:15 AM	237	0	0	0	237	0	0	0	0	0	19	242	0	0	261	498
11:30 AM	292	0	0	0	292	0	0	0	0	0	15	256	0	0	271	563
11:45 AM	278	0	0	0	278	0	0	0	1	0	19	295	0	0	314	592
Total	1066	0	0	0	1066	1	0	0	1	1	65	1047	0	0	1112	2179
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	5.8	94.2	0.0	-	-	-
Total %	48.9	0.0	0.0	-	48.9	0.0	0.0	0.0	-	0.0	3.0	48.0	0.0	-	51.0	-
PHF	0.913	0.000	0.000	-	0.913	0.250	0.000	0.000	-	0.250	0.855	0.887	0.000	-	0.885	0.920
Lights	1036	0	0	-	1036	1	0	0	-	1	64	1013	0	-	1077	2114
% Lights	97.2	-	-	-	97.2	100.0	-	-	-	100.0	98.5	96.8	-	-	96.9	97.0
Mediums	25	0	0	-	25	0	0	0	-	0	0	26	0	-	26	51
% Mediums	2.3	-	-	-	2.3	0.0	-	-	-	0.0	0.0	2.5	-	-	2.3	2.3
Articulated Trucks	5	0	0	-	5	0	0	0	-	0	0	7	0	-	7	12
% Articulated Trucks	0.5	-	-	-	0.5	0.0	-	-	-	0.0	0.0	0.7	-	-	0.6	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	1	1	0	-	2	2
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	1.5	0.1	-	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-





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Turning Movement Peak Hour Data (12:00 PM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	264	1	0	0	265	0	0	0	2	0	23	300	0	0	323	588
12:15 PM	316	0	0	0	316	0	0	0	1	0	17	283	0	0	300	616
12:30 PM	285	0	0	2	285	1	0	0	2	1	22	283	0	0	305	591
12:45 PM	324	0	0	0	324	1	0	0	0	1	17	293	0	0	310	635
Total	1189	1	0	2	1190	2	0	0	5	2	79	1159	0	0	1238	2430
Approach %	99.9	0.1	0.0	-	-	100.0	0.0	0.0	-	-	6.4	93.6	0.0	-	-	-
Total %	48.9	0.0	0.0	-	49.0	0.1	0.0	0.0	-	0.1	3.3	47.7	0.0	-	50.9	-
PHF	0.917	0.250	0.000	-	0.918	0.500	0.000	0.000	-	0.500	0.859	0.966	0.000	-	0.958	0.957
Lights	1153	0	0	-	1153	2	0	0	-	2	78	1128	0	-	1206	2361
% Lights	97.0	0.0	-	-	96.9	100.0	-	-	-	100.0	98.7	97.3	-	-	97.4	97.2
Mediums	27	0	0	-	27	0	0	0	-	0	0	27	0	-	27	54
% Mediums	2.3	0.0	-	-	2.3	0.0	-	-	-	0.0	0.0	2.3	-	-	2.2	2.2
Articulated Trucks	8	0	0	-	8	0	0	0	-	0	0	4	0	-	4	12
% Articulated Trucks	0.7	0.0	-	-	0.7	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.5
Bicycles on Road	1	1	0	-	2	0	0	0	-	0	1	0	0	-	1	3
% Bicycles on Road	0.1	100.0	-	-	0.2	0.0	-	-	-	0.0	1.3	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-





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Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
3:45 PM	333	0	0	0	333	0	0	0	3	0	28	327	0	0	355	688
4:00 PM	350	0	0	1	350	0	0	0	1	0	19	345	0	0	364	714
4:15 PM	367	0	0	1	367	0	0	0	2	0	39	301	0	0	340	707
4:30 PM	383	0	0	0	383	0	0	0	1	0	21	323	0	0	344	727
Total	1433	0	0	2	1433	0	0	0	7	0	107	1296	0	0	1403	2836
Approach %	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	7.6	92.4	0.0	-	-	-
Total %	50.5	0.0	0.0	-	50.5	0.0	0.0	0.0	-	0.0	3.8	45.7	0.0	-	49.5	-
PHF	0.935	0.000	0.000	-	0.935	0.000	0.000	0.000	-	0.000	0.686	0.939	0.000	-	0.964	0.975
Lights	1412	0	0	-	1412	0	0	0	-	0	107	1243	0	-	1350	2762
% Lights	98.5	-	-	-	98.5	-	-	-	-	-	100.0	95.9	-	-	96.2	97.4
Mediums	19	0	0	-	19	0	0	0	-	0	0	52	0	-	52	71
% Mediums	1.3	-	-	-	1.3	-	-	-	-	-	0.0	4.0	-	-	3.7	2.5
Articulated Trucks	2	0	0	-	2	0	0	0	-	0	0	1	0	-	1	3
% Articulated Trucks	0.1	-	-	-	0.1	-	-	-	-	-	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	42.9	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	57.1	-	-	-	-	-	-	-



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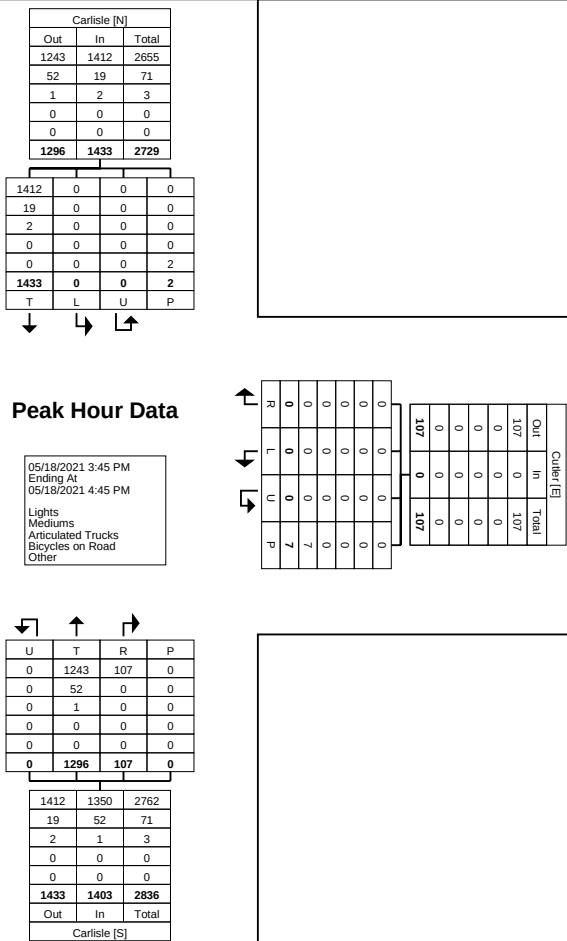
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Count Name: NM299.03

Site Code: SCUAWV

Start Date: 05/18/2021

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



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Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021
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Turning Movement Data

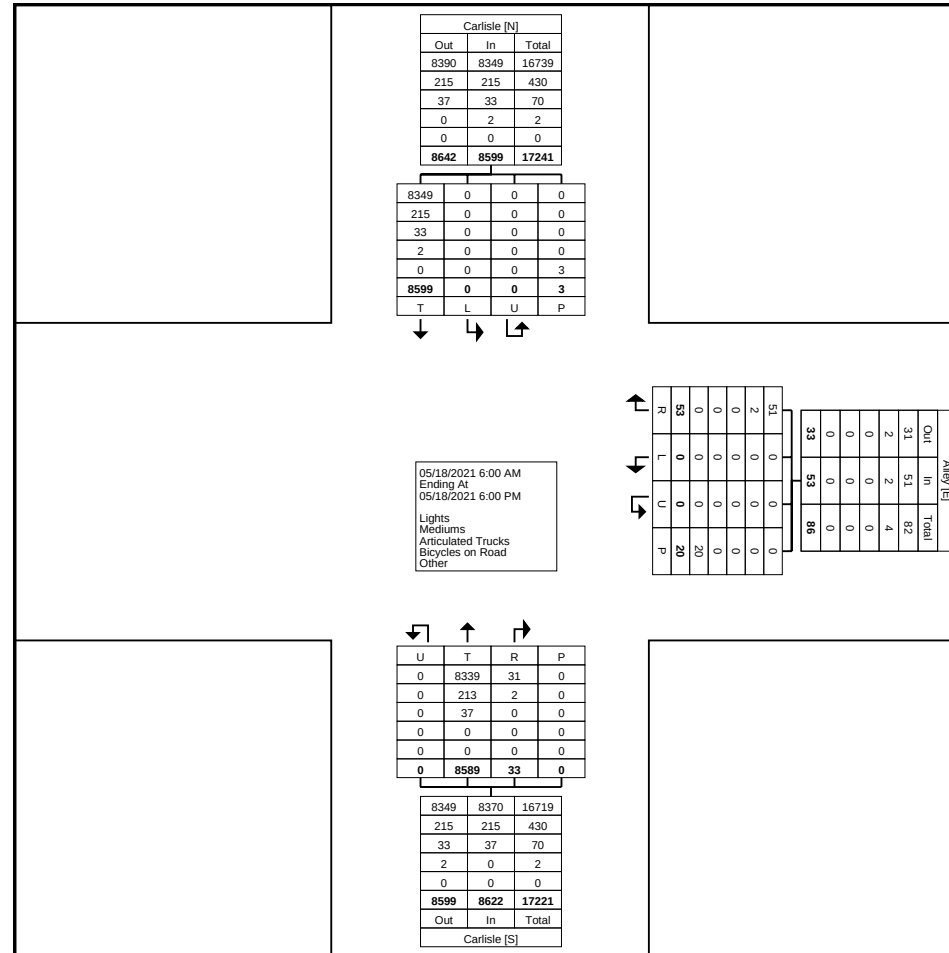
Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	63	0	0	0	63	0	0	0	0	0	0	90	0	0	90	153
6:15 AM	79	0	0	0	79	0	0	0	0	0	0	79	0	0	79	158
6:30 AM	107	0	0	0	107	0	0	0	0	0	0	125	0	0	125	232
6:45 AM	96	0	0	0	96	0	0	0	1	0	0	152	0	0	152	248
Hourly Total	345	0	0	0	345	0	0	0	1	0	0	446	0	0	446	791
7:00 AM	143	0	0	0	143	0	0	0	0	0	0	129	0	0	129	272
7:15 AM	146	0	0	0	146	1	0	0	0	1	1	151	0	0	152	299
7:30 AM	163	0	0	0	163	0	0	0	0	0	0	229	0	0	229	392
7:45 AM	206	0	0	0	206	1	0	0	0	1	1	275	0	0	276	483
Hourly Total	658	0	0	0	658	2	0	0	0	2	2	784	0	0	786	1446
8:00 AM	190	0	0	0	190	0	0	0	0	0	0	247	0	0	247	437
8:15 AM	168	0	0	0	168	1	0	0	1	1	1	196	0	0	197	366
8:30 AM	182	0	0	1	182	1	0	0	0	1	1	213	0	0	214	397
8:45 AM	175	0	0	0	175	0	0	0	0	0	1	244	0	0	245	420
Hourly Total	715	0	0	1	715	2	0	0	1	2	3	900	0	0	903	1620
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	219	0	0	0	219	1	0	0	1	1	3	242	0	0	245	465
11:15 AM	235	0	0	0	235	4	0	0	0	4	0	231	0	0	231	470
11:30 AM	260	0	0	2	260	1	0	0	2	1	1	247	0	0	248	509
11:45 AM	262	0	0	0	262	1	0	0	1	1	1	275	0	0	276	539
Hourly Total	976	0	0	2	976	7	0	0	4	7	5	995	0	0	1000	1983
12:00 PM	236	0	0	0	236	0	0	0	1	0	3	247	0	0	250	486
12:15 PM	267	0	0	0	267	2	0	0	0	2	0	269	0	0	269	538
12:30 PM	251	0	0	0	251	1	0	0	0	1	0	269	0	0	269	521
12:45 PM	300	0	0	0	300	3	0	0	0	3	0	261	0	0	261	564
Hourly Total	1054	0	0	0	1054	6	0	0	1	6	3	1046	0	0	1049	2109
1:00 PM	265	0	0	0	265	1	0	0	1	1	1	268	0	0	269	535
1:15 PM	265	0	0	0	265	3	0	0	0	3	0	259	0	0	259	527
1:30 PM	225	0	0	0	225	2	0	0	0	2	2	245	0	0	247	474
1:45 PM	270	0	0	0	270	0	0	0	0	0	0	245	0	0	245	515
Hourly Total	1025	0	0	0	1025	6	0	0	1	6	3	1017	0	0	1020	2051
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	307	0	0	0	307	2	0	0	4	2	1	315	0	0	316	625
3:15 PM	305	0	0	0	305	4	0	0	1	4	3	278	0	0	281	590
3:30 PM	283	0	0	0	283	3	0	0	3	3	1	303	0	0	304	590
3:45 PM	339	0	0	0	339	3	0	0	1	3	1	295	0	0	296	638

Hourly Total	1234	0	0	0	1234	12	0	0	9	12	6	1191	0	0	1197	2443
4:00 PM	311	0	0	0	311	0	0	0	2	0	0	326	0	0	326	637
4:15 PM	337	0	0	0	337	4	0	0	1	4	0	301	0	0	301	642
4:30 PM	351	0	0	0	351	2	0	0	0	2	3	292	0	0	295	648
4:45 PM	330	0	0	0	330	3	0	0	0	3	1	290	0	0	291	624
Hourly Total	1329	0	0	0	1329	9	0	0	3	9	4	1209	0	0	1213	2551
5:00 PM	351	0	0	0	351	3	0	0	0	3	2	257	0	0	259	613
5:15 PM	343	0	0	0	343	2	0	0	0	2	0	269	0	0	269	614
5:30 PM	305	0	0	0	305	3	0	0	0	3	3	260	0	0	263	571
5:45 PM	264	0	0	0	264	1	0	0	0	1	2	215	0	0	217	482
Hourly Total	1263	0	0	0	1263	9	0	0	0	9	7	1001	0	0	1008	2280
Grand Total	8599	0	0	3	8599	53	0	0	20	53	33	8589	0	0	8622	17274
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.4	99.6	0.0	-	-	-
Total %	49.8	0.0	0.0	-	49.8	0.3	0.0	0.0	-	0.3	0.2	49.7	0.0	-	49.9	-
Lights	8349	0	0	-	8349	51	0	0	-	51	31	8339	0	-	8370	16770
% Lights	97.1	-	-	-	97.1	96.2	-	-	-	96.2	93.9	97.1	-	-	97.1	97.1
Mediums	215	0	0	-	215	2	0	0	-	2	2	213	0	-	215	432
% Mediums	2.5	-	-	-	2.5	3.8	-	-	-	3.8	6.1	2.5	-	-	2.5	2.5
Articulated Trucks	33	0	0	-	33	0	0	0	-	0	0	37	0	-	37	70
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.4	-	-	0.4	0.4
Bicycles on Road	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	20.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	16	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	80.0	-	-	-	-	-	-	-



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Count Name: NM299.03
 Site Code: SCU962
 Start Date: 05/18/2021
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Turning Movement Data Plot



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Count Name: NM299.03
 Site Code: SCU962
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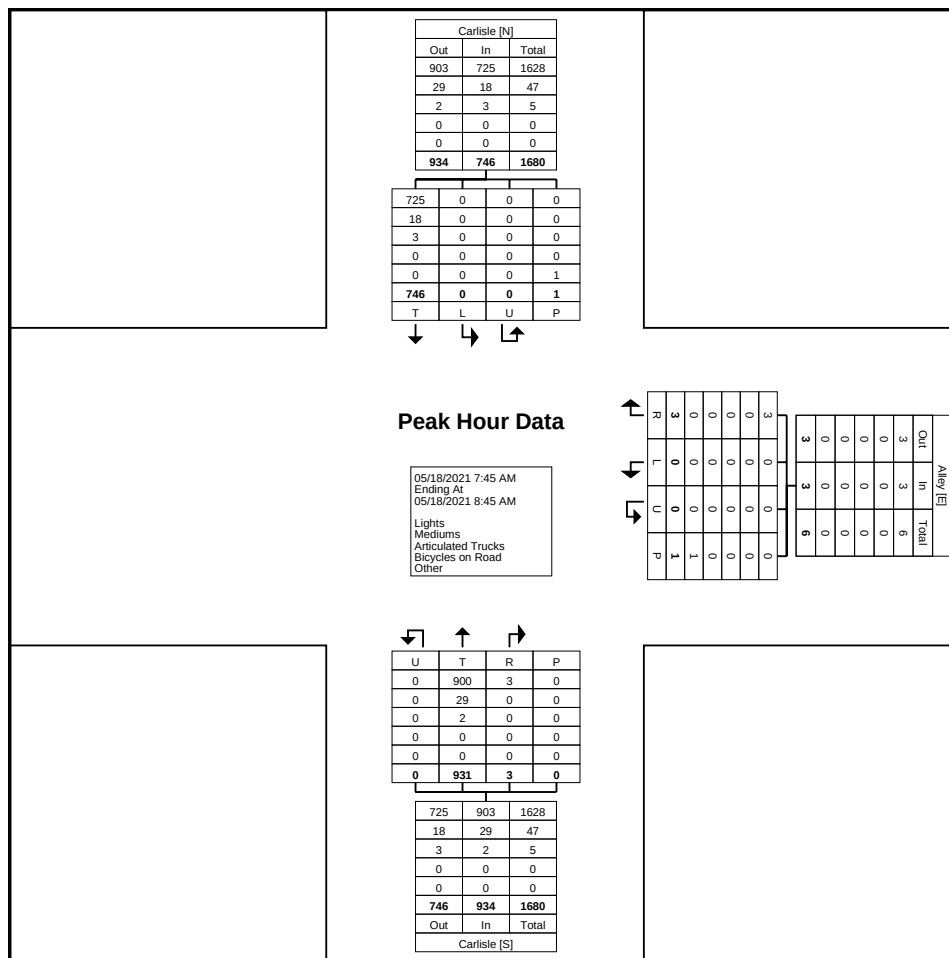
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:45 AM	206	0	0	0	206	1	0	0	0	1	1	275	0	0	276	483
8:00 AM	190	0	0	0	190	0	0	0	0	0	0	247	0	0	247	437
8:15 AM	168	0	0	0	168	1	0	0	1	1	1	196	0	0	197	366
8:30 AM	182	0	0	1	182	1	0	0	0	1	1	213	0	0	214	397
Total	746	0	0	1	746	3	0	0	1	3	3	931	0	0	934	1683
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.3	99.7	0.0	-	-	-
Total %	44.3	0.0	0.0	-	44.3	0.2	0.0	0.0	-	0.2	0.2	55.3	0.0	-	55.5	-
PHF	0.905	0.000	0.000	-	0.905	0.750	0.000	0.000	-	0.750	0.750	0.846	0.000	-	0.846	0.871
Lights	725	0	0	-	725	3	0	0	-	3	3	900	0	-	903	1631
% Lights	97.2	-	-	-	97.2	100.0	-	-	-	100.0	100.0	96.7	-	-	96.7	96.9
Mediums	18	0	0	-	18	0	0	0	-	0	0	29	0	-	29	47
% Mediums	2.4	-	-	-	2.4	0.0	-	-	-	0.0	0.0	3.1	-	-	3.1	2.8
Articulated Trucks	3	0	0	-	3	0	0	0	-	0	0	2	0	-	2	5
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.2	-	-	0.2	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (7:45 AM)



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Count Name: NM299.03
 Site Code: SCU962
 Start Date: 05/18/2021
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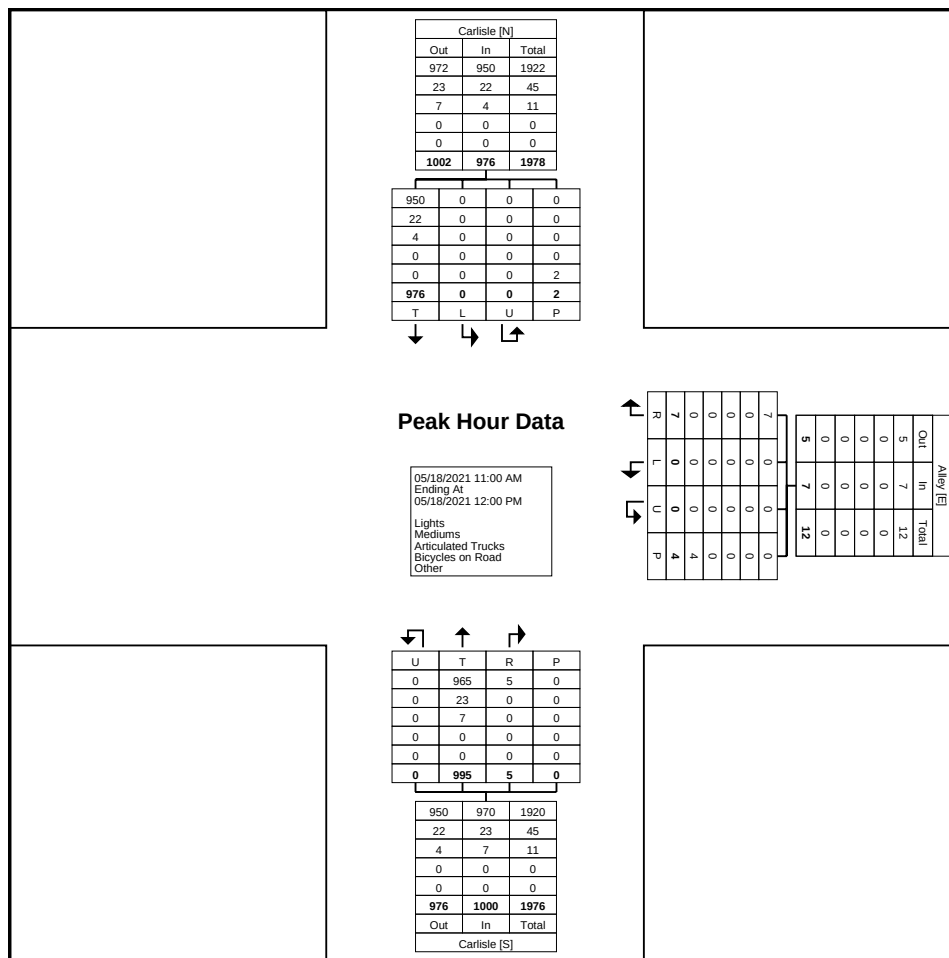
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	219	0	0	0	219	1	0	0	1	1	3	242	0	0	245	465
11:15 AM	235	0	0	0	235	4	0	0	0	4	0	231	0	0	231	470
11:30 AM	260	0	0	2	260	1	0	0	2	1	1	247	0	0	248	509
11:45 AM	262	0	0	0	262	1	0	0	1	1	1	275	0	0	276	539
Total	976	0	0	2	976	7	0	0	4	7	5	995	0	0	1000	1983
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.5	99.5	0.0	-	-	-
Total %	49.2	0.0	0.0	-	49.2	0.4	0.0	0.0	-	0.4	0.3	50.2	0.0	-	50.4	-
PHF	0.931	0.000	0.000	-	0.931	0.438	0.000	0.000	-	0.438	0.417	0.905	0.000	-	0.906	0.920
Lights	950	0	0	-	950	7	0	0	-	7	5	965	0	-	970	1927
% Lights	97.3	-	-	-	97.3	100.0	-	-	-	100.0	100.0	97.0	-	-	97.0	97.2
Mediums	22	0	0	-	22	0	0	0	-	0	0	23	0	-	23	45
% Mediums	2.3	-	-	-	2.3	0.0	-	-	-	0.0	0.0	2.3	-	-	2.3	2.3
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	7	0	-	7	11
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.7	-	-	0.7	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	75.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	25.0	-	-	-	-	-	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (11:00 AM)



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Count Name: NM299.03
Site Code: SCU962
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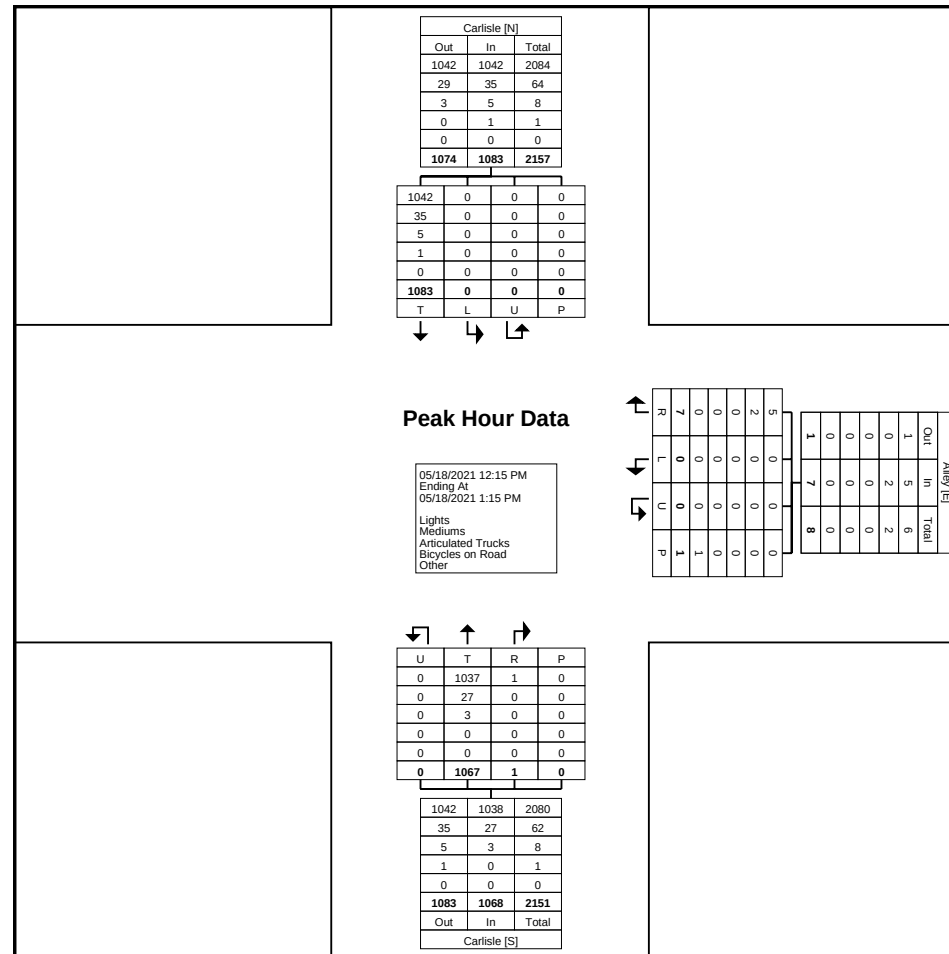
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:15 PM	267	0	0	0	267	2	0	0	0	2	0	269	0	0	269	538
12:30 PM	251	0	0	0	251	1	0	0	0	1	0	269	0	0	269	521
12:45 PM	300	0	0	0	300	3	0	0	0	3	0	261	0	0	261	564
1:00 PM	265	0	0	0	265	1	0	0	1	1	1	268	0	0	269	535
Total	1083	0	0	0	1083	7	0	0	1	7	1	1067	0	0	1068	2158
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.1	99.9	0.0	-	-	-
Total %	50.2	0.0	0.0	-	50.2	0.3	0.0	0.0	-	0.3	0.0	49.4	0.0	-	49.5	-
PHF	0.903	0.000	0.000	-	0.903	0.583	0.000	0.000	-	0.583	0.250	0.992	0.000	-	0.993	0.957
Lights	1042	0	0	-	1042	5	0	0	-	5	1	1037	0	-	1038	2085
% Lights	96.2	-	-	-	96.2	71.4	-	-	-	71.4	100.0	97.2	-	-	97.2	96.6
Mediums	35	0	0	-	35	2	0	0	-	2	0	27	0	-	27	64
% Mediums	3.2	-	-	-	3.2	28.6	-	-	-	28.6	0.0	2.5	-	-	2.5	3.0
Articulated Trucks	5	0	0	-	5	0	0	0	-	0	0	3	0	-	3	8
% Articulated Trucks	0.5	-	-	-	0.5	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.4
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: NM299.03
Site Code: SCU962
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Turning Movement Peak Hour Data Plot (12:15 PM)



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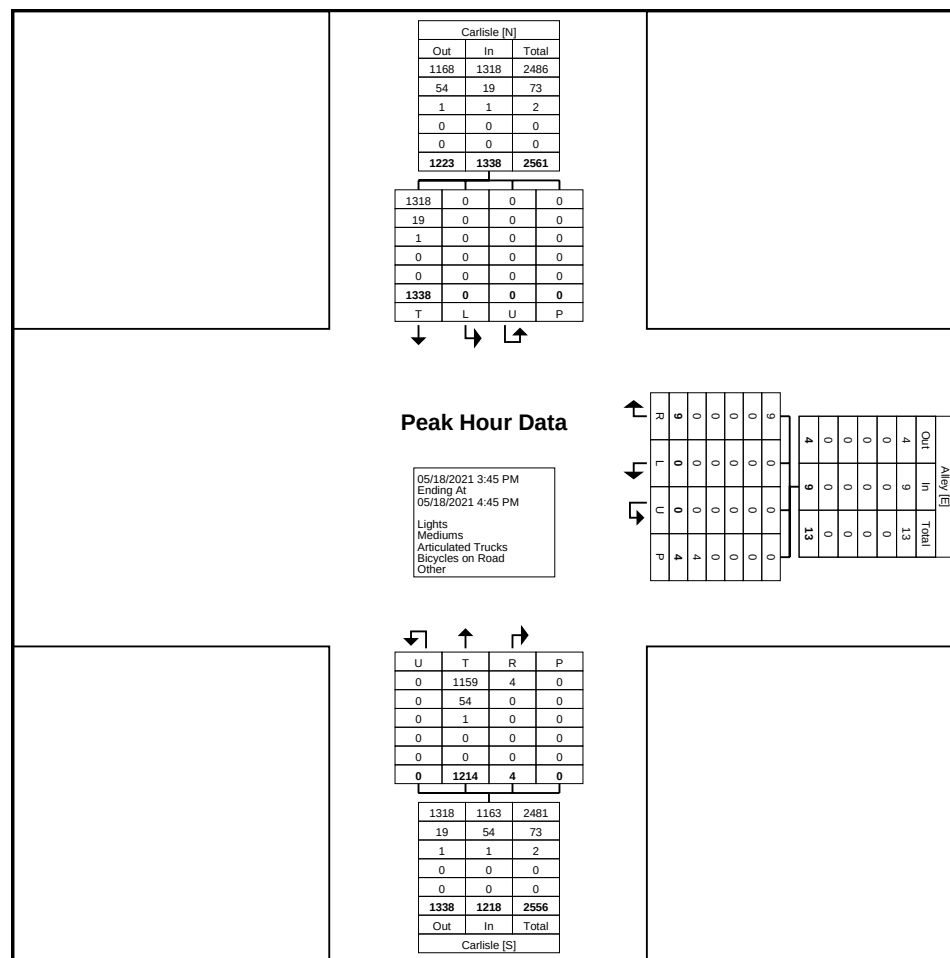
Count Name: NM299.03
 Site Code: SCU962
 Start Date: 05/18/2021
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Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
3:45 PM	339	0	0	0	339	3	0	0	1	3	1	295	0	0	296	638
4:00 PM	311	0	0	0	311	0	0	0	2	0	0	326	0	0	326	637
4:15 PM	337	0	0	0	337	4	0	0	1	4	0	301	0	0	301	642
4:30 PM	351	0	0	0	351	2	0	0	0	2	3	292	0	0	295	648
Total	1338	0	0	0	1338	9	0	0	4	9	4	1214	0	0	1218	2565
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.3	99.7	0.0	-	-	-
Total %	52.2	0.0	0.0	-	52.2	0.4	0.0	0.0	-	0.4	0.2	47.3	0.0	-	47.5	-
PHF	0.953	0.000	0.000	-	0.953	0.563	0.000	0.000	-	0.563	0.333	0.931	0.000	-	0.934	0.990
Lights	1318	0	0	-	1318	9	0	0	-	9	4	1159	0	-	1163	2490
% Lights	98.5	-	-	-	98.5	100.0	-	-	-	100.0	100.0	95.5	-	-	95.5	97.1
Mediums	19	0	0	-	19	0	0	0	-	0	0	54	0	-	54	73
% Mediums	1.4	-	-	-	1.4	0.0	-	-	-	0.0	0.0	4.4	-	-	4.4	2.8
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Articulated Trucks	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021
Page No: 11



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



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021
Page No: 1

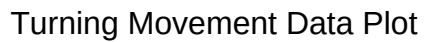
Turning Movement Data

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	0	48	17	1	0	66	0	0	0	0	0	0	0	6	1	40	0	0	1	47	21	5	1	35	0	0	62	175
6:15 AM	0	0	41	29	0	0	70	0	0	0	0	0	0	0	7	2	62	0	0	0	71	28	2	0	33	0	0	63	204
6:30 AM	0	0	80	20	0	0	100	0	0	0	0	0	0	0	8	6	84	0	0	0	98	32	6	1	57	0	0	96	294
6:45 AM	0	0	94	29	1	0	124	0	0	0	0	0	0	0	14	3	94	0	0	0	111	62	12	1	95	0	0	170	405
Hourly Total	0	0	263	95	2	0	360	0	0	0	0	0	0	0	35	12	280	0	0	1	327	143	25	3	220	0	0	391	1078
7:00 AM	0	0	96	28	0	0	124	0	0	0	0	0	0	0	14	8	119	0	1	0	142	63	3	0	83	0	1	149	415
7:15 AM	0	0	120	23	0	0	143	0	0	0	0	0	0	0	26	12	114	0	0	0	152	92	5	0	80	0	0	177	472
7:30 AM	0	0	130	45	1	0	176	0	0	0	0	0	0	0	23	27	180	0	0	0	230	101	3	0	87	0	0	191	597
7:45 AM	0	0	186	42	0	0	228	0	0	0	0	0	0	0	27	23	187	0	0	0	237	125	7	0	132	0	0	264	729
Hourly Total	0	0	532	138	1	0	671	0	0	0	0	0	0	0	90	70	600	0	1	0	761	381	18	0	382	0	1	781	2213
8:00 AM	0	0	161	43	0	0	204	0	0	0	0	0	0	0	32	26	166	0	0	0	224	137	6	0	146	0	0	289	717
8:15 AM	0	0	170	40	0	0	210	0	0	0	0	0	0	0	24	13	172	0	0	1	209	105	5	2	116	0	0	228	647
8:30 AM	0	0	158	49	0	0	207	0	0	0	0	0	1	0	26	22	189	0	0	0	237	103	14	1	113	0	0	231	675
8:45 AM	0	0	170	43	0	0	213	0	0	0	0	0	0	0	20	32	178	0	0	0	230	113	15	0	112	0	0	240	683
Hourly Total	0	0	659	175	0	0	834	0	0	0	0	0	1	0	102	93	705	0	0	1	900	458	40	3	487	0	0	988	2722
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	141	46	1	0	188	0	0	0	0	0	0	0	36	22	199	0	0	0	257	79	9	2	115	0	0	205	650
11:15 AM	0	0	153	69	1	0	223	0	0	0	0	0	0	0	39	22	213	0	0	0	274	97	1	4	114	0	2	216	713
11:30 AM	0	0	161	56	2	0	219	0	0	0	0	0	0	0	21	16	208	0	0	0	245	74	8	1	97	0	1	180	644
11:45 AM	0	0	185	65	1	0	251	0	0	0	0	0	0	0	27	24	197	0	0	0	248	115	10	4	127	0	1	256	755
Hourly Total	0	0	640	236	5	0	881	0	0	0	0	0	0	0	123	84	817	0	0	0	1024	365	28	11	453	0	4	857	2762
12:00 PM	0	0	194	58	1	0	253	0	0	0	0	0	0	0	35	27	226	0	0	0	288	84	2	0	116	0	1	202	743
12:15 PM	0	0	199	56	4	0	259	0	0	0	0	0	0	0	43	24	247	0	1	0	315	94	8	1	126	0	4	229	803
12:30 PM	0	0	188	52	1	0	241	0	0	0	0	0	0	0	31	27	187	0	0	0	245	115	3	1	119	0	2	238	724
12:45 PM	0	0	194	67	0	0	261	0	0	0	0	0	0	0	24	24	198	0	0	0	246	125	5	0	111	0	3	241	748
Hourly Total	0	0	775	233	6	0	1014	0	0	0	0	0	0	0	133	102	858	0	1	0	1094	418	18	2	472	0	10	910	3018
1:00 PM	0	0	160	61	1	0	222	0	0	0	0	0	0	0	35	35	217	0	1	0	288	99	10	2	117	0	0	228	738
1:15 PM	0	0	149	58	0	0	207	0	0	0	0	0	0	0	39	27	222	0	0	0	288	93	7	2	101	0	2	203	698
1:30 PM	0	0	173	49	0	0	222	0	0	0	0	0	1	0	26	32	207	0	0	0	265	103	7	1	120	0	0	231	718
1:45 PM	0	0	192	48	1	0	241	0	0	0	0	0	0	0	41	23	220	0	0	0	284	107	7	2	124	0	2	240	765
Hourly Total	0	0	674	216	2	0	892	0	0	0	0	0	1	0	141	117	866	0	1	0	1125	402	31	7	462	0	4	902	2919
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	198	62	0	0	260	0	0	0	0	0	2	0	42	29	239	0	1	0	311	106	10	4	113	0	2	233	804
3:15 PM	0	0	230	60	2	0	292	0	0	0	0	0	0	0	38	33	268	0	0	0	339	124	4	2	129	0	5	259	890
3:30 PM	0	0	226	59	2	0	287	0	0	0	0	0	1	0	41	36	258	0	0	0	335	124	4	5	141	0	3	274	896

3:45 PM	0	0	201	74	1	0	276	0	0	0	0	0	0	0	36	34	291	0	0	0	361	114	8	4	135	0	0	261	898
Hourly Total	0	0	855	255	5	0	1115	0	0	0	0	0	3	0	157	132	1056	0	1	0	1346	468	26	15	518	0	10	1027	3488
4:00 PM	0	0	219	76	0	0	295	0	0	0	0	0	0	0	49	38	261	0	0	0	348	122	3	5	117	0	2	247	890
4:15 PM	0	0	183	58	0	0	241	0	0	0	0	0	0	0	38	34	240	0	0	0	312	101	7	3	142	0	2	253	806
4:30 PM	0	0	229	76	0	0	305	0	0	0	0	0	0	0	42	30	225	0	0	1	297	129	5	8	111	0	5	253	855
4:45 PM	0	0	200	73	0	0	273	0	0	0	0	0	0	0	44	39	250	0	0	0	333	112	6	1	107	0	3	226	832
Hourly Total	0	0	831	283	0	0	1114	0	0	0	0	0	0	0	173	141	976	0	0	1	1290	464	21	17	477	0	12	979	3383
5:00 PM	0	0	217	80	0	0	297	0	0	0	0	0	0	0	49	30	272	0	0	1	351	128	2	3	129	0	1	262	910
5:15 PM	0	0	237	90	0	0	327	0	0	0	0	0	0	0	63	38	265	0	0	0	366	119	7	4	120	0	0	250	943
5:30 PM	0	0	182	51	2	0	235	0	0	0	0	0	0	0	57	26	253	0	0	0	336	118	6	2	111	0	2	237	808
5:45 PM	0	0	194	60	1	0	255	0	0	0	0	0	0	0	44	25	225	0	0	0	294	127	2	4	86	0	3	219	768
Hourly Total	0	0	830	281	3	0	1114	0	0	0	0	0	0	0	213	119	1015	0	0	1	1347	492	17	13	446	0	6	968	3429
Grand Total	0	0	6059	1912	24	0	7995	0	0	0	0	0	5	0	1167	870	7173	0	4	4	9214	3591	224	71	3917	0	47	7803	25012
Approach %	0.0	0.0	75.8	23.9	0.3	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.7	9.4	77.8	0.0	0.0	-	-	46.0	2.9	0.9	50.2	0.0	-	-	-
Total %	0.0	0.0	24.2	7.6	0.1	-	32.0	0.0	0.0	0.0	0.0	0.0	-	0.0	4.7	3.5	28.7	0.0	0.0	-	36.8	14.4	0.9	0.3	15.7	0.0	-	31.2	-
Lights	0	0	5958	1836	24	-	7818	0	0	0	0	0	-	0	1152	860	7010	0	4	-	9026	3522	220	69	3785	0	-	7596	24440
% Lights	-	-	98.3	96.0	100.0	-	97.8	-	-	-	-	-	-	-	98.7	98.9	97.7	-	100.0	-	98.0	98.1	98.2	97.2	96.6	-	-	97.3	97.7
Mediums	0	0	95	69	0	-	164	0	0	0	0	0	-	0	12	9	147	0	0	-	168	59	3	2	98	0	-	162	494
% Mediums	-	-	1.6	3.6	0.0	-	2.1	-	-	-	-	-	-	-	1.0	1.0	2.0	-	0.0	-	1.8	1.6	1.3	2.8	2.5	-	-	2.1	2.0
Articulated Trucks	0	0	4	7	0	-	11	0	0	0	0	0	-	0	3	1	12	0	0	-	16	10	1	0	34	0	-	45	72
% Articulated Trucks	-	-	0.1	0.4	0.0	-	0.1	-	-	-	-	-	-	-	0.3	0.1	0.2	-	0.0	-	0.2	0.3	0.4	0.0	0.9	-	-	0.6	0.3
Bicycles on Road	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	4	0	0	-	4	0	0	0	0	0	-	0	6
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.1	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	2	-	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	17.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	83.0	-	-



Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021
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Lee Engineering, LLC
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Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	0	141	46	1	0	188	0	0	0	0	0	0	0	36	22	199	0	0	0	257	79	9	2	115	0	0	205	650
11:15 AM	0	0	153	69	1	0	223	0	0	0	0	0	0	0	39	22	213	0	0	0	274	97	1	4	114	0	2	216	713
11:30 AM	0	0	161	56	2	0	219	0	0	0	0	0	0	0	21	16	208	0	0	0	245	74	8	1	97	0	1	180	644
11:45 AM	0	0	185	65	1	0	251	0	0	0	0	0	0	0	27	24	197	0	0	0	248	115	10	4	127	0	1	256	755
Total	0	0	640	236	5	0	881	0	0	0	0	0	0	0	123	84	817	0	0	0	1024	365	28	11	453	0	4	857	2762
Approach %	0.0	0.0	72.6	26.8	0.6	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.0	8.2	79.8	0.0	0.0	-	-	42.6	3.3	1.3	52.9	0.0	-	-	-
Total %	0.0	0.0	23.2	8.5	0.2	-	31.9	0.0	0.0	0.0	0.0	0.0	-	0.0	4.5	3.0	29.6	0.0	0.0	-	37.1	13.2	1.0	0.4	16.4	0.0	-	31.0	-
PHF	0.000	0.000	0.865	0.855	0.625	-	0.877	0.000	0.000	0.000	0.000	0.000	-	0.000	0.788	0.875	0.959	0.000	0.000	-	0.934	0.793	0.700	0.688	0.892	0.000	-	0.837	0.915
Lights	0	0	632	226	5	-	863	0	0	0	0	0	-	0	120	82	792	0	0	-	994	357	28	11	432	0	-	828	2685
% Lights	-	-	98.8	95.8	100.0	-	98.0	-	-	-	-	-	-	-	97.6	97.6	96.9	-	-	-	97.1	97.8	100.0	100.0	95.4	-	-	96.6	97.2
Mediums	0	0	8	10	0	-	18	0	0	0	0	0	-	0	1	1	25	0	0	-	27	6	0	0	12	0	-	18	63
% Mediums	-	-	1.3	4.2	0.0	-	2.0	-	-	-	-	-	-	-	0.8	1.2	3.1	-	-	-	2.6	1.6	0.0	0.0	2.6	-	-	2.1	2.3
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	0	-	0	2	1	0	0	0	-	3	2	0	0	9	0	-	11	14
% Articulated Trucks	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	1.6	1.2	0.0	-	-	-	0.3	0.5	0.0	0.0	2.0	-	-	1.3	0.5
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-



Lee Engineering, LLC

Phoenix, Arizona - Dallas, Texas

Oklahoma City, Oklahoma - San Antonio, Texas

Albuquerque, New Mexico, United States

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Count Name: NM299.03

Site Code: SCU45V

Start Date: 05/20/2021

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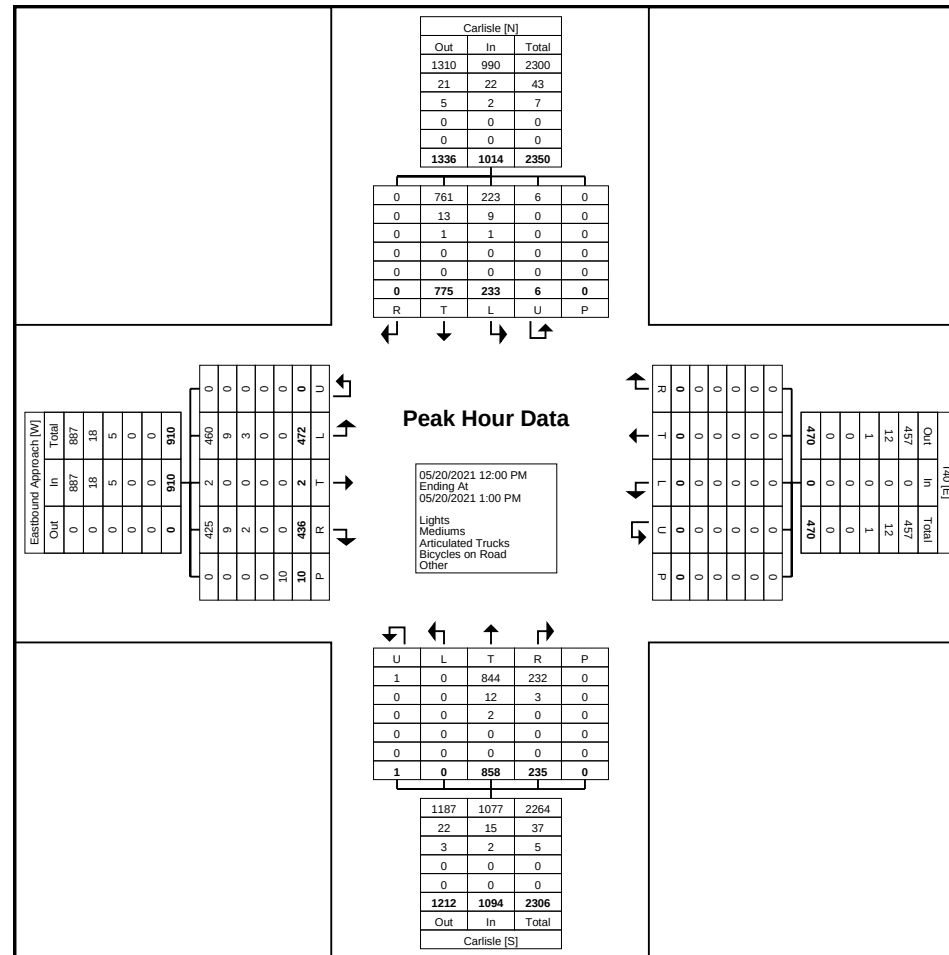
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	0	0	194	58	1	0	253	0	0	0	0	0	0	0	35	27	226	0	0	0	0	84	2	0	116	0	1	202	743
12:15 PM	0	0	199	56	4	0	259	0	0	0	0	0	0	0	43	24	247	0	1	0	315	94	8	1	126	0	4	229	803
12:30 PM	0	0	188	52	1	0	241	0	0	0	0	0	0	0	31	27	187	0	0	0	245	115	3	1	119	0	2	238	724
12:45 PM	0	0	194	67	0	0	261	0	0	0	0	0	0	0	24	24	198	0	0	0	246	125	5	0	111	0	3	241	748
Total	0	0	775	233	6	0	1014	0	0	0	0	0	0	0	133	102	858	0	1	0	1094	418	18	2	472	0	10	910	3018
Approach %	0.0	0.0	76.4	23.0	0.6	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.2	9.3	78.4	0.0	0.1	-	-	45.9	2.0	0.2	51.9	0.0	-	-	-
Total %	0.0	0.0	25.7	7.7	0.2	-	33.6	0.0	0.0	0.0	0.0	0.0	-	0.0	4.4	3.4	28.4	0.0	0.0	-	36.2	13.9	0.6	0.1	15.6	0.0	-	30.2	-
PHF	0.000	0.000	0.974	0.869	0.375	-	0.971	0.000	0.000	0.000	0.000	0.000	-	0.000	0.773	0.944	0.868	0.000	0.250	-	0.868	0.836	0.563	0.500	0.937	0.000	-	0.944	0.940
Lights	0	0	761	223	6	-	990	0	0	0	0	0	-	0	132	100	844	0	1	-	1077	408	17	2	460	0	-	887	2954
% Lights	-	-	98.2	95.7	100.0	-	97.6	-	-	-	-	-	-	-	99.2	98.0	98.4	-	100.0	-	98.4	97.6	94.4	100.0	97.5	-	-	97.5	97.9
Mediums	0	0	13	9	0	-	22	0	0	0	0	0	-	0	1	2	12	0	0	-	15	9	0	0	9	0	-	18	55
% Mediums	-	-	1.7	3.9	0.0	-	2.2	-	-	-	-	-	-	-	0.8	2.0	1.4	-	0.0	-	1.4	2.2	0.0	0.0	1.9	-	-	2.0	1.8
Articulated Trucks	0	0	1	1	0	-	2	0	0	0	0	0	-	0	0	0	2	0	0	-	2	1	1	0	3	0	-	5	9
% Articulated Trucks	-	-	0.1	0.4	0.0	-	0.2	-	-	-	-	-	-	-	0.0	0.0	0.2	-	0.0	-	0.2	0.2	5.6	0.0	0.6	-	-	0.5	0.3
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-



Lee Engineering, LLC
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Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021
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Turning Movement Peak Hour Data Plot (12:00 PM)



Lee Engineering, LLC

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Count Name: NM299.03

Site Code: SCU45V

Start Date: 05/20/2021

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Turning Movement Peak Hour Data (3:15 PM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
3:15 PM	0	0	230	60	2	0	292	0	0	0	0	0	0	0	38	33	268	0	0	0	339	124	4	2	129	0	5	259	890
3:30 PM	0	0	226	59	2	0	287	0	0	0	0	0	1	0	41	36	258	0	0	0	335	124	4	5	141	0	3	274	896
3:45 PM	0	0	201	74	1	0	276	0	0	0	0	0	0	0	36	34	291	0	0	0	361	114	8	4	135	0	0	261	898
4:00 PM	0	0	219	76	0	0	295	0	0	0	0	0	0	0	49	38	261	0	0	0	348	122	3	5	117	0	2	247	890
Total	0	0	876	269	5	0	1150	0	0	0	0	0	1	0	164	141	1078	0	0	0	1383	484	19	16	522	0	10	1041	3574
Approach %	0.0	0.0	76.2	23.4	0.4	-	-	0.0	0.0	0.0	0.0	0.0	-	-	11.9	10.2	77.9	0.0	0.0	-	-	46.5	1.8	1.5	50.1	0.0	-	-	-
Total %	0.0	0.0	24.5	7.5	0.1	-	32.2	0.0	0.0	0.0	0.0	0.0	-	0.0	4.6	3.9	30.2	0.0	0.0	-	38.7	13.5	0.5	0.4	14.6	0.0	-	29.1	-
PHF	0.000	0.000	0.952	0.885	0.625	-	0.975	0.000	0.000	0.000	0.000	0.000	-	0.000	0.837	0.928	0.926	0.000	0.000	-	0.958	0.976	0.594	0.800	0.926	0.000	-	0.950	0.995
Lights	0	0	865	264	5	-	1134	0	0	0	0	0	-	0	161	140	1058	0	0	-	1359	482	19	16	506	0	-	1023	3516
% Lights	-	-	98.7	98.1	100.0	-	98.6	-	-	-	-	-	-	-	98.2	99.3	98.1	-	-	-	98.3	99.6	100.0	100.0	96.9	-	-	98.3	98.4
Mediums	0	0	11	2	0	-	13	0	0	0	0	0	-	0	3	1	18	0	0	-	22	2	0	0	14	0	-	16	51
% Mediums	-	-	1.3	0.7	0.0	-	1.1	-	-	-	-	-	-	-	1.8	0.7	1.7	-	-	-	1.6	0.4	0.0	0.0	2.7	-	-	1.5	1.4
Articulated Trucks	0	0	0	3	0	-	3	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	2	0	-	2	7
% Articulated Trucks	-	-	0.0	1.1	0.0	-	0.3	-	-	-	-	-	-	-	0.0	0.0	0.2	-	-	-	0.1	0.0	0.0	0.0	0.4	-	-	0.2	0.2
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	2	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	8	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-	



Count Name: NM299.03
Site Code: SCU45V
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Site Code: SCUAX6
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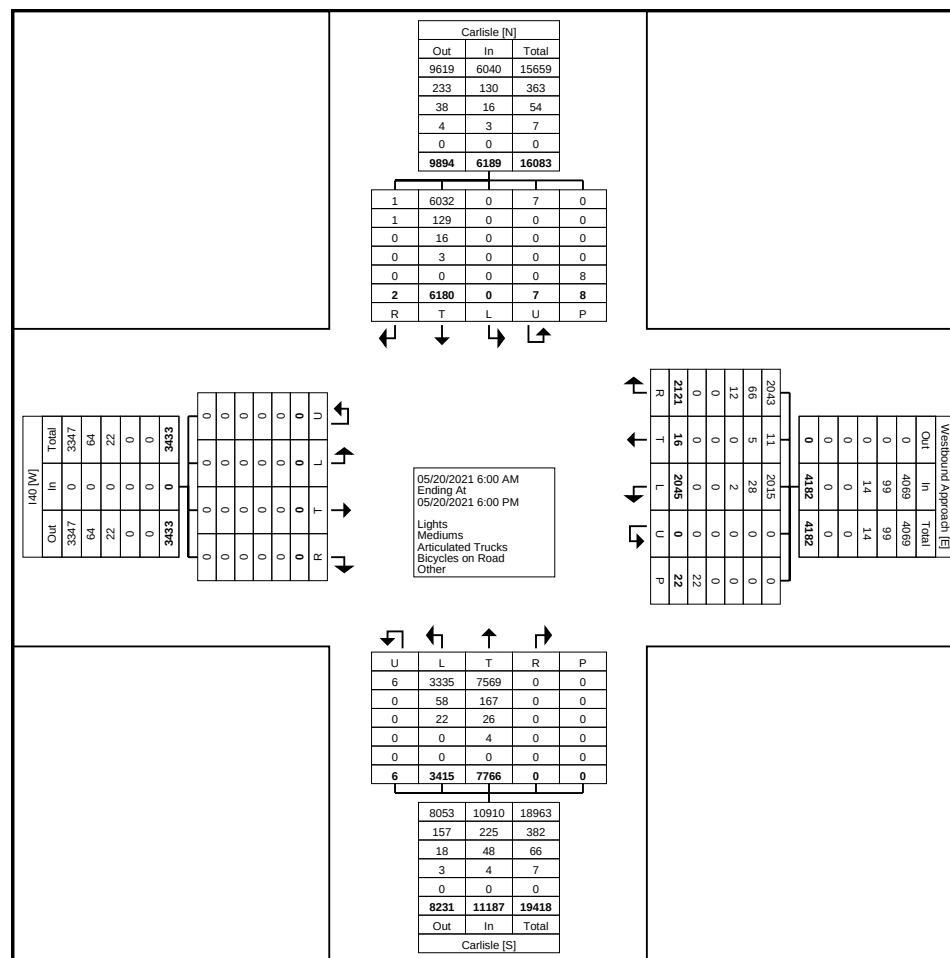
Turning Movement Data

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App.Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App.Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App.Total	Right	Right on Red	Thru	Left	U-Turn	App.Total		
6:00 AM	0	0	42	0	0	0	42	29	10	0	22	0	0	61	0	0	46	28	0	0	74	0	0	0	0	0	0	177	
6:15 AM	0	0	45	0	0	0	45	30	2	0	21	0	0	53	0	0	66	35	0	0	101	0	0	0	0	0	0	199	
6:30 AM	0	0	59	0	0	0	59	18	8	0	44	0	0	70	0	0	81	45	0	0	126	0	0	0	0	0	0	255	
6:45 AM	0	0	87	0	0	0	87	39	11	1	42	0	0	93	0	0	142	72	0	0	214	0	0	0	0	0	0	394	
Hourly Total	0	0	233	0	0	0	233	116	31	1	129	0	0	277	0	0	335	180	0	0	515	0	0	0	0	0	0	1025	
7:00 AM	0	0	90	0	0	0	90	36	12	0	39	0	1	87	0	0	142	66	0	0	208	0	0	0	0	0	0	385	
7:15 AM	0	0	99	0	0	0	99	56	9	0	50	0	1	115	0	0	130	77	0	0	207	0	0	0	0	0	0	421	
7:30 AM	0	0	131	0	0	2	131	48	11	1	48	0	3	108	0	0	176	102	0	0	278	0	0	0	0	0	0	517	
7:45 AM	0	0	169	0	0	0	169	51	10	3	91	0	0	155	0	0	215	116	0	0	331	0	0	0	0	0	0	655	
Hourly Total	0	0	489	0	0	2	489	191	42	4	228	0	5	465	0	0	663	361	0	0	1024	0	0	0	0	0	0	1978	
8:00 AM	0	0	146	0	0	0	146	84	3	0	67	0	0	154	0	0	223	76	0	0	299	0	0	0	0	0	0	599	
8:15 AM	0	0	138	0	0	0	138	36	20	1	58	0	1	115	0	0	215	79	0	0	294	0	0	0	0	0	0	547	
8:30 AM	0	0	169	0	0	2	169	52	5	1	67	0	3	125	0	0	213	84	0	0	297	0	0	0	0	0	0	591	
8:45 AM	0	0	140	0	0	0	140	62	2	0	84	0	1	148	0	0	197	92	0	0	289	0	0	0	0	0	0	577	
Hourly Total	0	0	593	0	0	2	593	234	30	2	276	0	5	542	0	0	848	331	0	0	1179	0	0	0	0	0	0	2314	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
11:00 AM	0	0	165	0	1	2	166	35	11	2	20	0	0	68	0	0	206	85	0	0	291	0	0	0	0	0	0	525	
11:15 AM	0	0	170	0	0	0	170	43	7	0	46	0	0	96	0	0	241	94	0	0	335	0	0	0	0	0	0	601	
11:30 AM	0	0	173	0	3	0	176	35	16	0	50	0	0	101	0	0	216	91	1	0	308	0	0	0	0	0	0	585	
11:45 AM	0	0	191	0	0	0	191	48	12	1	69	0	0	130	0	0	220	90	0	0	310	0	0	0	0	0	0	631	
Hourly Total	0	0	699	0	4	2	703	161	46	3	185	0	0	395	0	0	883	360	1	0	1244	0	0	0	0	0	0	2342	
12:00 PM	0	0	206	0	0	0	206	42	9	1	57	0	0	109	0	0	259	93	1	0	353	0	0	0	0	0	0	668	
12:15 PM	0	0	198	0	0	0	198	56	4	0	56	0	0	116	0	0	247	100	0	0	347	0	0	0	0	0	0	661	
12:30 PM	0	0	205	0	1	0	206	54	3	2	55	0	0	114	0	0	214	92	0	0	306	0	0	0	0	0	0	626	
12:45 PM	0	0	189	0	0	0	189	59	3	1	68	0	1	131	0	0	224	79	0	0	303	0	0	0	0	0	0	623	
Hourly Total	0	0	798	0	1	0	799	211	19	4	236	0	1	470	0	0	944	364	1	0	1309	0	0	0	0	0	0	2578	
1:00 PM	0	0	195	0	0	0	195	44	5	0	54	0	0	103	0	0	226	100	0	0	326	0	0	0	0	0	0	624	
1:15 PM	0	0	152	0	0	0	152	50	5	0	60	0	0	115	0	0	227	96	0	0	323	0	0	0	0	0	0	590	
1:30 PM	0	0	185	0	1	0	186	51	12	0	55	0	1	118	0	0	231	111	0	0	342	0	0	0	0	0	0	646	
1:45 PM	0	0	201	0	0	0	201	32	13	0	64	0	0	109	0	0	235	109	0	0	344	0	0	0	0	0	0	654	
Hourly Total	0	0	733	0	1	0	734	177	35	0	233	0	1	445	0	0	919	416	0	0	1335	0	0	0	0	0	0	2514	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
3:00 PM	1	0	192	0	0	0	193	44	5	0	59	0	2	108	0	0	226	110	0	0	336	0	0	0	0	0	0	637	
3:15 PM	0	0	213	0	0	0	213	91	9	0	71	0	0	171	0	0	289	124	0	0	413	0	0	0	0	0	0	797	
3:30 PM	0	0	215	0	1	0	216	65	14	0	78	0	0	157	0	0	283	106	0	0	389	0	0	0	0	0	0	762	

3:45 PM	0	0	199	0	0	0	199	79	8	0	63	0	0	150	0	0	300	118	0	0	418	0	0	0	0	0	0	767
Hourly Total	1	0	819	0	1	0	821	279	36	0	271	0	2	586	0	0	1098	458	0	0	1556	0	0	0	0	0	0	2963
4:00 PM	0	0	231	0	0	0	231	69	10	2	61	0	1	142	0	0	291	122	0	0	413	0	0	0	0	0	0	786
4:15 PM	0	0	197	0	0	0	197	63	2	0	62	0	0	127	0	0	283	115	3	0	401	0	0	0	0	0	0	725
4:30 PM	0	0	243	0	0	0	243	59	8	0	74	0	2	141	0	0	237	123	0	0	360	0	0	0	0	0	0	744
4:45 PM	0	0	235	0	0	0	235	60	9	0	51	0	2	120	0	0	262	118	1	0	381	0	0	0	0	0	0	736
Hourly Total	0	0	906	0	0	0	906	251	29	2	248	0	5	530	0	0	1073	478	4	0	1555	0	0	0	0	0	0	2991
5:00 PM	1	0	226	0	0	0	227	48	8	0	64	0	0	120	0	0	263	127	0	0	390	0	0	0	0	0	0	737
5:15 PM	0	0	272	0	0	1	272	62	3	0	70	0	1	135	0	0	278	115	0	0	393	0	0	0	0	0	0	800
5:30 PM	0	0	201	0	0	0	201	55	10	0	57	0	2	122	0	0	236	111	0	0	347	0	0	0	0	0	0	670
5:45 PM	0	0	211	0	0	1	211	39	8	0	48	0	0	95	0	0	226	114	0	0	340	0	0	0	0	0	0	646
Hourly Total	1	0	910	0	0	2	911	204	29	0	239	0	3	472	0	0	1003	467	0	0	1470	0	0	0	0	0	0	2853
Grand Total	2	0	6180	0	7	8	6189	1824	297	16	2045	0	22	4182	0	0	7766	3415	6	0	11187	0	0	0	0	0	0	21558
Approach %	0.0	0.0	99.9	0.0	0.1	-	-	43.6	7.1	0.4	48.9	0.0	-	-	0.0	0.0	69.4	30.5	0.1	-	-	0.0	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	28.7	0.0	0.0	-	28.7	8.5	1.4	0.1	9.5	0.0	-	19.4	0.0	0.0	36.0	15.8	0.0	-	51.9	0.0	0.0	0.0	0.0	0.0	0.0	-
Lights	1	0	6032	0	7	-	6040	1747	296	11	2015	0	-	4069	0	0	7569	3335	6	-	10910	0	0	0	0	0	0	21019
% Lights	50.0	-	97.6	-	100.0	-	97.6	95.8	99.7	68.8	98.5	-	-	97.3	-	-	97.5	97.7	100.0	-	97.5	-	-	-	-	-	-	97.5
Mediums	1	0	129	0	0	-	130	66	0	5	28	0	-	99	0	0	167	58	0	-	225	0	0	0	0	0	0	454
% Mediums	50.0	-	2.1	-	0.0	-	2.1	3.6	0.0	31.3	1.4	-	-	2.4	-	-	2.2	1.7	0.0	-	2.0	-	-	-	-	-	-	2.1
Articulated Trucks	0	0	16	0	0	-	16	11	1	0	2	0	-	14	0	0	26	22	0	-	48	0	0	0	0	0	0	78
% Articulated Trucks	0.0	-	0.3	-	0.0	-	0.3	0.6	0.3	0.0	0.1	-	-	0.3	-	-	0.3	0.6	0.0	-	0.4	-	-	-	-	-	-	0.4
Bicycles on Road	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	4	0	0	-	4	0	0	0	0	0	0	7
% Bicycles on Road	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.1	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	18.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	-	18	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	81.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCUAX6
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Count Name: NM299.03

Site Code: SCUAX6

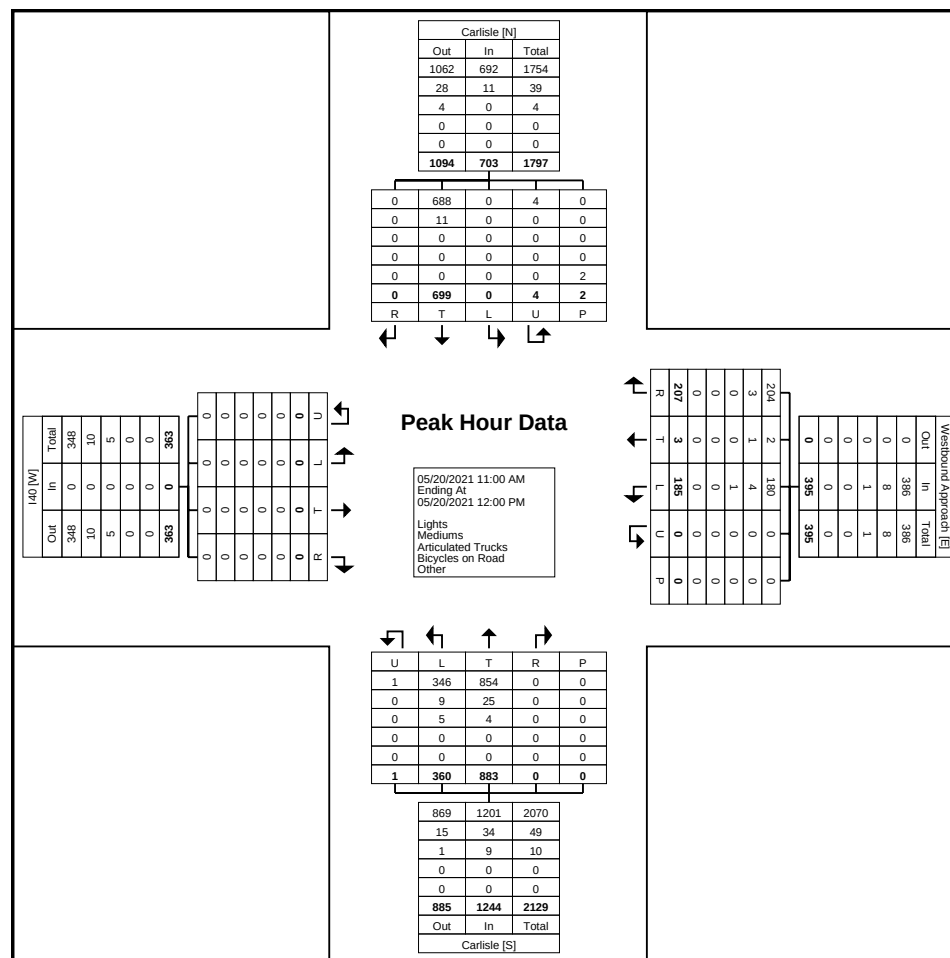
Start Date: 05/20/2021

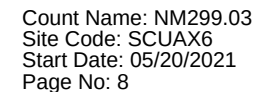
Page No: 4

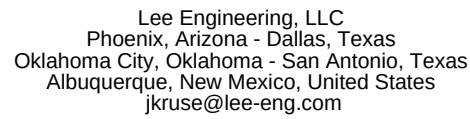
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total		
7:45 AM	0	0	169	0	0	0	169	51	10	3	91	0	0	155	0	0	215	116	0	0	331	0	0	0	0	0	0	655	
8:00 AM	0	0	146	0	0	0	146	84	3	0	67	0	0	154	0	0	223	76	0	0	299	0	0	0	0	0	0	599	
8:15 AM	0	0	138	0	0	0	138	36	20	1	58	0	1	115	0	0	215	79	0	0	294	0	0	0	0	0	0	547	
8:30 AM	0	0	169	0	0	2	169	52	5	1	67	0	3	125	0	0	213	84	0	0	297	0	0	0	0	0	0	591	
Total	0	0	622	0	0	2	622	223	38	5	283	0	4	549	0	0	866	355	0	0	1221	0	0	0	0	0	0	2392	
Approach %	0.0	0.0	100.0	0.0	0.0	-	-	40.6	6.9	0.9	51.5	0.0	-	-	0.0	0.0	70.9	29.1	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	
Total %	0.0	0.0	26.0	0.0	0.0	-	26.0	9.3	1.6	0.2	11.8	0.0	-	23.0	0.0	0.0	36.2	14.8	0.0	-	51.0	0.0	0.0	0.0	0.0	0.0	0.0	-	
PHF	0.000	0.000	0.920	0.000	0.000	-	0.920	0.664	0.475	0.417	0.777	0.000	-	0.885	0.000	0.000	0.971	0.765	0.000	-	0.922	0.000	0.000	0.000	0.000	0.000	0.000	0.913	
Lights	0	0	601	0	0	-	601	211	38	3	281	0	-	533	0	0	836	343	0	-	1179	0	0	0	0	0	0	2313	
% Lights	-	-	96.6	-	-	-	96.6	94.6	100.0	60.0	99.3	-	-	97.1	-	-	96.5	96.6	-	-	96.6	-	-	-	-	-	-	96.7	
Mediums	0	0	17	0	0	-	17	10	0	2	2	0	-	14	0	0	22	11	0	-	33	0	0	0	0	0	0	64	
% Mediums	-	-	2.7	-	-	-	2.7	4.5	0.0	40.0	0.7	-	-	2.6	-	-	2.5	3.1	-	-	2.7	-	-	-	-	-	-	2.7	
Articulated Trucks	0	0	4	0	0	-	4	2	0	0	0	0	-	2	0	0	8	1	0	-	9	0	0	0	0	0	0	15	
% Articulated Trucks	-	-	0.6	-	-	-	0.6	0.9	0.0	0.0	0.0	-	-	0.4	-	-	0.9	0.3	-	-	0.7	-	-	-	-	-	-	0.6	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	
% Bicycles on Road	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

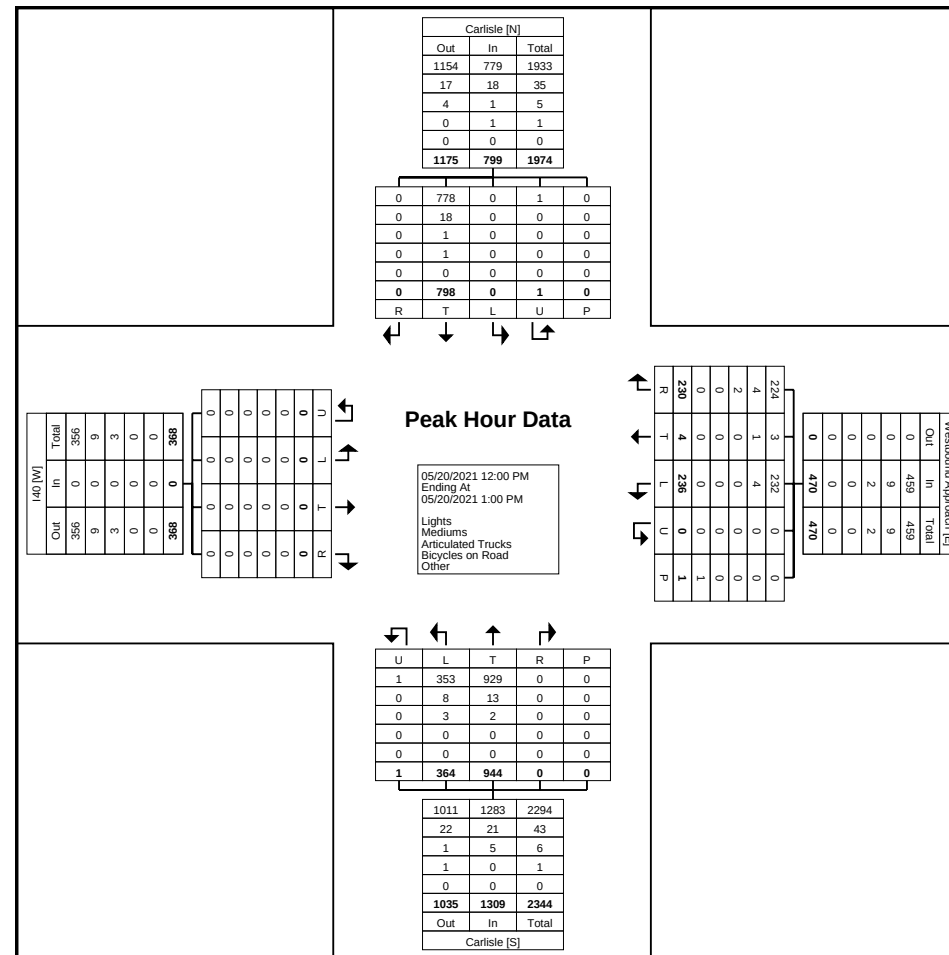


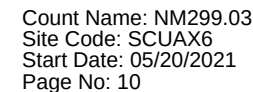






Count Name: NM299.03
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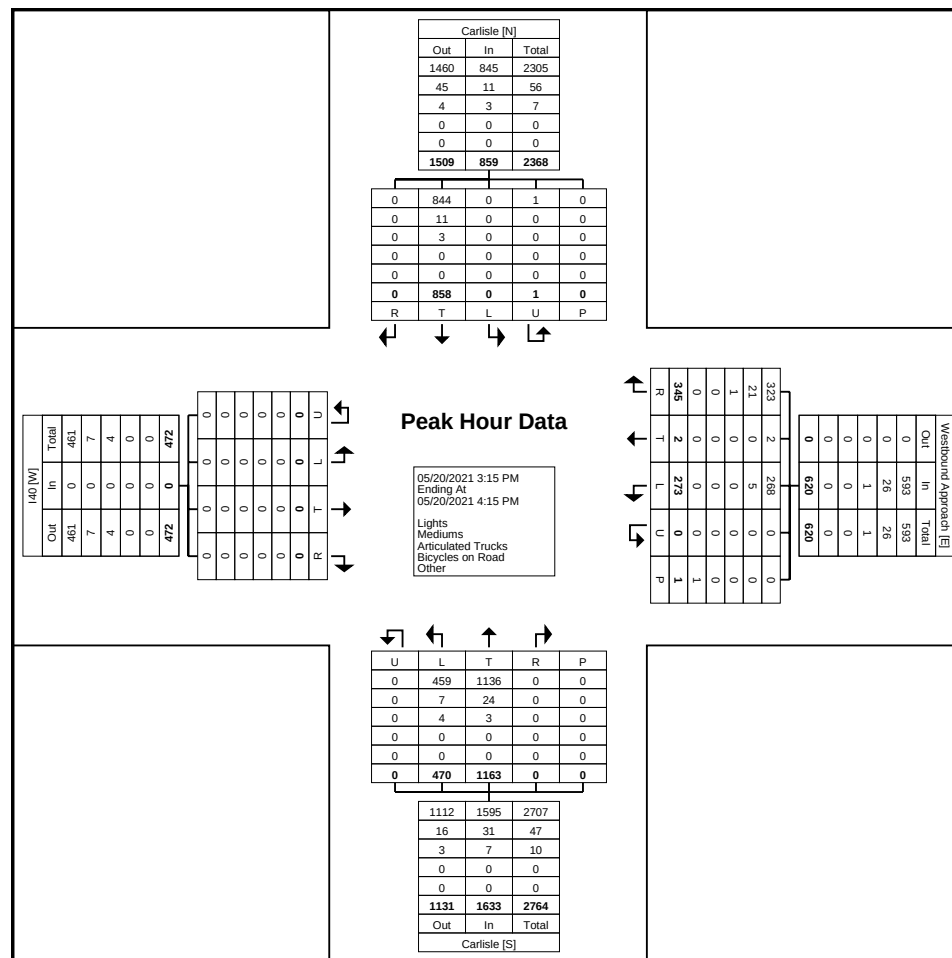


Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total		
3:15 PM	0	0	213	0	0	0	213	91	9	0	71	0	0	171	0	0	289	124	0	0	413	0	0	0	0	0	0	797	
3:30 PM	0	0	215	0	1	0	216	65	14	0	78	0	0	157	0	0	283	106	0	0	389	0	0	0	0	0	0	762	
3:45 PM	0	0	199	0	0	0	199	79	8	0	63	0	0	150	0	0	300	118	0	0	418	0	0	0	0	0	0	767	
4:00 PM	0	0	231	0	0	0	231	69	10	2	61	0	1	142	0	0	291	122	0	0	413	0	0	0	0	0	0	786	
Total	0	0	858	0	1	0	859	304	41	2	273	0	1	620	0	0	1163	470	0	0	1633	0	0	0	0	0	0	3112	
Approach %	0.0	0.0	99.9	0.0	0.1	-	-	49.0	6.6	0.3	44.0	0.0	-	-	0.0	0.0	71.2	28.8	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	
Total %	0.0	0.0	27.6	0.0	0.0	-	27.6	9.8	1.3	0.1	8.8	0.0	-	19.9	0.0	0.0	37.4	15.1	0.0	-	52.5	0.0	0.0	0.0	0.0	0.0	0.0	-	
PHF	0.000	0.000	0.929	0.000	0.250	-	0.930	0.835	0.732	0.250	0.875	0.000	-	0.906	0.000	0.000	0.969	0.948	0.000	-	0.977	0.000	0.000	0.000	0.000	0.000	0.000	0.976	
Lights	0	0	844	0	1	-	845	282	41	2	268	0	-	593	0	0	1136	459	0	-	1595	0	0	0	0	0	0	3033	
% Lights	-	-	98.4	-	100.0	-	98.4	92.8	100.0	100.0	98.2	-	-	95.6	-	-	97.7	97.7	-	-	97.7	-	-	-	-	-	-	97.5	
Mediums	0	0	11	0	0	-	11	21	0	0	5	0	-	26	0	0	24	7	0	-	31	0	0	0	0	0	0	68	
% Mediums	-	-	1.3	-	0.0	-	1.3	6.9	0.0	0.0	1.8	-	-	4.2	-	-	2.1	1.5	-	-	1.9	-	-	-	-	-	-	2.2	
Articulated Trucks	0	0	3	0	0	-	3	1	0	0	0	0	-	1	0	0	3	4	0	-	7	0	0	0	0	0	0	11	
% Articulated Trucks	-	-	0.3	-	0.0	-	0.3	0.3	0.0	0.0	0.0	-	-	0.2	-	-	0.3	0.9	-	-	0.4	-	-	-	-	-	-	0.4	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	
% Pedestrians	-	-	-																										



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Turning Movement Peak Hour Data Plot (3:15 PM)



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Count Name: NM299.03
Site Code: SCUAWV
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Turning Movement Data

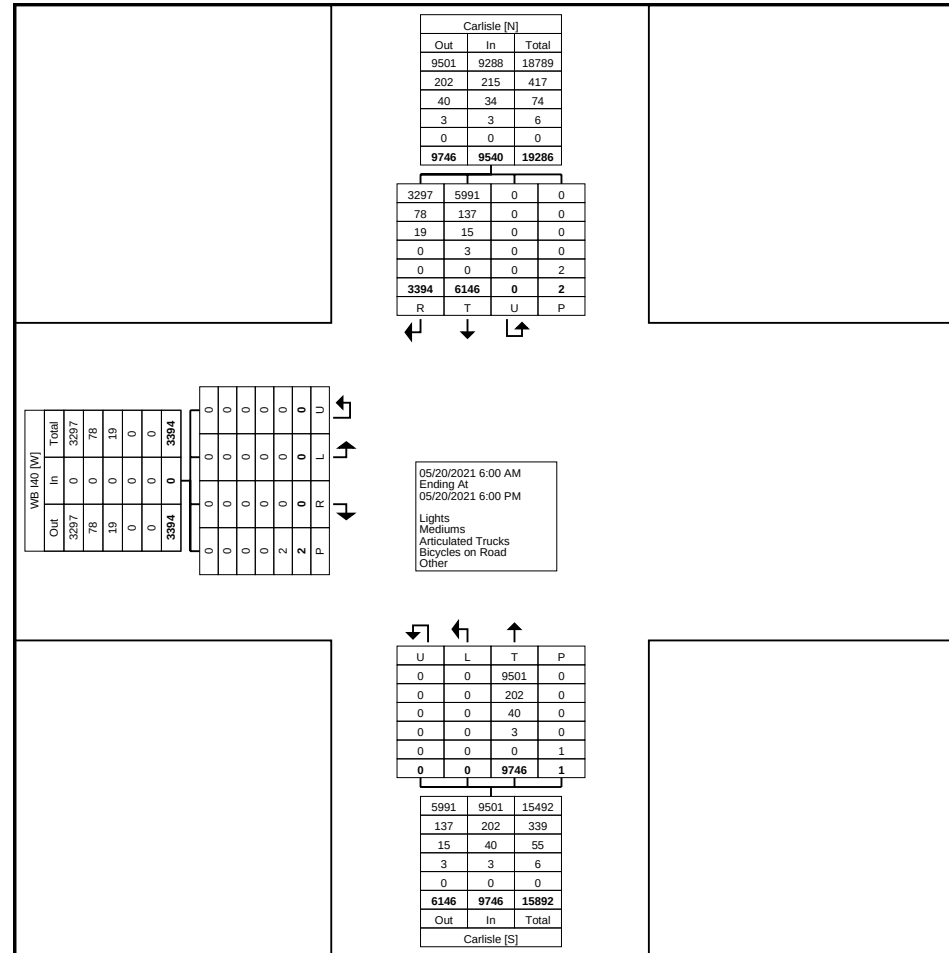
Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
6:00 AM	41	42	0	0	83	80	0	0	0	80	0	0	0	0	0	163
6:15 AM	35	52	0	1	87	88	0	0	0	88	0	0	0	0	0	175
6:30 AM	46	60	0	0	106	126	0	0	0	126	0	0	0	0	0	232
6:45 AM	39	80	0	0	119	193	0	0	0	193	0	0	0	0	0	312
Hourly Total	161	234	0	1	395	487	0	0	0	487	0	0	0	0	0	882
7:00 AM	49	88	0	0	137	190	0	0	0	190	0	0	0	0	0	327
7:15 AM	53	106	0	0	159	194	0	0	0	194	0	0	0	0	0	353
7:30 AM	73	146	0	0	219	254	0	0	0	254	0	0	0	0	0	473
7:45 AM	69	160	0	0	229	311	0	0	0	311	0	0	0	0	0	540
Hourly Total	244	500	0	0	744	949	0	0	0	949	0	0	0	0	0	1693
8:00 AM	61	142	0	0	203	295	0	0	0	295	0	0	0	1	0	498
8:15 AM	61	152	0	0	213	249	0	0	0	249	0	0	0	0	0	462
8:30 AM	62	153	0	0	215	273	0	0	0	273	0	0	0	0	0	488
8:45 AM	65	126	0	0	191	279	0	0	1	279	0	0	0	1	0	470
Hourly Total	249	573	0	0	822	1096	0	0	1	1096	0	0	0	2	0	1918
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	107	171	0	0	278	253	0	0	0	253	0	0	0	0	0	531
11:15 AM	96	175	0	0	271	266	0	0	0	266	0	0	0	0	0	537
11:30 AM	90	181	0	0	271	255	0	0	0	255	0	0	0	0	0	526
11:45 AM	102	198	0	0	300	275	0	0	0	275	0	0	0	0	0	575
Hourly Total	395	725	0	0	1120	1049	0	0	0	1049	0	0	0	0	0	2169
12:00 PM	91	207	0	0	298	295	0	0	0	295	0	0	0	0	0	593
12:15 PM	116	190	0	0	306	319	0	0	0	319	0	0	0	0	0	625
12:30 PM	100	180	0	0	280	278	0	0	0	278	0	0	0	0	0	558
12:45 PM	113	207	0	0	320	294	0	0	0	294	0	0	0	0	0	614
Hourly Total	420	784	0	0	1204	1186	0	0	0	1186	0	0	0	0	0	2390
1:00 PM	133	189	0	0	322	289	0	0	0	289	0	0	0	0	0	611
1:15 PM	105	153	0	0	258	280	0	0	0	280	0	0	0	0	0	538
1:30 PM	91	182	0	0	273	302	0	0	0	302	0	0	0	0	0	575
1:45 PM	112	198	0	0	310	281	0	0	0	281	0	0	0	0	0	591
Hourly Total	441	722	0	0	1163	1152	0	0	0	1152	0	0	0	0	0	2315
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	112	188	0	0	300	263	0	0	0	263	0	0	0	0	0	563
3:15 PM	124	201	0	1	325	374	0	0	0	374	0	0	0	0	0	699
3:30 PM	144	226	0	0	370	358	0	0	0	358	0	0	0	0	0	728
3:45 PM	109	196	0	0	305	353	0	0	0	353	0	0	0	0	0	658

Hourly Total	489	811	0	1	1300	1348	0	0	0	1348	0	0	0	0	0	2648
4:00 PM	134	228	0	0	362	349	0	0	0	349	0	0	0	0	0	711
4:15 PM	136	200	0	0	336	335	0	0	0	335	0	0	0	0	0	671
4:30 PM	125	249	0	0	374	300	0	0	0	300	0	0	0	0	0	674
4:45 PM	131	222	0	0	353	322	0	0	0	322	0	0	0	0	0	675
Hourly Total	526	899	0	0	1425	1306	0	0	0	1306	0	0	0	0	0	2731
5:00 PM	140	261	0	0	401	322	0	0	0	322	0	0	0	0	0	723
5:15 PM	111	233	0	0	344	325	0	0	0	325	0	0	0	0	0	669
5:30 PM	121	225	0	0	346	285	0	0	0	285	0	0	0	0	0	631
5:45 PM	97	179	0	0	276	241	0	0	0	241	0	0	0	0	0	517
Hourly Total	469	898	0	0	1367	1173	0	0	0	1173	0	0	0	0	0	2540
Grand Total	3394	6146	0	2	9540	9746	0	0	1	9746	0	0	0	2	0	19286
Approach %	35.6	64.4	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	17.6	31.9	0.0	-	49.5	50.5	0.0	0.0	-	50.5	0.0	0.0	0.0	-	0.0	-
Lights	3297	5991	0	-	9288	9501	0	0	-	9501	0	0	0	-	0	18789
% Lights	97.1	97.5	-	-	97.4	97.5	-	-	-	97.5	-	-	-	-	-	97.4
Mediums	78	137	0	-	215	202	0	0	-	202	0	0	0	-	0	417
% Mediums	2.3	2.2	-	-	2.3	2.1	-	-	-	2.1	-	-	-	-	-	2.2
Articulated Trucks	19	15	0	-	34	40	0	0	-	40	0	0	0	-	0	74
% Articulated Trucks	0.6	0.2	-	-	0.4	0.4	-	-	-	0.4	-	-	-	-	-	0.4
Bicycles on Road	0	3	0	-	3	3	0	0	-	3	0	0	0	-	0	6
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: NM299.03
 Site Code: SCUAWV
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Turning Movement Data Plot



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Count Name: NM299.03
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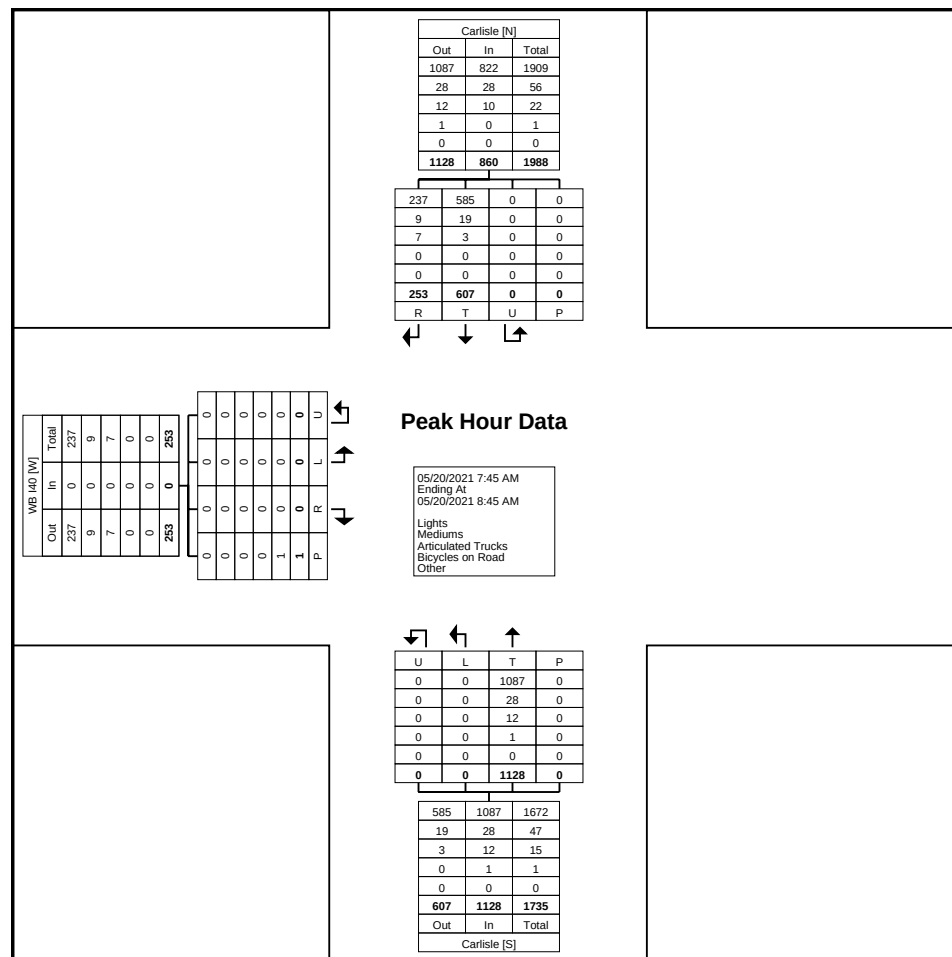
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:45 AM	69	160	0	0	229	311	0	0	0	311	0	0	0	0	0	540
8:00 AM	61	142	0	0	203	295	0	0	0	295	0	0	0	1	0	498
8:15 AM	61	152	0	0	213	249	0	0	0	249	0	0	0	0	0	462
8:30 AM	62	153	0	0	215	273	0	0	0	273	0	0	0	0	0	488
Total	253	607	0	0	860	1128	0	0	0	1128	0	0	0	1	0	1988
Approach %	29.4	70.6	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	12.7	30.5	0.0	-	43.3	56.7	0.0	0.0	-	56.7	0.0	0.0	0.0	-	0.0	-
PHF	0.917	0.948	0.000	-	0.939	0.907	0.000	0.000	-	0.907	0.000	0.000	0.000	-	0.000	0.920
Lights	237	585	0	-	822	1087	0	0	-	1087	0	0	0	-	0	1909
% Lights	93.7	96.4	-	-	95.6	96.4	-	-	-	96.4	-	-	-	-	-	96.0
Mediums	9	19	0	-	28	28	0	0	-	28	0	0	0	-	0	56
% Mediums	3.6	3.1	-	-	3.3	2.5	-	-	-	2.5	-	-	-	-	-	2.8
Articulated Trucks	7	3	0	-	10	12	0	0	-	12	0	0	0	-	0	22
% Articulated Trucks	2.8	0.5	-	-	1.2	1.1	-	-	-	1.1	-	-	-	-	-	1.1
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.1	-	-	-	0.1	-	-	-	-	-	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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



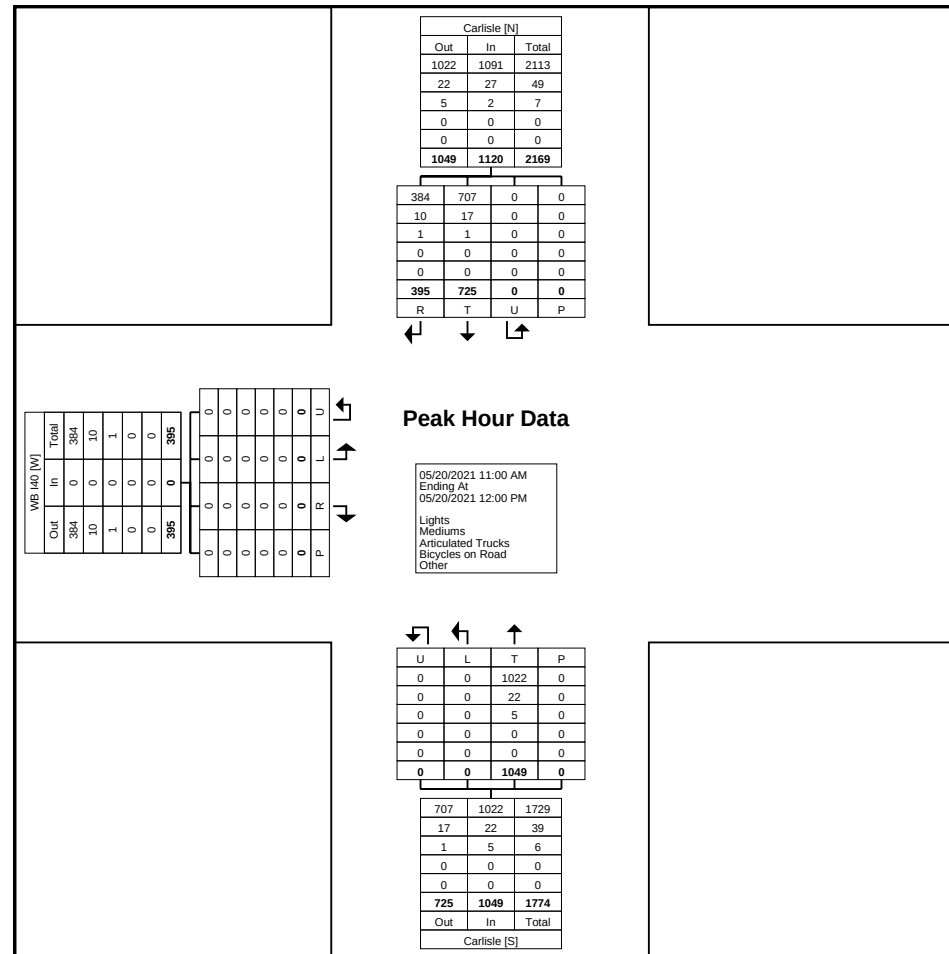
Turning Movement Peak Hour Data (11:00 AM)

[illegible]



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



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Count Name: NM299.03

Site Code: SCUAWV

Start Date: 05/20/2021

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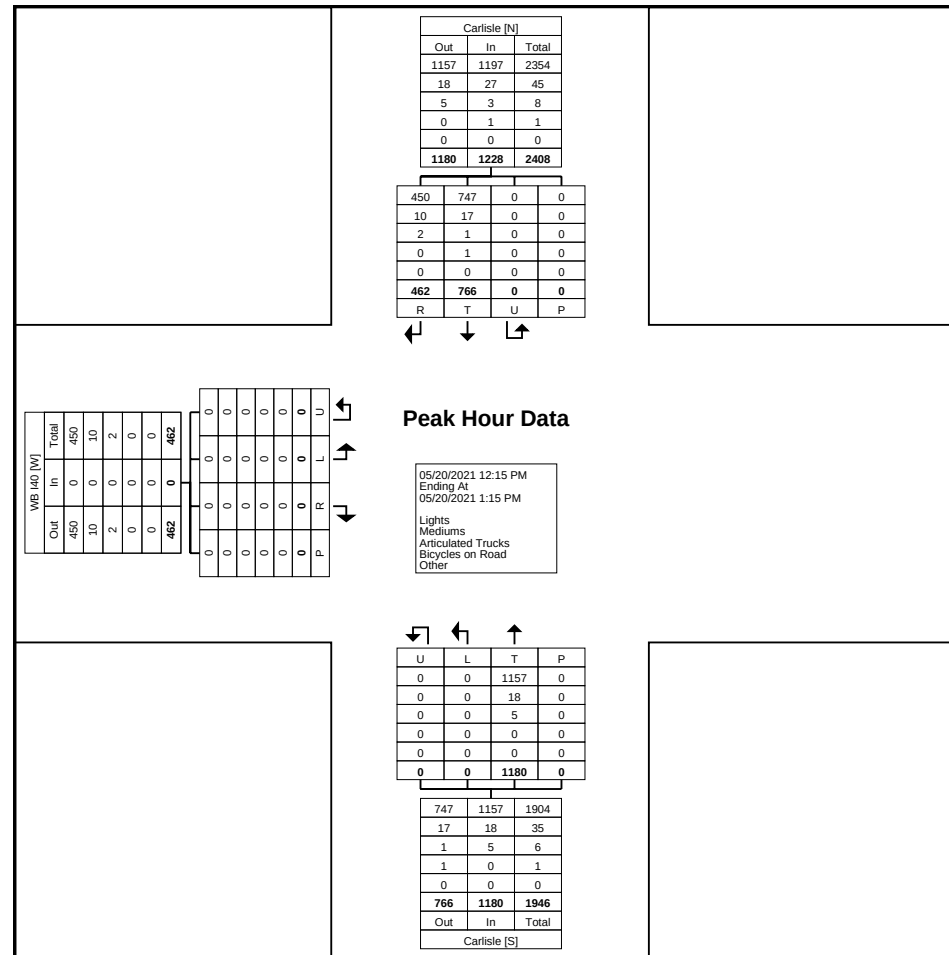
Turning Movement Peak Hour Data (12:15 PM)

[illegible]



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



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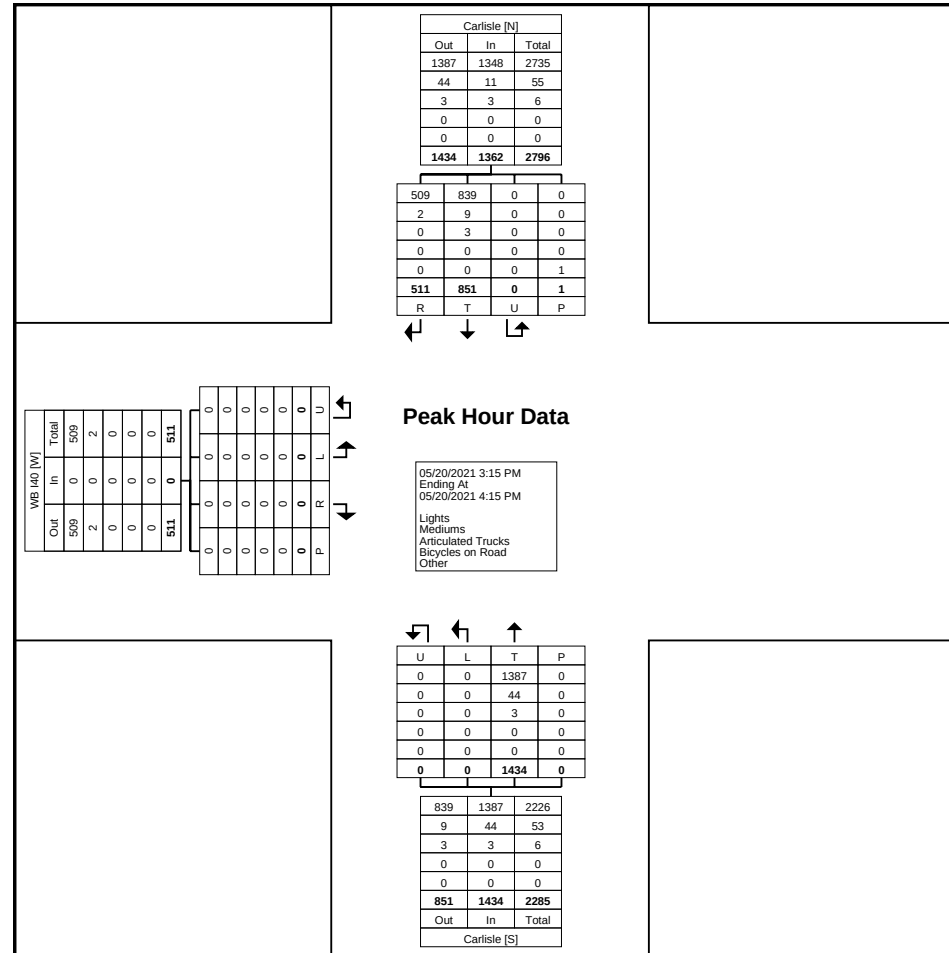
Turning Movement Peak Hour Data (3:15 PM)

[illegible]



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Turning Movement Peak Hour Data Plot (3:15 PM)



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Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021
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Turning Movement Data

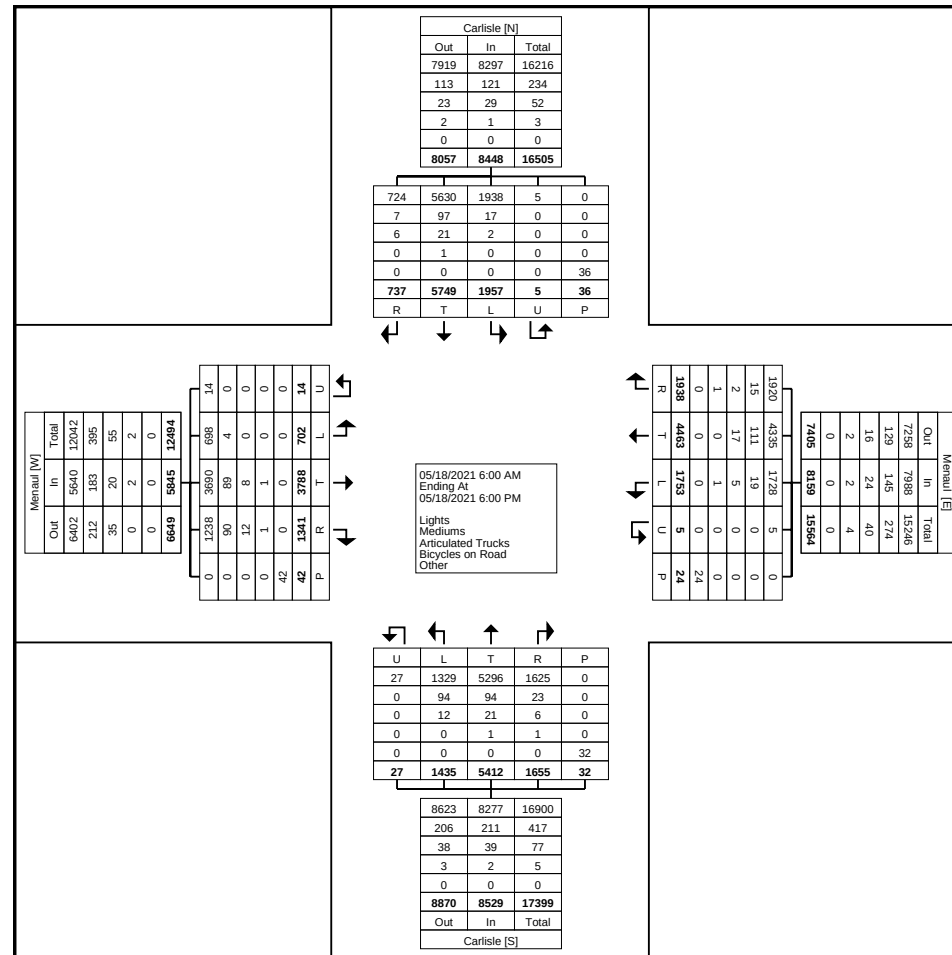
Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	5	4	31	6	0	0	46	5	4	40	13	0	0	62	2	11	50	23	0	0	86	13	3	15	3	0	0	34	228
6:15 AM	0	1	44	8	0	2	53	7	7	30	7	0	0	51	6	3	58	15	0	0	82	25	5	18	6	0	0	54	240
6:30 AM	5	2	76	7	0	3	90	7	6	51	18	0	2	82	8	6	81	22	0	2	117	12	5	23	3	0	1	43	332
6:45 AM	4	4	81	20	0	1	109	14	8	73	14	0	0	109	6	5	112	21	0	0	144	15	3	34	4	0	1	56	418
Hourly Total	14	11	232	41	0	6	298	33	25	194	52	0	2	304	22	25	301	81	0	2	429	65	16	90	16	0	2	187	1218
7:00 AM	9	2	109	18	0	0	138	11	10	68	14	0	0	103	8	4	84	29	0	2	125	23	3	39	7	0	3	72	438
7:15 AM	10	3	115	14	0	1	142	10	6	89	26	0	0	131	13	6	123	26	0	0	168	17	4	56	5	0	0	82	523
7:30 AM	9	4	128	23	0	0	164	29	6	106	21	0	0	162	23	9	152	43	1	0	228	21	4	65	17	0	1	107	661
7:45 AM	18	3	152	35	0	0	208	32	10	126	42	0	0	210	30	17	183	33	0	0	263	32	2	100	20	0	0	154	835
Hourly Total	46	12	504	90	0	1	652	82	32	389	103	0	0	606	74	36	542	131	1	2	784	93	13	260	49	0	4	415	2457
8:00 AM	9	4	128	37	0	0	178	26	7	103	41	0	0	177	31	9	168	39	0	1	247	19	11	78	8	0	0	116	718
8:15 AM	9	2	119	20	0	0	150	19	12	100	27	0	0	158	24	7	120	43	1	0	195	21	8	79	9	0	1	117	620
8:30 AM	11	3	118	40	0	1	172	25	10	86	28	0	1	149	25	5	143	48	1	0	222	34	5	86	16	0	1	141	684
8:45 AM	12	6	118	38	1	0	175	26	9	85	35	0	0	155	32	8	152	53	0	0	245	25	6	91	24	0	0	146	721
Hourly Total	41	15	483	135	1	1	675	96	38	374	131	0	1	639	112	29	583	183	2	1	909	99	30	334	57	0	2	520	2743
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	16	1	141	72	0	0	230	34	23	114	47	1	3	219	43	7	162	28	0	2	240	33	10	107	25	1	5	176	865
11:15 AM	12	4	146	80	1	0	243	45	23	118	46	0	1	232	40	3	140	46	1	2	230	29	10	119	24	0	3	182	887
11:30 AM	21	1	177	59	0	1	258	43	14	128	56	0	5	241	59	3	145	47	2	0	256	24	7	125	26	0	5	182	937
11:45 AM	17	2	176	62	0	4	257	50	18	139	57	1	1	265	59	9	160	44	1	1	273	35	2	137	32	0	1	206	1001
Hourly Total	66	8	640	273	1	5	988	172	78	499	206	2	10	957	201	22	607	165	4	5	999	121	29	488	107	1	14	746	3690
12:00 PM	22	4	168	73	1	3	268	53	15	160	51	0	1	279	44	16	158	32	3	1	253	33	7	137	21	2	1	200	1000
12:15 PM	25	6	170	81	0	1	282	45	8	162	61	0	1	276	39	14	157	50	0	1	260	38	10	135	23	0	2	206	1024
12:30 PM	32	1	167	92	1	0	293	55	16	155	55	1	1	282	41	10	158	61	2	0	272	27	6	126	22	1	1	182	1029
12:45 PM	37	3	201	80	0	1	321	45	16	160	60	1	0	282	49	4	180	34	0	1	267	46	2	133	28	0	2	209	1079
Hourly Total	116	14	706	326	2	5	1164	198	55	637	227	2	3	1119	173	44	653	177	5	3	1052	144	25	531	94	3	6	797	4132
1:00 PM	20	4	182	62	0	1	268	65	14	163	53	0	1	295	58	8	159	48	1	1	274	44	1	129	25	2	0	201	1038
1:15 PM	24	1	173	74	1	3	273	62	17	149	67	0	0	295	38	10	157	48	0	3	253	41	1	112	31	0	2	185	1006
1:30 PM	17	7	137	63	0	2	224	58	10	137	55	0	0	260	34	9	160	33	1	0	237	33	5	133	25	0	1	196	917
1:45 PM	18	5	166	84	0	1	273	52	10	145	72	0	0	279	40	13	148	43	0	0	244	34	2	127	19	2	2	184	980
Hourly Total	79	17	658	283	1	7	1038	237	51	594	247	0	1	1129	170	40	624	172	2	4	1008	152	9	501	100	4	5	766	3941
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	29	4	204	58	0	1	295	50	11	161	59	0	0	281	42	9	188	63	2	2	304	31	4	118	23	1	1	177	1057
3:15 PM	32	4	201	69	0	0	306	46	11	146	63	0	1	266	58	10	171	44	2	1	285	34	1	130	19	0	0	184	1041
3:30 PM	16	1	161	70	0	1	248	63	16	178	70	0	2	327	57	11	179	42	0	1	289	38	3	146	26	1	1	214	1078

3:45 PM	24	1	217	74	0	2	316	43	15	147	58	0	2	263	57	2	188	47	1	1	295	48	4	135	23	1	0	211	1085
Hourly Total	101	10	783	271	0	4	1165	202	53	632	250	0	5	1137	214	32	726	196	5	5	1173	151	12	529	91	3	2	786	4261
4:00 PM	16	4	193	84	0	1	297	65	20	179	73	0	0	337	48	9	182	56	1	2	296	46	7	173	23	1	0	250	1180
4:15 PM	17	3	225	62	0	4	307	59	19	140	63	0	0	281	64	6	190	45	1	1	306	44	6	116	25	0	0	191	1085
4:30 PM	17	10	239	62	0	0	328	59	17	182	74	0	0	332	43	19	181	44	0	2	287	42	5	137	26	0	3	210	1157
4:45 PM	21	4	217	80	0	0	322	64	21	128	64	1	0	278	46	10	194	36	2	0	288	40	11	135	22	1	0	209	1097
Hourly Total	71	21	874	288	0	5	1254	247	77	629	274	1	0	1228	201	44	747	181	4	5	1177	172	29	561	96	2	3	860	4519
5:00 PM	30	5	233	73	0	1	341	63	16	167	68	0	2	314	33	8	161	49	1	2	252	60	8	189	35	0	2	292	1199
5:15 PM	15	0	252	66	0	1	333	50	18	130	60	0	0	258	60	23	158	41	2	0	284	35	7	107	19	0	0	168	1043
5:30 PM	23	1	201	62	0	0	287	43	21	113	83	0	0	260	32	21	161	35	1	2	250	25	8	124	28	0	1	185	982
5:45 PM	18	3	183	49	0	0	253	36	15	105	52	0	0	208	27	12	149	24	0	1	212	29	9	74	10	1	1	123	796
Hourly Total	86	9	869	250	0	2	1214	192	70	515	263	0	2	1040	152	64	629	149	4	5	998	149	32	494	92	1	4	768	4020
Grand Total	620	117	5749	1957	5	36	8448	1459	479	4463	1753	5	24	8159	1319	336	5412	1435	27	32	8529	1146	195	3788	702	14	42	5845	30981
Approach %	7.3	1.4	68.1	23.2	0.1	-	-	17.9	5.9	54.7	21.5	0.1	-	-	15.5	3.9	63.5	16.8	0.3	-	-	19.6	3.3	64.8	12.0	0.2	-	-	-
Total %	2.0	0.4	18.6	6.3	0.0	-	27.3	4.7	1.5	14.4	5.7	0.0	-	26.3	4.3	1.1	17.5	4.6	0.1	-	27.5	3.7	0.6	12.2	2.3	0.0	-	18.9	-
Lights	611	113	5630	1938	5	-	8297	1445	475	4335	1728	5	-	7988	1291	334	5296	1329	27	-	8277	1051	187	3690	698	14	-	5640	30202
% Lights	98.5	96.6	97.9	99.0	100.0	-	98.2	99.0	99.2	97.1	98.6	100.0	-	97.9	97.9	99.4	97.9	92.6	100.0	-	97.0	91.7	95.9	97.4	99.4	100.0	-	96.5	97.5
Mediums	4	3	97	17	0	-	121	11	4	111	19	0	-	145	21	2	94	94	0	-	211	84	6	89	4	0	-	183	660
% Mediums	0.6	2.6	1.7	0.9	0.0	-	1.4	0.8	0.8	2.5	1.1	0.0	-	1.8	1.6	0.6	1.7	6.6	0.0	-	2.5	7.3	3.1	2.3	0.6	0.0	-	3.1	2.1
Articulated Trucks	5	1	21	2	0	-	29	2	0	17	5	0	-	24	6	0	21	12	0	-	39	10	2	8	0	0	-	20	112
% Articulated Trucks	0.8	0.9	0.4	0.1	0.0	-	0.3	0.1	0.0	0.4	0.3	0.0	-	0.3	0.5	0.0	0.4	0.8	0.0	-	0.5	0.9	1.0	0.2	0.0	0.0	-	0.3	0.4
Bicycles on Road	0	0	1	0	0	-	1	1	0	0	1	0	-	2	1	0	1	0	0	-	2	1	0	1	0	0	-	2	7
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.1	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	8	-	-	-	-	-	-	4	-	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	22.2	-	-	-	-	-	-	16.7	-	-	-	-	-	-	9.4	-	-	-	-	-	-	9.5	-	-
Pedestrians	-	-	-	-	-	28	-	-	-	-	-	-	20	-	-	-	-	-	-	29	-	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	-	77.8	-	-	-	-	-	-	83.3	-	-	-	-	-	-	90.6	-	-	-	-	-	-	90.5	-	-



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Turning Movement Data Plot



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Turning Movement Peak Hour Data (7:45 AM)

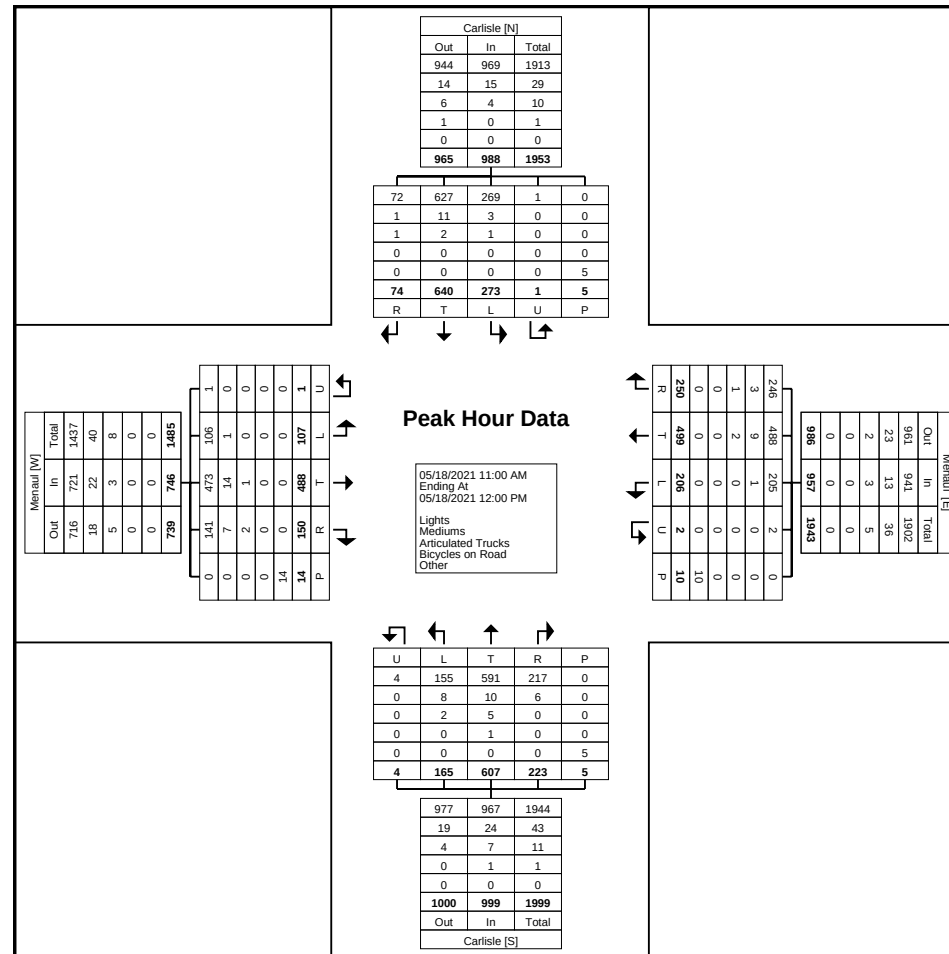
Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	18	3	152	35	0	0	208	32	10	126	42	0	0	210	30	17	183	33	0	0	263	32	2	100	20	0	0	154	835
8:00 AM	9	4	128	37	0	0	178	26	7	103	41	0	0	177	31	9	168	39	0	1	247	19	11	78	8	0	0	116	718
8:15 AM	9	2	119	20	0	0	150	19	12	100	27	0	0	158	24	7	120	43	1	0	195	21	8	79	9	0	1	117	620
8:30 AM	11	3	118	40	0	1	172	25	10	86	28	0	1	149	25	5	143	48	1	0	222	34	5	86	16	0	1	141	684
Total	47	12	517	132	0	1	708	102	39	415	138	0	1	694	110	38	614	163	2	1	927	106	26	343	53	0	2	528	2857
Approach %	6.6	1.7	73.0	18.6	0.0	-	-	14.7	5.6	59.8	19.9	0.0	-	-	11.9	4.1	66.2	17.6	0.2	-	-	20.1	4.9	65.0	10.0	0.0	-	-	-
Total %	1.6	0.4	18.1	4.6	0.0	-	24.8	3.6	1.4	14.5	4.8	0.0	-	24.3	3.9	1.3	21.5	5.7	0.1	-	32.4	3.7	0.9	12.0	1.9	0.0	-	18.5	-
PHF	0.653	0.750	0.850	0.825	0.000	-	0.851	0.797	0.813	0.823	0.821	0.000	-	0.826	0.887	0.559	0.839	0.849	0.500	-	0.881	0.779	0.591	0.858	0.663	0.000	-	0.857	0.855
Lights	45	12	506	127	0	-	690	101	38	392	135	0	-	666	106	38	598	149	2	-	893	99	25	330	53	0	-	507	2756
% Lights	95.7	100.0	97.9	96.2	-	-	97.5	99.0	97.4	94.5	97.8	-	-	96.0	96.4	100.0	97.4	91.4	100.0	-	96.3	93.4	96.2	96.2	100.0	-	-	96.0	96.5
Mediums	2	0	10	5	0	-	17	1	1	20	3	0	-	25	2	0	14	14	0	-	30	5	1	10	0	0	-	16	88
% Mediums	4.3	0.0	1.9	3.8	-	-	2.4	1.0	2.6	4.8	2.2	-	-	3.6	1.8	0.0	2.3	8.6	0.0	-	3.2	4.7	3.8	2.9	0.0	-	-	3.0	3.1
Articulated Trucks	0	0	1	0	0	-	1	0	0	3	0	0	-	3	2	0	2	0	0	-	4	2	0	3	0	0	-	5	13
% Articulated Trucks	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.7	0.0	-	-	0.4	1.8	0.0	0.3	0.0	0.0	-	0.4	1.9	0.0	0.9	0.0	-	-	0.9	0.5
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	





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



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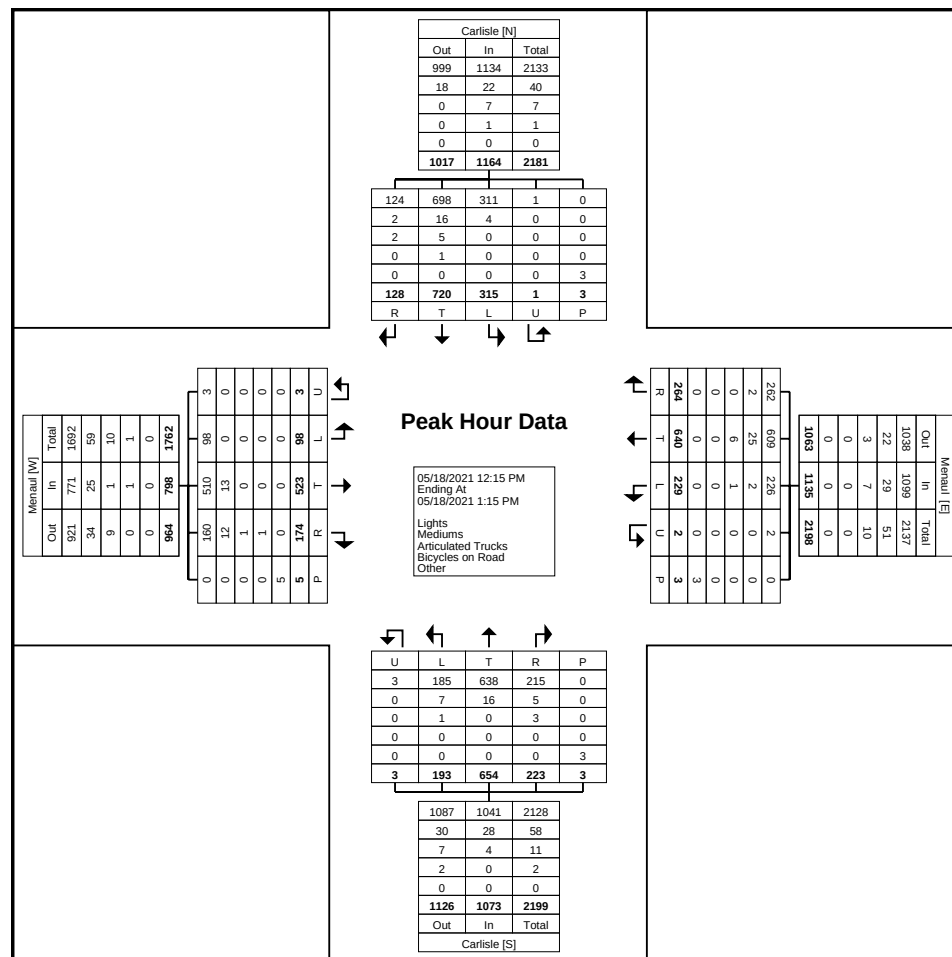
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							Int. Total	
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total		
12:15 PM	25	6	170	81	0	1	282	45	8	162	61	0	1	276	39	14	157	50	0	1	260	38	10	135	23	0	2	206	1024	
12:30 PM	32	1	167	92	1	0	293	55	16	155	55	1	1	282	41	10	158	61	2	0	272	27	6	126	22	1	1	182	1029	
12:45 PM	37	3	201	80	0	1	321	45	16	160	60	1	0	282	49	4	180	34	0	1	267	46	2	133	28	0	2	209	1079	
1:00 PM	20	4	182	62	0	1	268	65	14	163	53	0	1	295	58	8	159	48	1	1	274	44	1	129	25	2	0	201	1038	
Total	114	14	720	315	1	3	1164	210	54	640	229	2	3	1135	187	36	654	193	3	3	1073	155	19	523	98	3	5	798	4170	
Approach %	9.8	1.2	61.9	27.1	0.1	-	-	18.5	4.8	56.4	20.2	0.2	-	-	17.4	3.4	61.0	18.0	0.3	-	-	19.4	2.4	65.5	12.3	0.4	-	-	-	-
Total %	2.7	0.3	17.3	7.6	0.0	-	27.9	5.0	1.3	15.3	5.5	0.0	-	27.2	4.5	0.9	15.7	4.6	0.1	-	25.7	3.7	0.5	12.5	2.4	0.1	-	19.1	-	
PHF	0.770	0.583	0.896	0.856	0.250	-	0.907	0.808	0.844	0.982	0.939	0.500	-	0.962	0.806	0.643	0.908	0.791	0.375	-	0.979	0.842	0.475	0.969	0.875	0.375	-	0.955	0.966	
Lights	112	12	698	311	1	-	1134	208	54	609	226	2	-	1099	181	34	638	185	3	-	1041	141	19	510	98	3	-	771	4045	
% Lights	98.2	85.7	96.9	98.7	100.0	-	97.4	99.0	100.0	95.2	98.7	100.0	-	96.8	96.8	94.4	97.6	95.9	100.0	-	97.0	91.0	100.0	97.5	100.0	100.0	-	96.6	97.0	
Mediums	1	1	16	4	0	-	22	2	0	25	2	0	-	29	3	2	16	7	0	-	28	12	0	13	0	0	-	25	104	
% Mediums	0.9	7.1	2.2	1.3	0.0	-	1.9	1.0	0.0	3.9	0.9	0.0	-	2.6	1.6	5.6	2.4	3.6	0.0	-	2.6	7.7	0.0	2.5	0.0	0.0	-	3.1	2.5	
Articulated Trucks	1	1	5	0	0	-	7	0	0	6	1	0	-	7	3	0	0	1	0	-	4	1	0	0	0	0	-	1	19	
% Articulated Trucks	0.9	7.1	0.7	0.0	0.0	-	0.6	0.0	0.0	0.9	0.4	0.0	-	0.6	1.6	0.0	0.0	0.5	0.0	-	0.4	0.6	0.0	0.0	0.0	0.0	-	0.1	0.5	
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	0	0	0	-	1	2	
% Bicycles on Road	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0	0.0	-	0.1	0.0	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	5	-	-	
% Pedestrians	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (12:15 PM)



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Count Name: NM299.03
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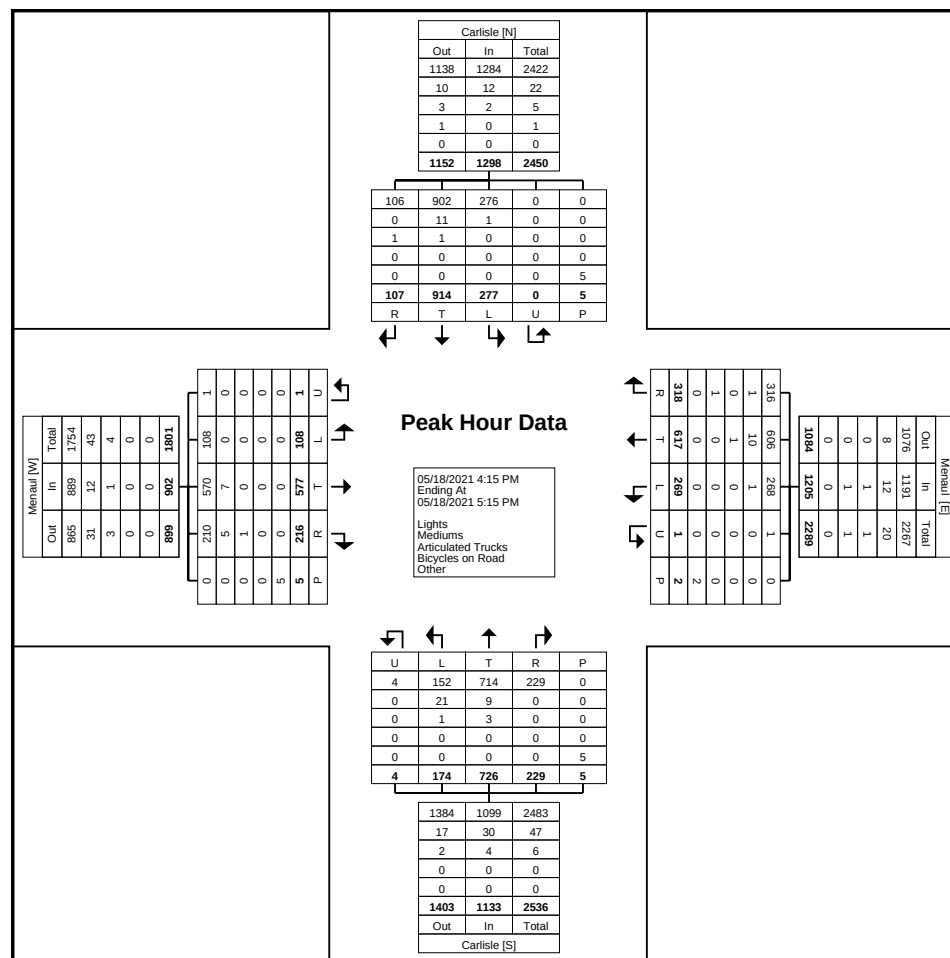
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	17	3	225	62	0	4	307	59	19	140	63	0	0	281	64	6	190	45	1	1	306	44	6	116	25	0	0	191	1085
4:30 PM	17	10	239	62	0	0	328	59	17	182	74	0	0	332	43	19	181	44	0	2	287	42	5	137	26	0	3	210	1157
4:45 PM	21	4	217	80	0	0	322	64	21	128	64	1	0	278	46	10	194	36	2	0	288	40	11	135	22	1	0	209	1097
5:00 PM	30	5	233	73	0	1	341	63	16	167	68	0	2	314	33	8	161	49	1	2	252	60	8	189	35	0	2	292	1199
Total	85	22	914	277	0	5	1298	245	73	617	269	1	2	1205	186	43	726	174	4	5	1133	186	30	577	108	1	5	902	4538
Approach %	6.5	1.7	70.4	21.3	0.0	-	-	20.3	6.1	51.2	22.3	0.1	-	-	16.4	3.8	64.1	15.4	0.4	-	-	20.6	3.3	64.0	12.0	0.1	-	-	-
Total %	1.9	0.5	20.1	6.1	0.0	-	28.6	5.4	1.6	13.6	5.9	0.0	-	26.6	4.1	0.9	16.0	3.8	0.1	-	25.0	4.1	0.7	12.7	2.4	0.0	-	19.9	-
PHF	0.708	0.550	0.956	0.866	0.000	-	0.952	0.957	0.869	0.848	0.909	0.250	-	0.907	0.727	0.566	0.936	0.888	0.500	-	0.926	0.775	0.682	0.763	0.771	0.250	-	0.772	0.946
Lights	84	22	902	276	0	-	1284	244	72	606	268	1	-	1191	186	43	714	152	4	-	1099	180	30	570	108	1	-	889	4463
% Lights	98.8	100.0	98.7	99.6	-	-	98.9	99.6	98.6	98.2	99.6	100.0	-	98.8	100.0	100.0	98.3	87.4	100.0	-	97.0	96.8	100.0	98.8	100.0	100.0	-	98.6	98.3
Mediums	0	0	11	1	0	-	12	0	1	10	1	0	-	12	0	0	9	21	0	-	30	5	0	7	0	0	-	12	66
% Mediums	0.0	0.0	1.2	0.4	-	-	0.9	0.0	1.4	1.6	0.4	0.0	-	1.0	0.0	0.0	1.2	12.1	0.0	-	2.6	2.7	0.0	1.2	0.0	0.0	-	1.3	1.5
Articulated Trucks	1	0	1	0	0	-	2	0	0	1	0	0	-	1	0	0	3	1	0	-	4	1	0	0	0	0	-	1	8
% Articulated Trucks	1.2	0.0	0.1	0.0	-	-	0.2	0.0	0.0	0.2	0.0	0.0	-	0.1	0.0	0.0	0.4	0.6	0.0	-	0.4	0.5	0.0	0.0	0.0	0.0	-	0.1	0.2
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.4	0.0	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	-	-	5	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (4:15 PM)



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Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021
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Turning Movement Data

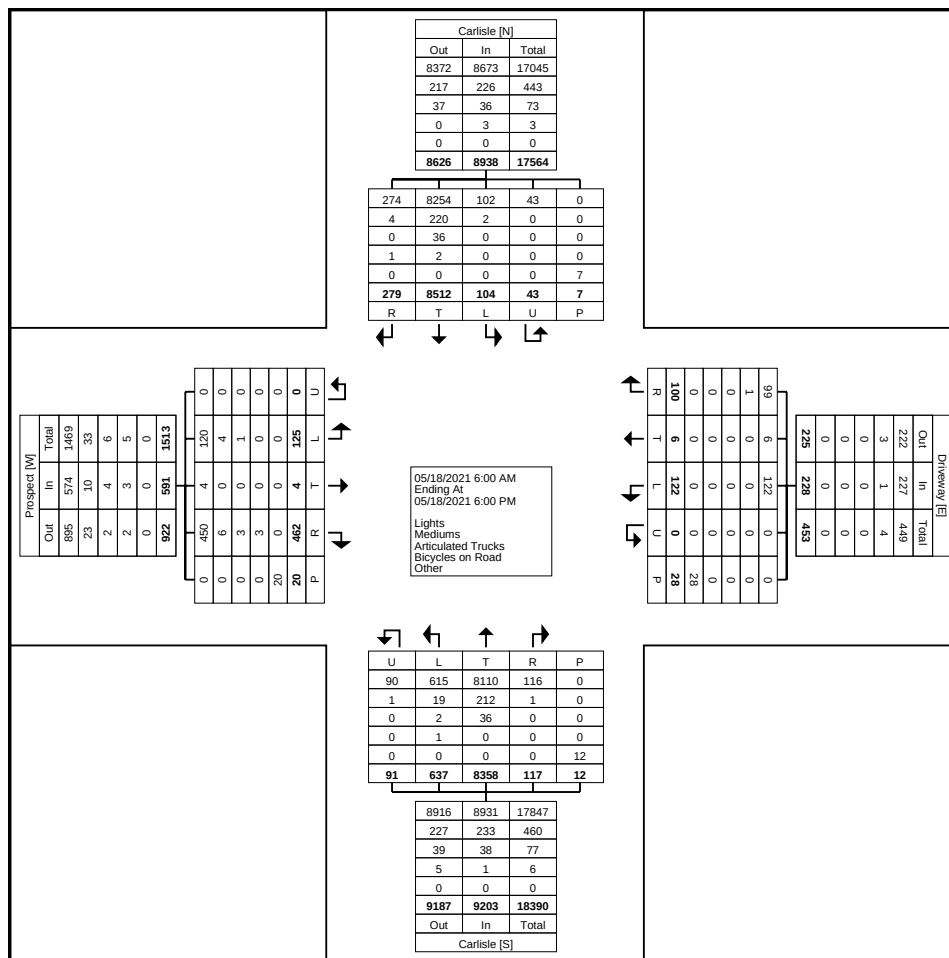
Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	61	0	0	0	61	1	0	0	0	0	1	0	91	8	0	0	99	2	0	0	0	2	2	163
6:15 AM	0	80	1	0	0	81	0	0	3	0	1	3	1	79	8	3	0	91	5	0	1	0	0	6	181
6:30 AM	1	112	0	1	0	114	0	1	1	0	0	2	1	125	10	0	0	136	2	0	0	0	1	2	254
6:45 AM	2	110	3	0	0	115	1	0	6	0	0	7	3	147	14	3	0	167	6	0	0	0	0	6	295
Hourly Total	3	363	4	1	0	371	2	1	10	0	1	13	5	442	40	6	0	493	15	0	1	0	3	16	893
7:00 AM	2	150	0	0	0	152	1	0	5	0	0	6	1	131	17	3	0	152	16	0	4	0	0	20	330
7:15 AM	11	151	0	1	0	163	4	0	4	0	0	8	4	143	14	2	0	163	10	0	5	0	0	15	349
7:30 AM	7	167	1	1	0	176	3	0	1	0	1	4	1	210	28	3	0	242	11	0	3	0	1	14	436
7:45 AM	4	217	1	0	0	222	2	0	4	0	1	6	2	272	22	1	0	297	4	0	2	0	0	6	531
Hourly Total	24	685	2	2	0	713	10	0	14	0	2	24	8	756	81	9	0	854	41	0	14	0	1	55	1646
8:00 AM	10	190	2	2	0	204	5	0	2	0	1	7	5	236	29	3	1	273	7	0	4	0	1	11	495
8:15 AM	5	171	3	1	2	180	2	0	3	0	0	5	2	188	19	1	0	210	8	1	4	0	1	13	408
8:30 AM	4	184	2	1	0	191	2	0	5	0	0	7	0	205	24	2	0	231	14	0	4	0	1	18	447
8:45 AM	1	185	3	0	1	189	0	1	3	0	2	4	1	240	20	3	0	264	13	0	5	0	0	18	475
Hourly Total	20	730	10	4	3	764	9	1	13	0	3	23	8	869	92	9	1	978	42	1	17	0	3	60	1825
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	13	215	2	3	0	233	2	0	5	0	0	7	3	246	14	2	0	265	12	0	4	0	0	16	521
11:15 AM	13	212	5	2	1	232	4	0	3	0	0	7	2	222	20	1	0	245	20	0	3	0	0	23	507
11:30 AM	5	262	1	0	0	268	5	0	2	0	0	7	1	229	20	3	0	253	18	0	7	0	3	25	553
11:45 AM	10	258	2	2	0	272	4	0	1	0	1	5	3	266	24	3	0	296	12	0	7	0	0	19	592
Hourly Total	41	947	10	7	1	1005	15	0	11	0	1	26	9	963	78	9	0	1059	62	0	21	0	3	83	2173
12:00 PM	12	245	1	2	0	260	0	0	5	0	2	5	5	253	27	5	2	290	14	0	2	0	1	16	571
12:15 PM	12	263	3	3	0	281	3	0	0	0	1	3	7	260	20	5	2	292	21	0	4	0	1	25	601
12:30 PM	8	256	3	0	0	267	3	0	2	0	2	5	1	271	21	5	2	298	14	0	5	0	0	19	589
12:45 PM	16	292	6	2	0	316	2	1	2	0	1	5	2	255	24	1	1	282	19	0	4	0	1	23	626
Hourly Total	48	1056	13	7	0	1124	8	1	9	0	6	18	15	1039	92	16	7	1162	68	0	15	0	3	83	2387
1:00 PM	11	264	5	2	0	282	6	1	5	0	0	12	4	259	15	2	0	280	15	1	5	0	0	21	595
1:15 PM	7	270	1	3	0	281	6	0	3	0	2	9	2	243	23	3	1	271	8	0	4	0	2	12	573
1:30 PM	7	221	3	1	0	232	3	0	4	0	0	7	2	243	14	2	0	261	15	0	4	0	0	19	519
1:45 PM	2	268	4	1	0	275	7	0	6	0	1	13	4	227	7	2	1	240	10	0	5	0	0	15	543
Hourly Total	27	1023	13	7	0	1070	22	1	18	0	3	41	12	972	59	9	2	1052	48	1	18	0	2	67	2230
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	15	293	4	1	0	313	2	0	4	0	4	6	1	309	11	0	1	321	11	0	6	0	0	17	657
3:15 PM	14	292	3	0	0	309	2	0	4	0	2	6	8	257	23	3	0	291	15	0	4	0	0	19	625
3:30 PM	4	279	3	1	0	287	1	0	3	0	0	4	2	312	12	1	0	327	17	0	2	0	0	19	637

3:45 PM	9	323	8	1	1	341	2	0	0	0	2	2	4	285	10	7	0	306	8	0	2	0	1	10	659
Hourly Total	42	1187	18	3	1	1250	7	0	11	0	8	18	15	1163	56	11	1	1245	51	0	14	0	1	65	2578
4:00 PM	7	305	3	4	1	319	3	0	3	0	0	6	4	323	14	7	1	348	18	0	2	0	2	20	693
4:15 PM	9	324	2	0	1	335	4	0	5	0	1	9	3	278	22	2	0	305	25	0	5	0	0	30	679
4:30 PM	6	345	5	3	0	359	2	0	5	0	0	7	2	295	15	2	0	314	14	1	2	0	1	17	697
4:45 PM	10	312	5	2	0	329	2	0	2	0	0	4	8	271	16	1	0	296	18	0	3	0	0	21	650
Hourly Total	32	1286	15	9	2	1342	11	0	15	0	1	26	17	1167	67	12	1	1263	75	1	12	0	3	88	2719
5:00 PM	8	345	6	2	0	361	5	0	8	0	0	13	5	261	21	3	0	290	25	0	4	0	0	29	693
5:15 PM	20	324	6	1	0	351	4	0	2	0	0	6	7	272	23	2	0	304	13	0	6	0	0	19	680
5:30 PM	7	303	7	0	0	317	4	0	5	0	2	9	7	254	17	2	0	280	16	0	1	0	0	17	623
5:45 PM	7	263	0	0	0	270	3	2	6	0	1	11	9	200	11	3	0	223	6	1	2	0	1	9	513
Hourly Total	42	1235	19	3	0	1299	16	2	21	0	3	39	28	987	72	10	0	1097	60	1	13	0	1	74	2509
Grand Total	279	8512	104	43	7	8938	100	6	122	0	28	228	117	8358	637	91	12	9203	462	4	125	0	20	591	18960
Approach %	3.1	95.2	1.2	0.5	-	-	43.9	2.6	53.5	0.0	-	-	1.3	90.8	6.9	1.0	-	-	78.2	0.7	21.2	0.0	-	-	-
Total %	1.5	44.9	0.5	0.2	-	47.1	0.5	0.0	0.6	0.0	-	1.2	0.6	44.1	3.4	0.5	-	48.5	2.4	0.0	0.7	0.0	-	3.1	-
Lights	274	8254	102	43	-	8673	99	6	122	0	-	227	116	8110	615	90	-	8931	450	4	120	0	-	574	18405
% Lights	98.2	97.0	98.1	100.0	-	97.0	99.0	100.0	100.0	-	-	99.6	99.1	97.0	96.5	98.9	-	97.0	97.4	100.0	96.0	-	-	97.1	97.1
Mediums	4	220	2	0	-	226	1	0	0	0	-	1	1	212	19	1	-	233	6	0	4	0	-	10	470
% Mediums	1.4	2.6	1.9	0.0	-	2.5	1.0	0.0	0.0	-	-	0.4	0.9	2.5	3.0	1.1	-	2.5	1.3	0.0	3.2	-	-	1.7	2.5
Articulated Trucks	0	36	0	0	-	36	0	0	0	0	-	0	0	36	2	0	-	38	3	0	1	0	-	4	78
% Articulated Trucks	0.0	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.3	0.0	-	0.4	0.6	0.0	0.8	-	-	0.7	0.4
Bicycles on Road	1	2	0	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	3	0	0	0	-	3	7
% Bicycles on Road	0.4	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	0.0	0.6	0.0	0.0	-	-	0.5	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	3.6	-	-	-	-	-	8.3	-	-	-	-	-	30.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	27	-	-	-	-	-	11	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	96.4	-	-	-	-	-	91.7	-	-	-	-	-	70.0	-	-



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Count Name: NM299.03
Site Code: SCUAX9
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Turning Movement Data Plot



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Count Name: NM299.03
 Site Code: SCUAX9
 Start Date: 05/18/2021
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	4	217	1	0	0	222	2	0	4	0	1	6	2	272	22	1	0	297	4	0	2	0	0	6	531
8:00 AM	10	190	2	2	0	204	5	0	2	0	1	7	5	236	29	3	1	273	7	0	4	0	1	11	495
8:15 AM	5	171	3	1	2	180	2	0	3	0	0	5	2	188	19	1	0	210	8	1	4	0	1	13	408
8:30 AM	4	184	2	1	0	191	2	0	5	0	0	7	0	205	24	2	0	231	14	0	4	0	1	18	447
Total	23	762	8	4	2	797	11	0	14	0	2	25	9	901	94	7	1	1011	33	1	14	0	3	48	1881
Approach %	2.9	95.6	1.0	0.5	-	-	44.0	0.0	56.0	0.0	-	-	0.9	89.1	9.3	0.7	-	-	68.8	2.1	29.2	0.0	-	-	-
Total %	1.2	40.5	0.4	0.2	-	42.4	0.6	0.0	0.7	0.0	-	1.3	0.5	47.9	5.0	0.4	-	53.7	1.8	0.1	0.7	0.0	-	2.6	-
PHF	0.575	0.878	0.667	0.500	-	0.898	0.550	0.000	0.700	0.000	-	0.893	0.450	0.828	0.810	0.583	-	0.851	0.589	0.250	0.875	0.000	-	0.667	0.886
Lights	23	737	7	4	-	771	11	0	14	0	-	25	9	870	88	7	-	974	31	1	11	0	-	43	1813
% Lights	100.0	96.7	87.5	100.0	-	96.7	100.0	-	100.0	-	-	100.0	100.0	96.6	93.6	100.0	-	96.3	93.9	100.0	78.6	-	-	89.6	96.4
Mediums	0	22	1	0	-	23	0	0	0	0	-	0	0	26	4	0	-	30	1	0	2	0	-	3	56
% Mediums	0.0	2.9	12.5	0.0	-	2.9	0.0	-	0.0	-	-	0.0	0.0	2.9	4.3	0.0	-	3.0	3.0	0.0	14.3	-	-	6.3	3.0
Articulated Trucks	0	3	0	0	-	3	0	0	0	0	-	0	0	5	2	0	-	7	1	0	1	0	-	2	12
% Articulated Trucks	0.0	0.4	0.0	0.0	-	0.4	0.0	-	0.0	-	-	0.0	0.0	0.6	2.1	0.0	-	0.7	3.0	0.0	7.1	-	-	4.2	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Count Name: NM299.03
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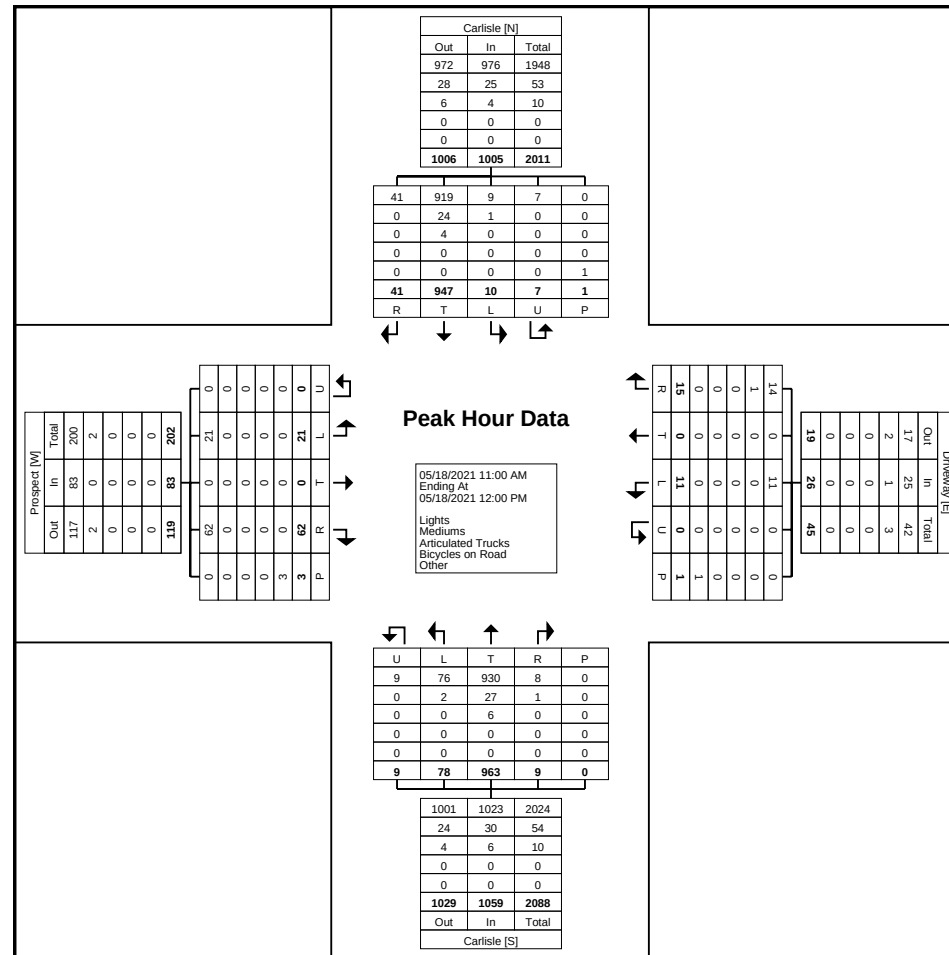


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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (11:00 AM)



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Count Name: NM299.03
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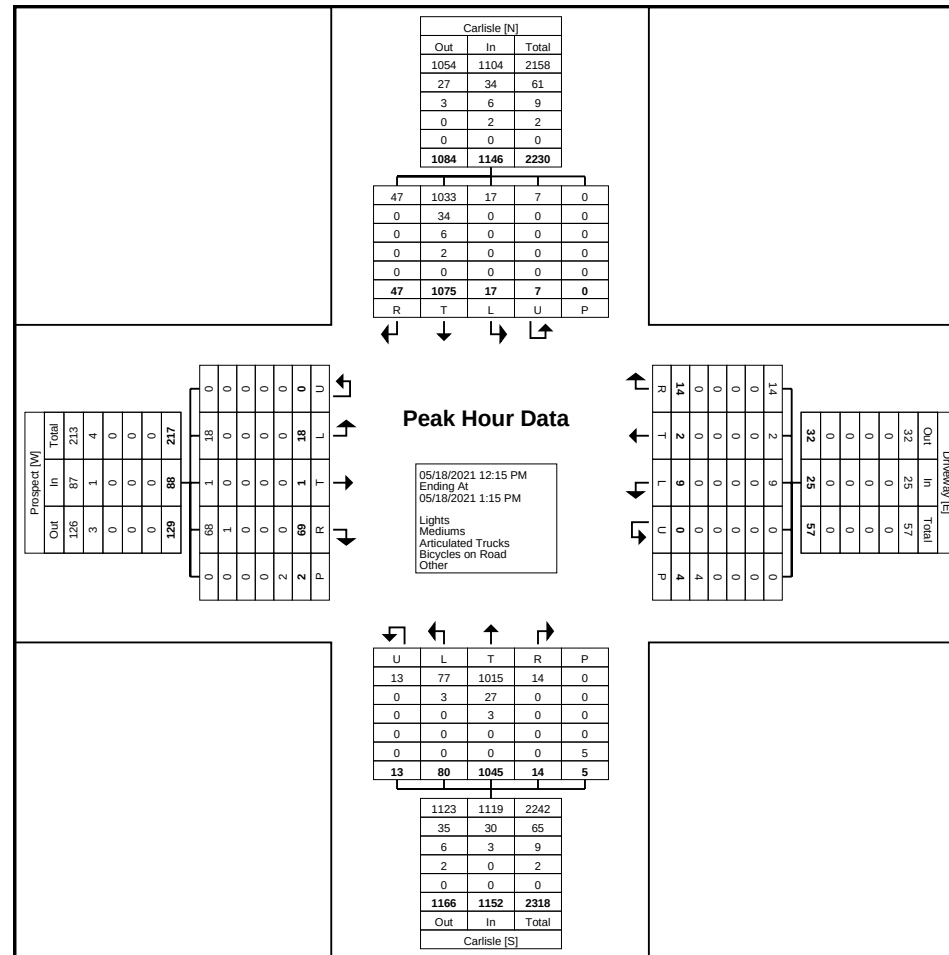
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	12	263	3	3	0	281	3	0	0	0	1	3	7	260	20	5	2	292	21	0	4	0	1	25	601
12:30 PM	8	256	3	0	0	267	3	0	2	0	2	5	1	271	21	5	2	298	14	0	5	0	0	19	589
12:45 PM	16	292	6	2	0	316	2	1	2	0	1	5	2	255	24	1	1	282	19	0	4	0	1	23	626
1:00 PM	11	264	5	2	0	282	6	1	5	0	0	12	4	259	15	2	0	280	15	1	5	0	0	21	595
Total	47	1075	17	7	0	1146	14	2	9	0	4	25	14	1045	80	13	5	1152	69	1	18	0	2	88	2411
Approach %	4.1	93.8	1.5	0.6	-	-	56.0	8.0	36.0	0.0	-	-	1.2	90.7	6.9	1.1	-	-	78.4	1.1	20.5	0.0	-	-	-
Total %	1.9	44.6	0.7	0.3	-	47.5	0.6	0.1	0.4	0.0	-	1.0	0.6	43.3	3.3	0.5	-	47.8	2.9	0.0	0.7	0.0	-	3.6	-
PHF	0.734	0.920	0.708	0.583	-	0.907	0.583	0.500	0.450	0.000	-	0.521	0.500	0.964	0.833	0.650	-	0.966	0.821	0.250	0.900	0.000	-	0.880	0.963
Lights	47	1033	17	7	-	1104	14	2	9	0	-	25	14	1015	77	13	-	1119	68	1	18	0	-	87	2335
% Lights	100.0	96.1	100.0	100.0	-	96.3	100.0	100.0	100.0	-	-	100.0	100.0	97.1	96.3	100.0	-	97.1	98.6	100.0	100.0	-	-	98.9	96.8
Mediums	0	34	0	0	-	34	0	0	0	0	-	0	0	27	3	0	-	30	1	0	0	0	-	1	65
% Mediums	0.0	3.2	0.0	0.0	-	3.0	0.0	0.0	0.0	-	-	0.0	0.0	2.6	3.8	0.0	-	2.6	1.4	0.0	0.0	-	-	1.1	2.7
Articulated Trucks	0	6	0	0	-	6	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	9
% Articulated Trucks	0.0	0.6	0.0	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (12:15 PM)



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Count Name: NM299.03
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Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	9	323	8	1	1	341	2	0	0	0	2	2	4	285	10	7	0	306	8	0	2	0	1	10	659
4:00 PM	7	305	3	4	1	319	3	0	3	0	0	6	4	323	14	7	1	348	18	0	2	0	2	20	693
4:15 PM	9	324	2	0	1	335	4	0	5	0	1	9	3	278	22	2	0	305	25	0	5	0	0	30	679
4:30 PM	6	345	5	3	0	359	2	0	5	0	0	7	2	295	15	2	0	314	14	1	2	0	1	17	697
Total	31	1297	18	8	3	1354	11	0	13	0	3	24	13	1181	61	18	1	1273	65	1	11	0	4	77	2728
Approach %	2.3	95.8	1.3	0.6	-	-	45.8	0.0	54.2	0.0	-	-	1.0	92.8	4.8	1.4	-	-	84.4	1.3	14.3	0.0	-	-	-
Total %	1.1	47.5	0.7	0.3	-	49.6	0.4	0.0	0.5	0.0	-	0.9	0.5	43.3	2.2	0.7	-	46.7	2.4	0.0	0.4	0.0	-	2.8	-
PHF	0.861	0.940	0.563	0.500	-	0.943	0.688	0.000	0.650	0.000	-	0.667	0.813	0.914	0.693	0.643	-	0.915	0.650	0.250	0.550	0.000	-	0.642	0.978
Lights	30	1279	18	8	-	1335	11	0	13	0	-	24	13	1128	58	17	-	1216	64	1	11	0	-	76	2651
% Lights	96.8	98.6	100.0	100.0	-	98.6	100.0	-	100.0	-	-	100.0	100.0	95.5	95.1	94.4	-	95.5	98.5	100.0	100.0	-	-	98.7	97.2
Mediums	1	17	0	0	-	18	0	0	0	0	-	0	0	52	3	1	-	56	0	0	0	0	-	0	74
% Mediums	3.2	1.3	0.0	0.0	-	1.3	0.0	-	0.0	-	-	0.0	0.0	4.4	4.9	5.6	-	4.4	0.0	0.0	0.0	-	-	0.0	2.7
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.1	0.0	0.0	-	0.1	0.0	-	0.0	-	-	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.5	0.0	0.0	-	-	1.3	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-



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Count Name: NM299.03
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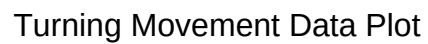
Turning Movement Data

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	61	0	0	0	61	0	0	0	0	0	2	90	0	0	92	153
6:15 AM	81	0	0	0	81	0	0	0	0	0	1	81	0	0	82	163
6:30 AM	109	0	0	3	109	0	0	0	0	0	0	124	0	0	124	233
6:45 AM	114	0	0	0	114	0	0	0	1	0	0	151	0	0	151	265
Hourly Total	365	0	0	3	365	0	0	0	1	0	3	446	0	0	449	814
7:00 AM	156	0	0	0	156	1	0	0	0	1	4	135	0	0	139	296
7:15 AM	156	0	0	0	156	1	0	0	0	1	1	152	0	0	153	310
7:30 AM	161	0	0	0	161	1	0	0	1	1	2	223	0	0	225	387
7:45 AM	200	0	0	0	200	1	0	0	1	1	1	284	0	0	285	486
Hourly Total	673	0	0	0	673	4	0	0	2	4	8	794	0	0	802	1479
8:00 AM	195	0	0	0	195	0	0	0	0	0	1	244	0	0	245	440
8:15 AM	176	0	0	0	176	1	0	0	0	1	5	196	0	0	201	378
8:30 AM	196	0	0	0	196	2	0	0	0	2	1	216	0	0	217	415
8:45 AM	177	0	0	0	177	2	0	0	1	2	1	249	0	0	250	429
Hourly Total	744	0	0	0	744	5	0	0	1	5	8	905	0	0	913	1662
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	231	0	0	0	231	2	0	0	0	2	3	252	0	0	255	488
11:15 AM	242	0	0	2	242	1	0	0	1	1	0	233	0	0	233	476
11:30 AM	259	0	0	0	259	1	0	0	0	1	1	249	0	0	250	510
11:45 AM	259	0	0	1	259	3	0	0	1	3	3	278	0	0	281	543
Hourly Total	991	0	0	3	991	7	0	0	2	7	7	1012	0	0	1019	2017
12:00 PM	252	0	0	0	252	5	0	0	0	5	4	250	0	0	254	511
12:15 PM	279	0	0	0	279	2	0	0	0	2	3	269	0	0	272	553
12:30 PM	269	0	0	2	269	3	0	0	0	3	4	270	0	2	274	546
12:45 PM	303	0	0	2	303	0	0	0	2	0	3	261	0	0	264	567
Hourly Total	1103	0	0	4	1103	10	0	0	2	10	14	1050	0	2	1064	2177
1:00 PM	255	1	0	3	256	3	0	0	0	3	3	270	0	0	273	532
1:15 PM	269	0	0	1	269	1	0	0	1	1	2	255	0	0	257	527
1:30 PM	230	0	0	0	230	0	0	0	0	0	0	252	0	0	252	482
1:45 PM	274	0	0	0	274	1	0	0	2	1	1	240	0	0	241	516
Hourly Total	1028	1	0	4	1029	5	0	0	3	5	6	1017	0	0	1023	2057
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	304	0	0	0	304	2	0	0	3	2	3	323	0	0	326	632
3:15 PM	305	0	0	0	305	0	0	0	1	0	7	270	0	0	277	582
3:30 PM	276	0	0	0	276	0	0	0	3	0	2	319	0	0	321	597
3:45 PM	331	0	0	0	331	0	0	0	2	0	7	295	0	0	302	633

Hourly Total	1216	0	0	0	1216	2	0	0	9	2	19	1207	0	0	1226	2444
4:00 PM	308	0	0	1	308	2	0	0	0	2	3	332	0	0	335	645
4:15 PM	345	0	0	0	345	6	0	0	0	6	4	286	0	0	290	641
4:30 PM	347	0	0	0	347	2	0	0	0	2	3	300	0	3	303	652
4:45 PM	346	0	0	0	346	3	0	0	0	3	4	276	0	0	280	629
Hourly Total	1346	0	0	1	1346	13	0	0	0	13	14	1194	0	3	1208	2567
5:00 PM	351	0	0	0	351	4	0	0	1	4	7	267	0	0	274	629
5:15 PM	352	0	0	0	352	0	0	0	0	0	5	275	0	0	280	632
5:30 PM	305	0	0	0	305	1	0	0	0	1	4	253	0	0	257	563
5:45 PM	266	0	0	0	266	0	0	0	0	0	2	204	0	0	206	472
Hourly Total	1274	0	0	0	1274	5	0	0	1	5	18	999	0	0	1017	2296
Grand Total	8740	1	0	15	8741	51	0	0	21	51	97	8624	0	5	8721	17513
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	1.1	98.9	0.0	-	-	-
Total %	49.9	0.0	0.0	-	49.9	0.3	0.0	0.0	-	0.3	0.6	49.2	0.0	-	49.8	-
Lights	8489	1	0	-	8490	49	0	0	-	49	95	8377	0	-	8472	17011
% Lights	97.1	100.0	-	-	97.1	96.1	-	-	-	96.1	97.9	97.1	-	-	97.1	97.1
Mediums	213	0	0	-	213	1	0	0	-	1	1	210	0	-	211	425
% Mediums	2.4	0.0	-	-	2.4	2.0	-	-	-	2.0	1.0	2.4	-	-	2.4	2.4
Articulated Trucks	36	0	0	-	36	1	0	0	-	1	1	37	0	-	38	75
% Articulated Trucks	0.4	0.0	-	-	0.4	2.0	-	-	-	2.0	1.0	0.4	-	-	0.4	0.4
Bicycles on Road	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	4.8	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	20	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	95.2	-	-	-	-	100.0	-	-



Count Name: NM299.03
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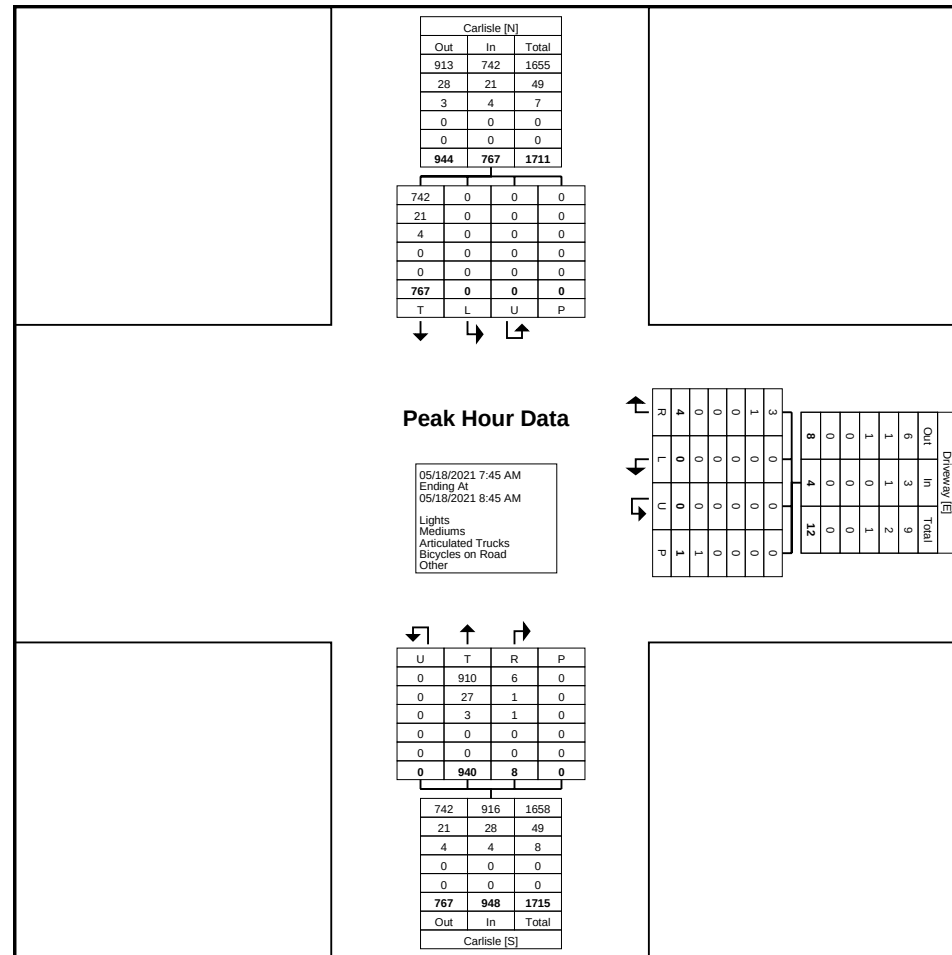
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:45 AM	200	0	0	0	200	1	0	0	1	1	1	284	0	0	285	486
8:00 AM	195	0	0	0	195	0	0	0	0	0	1	244	0	0	245	440
8:15 AM	176	0	0	0	176	1	0	0	0	1	5	196	0	0	201	378
8:30 AM	196	0	0	0	196	2	0	0	0	2	1	216	0	0	217	415
Total	767	0	0	0	767	4	0	0	1	4	8	940	0	0	948	1719
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.8	99.2	0.0	-	-	-
Total %	44.6	0.0	0.0	-	44.6	0.2	0.0	0.0	-	0.2	0.5	54.7	0.0	-	55.1	-
PHF	0.959	0.000	0.000	-	0.959	0.500	0.000	0.000	-	0.500	0.400	0.827	0.000	-	0.832	0.884
Lights	742	0	0	-	742	3	0	0	-	3	6	910	0	-	916	1661
% Lights	96.7	-	-	-	96.7	75.0	-	-	-	75.0	75.0	96.8	-	-	96.6	96.6
Mediums	21	0	0	-	21	1	0	0	-	1	1	27	0	-	28	50
% Mediums	2.7	-	-	-	2.7	25.0	-	-	-	25.0	12.5	2.9	-	-	3.0	2.9
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	1	3	0	-	4	8
% Articulated Trucks	0.5	-	-	-	0.5	0.0	-	-	-	0.0	12.5	0.3	-	-	0.4	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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 Oklahoma City, Oklahoma - San Antonio, Texas
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 jkruse@lee-eng.com

Count Name: NM299.03
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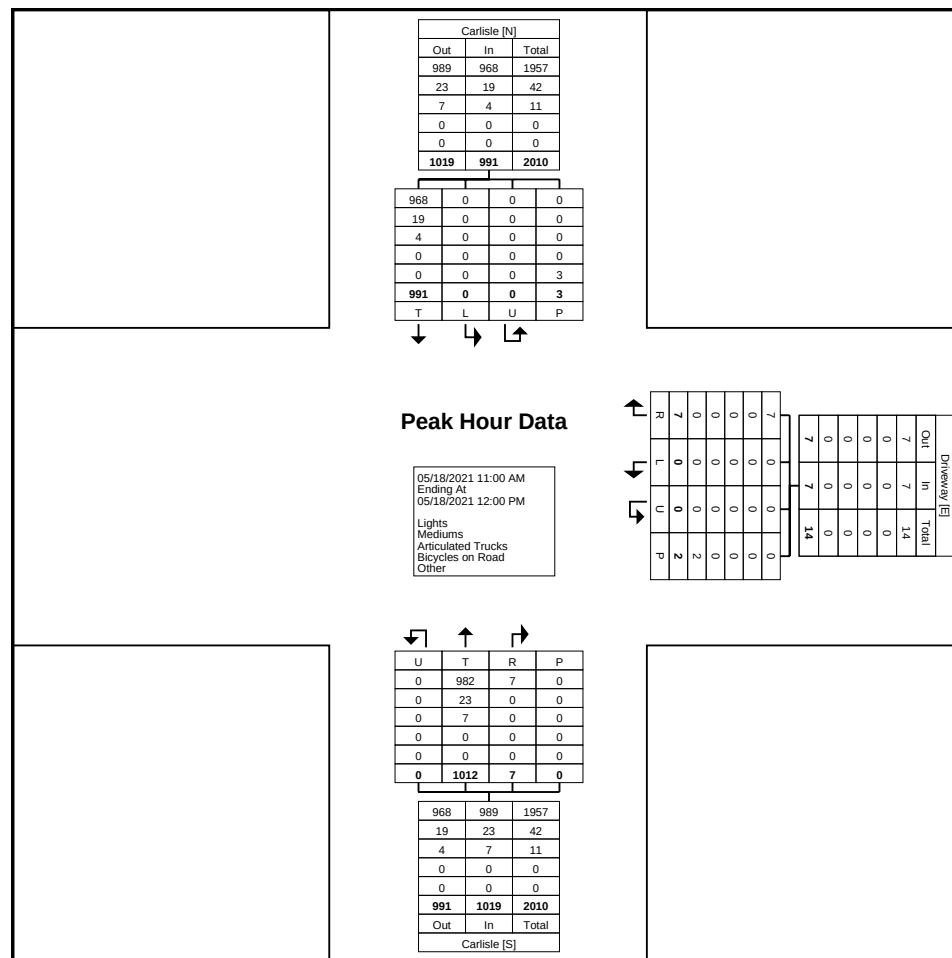
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	231	0	0	0	231	2	0	0	0	2	3	252	0	0	255	488
11:15 AM	242	0	0	2	242	1	0	0	1	1	0	233	0	0	233	476
11:30 AM	259	0	0	0	259	1	0	0	0	1	1	249	0	0	250	510
11:45 AM	259	0	0	1	259	3	0	0	1	3	3	278	0	0	281	543
Total	991	0	0	3	991	7	0	0	2	7	7	1012	0	0	1019	2017
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.7	99.3	0.0	-	-	-
Total %	49.1	0.0	0.0	-	49.1	0.3	0.0	0.0	-	0.3	0.3	50.2	0.0	-	50.5	-
PHF	0.957	0.000	0.000	-	0.957	0.583	0.000	0.000	-	0.583	0.583	0.910	0.000	-	0.907	0.929
Lights	968	0	0	-	968	7	0	0	-	7	7	982	0	-	989	1964
% Lights	97.7	-	-	-	97.7	100.0	-	-	-	100.0	100.0	97.0	-	-	97.1	97.4
Mediums	19	0	0	-	19	0	0	0	-	0	0	23	0	-	23	42
% Mediums	1.9	-	-	-	1.9	0.0	-	-	-	0.0	0.0	2.3	-	-	2.3	2.1
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	7	0	-	7	11
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.7	-	-	0.7	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	50.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	50.0	-	-	-	-	-	-	-



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



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Count Name: NM299.03
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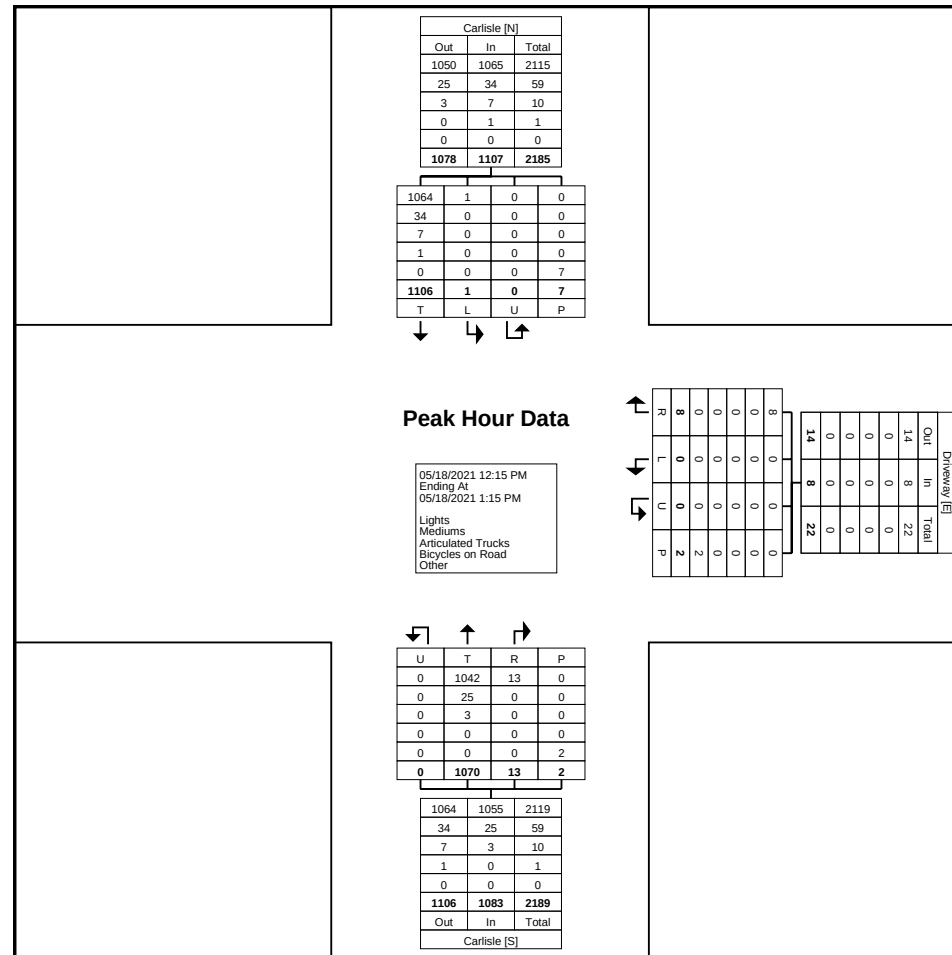
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:15 PM	279	0	0	0	279	2	0	0	0	2	3	269	0	0	272	553
12:30 PM	269	0	0	2	269	3	0	0	0	3	4	270	0	2	274	546
12:45 PM	303	0	0	2	303	0	0	0	2	0	3	261	0	0	264	567
1:00 PM	255	1	0	3	256	3	0	0	0	3	3	270	0	0	273	532
Total	1106	1	0	7	1107	8	0	0	2	8	13	1070	0	2	1083	2198
Approach %	99.9	0.1	0.0	-	-	100.0	0.0	0.0	-	-	1.2	98.8	0.0	-	-	-
Total %	50.3	0.0	0.0	-	50.4	0.4	0.0	0.0	-	0.4	0.6	48.7	0.0	-	49.3	-
PHF	0.913	0.250	0.000	-	0.913	0.667	0.000	0.000	-	0.667	0.813	0.991	0.000	-	0.988	0.969
Lights	1064	1	0	-	1065	8	0	0	-	8	13	1042	0	-	1055	2128
% Lights	96.2	100.0	-	-	96.2	100.0	-	-	-	100.0	100.0	97.4	-	-	97.4	96.8
Mediums	34	0	0	-	34	0	0	0	-	0	0	25	0	-	25	59
% Mediums	3.1	0.0	-	-	3.1	0.0	-	-	-	0.0	0.0	2.3	-	-	2.3	2.7
Articulated Trucks	7	0	0	-	7	0	0	0	-	0	0	3	0	-	3	10
% Articulated Trucks	0.6	0.0	-	-	0.6	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.5
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.1	0.0	-	-	0.1	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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



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Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
3:45 PM	331	0	0	0	331	0	0	0	2	0	7	295	0	0	302	633
4:00 PM	308	0	0	1	308	2	0	0	0	2	3	332	0	0	335	645
4:15 PM	345	0	0	0	345	6	0	0	0	6	4	286	0	0	290	641
4:30 PM	347	0	0	0	347	2	0	0	0	2	3	300	0	3	303	652
Total	1331	0	0	1	1331	10	0	0	2	10	17	1213	0	3	1230	2571
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	1.4	98.6	0.0	-	-	-
Total %	51.8	0.0	0.0	-	51.8	0.4	0.0	0.0	-	0.4	0.7	47.2	0.0	-	47.8	-
PHF	0.959	0.000	0.000	-	0.959	0.417	0.000	0.000	-	0.417	0.607	0.913	0.000	-	0.918	0.986
Lights	1313	0	0	-	1313	10	0	0	-	10	17	1159	0	-	1176	2499
% Lights	98.6	-	-	-	98.6	100.0	-	-	-	100.0	100.0	95.5	-	-	95.6	97.2
Mediums	17	0	0	-	17	0	0	0	-	0	0	53	0	-	53	70
% Mediums	1.3	-	-	-	1.3	0.0	-	-	-	0.0	0.0	4.4	-	-	4.3	2.7
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Articulated Trucks	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Turning Movement Data

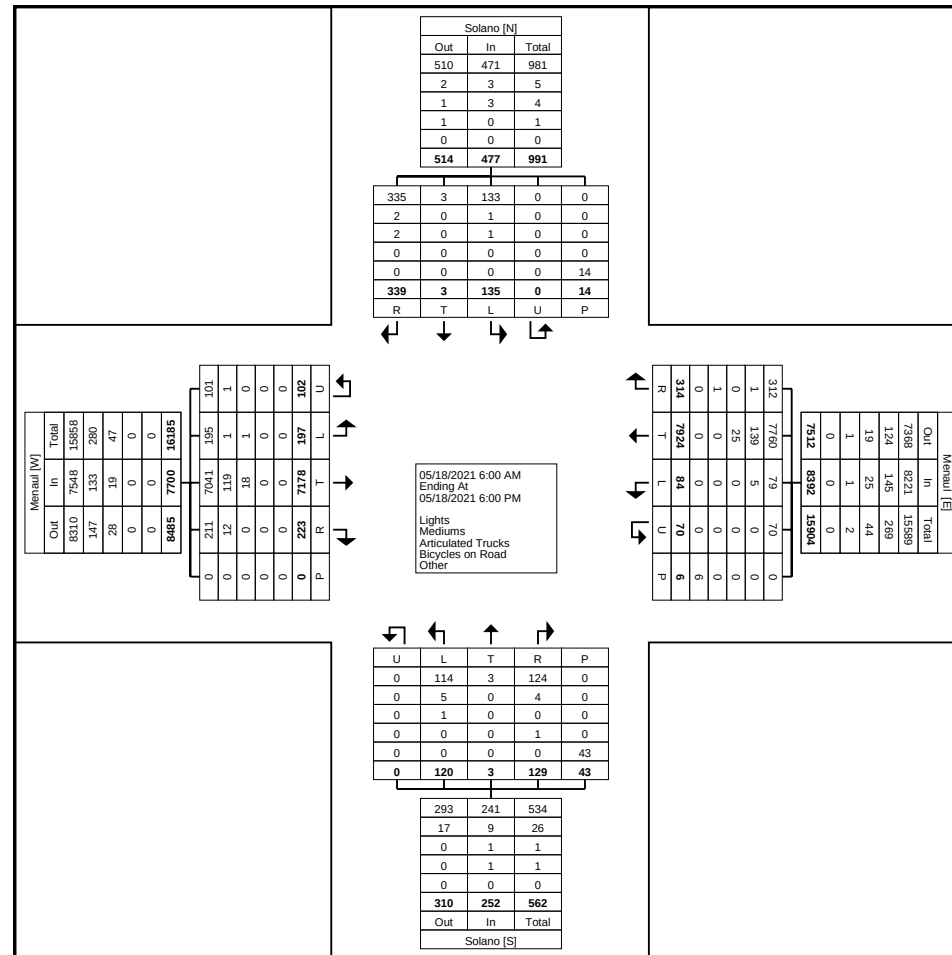
Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	4	0	0	0	0	4	2	0	55	0	0	0	57	0	0	0	3	0	0	3	2	1	32	2	0	0	37	101
6:15 AM	0	2	1	0	0	2	3	0	0	52	0	0	0	52	0	0	0	3	0	0	3	3	0	31	2	0	0	36	94
6:30 AM	0	2	0	0	0	1	2	1	0	77	0	1	0	79	0	0	0	0	0	0	0	1	1	38	2	0	0	42	123
6:45 AM	0	0	0	1	0	0	1	0	0	109	0	0	0	109	0	0	1	1	0	0	2	7	1	58	3	1	0	70	182
Hourly Total	0	8	1	1	0	3	10	3	0	293	0	1	0	297	0	0	1	7	0	0	8	13	3	159	9	1	0	185	500
7:00 AM	0	0	0	0	0	0	0	0	0	106	1	0	0	107	0	0	0	0	0	1	0	2	0	59	4	1	0	66	173
7:15 AM	0	1	0	1	0	1	2	1	0	131	0	0	1	132	0	1	0	1	0	1	2	2	0	81	3	2	0	88	224
7:30 AM	1	0	0	0	0	0	1	0	0	159	0	0	0	159	2	2	0	5	0	0	9	1	0	121	2	2	0	126	295
7:45 AM	0	3	0	0	0	1	3	2	0	215	1	2	0	220	0	1	0	3	0	0	4	11	0	162	2	1	0	176	403
Hourly Total	1	4	0	1	0	2	6	3	0	611	2	2	1	618	2	4	0	9	0	2	15	16	0	423	11	6	0	456	1095
8:00 AM	1	3	0	1	0	0	5	3	0	161	2	3	0	169	0	0	0	4	0	2	4	7	0	131	5	3	0	146	324
8:15 AM	4	3	0	2	0	0	9	1	0	148	1	1	0	151	0	0	0	1	0	0	1	4	0	127	3	4	0	138	299
8:30 AM	1	3	0	3	0	0	7	0	0	150	0	2	0	152	0	2	0	0	0	1	2	5	0	146	5	2	0	158	319
8:45 AM	1	1	0	1	0	0	3	9	0	160	2	2	0	173	1	0	0	3	0	3	4	7	0	165	6	0	0	178	358
Hourly Total	7	10	0	7	0	0	24	13	0	619	5	8	0	645	1	2	0	8	0	6	11	23	0	569	19	9	0	620	1300
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	2	5	0	9	0	0	16	10	0	217	5	4	2	236	0	3	0	3	0	2	6	10	0	230	3	3	0	246	504
11:15 AM	2	9	0	4	0	0	15	8	0	233	3	2	0	246	0	6	0	2	0	0	8	7	0	236	4	2	0	249	518
11:30 AM	3	6	0	5	0	1	14	12	0	237	2	2	0	253	0	2	0	2	0	0	4	4	0	246	4	3	0	257	528
11:45 AM	0	10	0	2	0	1	12	13	0	252	2	0	0	267	0	5	0	10	0	1	15	11	0	261	7	4	0	283	577
Hourly Total	7	30	0	20	0	2	57	43	0	939	12	8	2	1002	0	16	0	17	0	3	33	32	0	973	18	12	0	1035	2127
12:00 PM	0	8	0	5	0	0	13	19	0	267	4	2	0	292	0	5	0	4	0	1	9	6	0	257	9	2	0	274	588
12:15 PM	0	15	0	4	0	0	19	16	0	266	2	2	1	286	0	4	0	3	0	1	7	6	0	264	5	1	0	276	588
12:30 PM	0	13	0	4	0	0	17	13	0	287	5	5	0	310	0	6	0	3	0	0	9	5	0	268	4	4	0	281	617
12:45 PM	0	17	0	9	0	0	26	14	0	277	5	7	0	303	0	4	0	3	0	0	7	12	0	254	9	2	0	277	613
Hourly Total	0	53	0	22	0	0	75	62	0	1097	16	16	1	1191	0	19	0	13	0	2	32	29	0	1043	27	9	0	1108	2406
1:00 PM	2	8	0	6	0	1	16	10	0	295	5	2	0	312	0	6	0	5	0	1	11	12	0	241	4	3	0	260	599
1:15 PM	0	8	1	5	0	0	14	14	0	270	4	1	0	289	0	4	1	4	0	2	9	7	0	227	4	4	0	242	554
1:30 PM	0	9	0	3	0	2	12	11	0	256	3	4	0	274	0	9	0	5	0	1	14	3	0	215	6	3	0	227	527
1:45 PM	1	18	0	9	0	0	28	12	0	265	5	3	0	285	0	3	0	7	0	1	10	5	0	252	10	3	0	270	593
Hourly Total	3	43	1	23	0	3	70	47	0	1086	17	10	0	1160	0	22	1	21	0	5	44	27	0	935	24	13	0	999	2273
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3:00 PM	0	13	0	5	0	0	18	10	0	268	3	3	0	284	0	4	0	6	0	2	10	5	0	231	3	5	0	244	556
3:15 PM	0	16	0	8	0	1	24	19	0	267	3	1	0	290	1	5	0	3	0	2	9	12	0	251	10	5	0	278	601
3:30 PM	0	14	0	8	0	0	22	17	0	307	4	1	0	329	0	9	1	2	0	4	12	6	0	277	9	5	0	297	660

3:45 PM	0	8	1	10	0	0	19	13	0	271	7	2	0	293	2	7	0	3	0	1	12	8	0	277	7	0	0	292	616
Hourly Total	0	51	1	31	0	1	83	59	0	1113	17	7	0	1196	3	25	1	14	0	9	43	31	0	1036	29	15	0	1111	2433
4:00 PM	0	11	0	4	0	1	15	12	1	314	2	2	1	331	0	8	0	4	0	4	12	5	0	297	10	3	0	315	673
4:15 PM	0	27	0	9	0	2	36	16	0	289	1	4	0	310	0	1	0	3	0	2	4	4	0	273	6	4	0	287	637
4:30 PM	0	20	0	4	0	0	24	11	0	298	3	3	0	315	0	5	0	8	0	2	13	8	0	260	10	5	0	283	635
4:45 PM	0	10	0	2	0	0	12	11	0	264	2	4	1	281	0	6	0	2	0	1	8	3	0	258	10	4	0	275	576
Hourly Total	0	68	0	19	0	3	87	50	1	1165	8	13	2	1237	0	20	0	17	0	9	37	20	0	1088	36	16	0	1160	2521
5:00 PM	0	16	0	2	0	0	18	9	0	298	3	3	0	313	0	4	0	7	0	4	11	5	0	299	7	8	0	319	661
5:15 PM	0	12	0	1	0	0	13	11	0	260	2	0	0	273	0	6	0	2	0	0	8	6	0	260	9	4	0	279	573
5:30 PM	1	16	0	5	0	0	22	4	0	223	1	1	0	229	0	2	0	4	0	2	6	12	0	227	4	7	0	250	507
5:45 PM	0	9	0	3	0	0	12	9	0	220	1	1	0	231	0	3	0	1	0	1	4	6	0	166	4	2	0	178	425
Hourly Total	1	53	0	11	0	0	65	33	0	1001	7	5	0	1046	0	15	0	14	0	7	29	29	0	952	24	21	0	1026	2166
Grand Total	19	320	3	135	0	14	477	313	1	7924	84	70	6	8392	6	123	3	120	0	43	252	220	3	7178	197	102	0	7700	16821
Approach %	4.0	67.1	0.6	28.3	0.0	-	-	3.7	0.0	94.4	1.0	0.8	-	-	2.4	48.8	1.2	47.6	0.0	-	-	2.9	0.0	93.2	2.6	1.3	-	-	-
Total %	0.1	1.9	0.0	0.8	0.0	-	2.8	1.9	0.0	47.1	0.5	0.4	-	49.9	0.0	0.7	0.0	0.7	0.0	-	1.5	1.3	0.0	42.7	1.2	0.6	-	45.8	-
Lights	18	317	3	133	0	-	471	311	1	7760	79	70	-	8221	6	118	3	114	0	-	241	208	3	7041	195	101	-	7548	16481
% Lights	94.7	99.1	100.0	98.5	-	-	98.7	99.4	100.0	97.9	94.0	100.0	-	98.0	100.0	95.9	100.0	95.0	-	-	95.6	94.5	100.0	98.1	99.0	99.0	-	98.0	98.0
Mediums	1	1	0	1	0	-	3	1	0	139	5	0	-	145	0	4	0	5	0	-	9	12	0	119	1	1	-	133	290
% Mediums	5.3	0.3	0.0	0.7	-	-	0.6	0.3	0.0	1.8	6.0	0.0	-	1.7	0.0	3.3	0.0	4.2	-	-	3.6	5.5	0.0	1.7	0.5	1.0	-	1.7	1.7
Articulated Trucks	0	2	0	1	0	-	3	0	0	25	0	0	-	25	0	0	0	1	0	-	1	0	0	18	1	0	-	19	48
% Articulated Trucks	0.0	0.6	0.0	0.7	-	-	0.6	0.0	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	0.8	-	-	0.4	0.0	0.0	0.3	0.5	0.0	-	0.2	0.3
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	1	0	0	0	-	1	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.3	0.0	0.0	0.0	0.0	-	0.0	0.0	0.8	0.0	0.0	-	-	0.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	9	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	21.4	-	-	-	-	-	-	16.7	-	-	-	-	-	-	20.9	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	-	5	-	-	-	-	-	-	34	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	78.6	-	-	-	-	-	-	83.3	-	-	-	-	-	-	79.1	-	-	-	-	-	-	-	-	-

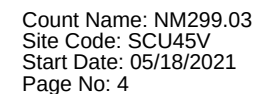


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Count Name: NM299.03
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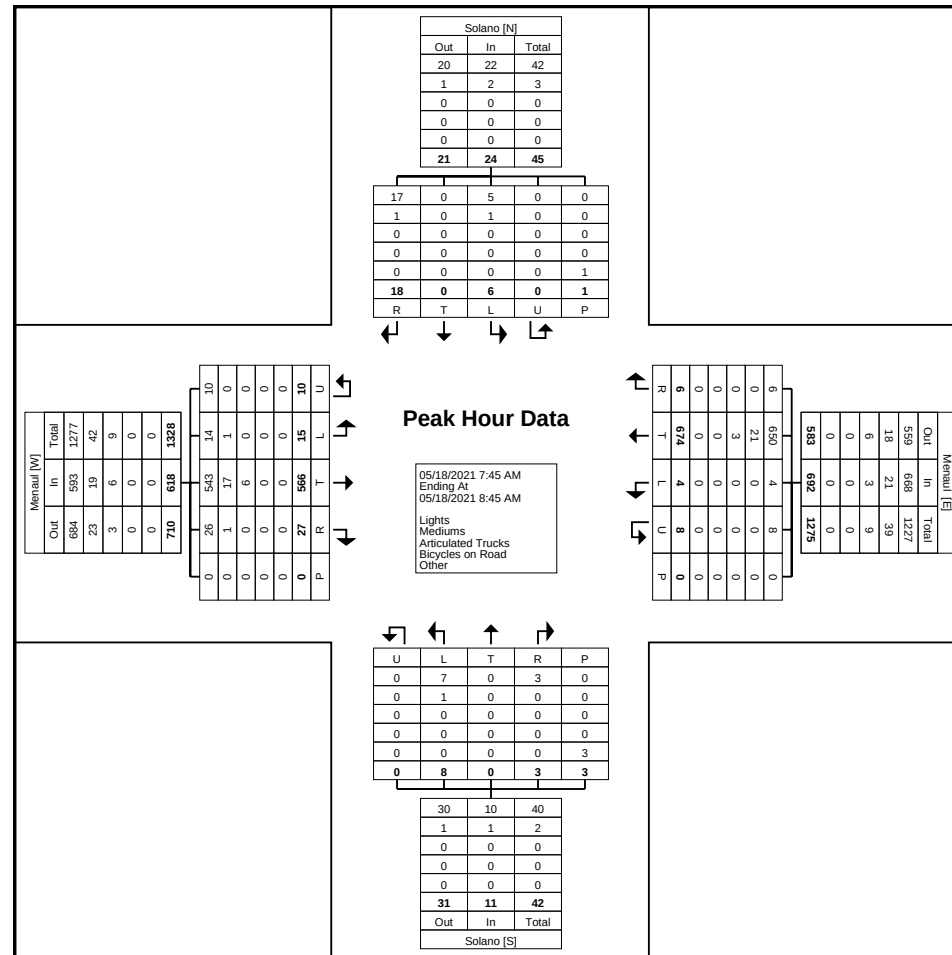
Turning Movement Data Plot





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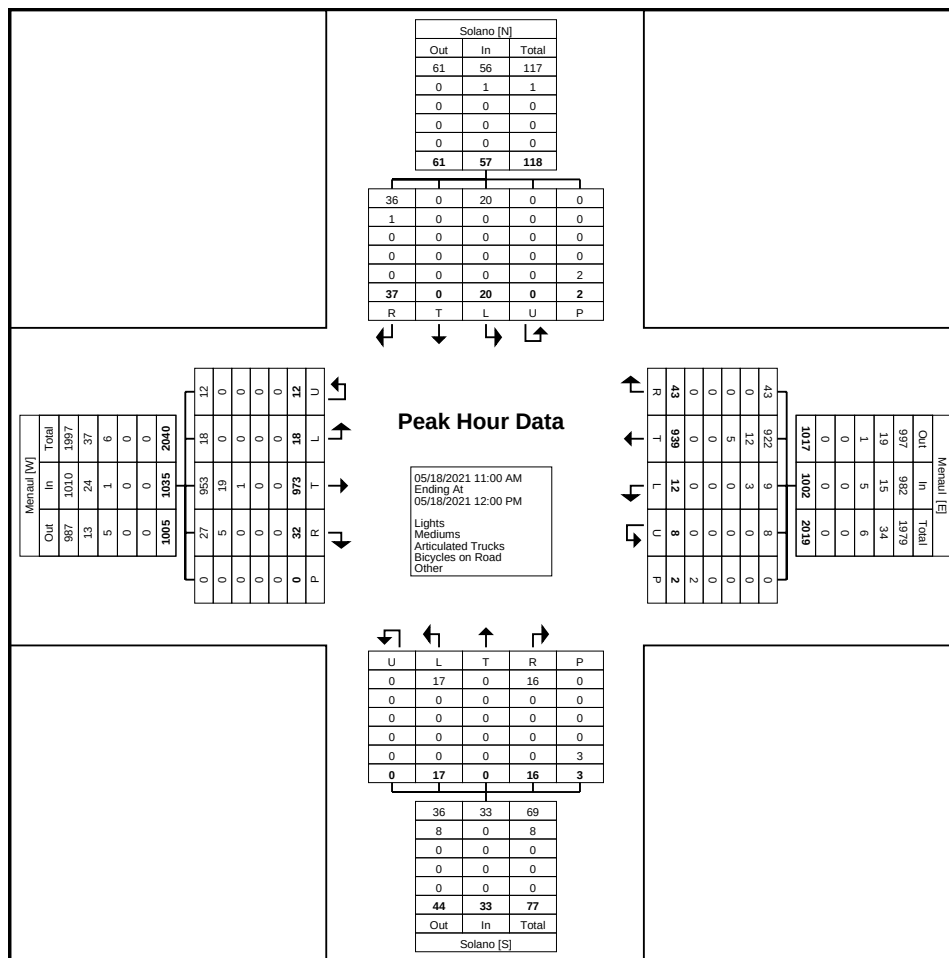
Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021
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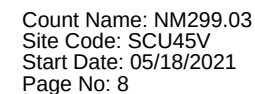


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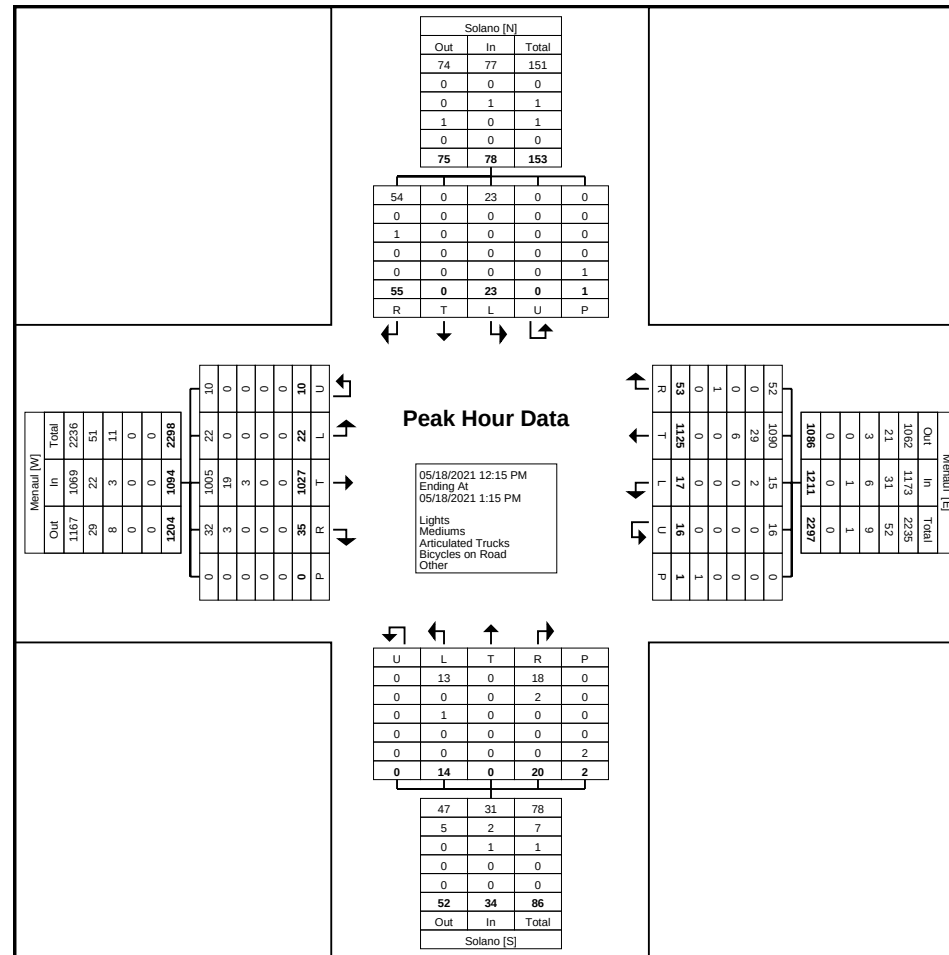
Turning Movement Peak Hour Data Plot (11:00 AM)



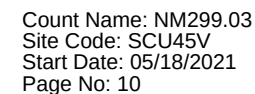


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Turning Movement Peak Hour Data Plot (12:15 PM)

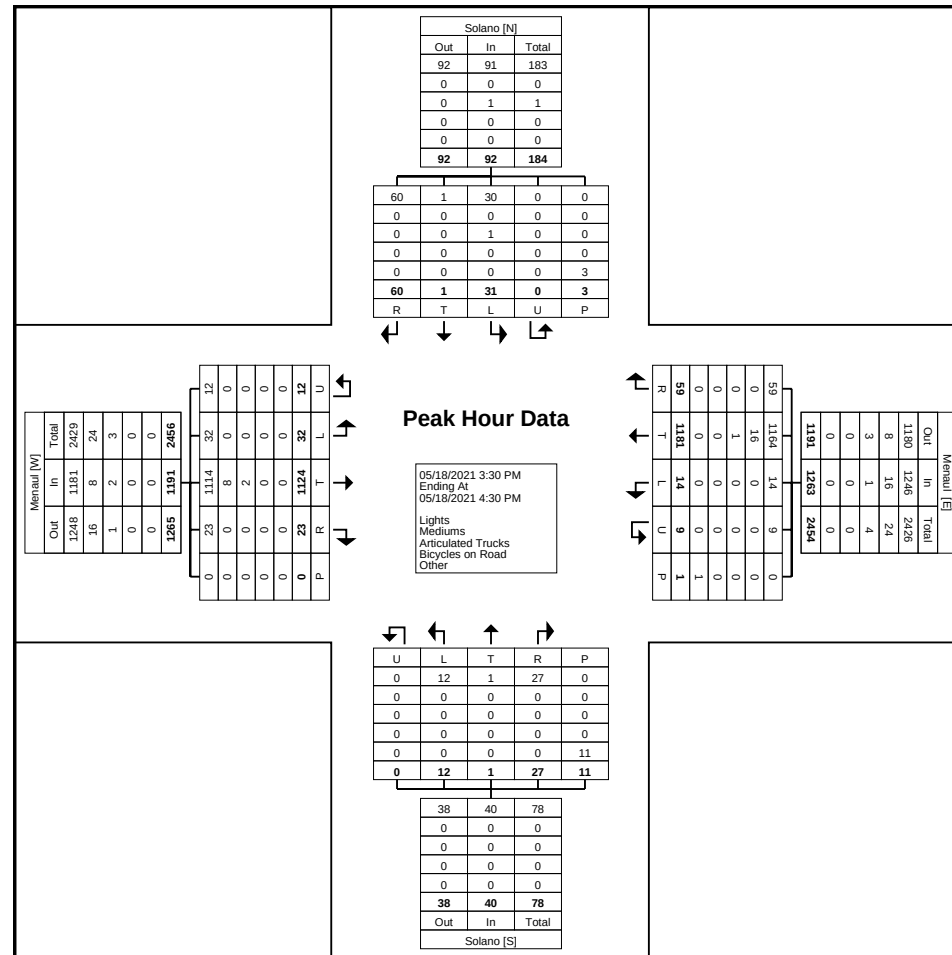


Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	0	14	0	8	0	0	22	17	0	307	4	1	0	329	0	9	1	2	0	4	12	6	0	277	9	5	0	297	660
3:45 PM	0	8	1	10	0	0	19	13	0	271	7	2	0	293	2	7	0	3	0	1	12	8	0	277	7	0	0	292	616
4:00 PM	0	11	0	4	0	1	15	12	1	314	2	2	1	331	0	8	0	4	0	4	12	5	0	297	10	3	0	315	673
4:15 PM	0	27	0	9	0	2	36	16	0	289	1	4	0	310	0	1	0	3	0	2	4	4	0	273	6	4	0	287	637
Total	0	60	1	31	0	3	92	58	1	1181	14	9	1	1263	2	25	1	12	0	11	40	23	0	1124	32	12	0	1191	2586
Approach %	0.0	65.2	1.1	33.7	0.0	-	-	4.6	0.1	93.5	1.1	0.7	-	-	5.0	62.5	2.5	30.0	0.0	-	-	1.9	0.0	94.4	2.7	1.0	-	-	-
Total %	0.0	2.3	0.0	1.2	0.0	-	3.6	2.2	0.0	45.7	0.5	0.3	-	48.8	0.1	1.0	0.0	0.5	0.0	-	1.5	0.9	0.0	43.5	1.2	0.5	-	46.1	-
PHF	0.000	0.556	0.250	0.775	0.000	-	0.639	0.853	0.250	0.940	0.500	0.563	-	0.954	0.250	0.694	0.250	0.750	0.000	-	0.833	0.719	0.000	0.946	0.800	0.600	-	0.945	0.961
Lights	0	60	1	30	0	-	91	58	1	1164	14	9	-	1246	2	25	1	12	0	-	40	23	0	1114	32	12	-	1181	2558
% Lights	-	100.0	100.0	96.8	-	-	98.9	100.0	100.0	98.6	100.0	100.0	-	98.7	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	99.1	100.0	100.0	-	99.2	98.9
Mediums	0	0	0	0	0	-	0	0	0	16	0	0	-	16	0	0	0	0	0	-	0	0	0	8	0	0	-	8	24
% Mediums	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.4	0.0	0.0	-	1.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.7	0.0	0.0	-	0.7	0.9
Articulated Trucks	0	0	0	1	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	2	0	0	-	2	4
% Articulated Trucks	-	0.0	0.0	3.2	-	-	1.1	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.2	0.0	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	18									



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



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Turning Movement Data

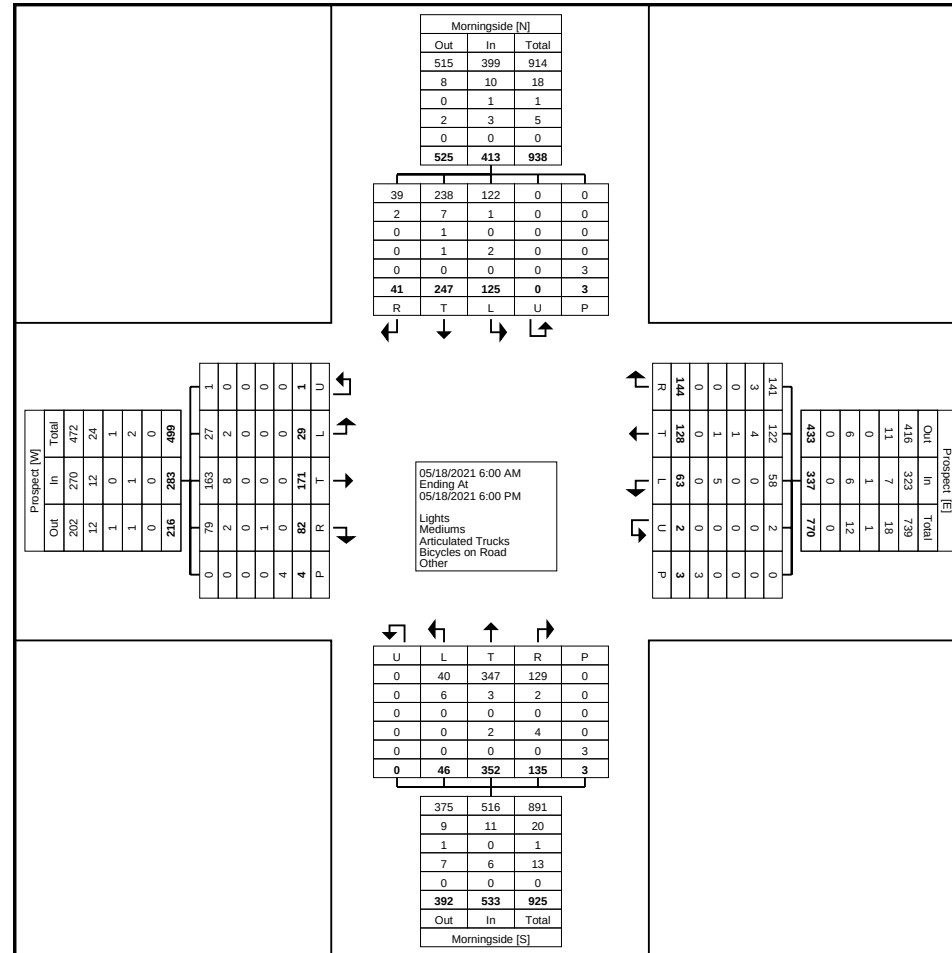
Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	1	2	1	0	0	4	1	1	0	0	1	2	1	5	1	0	1	7	1	1	0	1	0	3	16
6:15 AM	0	4	0	0	0	4	1	0	0	0	0	1	1	1	0	0	0	2	1	0	0	0	0	1	8
6:30 AM	0	2	1	0	0	3	1	1	1	0	0	3	0	2	0	0	0	2	0	1	0	0	0	1	9
6:45 AM	0	3	0	0	0	3	0	3	0	0	0	3	0	5	2	0	0	7	4	3	0	0	1	7	20
Hourly Total	1	11	2	0	0	14	3	5	1	0	1	9	2	13	3	0	1	18	6	5	0	1	1	12	53
7:00 AM	2	4	1	0	0	7	5	1	1	0	0	7	4	6	0	0	0	10	0	0	0	0	0	0	24
7:15 AM	0	6	2	0	0	8	1	3	0	0	0	4	1	5	0	0	0	6	0	1	1	0	1	2	20
7:30 AM	0	2	2	0	0	4	3	6	2	0	0	11	3	7	2	0	0	12	2	0	0	0	1	2	29
7:45 AM	3	8	2	0	0	13	2	4	0	0	0	6	1	9	2	0	0	12	0	3	0	0	0	3	34
Hourly Total	5	20	7	0	0	32	11	14	3	0	0	28	9	27	4	0	0	40	2	4	1	0	2	7	107
8:00 AM	1	14	4	0	0	19	6	3	1	0	0	10	8	18	2	0	0	28	6	1	1	0	0	8	65
8:15 AM	2	4	1	0	0	7	2	4	2	0	0	8	3	9	1	0	0	13	2	1	1	0	0	4	32
8:30 AM	0	3	3	0	0	6	6	3	0	0	0	9	2	9	2	0	0	13	0	1	0	0	0	1	29
8:45 AM	1	9	7	0	0	17	4	3	1	0	0	8	1	8	0	0	0	9	1	3	2	0	0	6	40
Hourly Total	4	30	15	0	0	49	18	13	4	0	0	35	14	44	5	0	0	63	9	6	4	0	0	19	166
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	5	4	0	0	9	5	3	3	0	0	11	5	9	5	0	0	19	3	3	1	0	0	7	46
11:15 AM	2	5	2	0	0	9	7	3	2	0	2	12	3	10	1	0	0	14	0	7	0	0	0	7	42
11:30 AM	2	3	7	0	1	12	3	0	2	0	0	5	4	16	0	0	0	20	2	3	1	0	0	6	43
11:45 AM	2	13	2	0	0	17	2	9	3	0	0	14	2	11	0	0	0	13	4	5	0	0	0	9	53
Hourly Total	6	26	15	0	1	47	17	15	10	0	2	42	14	46	6	0	0	66	9	18	2	0	0	29	184
12:00 PM	0	5	3	0	0	8	3	4	3	0	0	10	6	8	2	0	0	16	4	6	2	0	0	12	46
12:15 PM	2	5	6	0	0	13	5	3	2	0	0	10	6	7	1	0	0	14	5	13	2	0	0	20	57
12:30 PM	3	7	4	0	0	14	5	4	2	0	0	11	9	13	1	0	0	23	1	9	2	0	0	12	60
12:45 PM	1	7	1	0	0	9	5	2	5	0	0	12	3	8	1	0	0	12	1	11	1	0	0	13	46
Hourly Total	6	24	14	0	0	44	18	13	12	0	0	43	24	36	5	0	0	65	11	39	7	0	0	57	209
1:00 PM	1	4	3	0	1	8	6	7	0	0	0	13	3	6	3	0	0	12	4	9	1	0	0	14	47
1:15 PM	2	6	5	0	1	13	3	9	0	0	0	12	7	9	2	0	0	18	3	3	1	0	0	7	50
1:30 PM	0	9	3	0	0	12	6	4	3	0	0	13	5	8	1	0	0	14	1	6	1	0	0	8	47
1:45 PM	4	7	5	0	0	16	4	1	2	1	0	8	0	3	2	0	0	5	0	7	1	0	0	8	37
Hourly Total	7	26	16	0	2	49	19	21	5	1	0	46	15	26	8	0	0	49	8	25	4	0	0	37	181
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	4	3	0	0	8	3	6	1	0	0	10	3	9	2	0	0	14	2	5	0	0	0	7	39
3:15 PM	0	12	4	0	0	16	4	5	2	0	0	11	2	11	2	0	0	15	6	8	0	0	0	14	56
3:30 PM	0	13	11	0	0	24	4	4	4	0	0	12	11	20	3	0	1	34	2	6	0	0	0	8	78

3:45 PM	0	8	5	0	0	13	4	10	2	0	0	16	6	21	0	0	0	27	4	5	1	0	0	10	66
Hourly Total	1	37	23	0	0	61	15	25	9	0	0	49	22	61	7	0	1	90	14	24	1	0	0	39	239
4:00 PM	3	10	8	0	0	21	7	5	4	0	0	16	5	15	3	0	0	23	2	5	3	0	1	10	70
4:15 PM	2	8	7	0	0	17	9	2	4	0	0	15	8	11	1	0	0	20	1	4	0	0	0	5	57
4:30 PM	1	16	3	0	0	20	7	4	3	0	0	14	8	12	0	0	0	20	4	6	0	0	0	10	64
4:45 PM	3	10	2	0	0	15	2	2	3	0	0	7	2	7	0	0	0	9	3	9	2	0	0	14	45
Hourly Total	9	44	20	0	0	73	25	13	14	0	0	52	23	45	4	0	0	72	10	24	5	0	1	39	236
5:00 PM	0	8	3	0	0	11	1	2	1	1	0	5	5	16	2	0	0	23	3	8	1	0	0	12	51
5:15 PM	1	3	3	0	0	7	6	4	2	0	0	12	2	10	1	0	1	13	2	7	2	0	0	11	43
5:30 PM	1	7	4	0	0	12	8	2	2	0	0	12	3	14	1	0	0	18	6	6	1	0	0	13	55
5:45 PM	0	11	3	0	0	14	3	1	0	0	0	4	2	14	0	0	0	16	2	5	1	0	0	8	42
Hourly Total	2	29	13	0	0	44	18	9	5	1	0	33	12	54	4	0	1	70	13	26	5	0	0	44	191
Grand Total	41	247	125	0	3	413	144	128	63	2	3	337	135	352	46	0	3	533	82	171	29	1	4	283	1566
Approach %	9.9	59.8	30.3	0.0	-	-	42.7	38.0	18.7	0.6	-	-	25.3	66.0	8.6	0.0	-	-	29.0	60.4	10.2	0.4	-	-	-
Total %	2.6	15.8	8.0	0.0	-	26.4	9.2	8.2	4.0	0.1	-	21.5	8.6	22.5	2.9	0.0	-	34.0	5.2	10.9	1.9	0.1	-	18.1	-
Lights	39	238	122	0	-	399	141	122	58	2	-	323	129	347	40	0	-	516	79	163	27	1	-	270	1508
% Lights	95.1	96.4	97.6	-	-	96.6	97.9	95.3	92.1	100.0	-	95.8	95.6	98.6	87.0	-	-	96.8	96.3	95.3	93.1	100.0	-	95.4	96.3
Mediums	2	7	1	0	-	10	3	4	0	0	-	7	2	3	6	0	-	11	2	8	2	0	-	12	40
% Mediums	4.9	2.8	0.8	-	-	2.4	2.1	3.1	0.0	0.0	-	2.1	1.5	0.9	13.0	-	-	2.1	2.4	4.7	6.9	0.0	-	4.2	2.6
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.4	0.0	-	-	0.2	0.0	0.8	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	2	0	-	3	0	1	5	0	-	6	4	2	0	0	-	6	1	0	0	0	-	1	16
% Bicycles on Road	0.0	0.4	1.6	-	-	0.7	0.0	0.8	7.9	0.0	-	1.8	3.0	0.6	0.0	-	-	1.1	1.2	0.0	0.0	0.0	-	0.4	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-



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Turning Movement Data Plot

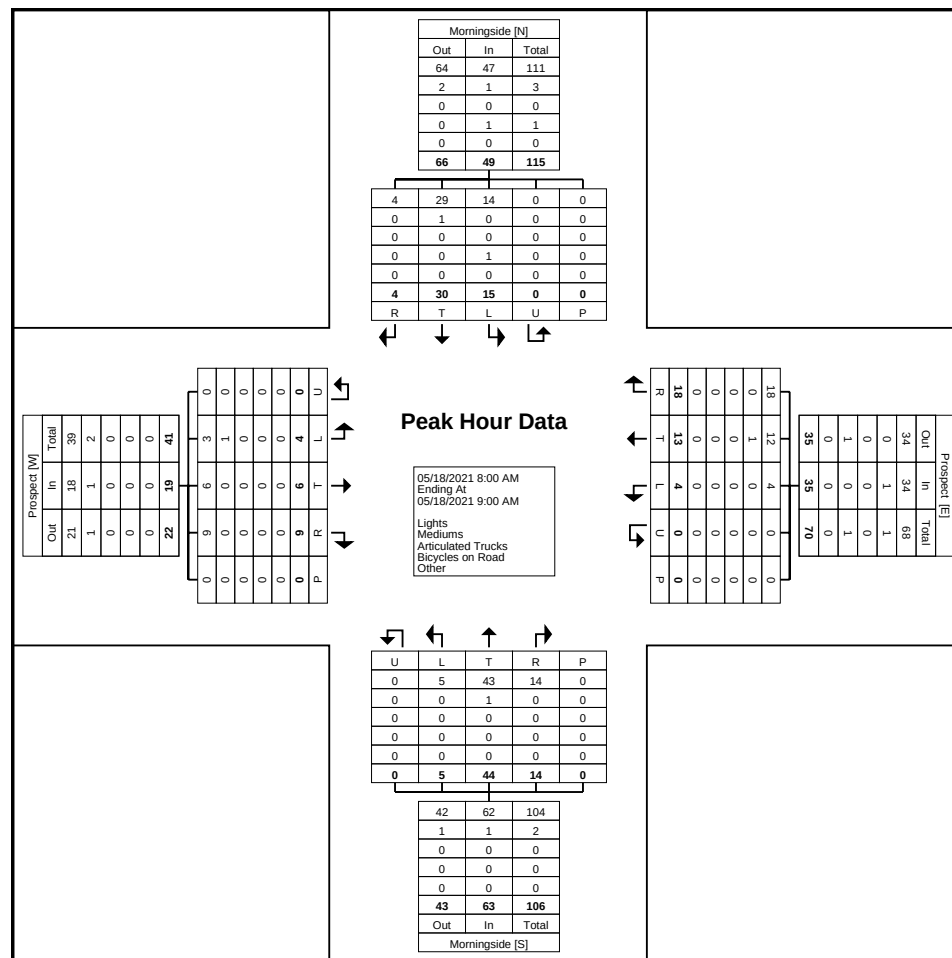
Turning Movement Peak Hour Data (8:00 AM)

[illegible]



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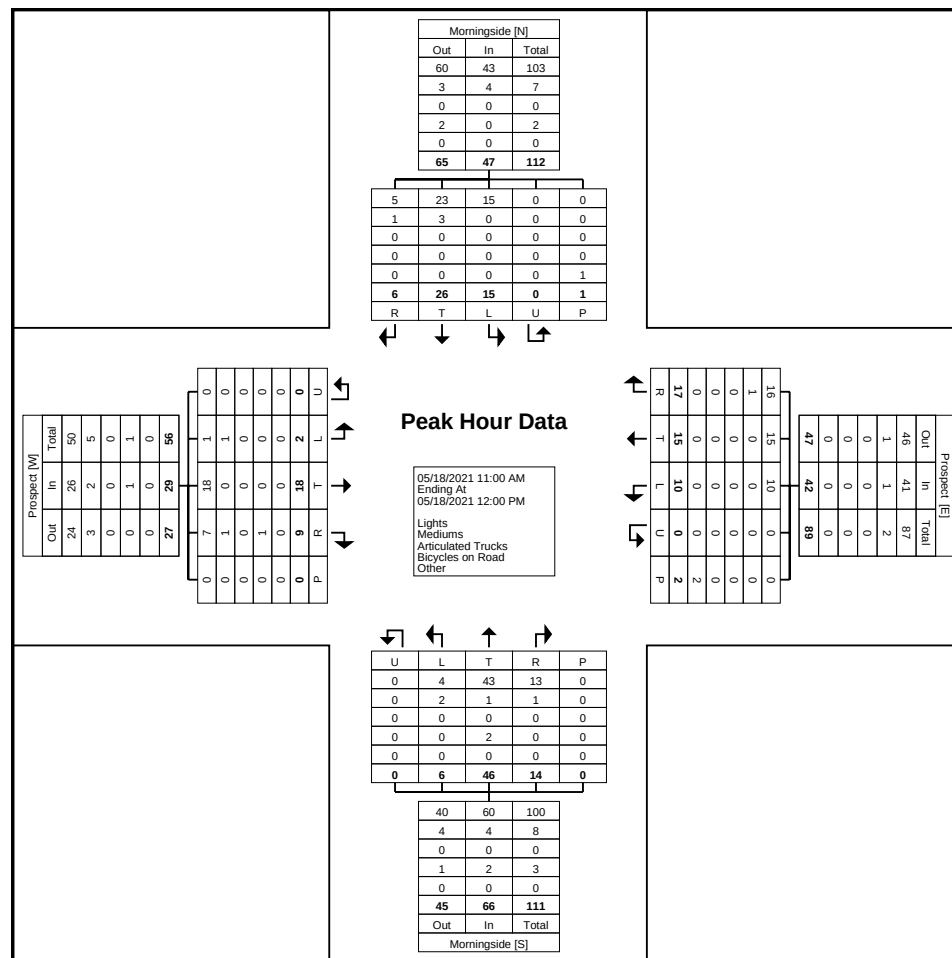


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Turning Movement Peak Hour Data Plot (11:00 AM)





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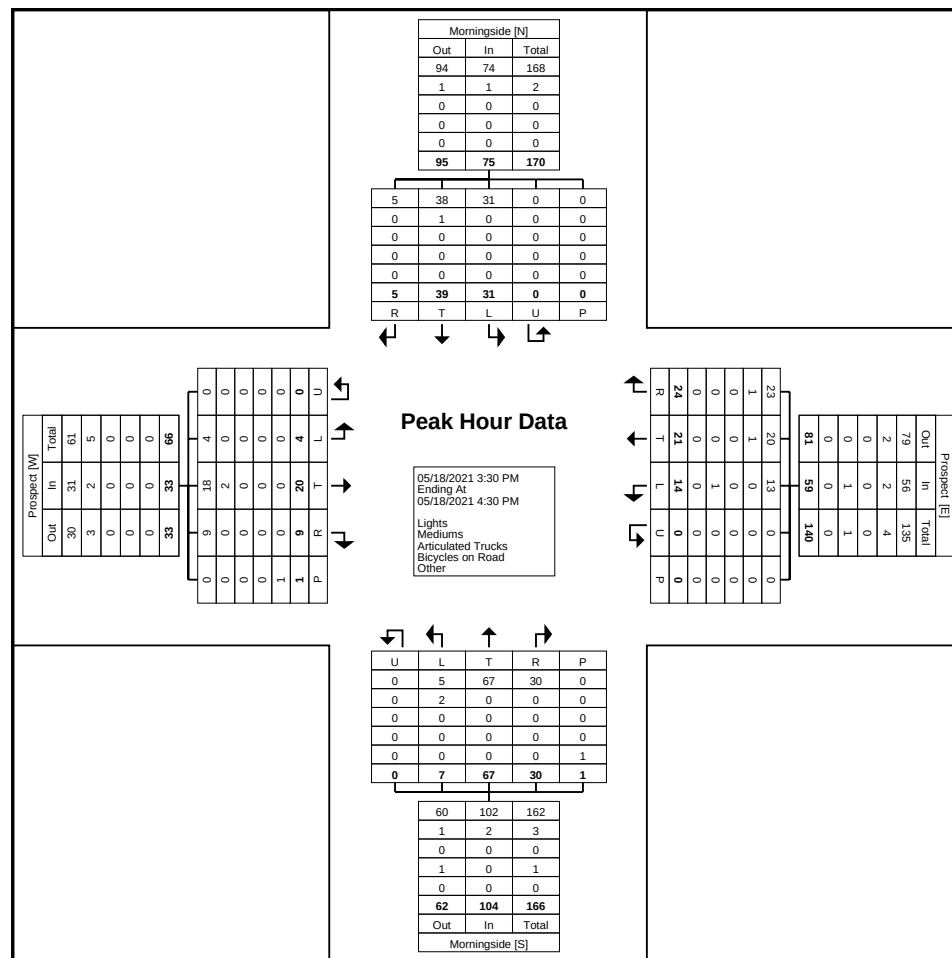
Turning Movement Peak Hour Data (3:30 PM)

Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	0	13	11	0	0	24	4	4	4	0	0	12	11	20	3	0	1	34	2	6	0	0	0	8	78
3:45 PM	0	8	5	0	0	13	4	10	2	0	0	16	6	21	0	0	0	27	4	5	1	0	0	10	66
4:00 PM	3	10	8	0	0	21	7	5	4	0	0	16	5	15	3	0	0	23	2	5	3	0	1	10	70
4:15 PM	2	8	7	0	0	17	9	2	4	0	0	15	8	11	1	0	0	20	1	4	0	0	0	5	57
Total	5	39	31	0	0	75	24	21	14	0	0	59	30	67	7	0	1	104	9	20	4	0	1	33	271
Approach %	6.7	52.0	41.3	0.0	-	-	40.7	35.6	23.7	0.0	-	-	28.8	64.4	6.7	0.0	-	-	27.3	60.6	12.1	0.0	-	-	-
Total %	1.8	14.4	11.4	0.0	-	27.7	8.9	7.7	5.2	0.0	-	21.8	11.1	24.7	2.6	0.0	-	38.4	3.3	7.4	1.5	0.0	-	12.2	-
PHF	0.417	0.750	0.705	0.000	-	0.781	0.667	0.525	0.875	0.000	-	0.922	0.682	0.798	0.583	0.000	-	0.765	0.563	0.833	0.333	0.000	-	0.825	0.869
Lights	5	38	31	0	-	74	23	20	13	0	-	56	30	67	5	0	-	102	9	18	4	0	-	31	263
% Lights	100.0	97.4	100.0	-	-	98.7	95.8	95.2	92.9	-	-	94.9	100.0	100.0	71.4	-	-	98.1	100.0	90.0	100.0	-	-	93.9	97.0
Mediums	0	1	0	0	-	1	1	1	0	0	-	2	0	0	2	0	-	2	0	2	0	0	-	2	7
% Mediums	0.0	2.6	0.0	-	-	1.3	4.2	4.8	0.0	-	-	3.4	0.0	0.0	28.6	-	-	1.9	0.0	10.0	0.0	-	-	6.1	2.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	7.1	-	-	1.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021
Page No: 11



Appendix C:

Trip Generation Manual Excerpts

Multifamily Housing (Low-Rise) (220)

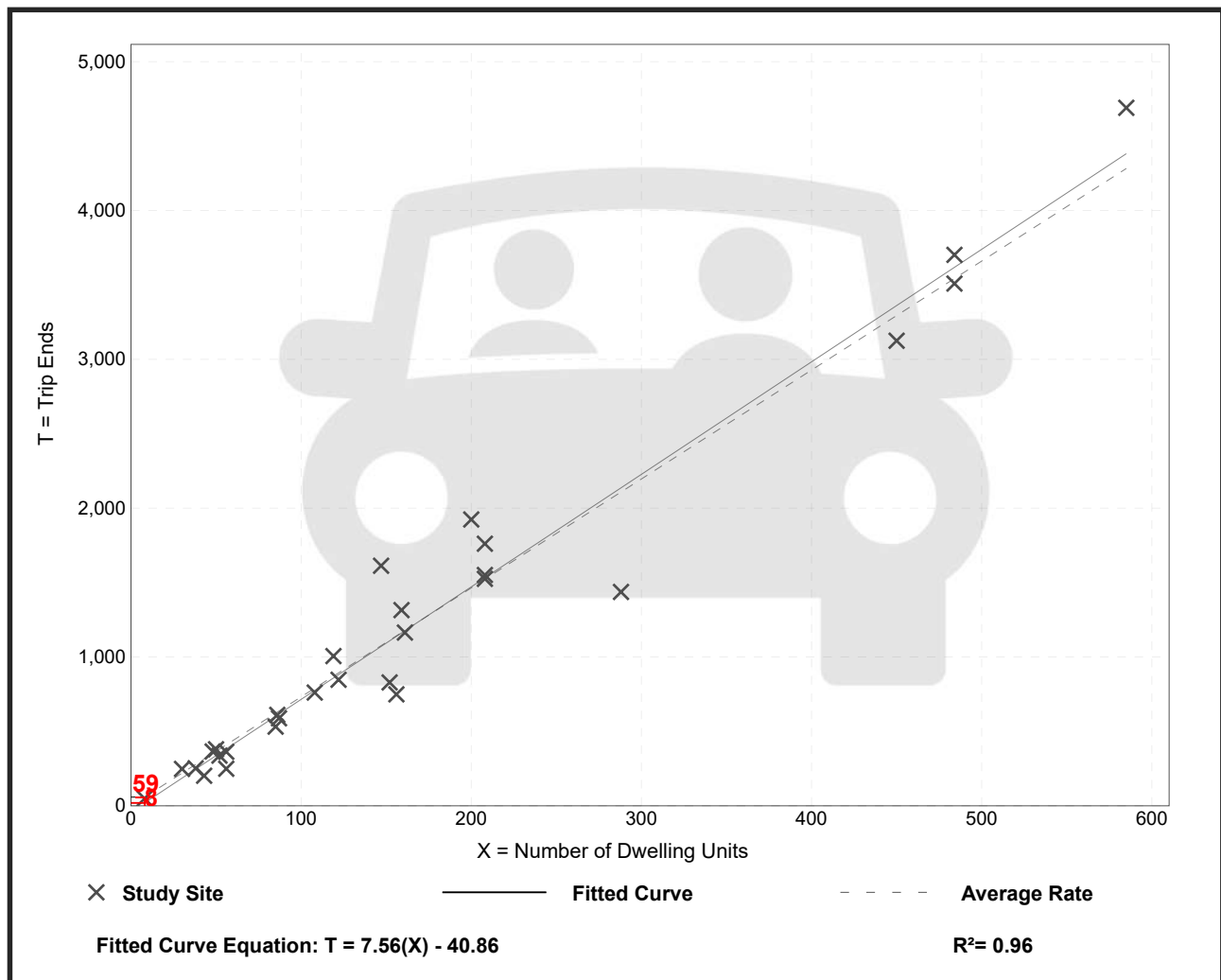
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



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Multifamily Housing (Low-Rise) (220)

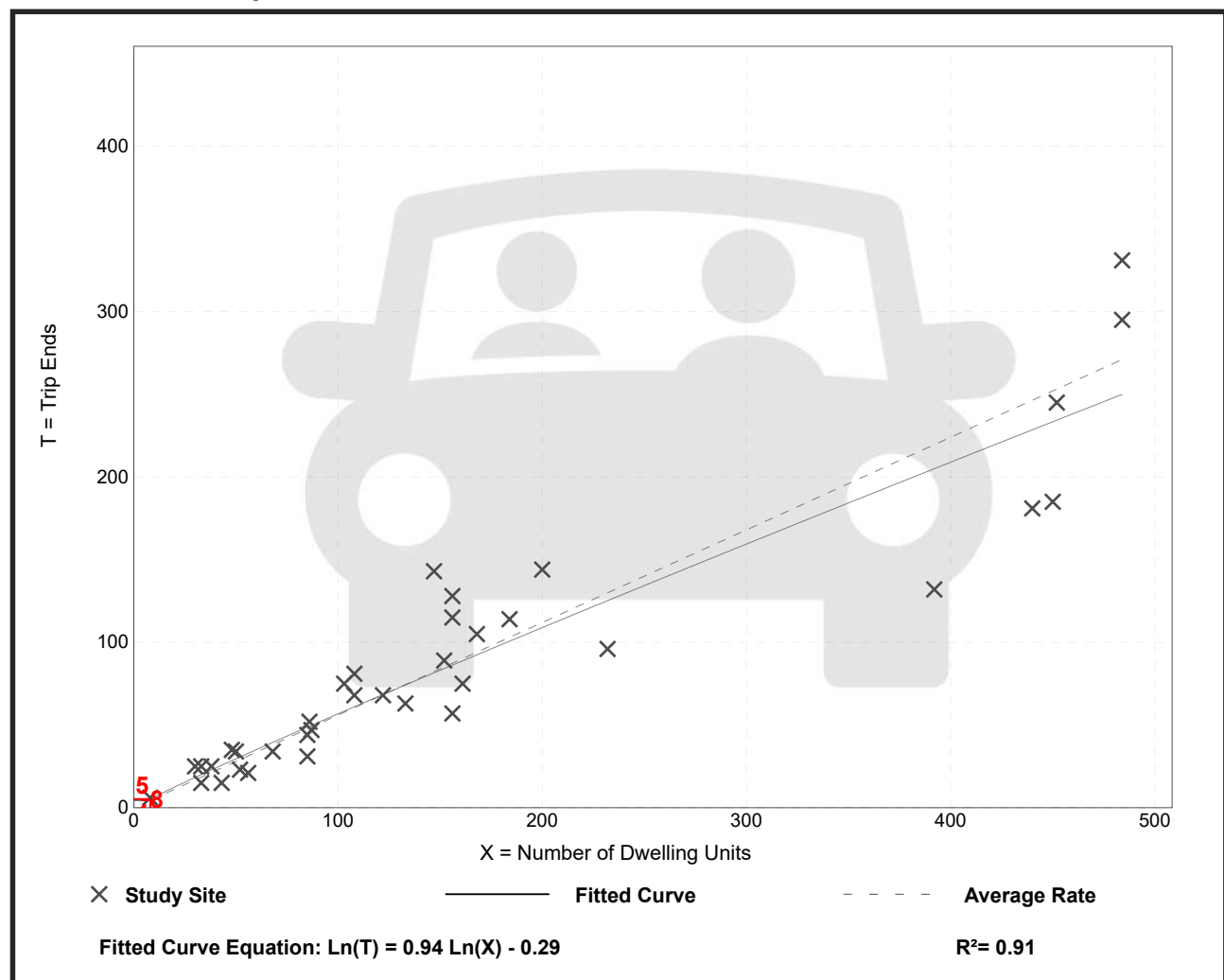
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 36
 Avg. Num. of Dwelling Units: 161
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.34 - 0.97	0.15

Data Plot and Equation



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Multifamily Housing (Low-Rise) (220)

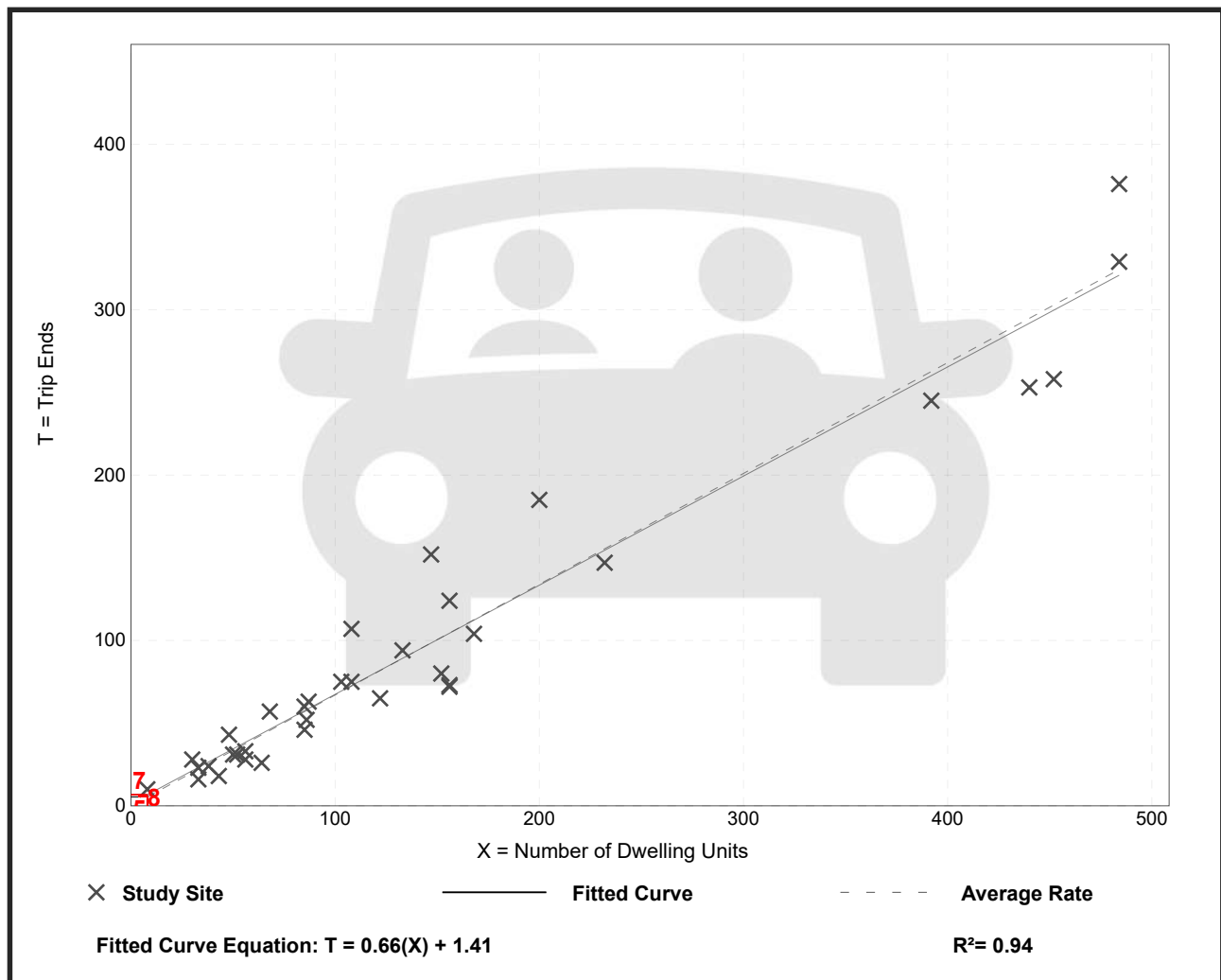
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 35
 Avg. Num. of Dwelling Units: 146
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.41 - 1.25	0.14

Data Plot and Equation



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Super Convenience Market/Gas Station (960)

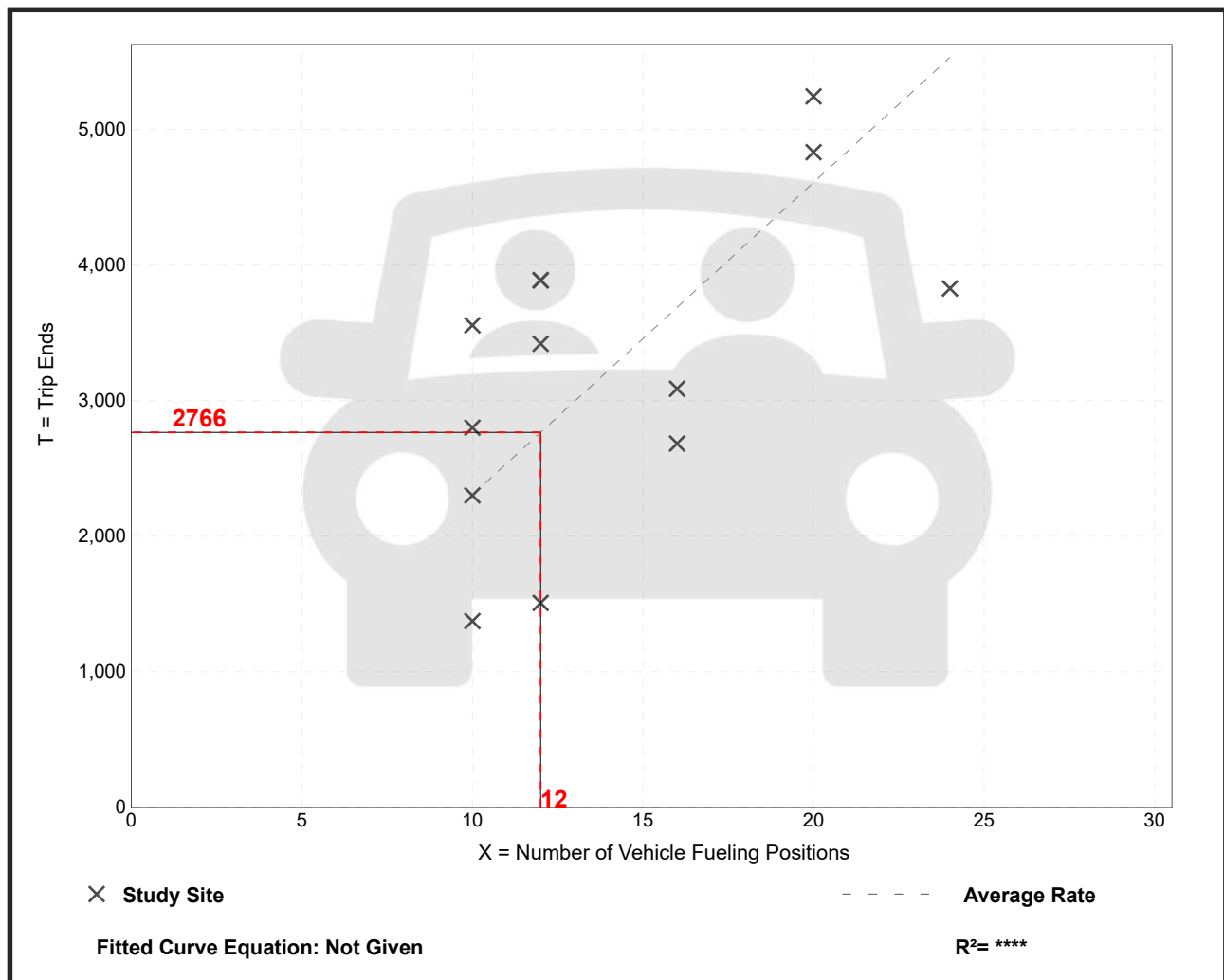
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
230.52	125.67 - 355.60	71.75

Data Plot and Equation



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Super Convenience Market/Gas Station (960)

Vehicle Trip Ends vs: Vehicle Fueling Positions

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 39

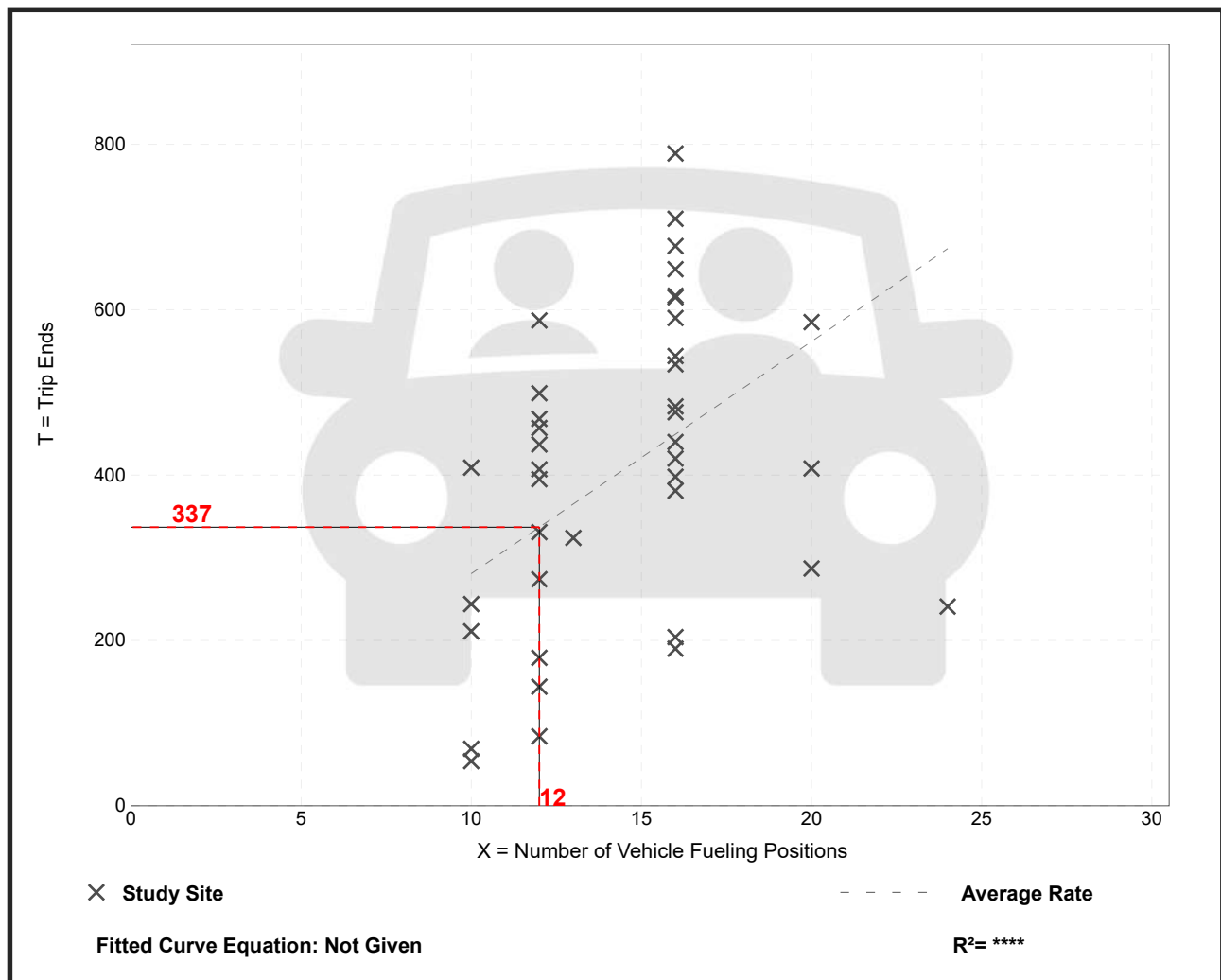
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
28.08	5.40 - 49.31	11.98

Data Plot and Equation



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Super Convenience Market/Gas Station (960)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 48

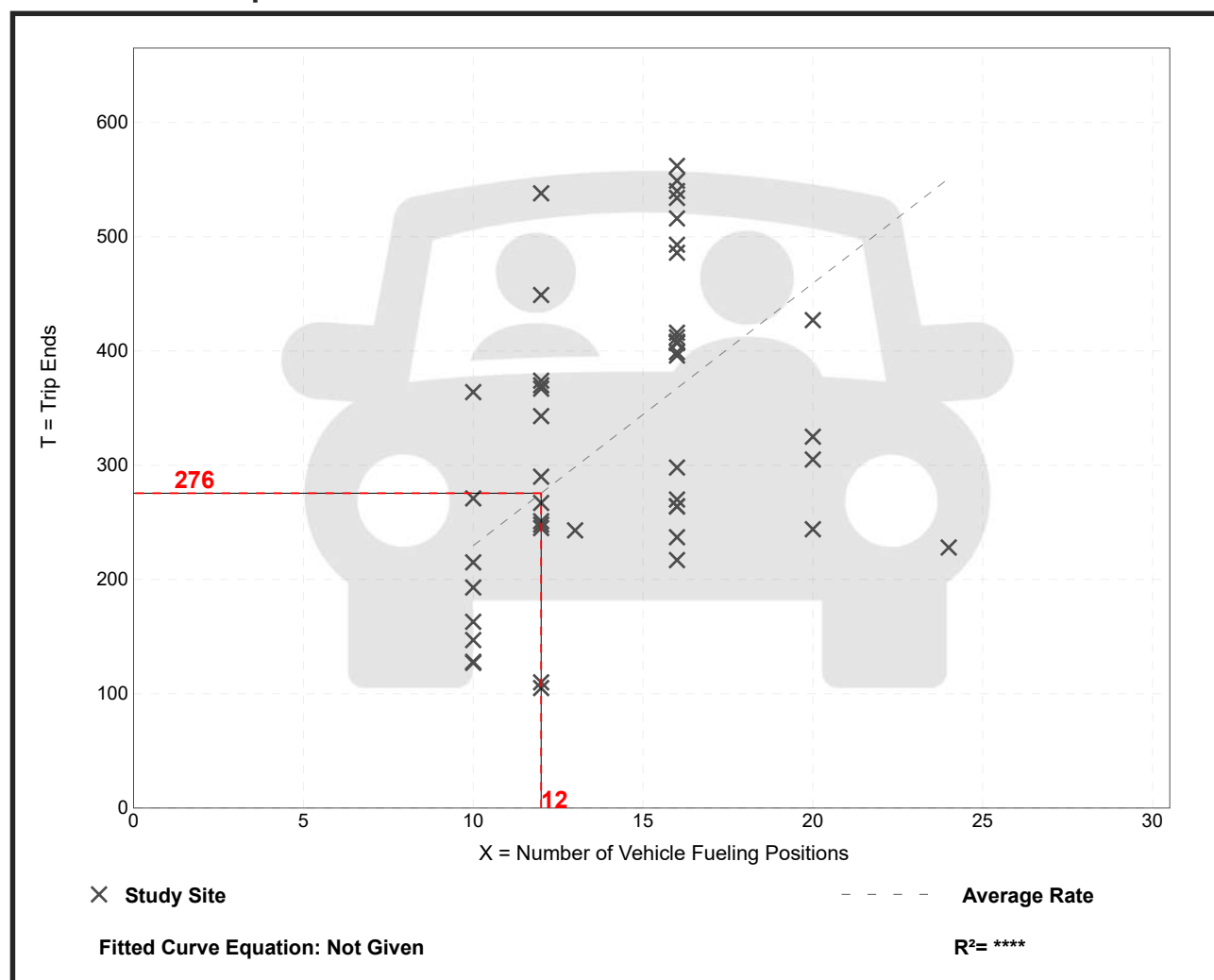
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.96	8.75 - 44.83	8.34

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window (934)

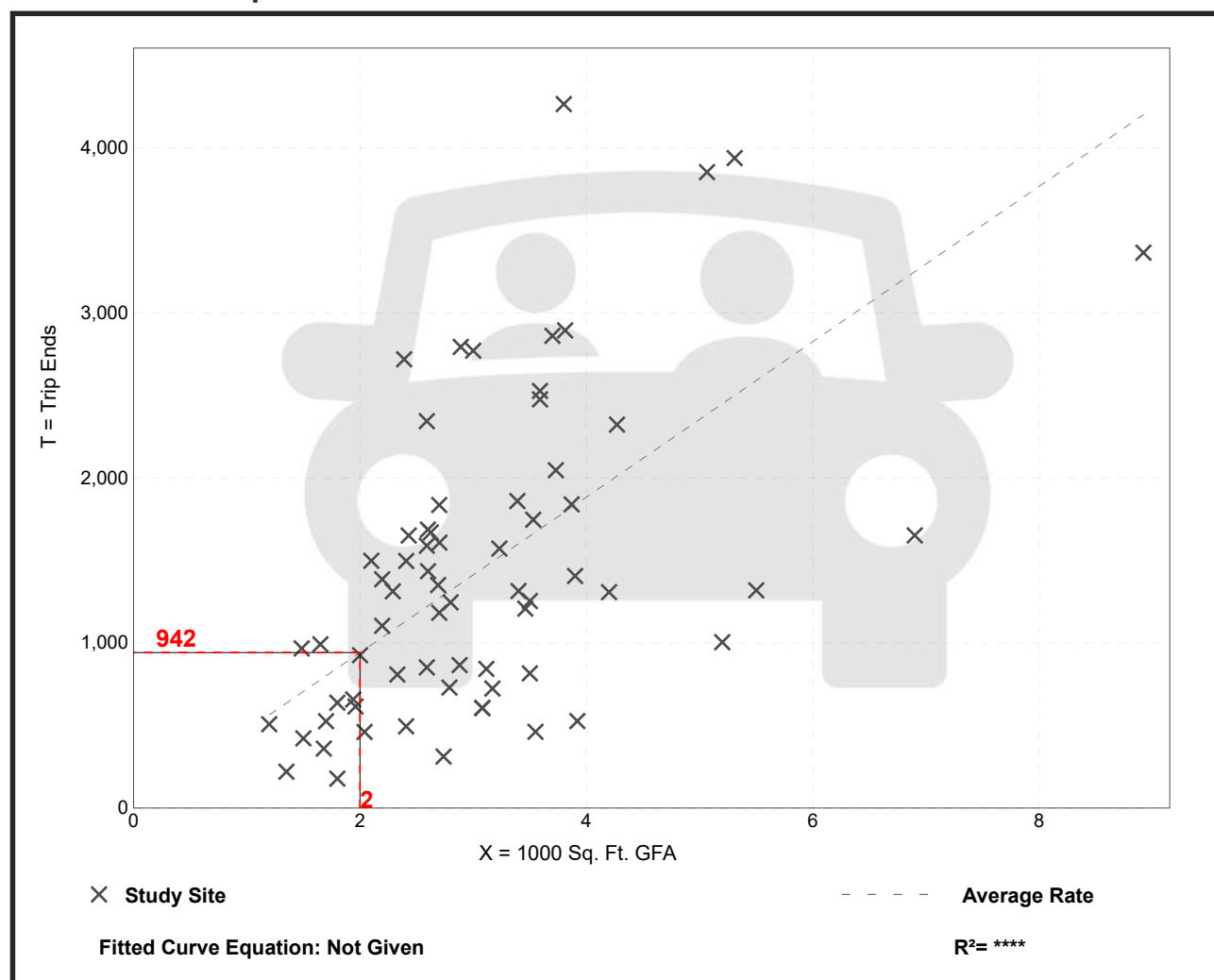
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 67
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
470.95	98.89 - 1137.66	244.44

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window (934)

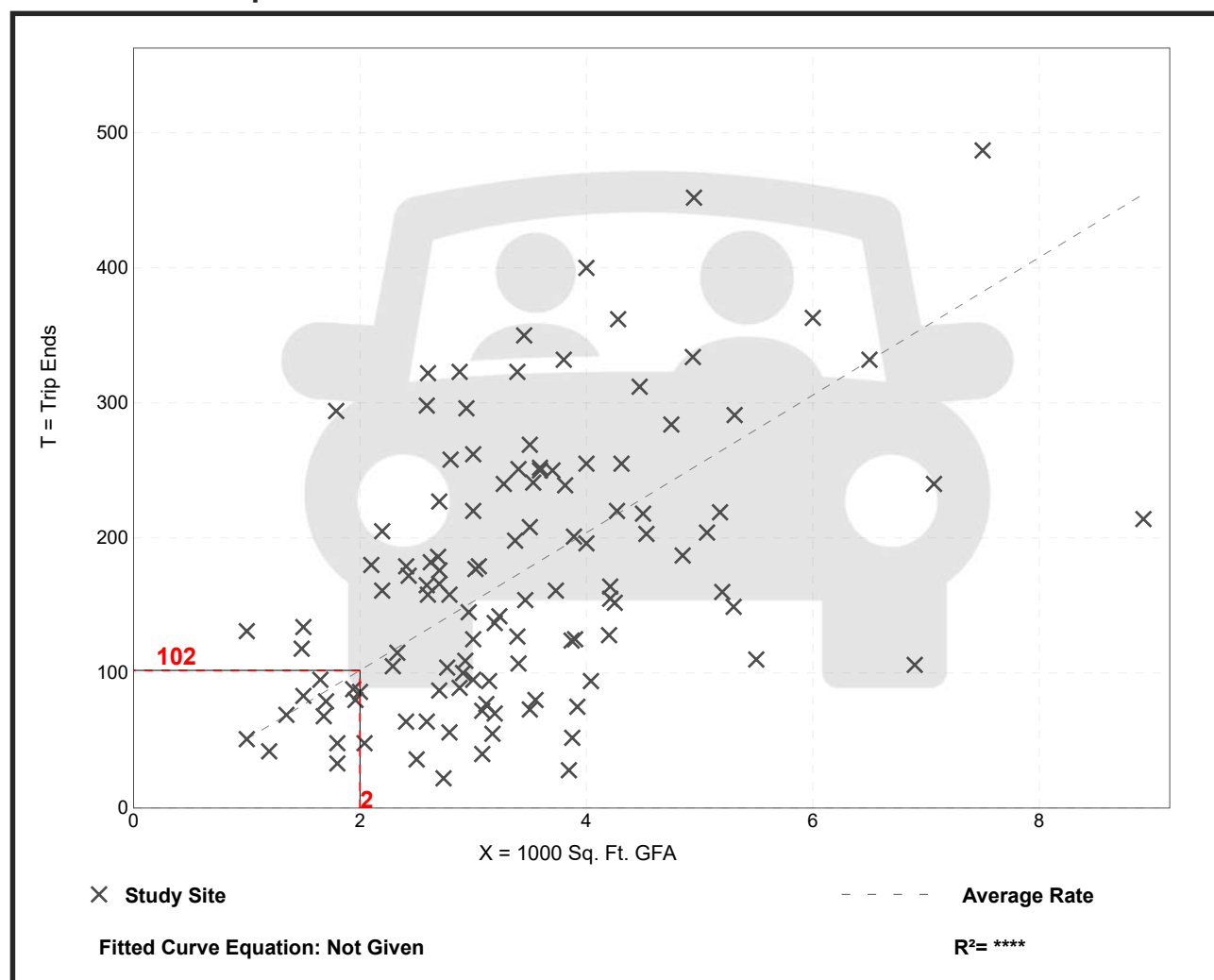
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 117
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.97	7.28 - 164.25	26.22

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window (934)

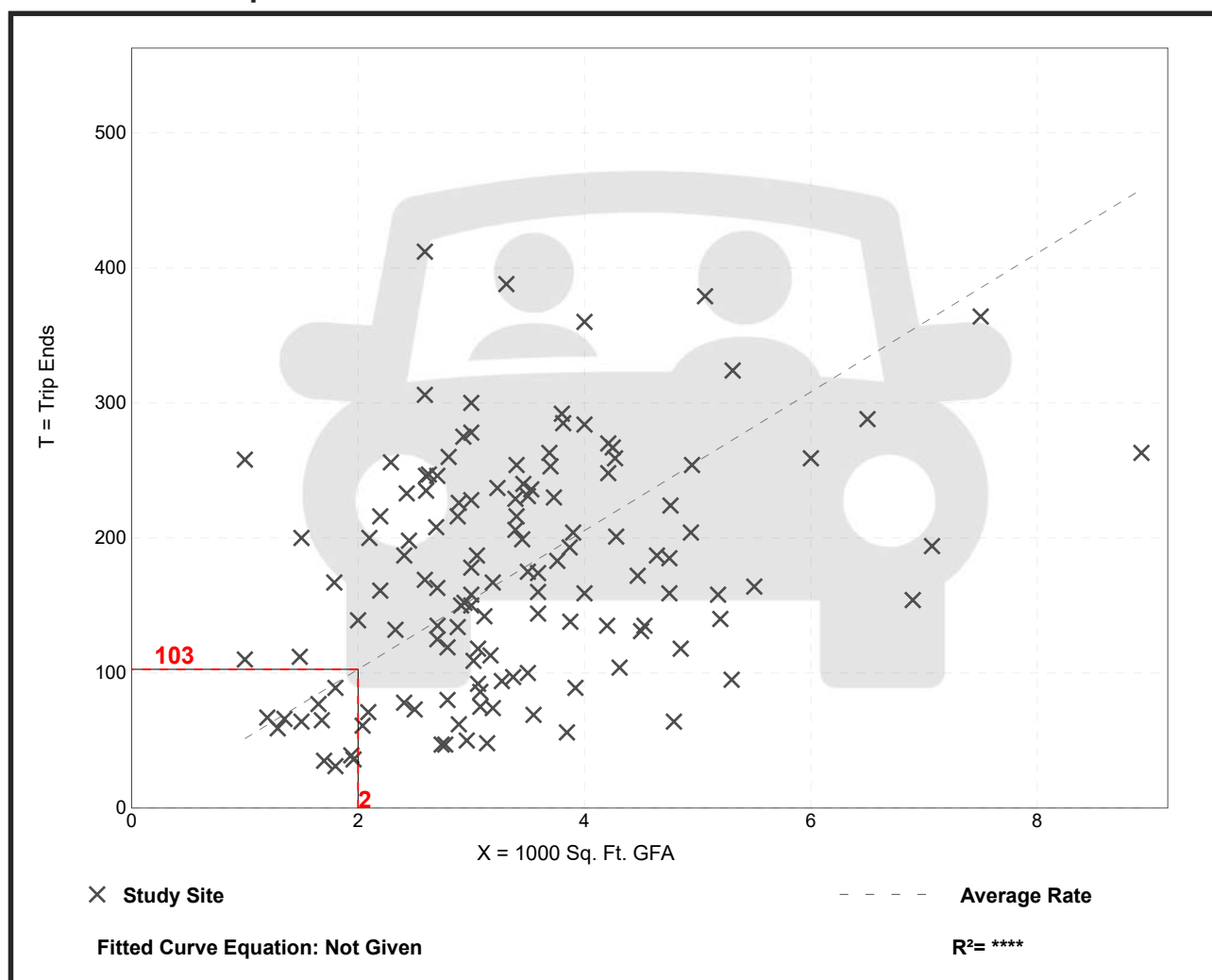
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 132
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
51.36	13.36 - 258.00	27.47

Data Plot and Equation



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Variety Store (814)

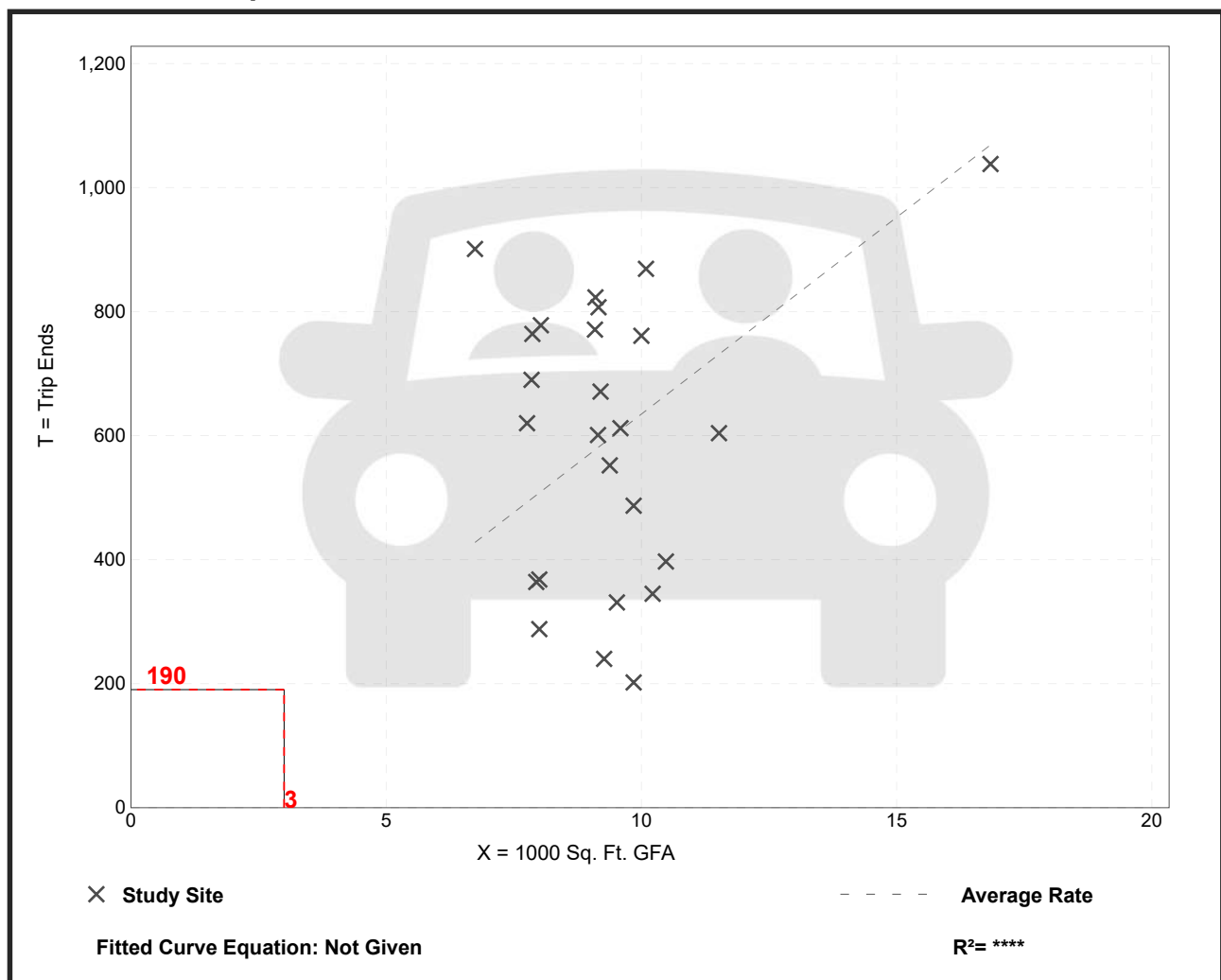
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
63.47	20.51 - 133.68	25.93

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Variety Store (814)

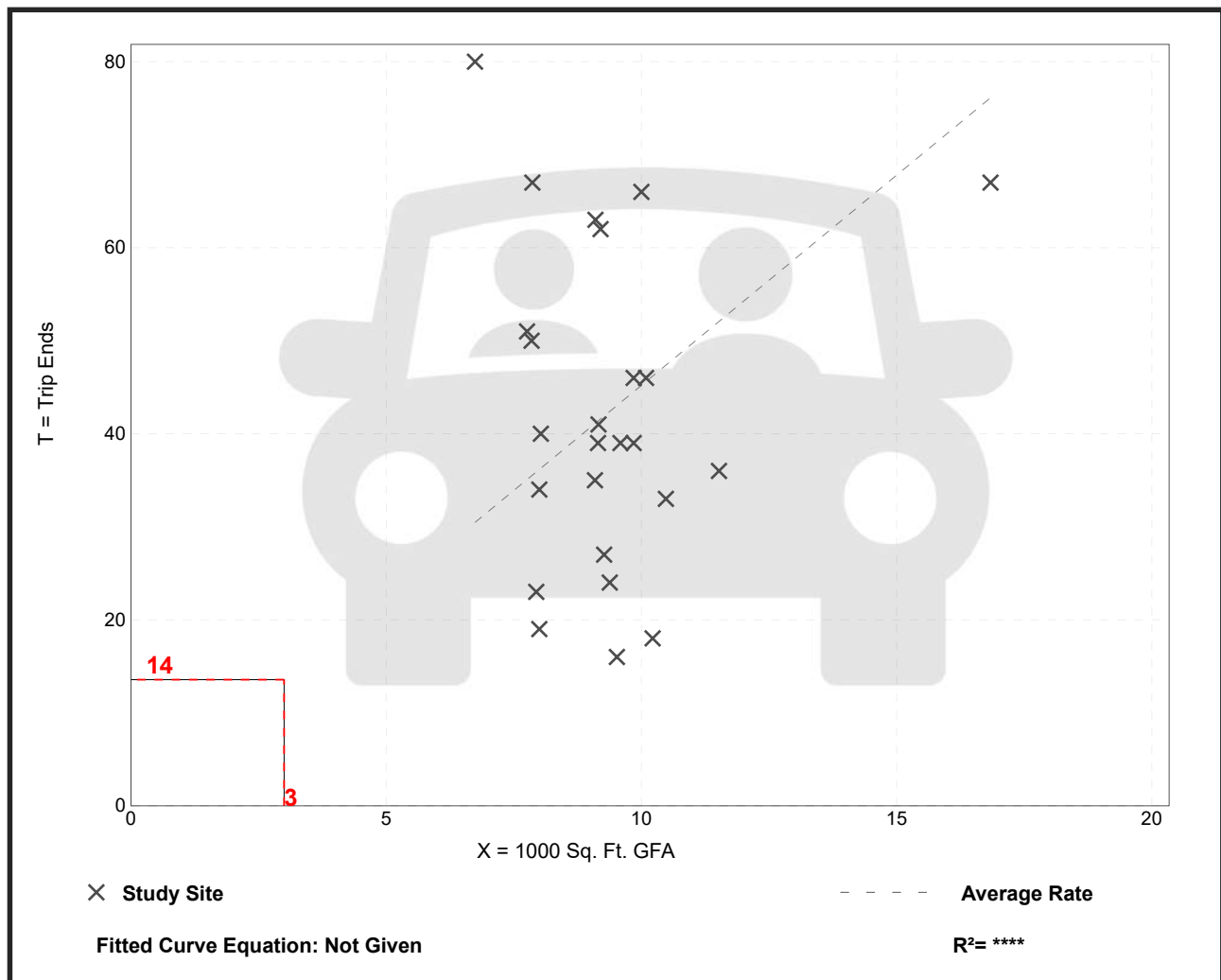
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GFA: 9
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.52	1.68 - 11.87	2.13

Data Plot and Equation



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Variety Store (814)

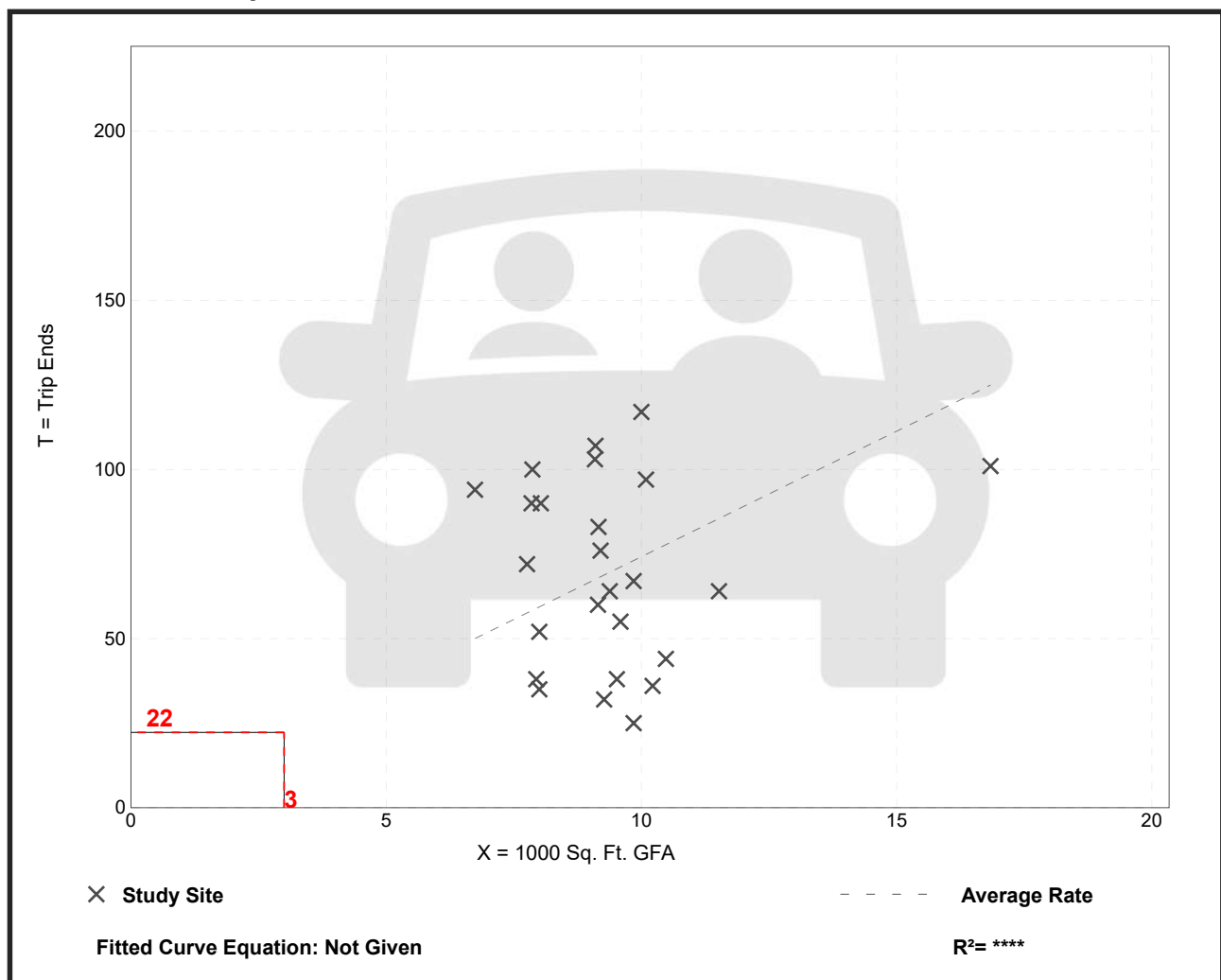
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GFA: 9
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.42	2.54 - 13.95	3.24

Data Plot and Equation



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Appendix D:
HCS Software LOS & Capacity Output
Sheets

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		0.250									
Analyst				Analysis Date		5/26/2021		Area Type		Other							
Jurisdiction				Time Period				PHF		1.00							
Urban Street		Carlisle Blvd		Analysis Year		2021		Analysis Period		1> 7:45							
Intersection		I-40 South Side & Carlisl...		File Name		2021 AM Existing I-40 Interchange.xus											
Project Description		AM Peak Hour															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						632	0	632					896	240	200	892	
Signal Information																	
Cycle, s	110.0	Reference Phase	2	Green	9.0					59.8	25.2	0.0	0.0	0.0			
Offset, s	101	Reference Point	Begin	Yellow	4.0					4.0	4.5	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Red	0.5					1.0	2.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On														
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase							4				2	1	6				
Case Number							9.0				7.3	2.0	4.0				
Phase Duration, s							31.7				64.8	13.5	78.3				
Change Period, (Y+R c), s							6.5				5.0	4.5	5.0				
Max Allow Headway (MAH), s							6.1				0.0	3.1	0.0				
Queue Clearance Time (g s), s							21.6					8.8					
Green Extension Time (g e), s							3.6				0.0	0.2	0.0				
Phase Call Probability							1.00					1.00					
Max Out Probability							1.00					0.39					
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h						632	0	580				896	220		216	963	
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1748	1543				1628	1528		1730	1661	
Queue Service Time (g s), s						19.0	0.0	19.6				3.9	5.4		6.8	14.6	
Cycle Queue Clearance Time (g c), s						19.0	0.0	19.6				3.9	5.4		6.8	14.6	
Green Ratio (g/C)						0.23	0.23	0.23				0.54	0.54		0.08	0.61	
Capacity (c), veh/h						792	400	707				4425	831		283	3018	
Volume-to-Capacity Ratio (X)						0.798	0.000	0.820				0.202	0.265		0.764	0.319	
Back of Queue (Q), ft/ln (95 th percentile)						334.9	0	319				58.4	80.1		139.4	235.2	
Back of Queue (Q), veh/ln (95 th percentile)						13.2	0.0	12.6				2.3	3.2		5.5	9.3	
Queue Storage Ratio (RQ) (95 th percentile)						0.00	0.00	0.46				0.07	0.18		0.40	0.67	
Uniform Delay (d 1), s/veh						40.0	0.0	40.3				7.4	7.6		52.5	15.2	
Incremental Delay (d 2), s/veh						6.2	0.0	8.1				0.1	0.8		1.9	0.2	
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh						46.2	0.0	48.3				7.5	8.4		54.5	15.4	
Level of Service (LOS)						D		D				A	A		D	B	
Approach Delay, s/veh / LOS						47.2		D	0.0			7.7	A		22.6		C
Intersection Delay, s/veh / LOS						26.4						C					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.90		C	2.99		C	1.67		B	2.30		B
Bicycle LOS Score / LOS						2.49		B				0.86		A	1.09		A

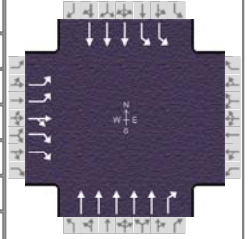
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2021
Urban Street	Carlisle Blvd	Analysis Period	2> 8:00
Intersection	I-40 South Side & Carlisle	File Name	2021 AM Existing I-40 Interchange.xus
Project Description	AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	700	0	688					796	280	208	772	

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		32.4				64.2	13.4	77.6
Change Period, (Y+R _c), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g _s), s		23.5					8.8	
Green Extension Time (g _e), s		2.4				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.81	

Movement Group Results

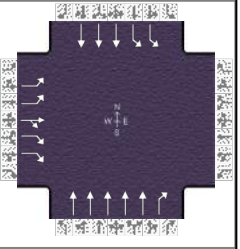
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	700	0	631				796	257		216	804	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1748	1549				1623	1536		1730	1648	
Queue Service Time (g _s), s	21.3	0.0	21.5				3.5	6.7		6.8	13.7	
Cycle Queue Clearance Time (g _c), s	21.3	0.0	21.5				3.5	6.7		6.8	13.7	
Green Ratio (g/C)	0.24	0.24	0.24				0.54	0.54		0.08	0.54	
Capacity (c), veh/h	815	412	730				4365	826		281	2685	
Volume-to-Capacity Ratio (X)	0.859	0.000	0.865				0.182	0.311		0.771	0.299	
Back of Queue (Q), ft/ln (95 th percentile)	378.6	0	352.6				53.2	98.6		141.8	241.6	
Back of Queue (Q), veh/ln (95 th percentile)	14.9	0.0	13.9				2.1	3.9		5.6	9.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.50				0.07	0.22		0.41	0.69	
Uniform Delay (d ₁), s/veh	40.3	0.0	40.4				7.7	8.1		50.7	17.6	
Incremental Delay (d ₂), s/veh	9.7	0.0	11.1				0.1	1.0		3.8	0.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	50.0	0.0	51.5				7.8	9.1		54.5	17.9	
Level of Service (LOS)	D		D				A	A		D	B	
Approach Delay, s/veh / LOS	50.7		D	0.0			8.1	A		25.7		C
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.91		C	2.99		C	1.67		B	2.31		B
Bicycle LOS Score / LOS	2.68		C				0.84		A	1.03		A

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information	
Agency					Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other	
Jurisdiction		Time Period		PHF	1.00	
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	3> 8:15	
Intersection	I-40 South Side & Carlisl...	File Name	2021 AM Existing I-40 Interchange.xus			
Project Description	AM Peak Hour					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	556	8	528					824	176	192	816	

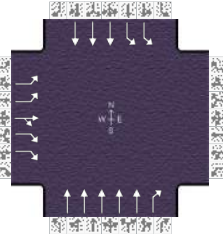
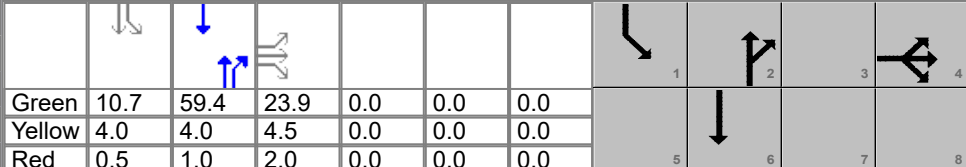
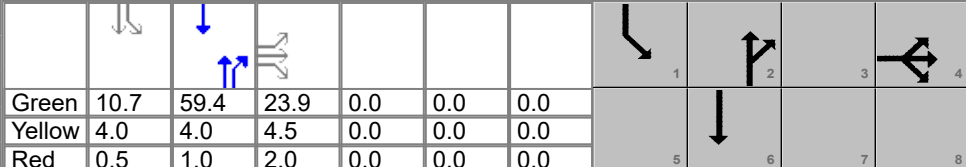
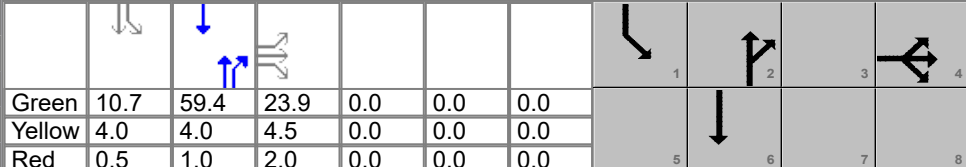
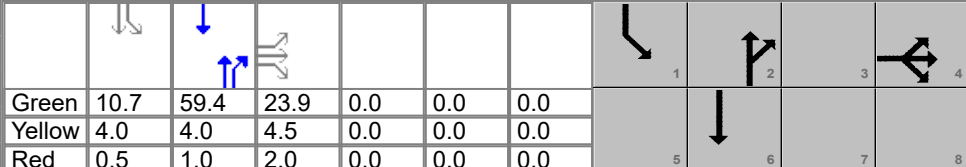
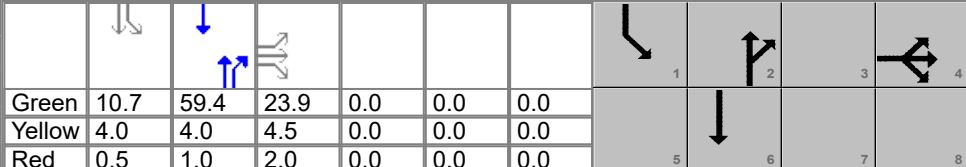
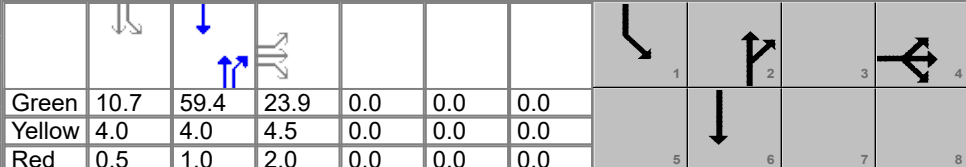
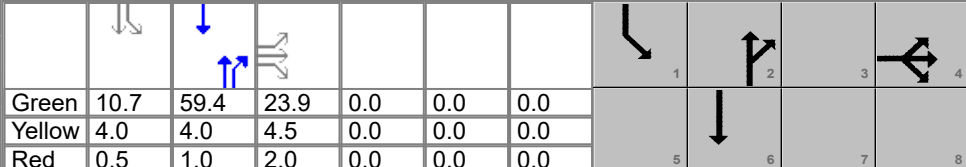
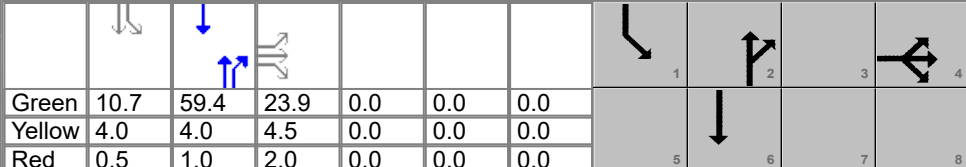
Signal Information											
Cycle, s	110.0	Reference Phase	2								
Offset, s	101	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	7.9	62.7	23.4	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		29.9				67.7	12.4	80.1
Change Period, ($Y+R_c$), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		18.6					7.7	
Green Extension Time (g_e), s		4.9				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.87					0.01	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	556	8	484				824	161		180	764	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1750	1533				1624	1515		1730	1645	
Queue Service Time (g_s), s	16.6	0.4	16.2				3.1	3.3		5.7	11.3	
Cycle Queue Clearance Time (g_c), s	16.6	0.4	16.2				3.1	3.3		5.7	11.3	
Green Ratio (g/C)	0.21	0.21	0.21				0.57	0.57		0.07	0.49	
Capacity (c), veh/h	737	373	654				4628	863		247	2407	
Volume-to-Capacity Ratio (X)	0.754	0.021	0.741				0.178	0.186		0.727	0.318	
Back of Queue (Q), ft/ln (95 th percentile)	296.4	7.8	265				45.8	49.1		118.7	193.5	
Back of Queue (Q), veh/ln (95 th percentile)	11.7	0.3	10.4				1.8	1.9		4.7	7.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.38				0.06	0.11		0.34	0.55	
Uniform Delay (d_1), s/veh	40.6	34.2	40.4				6.1	6.1		53.1	13.1	
Incremental Delay (d_2), s/veh	4.6	0.0	4.8				0.1	0.5		1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	45.2	34.3	45.2				6.1	6.6		54.4	13.4	
Level of Service (LOS)	D	C	D				A	A		D	B	
Approach Delay, s/veh / LOS	45.1		D	0.0			6.2		A	21.2		C
Intersection Delay, s/veh / LOS	24.7						C					

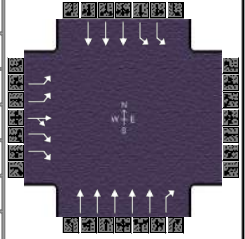
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.89	C	2.99	C	1.67	B	2.29	B
Bicycle LOS Score / LOS	2.22	B			0.81	A	1.04	A

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		0.250									
Analyst				Analysis Date		5/26/2021		Area Type		Other							
Jurisdiction				Time Period				PHF		1.00							
Urban Street		Carlisle Blvd		Analysis Year		2021		Analysis Period		4> 8:30							
Intersection		I-40 South Side & Carlisl...		File Name		2021 AM Existing I-40 Interchange.xus											
Project Description		AM Peak Hour															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						544	4	560					908	232	236	760	
Signal Information																	
Cycle, s	110.0	Reference Phase	2														
Offset, s	101	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
						Green	10.7	59.4	23.9	0.0	0.0	0.0					
						Yellow	4.0	4.0	4.5	0.0	0.0	0.0					
						Red	0.5	1.0	2.0	0.0	0.0	0.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase							4				2	1	6				
Case Number							9.0				7.3	2.0	4.0				
Phase Duration, s							30.4				64.4	15.2	79.6				
Change Period, (Y+R c), s							6.5				5.0	4.5	5.0				
Max Allow Headway (MAH), s							6.1				0.0	3.1	0.0				
Queue Clearance Time (g s), s							19.3					10.5					
Green Extension Time (g e), s							4.6				0.0	0.2	0.0				
Phase Call Probability							1.00					1.00					
Max Out Probability							0.92					0.60					
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h						544	4	514				908	213		268	864	
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1749	1536				1628	1526		1730	1653	
Queue Service Time (g s), s						16.1	0.2	17.3				4.0	5.3		8.5	13.2	
Cycle Queue Clearance Time (g c), s						16.1	0.2	17.3				4.0	5.3		8.5	13.2	
Green Ratio (g/C)						0.22	0.22	0.22				0.54	0.54		0.10	0.47	
Capacity (c), veh/h						750	379	667				4398	825		337	2341	
Volume-to-Capacity Ratio (X)						0.725	0.011	0.771				0.206	0.258		0.796	0.369	
Back of Queue (Q), ft/ln (95 th percentile)						286.9	3.8	282.2				60.4	78.7		181.2	219.4	
Back of Queue (Q), veh/ln (95 th percentile)						11.3	0.2	11.1				2.4	3.1		7.1	8.6	
Queue Storage Ratio (RQ) (95 th percentile)						0.00	0.00	0.40				0.08	0.17		0.52	0.63	
Uniform Delay (d 1), s/veh						40.0	33.8	40.5				7.6	7.8		52.7	14.0	
Incremental Delay (d 2), s/veh						3.8	0.0	5.8				0.1	0.8		4.5	0.4	
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh						43.9	33.8	46.3				7.7	8.6		57.2	14.3	
Level of Service (LOS)						D	C	D				A	A		E	B	
Approach Delay, s/veh / LOS						45.0	D		0.0			7.9	A		24.5	C	
Intersection Delay, s/veh / LOS						25.5						C					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.90	C		2.99	C		1.67	B		2.29	B	
Bicycle LOS Score / LOS						2.24	B					0.86	A		1.04	A	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	1> 15:45
Intersection	I-40 South Side & Carlisl...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	560	16	508					1212	292	308	836	

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	12.6	64.9	26.5	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

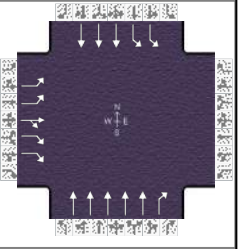
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		33.0				69.9	17.1	87.0
Change Period, ($Y+R_c$), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		20.1					12.0	
Green Extension Time (g_e), s		6.4				0.0	0.6	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.66					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	560	16	466				1212	268		294	798	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1752	1536				1648	1544		1730	1654	
Queue Service Time (g_s), s	18.1	0.9	16.7				6.1	7.6		10.0	14.7	
Cycle Queue Clearance Time (g_c), s	18.1	0.9	16.7				6.1	7.6		10.0	14.7	
Green Ratio (g/C)	0.22	0.22	0.22				0.54	0.54		0.11	0.52	
Capacity (c), veh/h	763	387	677				4455	835		364	2584	
Volume-to-Capacity Ratio (X)	0.734	0.041	0.688				0.272	0.321		0.808	0.309	
Back of Queue (Q), ft/ln (95 th percentile)	317.4	17	269.8				92	112.3		194.7	256.3	
Back of Queue (Q), veh/ln (95 th percentile)	12.5	0.7	10.6				3.6	4.4		7.7	10.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.39				0.12	0.25		0.56	0.73	
Uniform Delay (d_1), s/veh	43.5	36.8	43.0				8.5	8.7		53.6	18.0	
Incremental Delay (d_2), s/veh	3.7	0.1	3.1				0.2	1.0		1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	47.2	36.9	46.1				8.7	9.8		55.0	18.3	
Level of Service (LOS)	D	D	D				A	A		D	B	
Approach Delay, s/veh / LOS	46.5	D		0.0			8.9	A		28.2	C	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.91	C	2.99	C	1.67	B	2.29	B
Bicycle LOS Score / LOS	2.21	B			0.98	A	1.12	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	2> 16:00
Intersection	I-40 South Side & Carlisl...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	488	20	520					1084	360	316	912	

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	13.3	65.0	25.7	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

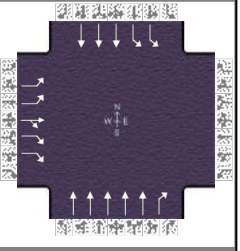
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		32.2				70.0	17.8	87.8
Change Period, ($Y+R_c$), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		19.3					12.6	
Green Extension Time (g_e), s		6.4				0.0	0.7	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.59					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	488	20	477				1084	330		312	900	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1753	1537				1641	1559		1730	1663	
Queue Service Time (g_s), s	15.5	1.1	17.3				5.3	9.8		10.6	16.9	
Cycle Queue Clearance Time (g_c), s	15.5	1.1	17.3				5.3	9.8		10.6	16.9	
Green Ratio (g/C)	0.21	0.21	0.21				0.54	0.54		0.11	0.54	
Capacity (c), veh/h	741	376	658				4446	845		383	2676	
Volume-to-Capacity Ratio (X)	0.659	0.053	0.725				0.244	0.391		0.815	0.336	
Back of Queue (Q), ft/ln (95 th percentile)	276.6	21.5	279.2				80.9	142		201.6	288.6	
Back of Queue (Q), veh/ln (95 th percentile)	10.9	0.8	11.0				3.2	5.6		7.9	11.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.40				0.10	0.32		0.58	0.82	
Uniform Delay (d_1), s/veh	43.1	37.5	43.9				8.4	9.0		53.1	18.9	
Incremental Delay (d_2), s/veh	2.3	0.1	3.9				0.1	1.4		1.4	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	45.5	37.6	47.8				8.5	10.3		54.4	19.2	
Level of Service (LOS)	D	D	D				A	B		D	B	
Approach Delay, s/veh / LOS	46.4		D	0.0			8.9		A	28.3		C
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.92	C	2.99	C	1.67	B	2.29	B
Bicycle LOS Score / LOS	2.11	B			0.95	A	1.16	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
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Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	592	12	448					1000	300	240	760	

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	11.4	65.6	27.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

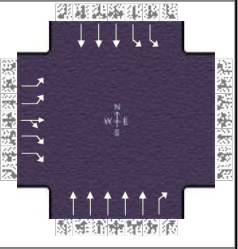
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		33.5				70.6	15.9	86.5
Change Period, ($Y+R_c$), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		21.2					10.8	
Green Extension Time (g_e), s		5.8				0.0	0.5	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.71					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	592	12	411				1000	275		258	818	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1751	1529				1637	1546		1730	1656	
Queue Service Time (g_s), s	19.2	0.6	14.4				4.7	7.6		8.8	17.3	
Cycle Queue Clearance Time (g_c), s	19.2	0.6	14.4				4.7	7.6		8.8	17.3	
Green Ratio (g/C)	0.23	0.23	0.23				0.55	0.55		0.09	0.33	
Capacity (c), veh/h	778	394	688				4475	845		328	1619	
Volume-to-Capacity Ratio (X)	0.760	0.030	0.597				0.223	0.325		0.788	0.505	
Back of Queue (Q), ft/ln (95 th percentile)	335	12.6	236				72.1	111.8		177.9	294.5	
Back of Queue (Q), veh/ln (95 th percentile)	13.2	0.5	9.3				2.8	4.4		7.0	11.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.34				0.09	0.25		0.51	0.84	
Uniform Delay (d_1), s/veh	43.5	36.3	41.6				8.0	8.4		55.2	21.4	
Incremental Delay (d_2), s/veh	4.4	0.1	1.8				0.1	1.0		1.4	1.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	47.9	36.3	43.5				8.1	9.4		56.6	22.3	
Level of Service (LOS)	D	D	D				A	A		E	C	
Approach Delay, s/veh / LOS	46.0		D	0.0			8.4		A	30.6		C
Intersection Delay, s/veh / LOS	26.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.91	C	2.99	C	1.67	B	2.28	B
Bicycle LOS Score / LOS	2.16	B			0.91	A	1.04	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	4> 16:30
Intersection	I-40 South Side & Carlisl...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	460	32	556					936	300	316	952	

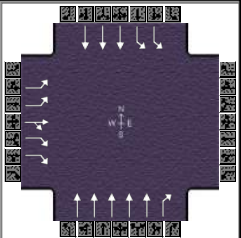
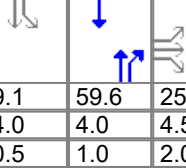
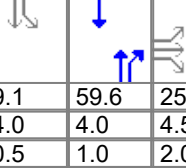
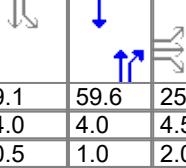
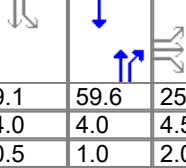
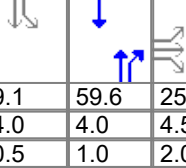
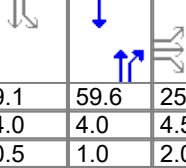
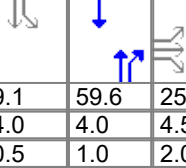
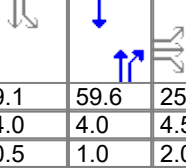
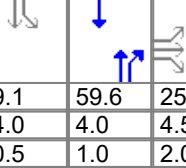
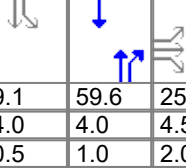
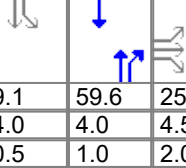
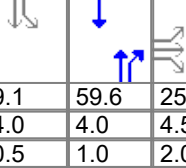
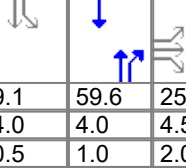
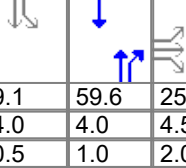
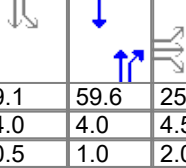
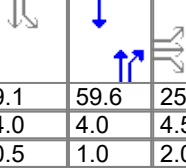
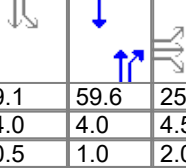
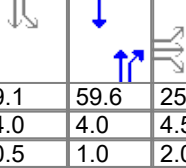
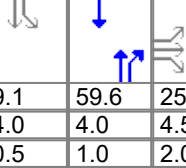
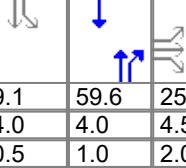
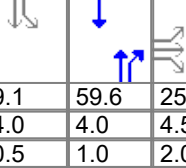
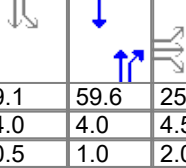
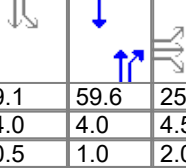
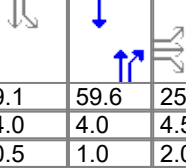
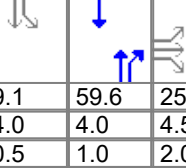
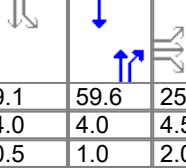
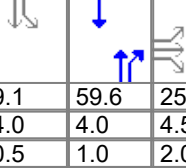
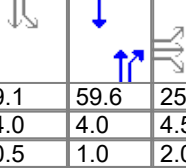
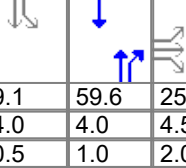
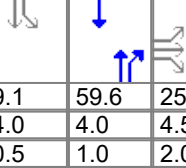
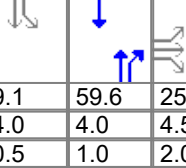
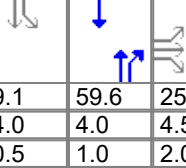
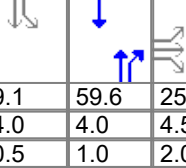
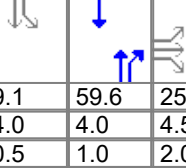
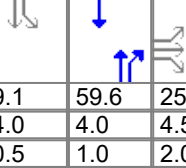
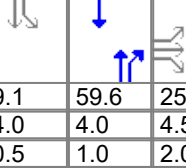
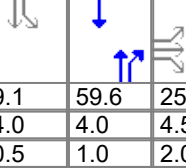
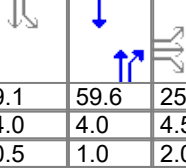
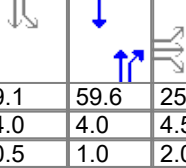
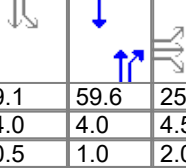
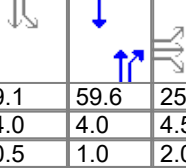
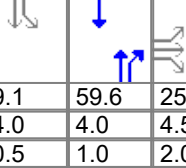
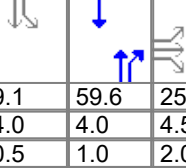
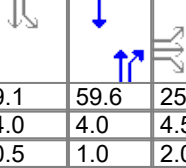
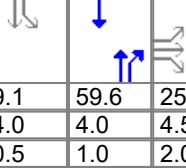
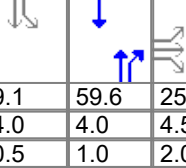
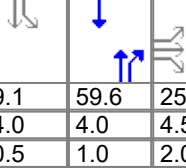
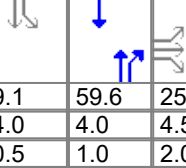
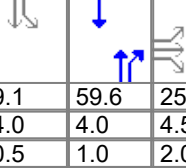
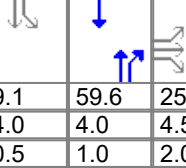
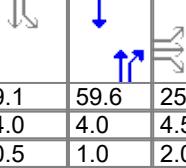
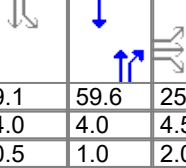
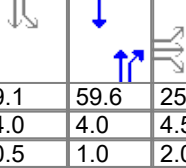
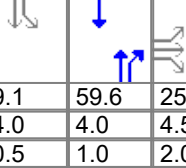
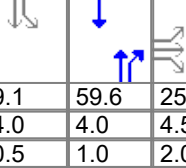
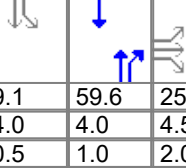
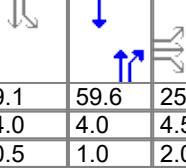
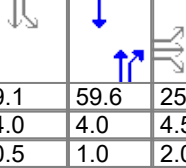
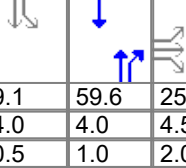
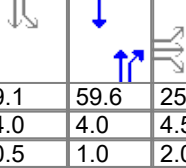
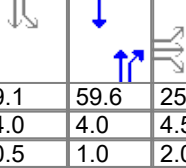
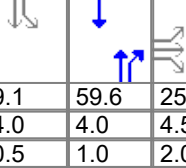
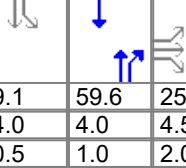
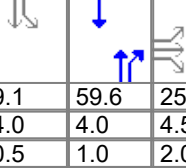
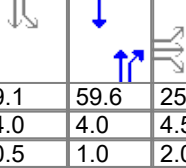
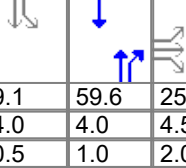
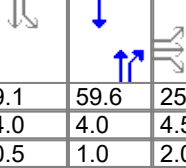
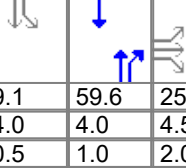
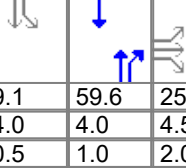
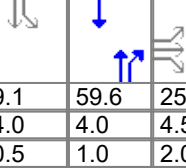
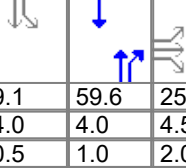
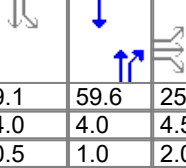
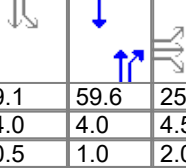
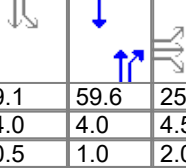
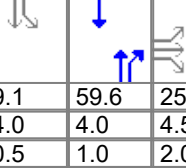
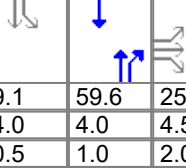
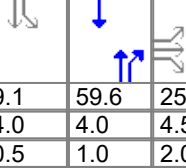
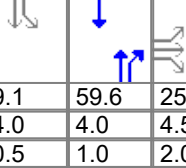
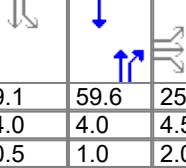
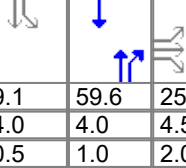
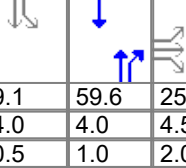
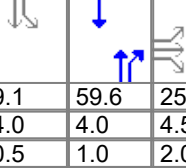
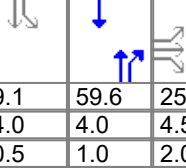
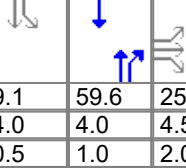
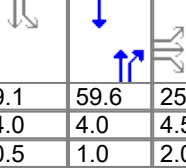
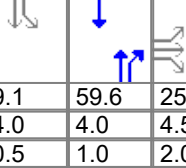
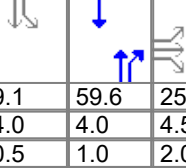
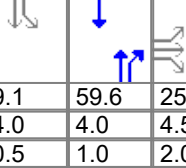
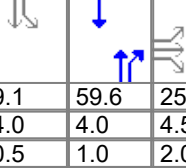
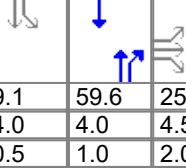
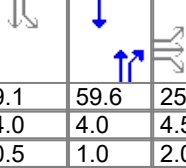
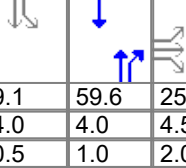
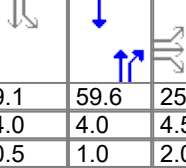
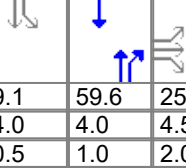
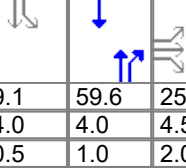
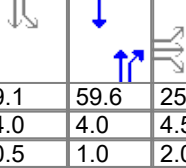
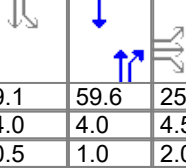
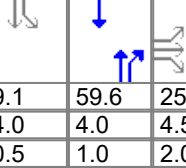
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	13.9	63.5	26.5	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		33.0				68.5	18.4	87.0
Change Period, (Y+R _c), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g _s), s		20.5					13.2	
Green Extension Time (g _e), s		6.0				0.0	0.7	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.67					0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	460	32	510				936	275		329	991	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1757	1541				1633	1546		1730	1671	
Queue Service Time (g _s), s	14.3	1.7	18.5				4.8	8.2		11.2	15.6	
Cycle Queue Clearance Time (g _c), s	14.3	1.7	18.5				4.8	8.2		11.2	15.6	
Green Ratio (g/C)	0.22	0.22	0.22				0.53	0.53		0.12	0.55	
Capacity (c), veh/h	765	389	682				4324	818		401	2771	
Volume-to-Capacity Ratio (X)	0.601	0.082	0.748				0.216	0.336		0.820	0.358	
Back of Queue (Q), ft/ln (95 th percentile)	258.4	34.3	297.1				73.6	122.6		211.6	253.1	
Back of Queue (Q), veh/ln (95 th percentile)	10.2	1.4	11.7				2.9	4.8		8.3	10.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.42				0.09	0.27		0.60	0.72	
Uniform Delay (d ₁), s/veh	42.0	37.1	43.6				9.0	9.5		53.9	14.7	
Incremental Delay (d ₂), s/veh	1.6	0.2	4.5				0.1	1.1		1.3	0.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	43.6	37.3	48.2				9.1	10.6		55.1	14.9	
Level of Service (LOS)	D	D	D				A	B		E	B	
Approach Delay, s/veh / LOS	45.7		D	0.0			9.5		A	25.0		C
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.91		C	2.99		C	1.68		B	2.29		B
Bicycle LOS Score / LOS	2.14		B				0.89		A	1.19		A

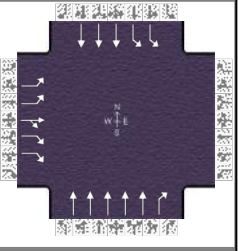
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																																																																																																
Agency						Duration, h		0.250																																																																																														
Analyst				Analysis Date		5/26/2021		Area Type		Other																																																																																												
Jurisdiction				Time Period				PHF		1.00																																																																																												
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		1> 7:45																																																																																												
Intersection		I-40 South Side & Carlisle Blvd		File Name		2022 AM Background I-40 Interchange.xus																																																																																																
Project Description		2022 Background AM Peak Hour																																																																																																				
Demand Information				EB			WB			NB			SB																																																																																									
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R																																																																																							
Demand (v), veh/h				640	0	640					904	244	204	900																																																																																								
Signal Information																																																																																																						

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2022 Background	Analysis Period	2> 8:00
Intersection	I-40 South Side & Carlisle...	File Name	2022 AM Background I-40 Interchange.xus		
Project Description	2022 Background AM Peak Hour				





Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	708	0	696					804	284	212	780	

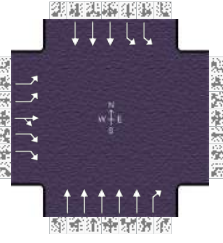
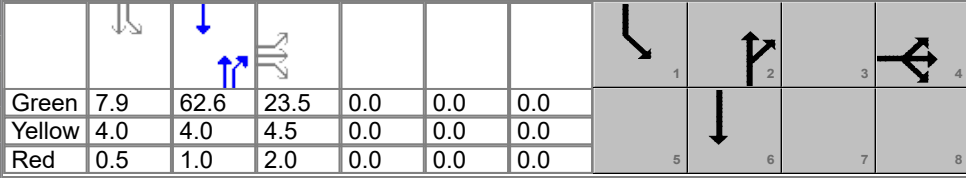
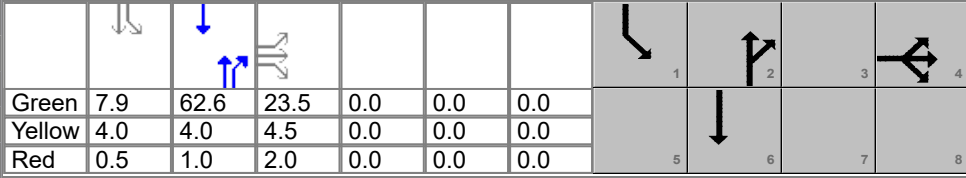
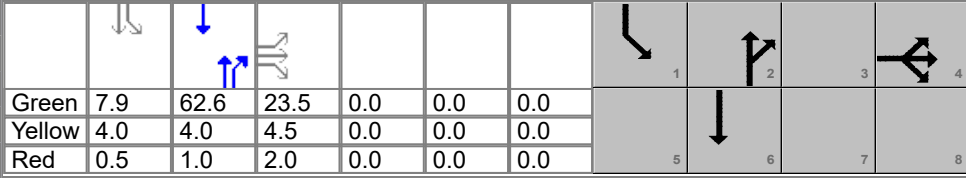
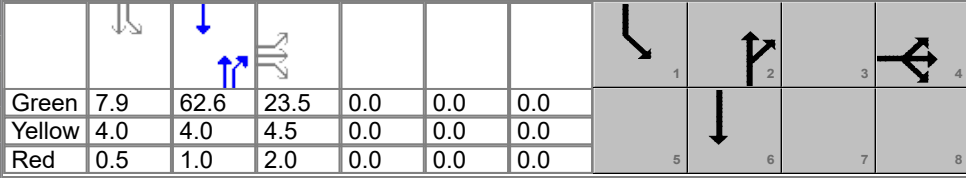
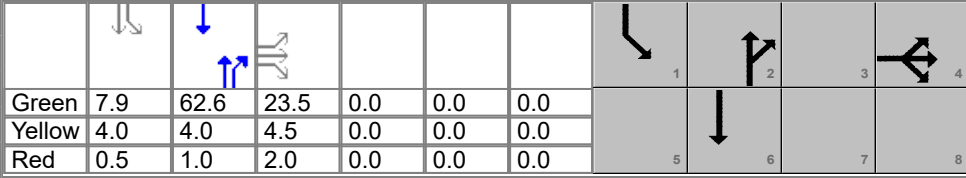
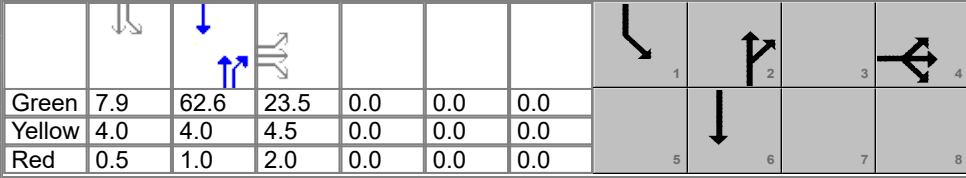
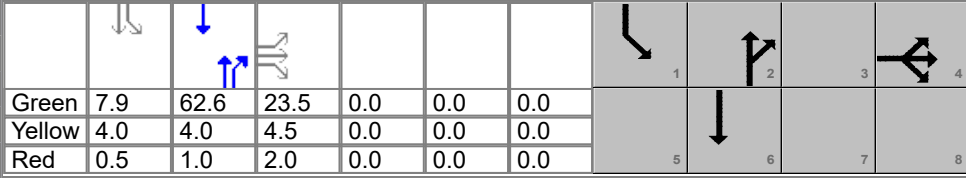
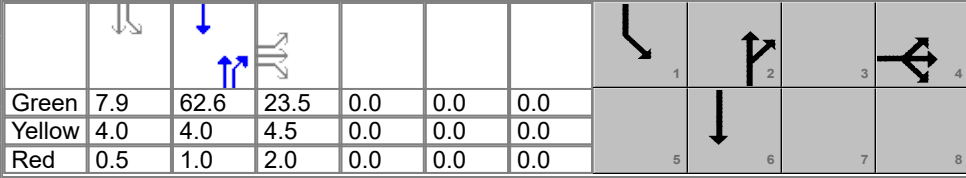
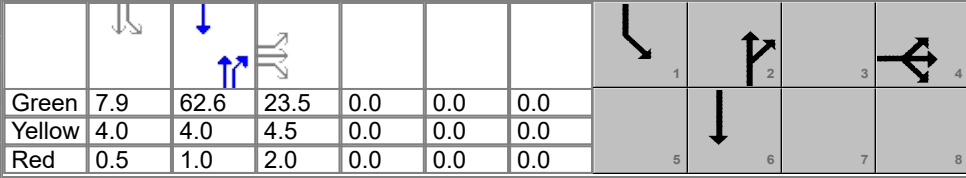
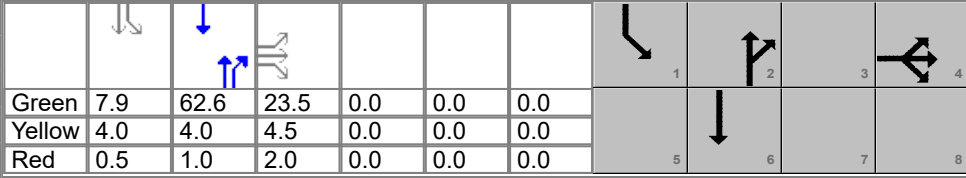
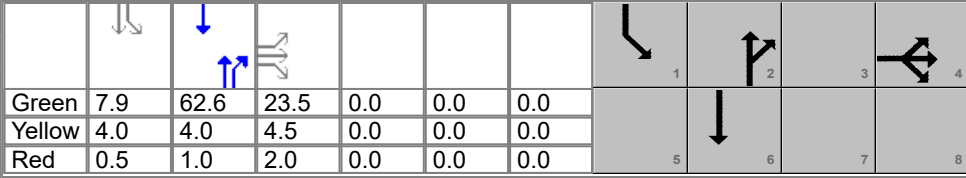
Signal Information											
Cycle, s	110.0	Reference Phase	2								
Offset, s	101	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	9.1	59.0	26.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		32.5				64.0	13.6	77.5
Change Period, ($Y+R_c$), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		23.8					8.9	
Green Extension Time (g_e), s		2.2				0.0	0.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					1.00	

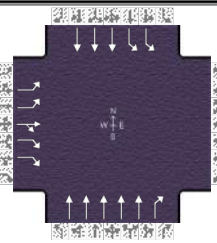
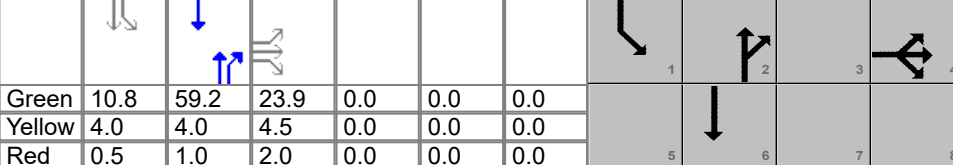
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	708	0	639				804	261		221	811	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1748	1550				1623	1537		1730	1649	
Queue Service Time (g_s), s	21.6	0.0	21.8				3.6	6.9		6.9	13.7	
Cycle Queue Clearance Time (g_c), s	21.6	0.0	21.8				3.6	6.9		6.9	13.7	
Green Ratio (g/C)	0.24	0.24	0.24				0.54	0.54		0.08	0.55	
Capacity (c), veh/h	817	413	733				4350	824		285	2705	
Volume-to-Capacity Ratio (X)	0.866	0.000	0.872				0.185	0.317		0.775	0.300	
Back of Queue (Q), ft/ln (95 th percentile)	384.5	0	358.7				54.3	101.3		145.1	242.2	
Back of Queue (Q), veh/ln (95 th percentile)	15.1	0.0	14.1				2.1	4.0		5.7	9.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.51				0.07	0.23		0.41	0.69	
Uniform Delay (d_1), s/veh	40.3	0.0	40.4				7.8	8.3		50.5	17.6	
Incremental Delay (d_2), s/veh	10.2	0.0	11.8				0.1	1.0		4.3	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	50.5	0.0	52.2				7.9	9.3		54.9	17.8	
Level of Service (LOS)	D		D				A	A		D	B	
Approach Delay, s/veh / LOS	51.3		D	0.0			8.2	A		25.7		C
Intersection Delay, s/veh / LOS	30.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.91	C	2.99	C	1.67	B	2.31	B
Bicycle LOS Score / LOS	2.71	C			0.84	A	1.03	A

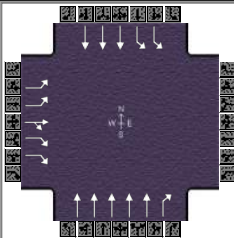
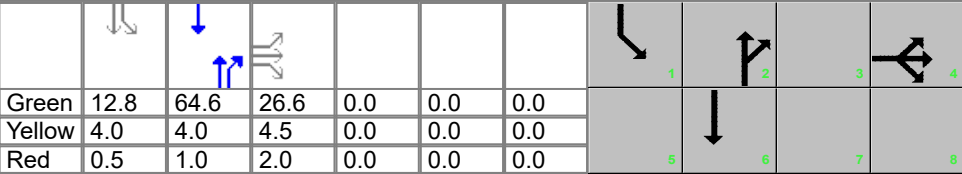
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information															
Agency						Duration, h		0.250													
Analyst				Analysis Date		5/26/2021		Area Type		Other											
Jurisdiction				Time Period				PHF		1.00											
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		3> 8:15											
Intersection		I-40 South Side & Carlisl...		File Name		2022 AM Background I-40 Interchange.xus															
Project Description		2022 Background AM Peak Hour																			
Demand Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						560	8	532					832	176	192	824					
Signal Information																					
Cycle, s	110.0	Reference Phase	2																		
Offset, s	101	Reference Point	Begin																		
Uncoordinated	No	Simult. Gap E/W	On																		
Force Mode	Fixed	Simult. Gap N/S	On																		
						Green	7.9	62.6	23.5	0.0	0.0	0.0									
						Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
						Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase								4								2		1		6	
Case Number								9.0								7.3		2.0		4.0	
Phase Duration, s								30.0								67.6		12.4		80.0	
Change Period, (Y+R c), s								6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s								6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s								18.7										7.7			
Green Extension Time (g e), s								4.8								0.0		0.2		0.0	
Phase Call Probability								1.00										1.00			
Max Out Probability								0.88										0.01			
Movement Group Results						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement						7	4	14					2	12	1	6					
Adjusted Flow Rate (v), veh/h						560	8	488					832	161	181	775					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1750	1533					1625	1515	1730	1646					
Queue Service Time (g s), s						16.7	0.4	16.4					3.2	3.3	5.7	11.5					
Cycle Queue Clearance Time (g c), s						16.7	0.4	16.4					3.2	3.3	5.7	11.5					
Green Ratio (g/C)						0.21	0.21	0.21					0.57	0.57	0.07	0.48					
Capacity (c), veh/h						740	375	656					4620	862	248	2391					
Volume-to-Capacity Ratio (X)						0.756	0.021	0.744					0.180	0.187	0.727	0.324					
Back of Queue (Q), ft/ln (95 th percentile)						298.6	7.7	267					46.6	49.4	119.3	195.9					
Back of Queue (Q), veh/ln (95 th percentile)						11.8	0.3	10.5					1.8	1.9	4.7	7.7					
Queue Storage Ratio (RQ) (95 th percentile)						0.00	0.00	0.38					0.06	0.11	0.34	0.56					
Uniform Delay (d 1), s/veh						40.5	34.1	40.4					6.1	6.1	53.1	13.2					
Incremental Delay (d 2), s/veh						4.7	0.0	4.8					0.1	0.5	1.3	0.3					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0					0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						45.2	34.2	45.3					6.2	6.6	54.4	13.5					
Level of Service (LOS)						D	C	D					A	A	D	B					
Approach Delay, s/veh / LOS						45.2		D	0.0			6.3		A	21.2		C				
Intersection Delay, s/veh / LOS						24.7						C									
Multimodal Results						EB			WB			NB			SB						
Pedestrian LOS Score / LOS						2.89		C	2.99		C	1.67		B	2.29		B				
Bicycle LOS Score / LOS						2.23		B				0.82		A	1.05		A				

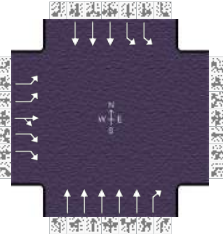
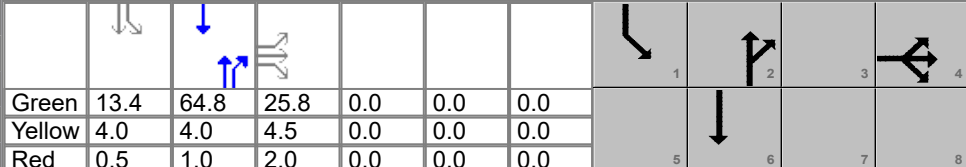
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		4> 8:30									
Intersection		I-40 South Side & Carlisl...		File Name		2022 AM Background I-40 Interchange.xus													
Project Description		2022 Background AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				548	4	564					916	236	240	768					
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	101	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On	Green	10.8	59.2	23.9	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						30.4								64.2		15.3		79.6	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						19.4										10.6			
Green Extension Time (g e), s						4.5								0.0		0.2		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.93										0.73			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				548	4	517					916	217		272	872				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1749	1536					1629	1527		1730	1654				
Queue Service Time (g s), s				16.2	0.2	17.4					4.1	5.4		8.6	13.3				
Cycle Queue Clearance Time (g c), s				16.2	0.2	17.4					4.1	5.4		8.6	13.3				
Green Ratio (g/C)				0.22	0.22	0.22					0.54	0.54		0.10	0.47				
Capacity (c), veh/h				753	381	669					4384	822		341	2328				
Volume-to-Capacity Ratio (X)				0.728	0.011	0.773					0.209	0.264		0.799	0.374				
Back of Queue (Q), ft/ln (95 th percentile)				289.1	3.8	283.5					61.6	81.1		184.1	220.9				
Back of Queue (Q), veh/ln (95 th percentile)				11.4	0.2	11.2					2.4	3.2		7.2	8.7				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.40					0.08	0.18		0.53	0.63				
Uniform Delay (d 1), s/veh				40.0	33.7	40.5					7.7	7.9		52.7	14.0				
Incremental Delay (d 2), s/veh				3.9	0.0	5.9					0.1	0.8		4.9	0.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				43.9	33.8	46.3					7.9	8.7		57.6	14.4				
Level of Service (LOS)				D	C	D					A	A		E	B				
Approach Delay, s/veh / LOS				45.1		D		0.0				8.0		A		24.7		C	
Intersection Delay, s/veh / LOS				25.5						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.90		C		2.99		C		1.67		B		2.29		B	
Bicycle LOS Score / LOS				2.25		B						0.86		A		1.04		A	

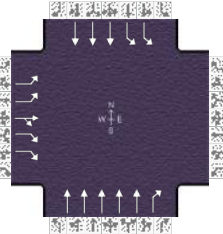
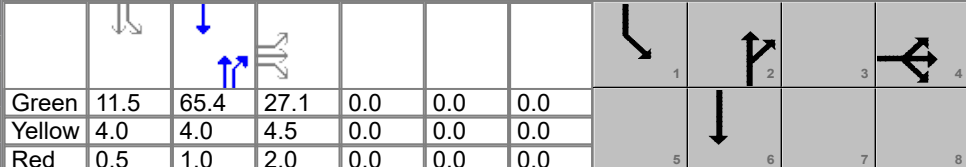
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																	
Agency						Duration, h		0.250															
Analyst				Analysis Date		5/26/2021		Area Type		Other													
Jurisdiction				Time Period				PHF		1.00													
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		1> 15:45													
Intersection		I-40 South Side & Carlisle...		File Name		2022 PM Background I-40 Interchange.xus																	
Project Description		2022 Background PM Peak Hour																					
Demand Information						EB			WB			NB			SB								
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R						
Demand (v), veh/h						564	16	512					1224	296	312	844							
Signal Information																							
Cycle, s	120.0	Reference Phase	2																				
Offset, s	110	Reference Point	Begin																				
Uncoordinated	No	Simult. Gap E/W	On																				
Force Mode	Fixed	Simult. Gap N/S	On																				
Green						12.8	64.6	26.6	0.0	0.0	0.0	Yellow						4.0	4.0	4.5	0.0	0.0	0.0
Red						0.5	1.0	2.0	0.0	0.0	0.0												
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT			
Assigned Phase								4								2		1		6			
Case Number								9.0								7.3		2.0		4.0			
Phase Duration, s								33.1								69.6		17.3		86.9			
Change Period, (Y+R c), s								6.5								5.0		4.5		5.0			
Max Allow Headway (MAH), s								6.1								0.0		3.1		0.0			
Queue Clearance Time (g s), s								20.2										12.2					
Green Extension Time (g e), s								6.4								0.0		0.6		0.0			
Phase Call Probability								1.00										1.00					
Max Out Probability								0.67										0.00					
Movement Group Results						EB			WB			NB			SB								
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R						
Assigned Movement						7	4	14					2	12		1	6						
Adjusted Flow Rate (v), veh/h						564	16	470					1224	272		298	806						
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1752	1536					1648	1545		1730	1654						
Queue Service Time (g s), s						18.2	0.9	16.9					6.3	7.8		10.2	14.9						
Cycle Queue Clearance Time (g c), s						18.2	0.9	16.9					6.3	7.8		10.2	14.9						
Green Ratio (g/C)						0.22	0.22	0.22					0.54	0.54		0.11	0.52						
Capacity (c), veh/h						767	388	681					4439	832		368	2576						
Volume-to-Capacity Ratio (X)						0.736	0.041	0.690					0.276	0.327		0.809	0.313						
Back of Queue (Q), ft/ln (95 th percentile)						319.2	17	271.6					94	115.5		196.8	258.2						
Back of Queue (Q), veh/ln (95 th percentile)						12.6	0.7	10.7					3.7	4.5		7.7	10.2						
Queue Storage Ratio (RQ) (95 th percentile)						0.00	0.00	0.39					0.12	0.26		0.56	0.74						
Uniform Delay (d 1), s/veh						43.4	36.7	42.9					8.7	8.9		53.6	18.1						
Incremental Delay (d 2), s/veh						3.8	0.1	3.2					0.2	1.0		1.4	0.3						
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0					0.0	0.0		0.0	0.0						
Control Delay (d), s/veh						47.2	36.8	46.1					8.8	9.9		55.0	18.4						
Level of Service (LOS)						D	D	D					A	A		D	B						
Approach Delay, s/veh / LOS						46.5		D		0.0				9.0		A		28.2		C			
Intersection Delay, s/veh / LOS						25.6						C											
Multimodal Results						EB			WB			NB			SB								
Pedestrian LOS Score / LOS						2.91		C		2.99		C		1.67		B		2.29		B			
Bicycle LOS Score / LOS						2.22		B						0.98		A		1.12		A			

HCS7 Signalized Intersection Results Summary

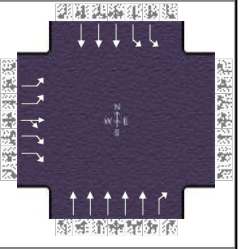
General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		2> 16:00									
Intersection		I-40 South Side & Carlisl...		File Name		2022 PM Background I-40 Interchange.xus													
Project Description		2022 Background PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				492	20	524					1096	364	320	920					
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	110	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	13.4	64.8	25.8	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						32.3								69.8		17.9		87.7	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						19.5										12.7			
Green Extension Time (g e), s						6.4								0.0		0.7		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.60										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				492	20	481					1096	334		316	908				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1753	1537					1642	1560		1730	1663				
Queue Service Time (g s), s				15.6	1.1	17.5					5.5	10.1		10.7	17.1				
Cycle Queue Clearance Time (g c), s				15.6	1.1	17.5					5.5	10.1		10.7	17.1				
Green Ratio (g/C)				0.22	0.22	0.22					0.54	0.54		0.11	0.53				
Capacity (c), veh/h				745	378	662					4429	842		387	2667				
Volume-to-Capacity Ratio (X)				0.661	0.053	0.727					0.247	0.397		0.817	0.340				
Back of Queue (Q), ft/ln (95 th percentile)				278.7	21.5	281.5					82.9	146		202.6	290.3				
Back of Queue (Q), veh/ln (95 th percentile)				11.0	0.8	11.1					3.3	5.7		8.0	11.4				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.40					0.10	0.32		0.58	0.83				
Uniform Delay (d 1), s/veh				43.1	37.4	43.8					8.5	9.2		52.8	19.0				
Incremental Delay (d 2), s/veh				2.4	0.1	4.0					0.1	1.4		1.3	0.3				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				45.4	37.5	47.8					8.6	10.6		54.1	19.3				
Level of Service (LOS)				D	D	D					A	B		D	B				
Approach Delay, s/veh / LOS				46.4	D		0.0			9.1	A		28.3		C				
Intersection Delay, s/veh / LOS				25.7						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.92	C		2.99	C		1.67	B		2.29	B					
Bicycle LOS Score / LOS				2.13	B				0.96	A		1.17	A						

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information															
Agency						Duration, h		0.250													
Analyst				Analysis Date		5/26/2021		Area Type		Other											
Jurisdiction				Time Period				PHF		1.00											
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		3> 16:15											
Intersection		I-40 South Side & Carlisl...		File Name		2022 PM Background I-40 Interchange.xus															
Project Description		2022 Background PM Peak Hour																			
Demand Information						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h						596	12	452					1012	304	244	768					
Signal Information							Cycle, s		120.0	Reference Phase		2									
Offset, s		110	Reference Point		Begin		Green	11.5	65.4	27.1	0.0	0.0	0.0								
Uncoordinated		No	Simult. Gap E/W		On		Yellow	4.0	4.0	4.5	0.0	0.0	0.0								
Force Mode		Fixed	Simult. Gap N/S		On		Red	0.5	1.0	2.0	0.0	0.0	0.0								
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase								4								2		1		6	
Case Number								9.0								7.3		2.0		4.0	
Phase Duration, s								33.6								70.4		16.0		86.4	
Change Period, (Y+R c), s								6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s								6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s								21.3										11.0			
Green Extension Time (g e), s								5.8								0.0		0.5		0.0	
Phase Call Probability								1.00										1.00			
Max Out Probability								0.72										0.00			
Movement Group Results						EB			WB			NB			SB						
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement						7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h						596	12	415					1012	279		262	826				
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1751	1529					1637	1547		1730	1656				
Queue Service Time (g s), s						19.3	0.6	14.6					4.9	7.8		9.0	14.2				
Cycle Queue Clearance Time (g c), s						19.3	0.6	14.6					4.9	7.8		9.0	14.2				
Green Ratio (g/C)						0.23	0.23	0.23					0.54	0.54		0.10	0.52				
Capacity (c), veh/h						782	396	691					4459	842		332	2596				
Volume-to-Capacity Ratio (X)						0.762	0.030	0.600					0.227	0.331		0.790	0.318				
Back of Queue (Q), ft/ln (95 th percentile)						337	12.6	237.7					73.8	115		180	242.3				
Back of Queue (Q), veh/ln (95 th percentile)						13.3	0.5	9.4					2.9	4.5		7.1	9.5				
Queue Storage Ratio (RQ) (95 th percentile)						0.00	0.00	0.34					0.09	0.26		0.51	0.69				
Uniform Delay (d 1), s/veh						43.4	36.2	41.6					8.1	8.5		55.2	16.4				
Incremental Delay (d 2), s/veh						4.5	0.1	1.9					0.1	1.1		1.3	0.3				
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh						47.9	36.3	43.4					8.3	9.6		56.5	16.7				
Level of Service (LOS)						D	D	D					A	A		E	B				
Approach Delay, s/veh / LOS						46.0		D		0.0				8.6		A		26.3		C	
Intersection Delay, s/veh / LOS						25.5						C									
Multimodal Results						EB			WB			NB			SB						
Pedestrian LOS Score / LOS						2.91		C		2.99		C		1.67		B		2.28		B	
Bicycle LOS Score / LOS						2.18		B						0.91		A		1.04		A	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency				Duration, h	0.250	
Analyst		Analysis Date	5/26/2021	Area Type	Other	
Jurisdiction		Time Period		PHF	1.00	
Urban Street	Carlisle Blvd	Analysis Year	2022 Background	Analysis Period	4> 16:30	
Intersection	I-40 South Side & Carlisle Blvd	File Name	2022 PM Background I-40 Interchange.xus			
Project Description	2022 Background PM Peak Hour					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	464	32	560					944	304	320	960	

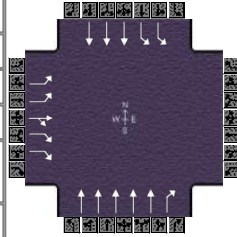
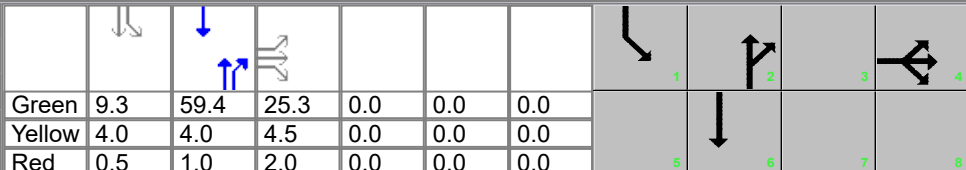
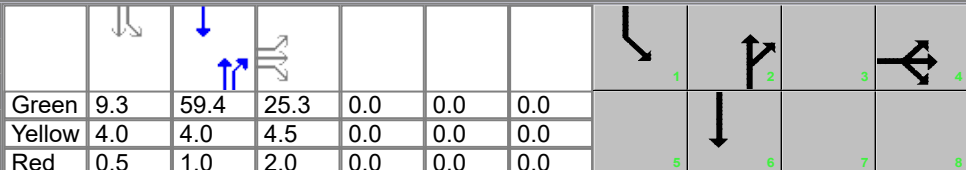
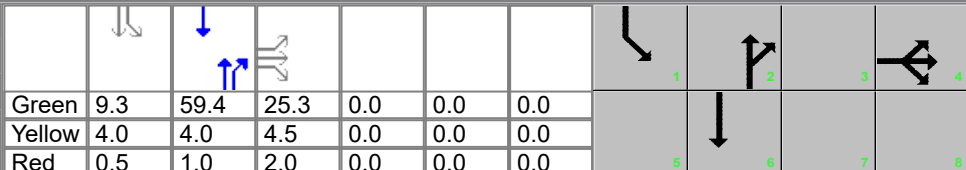
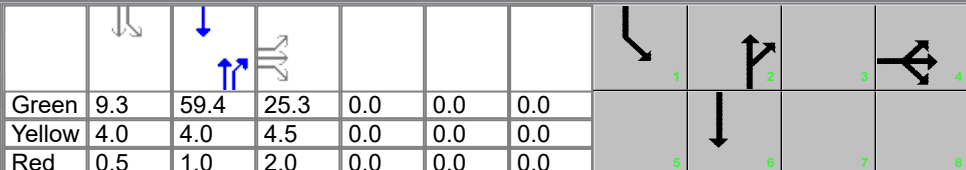
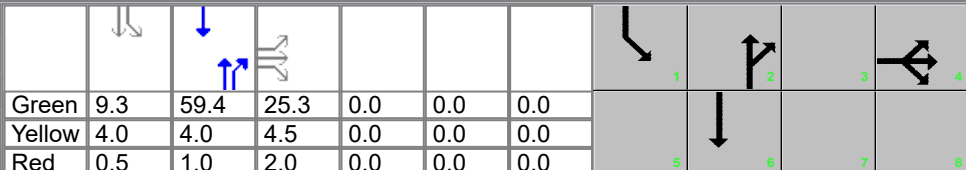
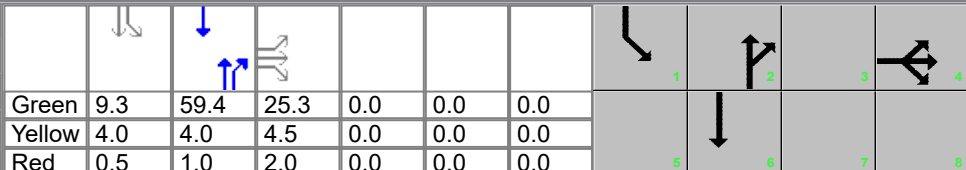
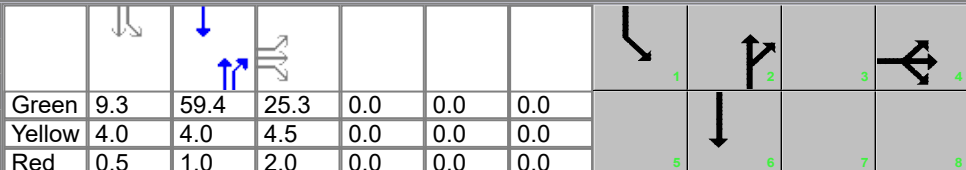
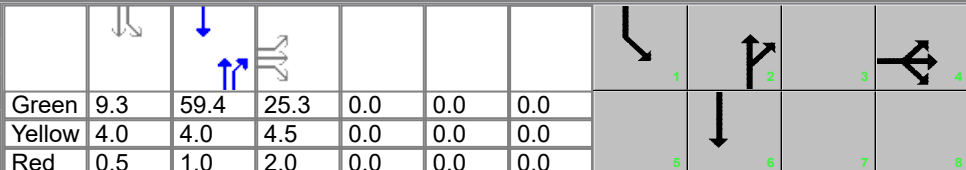
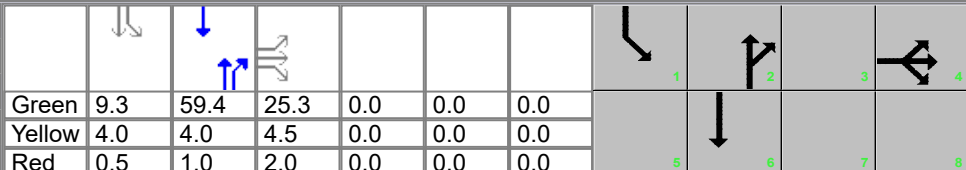
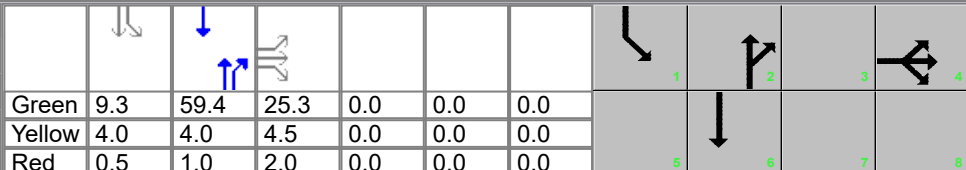
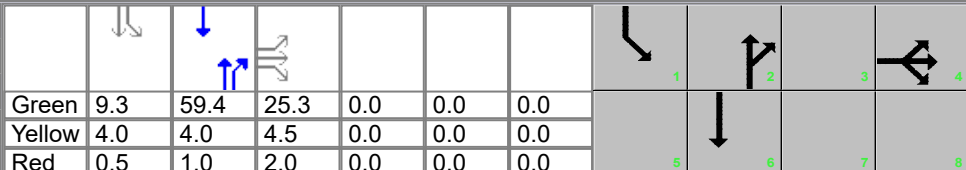
Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	14.1	63.2	26.7	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.5	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		9.0				7.3	2.0	4.0
Phase Duration, s		33.2				68.2	18.6	86.8
Change Period, ($Y+R_c$), s		6.5				5.0	4.5	5.0
Max Allow Headway (MAH), s		6.1				0.0	3.1	0.0
Queue Clearance Time (g_s), s		20.7					13.4	
Green Extension Time (g_e), s		6.0				0.0	0.7	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.68					0.00	

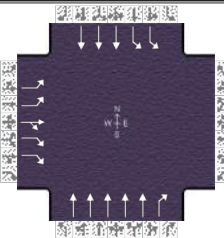
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h	464	32	514				944	279		334	1002	
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1757	1541				1634	1547		1730	1672	
Queue Service Time (g_s), s	14.5	1.7	18.7				4.9	8.5		11.4	15.5	
Cycle Queue Clearance Time (g_c), s	14.5	1.7	18.7				4.9	8.5		11.4	15.5	
Green Ratio (g/C)	0.22	0.22	0.22				0.53	0.53		0.12	0.56	
Capacity (c), veh/h	769	390	685				4305	815		406	2795	
Volume-to-Capacity Ratio (X)	0.603	0.082	0.750				0.219	0.342		0.822	0.359	
Back of Queue (Q), ft/ln (95 th percentile)	260	34.3	299.3				75.3	126.4		213.9	250.9	
Back of Queue (Q), veh/ln (95 th percentile)	10.2	1.3	11.8				3.0	5.0		8.4	9.9	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.43				0.09	0.28		0.61	0.72	
Uniform Delay (d_1), s/veh	41.9	37.0	43.6				9.2	9.7		53.8	14.4	
Incremental Delay (d_2), s/veh	1.7	0.2	4.6				0.1	1.1		1.2	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	43.6	37.2	48.2				9.3	10.8		55.1	14.7	
Level of Service (LOS)	D	D	D				A	B		E	B	
Approach Delay, s/veh / LOS	45.7		D	0.0			9.6		A	24.8		C
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.91	C	2.99	C	1.68	B	2.29	B
Bicycle LOS Score / LOS	2.15	B			0.89	A	1.19	A

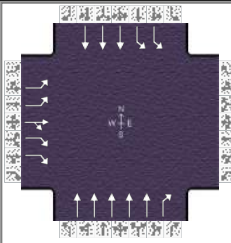
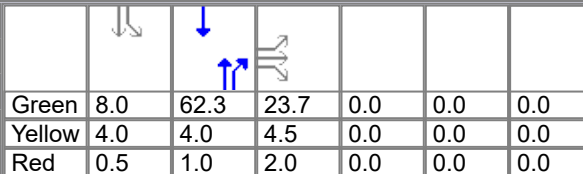
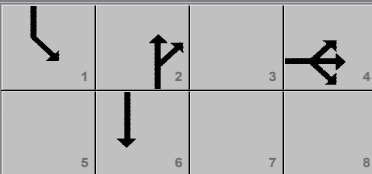
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 7:45					
Intersection		I-40 South Side & Carlisl...		File Name		2022 AM Full Build-Out I-40 Interchange.xus									
Project Description		2022 Full Build-Out AM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (ν), veh/h				648	0	640					924	244	208	916	
Signal Information															
Cycle, s	110.0	Reference Phase	2												
Offset, s	101	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4				2	1	6				
Case Number					9.0				7.3	2.0	4.0				
Phase Duration, s					31.8				64.4	13.8	78.2				
Change Period, ($Y+R_c$), s					6.5				5.0	4.5	5.0				
Max Allow Headway (MAH), s					6.1				0.0	3.1	0.0				
Queue Clearance Time (g_s), s					21.9					9.1					
Green Extension Time (g_e), s					3.4				0.0	0.2	0.0				
Phase Call Probability					1.00					1.00					
Max Out Probability					1.00					0.63					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14				2	12		1	6	
Adjusted Flow Rate (ν), veh/h				648	0	587				924	224		226	993	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1748	1544				1629	1529		1730	1664	
Queue Service Time (g_s), s				19.5	0.0	19.9				4.1	5.6		7.1	14.9	
Cycle Queue Clearance Time (g_c), s				19.5	0.0	19.9				4.1	5.6		7.1	14.9	
Green Ratio (g/C)				0.23	0.23	0.23				0.54	0.54		0.08	0.62	
Capacity (c), veh/h				796	402	711				4397	825		292	3088	
Volume-to-Capacity Ratio (X)				0.814	0.000	0.826				0.210	0.271		0.772	0.322	
Back of Queue (Q), ft/ln (95 th percentile)				344.6	0	323				61.8	83.5		145.6	240.7	
Back of Queue (Q), veh/ln (95 th percentile)				13.6	0.0	12.7				2.4	3.3		5.7	9.5	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.46				0.08	0.19		0.42	0.69	
Uniform Delay (d_1), s/veh				40.1	0.0	40.2				7.7	7.9		52.5	15.3	
Incremental Delay (d_2), s/veh				6.9	0.0	8.4				0.1	0.8		2.7	0.2	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh				47.1	0.0	48.6				7.8	8.7		55.2	15.5	
Level of Service (LOS)				D		D				A	A		E	B	
Approach Delay, s/veh / LOS				47.8		D	0.0			8.0	A		22.8		C
Intersection Delay, s/veh / LOS				26.6						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.90		C	2.99		C	1.67		B	2.31		B
Bicycle LOS Score / LOS				2.53		C				0.87		A	1.11		A

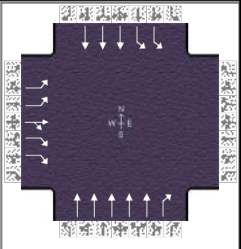
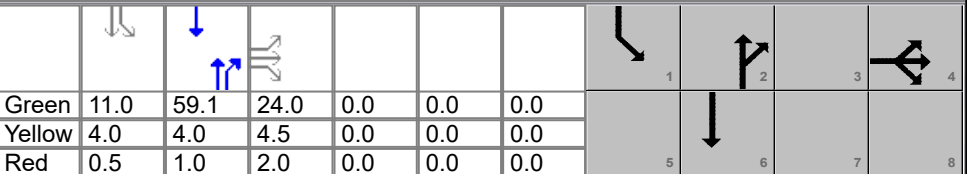
HCS7 Signalized Intersection Results Summary

General Information					Intersection Information															
Agency					Duration, h		0.250													
Analyst					Analysis Date		5/26/2021		Area Type					Other						
Jurisdiction					Time Period									PHF		1.00				
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period						2> 8:00						
Intersection		I-40 South Side & Carlisl...			File Name		2022 AM Full Build-Out I-40 Interchange.xus													
Project Description		2022 Full Build-Out AM Peak Hour																		
Demand Information					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h					716	0	696					824	284	216	796					
Signal Information																				
Cycle, s		110.0	Reference Phase		2															
Offset, s		101	Reference Point		Begin															
Uncoordinated		No	Simult. Gap E/W		On	Green	9.2	58.8	26.0	0.0	0.0	0.0								
						Yellow	4.0	4.0	4.5	0.0	0.0	0.0								
Force Mode		Fixed	Simult. Gap N/S		On	Red	0.5	1.0	2.0	0.0	0.0	0.0								
Timer Results					EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase							4								2		1		6	
Case Number							9.0								7.3		2.0		4.0	
Phase Duration, s							32.5								63.8		13.7		77.5	
Change Period, (Y+R _c), s							6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s							6.1								0.0		3.1		0.0	
Queue Clearance Time (g _s), s							23.9										9.1			
Green Extension Time (g _e), s							2.1								0.0		0.1		0.0	
Phase Call Probability							1.00										1.00			
Max Out Probability							1.00										1.00			
Movement Group Results					EB			WB			NB			SB						
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement					7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h					716	0	639					824	261		225	827				
Adjusted Saturation Flow Rate (s), veh/h/ln					1730	1748	1550					1624	1537		1730	1650				
Queue Service Time (g _s), s					21.9	0.0	21.8					3.7	6.9		7.1	13.9				
Cycle Queue Clearance Time (g _c), s					21.9	0.0	21.8					3.7	6.9		7.1	13.9				
Green Ratio (g/C)					0.24	0.24	0.24					0.53	0.53		0.08	0.55				
Capacity (c), veh/h					818	414	733					4340	821		289	2722				
Volume-to-Capacity Ratio (X)					0.875	0.000	0.871					0.190	0.318		0.777	0.304				
Back of Queue (Q), ft/ln (95 th percentile)					390.9	0	357.8					56.2	102.1		150	245.2				
Back of Queue (Q), veh/ln (95 th percentile)					15.4	0.0	14.1					2.2	4.0		5.9	9.7				
Queue Storage Ratio (RQ) (95 th percentile)					0.00	0.00	0.51					0.07	0.23		0.43	0.70				
Uniform Delay (d ₁), s/veh					40.4	0.0	40.4					7.9	8.4		51.0	17.6				
Incremental Delay (d ₂), s/veh					10.9	0.0	11.7					0.1	1.0		4.7	0.3				
Initial Queue Delay (d ₃), s/veh					0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh					51.3	0.0	52.1					8.0	9.4		55.7	17.8				
Level of Service (LOS)					D		D					A	A		E	B				
Approach Delay, s/veh / LOS					51.7		D	0.0			8.3		A	25.9		C				
Intersection Delay, s/veh / LOS					30.4							C								
Multimodal Results					EB			WB			NB			SB						
Pedestrian LOS Score / LOS					2.91		C	2.99		C	1.67		B	2.31		B				
Bicycle LOS Score / LOS					2.72		C				0.85		A	1.04		A				

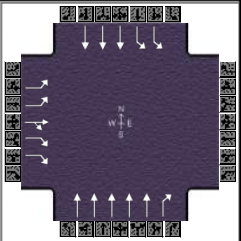
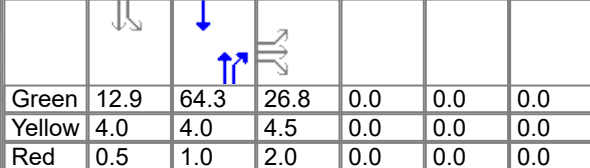
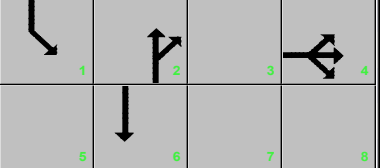
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 8:15					
Intersection		I-40 South Side & Carlisl...		File Name		2022 AM Full Build-Out I-40 Interchange.xus									
Project Description		2022 Full Build-Out AM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				568	8	532					852	176	196	840	
Signal Information															
Cycle, s	110.0	Reference Phase	2												
Offset, s	101	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	8.0	62.3	23.7	0.0	0.0	0.0					
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0					
				Red	0.5	1.0	2.0	0.0	0.0	0.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4				2	1	6				
Case Number					9.0				7.3	2.0	4.0				
Phase Duration, s					30.2				67.3	12.5	79.8				
Change Period, (Y+R c), s					6.5				5.0	4.5	5.0				
Max Allow Headway (MAH), s					6.1				0.0	3.1	0.0				
Queue Clearance Time (g s), s					19.0					7.8					
Green Extension Time (g e), s					4.7				0.0	0.2	0.0				
Phase Call Probability					1.00					1.00					
Max Out Probability					0.90					0.02					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14				2	12	1	6		
Adjusted Flow Rate (v), veh/h				568	8	488				852	161	184	788		
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1750	1533				1626	1515	1730	1647		
Queue Service Time (g s), s				17.0	0.4	16.3				3.3	3.3	5.8	11.8		
Cycle Queue Clearance Time (g c), s				17.0	0.4	16.3				3.3	3.3	5.8	11.8		
Green Ratio (g/C)				0.22	0.22	0.22				0.57	0.57	0.07	0.48		
Capacity (c), veh/h				745	377	661				4604	858	252	2370		
Volume-to-Capacity Ratio (X)				0.762	0.021	0.739				0.185	0.188	0.731	0.333		
Back of Queue (Q), ft/ln (95 th percentile)				302.8	7.7	266.4				48.3	50.1	121.4	200.2		
Back of Queue (Q), veh/ln (95 th percentile)				11.9	0.3	10.5				1.9	2.0	4.8	7.9		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.38				0.06	0.11	0.35	0.57		
Uniform Delay (d 1), s/veh				40.5	34.0	40.3				6.2	6.2	53.1	13.4		
Incremental Delay (d 2), s/veh				4.9	0.0	4.7				0.1	0.5	1.4	0.3		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0				0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				45.4	34.1	45.0				6.3	6.7	54.4	13.7		
Level of Service (LOS)				D	C	D				A	A	D	B		
Approach Delay, s/veh / LOS				45.1	D	0.0			6.4	A	21.4	C			
Intersection Delay, s/veh / LOS				24.7					C						
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.89	C	2.99	C	1.67	B	2.29	B				
Bicycle LOS Score / LOS				2.24	B			0.82	A	1.06	A				

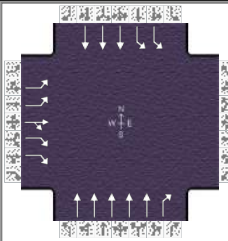
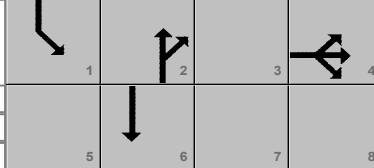
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 8:30									
Intersection		I-40 South Side & Carlisl...		File Name		2022 AM Full Build-Out I-40 Interchange.xus													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				556	4	564					936	236	244	784					
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	101	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On		Green	11.0	59.1	24.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	4.0	4.0	4.5	0.0	0.0	0.0								
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						30.5								64.1		15.5		79.5	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						19.4										10.7			
Green Extension Time (g e), s						4.6								0.0		0.2		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.93										0.84			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				556	4	517					936	217		276	888				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1749	1536					1630	1527		1730	1655				
Queue Service Time (g s), s				16.5	0.2	17.4					4.2	5.5		8.7	13.6				
Cycle Queue Clearance Time (g c), s				16.5	0.2	17.4					4.2	5.5		8.7	13.6				
Green Ratio (g/C)				0.22	0.22	0.22					0.54	0.54		0.10	0.46				
Capacity (c), veh/h				753	381	669					4376	820		345	2304				
Volume-to-Capacity Ratio (X)				0.738	0.011	0.772					0.214	0.265		0.801	0.385				
Back of Queue (Q), ft/ln (95 th percentile)				293.7	3.8	283.4					63.6	81.7		186.9	224.5				
Back of Queue (Q), veh/ln (95 th percentile)				11.6	0.2	11.2					2.5	3.2		7.4	8.8				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.40					0.08	0.18		0.53	0.64				
Uniform Delay (d 1), s/veh				40.1	33.7	40.5					7.8	8.0		52.7	14.0				
Incremental Delay (d 2), s/veh				4.2	0.0	5.8					0.1	0.8		5.2	0.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				44.3	33.8	46.3					7.9	8.8		57.9	14.4				
Level of Service (LOS)				D	C	D					A	A		E	B				
Approach Delay, s/veh / LOS				45.2		D		0.0				8.1		A		24.8		C	
Intersection Delay, s/veh / LOS				25.6						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.90		C		2.99		C		1.67		B		2.29		B	
Bicycle LOS Score / LOS				2.26		B						0.87		A		1.05		A	

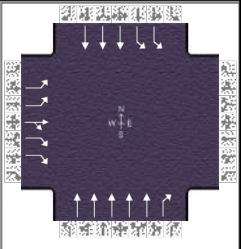
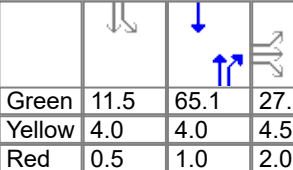
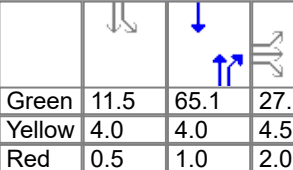
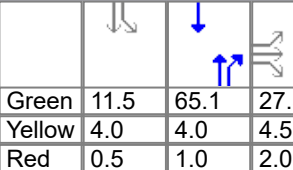
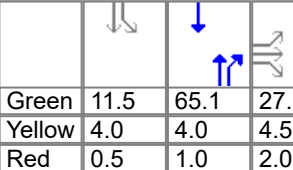
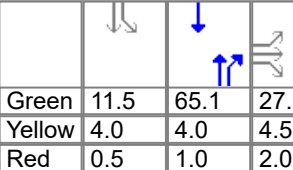
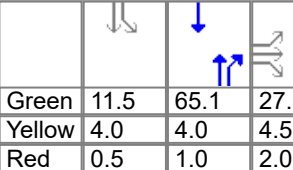
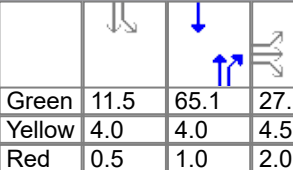
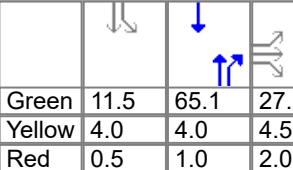
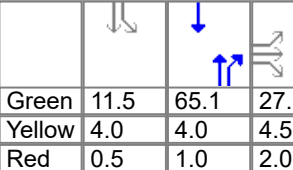
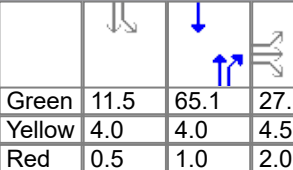
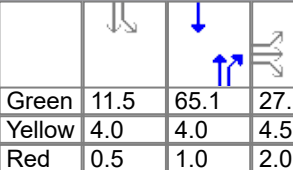
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		0.250								
Analyst				Analysis Date		5/26/2021		Area Type		Other						
Jurisdiction				Time Period				PHF		1.00						
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 15:45						
Intersection		I-40 South Side & Carlisl...		File Name		2022 PM Full Build-Out I-40 Interchange.xus										
Project Description		2022 Full Build-Out PM Peak Hour														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				572	16	512					1244	296	316	860		
Signal Information																
Cycle, s	120.0	Reference Phase	2													
Offset, s	110	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On			Green	12.9	64.3	26.8	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	4.0	4.0	4.5	0.0	0.0	0.0				
				Red	0.5	1.0	2.0	0.0	0.0	0.0						
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase					4				2	1	6					
Case Number					9.0				7.3	2.0	4.0					
Phase Duration, s					33.3				69.3	17.4	86.7					
Change Period, ($Y+R_c$), s					6.5				5.0	4.5	5.0					
Max Allow Headway (MAH), s					6.1				0.0	3.1	0.0					
Queue Clearance Time (g_s), s					20.5					12.3						
Green Extension Time (g_e), s					6.3				0.0	0.6	0.0					
Phase Call Probability					1.00					1.00						
Max Out Probability					0.69					0.00						
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14					2	12	1	6		
Adjusted Flow Rate (v), veh/h				572	16	470					1244	272	302	822		
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1752	1536					1649	1545	1730	1656		
Queue Service Time (g_s), s				18.5	0.9	16.8					6.5	7.9	10.3	15.3		
Cycle Queue Clearance Time (g_c), s				18.5	0.9	16.8					6.5	7.9	10.3	15.3		
Green Ratio (g/C)				0.22	0.22	0.22					0.54	0.54	0.11	0.52		
Capacity (c), veh/h				772	391	686					4418	828	372	2571		
Volume-to-Capacity Ratio (X)				0.741	0.041	0.685					0.282	0.329	0.811	0.320		
Back of Queue (Q), ft/ln (95 th percentile)				323.2	17	270.9					97.3	117.4	198.5	264.1		
Back of Queue (Q), veh/ln (95 th percentile)				12.7	0.7	10.7					3.8	4.6	7.8	10.4		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.39					0.12	0.26	0.57	0.75		
Uniform Delay (d_1), s/veh				43.4	36.5	42.7					8.9	9.1	53.5	18.4		
Incremental Delay (d_2), s/veh				3.9	0.1	3.1					0.2	1.1	1.4	0.3		
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0					0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				47.3	36.6	45.8					9.0	10.1	54.9	18.7		
Level of Service (LOS)				D	D	D					A	B	D	B		
Approach Delay, s/veh / LOS				46.5	D	0.0			9.2	A	28.4	C				
Intersection Delay, s/veh / LOS				25.7						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.91	C	2.99	C	1.67	B	2.29	B					
Bicycle LOS Score / LOS				2.23	B			0.99	A	1.13	A					

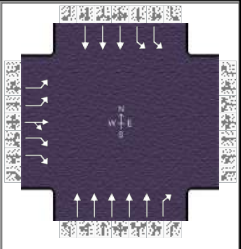
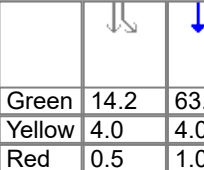
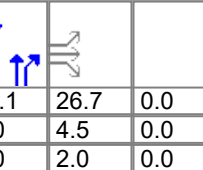
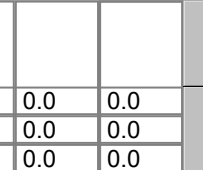
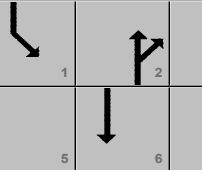
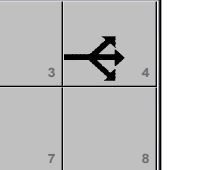
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		2> 16:00									
Intersection		I-40 South Side & Carlisl...		File Name		2022 PM Full Build-Out I-40 Interchange.xus													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				500	20	524					1112	364	324	936					
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	110	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On			Green	13.6	64.6	25.9	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	4.0	4.0	4.5	0.0	0.0	0.0							
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						32.4								69.6		18.1		87.6	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						19.5										12.9			
Green Extension Time (g e), s						6.4								0.0		0.7		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.61										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				500	20	481					1112	334		320	924				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1753	1537					1642	1560		1730	1665				
Queue Service Time (g s), s				15.9	1.1	17.5					5.6	10.2		10.9	17.5				
Cycle Queue Clearance Time (g c), s				15.9	1.1	17.5					5.6	10.2		10.9	17.5				
Green Ratio (g/C)				0.22	0.22	0.22					0.54	0.54		0.11	0.53				
Capacity (c), veh/h				746	378	663					4419	840		391	2669				
Volume-to-Capacity Ratio (X)				0.670	0.053	0.725					0.252	0.398		0.819	0.346				
Back of Queue (Q), ft/ln (95 th percentile)				283.4	21.5	281.4					85	147.1		204.3	296.6				
Back of Queue (Q), veh/ln (95 th percentile)				11.2	0.8	11.1					3.3	5.8		8.0	11.7				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.40					0.11	0.33		0.58	0.85				
Uniform Delay (d 1), s/veh				43.1	37.3	43.8					8.6	9.3		52.7	19.4				
Incremental Delay (d 2), s/veh				2.5	0.1	3.9					0.1	1.4		1.3	0.3				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				45.6	37.5	47.7					8.8	10.7		54.0	19.6				
Level of Service (LOS)				D	D	D					A	B		D	B				
Approach Delay, s/veh / LOS				46.5		D		0.0				9.2		A		28.5		C	
Intersection Delay, s/veh / LOS				25.8						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.92		C		2.99		C		1.67		B		2.29		B	
Bicycle LOS Score / LOS				2.14		B						0.96		A		1.18		A	

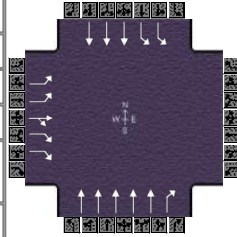
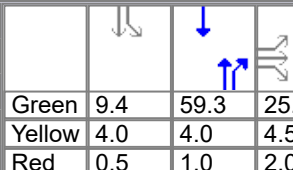
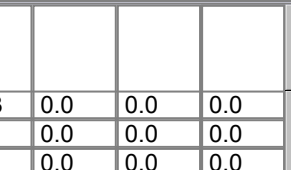
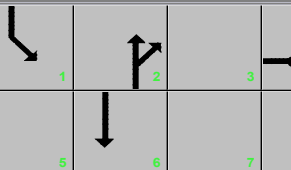
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 16:15									
Intersection		I-40 South Side & Carlisl...		File Name		2022 PM Full Build-Out I-40 Interchange.xus													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				604	12	452					1028	304	244	784					
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	110	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	11.5	65.1	27.3	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						33.8								70.1		16.0		86.2	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						21.6										11.0			
Green Extension Time (g e), s						5.7								0.0		0.5		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.74										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12	1	6					
Adjusted Flow Rate (v), veh/h				604	12	415					1028	279	263	845					
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1751	1529					1638	1547	1730	1658					
Queue Service Time (g s), s				19.6	0.6	14.5					5.0	7.9	9.0	14.6					
Cycle Queue Clearance Time (g c), s				19.6	0.6	14.5					5.0	7.9	9.0	14.6					
Green Ratio (g/C)				0.23	0.23	0.23					0.54	0.54	0.10	0.52					
Capacity (c), veh/h				787	399	696					4447	840	333	2592					
Volume-to-Capacity Ratio (X)				0.767	0.030	0.596					0.231	0.332	0.790	0.326					
Back of Queue (Q), ft/ln (95 th percentile)				341.4	12.6	237.2					75.8	116.2	180.3	247.5					
Back of Queue (Q), veh/ln (95 th percentile)				13.4	0.5	9.3					3.0	4.6	7.1	9.7					
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.34					0.09	0.26	0.52	0.71					
Uniform Delay (d 1), s/veh				43.4	36.0	41.4					8.3	8.7	55.2	16.6					
Incremental Delay (d 2), s/veh				4.6	0.1	1.8					0.1	1.1	1.3	0.3					
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0	0.0	0.0					
Control Delay (d), s/veh				48.0	36.1	43.2					8.4	9.7	56.6	16.9					
Level of Service (LOS)				D	D	D					A	A	E	B					
Approach Delay, s/veh / LOS				45.9		D		0.0				8.7		A		26.3		C	
Intersection Delay, s/veh / LOS				25.5						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.91		C		2.99		C		1.67		B		2.28		B	
Bicycle LOS Score / LOS				2.19		B						0.92		A		1.05		A	

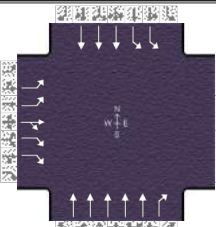
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 16:30									
Intersection		I-40 South Side & Carlisl...		File Name		2022 PM Full Build-Out I-40 Interchange.xus													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				472	32	560					964	304	324	976					
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	110	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	14.2	63.1	26.7	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						33.2								68.1		18.7		86.8	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						20.7										13.5			
Green Extension Time (g e), s						6.0								0.0		0.7		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.68										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12	1	6					
Adjusted Flow Rate (v), veh/h				472	32	514					964	279	337	1015					
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1757	1541					1635	1547	1730	1673					
Queue Service Time (g s), s				14.7	1.7	18.7					5.0	8.5	11.5	15.8					
Cycle Queue Clearance Time (g c), s				14.7	1.7	18.7					5.0	8.5	11.5	15.8					
Green Ratio (g/C)				0.22	0.22	0.22					0.53	0.53	0.12	0.56					
Capacity (c), veh/h				770	391	686					4298	813	410	2808					
Volume-to-Capacity Ratio (X)				0.613	0.082	0.749					0.224	0.343	0.823	0.361					
Back of Queue (Q), ft/ln (95 th percentile)				264.6	34.2	299					77.6	127.2	215.2	254.2					
Back of Queue (Q), veh/ln (95 th percentile)				10.4	1.3	11.8					3.1	5.0	8.5	10.0					
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.43					0.10	0.28	0.61	0.73					
Uniform Delay (d 1), s/veh				42.0	36.9	43.5					9.3	9.8	53.8	14.5					
Incremental Delay (d 2), s/veh				1.8	0.2	4.6					0.1	1.2	1.2	0.3					
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0	0.0	0.0					
Control Delay (d), s/veh				43.8	37.1	48.1					9.4	10.9	55.1	14.8					
Level of Service (LOS)				D	D	D					A	B	E	B					
Approach Delay, s/veh / LOS				45.7		D		0.0				9.7		A		24.8		C	
Intersection Delay, s/veh / LOS				25.5						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.91		C		2.99		C		1.68		B		2.29		B	
Bicycle LOS Score / LOS				2.17		B						0.90		A		1.20		A	

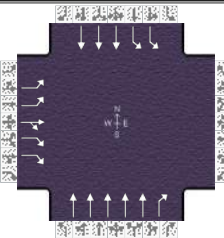
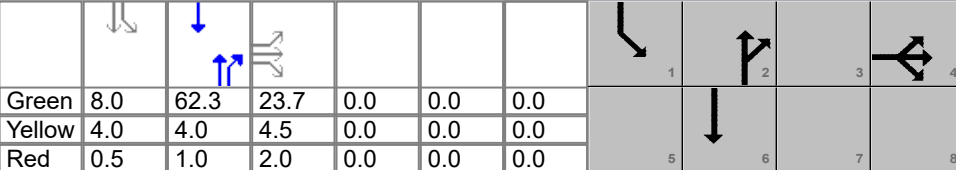
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 7:45					
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 AM Full Build-Out I-40 Interchang...									
Project Description		2022 Full Build-Out AM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				648	0	640					924	244	208	916	
Signal Information															
Cycle, s	110.0	Reference Phase	2												
Offset, s	101	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	9.4	59.3	25.3	0.0	0.0	0.0					
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0					
				Red	0.5	1.0	2.0	0.0	0.0	0.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4				2	1	6				
Case Number					9.0				7.3	2.0	4.0				
Phase Duration, s					31.8				64.3	13.9	78.2				
Change Period, (Y+R c), s					6.5				5.0	4.5	5.0				
Max Allow Headway (MAH), s					6.1				0.0	3.1	0.0				
Queue Clearance Time (g s), s					21.9					9.2					
Green Extension Time (g e), s					3.4				0.0	0.2	0.0				
Phase Call Probability					1.00					1.00					
Max Out Probability					1.00					0.07					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h				648	0	587				924	224		226	996	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1748	1544				1629	1529		1730	1664	
Queue Service Time (g s), s				19.5	0.0	19.9				4.1	5.6		7.2	15.8	
Cycle Queue Clearance Time (g c), s				19.5	0.0	19.9				4.1	5.6		7.2	15.8	
Green Ratio (g/C)				0.23	0.23	0.23				0.54	0.54		0.09	0.55	
Capacity (c), veh/h				796	402	711				4389	824		296	2747	
Volume-to-Capacity Ratio (X)				0.814	0.000	0.826				0.211	0.272		0.765	0.363	
Back of Queue (Q), ft/ln (95 th percentile)				344.6	0	323				62.1	83.9		144.7	251.6	
Back of Queue (Q), veh/ln (95 th percentile)				13.6	0.0	12.7				2.4	3.3		5.7	9.9	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.46				0.08	0.19		0.41	0.72	
Uniform Delay (d 1), s/veh				40.1	0.0	40.2				7.7	7.9		52.9	16.1	
Incremental Delay (d 2), s/veh				6.9	0.0	8.4				0.1	0.8		1.0	0.2	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh				47.1	0.0	48.6				7.8	8.7		53.9	16.4	
Level of Service (LOS)				D		D				A	A		D	B	
Approach Delay, s/veh / LOS				47.8		D	0.0			8.0	A		23.3		C
Intersection Delay, s/veh / LOS				26.8						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.90		C	2.99		C	1.67		B	2.31		B
Bicycle LOS Score / LOS				2.53		C				0.87		A	1.11		A

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		2> 8:00									
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 AM Full Build-Out I-40 Interchang...													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				716	0	696					824	284	216	796					
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	101	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On	Green	9.3	58.7	26.0	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						32.5								63.7		13.8		77.5	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						23.9										9.1			
Green Extension Time (g e), s						2.1								0.0		0.2		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						1.00										0.14			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				716	0	639					824	261		225	827				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1748	1550					1624	1537		1730	1650				
Queue Service Time (g s), s				21.9	0.0	21.8					3.7	7.0		7.1	14.7				
Cycle Queue Clearance Time (g c), s				21.9	0.0	21.8					3.7	7.0		7.1	14.7				
Green Ratio (g/C)				0.24	0.24	0.24					0.53	0.53		0.08	0.44				
Capacity (c), veh/h				818	414	733					4334	820		292	2183				
Volume-to-Capacity Ratio (X)				0.875	0.000	0.871					0.190	0.318		0.770	0.379				
Back of Queue (Q), ft/ln (95 th percentile)				390.9	0	357.8					56.5	102.7		146.2	254.9				
Back of Queue (Q), veh/ln (95 th percentile)				15.4	0.0	14.1					2.2	4.0		5.8	10.0				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.51					0.07	0.23		0.42	0.73				
Uniform Delay (d 1), s/veh				40.4	0.0	40.4					7.9	8.4		51.5	18.4				
Incremental Delay (d 2), s/veh				10.9	0.0	11.7					0.1	1.0		1.8	0.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				51.3	0.0	52.1					8.0	9.4		53.2	18.9				
Level of Service (LOS)				D		D					A	A		D	B				
Approach Delay, s/veh / LOS				51.7		D		0.0				8.4		A		26.2		C	
Intersection Delay, s/veh / LOS				30.5						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.91		C		2.99		C		1.67		B		2.31		B	
Bicycle LOS Score / LOS				2.72		C						0.85		A		1.04		A	

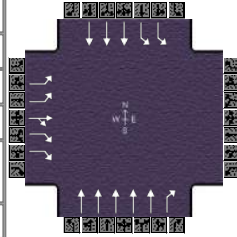
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 8:15									
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 AM Full Build-Out I-40 Interchang...													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				568	8	532					852	176	196	840					
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	101	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	8.0	62.3	23.7	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						30.2								67.3		12.5		79.8	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						19.0										7.8			
Green Extension Time (g e), s						4.7								0.0		0.2		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.90										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				568	8	488					852	161		184	788				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1750	1533					1626	1515		1730	1647				
Queue Service Time (g s), s				17.0	0.4	16.3					3.3	3.3		5.8	11.3				
Cycle Queue Clearance Time (g c), s				17.0	0.4	16.3					3.3	3.3		5.8	11.3				
Green Ratio (g/C)				0.22	0.22	0.22					0.57	0.57		0.07	0.50				
Capacity (c), veh/h				745	377	661					4600	858		253	2452				
Volume-to-Capacity Ratio (X)				0.762	0.021	0.739					0.185	0.188		0.727	0.321				
Back of Queue (Q), ft/ln (95 th percentile)				302.8	7.7	266.4					48.6	50.2		121.9	192.9				
Back of Queue (Q), veh/ln (95 th percentile)				11.9	0.3	10.5					1.9	2.0		4.8	7.6				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.38					0.06	0.11		0.35	0.55				
Uniform Delay (d 1), s/veh				40.5	34.0	40.3					6.3	6.3		53.3	12.8				
Incremental Delay (d 2), s/veh				4.9	0.0	4.7					0.1	0.5		1.3	0.3				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				45.4	34.1	45.0					6.3	6.8		54.6	13.1				
Level of Service (LOS)				D	C	D					A	A		D	B				
Approach Delay, s/veh / LOS				45.1		D		0.0				6.4		A		20.9		C	
Intersection Delay, s/veh / LOS				24.5						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.89		C		2.99		C		1.67		B		2.29		B	
Bicycle LOS Score / LOS				2.24		B						0.82		A		1.06		A	

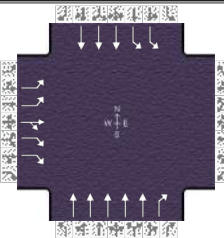
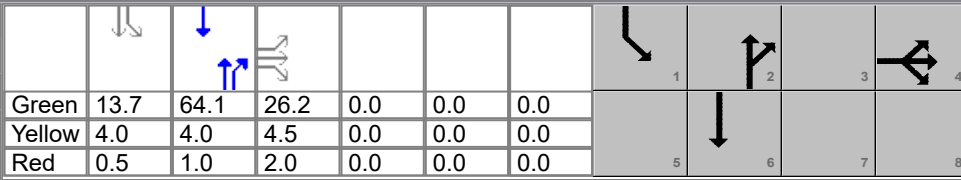
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 8:30									
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 AM Full Build-Out I-40 Interchang...													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				556	4	564					936	236	244	784					
Signal Information																			
Cycle, s	110.0	Reference Phase	2		Green	11.1	59.0	24.0	0.0	0.0	0.0								
Offset, s	101	Reference Point	Begin		Yellow	4.0	4.0	4.5	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On		Red	0.5	1.0	2.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On																
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						30.5								64.0		15.6		79.5	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						19.4										10.8			
Green Extension Time (g e), s						4.6								0.0		0.3		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.93										0.12			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12	1	6					
Adjusted Flow Rate (v), veh/h				556	4	517					936	217	276	888					
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1749	1536					1630	1527	1730	1655					
Queue Service Time (g s), s				16.5	0.2	17.4					4.3	5.5	8.8	13.2					
Cycle Queue Clearance Time (g c), s				16.5	0.2	17.4					4.3	5.5	8.8	13.2					
Green Ratio (g/C)				0.22	0.22	0.22					0.54	0.54	0.10	0.48					
Capacity (c), veh/h				753	381	669					4368	819	348	2386					
Volume-to-Capacity Ratio (X)				0.738	0.011	0.772					0.214	0.265	0.794	0.372					
Back of Queue (Q), ft/ln (95 th percentile)				293.7	3.8	283.4					63.9	82.3	183.5	217.9					
Back of Queue (Q), veh/ln (95 th percentile)				11.6	0.2	11.2					2.5	3.2	7.2	8.6					
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.40					0.08	0.18	0.52	0.62					
Uniform Delay (d 1), s/veh				40.1	33.7	40.5					7.9	8.1	52.9	13.5					
Incremental Delay (d 2), s/veh				4.2	0.0	5.8					0.1	0.8	2.7	0.4					
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0	0.0	0.0					
Control Delay (d), s/veh				44.3	33.8	46.3					8.0	8.8	55.6	13.9					
Level of Service (LOS)				D	C	D					A	A	E	B					
Approach Delay, s/veh / LOS				45.2		D		0.0				8.2		A		23.8		C	
Intersection Delay, s/veh / LOS				25.3										C					
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.90		C		2.99		C		1.67		B		2.29		B	
Bicycle LOS Score / LOS				2.26		B						0.87		A		1.05		A	

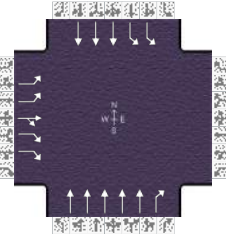
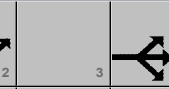
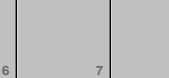
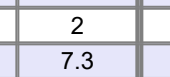
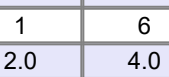
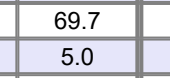
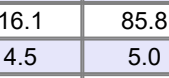
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 15:45					
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 PM Full Build-Out I-40 Interchang...									
Project Description		2022 Full Build-Out PM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				572	16	512					1244	296	316	860	
Signal Information															
Cycle, s	120.0	Reference Phase	2												
Offset, s	110	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	13.0	63.8	27.2	0.0	0.0	0.0					
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0					
				Red	0.5	1.0	2.0	0.0	0.0	0.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4				2	1	6				
Case Number					9.0				7.3	2.0	4.0				
Phase Duration, s					33.7				68.8	17.5	86.3				
Change Period, (Y+R c), s					6.5				5.0	4.5	5.0				
Max Allow Headway (MAH), s					6.1				0.0	3.1	0.0				
Queue Clearance Time (g s), s					20.4					12.3					
Green Extension Time (g e), s					6.8				0.0	0.7	0.0				
Phase Call Probability					1.00					1.00					
Max Out Probability					0.63					0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14				2	12		1	6	
Adjusted Flow Rate (v), veh/h				572	16	470				1244	272		302	822	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1752	1536				1649	1545		1730	1656	
Queue Service Time (g s), s				18.4	0.9	16.8				6.6	8.0		10.3	16.3	
Cycle Queue Clearance Time (g c), s				18.4	0.9	16.8				6.6	8.0		10.3	16.3	
Green Ratio (g/C)				0.23	0.23	0.23				0.53	0.53		0.11	0.51	
Capacity (c), veh/h				783	397	695				4387	822		375	2542	
Volume-to-Capacity Ratio (X)				0.731	0.040	0.676				0.284	0.331		0.806	0.323	
Back of Queue (Q), ft/ln (95 th percentile)				320.8	16.9	269.1				99.2	119.6		203.1	282.8	
Back of Queue (Q), veh/ln (95 th percentile)				12.6	0.7	10.6				3.9	4.7		8.0	11.1	
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.38				0.12	0.27		0.58	0.81	
Uniform Delay (d 1), s/veh				43.0	36.2	42.4				9.1	9.3		55.0	20.6	
Incremental Delay (d 2), s/veh				3.5	0.1	2.8				0.2	1.1		1.3	0.3	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0				0.0	0.0		0.0	0.0	
Control Delay (d), s/veh				46.6	36.3	45.2				9.3	10.4		56.3	20.9	
Level of Service (LOS)				D	D	D				A	B		E	C	
Approach Delay, s/veh / LOS				45.8	D	0.0			9.5	A	30.4	C			
Intersection Delay, s/veh / LOS				26.2						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.91	C	2.99	C	1.68	B	2.29	B				
Bicycle LOS Score / LOS				2.23	B			0.99	A	1.13	A				

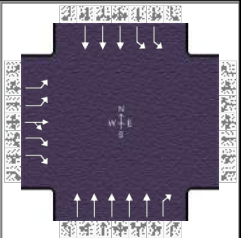
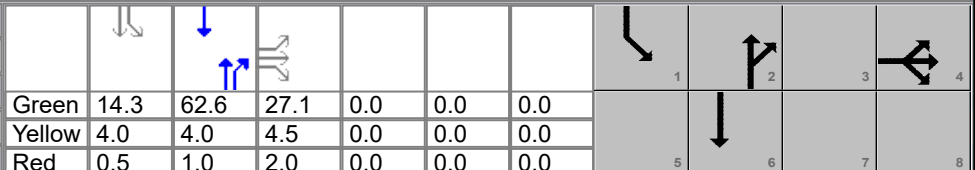
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		2> 16:00									
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 PM Full Build-Out I-40 Interchang...													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				500	20	524					1112	364	324	936					
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	110	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	13.7	64.1	26.2	0.0	0.0	0.0									
				Yellow	4.0	4.0	4.5	0.0	0.0	0.0									
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						32.7								69.1		18.2		87.3	
Change Period, (Y+R _c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g _s), s						19.4										13.0			
Green Extension Time (g _e), s						6.8								0.0		0.7		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.56										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				500	20	481					1112	334		320	924				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1753	1537					1642	1560		1730	1665				
Queue Service Time (g _s), s				15.8	1.1	17.4					5.7	10.3		11.0	19.6				
Cycle Queue Clearance Time (g _c), s				15.8	1.1	17.4					5.7	10.3		11.0	19.6				
Green Ratio (g/C)				0.22	0.22	0.22					0.53	0.53		0.11	0.31				
Capacity (c), veh/h				755	383	671					4388	834		395	1533				
Volume-to-Capacity Ratio (X)				0.662	0.052	0.717					0.253	0.401		0.811	0.603				
Back of Queue (Q), ft/ln (95 th percentile)				281.7	21.4	279.6					86.5	150.1		213.4	320.4				
Back of Queue (Q), veh/ln (95 th percentile)				11.1	0.8	11.0					3.4	5.9		8.4	12.6				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.40					0.11	0.33		0.61	0.92				
Uniform Delay (d ₁), s/veh				42.9	37.1	43.5					8.9	9.5		55.5	20.8				
Incremental Delay (d ₂), s/veh				2.3	0.1	3.6					0.1	1.4		1.2	1.4				
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				45.1	37.2	47.1					9.0	11.0		56.7	22.3				
Level of Service (LOS)				D	D	D					A	B		E	C				
Approach Delay, s/veh / LOS				45.9		D		0.0				9.5		A		31.1		C	
Intersection Delay, s/veh / LOS				26.6						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.92		C		2.99		C		1.68		B		2.29		B	
Bicycle LOS Score / LOS				2.14		B						0.96		A		1.18		A	

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		0.250								
Analyst				Analysis Date		5/26/2021		Area Type		Other						
Jurisdiction				Time Period				PHF		1.00						
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 16:15						
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 PM Full Build-Out I-40 Interchang...										
Project Description		2022 Full Build-Out PM Peak Hour														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				604	12	452					1028	304	244	784		
Signal Information																
Cycle, s	120.0	Reference Phase	2	Green	11.6	64.7	27.7	0.0	0.0	0.0						
Offset, s	110	Reference Point	Begin	Yellow	4.0	4.0	4.5	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Red	0.5	1.0	2.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On													
Timer Results				EBL	EBT		WBL	WBT		NBL	NBT		SBL	SBT		
Assigned Phase					4						2		1	6		
Case Number					9.0						7.3		2.0	4.0		
Phase Duration, s					34.2						69.7		16.1	85.8		
Change Period, (Y+R _c), s					6.5						5.0		4.5	5.0		
Max Allow Headway (MAH), s					6.1						0.0		3.1	0.0		
Queue Clearance Time (g _s), s					21.5								11.0			
Green Extension Time (g _e), s					6.2						0.0		0.6	0.0		
Phase Call Probability					1.00								1.00			
Max Out Probability					0.68								0.00			
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14					2	12		1	6	
Adjusted Flow Rate (v), veh/h				604	12	415					1028	279	263	845		
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1751	1529					1638	1547	1730	1658		
Queue Service Time (g _s), s				19.5	0.6	14.5					5.1	8.0	9.0	17.7		
Cycle Queue Clearance Time (g _c), s				19.5	0.6	14.5					5.1	8.0	9.0	17.7		
Green Ratio (g/C)				0.23	0.23	0.23					0.54	0.54	0.10	0.34		
Capacity (c), veh/h				798	404	706					4418	834	334	1686		
Volume-to-Capacity Ratio (X)				0.757	0.030	0.588					0.233	0.334	0.787	0.501		
Back of Queue (Q), ft/ln (95 th percentile)				339	12.5	236.1					77.3	118.4	181.8	297.3		
Back of Queue (Q), veh/ln (95 th percentile)				13.3	0.5	9.3					3.0	4.7	7.2	11.7		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.34					0.10	0.26	0.52	0.85		
Uniform Delay (d ₁), s/veh				43.0	35.8	41.1					8.5	8.9	55.8	21.3		
Incremental Delay (d ₂), s/veh				4.2	0.1	1.7					0.1	1.1	1.3	0.9		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0					0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				47.2	35.8	42.8					8.6	10.0	57.1	22.2		
Level of Service (LOS)				D	D	D					A	A	E	C		
Approach Delay, s/veh / LOS				45.3	D		0.0			8.9	A		30.5	C		
Intersection Delay, s/veh / LOS				26.7						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.91	C		2.99	C		1.67	B		2.28	B		
Bicycle LOS Score / LOS				2.19	B					0.92	A		1.05	A		

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 16:30									
Intersection		I-40 South Side & Carlisl...		File Name		Mitigated 2022 PM Full Build-Out I-40 Interchang...													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				472	32	560					964	304	324	976					
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	110	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On		Green	14.3	62.6	27.1	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	4.0	4.0	4.5	0.0	0.0	0.0								
				Red	0.5	1.0	2.0	0.0	0.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase						4								2		1		6	
Case Number						9.0								7.3		2.0		4.0	
Phase Duration, s						33.6								67.6		18.8		86.4	
Change Period, (Y+R c), s						6.5								5.0		4.5		5.0	
Max Allow Headway (MAH), s						6.1								0.0		3.1		0.0	
Queue Clearance Time (g s), s						20.6										13.6			
Green Extension Time (g e), s						6.5								0.0		0.7		0.0	
Phase Call Probability						1.00										1.00			
Max Out Probability						0.62										0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14					2	12		1	6				
Adjusted Flow Rate (v), veh/h				472	32	514					964	279		337	1015				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1757	1541					1635	1547		1730	1673				
Queue Service Time (g s), s				14.7	1.7	18.6					5.1	8.7		11.6	21.4				
Cycle Queue Clearance Time (g c), s				14.7	1.7	18.6					5.1	8.7		11.6	21.4				
Green Ratio (g/C)				0.23	0.23	0.23					0.52	0.52		0.12	0.37				
Capacity (c), veh/h				780	396	695					4266	807		413	1856				
Volume-to-Capacity Ratio (X)				0.605	0.081	0.739					0.226	0.346		0.817	0.547				
Back of Queue (Q), ft/ln (95 th percentile)				263.2	34.1	297					79.1	129.5		221.1	349.7				
Back of Queue (Q), veh/ln (95 th percentile)				10.4	1.3	11.7					3.1	5.1		8.7	13.8				
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.42					0.10	0.29		0.63	1.00				
Uniform Delay (d 1), s/veh				41.7	36.7	43.2					9.5	10.0		55.5	22.6				
Incremental Delay (d 2), s/veh				1.6	0.2	4.2					0.1	1.2		1.2	0.9				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0					0.0	0.0		0.0	0.0				
Control Delay (d), s/veh				43.3	36.8	47.4					9.6	11.2		56.7	23.5				
Level of Service (LOS)				D	D	D					A	B		E	C				
Approach Delay, s/veh / LOS				45.2		D		0.0				10.0		A		31.8		C	
Intersection Delay, s/veh / LOS				28.1						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.91		C		2.99		C		1.68		B		2.30		B	
Bicycle LOS Score / LOS				2.17		B						0.90		A		1.20		A	

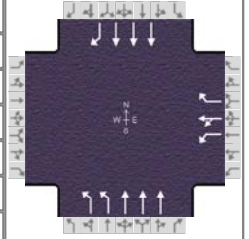
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2021
Urban Street	Carlisle Blvd	File Name	2021 AM Existing I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	1> 7:45



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				436	16	292	556	1032			812	332

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				28.7	24.5	81.3		56.8
Change Period, ($Y+R_c$), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.1	3.1	0.0		0.0
Queue Clearance Time (g_s), s				20.4	19.0			
Green Extension Time (g_e), s				2.3	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.09	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				218	234	268	535	993		812		332
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1783	1539	1730	1664		1328		
Queue Service Time (g_s), s				12.2	13.2	18.4	17.0	15.7		11.5		
Cycle Queue Clearance Time (g_c), s				12.2	13.2	18.4	17.0	15.7		11.5		
Green Ratio (g/C)				0.21	0.21	0.21	0.18	0.69		0.47		
Capacity (c), veh/h				367	368	317	630	3463		1876		
Volume-to-Capacity Ratio (X)				0.594	0.637	0.845	0.849	0.287		0.433		
Back of Queue (Q), ft/ln (95 th percentile)				232.3	248.2	308.3	324.2	272.4		138.6		
Back of Queue (Q), veh/ln (95 th percentile)				9.1	9.8	12.1	12.8	10.7		5.5		
Queue Storage Ratio (RQ) (95 th percentile)				0.93	0.00	0.88	0.93	0.78		0.00		
Uniform Delay (d_1), s/veh				39.5	39.9	42.0	52.3	15.8		13.0		
Incremental Delay (d_2), s/veh				1.5	1.8	9.3	2.9	0.2		0.7		
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				41.0	41.7	51.3	55.2	16.0		13.7		0.0
Level of Service (LOS)				D	D	D	E	B		B		A
Approach Delay, s/veh / LOS	0.0			45.1		D	29.7		C	9.7		A
Intersection Delay, s/veh / LOS				26.2					C			

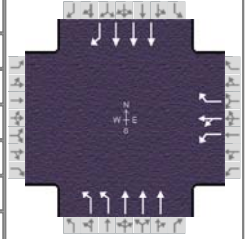
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.90		B	1.68		B
Bicycle LOS Score / LOS				1.68		B	1.36		A	1.12		A

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	2> 8:00
Intersection	I-40 North Side & Carlisl...	File Name	2021 AM Existing I-40 Interchange.xus		
Project Description	AM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				320	0	416	364	1072			700	292

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	101	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	14.7	50.4	29.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				35.4	19.2	74.6		55.4
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				28.0	14.0			
Green Extension Time (g _e), s				1.4	0.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.81	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				320	0	382	379	1117		700		292
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1564	1730	1674		1364		
Queue Service Time (g _s), s				17.6	0.0	26.0	12.0	18.5		9.5		
Cycle Queue Clearance Time (g _c), s				17.6	0.0	26.0	12.0	18.5		9.5		
Green Ratio (g/C)				0.27	0.27	0.27	0.13	0.63		0.46		
Capacity (c), veh/h				476	467	418	461	3176		1876		
Volume-to-Capacity Ratio (X)				0.672	0.000	0.913	0.822	0.352		0.373		
Back of Queue (Q), ft/ln (95 th percentile)				314.3	0	450.5	240.3	311.9		121.8		
Back of Queue (Q), veh/ln (95 th percentile)				12.4	0.0	17.7	9.5	12.3		4.8		
Queue Storage Ratio (RQ) (95 th percentile)				1.26	0.00	1.29	0.69	0.89		0.00		
Uniform Delay (d ₁), s/veh				36.0	0.0	39.1	52.6	19.6		13.4		
Incremental Delay (d ₂), s/veh				2.8	0.0	20.9	1.8	0.3		0.6		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				38.8	0.0	60.0	54.4	19.9		14.0		0.0
Level of Service (LOS)				D		E	D	B		B		A
Approach Delay, s/veh / LOS	0.0			50.3		D	28.6	C		9.9		A
Intersection Delay, s/veh / LOS				27.6				C				

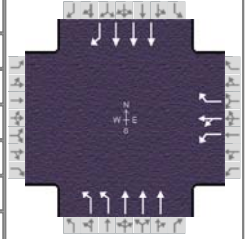
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.93		B	1.68		B
Bicycle LOS Score / LOS				1.65		B	1.28		A	1.03		A

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	3> 8:15
Intersection	I-40 North Side & Carlisl...	File Name	2021 AM Existing I-40 Interchange.xus		
Project Description	AM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				280	4	268	380	1032			664	292

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	101	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	14.6	59.1	20.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				26.7	19.1	83.3		64.1
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				19.1	13.8			
Green Extension Time (g _e), s				1.7	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.03	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				140	144	246	371	1009		664		292
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1534	1730	1665		1312		
Queue Service Time (g _s), s				7.6	7.9	17.1	11.8	14.9		6.8		
Cycle Queue Clearance Time (g _c), s				7.6	7.9	17.1	11.8	14.9		6.8		
Green Ratio (g/C)				0.19	0.19	0.19	0.13	0.71		0.54		
Capacity (c), veh/h				336	336	289	460	3554		2117		
Volume-to-Capacity Ratio (X)				0.417	0.429	0.851	0.807	0.284		0.314		
Back of Queue (Q), ft/ln (95 th percentile)				152.5	157.1	287.1	241.5	258.9		79.6		
Back of Queue (Q), veh/ln (95 th percentile)				6.0	6.2	11.3	9.5	10.2		3.1		
Queue Storage Ratio (RQ) (95 th percentile)				0.61	0.00	0.82	0.69	0.74		0.00		
Uniform Delay (d ₁), s/veh				39.3	39.4	43.1	53.5	13.8		8.2		
Incremental Delay (d ₂), s/veh				0.8	0.9	8.5	1.2	0.2		0.4		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.1	40.3	51.7	54.7	14.0		8.6		0.0
Level of Service (LOS)				D	D	D	D	B		A		A
Approach Delay, s/veh / LOS	0.0			45.5		D	24.9		C	5.9		A
Intersection Delay, s/veh / LOS				22.4					C			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.36		A	1.26		A	1.01		A

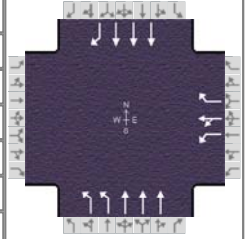
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2021
Urban Street	Carlisle Blvd	File Name	2021 AM Existing I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	4> 8:30



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				320	4	272	404	1024			812	296

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				27.1	20.5	82.9		62.4
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.1	3.1	0.0		0.0
Queue Clearance Time (g _s), s				19.3	15.1			
Green Extension Time (g _e), s				1.8	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.04	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				160	164	250	411	1041		812	296	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1535	1730	1668		1451		
Queue Service Time (g _s), s				8.8	9.0	17.3	13.1	15.1		8.3		
Cycle Queue Clearance Time (g _c), s				8.8	9.0	17.3	13.1	15.1		8.3		
Green Ratio (g/C)				0.19	0.19	0.19	0.15	0.71		0.52		
Capacity (c), veh/h				342	342	295	502	3542		2273		
Volume-to-Capacity Ratio (X)				0.468	0.480	0.849	0.818	0.294		0.357		
Back of Queue (Q), ft/ln (95 th percentile)				175.6	180.5	290.7	262.1	261.3		106.8		
Back of Queue (Q), veh/ln (95 th percentile)				6.9	7.1	11.4	10.3	10.3		4.2		
Queue Storage Ratio (RQ) (95 th percentile)				0.70	0.00	0.83	0.75	0.75		0.00		
Uniform Delay (d ₁), s/veh				39.5	39.6	42.9	53.5	13.6		9.3		
Incremental Delay (d ₂), s/veh				1.0	1.0	8.6	1.2	0.2		0.4		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.4	40.6	51.5	54.6	13.8		9.7	0.0	
Level of Service (LOS)				D	D	D	D	B		A	A	
Approach Delay, s/veh / LOS	0.0			45.3		D	25.4		C	7.1		A
Intersection Delay, s/veh / LOS				22.6					C			

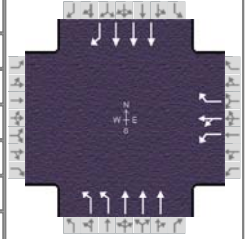
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.43		A	1.27		A	1.10		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Area Type	Other		
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	1> 15:45
Intersection	I-40 North Side & Carlisle...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				264	0	360	492	1248			828	452

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	110	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	19.5	57.2	27.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				33.8	24.0	86.2		62.2
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				26.8	18.8			
Green Extension Time (g _e), s				1.0	0.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.99	0.15			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				264	0	330	501	1271		828		452
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1559	1730	1696		1284		
Queue Service Time (g _s), s				16.0	0.0	24.8	16.8	9.1		13.2		
Cycle Queue Clearance Time (g _c), s				16.0	0.0	24.8	16.8	9.1		13.2		
Green Ratio (g/C)				0.23	0.23	0.23	0.16	0.68		0.48		
Capacity (c), veh/h				412	404	361	563	3444		1836		
Volume-to-Capacity Ratio (X)				0.640	0.000	0.915	0.890	0.369		0.451		
Back of Queue (Q), ft/ln (95 th percentile)				294.6	0	439.8	293.4	123.1		154.7		
Back of Queue (Q), veh/ln (95 th percentile)				11.6	0.0	17.3	11.6	4.8		6.1		
Queue Storage Ratio (RQ) (95 th percentile)				1.18	0.00	1.26	0.84	0.35		0.00		
Uniform Delay (d ₁), s/veh				41.6	0.0	45.0	44.6	5.2		13.8		
Incremental Delay (d ₂), s/veh				2.5	0.0	23.7	9.0	0.3		0.8		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				44.2	0.0	68.6	53.6	5.4		14.6		0.0
Level of Service (LOS)				D		E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			57.8		E	19.1	B		9.5		A
Intersection Delay, s/veh / LOS				22.0				C				

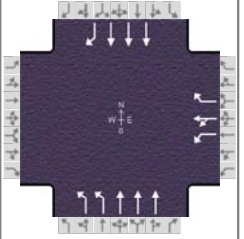
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.91		B	1.68		B
Bicycle LOS Score / LOS				1.47		A	1.44		A	1.19		A

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	2> 16:00
Intersection	I-40 North Side & Carlisl...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				252	8	328	508	1212			960	556

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	110	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	18.4	60.2	25.9	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				31.9	22.9	88.1		65.2
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				24.6	17.6			
Green Extension Time (g _e), s				1.2	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.47	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				126	134	301	464	1108		960		556
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1552	1730	1681		1251		
Queue Service Time (g _s), s				7.2	7.7	22.6	15.6	5.8		15.4		
Cycle Queue Clearance Time (g _c), s				7.2	7.7	22.6	15.6	5.8		15.4		
Green Ratio (g/C)				0.22	0.22	0.22	0.15	0.69		0.50		
Capacity (c), veh/h				384	384	335	531	3494		1882		
Volume-to-Capacity Ratio (X)				0.328	0.349	0.900	0.874	0.317		0.510		
Back of Queue (Q), ft/ln (95 th percentile)				143.7	153.8	398.4	273.2	74.4		165.8		
Back of Queue (Q), veh/ln (95 th percentile)				5.7	6.1	15.7	10.8	2.9		6.5		
Queue Storage Ratio (RQ) (95 th percentile)				0.57	0.00	1.14	0.78	0.21		0.00		
Uniform Delay (d ₁), s/veh				39.7	39.9	45.8	46.2	3.4		12.5		
Incremental Delay (d ₂), s/veh				0.5	0.5	20.3	5.5	0.2		1.0		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.2	40.5	66.1	51.6	3.6		13.4		0.0
Level of Service (LOS)				D	D	E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			54.1		D	17.8	B		8.5		A
Intersection Delay, s/veh / LOS				19.5				B				

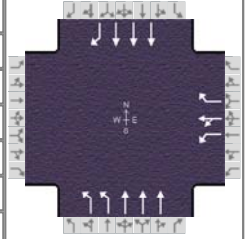
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.91		B	1.68		B
Bicycle LOS Score / LOS				1.41		A	1.43		A	1.32		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Area Type	Other		
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	3> 16:15
Intersection	I-40 North Side & Carlisle...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				256	0	272	480	1176			820	564

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	110	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	18.5	63.6	22.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				28.4	23.0	91.6		68.6
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				20.9	17.6			
Green Extension Time (g _e), s				1.4	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.11	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				256	0	250	461	1131		820		564
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1540	1730	1683		1167		
Queue Service Time (g _s), s				16.4	0.0	18.9	15.6	8.9		12.0		
Cycle Queue Clearance Time (g _c), s				16.4	0.0	18.9	15.6	8.9		12.0		
Green Ratio (g/C)				0.19	0.19	0.19	0.15	0.72		0.53		
Capacity (c), veh/h				332	326	287	534	3646		1857		
Volume-to-Capacity Ratio (X)				0.771	0.000	0.871	0.864	0.310		0.442		
Back of Queue (Q), ft/ln (95 th percentile)				307.8	0	328.9	273.2	125.2		120.6		
Back of Queue (Q), veh/ln (95 th percentile)				12.1	0.0	12.9	10.8	4.9		4.7		
Queue Storage Ratio (RQ) (95 th percentile)				1.23	0.00	0.94	0.78	0.36		0.00		
Uniform Delay (d ₁), s/veh				46.4	0.0	47.4	48.3	5.4		10.0		
Incremental Delay (d ₂), s/veh				5.3	0.0	14.2	2.6	0.2		0.8		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				51.7	0.0	61.7	50.9	5.6		10.8		0.0
Level of Service (LOS)				D		E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			56.6		E	18.7	B		6.4		A
Intersection Delay, s/veh / LOS				19.3				B				

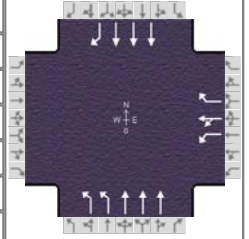
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.68		B
Bicycle LOS Score / LOS				1.32		A	1.40		A	1.25		A

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2021	Analysis Period	4> 16:30
Intersection	I-40 North Side & Carlisl...	File Name	2021 PM Existing I-40 Interchange.xus		
Project Description	PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				308	0	280	512	984			1012	520

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	110	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	19.0	61.8	23.7	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				29.7	23.5	90.3		66.8
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				22.1	18.1			
Green Extension Time (g _e), s				1.5	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.20	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				308	0	257	478	918		1012	520	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1541	1730	1664		1306		
Queue Service Time (g _s), s				20.1	0.0	19.3	16.1	4.5		14.8		
Cycle Queue Clearance Time (g _c), s				20.1	0.0	19.3	16.1	4.5		14.8		
Green Ratio (g/C)				0.20	0.20	0.20	0.16	0.71		0.51		
Capacity (c), veh/h				351	345	304	549	3551		2018		
Volume-to-Capacity Ratio (X)				0.877	0.000	0.846	0.870	0.259		0.502		
Back of Queue (Q), ft/ln (95 th percentile)				388.5	0	329.5	286.3	58.1		164		
Back of Queue (Q), veh/ln (95 th percentile)				15.3	0.0	13.0	11.3	2.3		6.5		
Queue Storage Ratio (RQ) (95 th percentile)				1.55	0.00	0.94	0.82	0.17		0.00		
Uniform Delay (d ₁), s/veh				46.8	0.0	46.4	47.8	3.1		11.4		
Incremental Delay (d ₂), s/veh				14.0	0.0	12.2	4.2	0.2		0.9		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				60.8	0.0	58.7	52.0	3.3		12.3	0.0	
Level of Service (LOS)				E		E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			59.8		E	20.0	B		8.2		A
Intersection Delay, s/veh / LOS				21.2				C				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.68		B
Bicycle LOS Score / LOS				1.42		A	1.31		A	1.33		A

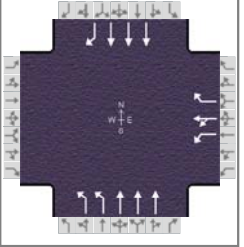
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	PHF
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	Analysis Period	1> 7:45
Project Description	2022 Background AM Peak Hour	File Name	2022 AM Background I-40 Interchange.xus

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	1> 7:45
File Name	2022 AM Background I-40 Interchange.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				440	16	296	560	1044			820	336

Signal Information

Cycle, s	110.0	Reference Phase	2																																																																																																																																																																																												
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				28.9	24.7	81.1		56.4
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.1	3.1	0.0		0.0
Queue Clearance Time (g s), s				20.7	19.1			
Green Extension Time (g e), s				2.3	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.10	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				220	236	272	539	1005		820		336
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1783	1539	1730	1665		1330		
Queue Service Time (g s), s				12.3	13.3	18.7	17.1	15.8		11.7		
Cycle Queue Clearance Time (g c), s				12.3	13.3	18.7	17.1	15.8		11.7		
Green Ratio (g/C)				0.21	0.21	0.21	0.18	0.69		0.47		
Capacity (c), veh/h				372	372	321	634	3453		1864		
Volume-to-Capacity Ratio (X)				0.592	0.634	0.847	0.850	0.291		0.440		
Back of Queue (Q), ft/ln (95 th percentile)				233.5	249.5	312.7	326.8	274.6		142.3		
Back of Queue (Q), veh/ln (95 th percentile)				9.2	9.8	12.3	12.9	10.8		5.6		
Queue Storage Ratio (RQ) (95 th percentile)				0.93	0.00	0.89	0.93	0.78		0.00		
Uniform Delay (d 1), s/veh				39.3	39.7	41.8	52.3	15.9		13.3		
Incremental Delay (d 2), s/veh				1.5	1.8	9.7	3.1	0.2		0.8		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.8	41.5	51.5	55.4	16.1		14.0		0.0
Level of Service (LOS)				D	D	D	E	B		B		A
Approach Delay, s/veh / LOS	0.0			45.0		D	29.8		C	9.9		A
Intersection Delay, s/veh / LOS				26.4					C			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.90		B	1.68		B
Bicycle LOS Score / LOS				1.69		B	1.37		A	1.12		A

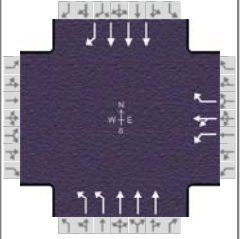
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	File Name	2022 AM Background I-40 Interchange.xus
Project Description	2022 Background AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	2> 8:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	0	420	368	1084			708	296

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				35.6	19.3	74.4		55.1
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				28.2	14.1			
Green Extension Time (g e), s				1.3	0.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.86	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				324	0	385	383	1129		708		296
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1565	1730	1675		1365		
Queue Service Time (g s), s				17.9	0.0	26.2	12.1	18.8		9.7		
Cycle Queue Clearance Time (g c), s				17.9	0.0	26.2	12.1	18.8		9.7		
Green Ratio (g/C)				0.27	0.27	0.27	0.13	0.63		0.46		
Capacity (c), veh/h				479	470	421	465	3170		1866		
Volume-to-Capacity Ratio (X)				0.676	0.000	0.915	0.823	0.356		0.379		
Back of Queue (Q), ft/ln (95 th percentile)				318.6	0	455.1	242.8	316.6		124.8		
Back of Queue (Q), veh/ln (95 th percentile)				12.5	0.0	17.9	9.6	12.5		4.9		
Queue Storage Ratio (RQ) (95 th percentile)				1.27	0.00	1.30	0.69	0.90		0.00		
Uniform Delay (d 1), s/veh				35.9	0.0	39.0	52.6	20.0		13.7		
Incremental Delay (d 2), s/veh				2.9	0.0	21.2	2.1	0.3		0.6		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				38.9	0.0	60.2	54.7	20.2		14.2		0.0
Level of Service (LOS)				D		E	D	C		B		A
Approach Delay, s/veh / LOS	0.0			50.4		D	28.9		C	10.0		B
Intersection Delay, s/veh / LOS				27.8					C			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.93		B	1.68		B
Bicycle LOS Score / LOS				1.66		B	1.29		A	1.04		A

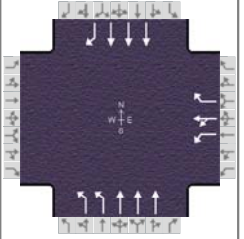
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	PHF
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	Analysis Period	3> 8:15
Project Description	2022 Background AM Peak Hour	File Name	2022 AM Background I-40 Interchange.xus

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	3> 8:15
File Name	2022 AM Background I-40 Interchange.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				284	4	272	384	1044			672	296

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	101	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				27.0	19.2	83.0		63.8
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				19.3	13.9			
Green Extension Time (g _e), s				1.7	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.03	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				142	146	250	374	1018		672		296
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1535	1730	1666		1311		
Queue Service Time (g _s), s				7.7	7.9	17.3	11.9	15.0		7.0		
Cycle Queue Clearance Time (g _c), s				7.7	7.9	17.3	11.9	15.0		7.0		
Green Ratio (g/C)				0.19	0.19	0.19	0.13	0.71		0.53		
Capacity (c), veh/h				340	340	293	463	3542		2101		
Volume-to-Capacity Ratio (X)				0.417	0.429	0.853	0.808	0.287		0.320		
Back of Queue (Q), ft/ln (95 th percentile)				154.3	158.9	291.5	242.8	260.5		82.3		
Back of Queue (Q), veh/ln (95 th percentile)				6.1	6.3	11.5	9.6	10.3		3.2		
Queue Storage Ratio (RQ) (95 th percentile)				0.62	0.00	0.83	0.69	0.74		0.00		
Uniform Delay (d ₁), s/veh				39.1	39.2	43.0	53.5	13.9		8.4		
Incremental Delay (d ₂), s/veh				0.8	0.9	8.9	1.2	0.2		0.4		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				39.9	40.1	51.9	54.7	14.0		8.8		0.0
Level of Service (LOS)				D	D	D	D	B		A		A
Approach Delay, s/veh / LOS	0.0			45.5		D	25.0		C	6.1		A
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.38		A	1.27		A	1.02		A

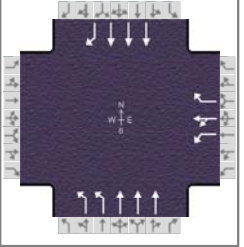
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	PHF
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	Analysis Period	4> 8:30
Project Description	2022 Background AM Peak Hour	File Name	2022 AM Background I-40 Interchange.xus

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	4> 8:30
File Name	2022 AM Background I-40 Interchange.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	4	276	408	1036			820	300

Signal Information

Cycle, s	110.0	Reference Phase	2							
Offset, s	101	Reference Point	Begin							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	16.1	57.1	21.3	0.0	0.0	0.0
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0
				Red	0.5	1.0	2.0	0.0	0.0	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				27.3	20.6	82.7		62.1
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.1	3.1	0.0		0.0
Queue Clearance Time (g s), s				19.5	15.1			
Green Extension Time (g e), s				1.8	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.04	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				162	166	253	414	1050		820		300
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1535	1730	1668		1452		
Queue Service Time (g s), s				8.9	9.1	17.5	13.1	15.2		8.5		
Cycle Queue Clearance Time (g c), s				8.9	9.1	17.5	13.1	15.2		8.5		
Green Ratio (g/C)				0.19	0.19	0.19	0.15	0.71		0.52		
Capacity (c), veh/h				345	345	298	505	3534		2261		
Volume-to-Capacity Ratio (X)				0.469	0.481	0.850	0.819	0.297		0.363		
Back of Queue (Q), ft/ln (95 th percentile)				177.8	182.7	294.2	263.5	262.5		109.6		
Back of Queue (Q), veh/ln (95 th percentile)				7.0	7.2	11.6	10.4	10.3		4.3		
Queue Storage Ratio (RQ) (95 th percentile)				0.71	0.00	0.84	0.75	0.75		0.00		
Uniform Delay (d 1), s/veh				39.3	39.4	42.8	53.5	13.7		9.4		
Incremental Delay (d 2), s/veh				1.0	1.0	8.9	1.2	0.2		0.5		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.3	40.4	51.7	54.6	13.9		9.9		0.0
Level of Service (LOS)				D	D	D	D	B		A		A
Approach Delay, s/veh / LOS	0.0			45.3		D	25.4		C	7.2		A
Intersection Delay, s/veh / LOS				22.6					C			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.45		A	1.28		A	1.10		A

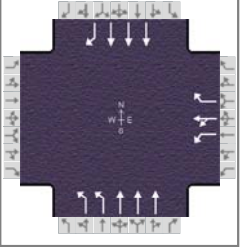
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	PHF
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	Analysis Period	1> 15:45
Project Description	2022 Background PM Peak Hour	File Name	2022 PM Background I-40 Interchange.xus

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	1> 15:45
File Name	2022 PM Background I-40 Interchange.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				268	0	364	496	1260			836	456

Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				34.0	24.1	86.0		61.9
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				27.1	18.9			
Green Extension Time (g e), s				1.0	0.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.19			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				268	0	334	505	1283		836		456
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1560	1730	1697		1286		
Queue Service Time (g s), s				16.3	0.0	25.1	16.9	9.3		13.5		
Cycle Queue Clearance Time (g c), s				16.3	0.0	25.1	16.9	9.3		13.5		
Green Ratio (g/C)				0.23	0.23	0.23	0.16	0.67		0.47		
Capacity (c), veh/h				416	408	364	566	3436		1828		
Volume-to-Capacity Ratio (X)				0.644	0.000	0.917	0.893	0.373		0.457		
Back of Queue (Q), ft/ln (95 th percentile)				298.4	0	445.1	293	126.2		158		
Back of Queue (Q), veh/ln (95 th percentile)				11.7	0.0	17.5	11.5	5.0		6.2		
Queue Storage Ratio (RQ) (95 th percentile)				1.19	0.00	1.27	0.84	0.36		0.00		
Uniform Delay (d 1), s/veh				41.5	0.0	44.9	43.8	5.3		14.1		
Incremental Delay (d 2), s/veh				2.7	0.0	24.2	9.6	0.3		0.8		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				44.2	0.0	69.0	53.4	5.6		14.9		0.0
Level of Service (LOS)				D		E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			58.0		E	19.1	B		9.7		A
Intersection Delay, s/veh / LOS				22.1				C				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.91		B	1.68		B
Bicycle LOS Score / LOS				1.48		A	1.45		A	1.20		A

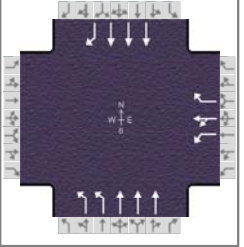
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	PHF
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	Analysis Period	2> 16:00
Project Description	2022 Background PM Peak Hour	File Name	2022 PM Background I-40 Interchange.xus

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	2> 16:00
File Name	2022 PM Background I-40 Interchange.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				256	8	332	512	1224			968	560

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	110	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				32.1	23.0	87.9		64.8
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				24.9	17.7			
Green Extension Time (g _e), s				1.2	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.52	0.02			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				128	136	305	468	1120		968		560
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1553	1730	1682		1252		
Queue Service Time (g _s), s				7.3	7.8	22.9	15.7	6.5		15.8		
Cycle Queue Clearance Time (g _c), s				7.3	7.8	22.9	15.7	6.5		15.8		
Green Ratio (g/C)				0.22	0.22	0.22	0.15	0.69		0.50		
Capacity (c), veh/h				388	388	338	534	3485		1873		
Volume-to-Capacity Ratio (X)				0.330	0.350	0.901	0.877	0.321		0.517		
Back of Queue (Q), ft/ln (95 th percentile)				145.8	155.5	403.9	273.1	85.6		170		
Back of Queue (Q), veh/ln (95 th percentile)				5.7	6.1	15.9	10.8	3.4		6.7		
Queue Storage Ratio (RQ) (95 th percentile)				0.58	0.00	1.15	0.78	0.24		0.00		
Uniform Delay (d ₁), s/veh				39.5	39.7	45.7	45.4	3.9		12.7		
Incremental Delay (d ₂), s/veh				0.5	0.5	20.7	6.0	0.2		1.0		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.0	40.3	66.4	51.4	4.2		13.8		0.0
Level of Service (LOS)				D	D	E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			54.2		D	18.1	B		8.7		A
Intersection Delay, s/veh / LOS				19.8				B				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.91		B	1.68		B
Bicycle LOS Score / LOS				1.43		A	1.44		A	1.33		A

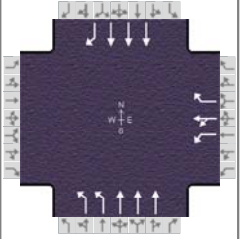
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	PHF
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	Analysis Period	3> 16:15
Project Description	2022 Background PM Peak Hour	File Name	2022 PM Background I-40 Interchange.xus

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	3> 16:15
File Name	2022 PM Background I-40 Interchange.xus



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				260	0	276	484	1188			828	568

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	110	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				28.6	23.2	91.4		68.2
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				21.1	17.7			
Green Extension Time (g _e), s				1.4	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.12	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				260	0	253	465	1143		828		568
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1540	1730	1684		1170		
Queue Service Time (g _s), s				16.6	0.0	19.1	15.7	9.0		12.3		
Cycle Queue Clearance Time (g _c), s				16.6	0.0	19.1	15.7	9.0		12.3		
Green Ratio (g/C)				0.19	0.19	0.19	0.16	0.72		0.53		
Capacity (c), veh/h				335	329	290	539	3639		1849		
Volume-to-Capacity Ratio (X)				0.776	0.000	0.873	0.864	0.314		0.448		
Back of Queue (Q), ft/ln (95 th percentile)				312.8	0	332.8	278.7	126.8		124.1		
Back of Queue (Q), veh/ln (95 th percentile)				12.3	0.0	13.1	11.0	5.0		4.9		
Queue Storage Ratio (RQ) (95 th percentile)				1.25	0.00	0.95	0.80	0.36		0.00		
Uniform Delay (d ₁), s/veh				46.3	0.0	47.3	48.9	5.4		10.3		
Incremental Delay (d ₂), s/veh				5.6	0.0	14.6	2.8	0.2		0.8		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				51.9	0.0	61.9	51.7	5.6		11.1		0.0
Level of Service (LOS)				D		E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			56.8		E	19.0		B	6.6		A
Intersection Delay, s/veh / LOS				19.6					B			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.68		B
Bicycle LOS Score / LOS				1.33		A	1.41		A	1.26		A

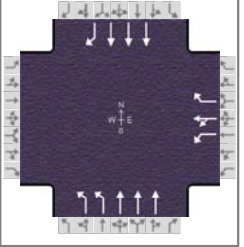
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Area Type	Other
Jurisdiction		Time Period	
Urban Street	Carlisle Blvd	Analysis Year	2022 Background
Intersection	I-40 North Side & Carlisle...	File Name	2022 PM Background I-40 Interchange.xus
Project Description	2022 Background PM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	4> 16:30



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				312	0	284	516	992			1024	524

Signal Information

Cycle, s	120.0	Reference Phase	2
Offset, s	110	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				29.9	23.7	90.1		66.4
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				22.4	18.3			
Green Extension Time (g _e), s				1.5	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.22	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6		16
Adjusted Flow Rate (v), veh/h				312	0	261	482	926		1024		524
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1542	1730	1665		1310		
Queue Service Time (g _s), s				20.4	0.0	19.6	16.3	4.5		15.2		
Cycle Queue Clearance Time (g _c), s				20.4	0.0	19.6	16.3	4.5		15.2		
Green Ratio (g/C)				0.20	0.20	0.20	0.16	0.71		0.51		
Capacity (c), veh/h				355	349	307	554	3541		2009		
Volume-to-Capacity Ratio (X)				0.879	0.000	0.849	0.870	0.262		0.510		
Back of Queue (Q), ft/ln (95 th percentile)				393.4	0	334.8	291.9	59.1		169.3		
Back of Queue (Q), veh/ln (95 th percentile)				15.5	0.0	13.2	11.5	2.3		6.7		
Queue Storage Ratio (RQ) (95 th percentile)				1.57	0.00	0.96	0.83	0.17		0.00		
Uniform Delay (d ₁), s/veh				46.6	0.0	46.3	48.4	3.1		11.8		
Incremental Delay (d ₂), s/veh				14.4	0.0	12.7	4.5	0.2		0.9		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				61.0	0.0	59.0	53.0	3.3		12.7		0.0
Level of Service (LOS)				E		E	D	A		B		A
Approach Delay, s/veh / LOS	0.0			60.1		E	20.3		C	8.4		A
Intersection Delay, s/veh / LOS				21.5					C			

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.90		B	1.68		B
Bicycle LOS Score / LOS				1.43		A	1.32		A	1.34		A

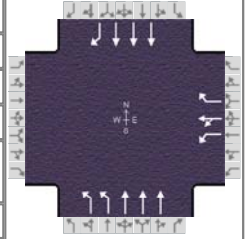
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 AM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	2022 Full Build-Out AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	1> 7:45



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				440	16	304	560	1068			840	344

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	101	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	20.2	50.9	23.4	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	0.5	1.0	2.0	0.0	0.0	0.0						

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				29.4	24.7	80.6		55.9
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.1	3.1	0.0		0.0
Queue Clearance Time (g s), s				21.1	19.1			
Green Extension Time (g e), s				2.3	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.12	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				220	236	279	541	1031		840	344	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1783	1541	1730	1667		1334		
Queue Service Time (g s), s				12.2	13.2	19.1	17.1	16.4		12.3		
Cycle Queue Clearance Time (g c), s				12.2	13.2	19.1	17.1	16.4		12.3		
Green Ratio (g/C)				0.21	0.21	0.21	0.18	0.69		0.46		
Capacity (c), veh/h				379	379	328	635	3436		1852		
Volume-to-Capacity Ratio (X)				0.581	0.622	0.851	0.851	0.300		0.454		
Back of Queue (Q), ft/ln (95 th percentile)				232.2	247.9	320.4	328.2	283.3		149		
Back of Queue (Q), veh/ln (95 th percentile)				9.1	9.8	12.6	12.9	11.2		5.9		
Queue Storage Ratio (RQ) (95 th percentile)				0.93	0.00	0.92	0.94	0.81		0.00		
Uniform Delay (d 1), s/veh				38.9	39.3	41.6	52.3	16.4		13.7		
Incremental Delay (d 2), s/veh				1.4	1.7	10.3	3.4	0.2		0.8		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				40.3	41.0	51.9	55.7	16.6		14.5	0.0	
Level of Service (LOS)				D	D	D	E	B		B	A	
Approach Delay, s/veh / LOS	0.0			44.9		D	30.0		C	10.3		B
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.90		B	1.68		B
Bicycle LOS Score / LOS				1.70		B	1.38		A	1.14		A

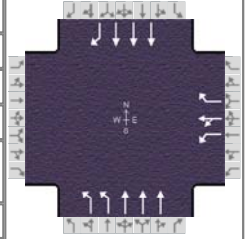
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 AM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	2022 Full Build-Out AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	2> 8:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	0	432	368	1108			728	300

Signal Information

Cycle, s	110.0	Reference Phase	2					
Offset, s	101	Reference Point	Begin					
Uncoordinated	No	Simult. Gap E/W	On					
Force Mode	Fixed	Simult. Gap N/S	On					
Green	14.8	49.5	30.2	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
Red	0.5	1.0	2.0	0.0	0.0	0.0	0.0	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				36.2	19.3	73.8		54.5
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				29.0	14.1			
Green Extension Time (g e), s				1.2	0.6	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.02			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				324	0	396	384	1156		728	300	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1568	1730	1677		1371		
Queue Service Time (g s), s				17.7	0.0	27.0	12.1	19.2		10.2		
Cycle Queue Clearance Time (g c), s				17.7	0.0	27.0	12.1	19.2		10.2		
Green Ratio (g/C)				0.27	0.27	0.27	0.13	0.63		0.45		
Capacity (c), veh/h				489	480	430	465	3147		1852		
Volume-to-Capacity Ratio (X)				0.663	0.000	0.921	0.826	0.367		0.393		
Back of Queue (Q), ft/ln (95 th percentile)				315.5	0	469.7	241.9	320.7		131.5		
Back of Queue (Q), veh/ln (95 th percentile)				12.4	0.0	18.5	9.5	12.6		5.2		
Queue Storage Ratio (RQ) (95 th percentile)				1.26	0.00	1.34	0.69	0.92		0.00		
Uniform Delay (d 1), s/veh				35.4	0.0	38.7	52.0	20.1		14.1		
Incremental Delay (d 2), s/veh				2.7	0.0	22.4	2.5	0.3		0.6		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				38.1	0.0	61.2	54.6	20.3		14.7	0.0	
Level of Service (LOS)				D		E	D	C		B	A	
Approach Delay, s/veh / LOS	0.0			50.8		D	28.9	C		10.4		B
Intersection Delay, s/veh / LOS				27.9				C				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.93		B	1.68		B
Bicycle LOS Score / LOS				1.68		B	1.30		A	1.05		A

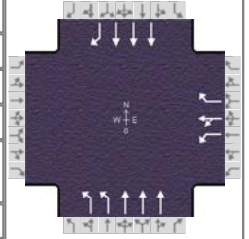
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 AM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	2022 Full Build-Out AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	3> 8:15



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				284	4	280	384	1068			688	300

Signal Information

Cycle, s	110.0	Reference Phase	2															
Offset, s	101	Reference Point	Begin					Green	14.8	58.2	21.5	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On					Yellow	4.0	4.0	4.0	0.0	0.0	0.0	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On					Red	0.5	1.0	2.0	0.0	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				27.5	19.3	82.5		63.2
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				19.8	13.9			
Green Extension Time (g e), s				1.7	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.04	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				142	146	257	376	1044		688	300	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1536	1730	1668		1315		
Queue Service Time (g s), s				7.7	7.9	17.8	11.9	15.3		7.3		
Cycle Queue Clearance Time (g c), s				7.7	7.9	17.8	11.9	15.3		7.3		
Green Ratio (g/C)				0.20	0.20	0.20	0.13	0.70		0.53		
Capacity (c), veh/h				348	348	300	464	3526		2089		
Volume-to-Capacity Ratio (X)				0.408	0.420	0.856	0.809	0.296		0.329		
Back of Queue (Q), ft/ln (95 th percentile)				153.4	158	299.9	243.4	264.8		86.5		
Back of Queue (Q), veh/ln (95 th percentile)				6.0	6.2	11.8	9.6	10.4		3.4		
Queue Storage Ratio (RQ) (95 th percentile)				0.61	0.00	0.86	0.70	0.76		0.00		
Uniform Delay (d 1), s/veh				38.7	38.8	42.8	53.5	14.0		8.7		
Incremental Delay (d 2), s/veh				0.8	0.8	9.6	1.2	0.2		0.4		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				39.5	39.6	52.3	54.7	14.2		9.1	0.0	
Level of Service (LOS)				D	D	D	D	B		A	A	
Approach Delay, s/veh / LOS	0.0			45.6		D	24.9		C	6.3		A
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.39		A	1.29		A	1.03		A

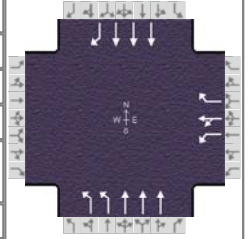
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 AM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	2022 Full Build-Out AM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	4> 8:30



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	4	284	408	1060			840	304

Signal Information

Cycle, s	110.0	Reference Phase	2																																																																																																																																																		
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				27.9	20.6	82.1		61.5
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				20.0	15.2			
Green Extension Time (g _e), s				1.8	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.05	0.00			

Movement Group Results

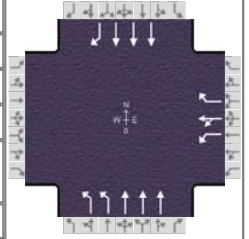
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				162	166	261	415	1077		840	304	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1537	1730	1670		1456		
Queue Service Time (g _s), s				8.8	9.1	18.0	13.2	15.5		9.0		
Cycle Queue Clearance Time (g _c), s				8.8	9.1	18.0	13.2	15.5		9.0		
Green Ratio (g/C)				0.20	0.20	0.20	0.15	0.70		0.51		
Capacity (c), veh/h				354	354	306	506	3514		2245		
Volume-to-Capacity Ratio (X)				0.458	0.469	0.854	0.820	0.307		0.374		
Back of Queue (Q), ft/ln (95 th percentile)				176.6	181.4	303.2	264	266.4		115.7		
Back of Queue (Q), veh/ln (95 th percentile)				7.0	7.1	11.9	10.4	10.5		4.6		
Queue Storage Ratio (RQ) (95 th percentile)				0.71	0.00	0.87	0.75	0.76		0.00		
Uniform Delay (d ₁), s/veh				38.8	38.9	42.5	53.5	13.8		9.8		
Incremental Delay (d ₂), s/veh				0.9	1.0	9.6	1.2	0.2		0.5		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				39.8	39.9	52.2	54.7	14.0		10.3	0.0	
Level of Service (LOS)				D	D	D	D	B		B	A	
Approach Delay, s/veh / LOS	0.0			45.3		D	25.3		C	7.6		A
Intersection Delay, s/veh / LOS	22.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.46		A	1.30		A	1.12		A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/26/2021	Area Type	Other
Jurisdiction		Time Period		PHF	1.00
Urban Street	Carlisle Blvd	Analysis Year	2022 Full Build-Out	Analysis Period	1> 15:45
Intersection	I-40 North Side & Carlisl...	File Name	2022 PM Full Build-Out I-40 Interchange.xus		
Project Description	2022 Full Build-Out PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				268	0	376	496	1288			856	464

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On	Green	19.6	56.2	28.7	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
				Red	0.5	1.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				34.7	24.1	85.3		61.2
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				27.9	18.9			
Green Extension Time (g _e), s				0.8	0.7	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.31			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				268	0	345	505	1311		856	464	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1563	1730	1700		1288		
Queue Service Time (g _s), s				16.2	0.0	25.9	16.9	9.6		14.2		
Cycle Queue Clearance Time (g _c), s				16.2	0.0	25.9	16.9	9.6		14.2		
Green Ratio (g/C)				0.24	0.24	0.24	0.16	0.67		0.47		
Capacity (c), veh/h				426	418	374	565	3412		1810		
Volume-to-Capacity Ratio (X)				0.629	0.000	0.923	0.894	0.384		0.473		
Back of Queue (Q), ft/ln (95 th percentile)				296	0	462.2	297.6	129.7		166.2		
Back of Queue (Q), veh/ln (95 th percentile)				11.7	0.0	18.2	11.7	5.1		6.5		
Queue Storage Ratio (RQ) (95 th percentile)				1.18	0.00	1.32	0.85	0.37		0.00		
Uniform Delay (d ₁), s/veh				40.9	0.0	44.6	44.4	5.4		14.6		
Incremental Delay (d ₂), s/veh				2.4	0.0	25.7	10.3	0.3		0.9		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				43.3	0.0	70.2	54.7	5.7		15.5	0.0	
Level of Service (LOS)				D		E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			58.5		E	19.3	B		10.1		B
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.92		B	1.69		B
Bicycle LOS Score / LOS				1.50		A	1.47		A	1.21		A

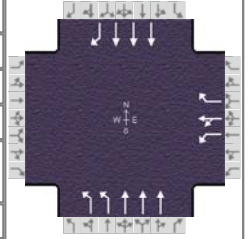
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 PM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	2022 Full Build-Out PM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	2> 16:00



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				256	8	344	512	1252			988	568

Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	110	Reference Point	Begin	Green	18.5	59.2	26.9	0.0	0.0	0.0	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	2.0	0.0	0.0	0.0	5	6	7	8

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				32.9	23.0	87.1		64.2
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				25.7	17.7			
Green Extension Time (g e), s				1.1	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.69	0.03			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				128	136	316	468	1144		988	568	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1556	1730	1684		1255		
Queue Service Time (g s), s				7.2	7.7	23.7	15.7	6.8		16.6		
Cycle Queue Clearance Time (g c), s				7.2	7.7	23.7	15.7	6.8		16.6		
Green Ratio (g/C)				0.22	0.22	0.22	0.15	0.68		0.49		
Capacity (c), veh/h				399	399	348	533	3459		1856		
Volume-to-Capacity Ratio (X)				0.321	0.341	0.907	0.878	0.331		0.532		
Back of Queue (Q), ft/ln (95 th percentile)				144.4	154.2	419.7	275.5	88.7		179.4		
Back of Queue (Q), veh/ln (95 th percentile)				5.7	6.1	16.5	10.8	3.5		7.1		
Queue Storage Ratio (RQ) (95 th percentile)				0.58	0.00	1.20	0.79	0.25		0.00		
Uniform Delay (d 1), s/veh				38.9	39.1	45.4	45.7	4.0		13.3		
Incremental Delay (d 2), s/veh				0.5	0.5	22.0	6.6	0.2		1.1		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				39.4	39.6	67.4	52.2	4.3		14.4	0.0	
Level of Service (LOS)				D	D	E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			54.7		D	18.2	B		9.1		A
Intersection Delay, s/veh / LOS				20.1						C		

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.91		B	1.68		B
Bicycle LOS Score / LOS				1.44		A	1.46		A	1.34		A

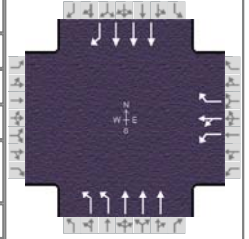
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 PM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisl...		
Project Description	2022 Full Build-Out PM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	3> 16:15



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				260	0	284	484	1212			848	576

Signal Information

Cycle, s	120.0	Reference Phase	2											
Offset, s	110	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	18.7	62.7	23.2	0.0	0.0	0.0				
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.5	1.0	2.0	0.0	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				29.2	23.2	90.8		67.7
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				21.7	17.7			
Green Extension Time (g e), s				1.4	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.16	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				260	0	261	466	1166		848	576	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1542	1730	1686		1172		
Queue Service Time (g s), s				16.6	0.0	19.7	15.7	9.7		12.9		
Cycle Queue Clearance Time (g c), s				16.6	0.0	19.7	15.7	9.7		12.9		
Green Ratio (g/C)				0.19	0.19	0.19	0.16	0.72		0.52		
Capacity (c), veh/h				344	337	298	538	3619		1837		
Volume-to-Capacity Ratio (X)				0.757	0.000	0.877	0.866	0.322		0.462		
Back of Queue (Q), ft/ln (95 th percentile)				309.6	0	343.3	276.5	139.9		130.8		
Back of Queue (Q), veh/ln (95 th percentile)				12.2	0.0	13.5	10.9	5.5		5.1		
Queue Storage Ratio (RQ) (95 th percentile)				1.24	0.00	0.98	0.79	0.40		0.00		
Uniform Delay (d 1), s/veh				45.8	0.0	47.0	48.2	5.9		10.7		
Incremental Delay (d 2), s/veh				5.0	0.0	15.5	3.2	0.2		0.8		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				50.7	0.0	62.5	51.4	6.1		11.5	0.0	
Level of Service (LOS)				D		E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			56.6		E	19.0	B		6.8		A
Intersection Delay, s/veh / LOS				19.7				B				

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.68		B
Bicycle LOS Score / LOS				1.35		A	1.42		A	1.27		A

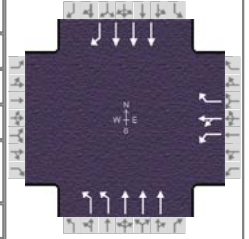
HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021
Analyst		Time Period	
Jurisdiction		Analysis Year	2022 Full Build-Out
Urban Street	Carlisle Blvd	File Name	2022 PM Full Build-Out I-40 Interchange.xus
Intersection	I-40 North Side & Carlisle...		
Project Description	2022 Full Build-Out PM Peak Hour		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	1.00
Analysis Period	4> 16:30



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				312	0	292	516	1020			1040	532

Signal Information

Cycle, s	120.0	Reference Phase	2								
Offset, s	110	Reference Point	Begin		Green	19.2	61.3	23.9	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On		Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On		Red	0.5	1.0	2.0	0.0	0.0	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				29.9	23.7	90.1		66.3
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				22.4	18.3			
Green Extension Time (g e), s				1.5	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.23	0.01			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				312	0	268	482	954		1040	532	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1544	1730	1667		1310		
Queue Service Time (g s), s				20.4	0.0	20.2	16.3	5.3		15.6		
Cycle Queue Clearance Time (g c), s				20.4	0.0	20.2	16.3	5.3		15.6		
Green Ratio (g/C)				0.20	0.20	0.20	0.16	0.71		0.51		
Capacity (c), veh/h				355	349	308	554	3546		2008		
Volume-to-Capacity Ratio (X)				0.878	0.000	0.870	0.870	0.269		0.518		
Back of Queue (Q), ft/ln (95 th percentile)				393.2	0	349.1	292.6	70.5		172.8		
Back of Queue (Q), veh/ln (95 th percentile)				15.5	0.0	13.7	11.5	2.8		6.8		
Queue Storage Ratio (RQ) (95 th percentile)				1.57	0.00	1.00	0.84	0.20		0.00		
Uniform Delay (d 1), s/veh				46.6	0.0	46.5	48.5	3.6		11.8		
Incremental Delay (d 2), s/veh				14.3	0.0	15.1	4.5	0.2		1.0		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				60.9	0.0	61.6	53.0	3.8		12.8	0.0	
Level of Service (LOS)				E		E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			61.2		E	20.3		C	8.5		A
Intersection Delay, s/veh / LOS				21.8						C		

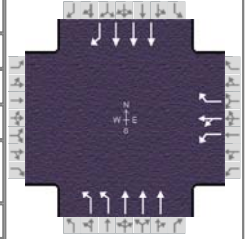
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.90		B	1.68		B
Bicycle LOS Score / LOS				1.44		A	1.33		A	1.35		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Duration, h	0.250
Analyst		Analysis Date	5/26/2021
Jurisdiction		Area Type	Other
Urban Street	Carlisle Blvd	Time Period	PHF
Intersection	I-40 North Side & Carlis...	Analysis Year	2022 Full Build-Out
Project Description	2022 Full Build-Out AM Peak Hour	Analysis Period	1> 7:45
		File Name	Mitigated 2022 AM Full Build-Out I-40 Interchang...



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				440	16	304	560	1068			840	344

Signal Information

Cycle, s	0.0	Reference Phase	2
Offset, s	101	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On
		Green	0.0
		Yellow	0.0
		Red	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				0.0	0.0	0.0		0.0
Phase Duration, s				0.0	0.0	0.0		0.0
Change Period, (Y+R c), s				0.0	0.0	0.0		0.0
Max Allow Headway (MAH), s				0.0	0.0	0.0		0.0
Queue Clearance Time (g s), s				0.0	0.0	0.0		0.0
Green Extension Time (g e), s				0.0	0.0	0.0		0.0
Phase Call Probability				0.00	0.00	0.00		0.00
Max Out Probability				0.00	0.00	0.00		0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				0	0	0	0	0		0	0	
Adjusted Saturation Flow Rate (s), veh/h/ln				0	0	0	0	0		0		
Queue Service Time (g s), s				0.0	0.0	0.0	0.0	0.0		0.0		
Cycle Queue Clearance Time (g c), s				0.0	0.0	0.0	0.0	0.0		0.0		
Green Ratio (g/C)												
Capacity (c), veh/h				0	0	0	0	0		0		
Volume-to-Capacity Ratio (X)				0.000	0.000	0.000	0.000	0.000		0.000		
Back of Queue (Q), ft/ln (95 th percentile)				0	0	0	0	0		0		
Back of Queue (Q), veh/ln (95 th percentile)				0.0	0.0	0.0	0.0	0.0		0.0		
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.00	0.00	0.00		0.00		
Uniform Delay (d 1), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Incremental Delay (d 2), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		0.0
Level of Service (LOS)												
Approach Delay, s/veh / LOS	0.0			0.0			0.0			0.0		
Intersection Delay, s/veh / LOS	0.0						A					

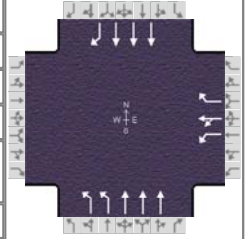
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	0.00		A	0.00		A	0.00		A	0.00		A
Bicycle LOS Score / LOS	0.00		A	0.00		A	0.00		A	0.00		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 AM Full Build-Out I-40 Interchang...	Analysis Period	2> 8:00
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out AM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	0	428	368	1108			728	300

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	101	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	14.9	49.1	30.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				36.5	19.4	73.5		54.1
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				28.5	14.2			
Green Extension Time (g e), s				2.0	0.8	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.32	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				324	0	392	384	1156		728	300	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1567	1730	1677		1371		
Queue Service Time (g s), s				17.7	0.0	26.5	12.2	19.4		10.3		
Cycle Queue Clearance Time (g c), s				17.7	0.0	26.5	12.2	19.4		10.3		
Green Ratio (g/C)				0.28	0.28	0.28	0.14	0.62		0.45		
Capacity (c), veh/h				494	485	435	470	3132		1834		
Volume-to-Capacity Ratio (X)				0.656	0.000	0.902	0.817	0.369		0.397		
Back of Queue (Q), ft/ln (95 th percentile)				310.8	0	442.9	242.5	326		134		
Back of Queue (Q), veh/ln (95 th percentile)				12.2	0.0	17.4	9.5	12.8		5.3		
Queue Storage Ratio (RQ) (95 th percentile)				1.24	0.00	1.27	0.69	0.93		0.00		
Uniform Delay (d 1), s/veh				35.1	0.0	38.3	53.0	20.6		14.5		
Incremental Delay (d 2), s/veh				1.9	0.0	16.6	1.2	0.3		0.6		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				37.0	0.0	54.9	54.2	20.9		15.1	0.0	
Level of Service (LOS)				D		D	D	C		B	A	
Approach Delay, s/veh / LOS	0.0			46.8		D	29.2	C		10.7	B	
Intersection Delay, s/veh / LOS				27.2				C				

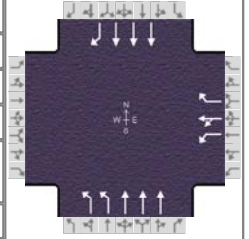
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.93		B	1.69		B
Bicycle LOS Score / LOS				1.67		B	1.30		A	1.05		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 AM Full Build-Out I-40 Interchang...	Analysis Period	3> 8:15
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out AM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				284	4	280	384	1068			688	300

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	101	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	14.8	58.1	21.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				27.6	19.3	82.4		63.1
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				19.8	13.9			
Green Extension Time (g _e), s				1.9	0.9	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.01	0.00			

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (v), veh/h				142	146	257	376	1044			688	300
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1536	1730	1668			1315	
Queue Service Time (g_s), s				7.7	7.9	17.8	11.9	15.6			7.4	
Cycle Queue Clearance Time (g_c), s				7.7	7.9	17.8	11.9	15.6			7.4	
Green Ratio (g/C)				0.20	0.20	0.20	0.13	0.70			0.53	
Capacity (c), veh/h				350	350	302	465	3520			2084	
Volume-to-Capacity Ratio (X)				0.406	0.417	0.851	0.807	0.297			0.330	
Back of Queue (Q), ft/ln (95 th percentile)				153	157.6	291.6	243.3	269.5			87.4	
Back of Queue (Q), veh/ln (95 th percentile)				6.0	6.2	11.5	9.6	10.6			3.4	
Queue Storage Ratio (RQ) (95 th percentile)				0.61	0.00	0.83	0.70	0.77			0.00	
Uniform Delay (d_1), s/veh				38.6	38.7	42.6	53.4	14.4			8.8	
Incremental Delay (d_2), s/veh				0.8	0.8	6.7	1.2	0.2			0.4	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (d), s/veh				39.3	39.5	49.4	54.6	14.6			9.2	0.0
Level of Service (LOS)				D	D	D	D	B			A	A
Approach Delay, s/veh / LOS	0.0			44.1		D	25.2		C	6.4		A
Intersection Delay, s/veh / LOS	22.4						C					

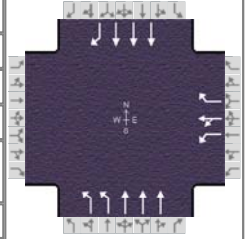
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.67		B
Bicycle LOS Score / LOS				1.39		A	1.29		A	1.03		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 AM Full Build-Out I-40 Interchang...	Analysis Period	4> 8:30
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out AM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				324	4	284	408	1060			840	304

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	101	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	16.1	56.4	22.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				28.0	20.6	82.0		61.4
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				20.0	15.2			
Green Extension Time (g _e), s				2.0	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.01	0.00			

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (v), veh/h				162	166	261	415	1077			840	304
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1537	1730	1670			1456	
Queue Service Time (g_s), s				8.8	9.0	18.0	13.2	15.8			9.0	
Cycle Queue Clearance Time (g_c), s				8.8	9.0	18.0	13.2	15.8			9.0	
Green Ratio (g/C)				0.20	0.20	0.20	0.15	0.70			0.51	
Capacity (c), veh/h				356	356	307	507	3508			2238	
Volume-to-Capacity Ratio (X)				0.455	0.466	0.849	0.817	0.307			0.375	
Back of Queue (Q), ft/ln (95 th percentile)				176.1	181	294.6	263.6	271.2			116.6	
Back of Queue (Q), veh/ln (95 th percentile)				6.9	7.1	11.6	10.4	10.7			4.6	
Queue Storage Ratio (RQ) (95 th percentile)				0.70	0.00	0.84	0.75	0.77			0.00	
Uniform Delay (d_1), s/veh				38.7	38.8	42.4	53.4	14.2			9.9	
Incremental Delay (d_2), s/veh				0.9	0.9	6.7	1.2	0.2			0.5	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (d), s/veh				39.6	39.8	49.1	54.5	14.4			10.4	0.0
Level of Service (LOS)				D	D	D	D	B			B	A
Approach Delay, s/veh / LOS	0.0			43.9		D	25.5		C	7.6		A
Intersection Delay, s/veh / LOS	22.5						C					

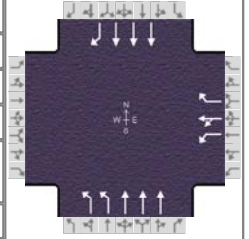
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75			2.62			1.89			1.68		
Bicycle LOS Score / LOS				1.46			1.30			1.12		

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 PM Full Build-Out I-40 Interchang...	Analysis Period	1> 15:45
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				268	0	376	496	1288			856	464

Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																							
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				35.5	24.4	84.5		60.1
Change Period, (Y+R _c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g _s), s				27.6	18.9			
Green Extension Time (g _e), s				1.8	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.14	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				268	0	345	505	1311		856	464	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1563	1730	1700		1288		
Queue Service Time (g _s), s				16.0	0.0	25.6	16.9	12.2		14.6		
Cycle Queue Clearance Time (g _c), s				16.0	0.0	25.6	16.9	12.2		14.6		
Green Ratio (g/C)				0.25	0.25	0.25	0.17	0.66		0.46		
Capacity (c), veh/h				438	429	384	575	3379		1774		
Volume-to-Capacity Ratio (X)				0.612	0.000	0.898	0.879	0.388		0.483		
Back of Queue (Q), ft/ln (95 th percentile)				289.9	0	429.5	287.2	178.5		173.1		
Back of Queue (Q), veh/ln (95 th percentile)				11.4	0.0	16.9	11.3	7.0		6.8		
Queue Storage Ratio (RQ) (95 th percentile)				1.16	0.00	1.23	0.82	0.51		0.00		
Uniform Delay (d ₁), s/veh				40.2	0.0	43.8	45.1	7.5		15.4		
Incremental Delay (d ₂), s/veh				1.4	0.0	16.1	4.5	0.3		0.9		
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				41.6	0.0	59.9	49.6	7.8		16.4	0.0	
Level of Service (LOS)				D		E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			51.9		D	19.4	B		10.6	B	
Intersection Delay, s/veh / LOS				21.6				C				

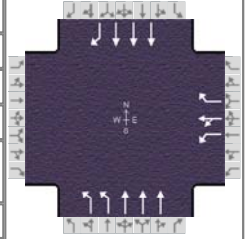
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.92		B	1.69		B
Bicycle LOS Score / LOS				1.50		A	1.47		A	1.21		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 PM Full Build-Out I-40 Interchang...	Analysis Period	2> 16:00
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				256	8	344	512	1252			988	568

Signal Information

Cycle, s	120.0	Reference Phase	2									
Offset, s	110	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	18.8	58.3	27.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	0.5	1.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				33.4	23.3	86.6		63.3
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				25.6	17.7			
Green Extension Time (g e), s				1.8	1.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.06	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				128	136	316	468	1144		988	568	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1781	1556	1730	1684		1255		
Queue Service Time (g s), s				7.2	7.7	23.6	15.7	9.5		17.0		
Cycle Queue Clearance Time (g c), s				7.2	7.7	23.6	15.7	9.5		17.0		
Green Ratio (g/C)				0.23	0.23	0.23	0.16	0.68		0.49		
Capacity (c), veh/h				407	407	355	541	3436		1830		
Volume-to-Capacity Ratio (X)				0.315	0.334	0.889	0.865	0.333		0.540		
Back of Queue (Q), ft/ln (95 th percentile)				143.4	152.9	393.6	272.6	137.2		185		
Back of Queue (Q), veh/ln (95 th percentile)				5.6	6.0	15.5	10.7	5.4		7.3		
Queue Storage Ratio (RQ) (95 th percentile)				0.57	0.00	1.12	0.78	0.39		0.00		
Uniform Delay (d 1), s/veh				38.5	38.7	44.8	47.5	6.3		13.9		
Incremental Delay (d 2), s/veh				0.4	0.5	13.9	1.8	0.2		1.1		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				38.9	39.1	58.7	49.3	6.6		15.0	0.0	
Level of Service (LOS)				D	D	E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			49.8		D	19.0	B		9.5		A
Intersection Delay, s/veh / LOS				19.8				B				

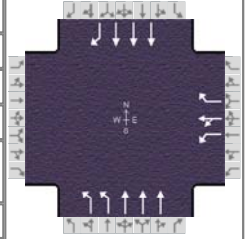
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.91		B	1.68		B
Bicycle LOS Score / LOS				1.44		A	1.46		A	1.34		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 PM Full Build-Out I-40 Interchang...	Analysis Period	3> 16:15
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				260	0	284	484	1212			848	576

Signal Information

Cycle, s	120.0	Reference Phase	2																																																																																																																																																			
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				29.5	23.4	90.5		67.2
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				21.7	17.8			
Green Extension Time (g e), s				1.8	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.01	0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				260	0	261	466	1166		848	576	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1542	1730	1686		1172		
Queue Service Time (g s), s				16.5	0.0	19.7	15.8	12.3		13.2		
Cycle Queue Clearance Time (g c), s				16.5	0.0	19.7	15.8	12.3		13.2		
Green Ratio (g/C)				0.20	0.20	0.20	0.16	0.71		0.52		
Capacity (c), veh/h				348	342	302	544	3606		1821		
Volume-to-Capacity Ratio (X)				0.746	0.000	0.865	0.856	0.323		0.466		
Back of Queue (Q), ft/ln (95 th percentile)				303.2	0	325.5	281.7	192.2		133.8		
Back of Queue (Q), veh/ln (95 th percentile)				11.9	0.0	12.8	11.1	7.6		5.3		
Queue Storage Ratio (RQ) (95 th percentile)				1.21	0.00	0.93	0.80	0.55		0.00		
Uniform Delay (d 1), s/veh				45.5	0.0	46.7	50.4	8.2		11.0		
Incremental Delay (d 2), s/veh				3.2	0.0	9.0	1.4	0.2		0.9		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				48.7	0.0	55.8	51.8	8.4		11.8	0.0	
Level of Service (LOS)				D		E	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			52.2		D	20.8	C		7.0		A
Intersection Delay, s/veh / LOS				19.9						B		

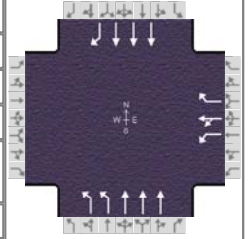
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.89		B	1.68		B
Bicycle LOS Score / LOS				1.35		A	1.42		A	1.27		A

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/26/2021	Duration, h	0.250
Analyst		Time Period		Area Type	Other
Jurisdiction		Analysis Year	2022 Full Build-Out	PHF	1.00
Urban Street	Carlisle Blvd	File Name	Mitigated 2022 PM Full Build-Out I-40 Interchang...	Analysis Period	4> 16:30
Intersection	I-40 North Side & Carlisl...				
Project Description	2022 Full Build-Out PM Peak Hour				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				312	0	292	516	1020			1040	532

Signal Information

Cycle, s	120.0	Reference Phase	2																																																					
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8	5	2		6
Case Number				9.0	2.0	4.0		7.3
Phase Duration, s				30.3	23.9	89.7		65.7
Change Period, (Y+R c), s				6.0	4.5	5.0		5.0
Max Allow Headway (MAH), s				4.2	3.1	0.0		0.0
Queue Clearance Time (g s), s				22.3	18.3			
Green Extension Time (g e), s				2.0	1.1	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.02	0.00			

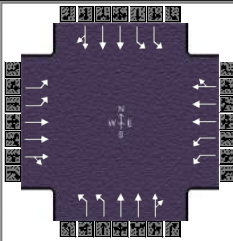
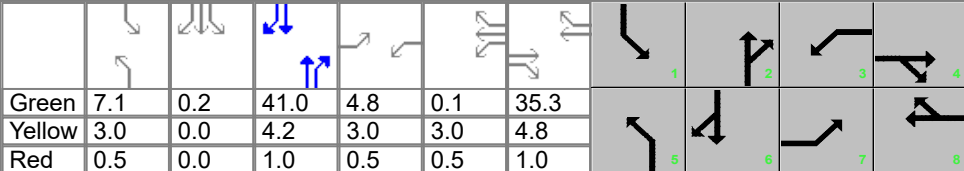
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2		6	16	
Adjusted Flow Rate (v), veh/h				312	0	268	482	954		1040	532	
Adjusted Saturation Flow Rate (s), veh/h/ln				1781	1748	1544	1730	1667		1310		
Queue Service Time (g s), s				20.3	0.0	20.1	16.3	7.9		16.0		
Cycle Queue Clearance Time (g c), s				20.3	0.0	20.1	16.3	7.9		16.0		
Green Ratio (g/C)				0.20	0.20	0.20	0.16	0.71		0.51		
Capacity (c), veh/h				361	354	313	561	3530		1988		
Volume-to-Capacity Ratio (X)				0.864	0.000	0.856	0.861	0.270		0.523		
Back of Queue (Q), ft/ln (95 th percentile)				373.4	0	330.8	291.5	114.4		177		
Back of Queue (Q), veh/ln (95 th percentile)				14.7	0.0	13.0	11.5	4.5		7.0		
Queue Storage Ratio (RQ) (95 th percentile)				1.49	0.00	0.95	0.83	0.33		0.00		
Uniform Delay (d 1), s/veh				46.2	0.0	46.2	49.9	6.0		12.2		
Incremental Delay (d 2), s/veh				8.4	0.0	8.8	1.5	0.2		1.0		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0		0.0		
Control Delay (d), s/veh				54.6	0.0	55.0	51.4	6.2		13.2	0.0	
Level of Service (LOS)				D		D	D	A		B	A	
Approach Delay, s/veh / LOS	0.0			54.8		D	21.4	C		8.7		A
Intersection Delay, s/veh / LOS				21.2				C				

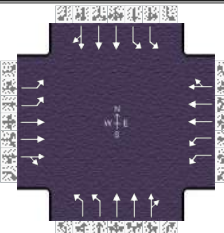
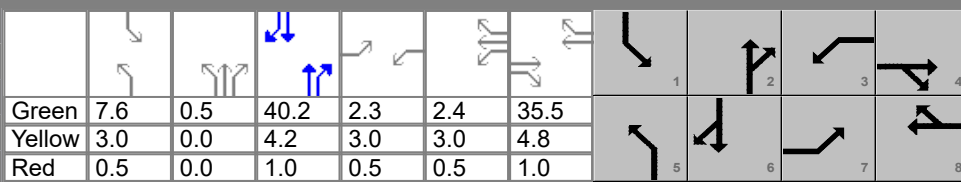
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.75		C	2.62		C	1.90		B	1.68		B
Bicycle LOS Score / LOS				1.44		A	1.33		A	1.35		A

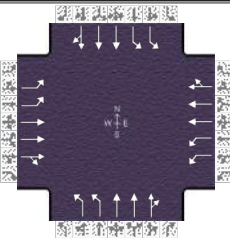
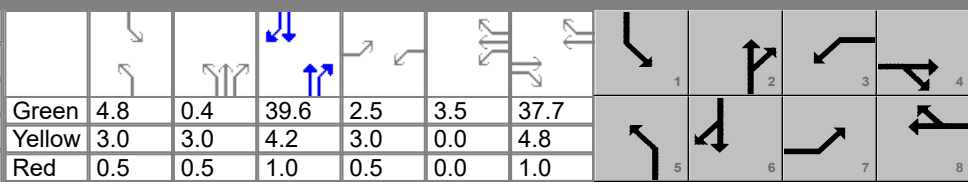
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		0.250									
Analyst				Analysis Date		5/26/2021		Area Type		Other							
Jurisdiction				Time Period				PHF		1.00							
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		1> 7:45							
Intersection		Menual Blvd & Carlisle...		File Name		2021 AM Existing Menaul & Carlisle.xus											
Project Description		2021 Existing AM Peak Hour															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						96	480	164	200	604	200	160	880	224	168	728	100
Signal Information																	
Cycle, s	110.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On		Green		7.1	0.2	41.0	4.8	0.1	35.3					
Force Mode	Fixed	Simult. Gap N/S	On		Yellow		3.0	0.0	4.2	3.0	3.0	4.8					
						Red	0.5	0.0	1.0	0.5	0.5	1.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						7	4	3	8	5	2	1	6				
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s						8.3	41.1	11.9	44.7	10.6	46.2	10.8	46.4				
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s						5.0	12.2	8.2	14.4	7.0		7.2					
Green Extension Time (g e), s						0.1	9.8	0.1	10.0	0.2	0.0	0.1	0.0				
Phase Call Probability						0.95	1.00	1.00	1.00	0.99		0.99					
Max Out Probability						0.00	0.26	0.02	0.23	0.00		0.00					
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h						96	432	198	200	542	245	160	747	339	168	556	264
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1646	1730	1870	1649	1730	1870	1686	1730	1870	1760
Queue Service Time (g s), s						3.0	9.8	10.2	6.2	12.0	12.4	5.0	17.2	17.4	5.2	12.0	12.2
Cycle Queue Clearance Time (g c), s						3.0	9.8	10.2	6.2	12.0	12.4	5.0	17.2	17.4	5.2	12.0	12.2
Green Ratio (g/C)						0.04	0.32	0.32	0.08	0.35	0.35	0.06	0.37	0.37	0.07	0.37	0.37
Capacity (c), veh/h						151	1202	529	263	1323	583	224	1393	628	231	1400	659
Volume-to-Capacity Ratio (X)						0.636	0.360	0.374	0.760	0.410	0.420	0.714	0.536	0.540	0.728	0.397	0.401
Back of Queue (Q), ft/ln (95 th percentile)						60.5	200.7	191.1	124.8	235.7	221.8	99.9	314.1	296.3	104.9	233.5	227.6
Back of Queue (Q), veh/ln (95 th percentile)						2.4	7.9	7.6	4.9	9.3	8.9	3.9	12.4	11.9	4.1	9.2	9.1
Queue Storage Ratio (RQ) (95 th percentile)						0.24	0.00	0.00	0.50	0.00	0.00	0.33	0.00	0.00	0.42	0.00	0.00
Uniform Delay (d 1), s/veh						51.7	28.7	28.8	49.8	26.9	27.0	50.4	27.1	27.1	50.4	25.3	25.3
Incremental Delay (d 2), s/veh						1.7	0.8	2.0	1.7	0.9	2.2	1.6	1.5	3.3	1.6	0.8	1.8
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh						53.4	29.5	30.8	51.5	27.8	29.2	52.0	28.6	30.4	52.0	26.1	27.2
Level of Service (LOS)						D	C	C	D	C	C	D	C	C	D	C	C
Approach Delay, s/veh / LOS						33.0	C		33.0	C		32.1	C		30.8	C	
Intersection Delay, s/veh / LOS						32.2						C					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.74	C		2.72	C		2.73	C		2.73	C	
Bicycle LOS Score / LOS						0.89	A		1.03	A		1.17	A		1.03	A	

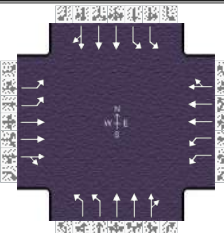
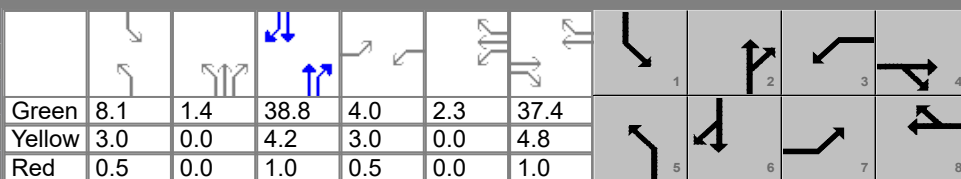
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information												
Agency						Duration, h		0.250										
Analyst				Analysis Date		5/26/2021		Area Type		Other								
Jurisdiction				Time Period				PHF		1.00								
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		2> 8:00								
Intersection		Manual Blvd & Carlisle...		File Name		2021 AM Existing Manual & Carlisle.xus												
Project Description		2021 Existing AM Peak Hour																
Demand Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						40	376	144	196	496	160	188	808	192	176	616	64	
Signal Information																		
Cycle, s	110.0	Reference Phase	2		Green		7.6	0.5	40.2	2.3	2.4	35.5						
Offset, s	0	Reference Point	Begin		Yellow		3.0	0.0	4.2	3.0	3.0	4.8						
Uncoordinated	No	Simult. Gap E/W	On		Red		0.5	0.0	1.0	0.5	0.5	1.0						
Force Mode	Fixed	Simult. Gap N/S	On															
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase						7	4	3	8	5	2	1	6					
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0					
Phase Duration, s						5.8	41.3	11.7	47.2	11.6	45.9	11.1	45.4					
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2					
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0					
Queue Clearance Time (g s), s						3.3	10.1	8.1	11.6	7.9		7.5						
Green Extension Time (g e), s						0.0	7.9	0.1	8.3	0.2	0.0	0.1	0.0					
Phase Call Probability						0.71	1.00	1.00	1.00	1.00		1.00						
Max Out Probability						0.00	0.11	0.02	0.07	0.00		0.00						
Movement Group Results						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h						40	348	160	196	441	202	188	675	309	176	455	220	
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1629	1730	1870	1654	1730	1870	1696	1730	1870	1784	
Queue Service Time (g s), s						1.3	7.6	8.1	6.1	9.2	9.6	5.9	15.3	15.4	5.5	9.7	9.8	
Cycle Queue Clearance Time (g c), s						1.3	7.6	8.1	6.1	9.2	9.6	5.9	15.3	15.4	5.5	9.7	9.8	
Green Ratio (g/C)						0.02	0.32	0.32	0.07	0.38	0.38	0.07	0.37	0.37	0.07	0.37	0.37	
Capacity (c), veh/h						73	1206	525	259	1407	622	253	1384	628	239	1369	653	
Volume-to-Capacity Ratio (X)						0.550	0.288	0.305	0.757	0.313	0.325	0.742	0.488	0.492	0.736	0.333	0.337	
Back of Queue (Q), ft/ln (95 th percentile)						25.9	158.8	150.6	122.3	187.4	176.3	117.2	284.4	269.8	109.8	197	193.7	
Back of Queue (Q), veh/ln (95 th percentile)						1.0	6.3	6.0	4.8	7.4	7.1	4.6	11.2	10.8	4.3	7.8	7.7	
Queue Storage Ratio (RQ) (95 th percentile)						0.10	0.00	0.00	0.49	0.00	0.00	0.39	0.00	0.00	0.44	0.00	0.00	
Uniform Delay (d 1), s/veh						53.3	27.8	28.0	49.9	24.3	24.4	49.9	26.6	26.7	50.2	25.2	25.2	
Incremental Delay (d 2), s/veh						2.4	0.6	1.5	1.7	0.6	1.4	1.6	1.2	2.7	1.7	0.7	1.4	
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh						55.7	28.4	29.5	51.6	24.8	25.8	51.6	27.9	29.4	51.9	25.8	26.6	
Level of Service (LOS)						E	C	C	D	C	C	D	C	C	D	C	C	
Approach Delay, s/veh / LOS						30.7	C		31.3	C		32.1	C		31.4	C		
Intersection Delay, s/veh / LOS						31.5						C						
Multimodal Results						EB			WB			NB			SB			
Pedestrian LOS Score / LOS						2.74	C		2.71	C		2.72	C		2.72	C		
Bicycle LOS Score / LOS						0.79	A		0.95	A		1.13	A		0.96	A		

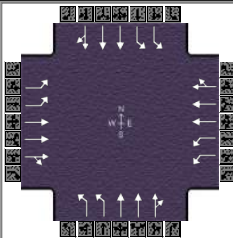
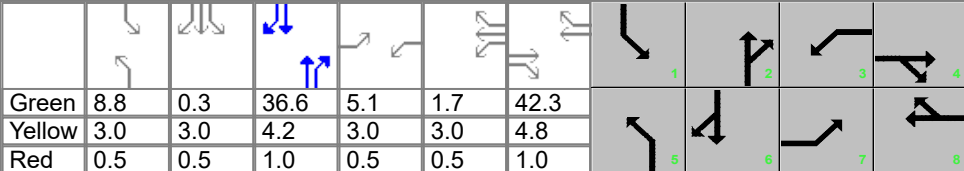
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		3> 8:15					
Intersection		Manual Blvd & Carlisle...		File Name		2021 AM Existing Menaul & Carlisle.xus									
Project Description		2021 Existing AM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				44	380	140	128	480	148	208	576	148	96	572	52
Signal Information															
Cycle, s	110.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	4.8	0.4	39.6	2.5	3.5	37.7	5	6	7	8					
Yellow	3.0	3.0	4.2	3.0	0.0	4.8									
Red	0.5	0.5	1.0	0.5	0.0	1.0									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s				6.0	43.5	9.5	47.0	12.2	48.7	8.3	44.8				
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s				3.4	9.9	6.0	11.1	8.5		5.0					
Green Extension Time (g e), s				0.0	7.9	0.1	8.1	0.3	0.0	0.1	0.0				
Phase Call Probability				0.74	1.00	0.98	1.00	1.00		0.95					
Max Out Probability				0.00	0.08	0.00	0.06	0.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				44	347	161	128	422	194	208	487	225	96	417	203
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1636	1730	1870	1661	1730	1870	1687	1730	1870	1794
Queue Service Time (g s), s				1.4	7.4	7.9	4.0	8.7	9.1	6.5	9.9	10.3	3.0	8.8	9.0
Cycle Queue Clearance Time (g c), s				1.4	7.4	7.9	4.0	8.7	9.1	6.5	9.9	10.3	3.0	8.8	9.0
Green Ratio (g/C)				0.02	0.34	0.34	0.05	0.37	0.37	0.08	0.40	0.40	0.04	0.36	0.36
Capacity (c), veh/h				79	1283	561	188	1400	622	274	1479	667	151	1346	646
Volume-to-Capacity Ratio (X)				0.555	0.271	0.286	0.681	0.301	0.313	0.759	0.329	0.338	0.635	0.310	0.314
Back of Queue (Q), ft/ln (95 th percentile)				28.4	152.7	144.8	80.3	178.9	168.9	129.4	199.9	190.9	60.5	181.8	179.6
Back of Queue (Q), veh/ln (95 th percentile)				1.1	6.0	5.8	3.2	7.0	6.8	5.1	7.9	7.6	2.4	7.2	7.2
Queue Storage Ratio (RQ) (95 th percentile)				0.11	0.00	0.00	0.32	0.00	0.00	0.43	0.00	0.00	0.24	0.00	0.00
Uniform Delay (d 1), s/veh				53.2	26.2	26.3	51.1	24.3	24.4	49.6	23.1	23.2	51.7	25.4	25.4
Incremental Delay (d 2), s/veh				2.2	0.5	1.3	1.6	0.6	1.3	1.6	0.6	1.4	1.6	0.6	1.3
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				55.4	26.7	27.6	52.7	24.8	25.7	51.2	23.7	24.6	53.4	26.0	26.7
Level of Service (LOS)				E	C	C	D	C	C	D	C	C	D	C	C
Approach Delay, s/veh / LOS				29.3	C	29.8	C	30.1	C	29.8	C				
Intersection Delay, s/veh / LOS				29.8						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.73	C	2.71	C	2.72	C	2.72	C				
Bicycle LOS Score / LOS				0.79	A	0.90	A	0.99	A	0.88	A				

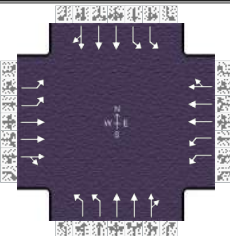
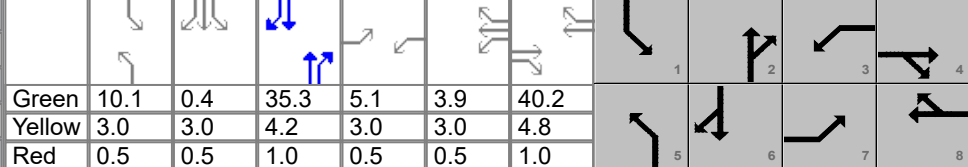
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information												
Agency						Duration, h		0.250										
Analyst				Analysis Date		5/26/2021		Area Type		Other								
Jurisdiction				Time Period				PHF		1.00								
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		4> 8:30								
Intersection		Manual Blvd & Carlisle...		File Name		2021 AM Existing Manual & Carlisle.xus												
Project Description		2021 Existing AM Peak Hour																
Demand Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						76	412	188	136	412	168	232	688	144	192	568	68	
Signal Information																		
Cycle, s	110.0	Reference Phase	2		Green		8.1	1.4	38.8	4.0	2.3	37.4						
Offset, s	0	Reference Point	Begin		Yellow		3.0	0.0	4.2	3.0	0.0	4.8						
Uncoordinated	No	Simult. Gap E/W	On		Red		0.5	0.0	1.0	0.5	0.0	1.0						
Force Mode	Fixed	Simult. Gap N/S	On															
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase						7	4	3	8	5	2	1	6					
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0					
Phase Duration, s						7.5	43.2	9.8	45.5	13.0	45.4	11.6	44.0					
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2					
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0					
Queue Clearance Time (g s), s						4.4	11.3	6.2	10.6	9.2		8.0						
Green Extension Time (g e), s						0.0	8.0	0.1	8.3	0.3	0.0	0.2	0.0					
Phase Call Probability						0.90	1.00	0.98	1.00	1.00		1.00						
Max Out Probability						0.00	0.11	0.00	0.08	0.00		0.00						
Movement Group Results						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h						76	403	181	136	389	177	232	559	261	192	425	205	
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1598	1730	1870	1617	1730	1870	1714	1730	1870	1774	
Queue Service Time (g s), s						2.4	8.7	9.3	4.2	8.2	8.6	7.2	12.3	12.5	6.0	9.1	9.3	
Cycle Queue Clearance Time (g c), s						2.4	8.7	9.3	4.2	8.2	8.6	7.2	12.3	12.5	6.0	9.1	9.3	
Green Ratio (g/C)						0.04	0.34	0.34	0.06	0.36	0.36	0.09	0.37	0.37	0.07	0.35	0.35	
Capacity (c), veh/h						126	1273	544	197	1350	584	299	1366	626	256	1320	626	
Volume-to-Capacity Ratio (X)						0.605	0.316	0.334	0.692	0.288	0.303	0.777	0.409	0.416	0.751	0.322	0.328	
Back of Queue (Q), ft/ln (95 th percentile)						48.2	181.1	168.2	85.2	167.6	156.8	144.1	238.6	229	119.8	187.9	184.6	
Back of Queue (Q), veh/ln (95 th percentile)						1.9	7.1	6.7	3.4	6.6	6.3	5.7	9.4	9.2	4.7	7.4	7.4	
Queue Storage Ratio (RQ) (95 th percentile)						0.19	0.00	0.00	0.34	0.00	0.00	0.48	0.00	0.00	0.48	0.00	0.00	
Uniform Delay (d 1), s/veh						52.2	26.8	27.0	50.9	25.1	25.2	49.2	26.1	26.1	49.9	26.0	26.0	
Incremental Delay (d 2), s/veh						1.7	0.7	1.6	1.6	0.5	1.3	1.6	0.9	2.0	1.7	0.6	1.4	
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh						54.0	27.5	28.6	52.6	25.6	26.6	50.9	27.0	28.2	51.6	26.6	27.4	
Level of Service (LOS)						D	C	C	D	C	C	D	C	C	D	C	C	
Approach Delay, s/veh / LOS						30.8	C		31.1	C		32.5	C		32.7	C		
Intersection Delay, s/veh / LOS						31.9						C						
Multimodal Results						EB			WB			NB			SB			
Pedestrian LOS Score / LOS						2.73	C		2.72	C		2.73	C		2.73	C		
Bicycle LOS Score / LOS						0.85	A		0.87	A		1.07	A		0.94	A		

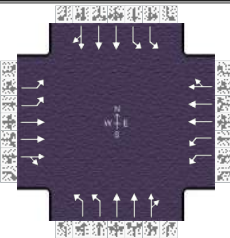
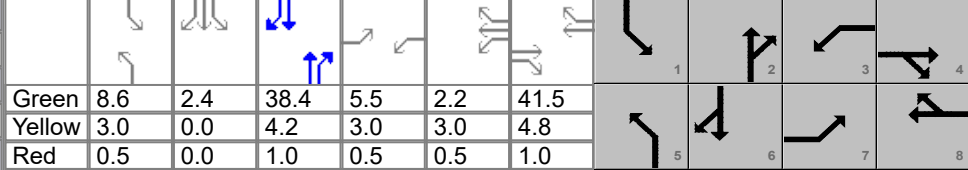
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																
Agency						Duration, h		0.250														
Analyst				Analysis Date		5/26/2021		Area Type		Other												
Jurisdiction				Time Period				PHF		1.00												
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		1> 15:45												
Intersection		Menual Blvd & Carlisle...		File Name		2021 PM Existing Menaul & Carlisle.xus																
Project Description		2021 Existing PM Peak Hour																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						96	560	216	240	612	240	196	784	244	308	904	104					
Signal Information																						
Cycle, s	120.0	Reference Phase	2																			
Offset, s	0	Reference Point	Begin																			
Uncoordinated	No	Simult. Gap E/W	On	Green	8.8													0.3	36.6	5.1	1.7	42.3
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0													3.0	4.2	3.0	3.0	4.8
				Red	0.5	0.5	1.0	0.5	0.5	1.0												
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT		
Assigned Phase						7		4		3		8		5		2		1		6		
Case Number						2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0		
Phase Duration, s						8.6		48.1		13.9		53.4		12.3		41.8		16.2		45.7		
Change Period, (Y+R c), s						3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2		
Max Allow Headway (MAH), s						2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0		
Queue Clearance Time (g s), s						5.3		15.1		10.2		15.6		8.7				12.5				
Green Extension Time (g e), s						0.1		12.1		0.2		12.9		0.2		0.0		0.2		0.0		
Phase Call Probability						0.96		1.00		1.00		1.00		1.00				1.00				
Max Out Probability						0.00		0.27		0.03		0.20		0.00				0.63				
Movement Group Results						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16					
Adjusted Flow Rate (v), veh/h						96	524	234	240	576	256	196	696	312	308	676	323					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1624	1730	1870	1620	1730	1870	1656	1730	1870	1776					
Queue Service Time (g s), s						3.3	12.6	13.1	8.2	13.2	13.6	6.7	19.1	19.3	10.5	17.6	17.7					
Cycle Queue Clearance Time (g c), s						3.3	12.6	13.1	8.2	13.2	13.6	6.7	19.1	19.3	10.5	17.6	17.7					
Green Ratio (g/C)						0.04	0.35	0.35	0.09	0.40	0.40	0.07	0.31	0.31	0.11	0.34	0.34					
Capacity (c), veh/h						148	1320	573	299	1483	642	255	1142	506	365	1262	599					
Volume-to-Capacity Ratio (X)						0.649	0.397	0.409	0.804	0.389	0.398	0.770	0.610	0.616	0.843	0.536	0.539					
Back of Queue (Q), ft/ln (95 th percentile)						66.7	247.1	230.4	167.9	252.8	233.5	134.9	352.4	331.3	220.9	325	317.9					
Back of Queue (Q), veh/ln (95 th percentile)						2.6	9.7	9.2	6.6	10.0	9.3	5.3	13.9	13.3	8.7	12.8	12.7					
Queue Storage Ratio (RQ) (95 th percentile)						0.27	0.00	0.00	0.67	0.00	0.00	0.45	0.00	0.00	0.88	0.00	0.00					
Uniform Delay (d 1), s/veh						56.5	29.2	29.4	53.8	25.8	26.0	54.6	35.6	35.7	52.7	32.2	32.2					
Incremental Delay (d 2), s/veh						1.8	0.9	2.2	3.5	0.8	1.8	1.9	2.4	5.5	10.0	1.6	3.5					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						58.3	30.1	31.5	57.3	26.6	27.8	56.4	38.0	41.2	62.6	33.8	35.7					
Level of Service (LOS)						E	C	C	E	C	C	E	D	D	E	C	D					
Approach Delay, s/veh / LOS						33.7		C		33.8		C		41.8		D		41.1		D		
Intersection Delay, s/veh / LOS						38.1						D										
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.72		C		2.75		C		2.74		C		
Bicycle LOS Score / LOS						0.96		A		1.08		A		1.15		A		1.21		A		

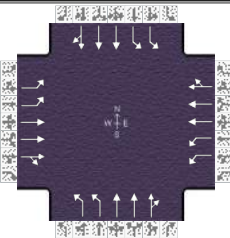
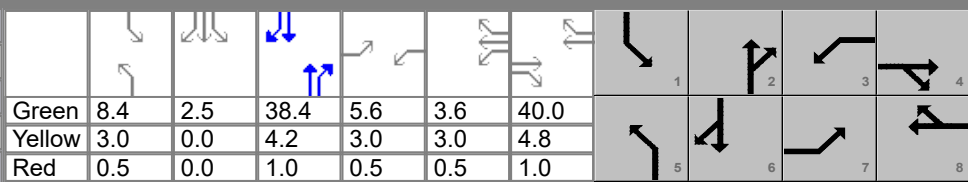
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																
Agency						Duration, h		0.250														
Analyst				Analysis Date		5/26/2021		Area Type		Other												
Jurisdiction				Time Period				PHF		1.00												
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		2> 16:00												
Intersection		Manual Blvd & Carlisle...		File Name		2021 PM Existing Menaul & Carlisle.xus																
Project Description		2021 Existing PM Peak Hour																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						96	720	220	304	744	352	232	756	236	348	804	84					
Signal Information																						
Cycle, s	120.0	Reference Phase	2																			
Offset, s	0	Reference Point	Begin																			
Uncoordinated	No	Simult. Gap E/W	On	Green	10.1													0.4	35.3	5.1	3.9	40.2
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0													3.0	4.2	3.0	3.0	4.8
				Red	0.5	0.5	1.0	0.5	0.5	1.0												
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT									
Assigned Phase						7	4	3	8	5	2	1	6									
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0									
Phase Duration, s						8.6	46.0	16.0	53.4	13.6	40.5	17.5	44.4									
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2									
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0									
Queue Clearance Time (g s), s						5.3	18.7	12.4	20.5	9.9		13.9										
Green Extension Time (g e), s						0.1	13.6	0.2	15.7	0.2	0.0	0.1	0.0									
Phase Call Probability						0.96	1.00	1.00	1.00	1.00		1.00										
Max Out Probability						0.00	0.56	0.53	0.46	0.02		1.00										
Movement Group Results						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16					
Adjusted Flow Rate (v), veh/h						96	636	287	304	744	323	232	672	301	348	595	286					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1659	1730	1870	1585	1730	1870	1656	1730	1870	1784					
Queue Service Time (g s), s						3.3	16.4	16.7	10.4	18.0	18.5	7.9	18.5	18.8	11.9	15.3	15.4					
Cycle Queue Clearance Time (g c), s						3.3	16.4	16.7	10.4	18.0	18.5	7.9	18.5	18.8	11.9	15.3	15.4					
Green Ratio (g/C)						0.04	0.33	0.33	0.10	0.40	0.40	0.08	0.29	0.29	0.12	0.33	0.33					
Capacity (c), veh/h						148	1252	555	361	1483	628	291	1101	487	403	1222	583					
Volume-to-Capacity Ratio (X)						0.649	0.508	0.516	0.841	0.502	0.514	0.798	0.610	0.618	0.863	0.487	0.490					
Back of Queue (Q), ft/ln (95 th percentile)						66.7	306.8	287.8	217.9	326.1	297.2	161.1	345	325.5	249.8	290.4	285.1					
Back of Queue (Q), veh/ln (95 th percentile)						2.6	12.1	11.5	8.6	12.8	11.9	6.3	13.6	13.0	9.8	11.4	11.4					
Queue Storage Ratio (RQ) (95 th percentile)						0.27	0.00	0.00	0.87	0.00	0.00	0.54	0.00	0.00	1.00	0.00	0.00					
Uniform Delay (d 1), s/veh						56.5	32.0	32.1	52.8	27.3	27.5	54.0	36.4	36.5	52.1	32.3	32.4					
Incremental Delay (d 2), s/veh						1.8	1.5	3.4	9.6	1.2	3.0	2.7	2.5	5.8	13.7	1.4	2.9					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						58.3	33.5	35.5	62.4	28.5	30.4	56.7	38.9	42.3	65.7	33.7	35.3					
Level of Service (LOS)						E	C	D	E	C	C	E	D	D	E	C	D					
Approach Delay, s/veh / LOS						36.4		D		36.5		D		43.2		D						
Intersection Delay, s/veh / LOS						39.8						D										
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.72		C		2.76		C						
Bicycle LOS Score / LOS						1.05		A		1.24		A		1.15		A						

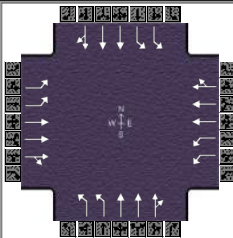
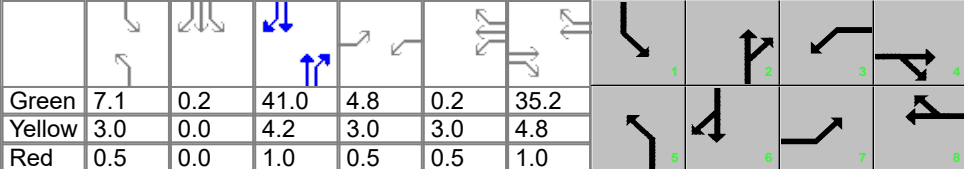
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		3> 16:15									
Intersection		Manual Blvd & Carlisle...		File Name		2021 PM Existing Menaul & Carlisle.xus													
Project Description		2021 Existing PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				104	484	208	264	584	324	188	792	292	256	936	84				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	8.6	2.4	38.4	5.5	2.2	41.5									
				Yellow	3.0	0.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.0	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				9.0		47.3		14.7		53.0		12.1		43.6		14.4		45.9	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				5.6		13.7		11.0		18.8		8.4				10.7			
Green Extension Time (g e), s				0.1		11.9		0.2		12.1		0.2		0.0		0.2		0.0	
Phase Call Probability				0.97		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.25		0.09		0.24		0.00				0.06			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				104	466	209	264	584	297	188	736	324	256	684	329				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1606	1730	1870	1585	1730	1870	1628	1730	1870	1795				
Queue Service Time (g s), s				3.6	11.2	11.7	9.0	13.5	16.8	6.4	20.0	20.2	8.7	17.7	17.8				
Cycle Queue Clearance Time (g c), s				3.6	11.2	11.7	9.0	13.5	16.8	6.4	20.0	20.2	8.7	17.7	17.8				
Green Ratio (g/C)				0.05	0.35	0.35	0.09	0.39	0.39	0.07	0.32	0.32	0.09	0.34	0.34				
Capacity (c), veh/h				157	1294	556	322	1473	624	247	1197	521	315	1270	609				
Volume-to-Capacity Ratio (X)				0.662	0.360	0.376	0.819	0.397	0.476	0.762	0.615	0.621	0.814	0.538	0.540				
Back of Queue (Q), ft/ln (95 th percentile)				72.2	224.1	209.1	189.1	257	273.7	129.4	365.3	338.3	181.9	327.5	322.6				
Back of Queue (Q), veh/ln (95 th percentile)				2.8	8.8	8.4	7.4	10.1	10.9	5.1	14.4	13.5	7.2	12.9	12.9				
Queue Storage Ratio (RQ) (95 th percentile)				0.29	0.00	0.00	0.76	0.00	0.00	0.43	0.00	0.00	0.73	0.00	0.00				
Uniform Delay (d 1), s/veh				56.4	29.3	29.5	53.4	26.1	27.1	54.7	34.6	34.6	53.5	32.0	32.1				
Incremental Delay (d 2), s/veh				1.8	0.8	1.9	5.8	0.8	2.6	1.8	2.4	5.5	5.1	1.6	3.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				58.1	30.1	31.4	59.2	26.9	29.7	56.6	36.9	40.1	58.6	33.7	35.5				
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	C	D				
Approach Delay, s/veh / LOS				34.2		C		35.1		D		40.7		D		39.2		D	
Intersection Delay, s/veh / LOS				37.7						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.75		C		2.72		C		2.75		C		2.74		C	
Bicycle LOS Score / LOS				0.92		A		1.12		A		1.17		A		1.19		A	

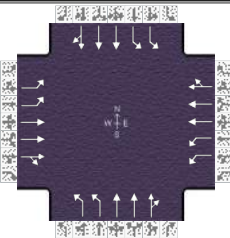
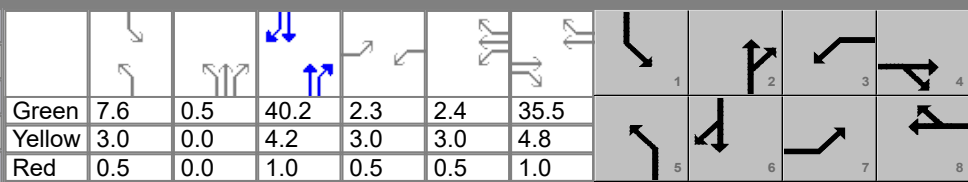
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																
Agency						Duration, h		0.250														
Analyst				Analysis Date		5/26/2021		Area Type		Other												
Jurisdiction				Time Period				PHF		1.00												
Urban Street		Carlisle Blvd		Analysis Year		2021 Existing		Analysis Period		4> 16:30												
Intersection		Manual Blvd & Carlisle...		File Name		2021 PM Existing Menaul & Carlisle.xus																
Project Description		2021 Existing PM Peak Hour																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						108	568	196	308	756	316	184	752	256	256	996	112					
Signal Information																						
Cycle, s	120.0	Reference Phase	2																			
Offset, s	0	Reference Point	Begin																			
Uncoordinated	No	Simult. Gap E/W	On	Green	8.4													2.5	38.4	5.6	3.6	40.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0													0.0	4.2	3.0	3.0	4.8
						Red	0.5	0.0	1.0	0.5	0.5	1.0										
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT		
Assigned Phase						7		4		3		8		5		2		1		6		
Case Number						2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0		
Phase Duration, s						9.1		45.8		16.2		52.9		11.9		43.6		14.4		46.1		
Change Period, (Y+R c), s						3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2		
Max Allow Headway (MAH), s						2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0		
Queue Clearance Time (g s), s						5.7		15.2		12.5		19.9		8.3				10.7				
Green Extension Time (g e), s						0.1		13.3		0.2		14.0		0.2		0.0		0.2		0.0		
Phase Call Probability						0.97		1.00		1.00		1.00		1.00				1.00				
Max Out Probability						0.00		0.41		0.63		0.36		0.00				0.06				
Movement Group Results						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16					
Adjusted Flow Rate (v), veh/h						108	515	233	308	729	317	184	683	304	256	744	355					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1642	1730	1870	1606	1730	1870	1642	1730	1870	1777					
Queue Service Time (g s), s						3.7	12.8	13.2	10.5	17.7	17.9	6.3	18.2	18.5	8.7	19.7	19.7					
Cycle Queue Clearance Time (g c), s						3.7	12.8	13.2	10.5	17.7	17.9	6.3	18.2	18.5	8.7	19.7	19.7					
Green Ratio (g/C)						0.05	0.33	0.33	0.11	0.39	0.39	0.07	0.32	0.32	0.09	0.34	0.34					
Capacity (c), veh/h						162	1248	548	365	1468	630	243	1197	525	315	1275	606					
Volume-to-Capacity Ratio (X)						0.668	0.413	0.425	0.844	0.497	0.503	0.759	0.571	0.578	0.814	0.584	0.586					
Back of Queue (Q), ft/ln (95 th percentile)						74.9	250.3	235.3	220.9	321.5	292.1	126.7	337.6	314.9	181.9	357.2	349.8					
Back of Queue (Q), veh/ln (95 th percentile)						2.9	9.9	9.4	8.7	12.7	11.7	5.0	13.3	12.6	7.2	14.1	14.0					
Queue Storage Ratio (RQ) (95 th percentile)						0.30	0.00	0.00	0.88	0.00	0.00	0.42	0.00	0.00	0.73	0.00	0.00					
Uniform Delay (d 1), s/veh						56.3	30.9	31.0	52.7	27.5	27.6	54.8	34.0	34.0	53.5	32.6	32.6					
Incremental Delay (d 2), s/veh						1.8	1.0	2.4	10.0	1.2	2.8	1.8	2.0	4.6	5.1	2.0	4.1					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						58.0	31.9	33.5	62.7	28.7	30.4	56.6	35.9	38.6	58.6	34.5	36.7					
Level of Service (LOS)						E	C	C	E	C	C	E	D	D	E	C	D					
Approach Delay, s/veh / LOS						35.6		D		36.8		D		39.9		D		39.6		D		
Intersection Delay, s/veh / LOS						38.2						D										
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.72		C		2.75		C		2.74		C		
Bicycle LOS Score / LOS						0.96		A		1.23		A		1.13		A		1.23		A		

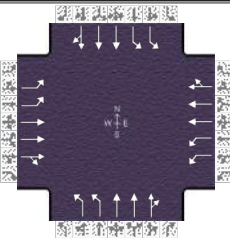
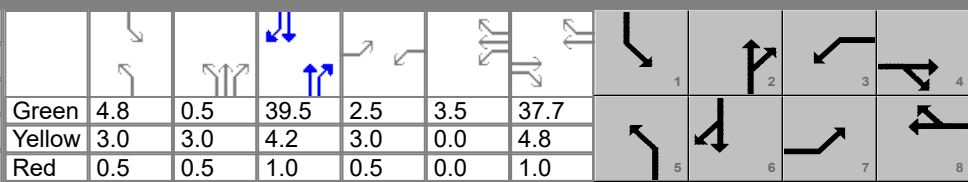
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		1> 7:45					
Intersection		Menual Blvd & Carlisle...		File Name		2022 AM Background Menaul & Carlisle.xus									
Project Description		2022 Background AM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				96	484	164	204	612	204	160	888	228	168	736	100
Signal Information															
Cycle, s	110.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
Green	7.1	0.2	41.0	4.8	0.2	35.2									
Yellow	3.0	0.0	4.2	3.0	3.0	4.8									
Red	0.5	0.0	1.0	0.5	0.5	1.0									
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s				8.3	41.0	12.0	44.7	10.6	46.2	10.8	46.4				
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s				5.0	12.3	8.4	14.6	7.0		7.2					
Green Extension Time (g e), s				0.1	9.8	0.1	10.1	0.2	0.0	0.1	0.0				
Phase Call Probability				0.95	1.00	1.00	1.00	0.99		0.99					
Max Out Probability				0.00	0.27	0.03	0.24	0.00		0.00					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				96	435	199	204	551	248	160	755	342	168	561	267
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1647	1730	1870	1647	1730	1870	1685	1730	1870	1761
Queue Service Time (g s), s				3.0	9.8	10.3	6.4	12.3	12.6	5.0	17.5	17.6	5.2	12.1	12.3
Cycle Queue Clearance Time (g c), s				3.0	9.8	10.3	6.4	12.3	12.6	5.0	17.5	17.6	5.2	12.1	12.3
Green Ratio (g/C)				0.04	0.32	0.32	0.08	0.35	0.35	0.06	0.37	0.37	0.07	0.37	0.37
Capacity (c), veh/h				151	1197	527	267	1323	583	224	1393	628	231	1400	659
Volume-to-Capacity Ratio (X)				0.636	0.363	0.378	0.764	0.416	0.427	0.714	0.542	0.545	0.728	0.401	0.405
Back of Queue (Q), ft/ln (95 th percentile)				60.5	202.1	192.5	127.3	239.2	224.9	99.9	317.6	299.4	104.9	235.6	229.7
Back of Queue (Q), veh/ln (95 th percentile)				2.4	8.0	7.7	5.0	9.4	9.0	3.9	12.5	12.0	4.1	9.3	9.2
Queue Storage Ratio (RQ) (95 th percentile)				0.24	0.00	0.00	0.51	0.00	0.00	0.33	0.00	0.00	0.42	0.00	0.00
Uniform Delay (d 1), s/veh				51.7	28.8	28.9	49.8	26.9	27.1	50.4	27.1	27.2	50.4	25.3	25.4
Incremental Delay (d 2), s/veh				1.7	0.9	2.1	1.7	1.0	2.3	1.6	1.5	3.4	1.6	0.9	1.8
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				53.4	29.6	31.0	51.5	27.9	29.3	52.0	28.7	30.6	52.0	26.2	27.2
Level of Service (LOS)				D	C	C	D	C	C	D	C	C	D	C	C
Approach Delay, s/veh / LOS				33.1	C		33.1	C		32.2	C		30.8	C	
Intersection Delay, s/veh / LOS				32.2						C					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.74	C		2.72	C		2.73	C		2.73	C	
Bicycle LOS Score / LOS				0.89	A		1.04	A		1.18	A		1.04	A	

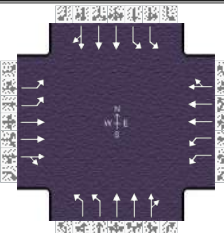
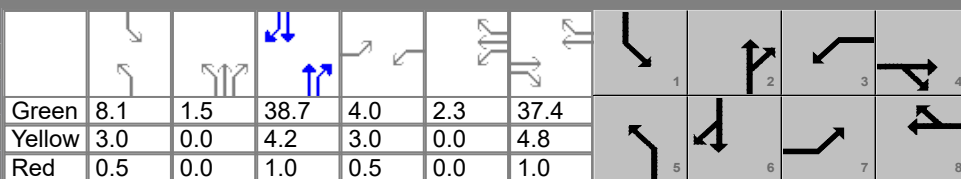
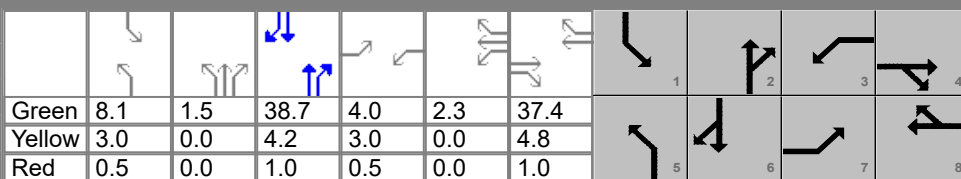
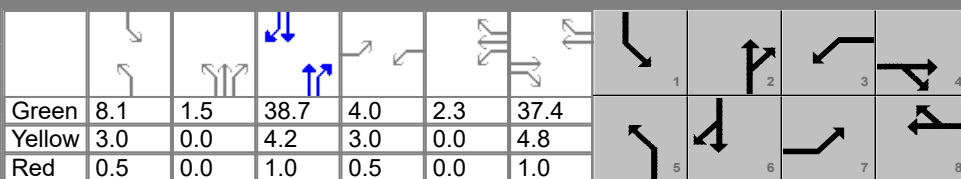
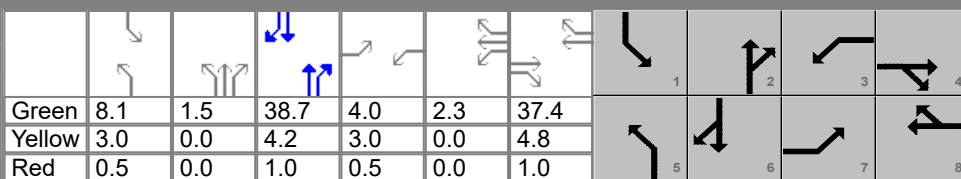
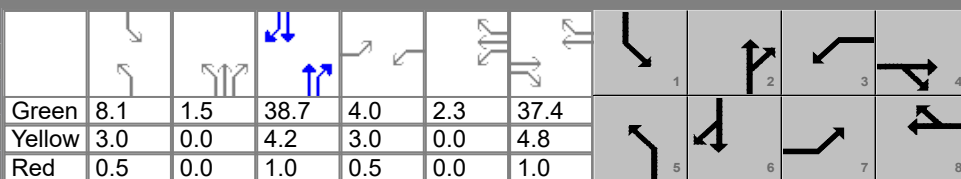
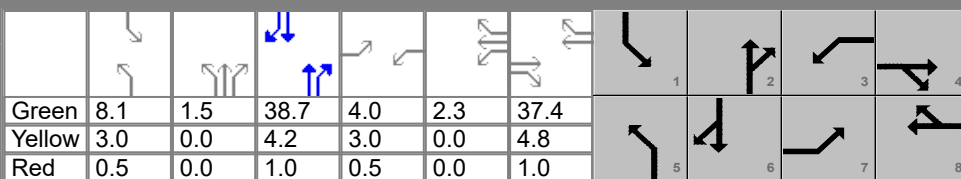
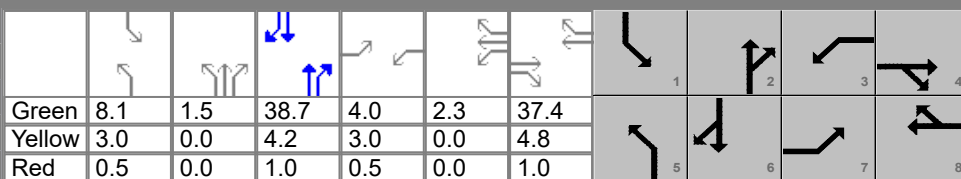
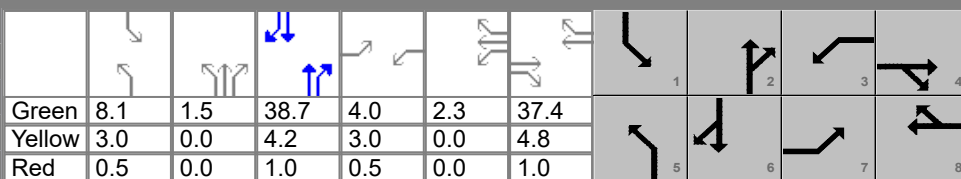
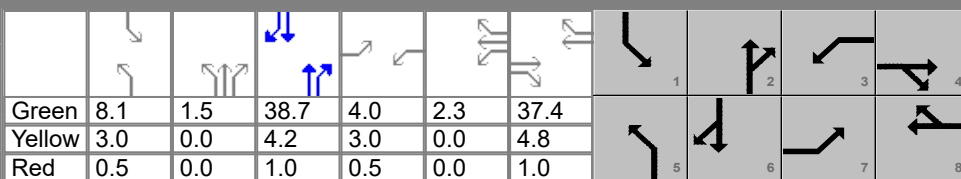
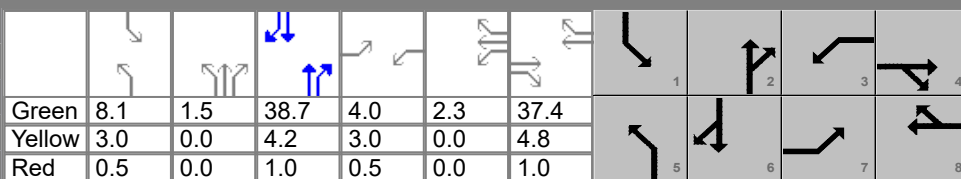
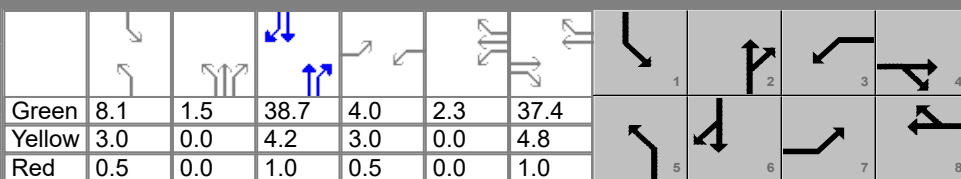
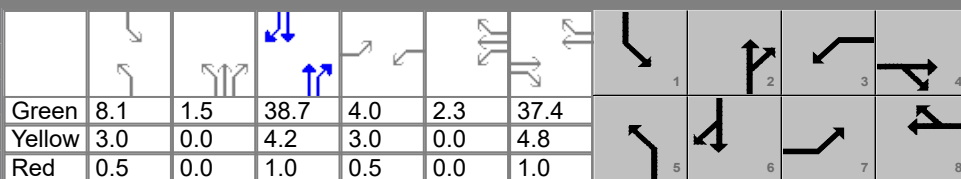
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																
Agency						Duration, h		0.250														
Analyst				Analysis Date		5/26/2021		Area Type		Other												
Jurisdiction				Time Period				PHF		1.00												
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		2> 8:00												
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Background Menaul & Carlisle.xus																
Project Description		2022 Background AM Peak Hour																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						40	380	144	196	500	160	188	816	192	176	624	64					
Signal Information																						
Cycle, s	110.0	Reference Phase	2																			
Offset, s	0	Reference Point	Begin																			
Uncoordinated	No	Simult. Gap E/W	On	Green	7.6													0.5	40.2	2.3	2.4	35.5
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0													0.0	4.2	3.0	3.0	4.8
						Red	0.5	0.0	1.0	0.5	0.5	1.0										
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT		
Assigned Phase						7		4		3		8		5		2		1		6		
Case Number						2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0		
Phase Duration, s						5.8		41.3		11.7		47.2		11.6		45.9		11.1		45.4		
Change Period, (Y+R c), s						3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2		
Max Allow Headway (MAH), s						2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0		
Queue Clearance Time (g s), s						3.3		10.2		8.1		11.6		7.9				7.5				
Green Extension Time (g e), s						0.0		8.0		0.1		8.4		0.2		0.0		0.1		0.0		
Phase Call Probability						0.71		1.00		1.00		1.00		1.00				1.00				
Max Out Probability						0.00		0.12		0.02		0.07		0.00				0.00				
Movement Group Results						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16					
Adjusted Flow Rate (v), veh/h						40	350	162	196	444	203	188	680	312	176	460	223					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1630	1730	1870	1655	1730	1870	1698	1730	1870	1785					
Queue Service Time (g s), s						1.3	7.7	8.2	6.1	9.2	9.6	5.9	15.4	15.6	5.5	9.8	9.9					
Cycle Queue Clearance Time (g c), s						1.3	7.7	8.2	6.1	9.2	9.6	5.9	15.4	15.6	5.5	9.8	9.9					
Green Ratio (g/C)						0.02	0.32	0.32	0.07	0.38	0.38	0.07	0.37	0.37	0.07	0.37	0.37					
Capacity (c), veh/h						73	1206	526	259	1407	623	253	1384	628	239	1369	653					
Volume-to-Capacity Ratio (X)						0.550	0.291	0.307	0.757	0.315	0.327	0.742	0.492	0.496	0.736	0.336	0.341					
Back of Queue (Q), ft/ln (95 th percentile)						25.9	160.2	151.9	122.3	188.9	177.5	117.2	286.6	272	109.8	199.1	195.8					
Back of Queue (Q), veh/ln (95 th percentile)						1.0	6.3	6.1	4.8	7.4	7.1	4.6	11.3	10.9	4.3	7.8	7.8					
Queue Storage Ratio (RQ) (95 th percentile)						0.10	0.00	0.00	0.49	0.00	0.00	0.39	0.00	0.00	0.44	0.00	0.00					
Uniform Delay (d 1), s/veh						53.3	27.9	28.0	49.9	24.3	24.4	49.9	26.7	26.7	50.2	25.2	25.3					
Incremental Delay (d 2), s/veh						2.4	0.6	1.5	1.7	0.6	1.4	1.6	1.3	2.8	1.7	0.7	1.4					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						55.7	28.5	29.5	51.6	24.9	25.8	51.6	27.9	29.5	51.9	25.9	26.7					
Level of Service (LOS)						E	C	C	D	C	C	D	C	C	D	C	C					
Approach Delay, s/veh / LOS						30.8		C		31.3		C		32.1		C		31.4		C		
Intersection Delay, s/veh / LOS						31.5						C										
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.71		C		2.72		C		2.72		C		
Bicycle LOS Score / LOS						0.79		A		0.95		A		1.14		A		0.96		A		

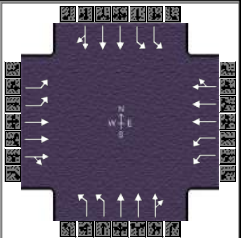
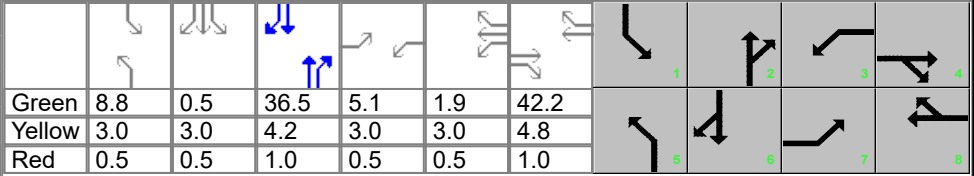
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		3> 8:15									
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Background Manual & Carlisle.xus													
Project Description		2022 Background AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				44	384	140	128	484	148	212	580	148	96	576	52				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
Green	4.8	0.5	39.5	2.5	3.5	37.7													
Yellow	3.0	3.0	4.2	3.0	0.0	4.8													
Red	0.5	0.5	1.0	0.5	0.0	1.0													
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				6.0		43.5		9.5		47.0		12.3		48.7		8.3		44.7	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				3.4		9.9		6.0		11.2		8.6				5.0			
Green Extension Time (g e), s				0.0		8.0		0.1		8.1		0.3		0.0		0.1		0.0	
Phase Call Probability				0.74		1.00		0.98		1.00		1.00				0.95			
Max Out Probability				0.00		0.08		0.00		0.06		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				44	350	162	128	424	196	212	489	227	96	420	204				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1637	1730	1870	1662	1730	1870	1688	1730	1870	1794				
Queue Service Time (g s), s				1.4	7.5	7.9	4.0	8.8	9.2	6.6	10.0	10.3	3.0	8.9	9.1				
Cycle Queue Clearance Time (g c), s				1.4	7.5	7.9	4.0	8.8	9.2	6.6	10.0	10.3	3.0	8.9	9.1				
Green Ratio (g/C)				0.02	0.34	0.34	0.05	0.37	0.37	0.08	0.40	0.40	0.04	0.36	0.36				
Capacity (c), veh/h				79	1283	561	188	1400	622	278	1479	667	151	1342	644				
Volume-to-Capacity Ratio (X)				0.555	0.273	0.288	0.681	0.303	0.315	0.762	0.331	0.339	0.635	0.313	0.317				
Back of Queue (Q), ft/ln (95 th percentile)				28.4	154.2	146	80.3	180.1	170.3	131.8	201	191.7	60.5	183.6	181.4				
Back of Queue (Q), veh/ln (95 th percentile)				1.1	6.1	5.8	3.2	7.1	6.8	5.2	7.9	7.7	2.4	7.2	7.3				
Queue Storage Ratio (RQ) (95 th percentile)				0.11	0.00	0.00	0.32	0.00	0.00	0.44	0.00	0.00	0.24	0.00	0.00				
Uniform Delay (d 1), s/veh				53.2	26.2	26.4	51.1	24.3	24.4	49.5	23.1	23.2	51.7	25.5	25.5				
Incremental Delay (d 2), s/veh				2.2	0.5	1.3	1.6	0.6	1.3	1.6	0.6	1.4	1.6	0.6	1.3				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				55.4	26.7	27.6	52.7	24.8	25.7	51.2	23.7	24.6	53.4	26.1	26.8				
Level of Service (LOS)				E	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				29.3		C		29.8		C		30.2		C		29.9		C	
Intersection Delay, s/veh / LOS				29.9						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.73		C		2.71		C		2.72		C		2.72		C	
Bicycle LOS Score / LOS				0.79		A		0.90		A		1.00		A		0.88		A	

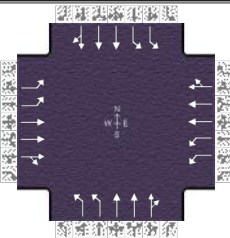
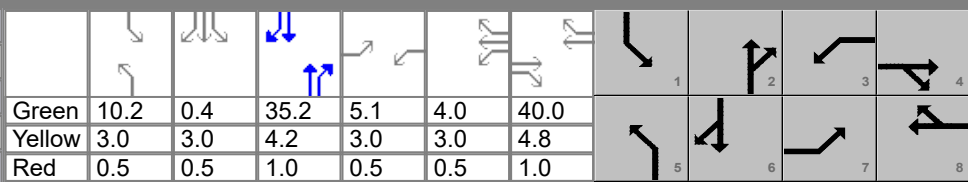
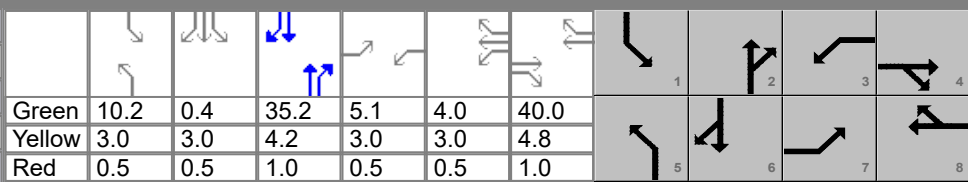
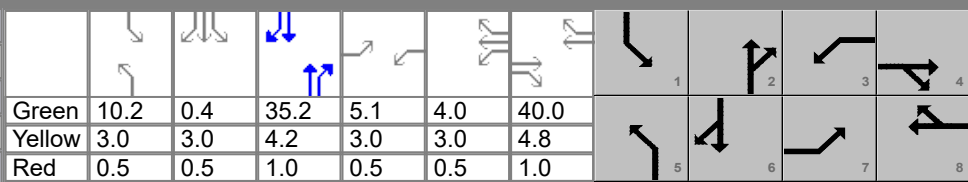
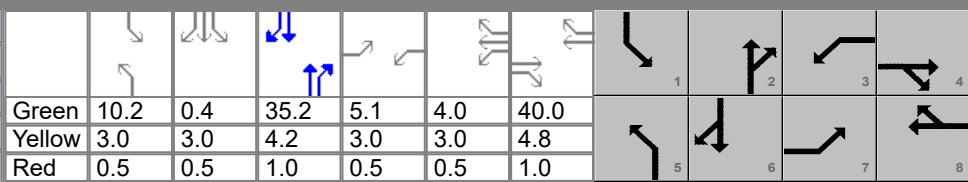
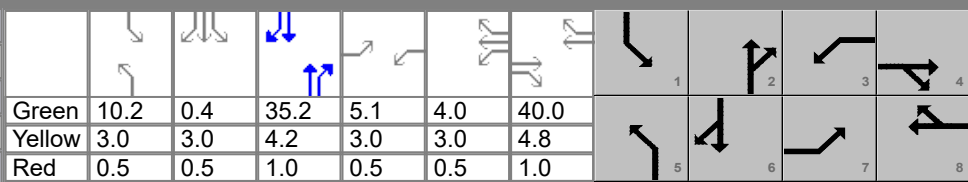
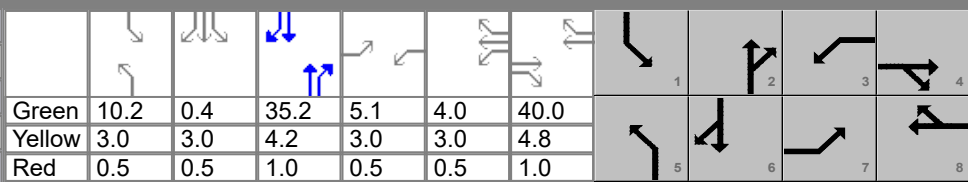
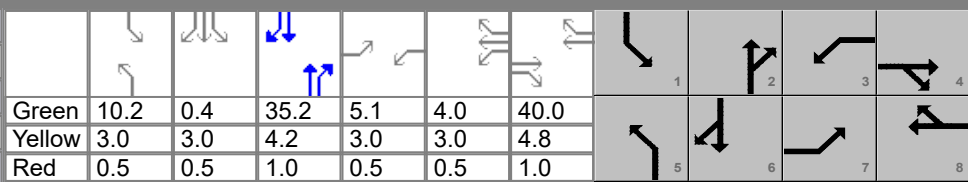
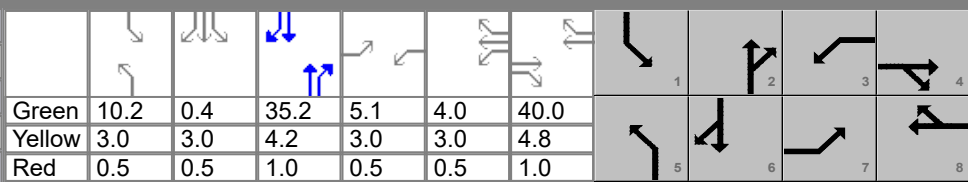
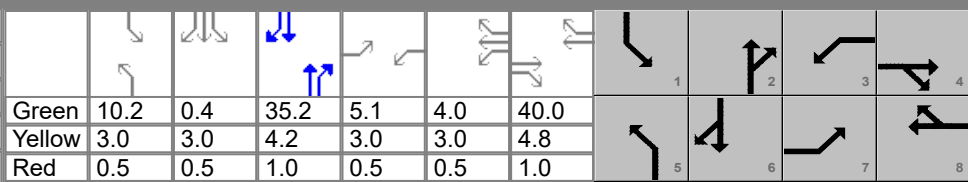
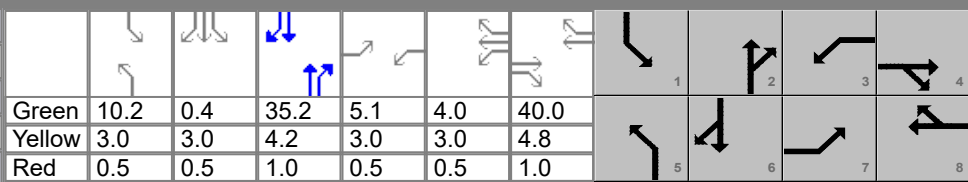
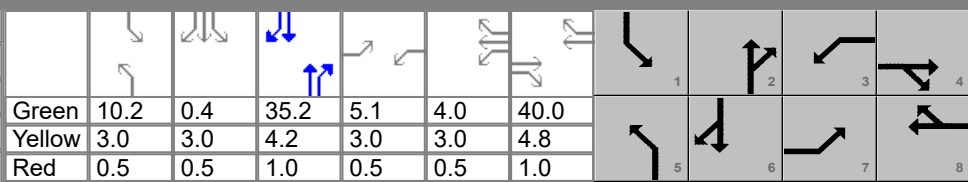
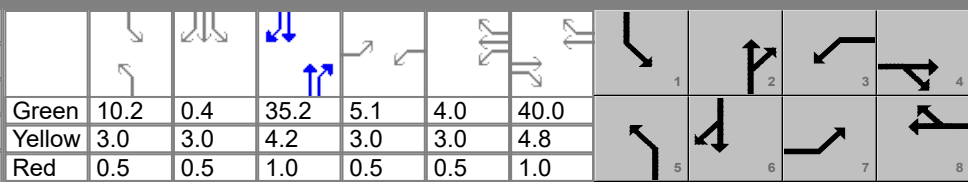
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		0.250									
Analyst				Analysis Date		5/26/2021		Area Type		Other							
Jurisdiction				Time Period				PHF		1.00							
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		4> 8:30							
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Background Manual & Carlisle.xus											
Project Description		2022 Background AM Peak Hour															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						76	416	188	136	416	168	236	696	144	192	572	68
Signal Information																	
Cycle, s	110.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
						Green	8.1	1.5	38.7	4.0	2.3	37.4					
						Yellow	3.0	0.0	4.2	3.0	0.0	4.8					
						Red	0.5	0.0	1.0	0.5	0.0	1.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						7	4	3	8	5	2	1	6				
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s						7.5	43.2	9.8	45.5	13.1	45.4	11.6	43.9				
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s						4.4	11.4	6.2	10.7	9.3		8.0					
Green Extension Time (g e), s						0.0	8.1	0.1	8.4	0.3	0.0	0.2	0.0				
Phase Call Probability						0.90	1.00	0.98	1.00	1.00		1.00					
Max Out Probability						0.00	0.11	0.00	0.08	0.00		0.00					
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h						76	405	183	136	392	178	236	565	263	192	428	206
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1599	1730	1870	1619	1730	1870	1715	1730	1870	1774
Queue Service Time (g s), s						2.4	8.8	9.4	4.2	8.2	8.7	7.3	12.4	12.6	6.0	9.2	9.4
Cycle Queue Clearance Time (g c), s						2.4	8.8	9.4	4.2	8.2	8.7	7.3	12.4	12.6	6.0	9.2	9.4
Green Ratio (g/C)						0.04	0.34	0.34	0.06	0.36	0.36	0.09	0.37	0.37	0.07	0.35	0.35
Capacity (c), veh/h						126	1273	544	197	1350	584	303	1366	627	256	1315	624
Volume-to-Capacity Ratio (X)						0.605	0.318	0.336	0.692	0.290	0.305	0.779	0.413	0.420	0.751	0.325	0.331
Back of Queue (Q), ft/ln (95 th percentile)						48.2	182.4	169.6	85.2	169	158.1	146.6	240.7	231.1	119.8	189.9	186.7
Back of Queue (Q), veh/ln (95 th percentile)						1.9	7.2	6.8	3.4	6.7	6.3	5.8	9.5	9.2	4.7	7.5	7.5
Queue Storage Ratio (RQ) (95 th percentile)						0.19	0.00	0.00	0.34	0.00	0.00	0.49	0.00	0.00	0.48	0.00	0.00
Uniform Delay (d 1), s/veh						52.2	26.8	27.0	50.9	25.1	25.2	49.1	26.1	26.2	49.9	26.1	26.2
Incremental Delay (d 2), s/veh						1.7	0.7	1.7	1.6	0.5	1.3	1.7	0.9	2.1	1.7	0.7	1.4
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh						54.0	27.5	28.7	52.6	25.6	26.6	50.8	27.0	28.2	51.6	26.8	27.6
Level of Service (LOS)						D	C	C	D	C	C	D	C	C	D	C	C
Approach Delay, s/veh / LOS						30.9	C		31.1	C		32.6	C		32.7	C	
Intersection Delay, s/veh / LOS						31.9						C					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.73	C		2.72	C		2.73	C		2.73	C	
Bicycle LOS Score / LOS						0.85	A		0.88	A		1.07	A		0.94	A	

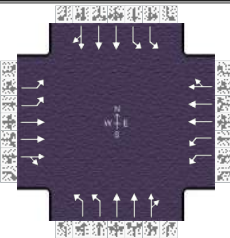
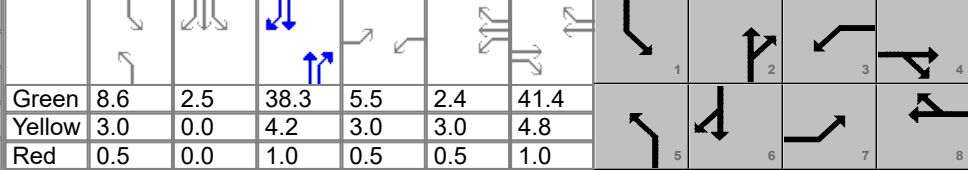
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																
Agency						Duration, h		0.250														
Analyst				Analysis Date		5/26/2021		Area Type		Other												
Jurisdiction				Time Period				PHF		1.00												
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		1> 15:45												
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Background Menaul & Carlisle.xus																
Project Description		2022 Background PM Peak Hour																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						96	564	220	244	620	244	196	792	248	312	912	104					
Signal Information																						
Cycle, s	120.0	Reference Phase	2																			
Offset, s	0	Reference Point	Begin																			
Uncoordinated	No	Simult. Gap E/W	On	Green	8.8													0.5	36.5	5.1	1.9	42.2
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0													3.0	4.2	3.0	3.0	4.8
				Red	0.5	0.5	1.0	0.5	0.5	1.0												
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT		
Assigned Phase						7		4		3		8		5		2		1		6		
Case Number						2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0		
Phase Duration, s						8.6		48.0		14.0		53.4		12.3		41.7		16.3		45.7		
Change Period, (Y+R c), s						3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2		
Max Allow Headway (MAH), s						2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0		
Queue Clearance Time (g s), s						5.3		15.3		10.3		15.8		8.7				12.6				
Green Extension Time (g e), s						0.1		12.2		0.2		13.1		0.2		0.0		0.2		0.0		
Phase Call Probability						0.96		1.00		1.00		1.00		1.00				1.00				
Max Out Probability						0.00		0.28		0.03		0.21		0.00				0.74				
Movement Group Results						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16					
Adjusted Flow Rate (v), veh/h						96	529	237	244	585	259	196	705	315	312	682	325					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1621	1730	1870	1619	1730	1870	1655	1730	1870	1777					
Queue Service Time (g s), s						3.3	12.8	13.3	8.3	13.4	13.8	6.7	19.4	19.6	10.6	17.7	17.8					
Cycle Queue Clearance Time (g c), s						3.3	12.8	13.3	8.3	13.4	13.8	6.7	19.4	19.6	10.6	17.7	17.8					
Green Ratio (g/C)						0.04	0.35	0.35	0.09	0.40	0.40	0.07	0.30	0.30	0.11	0.34	0.34					
Capacity (c), veh/h						148	1315	570	303	1483	642	255	1138	503	369	1262	599					
Volume-to-Capacity Ratio (X)						0.649	0.402	0.415	0.806	0.394	0.404	0.770	0.619	0.626	0.846	0.540	0.543					
Back of Queue (Q), ft/ln (95 th percentile)						66.7	250.2	232.9	171.4	256.4	236.6	134.9	357.3	336.1	223.6	327.8	320.8					
Back of Queue (Q), veh/ln (95 th percentile)						2.6	9.8	9.3	6.7	10.1	9.5	5.3	14.1	13.4	8.8	12.9	12.8					
Queue Storage Ratio (RQ) (95 th percentile)						0.27	0.00	0.00	0.69	0.00	0.00	0.45	0.00	0.00	0.89	0.00	0.00					
Uniform Delay (d 1), s/veh						56.5	29.4	29.5	53.8	25.9	26.0	54.6	35.8	35.9	52.6	32.2	32.3					
Incremental Delay (d 2), s/veh						1.8	0.9	2.2	3.9	0.8	1.9	1.9	2.5	5.8	10.3	1.7	3.5					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						58.3	30.3	31.8	57.7	26.7	27.9	56.4	38.3	41.7	63.0	33.9	35.8					
Level of Service (LOS)						E	C	C	E	C	C	E	D	D	E	C	D					
Approach Delay, s/veh / LOS						33.8		C		33.9		C		42.1		D		41.2		D		
Intersection Delay, s/veh / LOS						38.3										D						
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.72		C		2.75		C		2.74		C		
Bicycle LOS Score / LOS						0.96		A		1.09		A		1.16		A		1.21		A		

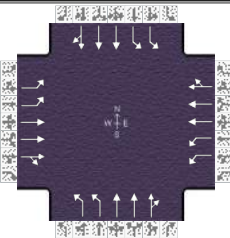
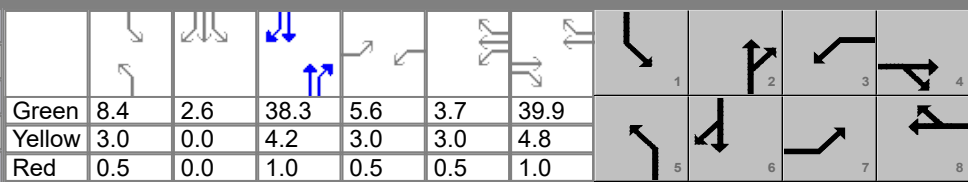
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		0.250									
Analyst				Analysis Date		5/26/2021		Area Type		Other							
Jurisdiction				Time Period				PHF		1.00							
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		2> 16:00							
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Background Menaul & Carlisle.xus											
Project Description		2022 Background PM Peak Hour															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						96	728	224	308	752	356	236	764	240	352	812	84
Signal Information																	
Cycle, s	120.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
						Green	10.2	0.4	35.2	5.1	4.0	40.0					
						Yellow	3.0	3.0	4.2	3.0	3.0	4.8					
						Red	0.5	0.5	1.0	0.5	0.5	1.0					
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						7	4	3	8	5	2	1	6				
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s						8.6	45.8	16.2	53.4	13.7	40.4	17.6	44.3				
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s						5.3	18.9	12.5	20.8	10.0		14.0					
Green Extension Time (g e), s						0.1	13.6	0.2	15.8	0.2	0.0	0.1	0.0				
Phase Call Probability						0.96	1.00	1.00	1.00	1.00		1.00					
Max Out Probability						0.00	0.58	0.63	0.47	0.02		1.00					
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h						96	644	290	308	752	327	236	680	304	352	600	289
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1658	1730	1870	1585	1730	1870	1655	1730	1870	1785
Queue Service Time (g s), s						3.3	16.6	16.9	10.5	18.2	18.8	8.0	18.8	19.1	12.0	15.5	15.6
Cycle Queue Clearance Time (g c), s						3.3	16.6	16.9	10.5	18.2	18.8	8.0	18.8	19.1	12.0	15.5	15.6
Green Ratio (g/C)						0.04	0.33	0.33	0.11	0.40	0.40	0.09	0.29	0.29	0.12	0.33	0.33
Capacity (c), veh/h						148	1248	553	365	1483	628	295	1097	485	407	1218	581
Volume-to-Capacity Ratio (X)						0.649	0.516	0.524	0.844	0.507	0.520	0.801	0.620	0.627	0.865	0.493	0.496
Back of Queue (Q), ft/ln (95 th percentile)						66.7	311.2	291.6	220.9	329.7	301.3	164.4	350.2	330.4	252.6	293.7	288.5
Back of Queue (Q), veh/ln (95 th percentile)						2.6	12.3	11.7	8.7	13.0	12.1	6.5	13.8	13.2	9.9	11.6	11.5
Queue Storage Ratio (RQ) (95 th percentile)						0.27	0.00	0.00	0.88	0.00	0.00	0.55	0.00	0.00	1.01	0.00	0.00
Uniform Delay (d 1), s/veh						56.5	32.2	32.3	52.7	27.4	27.5	53.9	36.6	36.7	52.0	32.5	32.5
Incremental Delay (d 2), s/veh						1.8	1.5	3.5	10.0	1.2	3.1	3.1	2.6	6.0	14.0	1.4	3.0
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh						58.3	33.7	35.8	62.7	28.6	30.6	57.0	39.3	42.8	66.1	33.9	35.6
Level of Service (LOS)						E	C	D	E	C	C	E	D	D	E	C	D
Approach Delay, s/veh / LOS						36.6	D		36.6	D		43.6	D		43.4	D	
Intersection Delay, s/veh / LOS						40.1						D					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.74	C		2.72	C		2.76	C		2.74	C	
Bicycle LOS Score / LOS						1.05	A		1.25	A		1.16	A		1.17	A	

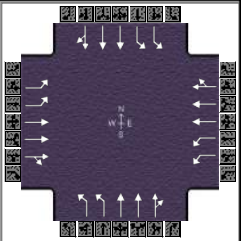
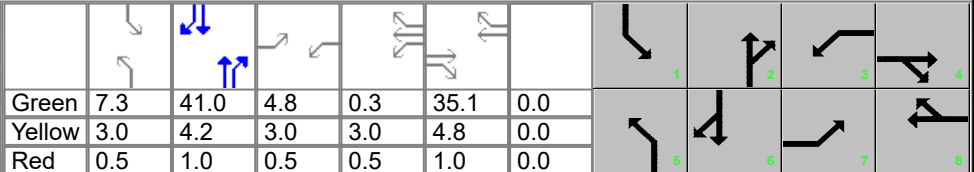
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information											
Agency						Duration, h		0.250									
Analyst				Analysis Date		5/26/2021		Area Type		Other							
Jurisdiction				Time Period				PHF		1.00							
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		3> 16:15							
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Background Menaul & Carlisle.xus											
Project Description		2022 Background PM Peak Hour															
Demand Information						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h						104	488	212	268	588	328	188	800	296	260	944	84
Signal Information																	
Cycle, s	120.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
Green	8.6	2.5	38.3	5.5	2.4	41.4											
Yellow	3.0	0.0	4.2	3.0	3.0	4.8											
Red	0.5	0.0	1.0	0.5	0.5	1.0											
Timer Results						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase						7	4	3	8	5	2	1	6				
Case Number						2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s						9.0	47.2	14.8	53.0	12.1	43.5	14.5	45.9				
Change Period, (Y+R c), s						3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s						2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s						5.6	13.9	11.1	19.1	8.4		10.9					
Green Extension Time (g e), s						0.1	12.0	0.2	12.2	0.2	0.0	0.2	0.0				
Phase Call Probability						0.97	1.00	1.00	1.00	1.00		1.00					
Max Out Probability						0.00	0.26	0.11	0.25	0.00		0.07					
Movement Group Results						EB			WB			NB			SB		
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h						104	472	211	268	588	301	188	745	327	260	689	332
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1603	1730	1870	1585	1730	1870	1627	1730	1870	1795
Queue Service Time (g s), s						3.6	11.4	11.9	9.1	13.6	17.1	6.4	20.3	20.6	8.9	17.9	18.0
Cycle Queue Clearance Time (g c), s						3.6	11.4	11.9	9.1	13.6	17.1	6.4	20.3	20.6	8.9	17.9	18.0
Green Ratio (g/C)						0.05	0.34	0.34	0.09	0.39	0.39	0.07	0.32	0.32	0.09	0.34	0.34
Capacity (c), veh/h						157	1290	553	326	1473	624	247	1193	519	318	1270	610
Volume-to-Capacity Ratio (X)						0.662	0.366	0.381	0.821	0.399	0.482	0.762	0.625	0.631	0.816	0.542	0.544
Back of Queue (Q), ft/ln (95 th percentile)						72.2	227.3	211.8	192.5	258.7	277.4	129.4	370.5	343.1	185.5	330	325.2
Back of Queue (Q), veh/ln (95 th percentile)						2.8	8.9	8.5	7.6	10.2	11.1	5.1	14.6	13.7	7.3	13.0	13.0
Queue Storage Ratio (RQ) (95 th percentile)						0.29	0.00	0.00	0.77	0.00	0.00	0.43	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d 1), s/veh						56.4	29.5	29.7	53.3	26.2	27.2	54.7	34.8	34.8	53.5	32.1	32.1
Incremental Delay (d 2), s/veh						1.8	0.8	2.0	6.2	0.8	2.7	1.8	2.5	5.7	5.4	1.7	3.5
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh						58.1	30.3	31.6	59.6	27.0	29.9	56.6	37.2	40.6	58.9	33.7	35.6
Level of Service (LOS)						E	C	C	E	C	C	E	D	D	E	C	D
Approach Delay, s/veh / LOS						34.3	C		35.3	D		41.0	D		39.3	D	
Intersection Delay, s/veh / LOS						37.9						D					
Multimodal Results						EB			WB			NB			SB		
Pedestrian LOS Score / LOS						2.75	C		2.72	C		2.75	C		2.74	C	
Bicycle LOS Score / LOS						0.92	A		1.12	A		1.18	A		1.19	A	

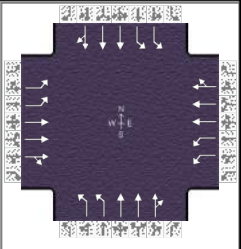
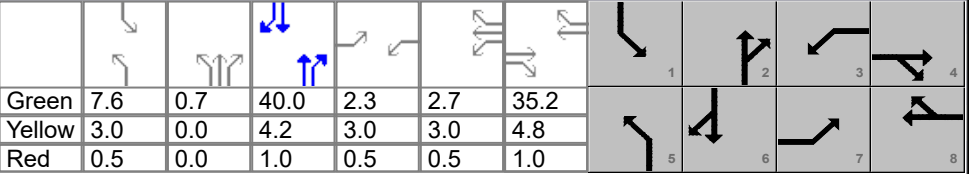
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information																
Agency						Duration, h		0.250														
Analyst				Analysis Date		5/26/2021		Area Type		Other												
Jurisdiction				Time Period				PHF		1.00												
Urban Street		Carlisle Blvd		Analysis Year		2022 Background		Analysis Period		4> 16:30												
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Background Menaul & Carlisle.xus																
Project Description		2022 Background PM Peak Hour																				
Demand Information						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Demand (v), veh/h						108	572	196	312	764	320	184	760	260	260	1004	112					
Signal Information																						
Cycle, s	120.0	Reference Phase	2																			
Offset, s	0	Reference Point	Begin																			
Uncoordinated	No	Simult. Gap E/W	On	Green	8.4													2.6	38.3	5.6	3.7	39.9
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0													0.0	4.2	3.0	3.0	4.8
						Red	0.5	0.0	1.0	0.5	0.5	1.0										
Timer Results						EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT		
Assigned Phase						7		4		3		8		5		2		1		6		
Case Number						2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0		
Phase Duration, s						9.1		45.7		16.3		52.9		11.9		43.5		14.5		46.1		
Change Period, (Y+R c), s						3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2		
Max Allow Headway (MAH), s						2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0		
Queue Clearance Time (g s), s						5.7		15.3		12.6		20.2		8.3				10.9				
Green Extension Time (g e), s						0.1		13.4		0.2		14.1		0.2		0.0		0.2		0.0		
Phase Call Probability						0.97		1.00		1.00		1.00		1.00				1.00				
Max Out Probability						0.00		0.42		0.74		0.38		0.00				0.07				
Movement Group Results						EB			WB			NB			SB							
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R					
Assigned Movement						7	4	14	3	8	18	5	2	12	1	6	16					
Adjusted Flow Rate (v), veh/h						108	518	234	312	738	320	184	692	307	260	750	357					
Adjusted Saturation Flow Rate (s), veh/h/ln						1730	1870	1643	1730	1870	1605	1730	1870	1641	1730	1870	1778					
Queue Service Time (g s), s						3.7	12.9	13.3	10.6	17.9	18.2	6.3	18.5	18.8	8.9	19.8	19.9					
Cycle Queue Clearance Time (g c), s						3.7	12.9	13.3	10.6	17.9	18.2	6.3	18.5	18.8	8.9	19.8	19.9					
Green Ratio (g/C)						0.05	0.33	0.33	0.11	0.39	0.39	0.07	0.32	0.32	0.09	0.34	0.34					
Capacity (c), veh/h						162	1244	546	369	1468	630	243	1193	523	318	1275	606					
Volume-to-Capacity Ratio (X)						0.668	0.416	0.429	0.846	0.503	0.508	0.759	0.580	0.587	0.816	0.588	0.590					
Back of Queue (Q), ft/ln (95 th percentile)						74.9	252.1	237	223.8	325.4	295.4	126.7	342.6	319.2	185.5	360.1	352.8					
Back of Queue (Q), veh/ln (95 th percentile)						2.9	9.9	9.5	8.8	12.8	11.8	5.0	13.5	12.8	7.3	14.2	14.1					
Queue Storage Ratio (RQ) (95 th percentile)						0.30	0.00	0.00	0.90	0.00	0.00	0.42	0.00	0.00	0.74	0.00	0.00					
Uniform Delay (d 1), s/veh						56.3	31.0	31.2	52.6	27.6	27.7	54.8	34.2	34.3	53.5	32.6	32.6					
Incremental Delay (d 2), s/veh						1.8	1.0	2.4	10.3	1.2	2.9	1.8	2.1	4.8	5.4	2.0	4.2					
Initial Queue Delay (d 3), s/veh						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Control Delay (d), s/veh						58.0	32.1	33.6	63.0	28.8	30.6	56.6	36.2	39.0	58.9	34.6	36.8					
Level of Service (LOS)						E	C	C	E	C	C	E	D	D	E	C	D					
Approach Delay, s/veh / LOS						35.7		D		37.0		D		40.1		D		39.8		D		
Intersection Delay, s/veh / LOS						38.4						D										
Multimodal Results						EB			WB			NB			SB							
Pedestrian LOS Score / LOS						2.74		C		2.72		C		2.75		C		2.74		C		
Bicycle LOS Score / LOS						0.96		A		1.24		A		1.14		A		1.24		A		

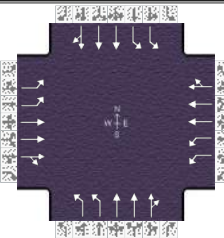
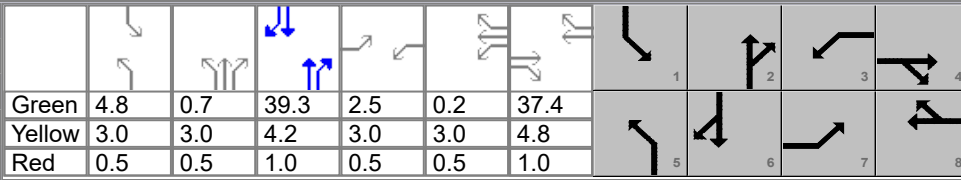
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		0.250								
Analyst				Analysis Date		5/26/2021		Area Type		Other						
Jurisdiction				Time Period				PHF		1.00						
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 7:45						
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Full Build-Out Manual & Carlisle.xus										
Project Description		2022 Full Build-Out AM Peak Hour														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				96	484	168	208	612	204	168	916	232	168	756	100	
Signal Information																
Cycle, s	110.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On		Green	7.3	41.0	4.8	0.3	35.1	0.0					
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	4.2	3.0	3.0	4.8	0.0					
				Red	0.5	1.0	0.5	0.5	1.0	0.0						
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase				7	4	3	8	5	2	1	6					
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0					
Phase Duration, s				8.3	40.9	12.1	44.7	10.9	46.2	10.8	46.1					
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2					
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0					
Queue Clearance Time (g s), s				5.0	12.4	8.5	14.6	7.2		7.2						
Green Extension Time (g e), s				0.1	9.8	0.1	10.1	0.2	0.0	0.1	0.0					
Phase Call Probability				0.95	1.00	1.00	1.00	0.99		0.99						
Max Out Probability				0.00	0.27	0.03	0.24	0.00		0.00						
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				96	438	200	208	551	248	168	777	352	168	574	274	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1643	1730	1870	1647	1730	1870	1687	1730	1870	1764	
Queue Service Time (g s), s				3.0	9.9	10.4	6.5	12.3	12.6	5.2	18.1	18.2	5.2	12.5	12.7	
Cycle Queue Clearance Time (g c), s				3.0	9.9	10.4	6.5	12.3	12.6	5.2	18.1	18.2	5.2	12.5	12.7	
Green Ratio (g/C)				0.04	0.32	0.32	0.08	0.35	0.35	0.07	0.37	0.37	0.07	0.37	0.37	
Capacity (c), veh/h				151	1193	524	271	1323	583	233	1393	628	231	1391	656	
Volume-to-Capacity Ratio (X)				0.636	0.367	0.382	0.767	0.416	0.427	0.722	0.558	0.561	0.728	0.413	0.417	
Back of Queue (Q), ft/ln (95 th percentile)				60.5	203.9	193.9	129.6	239.2	224.9	104.9	327.2	308.7	104.9	241.9	235.7	
Back of Queue (Q), veh/ln (95 th percentile)				2.4	8.0	7.8	5.1	9.4	9.0	4.1	12.9	12.3	4.1	9.5	9.4	
Queue Storage Ratio (RQ) (95 th percentile)				0.24	0.00	0.00	0.52	0.00	0.00	0.35	0.00	0.00	0.42	0.00	0.00	
Uniform Delay (d 1), s/veh				51.7	28.9	29.1	49.7	26.9	27.1	50.3	27.3	27.4	50.4	25.6	25.7	
Incremental Delay (d 2), s/veh				1.7	0.9	2.1	1.7	1.0	2.3	1.6	1.6	3.6	1.6	0.9	1.9	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				53.4	29.8	31.2	51.4	27.9	29.3	51.9	29.0	31.0	52.0	26.5	27.6	
Level of Service (LOS)				D	C	C	D	C	C	D	C	C	D	C	C	
Approach Delay, s/veh / LOS				33.2	C		33.1	C		32.5	C		31.0	C		
Intersection Delay, s/veh / LOS				32.4						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.74	C		2.72	C		2.73	C		2.73	C		
Bicycle LOS Score / LOS				0.89	A		1.04	A		1.20	A		1.05	A		

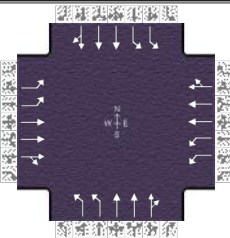
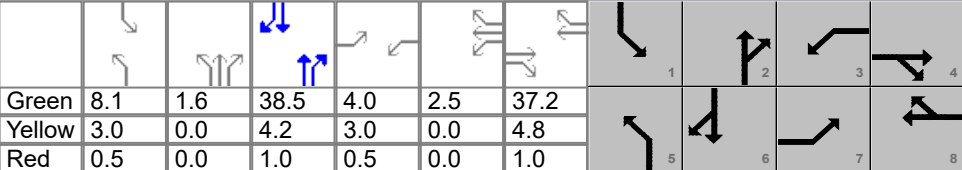
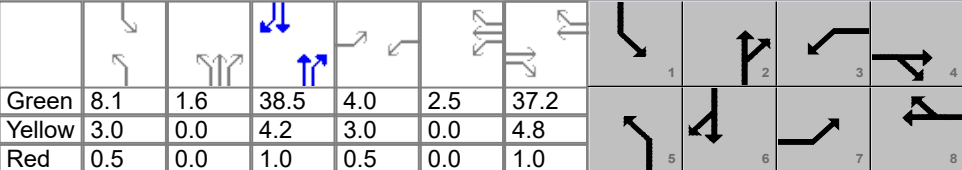
HCS7 Signalized Intersection Results Summary

General Information					Intersection Information														
Agency					Duration, h		0.250												
Analyst					Analysis Date		5/26/2021												
Jurisdiction					Time Period														
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period						2> 8:00					
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Full Build-Out Manual & Carlisle.xus													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				40	380	148	204	500	160	196	844	200	176	640	64				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	7.6	0.7	40.0	2.3	2.7	35.2									
				Yellow	3.0	0.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.0	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				5.8		41.0		12.0		47.2		11.8		45.9		11.1		45.2	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				3.3		10.3		8.4		11.6		8.1				7.5			
Green Extension Time (g e), s				0.0		8.0		0.1		8.4		0.2		0.0		0.1		0.0	
Phase Call Probability				0.71		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.12		0.03		0.07		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				40	354	162	204	444	203	196	705	322	176	471	228				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1625	1730	1870	1655	1730	1870	1697	1730	1870	1787				
Queue Service Time (g s), s				1.3	7.8	8.3	6.4	9.2	9.6	6.1	16.1	16.2	5.5	10.1	10.2				
Cycle Queue Clearance Time (g c), s				1.3	7.8	8.3	6.4	9.2	9.6	6.1	16.1	16.2	5.5	10.1	10.2				
Green Ratio (g/C)				0.02	0.32	0.32	0.08	0.38	0.38	0.08	0.37	0.37	0.07	0.36	0.36				
Capacity (c), veh/h				73	1197	520	267	1407	623	262	1384	628	239	1360	650				
Volume-to-Capacity Ratio (X)				0.550	0.295	0.312	0.764	0.315	0.327	0.749	0.509	0.513	0.736	0.347	0.351				
Back of Queue (Q), ft/ln (95 th percentile)				25.9	162.4	153.6	127.3	188.9	177.5	122	297.2	281.8	109.8	203.9	200.9				
Back of Queue (Q), veh/ln (95 th percentile)				1.0	6.4	6.1	5.0	7.4	7.1	4.8	11.7	11.3	4.3	8.0	8.0				
Queue Storage Ratio (RQ) (95 th percentile)				0.10	0.00	0.00	0.51	0.00	0.00	0.41	0.00	0.00	0.44	0.00	0.00				
Uniform Delay (d 1), s/veh				53.3	28.1	28.3	49.8	24.3	24.4	49.8	26.9	26.9	50.2	25.5	25.5				
Incremental Delay (d 2), s/veh				2.4	0.6	1.6	1.7	0.6	1.4	1.6	1.3	3.0	1.7	0.7	1.5				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				55.7	28.7	29.8	51.5	24.9	25.8	51.4	28.2	29.9	51.9	26.2	27.0				
Level of Service (LOS)				E	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				31.0		C		31.5		C		32.4		C		31.6		C	
Intersection Delay, s/veh / LOS				31.7						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.74		C		2.71		C		2.72		C		2.72		C	
Bicycle LOS Score / LOS				0.79		A		0.96		A		1.16		A		0.97		A	

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 8:15									
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Full Build-Out Manual & Carlisle.xus													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				44	384	144	136	484	148	216	608	156	96	596	52				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	4.8	0.7	39.3	2.5	0.2	37.4									
				Yellow	3.0	3.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.5	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				6.0		43.2		9.8		47.0		12.5		48.7		8.3		44.5	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				3.4		10.0		6.2		11.2		8.7				5.0			
Green Extension Time (g e), s				0.0		8.0		0.1		8.2		0.3		0.0		0.1		0.0	
Phase Call Probability				0.74		1.00		0.98		1.00		1.00				0.95			
Max Out Probability				0.00		0.09		0.00		0.06		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				44	353	163	136	424	196	216	514	237	96	433	211				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1632	1730	1870	1662	1730	1870	1687	1730	1870	1797				
Queue Service Time (g s), s				1.4	7.6	8.0	4.2	8.8	9.2	6.7	10.6	10.9	3.0	9.3	9.4				
Cycle Queue Clearance Time (g c), s				1.4	7.6	8.0	4.2	8.8	9.2	6.7	10.6	10.9	3.0	9.3	9.4				
Green Ratio (g/C)				0.02	0.34	0.34	0.06	0.37	0.37	0.08	0.40	0.40	0.04	0.36	0.36				
Capacity (c), veh/h				79	1273	556	197	1400	622	282	1479	667	151	1337	642				
Volume-to-Capacity Ratio (X)				0.555	0.277	0.293	0.692	0.303	0.315	0.765	0.347	0.356	0.635	0.324	0.328				
Back of Queue (Q), ft/ln (95 th percentile)				28.4	156.5	148.1	85.2	180.1	170.3	134.3	210.2	200.1	60.5	190.4	188.5				
Back of Queue (Q), veh/ln (95 th percentile)				1.1	6.2	5.9	3.4	7.1	6.8	5.3	8.3	8.0	2.4	7.5	7.5				
Queue Storage Ratio (RQ) (95 th percentile)				0.11	0.00	0.00	0.34	0.00	0.00	0.45	0.00	0.00	0.24	0.00	0.00				
Uniform Delay (d 1), s/veh				53.2	26.4	26.6	50.9	24.3	24.4	49.5	23.3	23.4	51.7	25.7	25.7				
Incremental Delay (d 2), s/veh				2.2	0.5	1.3	1.6	0.6	1.3	1.6	0.6	1.5	1.6	0.6	1.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				55.4	27.0	27.9	52.6	24.8	25.7	51.1	24.0	24.9	53.4	26.3	27.1				
Level of Service (LOS)				E	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				29.5		C		30.1		C		30.2		C		30.0		C	
Intersection Delay, s/veh / LOS				30.0						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.73		C		2.71		C		2.72		C		2.73		C	
Bicycle LOS Score / LOS				0.80		A		0.90		A		1.02		A		0.89		A	

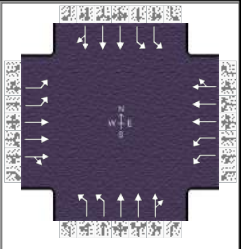
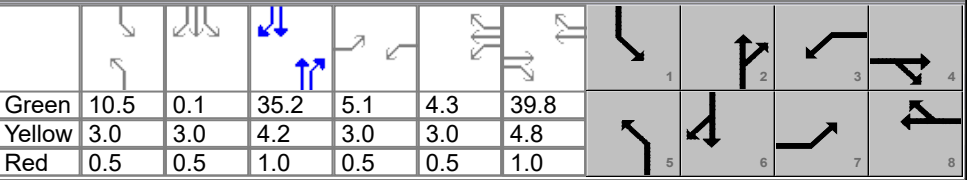
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 8:30									
Intersection		Manual Blvd & Carlisle...		File Name		2022 AM Full Build-Out Manual & Carlisle.xus													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				76	416	192	144	416	168	240	720	152	192	592	68				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	8.1	1.6	38.5	4.0	2.5	37.2									
				Yellow	3.0	0.0	4.2	3.0	0.0	4.8									
				Red	0.5	0.0	1.0	0.5	0.0	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				7.5		43.0		10.0		45.5		13.3		45.4		11.6		43.7	
Change Period, (Y+R _c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g _s), s				4.4		11.5		6.5		10.7		9.5				8.0			
Green Extension Time (g _e), s				0.0		8.1		0.1		8.4		0.3		0.0		0.2		0.0	
Phase Call Probability				0.90		1.00		0.99		1.00		1.00				1.00			
Max Out Probability				0.00		0.11		0.00		0.08		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				76	408	184	144	392	178	240	587	272	192	441	213				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1595	1730	1870	1619	1730	1870	1713	1730	1870	1777				
Queue Service Time (g _s), s				2.4	8.9	9.5	4.5	8.2	8.7	7.5	13.0	13.2	6.0	9.6	9.7				
Cycle Queue Clearance Time (g _c), s				2.4	8.9	9.5	4.5	8.2	8.7	7.5	13.0	13.2	6.0	9.6	9.7				
Green Ratio (g/C)				0.04	0.34	0.34	0.06	0.36	0.36	0.09	0.37	0.37	0.07	0.35	0.35				
Capacity (c), veh/h				126	1264	539	205	1350	584	307	1366	626	256	1311	623				
Volume-to-Capacity Ratio (X)				0.605	0.323	0.341	0.702	0.290	0.305	0.782	0.429	0.435	0.751	0.337	0.342				
Back of Queue (Q), ft/ln (95 th percentile)				48.2	184.9	171.6	90.2	169	158.1	149.1	249.6	239.2	119.8	196	192.8				
Back of Queue (Q), veh/ln (95 th percentile)				1.9	7.3	6.9	3.6	6.7	6.3	5.9	9.8	9.6	4.7	7.7	7.7				
Queue Storage Ratio (RQ) (95 th percentile)				0.19	0.00	0.00	0.36	0.00	0.00	0.50	0.00	0.00	0.48	0.00	0.00				
Uniform Delay (d ₁), s/veh				52.2	27.1	27.2	50.8	25.1	25.2	49.1	26.3	26.3	49.9	26.3	26.4				
Incremental Delay (d ₂), s/veh				1.7	0.7	1.7	1.6	0.5	1.3	1.7	1.0	2.2	1.7	0.7	1.5				
Initial Queue Delay (d ₃), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				54.0	27.7	29.0	52.4	25.6	26.6	50.7	27.3	28.5	51.6	27.0	27.9				
Level of Service (LOS)				D	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				31.1		C		31.3		C		32.7		C		32.8		C	
Intersection Delay, s/veh / LOS				32.1						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.73		C		2.72		C		2.73		C		2.73		C	
Bicycle LOS Score / LOS				0.86		A		0.88		A		1.09		A		0.95		A	

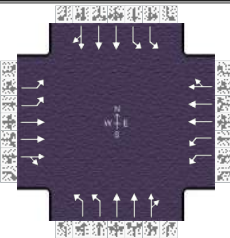
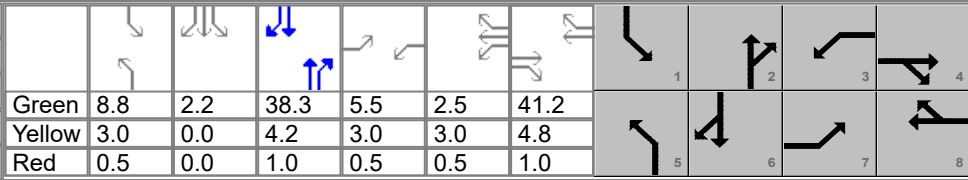
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 15:45					
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Full Build-Out Manual & Carlisle.xus									
Project Description		2022 Full Build-Out PM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				96	564	224	248	620	244	204	816	252	312	932	104
Signal Information															
Cycle, s	120.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	9.1	0.2	36.5	5.1	2.0	42.1					
				Yellow	3.0	3.0	4.2	3.0	3.0	4.8					
				Red	0.5	0.5	1.0	0.5	0.5	1.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s				8.6	47.9	14.1	53.4	12.6	41.7	16.3	45.4				
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s				5.3	15.4	10.4	15.8	8.9		12.6					
Green Extension Time (g e), s				0.1	12.2	0.2	13.1	0.2	0.0	0.2	0.0				
Phase Call Probability				0.96	1.00	1.00	1.00	1.00		1.00					
Max Out Probability				0.00	0.29	0.04	0.21	0.00		0.74					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				96	533	237	248	585	259	204	724	323	312	695	332
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1618	1730	1870	1619	1730	1870	1657	1730	1870	1779
Queue Service Time (g s), s				3.3	12.9	13.4	8.4	13.4	13.8	6.9	20.0	20.3	10.6	18.2	18.3
Cycle Queue Clearance Time (g c), s				3.3	12.9	13.4	8.4	13.4	13.8	6.9	20.0	20.3	10.6	18.2	18.3
Green Ratio (g/C)				0.04	0.35	0.35	0.09	0.40	0.40	0.08	0.30	0.30	0.11	0.33	0.33
Capacity (c), veh/h				148	1311	567	307	1483	642	263	1138	504	369	1253	596
Volume-to-Capacity Ratio (X)				0.649	0.406	0.419	0.809	0.394	0.404	0.776	0.636	0.642	0.846	0.555	0.557
Back of Queue (Q), ft/ln (95 th percentile)				66.7	251.9	234.2	174.8	256.4	236.6	140.3	367.5	345.8	223.6	335.6	328.8
Back of Queue (Q), veh/ln (95 th percentile)				2.6	9.9	9.4	6.9	10.1	9.5	5.5	14.5	13.8	8.8	13.2	13.2
Queue Storage Ratio (RQ) (95 th percentile)				0.27	0.00	0.00	0.70	0.00	0.00	0.47	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d 1), s/veh				56.5	29.5	29.7	53.7	25.9	26.0	54.4	36.0	36.1	52.6	32.6	32.6
Incremental Delay (d 2), s/veh				1.8	0.9	2.3	4.3	0.8	1.9	1.9	2.7	6.2	10.3	1.8	3.7
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				58.3	30.4	31.9	58.0	26.7	27.9	56.3	38.7	42.3	63.0	34.4	36.4
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	C	D
Approach Delay, s/veh / LOS				33.9	C		34.1	C		42.5	D		41.5	D	
Intersection Delay, s/veh / LOS				38.6						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.74	C		2.72	C		2.75	C		2.74	C	
Bicycle LOS Score / LOS				0.96	A		1.09	A		1.18	A		1.22	A	

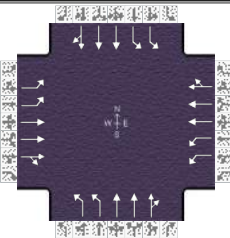
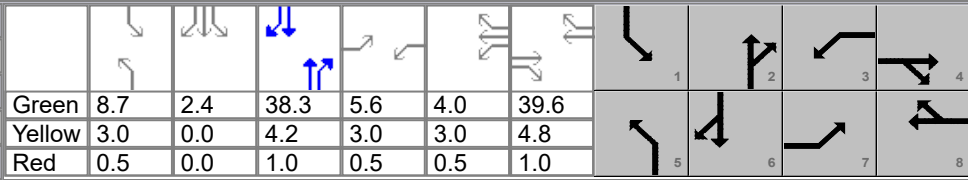
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		2> 16:00									
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Full Build-Out Manual & Carlisle.xus													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				96	728	228	316	752	356	244	788	244	352	832	84				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
				Green	10.5	0.1	35.2	5.1	4.3	39.8									
				Yellow	3.0	3.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.5	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				8.6		45.6		16.4		53.4		14.0		40.4		17.6		44.0	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				5.3		19.1		12.8		20.8		10.3				14.0			
Green Extension Time (g e), s				0.1		13.4		0.2		15.8		0.2		0.0		0.1		0.0	
Phase Call Probability				0.96		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.59		0.87		0.48		0.03				1.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				96	647	290	316	752	327	244	699	313	352	614	295				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1656	1730	1870	1585	1730	1870	1657	1730	1870	1786				
Queue Service Time (g s), s				3.3	16.8	17.1	10.8	18.2	18.8	8.3	19.5	19.8	12.0	15.9	16.1				
Cycle Queue Clearance Time (g c), s				3.3	16.8	17.1	10.8	18.2	18.8	8.3	19.5	19.8	12.0	15.9	16.1				
Green Ratio (g/C)				0.04	0.33	0.33	0.11	0.40	0.40	0.09	0.29	0.29	0.12	0.32	0.32				
Capacity (c), veh/h				148	1240	549	373	1483	628	303	1097	486	407	1210	578				
Volume-to-Capacity Ratio (X)				0.649	0.522	0.529	0.848	0.507	0.520	0.806	0.637	0.644	0.865	0.508	0.511				
Back of Queue (Q), ft/ln (95 th percentile)				66.7	313.4	293.5	226.6	329.7	301.3	171.4	360.9	340.5	252.6	301	296				
Back of Queue (Q), veh/ln (95 th percentile)				2.6	12.3	11.7	8.9	13.0	12.1	6.7	14.2	13.6	9.9	11.9	11.8				
Queue Storage Ratio (RQ) (95 th percentile)				0.27	0.00	0.00	0.91	0.00	0.00	0.57	0.00	0.00	1.01	0.00	0.00				
Uniform Delay (d 1), s/veh				56.5	32.4	32.5	52.6	27.4	27.5	53.8	36.9	37.0	52.0	32.9	32.9				
Incremental Delay (d 2), s/veh				1.8	1.6	3.6	10.7	1.2	3.1	3.9	2.8	6.4	14.0	1.5	3.2				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				58.3	34.0	36.2	63.3	28.6	30.6	57.7	39.7	43.4	66.1	34.4	36.1				
Level of Service (LOS)				E	C	D	E	C	C	E	D	D	E	C	D				
Approach Delay, s/veh / LOS				36.9		D		36.9		D		44.1		D		43.6		D	
Intersection Delay, s/veh / LOS				40.4						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.74		C		2.72		C		2.76		C		2.74		C	
Bicycle LOS Score / LOS				1.06		A		1.25		A		1.18		A		1.18		A	

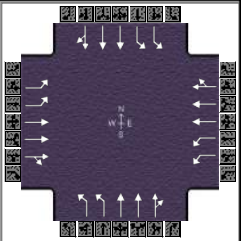
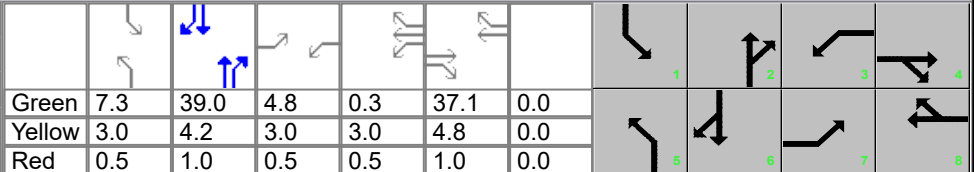
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information									
Agency						Duration, h		0.250							
Analyst				Analysis Date		5/26/2021		Area Type		Other					
Jurisdiction				Time Period				PHF		1.00					
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 16:15					
Intersection		Manual Blvd & Carlisle...		File Name		2022 PM Full Build-Out Manual & Carlisle.xus									
Project Description		2022 Full Build-Out PM Peak Hour													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				104	488	216	272	588	328	196	824	300	260	964	84
Signal Information															
Cycle, s	120.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On		Green	8.8	2.2	38.3	5.5	2.5	41.2				
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	0.0	4.2	3.0	3.0	4.8				
				Red	0.5	0.0	1.0	0.5	0.5	1.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				7	4	3	8	5	2	1	6				
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0				
Phase Duration, s				9.0	47.0	15.0	53.0	12.3	43.5	14.5	45.7				
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2				
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0				
Queue Clearance Time (g s), s				5.6	14.0	11.3	19.1	8.7		10.9					
Green Extension Time (g e), s				0.1	12.0	0.2	12.2	0.2	0.0	0.2	0.0				
Phase Call Probability				0.97	1.00	1.00	1.00	1.00		1.00					
Max Out Probability				0.00	0.26	0.13	0.25	0.00		0.07					
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h				104	474	212	272	588	301	196	764	335	260	702	339
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1601	1730	1870	1585	1730	1870	1630	1730	1870	1797
Queue Service Time (g s), s				3.6	11.4	12.0	9.3	13.6	17.1	6.7	21.0	21.2	8.9	18.4	18.5
Cycle Queue Clearance Time (g c), s				3.6	11.4	12.0	9.3	13.6	17.1	6.7	21.0	21.2	8.9	18.4	18.5
Green Ratio (g/C)				0.05	0.34	0.34	0.10	0.39	0.39	0.07	0.32	0.32	0.09	0.34	0.34
Capacity (c), veh/h				157	1286	550	330	1473	624	255	1193	520	318	1261	606
Volume-to-Capacity Ratio (X)				0.662	0.369	0.385	0.824	0.399	0.482	0.770	0.640	0.645	0.816	0.557	0.559
Back of Queue (Q), ft/ln (95 th percentile)				72.2	228.7	212.7	195.4	258.7	277.4	134.9	380.8	352.7	185.5	338.2	333.3
Back of Queue (Q), veh/ln (95 th percentile)				2.8	9.0	8.5	7.7	10.2	11.1	5.3	15.0	14.1	7.3	13.3	13.3
Queue Storage Ratio (RQ) (95 th percentile)				0.29	0.00	0.00	0.78	0.00	0.00	0.45	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d 1), s/veh				56.4	29.6	29.8	53.3	26.2	27.2	54.6	35.0	35.1	53.5	32.4	32.5
Incremental Delay (d 2), s/veh				1.8	0.8	2.0	6.6	0.8	2.7	1.9	2.6	6.1	5.4	1.8	3.7
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh				58.1	30.4	31.8	59.9	27.0	29.9	56.4	37.6	41.1	58.9	34.2	36.2
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	C	D
Approach Delay, s/veh / LOS				34.4	C		35.4	D		41.4	D		39.7	D	
Intersection Delay, s/veh / LOS				38.2						D					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.75	C		2.72	C		2.75	C		2.74	C	
Bicycle LOS Score / LOS				0.92	A		1.13	A		1.20	A		1.20	A	

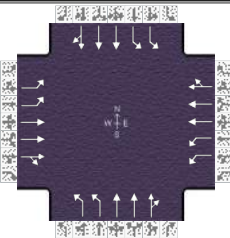
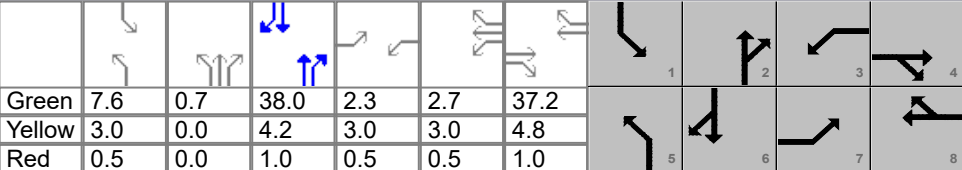
HCS7 Signalized Intersection Results Summary

General Information					Intersection Information												
Agency					Duration, h		0.250										
Analyst					Analysis Date		5/26/2021										
Jurisdiction					Area Type		Other										
Urban Street		Carlisle Blvd		Time Period		PHF			1.00								
Intersection		Manual Blvd & Carlisle...		Analysis Year		2022 Full Build-Out		Analysis Period		4> 16:30							
Project Description		Menual Blvd & Carlisle...		File Name		2022 PM Full Build-Out Menual & Carlisle.xus											
		2022 Full Build-Out PM Peak Hour															
Demand Information				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Demand (v), veh/h				108	572	200	320	764	320	192	784	264	260	1024	112		
Signal Information																	
Cycle, s	120.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On		Green	8.7	2.4	38.3	5.6	4.0	39.6						
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	0.0	4.2	3.0	3.0	4.8						
				Red	0.5	0.0	1.0	0.5	0.5	1.0							
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT						
Assigned Phase				7	4	3	8	5	2	1	6						
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0						
Phase Duration, s				9.1	45.4	16.6	52.9	12.2	43.5	14.5	45.8						
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2						
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0						
Queue Clearance Time (g s), s				5.7	15.4	12.9	20.2	8.5		10.9							
Green Extension Time (g e), s				0.1	13.3	0.2	14.1	0.2	0.0	0.2	0.0						
Phase Call Probability				0.97	1.00	1.00	1.00	1.00		1.00							
Max Out Probability				0.00	0.43	1.00	0.38	0.00		0.07							
Movement Group Results				EB			WB			NB			SB				
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16		
Adjusted Flow Rate (v), veh/h				108	520	235	320	738	320	192	710	316	260	763	364		
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1640	1730	1870	1605	1730	1870	1643	1730	1870	1780		
Queue Service Time (g s), s				3.7	13.0	13.4	10.9	17.9	18.2	6.5	19.2	19.4	8.9	20.3	20.4		
Cycle Queue Clearance Time (g c), s				3.7	13.0	13.4	10.9	17.9	18.2	6.5	19.2	19.4	8.9	20.3	20.4		
Green Ratio (g/C)				0.05	0.33	0.33	0.11	0.39	0.39	0.07	0.32	0.32	0.09	0.34	0.34		
Capacity (c), veh/h				162	1235	542	377	1468	630	251	1193	524	318	1266	602		
Volume-to-Capacity Ratio (X)				0.668	0.421	0.433	0.850	0.503	0.508	0.766	0.596	0.602	0.816	0.603	0.604		
Back of Queue (Q), ft/ln (95 th percentile)				74.9	253.8	238.5	229.4	325.4	295.4	132.2	352.2	328.4	185.5	368	361		
Back of Queue (Q), veh/ln (95 th percentile)				2.9	10.0	9.5	9.0	12.8	11.8	5.2	13.9	13.1	7.3	14.5	14.4		
Queue Storage Ratio (RQ) (95 th percentile)				0.30	0.00	0.00	0.92	0.00	0.00	0.44	0.00	0.00	0.74	0.00	0.00		
Uniform Delay (d 1), s/veh				56.3	31.3	31.4	52.5	27.6	27.7	54.7	34.4	34.5	53.5	33.0	33.0		
Incremental Delay (d 2), s/veh				1.8	1.1	2.5	11.1	1.2	2.9	1.8	2.2	5.1	5.4	2.1	4.5		
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Control Delay (d), s/veh				58.0	32.3	33.9	63.6	28.8	30.6	56.5	36.6	39.5	58.9	35.1	37.5		
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	D	D		
Approach Delay, s/veh / LOS				36.0		D		37.3		D		40.5		D			
Intersection Delay, s/veh / LOS				38.7						D							
Multimodal Results				EB			WB			NB			SB				
Pedestrian LOS Score / LOS				2.75		C		2.72		C		2.75		C			
Bicycle LOS Score / LOS				0.96		A		1.25		A		1.16		A			

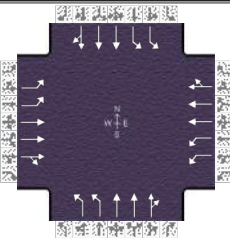
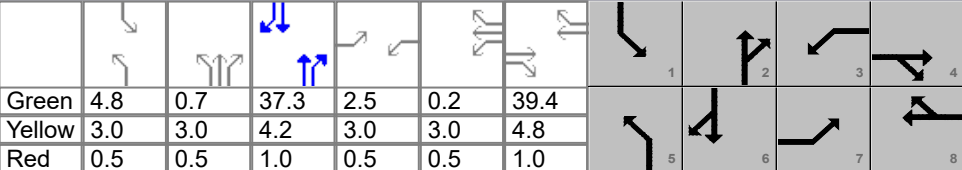
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 7:45									
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 AM Full Build-Out Manual & Carlis...													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				96	484	168	208	612	204	168	916	232	168	756	100				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	7.3	39.0	4.8	0.3	37.1	0.0									
				Yellow	3.0	4.2	3.0	3.0	4.8	0.0									
				Red	0.5	1.0	0.5	0.5	1.0	0.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				8.3		42.9		12.1		46.7		10.9		44.2		10.8		44.1	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				5.0		12.1		8.5		14.3		7.2				7.2			
Green Extension Time (g e), s				0.1		10.3		0.1		10.5		0.2		0.0		0.1		0.0	
Phase Call Probability				0.95		1.00		1.00		1.00		0.99				0.99			
Max Out Probability				0.00		0.23		0.03		0.21		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				96	438	200	208	551	248	168	777	352	168	574	274				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1643	1730	1870	1647	1730	1870	1687	1730	1870	1764				
Queue Service Time (g s), s				3.0	9.7	10.1	6.5	11.9	12.3	5.2	18.6	18.7	5.2	12.9	13.1				
Cycle Queue Clearance Time (g c), s				3.0	9.7	10.1	6.5	11.9	12.3	5.2	18.6	18.7	5.2	12.9	13.1				
Green Ratio (g/C)				0.04	0.34	0.34	0.08	0.37	0.37	0.07	0.35	0.35	0.07	0.35	0.35				
Capacity (c), veh/h				151	1261	554	271	1390	612	233	1325	597	231	1323	624				
Volume-to-Capacity Ratio (X)				0.635	0.347	0.361	0.767	0.396	0.406	0.722	0.586	0.589	0.728	0.434	0.439				
Back of Queue (Q), ft/ln (95 th percentile)				60.5	198.6	188.4	129.6	232.7	218.5	104.9	337.6	319.3	104.9	248.7	242.6				
Back of Queue (Q), veh/ln (95 th percentile)				2.4	7.8	7.5	5.1	9.2	8.7	4.1	13.3	12.8	4.1	9.8	9.7				
Queue Storage Ratio (RQ) (95 th percentile)				0.24	0.00	0.00	0.52	0.00	0.00	0.35	0.00	0.00	0.42	0.00	0.00				
Uniform Delay (d 1), s/veh				51.7	27.4	27.5	49.7	25.5	25.6	50.3	29.0	29.0	50.4	27.1	27.2				
Incremental Delay (d 2), s/veh				1.6	0.8	1.8	1.7	0.8	2.0	1.6	1.9	4.2	1.6	1.0	2.2				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				53.4	28.1	29.4	51.4	26.3	27.6	51.9	30.9	33.2	52.0	28.2	29.4				
Level of Service (LOS)				D	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				31.8		C		31.8		C		34.2		C		32.5		C	
Intersection Delay, s/veh / LOS				32.7						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.74		C		2.72		C		2.73		C		2.73		C	
Bicycle LOS Score / LOS				0.89		A		1.04		A		1.20		A		1.05		A	

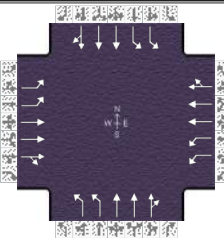
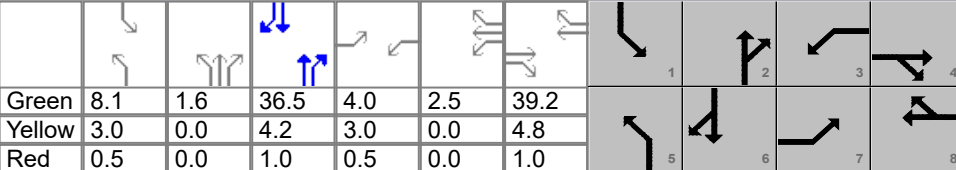
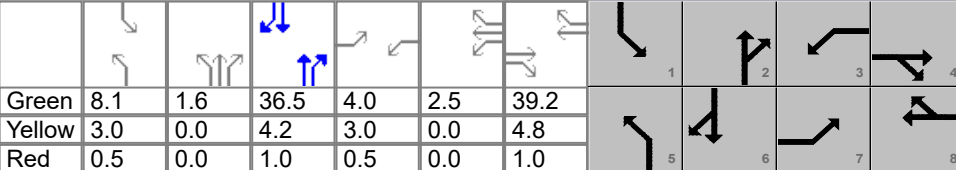
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		2> 8:00									
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 AM Full Build-Out Manual & Carlis...													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				40	380	148	204	500	160	196	844	200	176	640	64				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	7.6	0.7	38.0	2.3	2.7	37.2									
				Yellow	3.0	0.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.0	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				5.8		43.0		12.0		49.2		11.8		43.9		11.1		43.2	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				3.3		10.1		8.4		11.3		8.1				7.5			
Green Extension Time (g e), s				0.0		8.2		0.1		8.6		0.2		0.0		0.1		0.0	
Phase Call Probability				0.71		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.10		0.03		0.06		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				40	354	162	204	444	203	196	705	322	176	471	228				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1625	1730	1870	1655	1730	1870	1697	1730	1870	1787				
Queue Service Time (g s), s				1.3	7.6	8.1	6.4	9.0	9.3	6.1	16.5	16.7	5.5	10.4	10.5				
Cycle Queue Clearance Time (g c), s				1.3	7.6	8.1	6.4	9.0	9.3	6.1	16.5	16.7	5.5	10.4	10.5				
Green Ratio (g/C)				0.02	0.34	0.34	0.08	0.39	0.39	0.08	0.35	0.35	0.07	0.35	0.35				
Capacity (c), veh/h				73	1265	550	267	1475	653	262	1316	597	239	1292	617				
Volume-to-Capacity Ratio (X)				0.549	0.279	0.296	0.764	0.301	0.312	0.749	0.535	0.540	0.736	0.365	0.369				
Back of Queue (Q), ft/ln (95 th percentile)				25.9	157.1	148.3	127.3	182	170.9	122	305.9	291	109.8	209.6	206.5				
Back of Queue (Q), veh/ln (95 th percentile)				1.0	6.2	5.9	5.0	7.2	6.8	4.8	12.0	11.6	4.3	8.3	8.3				
Queue Storage Ratio (RQ) (95 th percentile)				0.10	0.00	0.00	0.51	0.00	0.00	0.41	0.00	0.00	0.44	0.00	0.00				
Uniform Delay (d 1), s/veh				53.3	26.6	26.8	49.8	22.9	23.0	49.8	28.5	28.5	50.2	27.0	27.0				
Incremental Delay (d 2), s/veh				2.4	0.6	1.4	1.7	0.5	1.2	1.6	1.6	3.5	1.7	0.8	1.7				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				55.7	27.2	28.1	51.5	23.4	24.2	51.4	30.0	32.0	51.9	27.8	28.7				
Level of Service (LOS)				E	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				29.5		C		30.3		C		34.0		C		32.9		C	
Intersection Delay, s/veh / LOS				32.1						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.73		C		2.71		C		2.73		C		2.73		C	
Bicycle LOS Score / LOS				0.79		A		0.96		A		1.16		A		0.97		A	

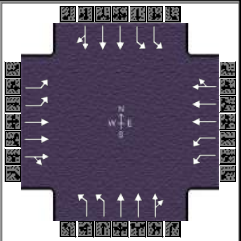
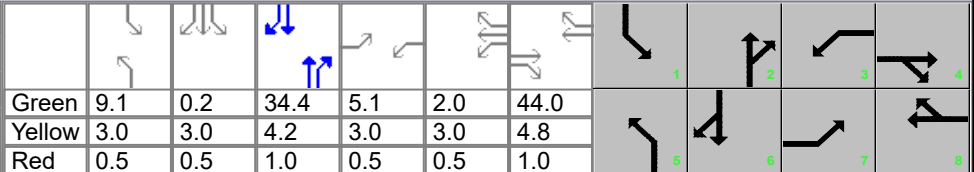
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 8:15									
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 AM Full Build-Out Manual & Carlis...													
Project Description		2022 Full Build-Out AM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				44	384	144	136	484	148	216	608	156	96	596	52				
Signal Information																			
Cycle, s	110.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	4.8	0.7	37.3	2.5	0.2	39.4									
				Yellow	3.0	3.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.5	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				6.0		45.2		9.8		49.0		12.5		46.7		8.3		42.5	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				3.4		9.8		6.2		10.9		8.7				5.0			
Green Extension Time (g e), s				0.0		8.2		0.1		8.3		0.3		0.0		0.1		0.0	
Phase Call Probability				0.74		1.00		0.98		1.00		1.00				0.95			
Max Out Probability				0.00		0.07		0.00		0.05		0.00				0.00			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				44	353	163	136	424	196	216	514	237	96	433	211				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1632	1730	1870	1662	1730	1870	1687	1730	1870	1797				
Queue Service Time (g s), s				1.4	7.4	7.8	4.2	8.5	8.9	6.7	10.9	11.2	3.0	9.5	9.7				
Cycle Queue Clearance Time (g c), s				1.4	7.4	7.8	4.2	8.5	8.9	6.7	10.9	11.2	3.0	9.5	9.7				
Green Ratio (g/C)				0.02	0.36	0.36	0.06	0.39	0.39	0.08	0.38	0.38	0.04	0.34	0.34				
Capacity (c), veh/h				79	1341	585	197	1468	652	282	1411	637	151	1269	610				
Volume-to-Capacity Ratio (X)				0.555	0.263	0.278	0.692	0.289	0.300	0.765	0.364	0.373	0.635	0.341	0.346				
Back of Queue (Q), ft/ln (95 th percentile)				28.4	151	142.7	85.2	173.8	164	134.3	216.3	206.1	60.5	196	193.8				
Back of Queue (Q), veh/ln (95 th percentile)				1.1	5.9	5.7	3.4	6.8	6.6	5.3	8.5	8.2	2.4	7.7	7.8				
Queue Storage Ratio (RQ) (95 th percentile)				0.11	0.00	0.00	0.34	0.00	0.00	0.45	0.00	0.00	0.24	0.00	0.00				
Uniform Delay (d 1), s/veh				53.2	25.0	25.1	50.9	22.9	23.0	49.5	24.7	24.8	51.7	27.2	27.2				
Incremental Delay (d 2), s/veh				2.2	0.5	1.2	1.6	0.5	1.2	1.6	0.7	1.7	1.6	0.7	1.6				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				55.4	25.5	26.3	52.6	23.4	24.2	51.1	25.5	26.5	53.4	27.9	28.7				
Level of Service (LOS)				E	C	C	D	C	C	D	C	C	D	C	C				
Approach Delay, s/veh / LOS				28.1		C		28.8		C		31.4		C		31.4		C	
Intersection Delay, s/veh / LOS				30.2						C									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.73		C		2.71		C		2.72		C		2.73		C	
Bicycle LOS Score / LOS				0.80		A		0.90		A		1.02		A		0.89		A	

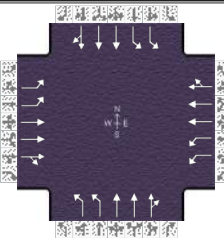
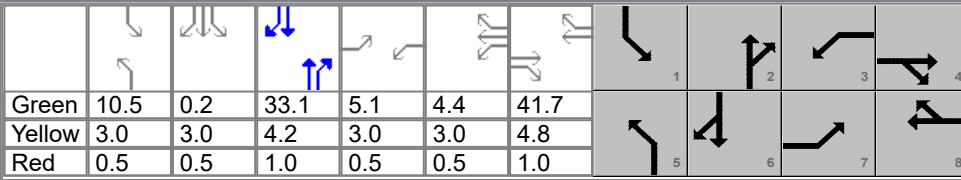
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		0.250								
Analyst				Analysis Date		5/26/2021		Area Type		Other						
Jurisdiction				Time Period				PHF		1.00						
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 8:30						
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 AM Full Build-Out Manual & Carlis...										
Project Description		2022 Full Build-Out AM Peak Hour														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				76	416	192	144	416	168	240	720	152	192	592	68	
Signal Information																
Cycle, s	110.0	Reference Phase	2			Green	8.1	1.6	36.5	4.0	2.5	39.2	1	2	3	4
Offset, s	0	Reference Point	Begin			Yellow	3.0	0.0	4.2	3.0	0.0	4.8	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On			Red	0.5	0.0	1.0	0.5	0.0	1.0				
Force Mode	Fixed	Simult. Gap N/S	On													
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase				7	4	3	8	5	2	1	6					
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0					
Phase Duration, s				7.5	45.0	10.0	47.5	13.3	43.4	11.6	41.7					
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2					
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0					
Queue Clearance Time (g s), s				4.4	11.2	6.5	10.5	9.5		8.0						
Green Extension Time (g e), s				0.1	8.3	0.1	8.6	0.3	0.0	0.2	0.0					
Phase Call Probability				0.90	1.00	0.99	1.00	1.00		1.00						
Max Out Probability				0.00	0.09	0.00	0.06	0.00		0.00						
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				76	408	184	144	392	178	240	587	272	192	441	213	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1595	1730	1870	1619	1730	1870	1713	1730	1870	1777	
Queue Service Time (g s), s				2.4	8.7	9.2	4.5	8.0	8.5	7.5	13.4	13.6	6.0	9.8	10.0	
Cycle Queue Clearance Time (g c), s				2.4	8.7	9.2	4.5	8.0	8.5	7.5	13.4	13.6	6.0	9.8	10.0	
Green Ratio (g/C)				0.04	0.36	0.36	0.06	0.38	0.38	0.09	0.35	0.35	0.07	0.33	0.33	
Capacity (c), veh/h				126	1332	568	205	1418	614	307	1298	595	256	1243	590	
Volume-to-Capacity Ratio (X)				0.604	0.307	0.323	0.702	0.276	0.291	0.782	0.452	0.458	0.751	0.355	0.360	
Back of Queue (Q), ft/ln (95 th percentile)				48.1	178.8	165.4	90.2	163	152.3	149.1	256.5	246.3	119.8	201.4	198.1	
Back of Queue (Q), veh/ln (95 th percentile)				1.9	7.0	6.6	3.6	6.4	6.1	5.9	10.1	9.9	4.7	7.9	7.9	
Queue Storage Ratio (RQ) (95 th percentile)				0.19	0.00	0.00	0.36	0.00	0.00	0.50	0.00	0.00	0.48	0.00	0.00	
Uniform Delay (d 1), s/veh				52.2	25.6	25.8	50.8	23.7	23.8	49.1	27.8	27.9	49.9	27.8	27.9	
Incremental Delay (d 2), s/veh				1.7	0.6	1.5	1.6	0.5	1.2	1.7	1.1	2.5	1.7	0.8	1.7	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				53.9	26.2	27.3	52.4	24.2	25.0	50.7	28.9	30.4	51.6	28.6	29.6	
Level of Service (LOS)				D	C	C	D	C	C	D	C	C	D	C	C	
Approach Delay, s/veh / LOS				29.6	C		30.1	C		34.1	C		34.1	C		
Intersection Delay, s/veh / LOS				32.3						C						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.73	C		2.71	C		2.73	C		2.73	C		
Bicycle LOS Score / LOS				0.86	A		0.88	A		1.09	A		0.95	A		

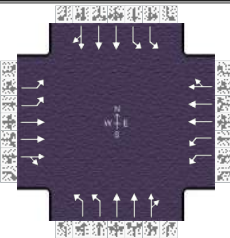
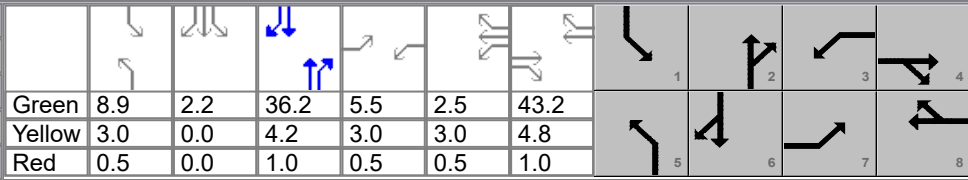
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		1> 15:45									
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 PM Full Build-Out Manual & Carlis...													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				96	564	224	248	620	244	204	816	252	312	932	104				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	9.1	0.2	34.4	5.1	2.0	44.0									
				Yellow	3.0	3.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.5	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				8.6		49.8		14.2		55.4		12.6		39.6		16.4		43.4	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				5.3		15.1		10.4		15.4		8.9				12.6			
Green Extension Time (g e), s				0.1		12.6		0.2		13.5		0.2		0.0		0.3		0.0	
Phase Call Probability				0.96		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.25		0.00		0.19		0.00				0.07			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				96	533	237	248	585	259	204	724	323	312	695	332				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1618	1730	1870	1619	1730	1870	1657	1730	1870	1779				
Queue Service Time (g s), s				3.3	12.6	13.1	8.4	13.1	13.4	6.9	20.5	20.8	10.6	18.7	18.8				
Cycle Queue Clearance Time (g c), s				3.3	12.6	13.1	8.4	13.1	13.4	6.9	20.5	20.8	10.6	18.7	18.8				
Green Ratio (g/C)				0.04	0.37	0.37	0.09	0.41	0.41	0.08	0.29	0.29	0.11	0.32	0.32				
Capacity (c), veh/h				148	1372	593	308	1545	668	264	1073	475	371	1190	566				
Volume-to-Capacity Ratio (X)				0.647	0.388	0.400	0.806	0.379	0.388	0.774	0.674	0.680	0.840	0.584	0.587				
Back of Queue (Q), ft/ln (95 th percentile)				66.6	245.7	228.2	170.2	249.5	230.2	140.3	378.4	358	217.7	344.7	338.6				
Back of Queue (Q), veh/ln (95 th percentile)				2.6	9.7	9.1	6.7	9.8	9.2	5.5	14.9	14.3	8.6	13.6	13.5				
Queue Storage Ratio (RQ) (95 th percentile)				0.27	0.00	0.00	0.68	0.00	0.00	0.47	0.00	0.00	0.87	0.00	0.00				
Uniform Delay (d 1), s/veh				56.5	28.0	28.2	53.6	24.5	24.6	54.4	37.8	37.9	52.6	34.3	34.3				
Incremental Delay (d 2), s/veh				1.8	0.8	2.0	1.9	0.7	1.7	1.8	3.4	7.7	6.9	2.1	4.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				58.3	28.9	30.2	55.5	25.2	26.3	56.2	41.2	45.6	59.5	36.4	38.7				
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	D	D				
Approach Delay, s/veh / LOS				32.5		C		32.4		C		44.8		D		42.3		D	
Intersection Delay, s/veh / LOS				38.7						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.74		C		2.72		C		2.75		C		2.74		C	
Bicycle LOS Score / LOS				0.96		A		1.09		A		1.18		A		1.22		A	

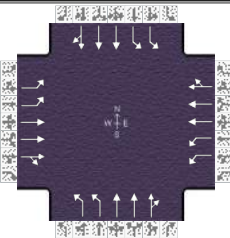
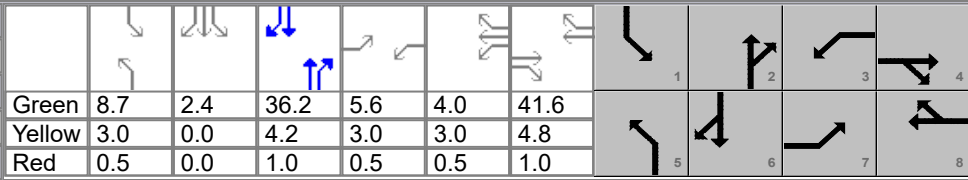
HCS7 Signalized Intersection Results Summary

General Information						Intersection Information										
Agency						Duration, h		0.250								
Analyst				Analysis Date		5/26/2021		Area Type		Other						
Jurisdiction				Time Period				PHF		1.00						
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		2> 16:00						
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 PM Full Build-Out Manual & Carlis...										
Project Description		2022 Full Build-Out PM Peak Hour														
Demand Information				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h				96	728	228	316	752	356	244	788	244	352	832	84	
Signal Information																
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin													
Uncoordinated	No	Simult. Gap E/W	On		Green	10.5	0.2	33.1	5.1	4.4	41.7					
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	3.0	3.0	4.2	3.0	3.0	4.8					
				Red	0.5	0.5	1.0	0.5	0.5	1.0						
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Assigned Phase				7	4	3	8	5	2	1	6					
Case Number				2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0					
Phase Duration, s				8.6	47.5	16.5	55.4	14.0	38.3	17.7	42.0					
Change Period, (Y+R c), s				3.5	5.8	3.5	5.8	3.5	5.2	3.5	5.2					
Max Allow Headway (MAH), s				2.6	5.1	2.6	5.1	2.6	0.0	2.6	0.0					
Queue Clearance Time (g s), s				5.3	18.7	12.8	20.3	10.3		14.0						
Green Extension Time (g e), s				0.1	14.4	0.3	16.7	0.2	0.0	0.2	0.0					
Phase Call Probability				0.96	1.00	1.00	1.00	1.00		1.00						
Max Out Probability				0.00	0.54	0.08	0.44	0.00		0.37						
Movement Group Results				EB			WB			NB			SB			
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h				96	647	290	316	752	327	244	699	313	352	614	295	
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1656	1730	1870	1585	1730	1870	1657	1730	1870	1786	
Queue Service Time (g s), s				3.3	16.4	16.7	10.8	17.7	18.3	8.3	20.0	20.2	12.0	16.3	16.5	
Cycle Queue Clearance Time (g c), s				3.3	16.4	16.7	10.8	17.7	18.3	8.3	20.0	20.2	12.0	16.3	16.5	
Green Ratio (g/C)				0.04	0.35	0.35	0.11	0.41	0.41	0.09	0.28	0.28	0.12	0.31	0.31	
Capacity (c), veh/h				148	1299	575	375	1545	655	304	1031	457	410	1146	547	
Volume-to-Capacity Ratio (X)				0.647	0.498	0.505	0.842	0.487	0.500	0.803	0.678	0.685	0.859	0.536	0.539	
Back of Queue (Q), ft/ln (95 th percentile)				66.6	305.8	285.8	220.3	320.6	292.6	167.4	371.7	352.8	245.2	309.1	304.6	
Back of Queue (Q), veh/ln (95 th percentile)				2.6	12.0	11.4	8.7	12.6	11.7	6.6	14.6	14.1	9.7	12.2	12.2	
Queue Storage Ratio (RQ) (95 th percentile)				0.27	0.00	0.00	0.88	0.00	0.00	0.56	0.00	0.00	0.98	0.00	0.00	
Uniform Delay (d 1), s/veh				56.5	30.9	31.0	52.5	25.9	26.1	53.7	38.7	38.8	51.9	34.5	34.6	
Incremental Delay (d 2), s/veh				1.8	1.4	3.1	7.3	1.1	2.7	1.9	3.6	8.1	10.2	1.8	3.8	
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh				58.3	32.3	34.1	59.8	27.0	28.8	55.6	42.3	46.9	62.1	36.3	38.4	
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	D	D	
Approach Delay, s/veh / LOS				35.2	D		34.8	C		46.0	D		44.0	D		
Intersection Delay, s/veh / LOS				40.1						D						
Multimodal Results				EB			WB			NB			SB			
Pedestrian LOS Score / LOS				2.74	C		2.71	C		2.76	C		2.74	C		
Bicycle LOS Score / LOS				1.06	A		1.25	A		1.18	A		1.18	A		

HCS7 Signalized Intersection Results Summary

General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		3> 16:15									
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 PM Full Build-Out Manual & Carlis...													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				104	488	216	272	588	328	196	824	300	260	964	84				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	8.9	2.2	36.2	5.5	2.5	43.2									
				Yellow	3.0	0.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.0	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				9.0		49.0		15.0		55.0		12.4		41.4		14.6		43.6	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				5.5		13.7		11.3		18.6		8.7				10.9			
Green Extension Time (g e), s				0.1		12.4		0.3		12.6		0.2		0.0		0.2		0.0	
Phase Call Probability				0.97		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.23		0.01		0.21		0.00				0.01			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				104	474	212	272	588	301	196	764	335	260	702	339				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1601	1730	1870	1585	1730	1870	1630	1730	1870	1797				
Queue Service Time (g s), s				3.5	11.2	11.7	9.3	13.2	16.6	6.7	21.5	21.7	8.9	18.9	18.9				
Cycle Queue Clearance Time (g c), s				3.5	11.2	11.7	9.3	13.2	16.6	6.7	21.5	21.7	8.9	18.9	18.9				
Green Ratio (g/C)				0.05	0.36	0.36	0.10	0.41	0.41	0.07	0.30	0.30	0.09	0.32	0.32				
Capacity (c), veh/h				158	1346	576	332	1535	650	255	1129	492	320	1198	576				
Volume-to-Capacity Ratio (X)				0.660	0.352	0.367	0.820	0.383	0.463	0.767	0.677	0.682	0.813	0.586	0.588				
Back of Queue (Q), ft/ln (95 th percentile)				72.2	223.3	207.7	190	252	269.4	134.9	391.6	364.9	179.7	347.1	343.2				
Back of Queue (Q), veh/ln (95 th percentile)				2.8	8.8	8.3	7.5	9.9	10.8	5.3	15.4	14.6	7.1	13.7	13.7				
Queue Storage Ratio (RQ) (95 th percentile)				0.29	0.00	0.00	0.76	0.00	0.00	0.45	0.00	0.00	0.72	0.00	0.00				
Uniform Delay (d 1), s/veh				56.3	28.2	28.3	53.2	24.8	25.8	54.6	36.8	36.8	53.4	34.1	34.2				
Incremental Delay (d 2), s/veh				1.8	0.7	1.8	3.6	0.7	2.4	1.8	3.3	7.5	2.6	2.1	4.4				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				58.1	28.9	30.1	56.8	25.5	28.1	56.4	40.0	44.3	56.0	36.2	38.5				
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	D	D				
Approach Delay, s/veh / LOS				33.1		C		33.5		C		43.6		D		40.8		D	
Intersection Delay, s/veh / LOS				38.4						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.75		C		2.71		C		2.76		C		2.74		C	
Bicycle LOS Score / LOS				0.92		A		1.13		A		1.20		A		1.20		A	

HCS7 Signalized Intersection Results Summary

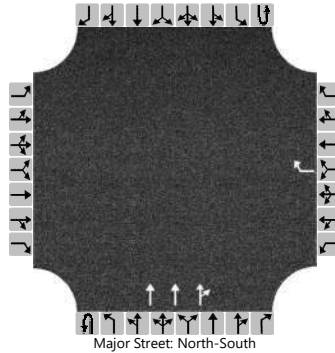
General Information						Intersection Information													
Agency						Duration, h		0.250											
Analyst				Analysis Date		5/26/2021		Area Type		Other									
Jurisdiction				Time Period				PHF		1.00									
Urban Street		Carlisle Blvd		Analysis Year		2022 Full Build-Out		Analysis Period		4> 16:30									
Intersection		Manual Blvd & Carlisle...		File Name		Mitigated 2022 PM Full Build-Out Manual & Carlis...													
Project Description		2022 Full Build-Out PM Peak Hour																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				108	572	200	320	764	320	192	784	264	260	1024	112				
Signal Information																			
Cycle, s	120.0	Reference Phase	2																
Offset, s	0	Reference Point	Begin																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	8.7	2.4	36.2	5.6	4.0	41.6									
				Yellow	3.0	0.0	4.2	3.0	3.0	4.8									
				Red	0.5	0.0	1.0	0.5	0.5	1.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				7		4		3		8		5		2		1		6	
Case Number				2.0		4.0		2.0		4.0		2.0		4.0		2.0		4.0	
Phase Duration, s				9.1		47.4		16.6		54.9		12.2		41.4		14.6		43.8	
Change Period, (Y+R c), s				3.5		5.8		3.5		5.8		3.5		5.2		3.5		5.2	
Max Allow Headway (MAH), s				2.6		5.1		2.6		5.1		2.6		0.0		2.6		0.0	
Queue Clearance Time (g s), s				5.7		15.1		12.9		19.7		8.5				10.9			
Green Extension Time (g e), s				0.1		14.0		0.3		14.8		0.2		0.0		0.2		0.0	
Phase Call Probability				0.97		1.00		1.00		1.00		1.00				1.00			
Max Out Probability				0.00		0.39		0.10		0.34		0.00				0.01			
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h				108	520	235	320	738	320	192	710	316	260	763	364				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1870	1640	1730	1870	1605	1730	1870	1643	1730	1870	1780				
Queue Service Time (g s), s				3.7	12.7	13.1	10.9	17.4	17.7	6.5	19.6	19.9	8.9	20.9	20.9				
Cycle Queue Clearance Time (g c), s				3.7	12.7	13.1	10.9	17.4	17.7	6.5	19.6	19.9	8.9	20.9	20.9				
Green Ratio (g/C)				0.05	0.35	0.35	0.11	0.41	0.41	0.07	0.30	0.30	0.09	0.32	0.32				
Capacity (c), veh/h				162	1295	568	379	1530	656	251	1129	496	320	1203	572				
Volume-to-Capacity Ratio (X)				0.666	0.402	0.413	0.844	0.482	0.488	0.764	0.629	0.636	0.813	0.634	0.636				
Back of Queue (Q), ft/ln (95 th percentile)				74.8	248	232.6	223.1	316.3	286.8	132	362	338.9	179.7	378.9	372.5				
Back of Queue (Q), veh/ln (95 th percentile)				2.9	9.8	9.3	8.8	12.5	11.5	5.2	14.3	13.6	7.1	14.9	14.9				
Queue Storage Ratio (RQ) (95 th percentile)				0.30	0.00	0.00	0.89	0.00	0.00	0.44	0.00	0.00	0.72	0.00	0.00				
Uniform Delay (d 1), s/veh				56.3	29.8	29.9	52.4	26.1	26.2	54.6	36.1	36.2	53.4	34.7	34.7				
Incremental Delay (d 2), s/veh				1.7	0.9	2.2	7.6	1.1	2.6	1.8	2.7	6.1	2.6	2.6	5.3				
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Control Delay (d), s/veh				58.0	30.7	32.1	60.0	27.2	28.8	56.4	38.8	42.3	56.0	37.3	40.0				
Level of Service (LOS)				E	C	C	E	C	C	E	D	D	E	D	D				
Approach Delay, s/veh / LOS				34.5		C		35.2		D		42.5		D		41.5		D	
Intersection Delay, s/veh / LOS				38.7						D									
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				2.74		C		2.72		C		2.76		C		2.74		C	
Bicycle LOS Score / LOS				0.96		A		1.25		A		1.16		A		1.25		A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & N Dwy 1
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	North Driveway 1
Analysis Year	2021	North/South Street	Carlisle Blvd
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								3			1117	3				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								3								
Capacity, c (veh/h)								358								
v/c Ratio								0.01								
95% Queue Length, Q ₉₅ (veh)								0.0								
Control Delay (s/veh)								15.1								
Level of Service (LOS)								C								
Approach Delay (s/veh)					15.1											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

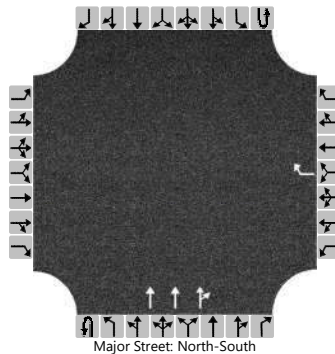
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2021
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Existing PM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 1
Jurisdiction	
East/West Street	North Driveway 1
North/South Street	Carlisle Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								9			1263	4				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								10								
Capacity, c (veh/h)								339								
v/c Ratio								0.03								
95% Queue Length, Q ₉₅ (veh)								0.1								
Control Delay (s/veh)								15.9								
Level of Service (LOS)								C								
Approach Delay (s/veh)					15.9											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

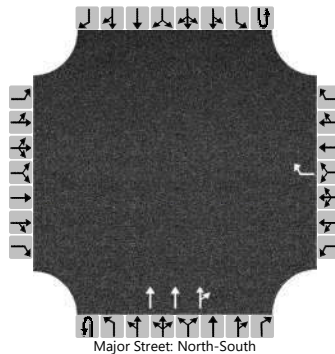
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Background AM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 1
Jurisdiction	
East/West Street	North Driveway 1
North/South Street	Carlisle Blvd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								3			1128	3				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								3								
Capacity, c (veh/h)								355								
v/c Ratio								0.01								
95% Queue Length, Q ₉₅ (veh)								0.0								
Control Delay (s/veh)								15.2								
Level of Service (LOS)								C								
Approach Delay (s/veh)					15.2											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

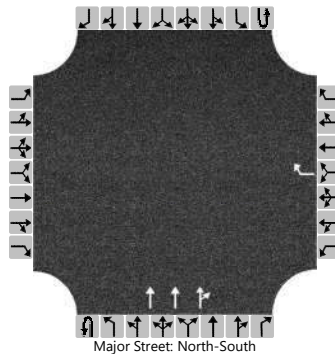
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Background PM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 1
Jurisdiction	
East/West Street	North Driveway 1
North/South Street	Carlisle Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								9			1276	4				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								10								
Capacity, c (veh/h)								335								
v/c Ratio								0.03								
95% Queue Length, Q ₉₅ (veh)								0.1								
Control Delay (s/veh)								16.1								
Level of Service (LOS)								C								
Approach Delay (s/veh)					16.1											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

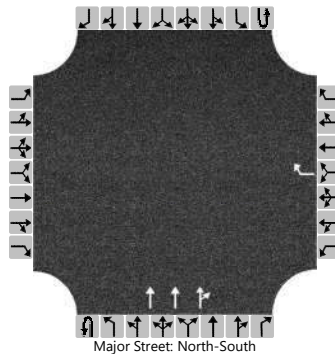
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Full Build-Out AM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 1
Jurisdiction	
East/West Street	North Driveway 1
North/South Street	Carlisle Blvd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								38			1134	38				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								43								
Capacity, c (veh/h)								343								
v/c Ratio								0.13								
95% Queue Length, Q ₉₅ (veh)								0.4								
Control Delay (s/veh)								17.0								
Level of Service (LOS)								C								
Approach Delay (s/veh)					17.0											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

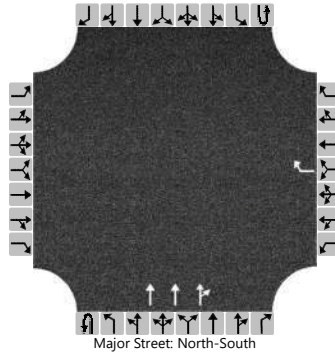
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Full Build-Out PM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 1
Jurisdiction	
East/West Street	North Driveway 1
North/South Street	Carlisle Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								38			1286	34				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

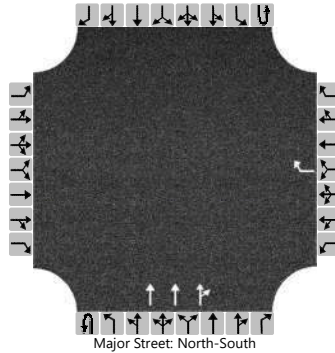
Flow Rate, v (veh/h)								40								
Capacity, c (veh/h)								325								
v/c Ratio								0.12								
95% Queue Length, Q ₉₅ (veh)								0.4								
Control Delay (s/veh)								17.7								
Level of Service (LOS)								C								
Approach Delay (s/veh)					17.7											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & N Dwy 2
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	North Driveway 2
Analysis Year	2021	North/South Street	Carlisle Blvd
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								4			1128	9				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								4								
Capacity, c (veh/h)								357								
v/c Ratio								0.01								
95% Queue Length, Q ₉₅ (veh)								0.0								
Control Delay (s/veh)								15.2								
Level of Service (LOS)								C								
Approach Delay (s/veh)					15.2											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

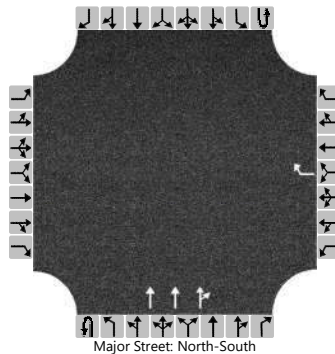
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2021
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Existing PM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 2
Jurisdiction	
East/West Street	North Driveway 2
North/South Street	Carlisle Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								10			1261	17				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								11								
Capacity, c (veh/h)								336								
v/c Ratio								0.03								
95% Queue Length, Q ₉₅ (veh)								0.1								
Control Delay (s/veh)								16.1								
Level of Service (LOS)								C								
Approach Delay (s/veh)					16.1											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

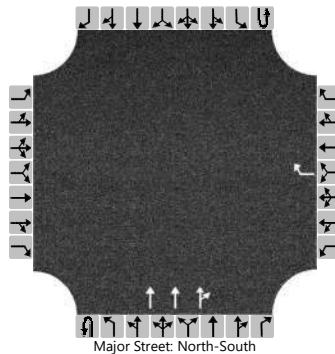
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Background AM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 2
Jurisdiction	
East/West Street	North Driveway 2
North/South Street	Carlisle Blvd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								4			1139	9				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								4								
Capacity, c (veh/h)								354								
v/c Ratio								0.01								
95% Queue Length, Q ₉₅ (veh)								0.0								
Control Delay (s/veh)								15.3								
Level of Service (LOS)								C								
Approach Delay (s/veh)					15.3											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

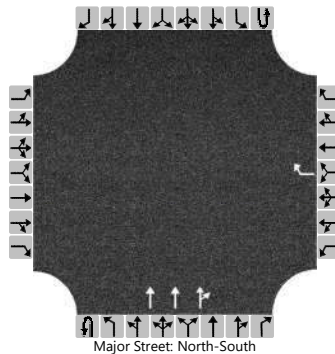
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Background PM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 2
Jurisdiction	
East/West Street	North Driveway 2
North/South Street	Carlisle Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								10			1274	17				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								11								
Capacity, c (veh/h)								332								
v/c Ratio								0.03								
95% Queue Length, Q ₉₅ (veh)								0.1								
Control Delay (s/veh)								16.2								
Level of Service (LOS)								C								
Approach Delay (s/veh)					16.2											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

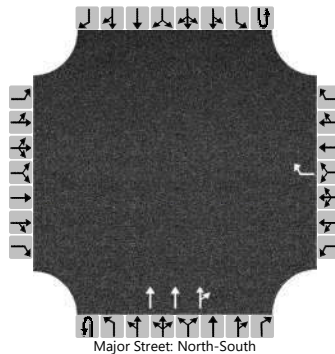
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Full Build-Out AM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 2
Jurisdiction	
East/West Street	North Driveway 2
North/South Street	Carlisle Blvd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								50			1134	51				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								56								
Capacity, c (veh/h)								343								
v/c Ratio								0.16								
95% Queue Length, Q ₉₅ (veh)								0.6								
Control Delay (s/veh)								17.5								
Level of Service (LOS)								C								
Approach Delay (s/veh)					17.5											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

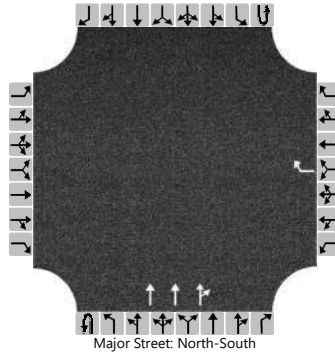
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Full Build-Out PM Peak Hour

Site Information

Intersection	Carlisle & N Dwy 2
Jurisdiction	
East/West Street	North Driveway 2
North/South Street	Carlisle Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	3	0	0	0	0	0
Configuration								R			T	TR				
Volume (veh/h)								51			1273	54				
Percent Heavy Vehicles (%)								3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1								
Critical Headway (sec)								7.16								
Base Follow-Up Headway (sec)								3.9								
Follow-Up Headway (sec)								3.93								

Delay, Queue Length, and Level of Service

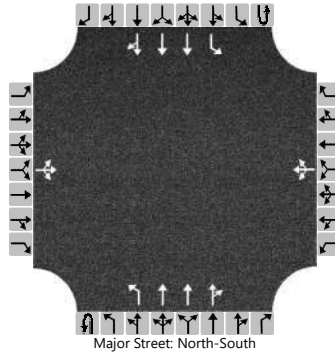
Flow Rate, v (veh/h)								54								
Capacity, c (veh/h)								323								
v/c Ratio								0.17								
95% Queue Length, Q ₉₅ (veh)								0.6								
Control Delay (s/veh)								18.4								
Level of Service (LOS)								C								
Approach Delay (s/veh)					18.4											
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & Prospect
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave Driveway 3
Analysis Year	2021	North/South Street	Carlisle Blvd
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		17	1	40		17	0	12	8	113	1081	10	4	9	914	28
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16	5.66	5.36			5.66	5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93	2.33	3.13			2.33	3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			68				34			142				15		
Capacity, c (veh/h)			193				72			351				319		
v/c Ratio			0.35				0.47			0.41				0.05		
95% Queue Length, Q ₉₅ (veh)			1.5				1.9			1.9				0.2		
Control Delay (s/veh)			33.5				92.9			22.1				16.8		
Level of Service (LOS)			D				F			C				C		
Approach Delay (s/veh)	33.5				92.9				2.2				0.2			
Approach LOS	D				F											

HCS7 Two-Way Stop-Control Report

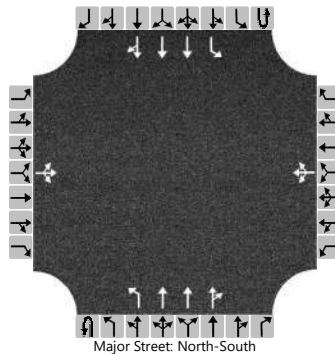
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2021
Time Analyzed	3:45-4:45 AM
Intersection Orientation	North-South
Project Description	Existing PM Peak Hour

Site Information

Intersection	Carlisle & Prospect
Jurisdiction	
East/West Street	Prospect Ave Driveway 3
North/South Street	Carlisle Blvd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		11	1	68		13	0	11	18	64	1228	13	8	18	1349	31
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16	5.66	5.36			5.66	5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93	2.33	3.13			2.33	3.13		

Delay, Queue Length, and Level of Service

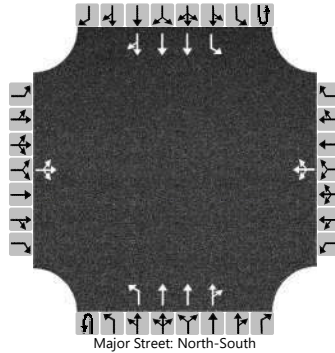
Flow Rate, v (veh/h)			86				26			88				28		
Capacity, c (veh/h)			157				88			238				303		
v/c Ratio			0.55				0.29			0.37				0.09		
95% Queue Length, Q ₉₅ (veh)			2.8				1.1			1.6				0.3		
Control Delay (s/veh)			53.0				62.3			28.8				18.1		
Level of Service (LOS)			F				F			D				C		
Approach Delay (s/veh)	53.0				62.3				1.8				0.3			
Approach LOS	F				F											

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & Prospect
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave Driveway 3
Analysis Year	2022	North/South Street	Carlisle Blvd
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		17	1	40		17	0	12	8	114	1092	10	4	9	923	28
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16	5.66	5.36			5.66	5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93	2.33	3.13			2.33	3.13		

Delay, Queue Length, and Level of Service

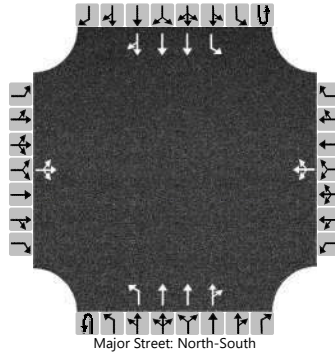
Flow Rate, v (veh/h)			68				34			144				15		
Capacity, c (veh/h)			188				70			347				315		
v/c Ratio			0.36				0.49			0.41				0.05		
95% Queue Length, Q ₉₅ (veh)			1.5				2.0			2.0				0.2		
Control Delay (s/veh)			34.6				98.6			22.5				17.0		
Level of Service (LOS)			D				F			C				C		
Approach Delay (s/veh)	34.6				98.6				2.2				0.2			
Approach LOS	D				F											

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & Prospect
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave Driveway 3
Analysis Year	2022	North/South Street	Carlisle Blvd
Time Analyzed	3:45-4:45 AM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background PM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		11	1	69		13	0	11	18	65	1240	13	8	18	1362	31
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16	5.66	5.36			5.66	5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93	2.33	3.13			2.33	3.13		

Delay, Queue Length, and Level of Service

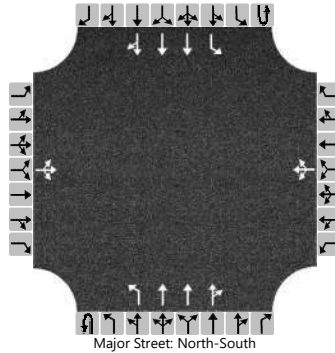
Flow Rate, v (veh/h)			87				26			89				28		
Capacity, c (veh/h)			153				84			233				298		
v/c Ratio			0.57				0.31			0.38				0.09		
95% Queue Length, Q ₉₅ (veh)			2.9				1.1			1.7				0.3		
Control Delay (s/veh)			56.0				65.6			29.7				18.3		
Level of Service (LOS)			F				F			D				C		
Approach Delay (s/veh)	56.0				65.6				1.8				0.3			
Approach LOS	F				F											

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & Prospect
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave Driveway 3
Analysis Year	2022	North/South Street	Carlisle Blvd
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Full Build-Out AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		17	1	40		104	0	66	8	114	1076	50	4	100	862	28
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16	5.66	5.36			5.66	5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93	2.33	3.13			2.33	3.13		

Delay, Queue Length, and Level of Service

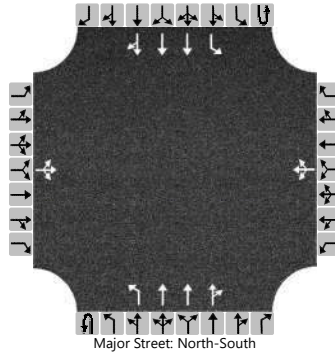
Flow Rate, v (veh/h)			68				200				144				122	
Capacity, c (veh/h)			62				3				376				272	
v/c Ratio			1.10				66.51				0.38				0.45	
95% Queue Length, Q ₉₅ (veh)			5.5				27.4				1.7				2.2	
Control Delay (s/veh)			258.4				31848.6				20.4				28.6	
Level of Service (LOS)			F				F				C				D	
Approach Delay (s/veh)	258.4				31848.6				2.0				3.0			
Approach LOS	F				F											

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Carlisle & Prospect
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave Driveway 3
Analysis Year	2022	North/South Street	Carlisle Blvd
Time Analyzed	3:45-4:45 AM	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Full Build-Out PM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		11	1	69		91	0	58	18	65	1229	58	8	101	1309	31
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1	5.6	5.3			5.6	5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16	5.66	5.36			5.66	5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9	2.3	3.1			2.3	3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93	2.33	3.13			2.33	3.13		

Delay, Queue Length, and Level of Service

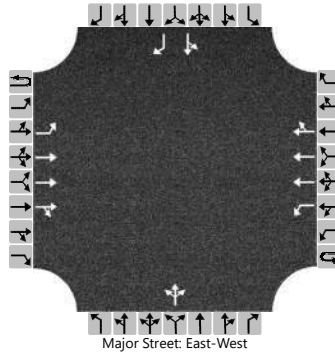
Flow Rate, v (veh/h)			87				160				89				117		
Capacity, c (veh/h)			95								249				257		
v/c Ratio			0.92								0.36				0.46		
95% Queue Length, Q ₉₅ (veh)			5.3								1.6				2.2		
Control Delay (s/veh)			152.2								27.3				30.2		
Level of Service (LOS)			F								D				D		
Approach Delay (s/veh)	152.2									1.7			2.3				
Approach LOS	F																

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Menaul & Solano
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Menaul Blvd
Analysis Year	2021	North/South Street	Solano Dr
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume (veh/h)	12	18	678	32	9	4	809	7		10	0	3		7	0	22
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36				6.46	6.56	7.16		6.46	6.56	7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13				3.83	4.03	3.93		3.83	4.03	3.93

Delay, Queue Length, and Level of Service

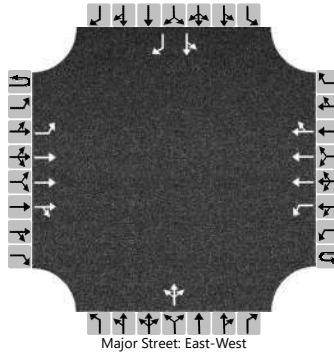
Flow Rate, v (veh/h)		36			16					16				8		27
Capacity, c (veh/h)		455			600					239				186		445
v/c Ratio		0.08			0.03					0.07				0.05		0.06
95% Queue Length, Q ₉₅ (veh)		0.3			0.1					0.2				0.1		0.2
Control Delay (s/veh)		13.6			11.2					21.1				25.3		13.6
Level of Service (LOS)		B			B					C				D		B
Approach Delay (s/veh)	0.6				0.2				21.1				16.4			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Menaul & Solano
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Menaul Blvd
Analysis Year	2021	North/South Street	Solano Dr
Time Analyzed	3:45-4:45 AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing PM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume (veh/h)	12	33	1151	25	11	13	1220	56		18	0	23		27	1	68
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36				6.46	6.56	7.16		6.46	6.56	7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13				3.83	4.03	3.93		3.83	4.03	3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		47			25					43				29		71
Capacity, c (veh/h)		288			360					167				102		343
v/c Ratio		0.16			0.07					0.26				0.29		0.21
95% Queue Length, Q ₉₅ (veh)		0.6			0.2					1.0				1.1		0.8
Control Delay (s/veh)		19.9			15.7					33.8				54.0		18.2
Level of Service (LOS)		C			C					D				F		C
Approach Delay (s/veh)	0.7				0.3				33.8				28.6			
Approach LOS									D				D			

HCS7 Two-Way Stop-Control Report

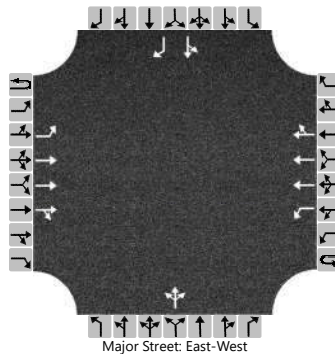
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	Background AM Peak Hour

Site Information

Intersection	Menaul & Solano
Jurisdiction	
East/West Street	Menaul Blvd
North/South Street	Solano Dr
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume (veh/h)	12	18	685	32	9	4	817	7		10	0	3		7	0	22
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36				6.46	6.56	7.16		6.46	6.56	7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13				3.83	4.03	3.93		3.83	4.03	3.93

Delay, Queue Length, and Level of Service

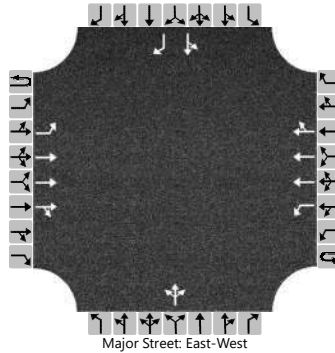
Flow Rate, v (veh/h)		36			16					16				8		27
Capacity, c (veh/h)		451			595					236				183		442
v/c Ratio		0.08			0.03					0.07				0.05		0.06
95% Queue Length, Q ₉₅ (veh)		0.3			0.1					0.2				0.1		0.2
Control Delay (s/veh)		13.7			11.2					21.4				25.6		13.7
Level of Service (LOS)		B			B					C				D		B
Approach Delay (s/veh)	0.5				0.2				21.4				16.5			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Menaul & Solano
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Menaul Blvd
Analysis Year	2022	North/South Street	Solano Dr
Time Analyzed	3:45-4:45 AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background PM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume (veh/h)	12	33	1163	25	11	13	1232	57		18	0	23		27	1	69
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36				6.46	6.56	7.16		6.46	6.56	7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13				3.83	4.03	3.93		3.83	4.03	3.93

Delay, Queue Length, and Level of Service

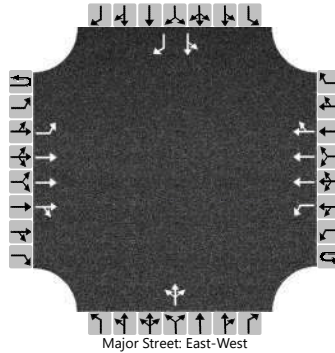
Flow Rate, v (veh/h)		47			25					43				29		72
Capacity, c (veh/h)		283			355					164				99		340
v/c Ratio		0.17			0.07					0.26				0.29		0.21
95% Queue Length, Q ₉₅ (veh)		0.6			0.2					1.0				1.1		0.8
Control Delay (s/veh)		20.2			15.9					34.6				55.5		18.4
Level of Service (LOS)		C			C					D				F		C
Approach Delay (s/veh)	0.7				0.3				34.6				29.1			
Approach LOS									D				D			

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Menaul & Solano
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Menaul Blvd
Analysis Year	2022	North/South Street	Solano Dr
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.83
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Full Build-Out AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume (veh/h)	12	18	692	32	9	4	824	7		10	0	3		7	0	22
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36				6.46	6.56	7.16		6.46	6.56	7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13				3.83	4.03	3.93		3.83	4.03	3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36			16					16				8		27
Capacity, c (veh/h)		447			590					232				181		439
v/c Ratio		0.08			0.03					0.07				0.05		0.06
95% Queue Length, Q ₉₅ (veh)		0.3			0.1					0.2				0.1		0.2
Control Delay (s/veh)		13.8			11.3					21.6				25.9		13.7
Level of Service (LOS)		B			B					C				D		B
Approach Delay (s/veh)	0.5				0.2				21.6				16.7			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

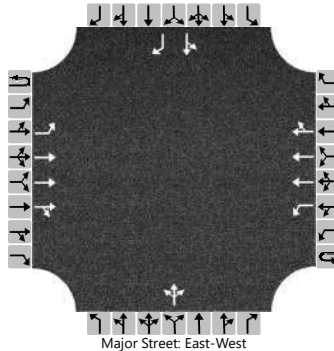
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	East-West
Project Description	Full Build-Out PM Peak Hour

Site Information

Intersection	Menaul & Solano
Jurisdiction	
East/West Street	Menaul Blvd
North/South Street	Solano Dr
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	0	0	1	3	0		0	1	0		0	1	1
Configuration		L	T	TR		L	T	TR			LTR			LT		R
Volume (veh/h)	12	33	1170	25	11	13	1239	57		18	0	23		27	1	69
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized													No			
Median Type Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3				6.4	6.5	7.1		6.4	6.5	7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36				6.46	6.56	7.16		6.46	6.56	7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1				3.8	4.0	3.9		3.8	4.0	3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13				3.83	4.03	3.93		3.83	4.03	3.93

Delay, Queue Length, and Level of Service

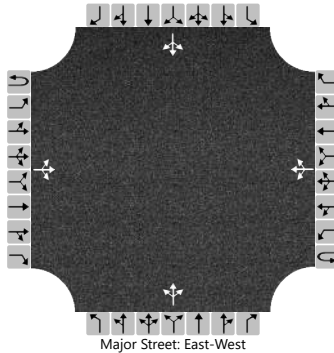
Flow Rate, v (veh/h)		47			25					43				29		72
Capacity, c (veh/h)		281			352					162				98		338
v/c Ratio		0.17			0.07					0.26				0.30		0.21
95% Queue Length, Q ₉₅ (veh)		0.6			0.2					1.0				1.1		0.8
Control Delay (s/veh)		20.4			16.0					35.1				56.4		18.5
Level of Service (LOS)		C			C					E				F		C
Approach Delay (s/veh)	0.7				0.3				35.1				29.5			
Approach LOS									E				D			

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Prospect & Morningside
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave
Analysis Year	2021	North/South Street	Morningside Dr
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.87
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	7	9		3	18	18		7	55	17		12	36	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				3					91				63	
Capacity, c (veh/h)		1561				1592					866				845	
v/c Ratio		0.00				0.00					0.10				0.07	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				0.2	
Control Delay (s/veh)		7.3				7.3					9.6				9.6	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.8				0.6				9.6				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

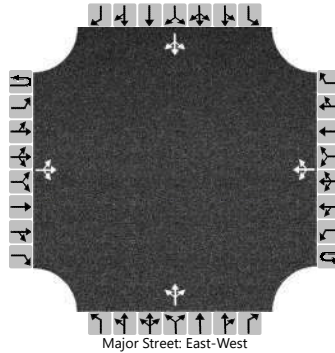
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2021
Time Analyzed	3:45-4:45 AM
Intersection Orientation	East-West
Project Description	Existing PM Peak Hour

Site Information

Intersection	Prospect & Morningside
Jurisdiction	
East/West Street	Prospect Ave
North/South Street	Morningside Dr
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	20	11		13	21	27		4	61	27		23	43	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

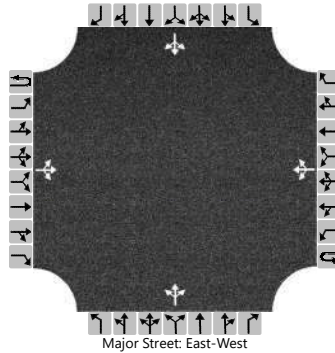
Flow Rate, v (veh/h)		5				15					106				83	
Capacity, c (veh/h)		1543				1569					823				765	
v/c Ratio		0.00				0.01					0.13				0.11	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				0.4	
Control Delay (s/veh)		7.3				7.3					10.0				10.3	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.9				1.6				10.0				10.3			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	Prospect & Morningside
Agency/Co.	Lee Engineering	Jurisdiction	
Date Performed	6/16/2021	East/West Street	Prospect Ave
Analysis Year	2022	North/South Street	Morningside Dr
Time Analyzed	7:45-8:45 AM	Peak Hour Factor	0.87
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	7	9		3	18	18		7	56	17		12	36	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				3					92				63	
Capacity, c (veh/h)		1561				1592					866				844	
v/c Ratio		0.00				0.00					0.11				0.07	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4				0.2	
Control Delay (s/veh)		7.3				7.3					9.7				9.6	
Level of Service (LOS)		A				A					A				A	
Approach Delay (s/veh)	0.8				0.6				9.7				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

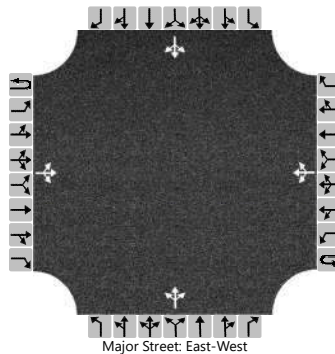
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	East-West
Project Description	Background PM Peak Hour

Site Information

Intersection	Prospect & Morningside
Jurisdiction	
East/West Street	Prospect Ave
North/South Street	Morningside Dr
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	20	11		13	21	27		4	62	27		23	43	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				15					107					83
Capacity, c (veh/h)		1543				1569					822					764
v/c Ratio		0.00				0.01					0.13					0.11
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4					0.4
Control Delay (s/veh)		7.3				7.3					10.0					10.3
Level of Service (LOS)		A				A					B					B
Approach Delay (s/veh)	0.9				1.6				10.0				10.3			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

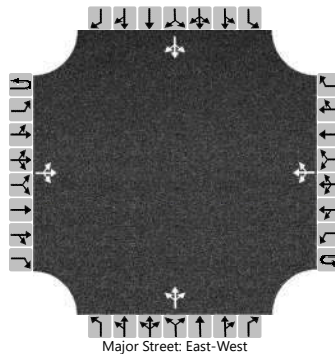
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	Full Build-Out AM Peak Hour

Site Information

Intersection	Prospect & Morningside
Jurisdiction	
East/West Street	Prospect Ave
North/South Street	Morningside Dr
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	10	9		3	22	18		7	60	17		12	40	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				3					97					68
Capacity, c (veh/h)		1555				1587					855					833
v/c Ratio		0.00				0.00					0.11					0.08
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.4					0.3
Control Delay (s/veh)		7.3				7.3					9.7					9.7
Level of Service (LOS)		A				A					A					A
Approach Delay (s/veh)	0.7				0.5				9.7				9.7			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

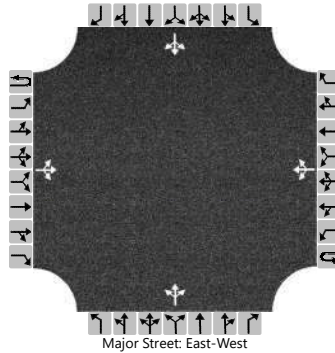
General Information

Analyst	
Agency/Co.	Lee Engineering
Date Performed	6/16/2021
Analysis Year	2022
Time Analyzed	3:45-4:45 AM
Intersection Orientation	East-West
Project Description	Full Build-Out PM Peak Hour

Site Information

Intersection	Prospect & Morningside
Jurisdiction	
East/West Street	Prospect Ave
North/South Street	Morningside Dr
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	24	11		13	25	27		4	66	27		23	46	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

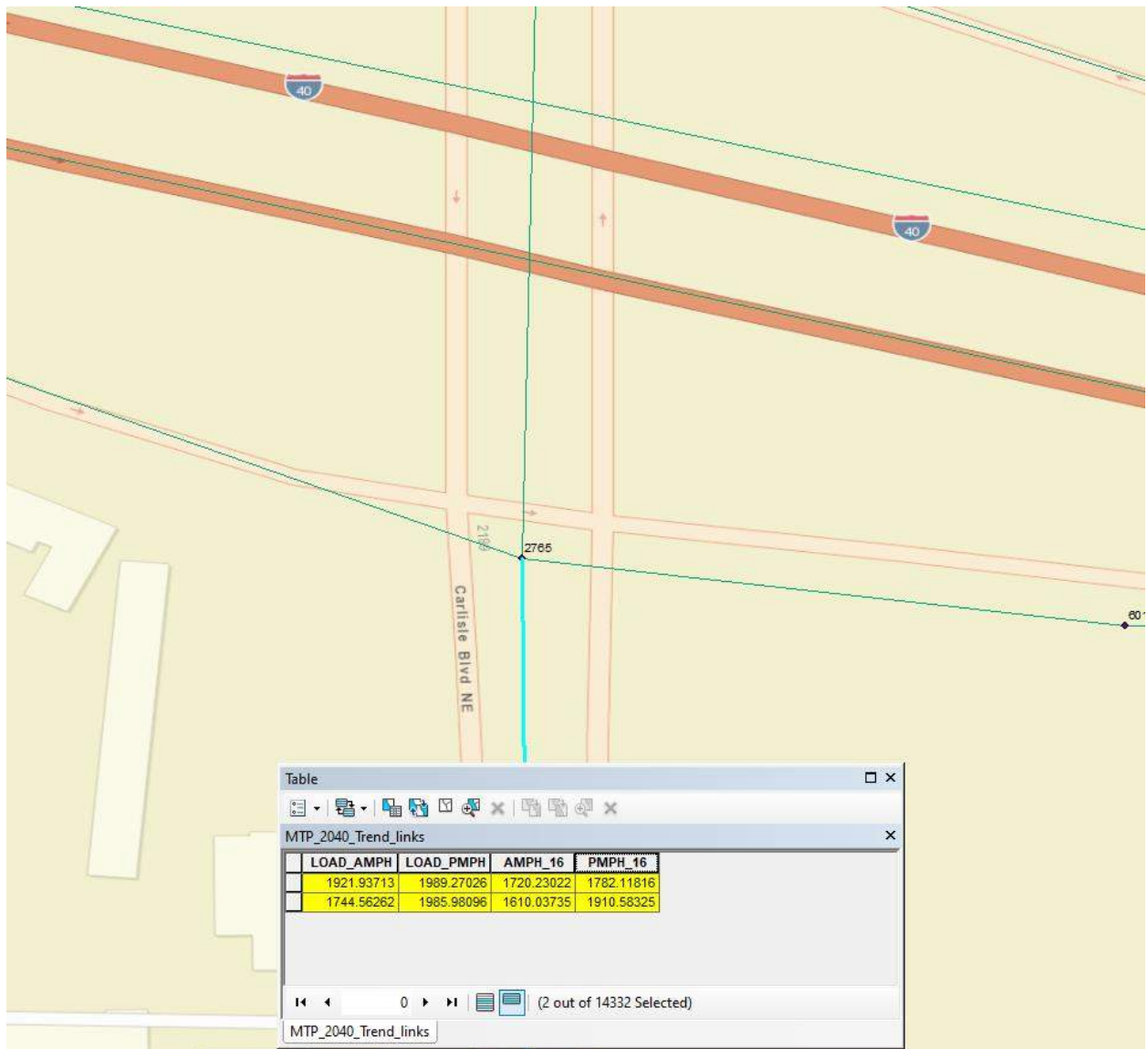
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				15					111					86
Capacity, c (veh/h)		1537				1563					810					753
v/c Ratio		0.00				0.01					0.14					0.11
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.5					0.4
Control Delay (s/veh)		7.3				7.3					10.2					10.4
Level of Service (LOS)		A				A					B					B
Approach Delay (s/veh)	0.8				1.5				10.2				10.4			
Approach LOS									B				B			

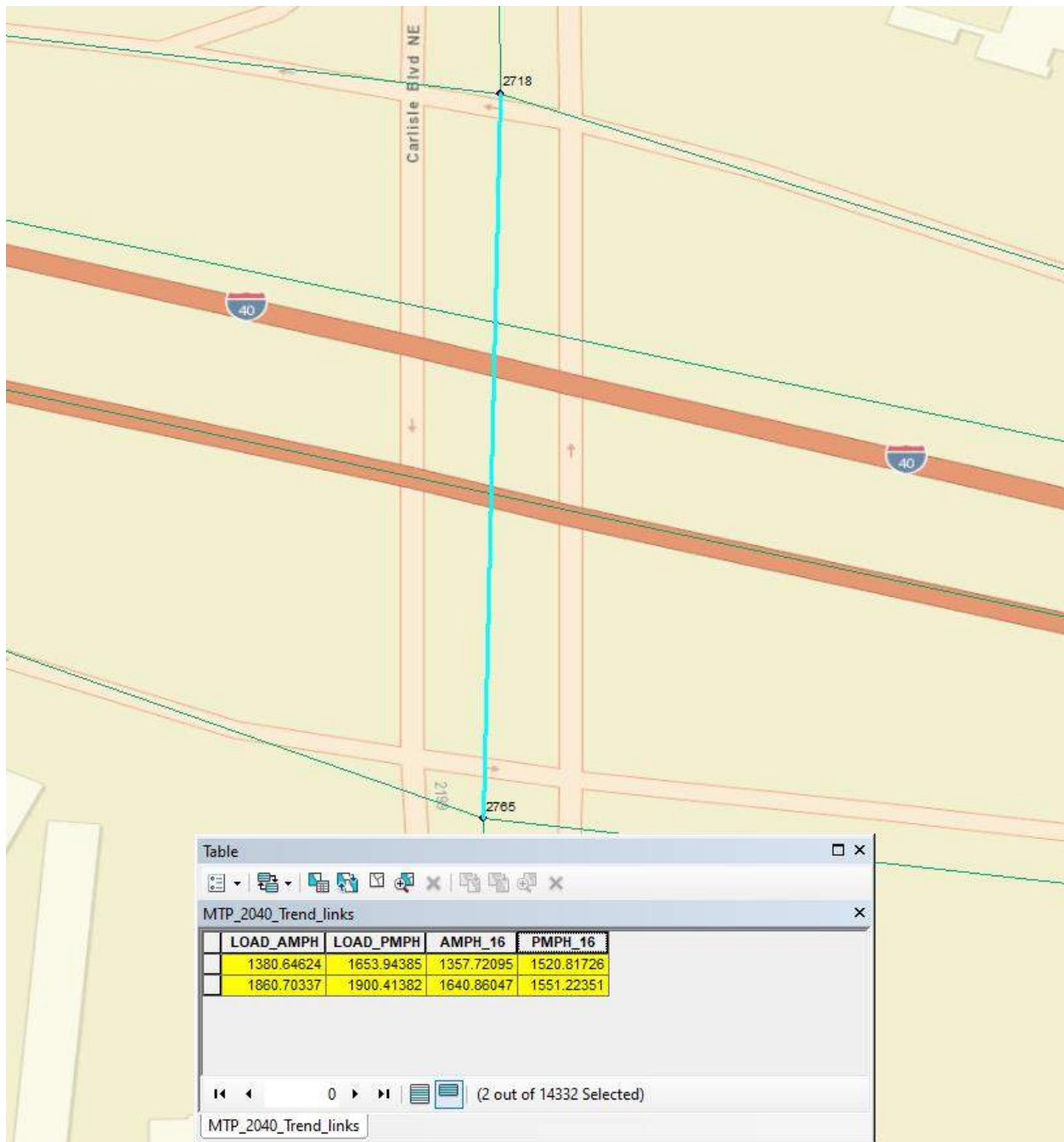
Appendix E:

MRCOG Traffic Growth Data

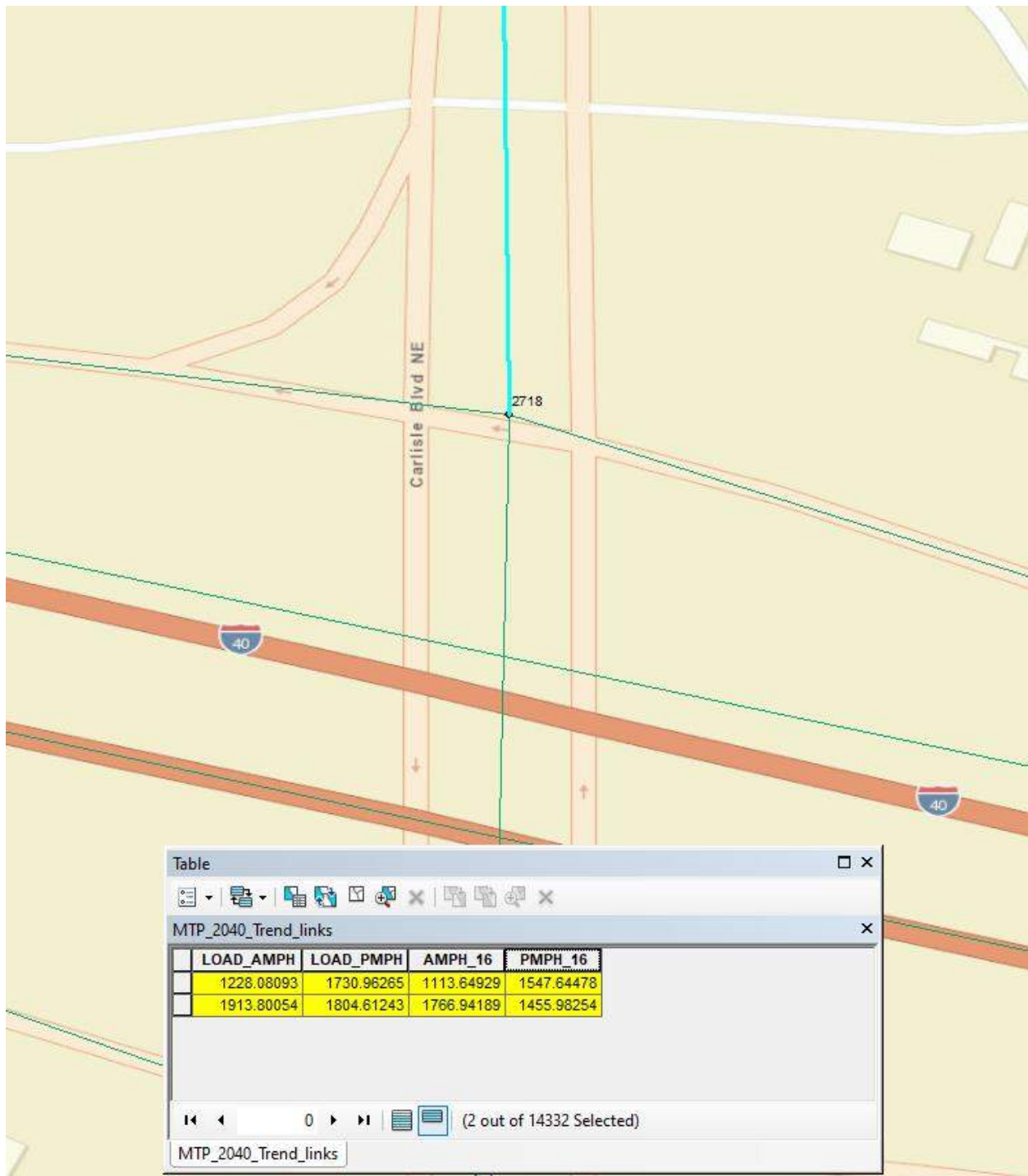
Carlisle Blvd South of I-40



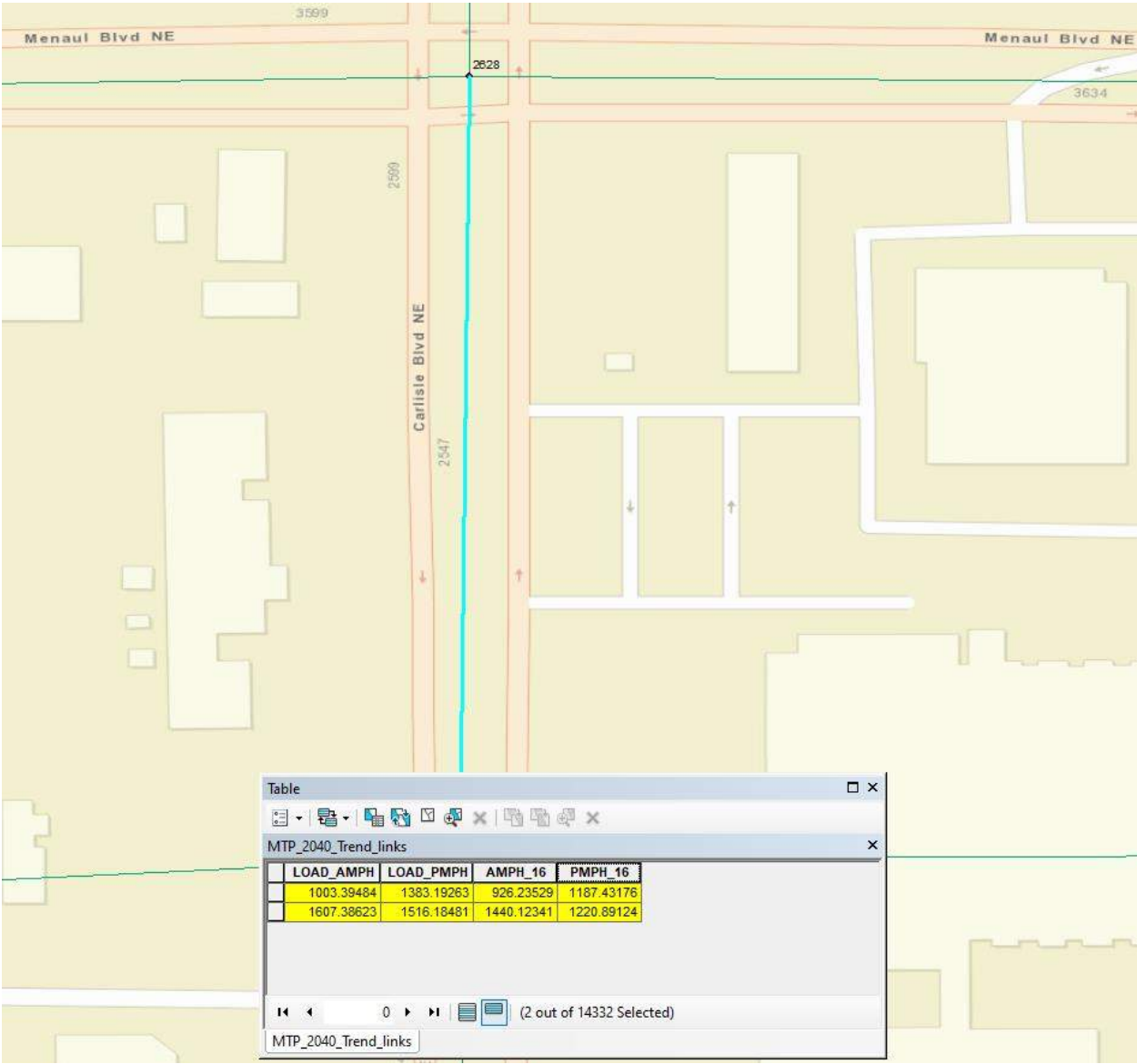
Carlisle Blvd I-40 Overpass



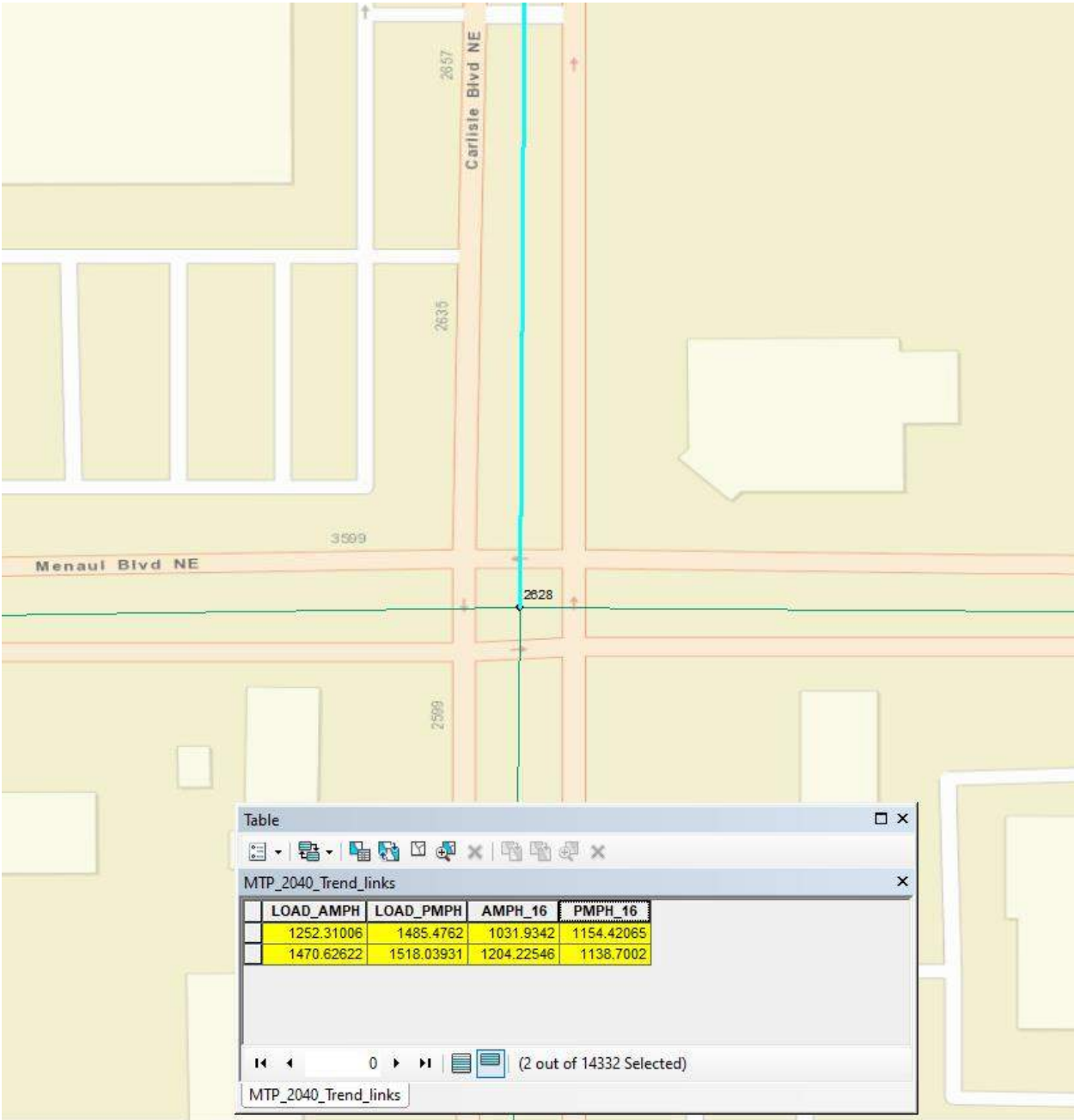
Carlisle Blvd North of I-40



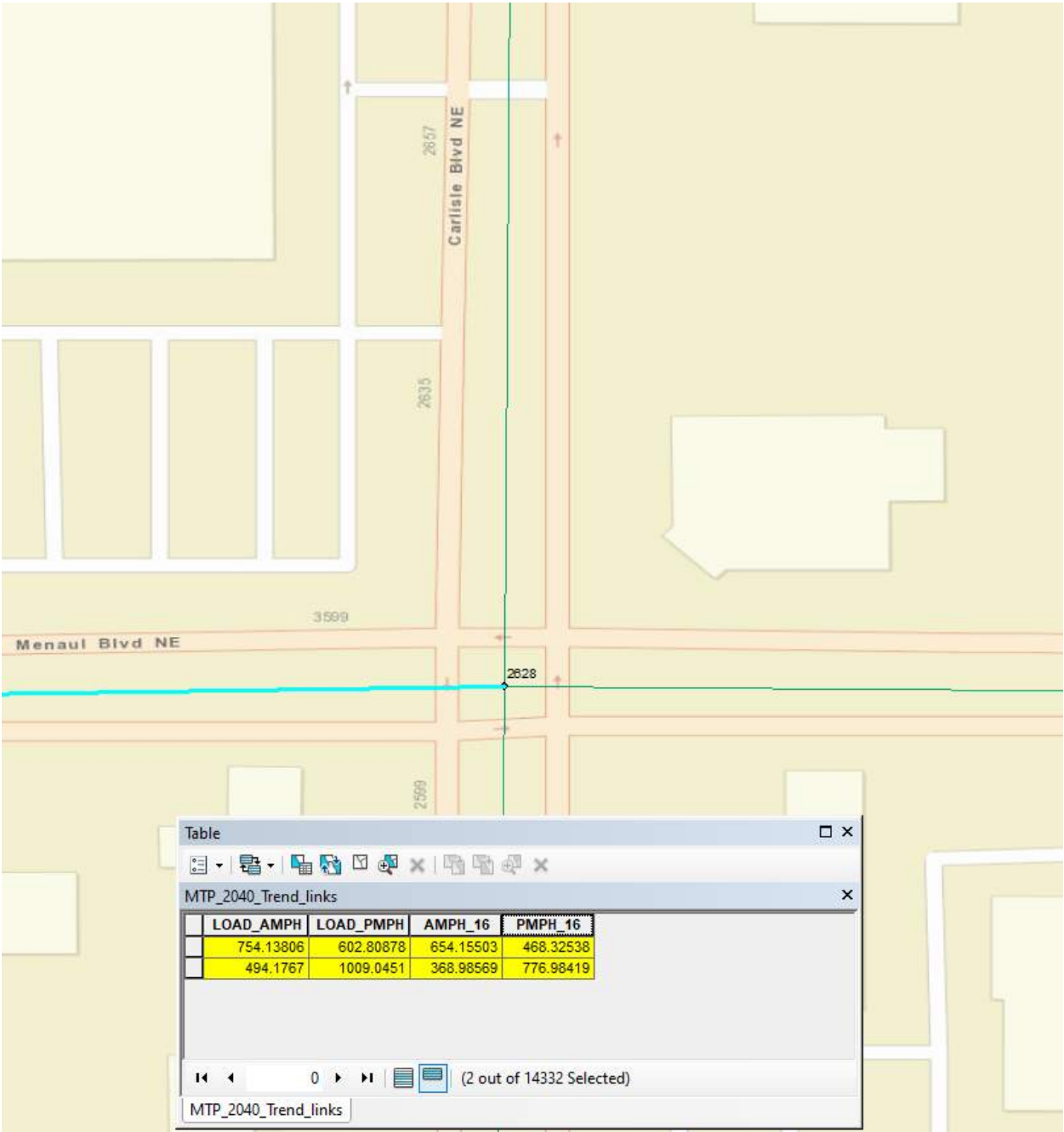
Carlisle Blvd South of Menaul Blvd



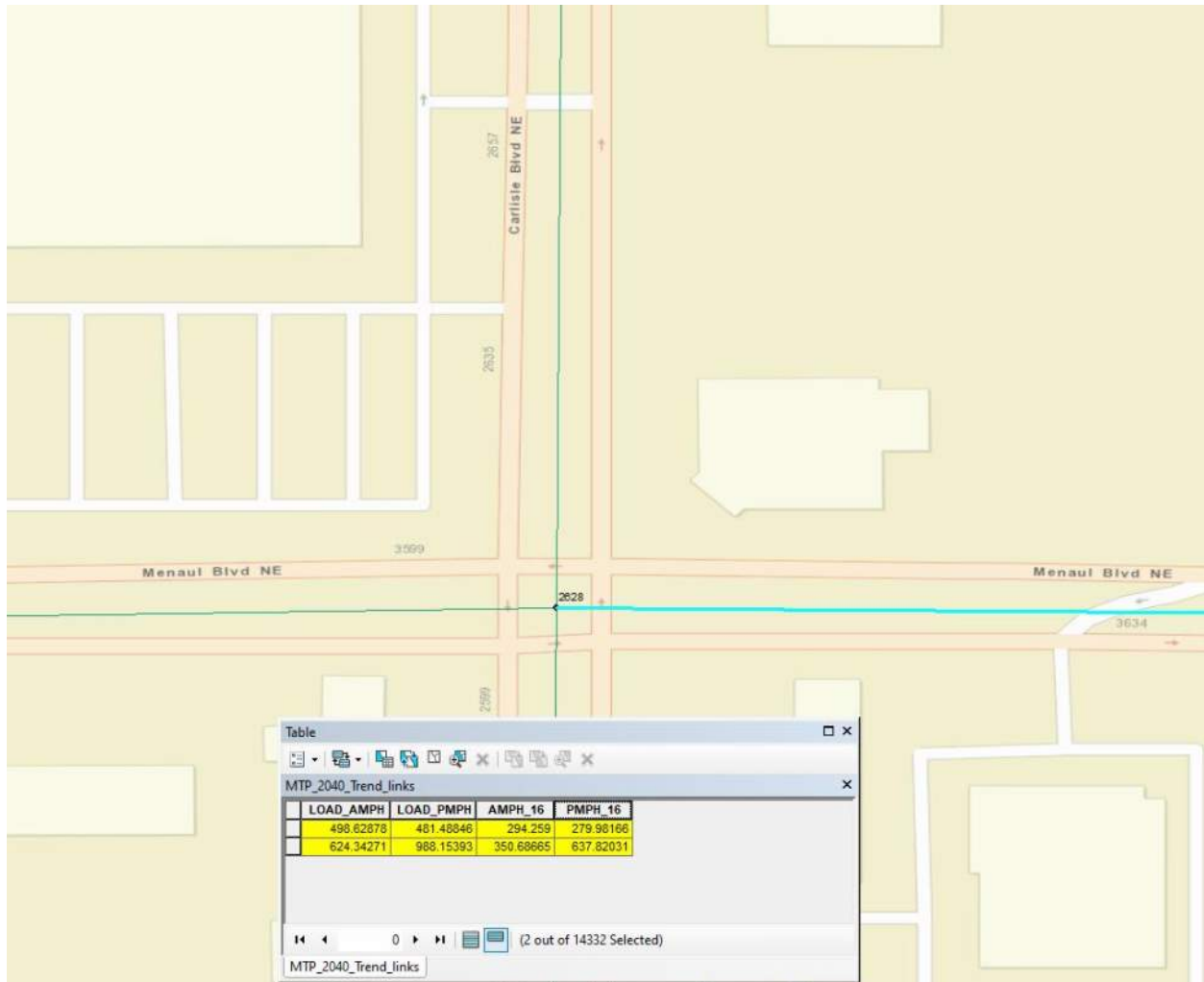
Carlisle Blvd North of Menaul Blvd



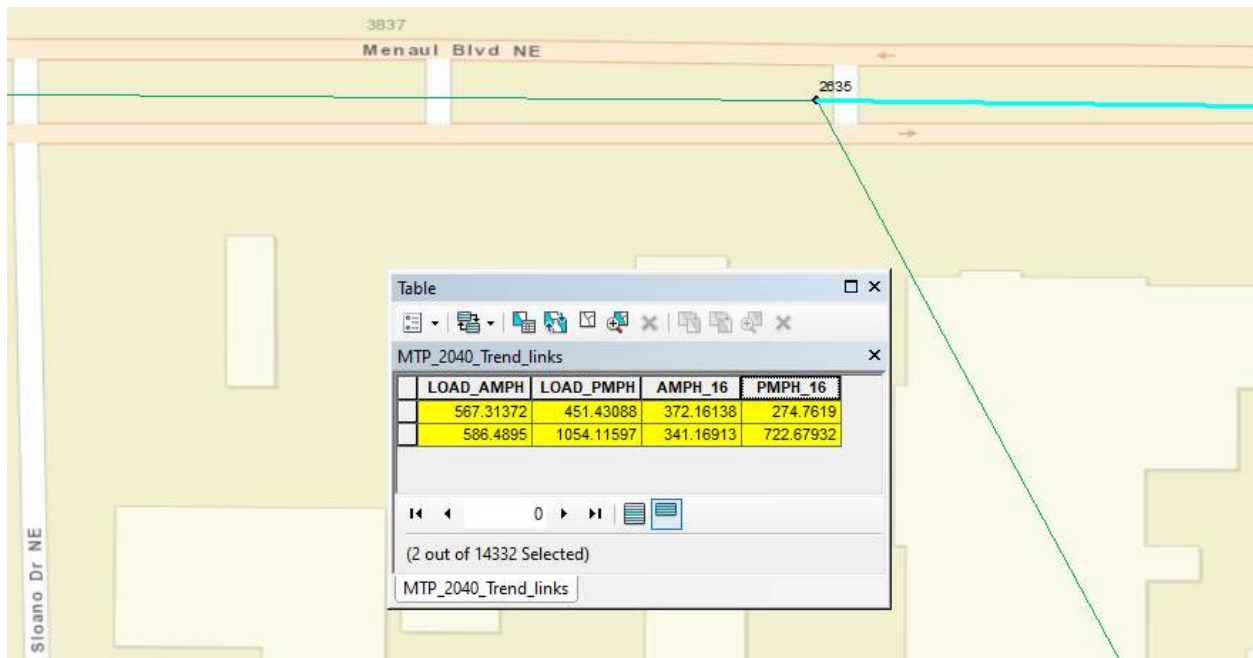
Menaul Blvd West of Carlisle



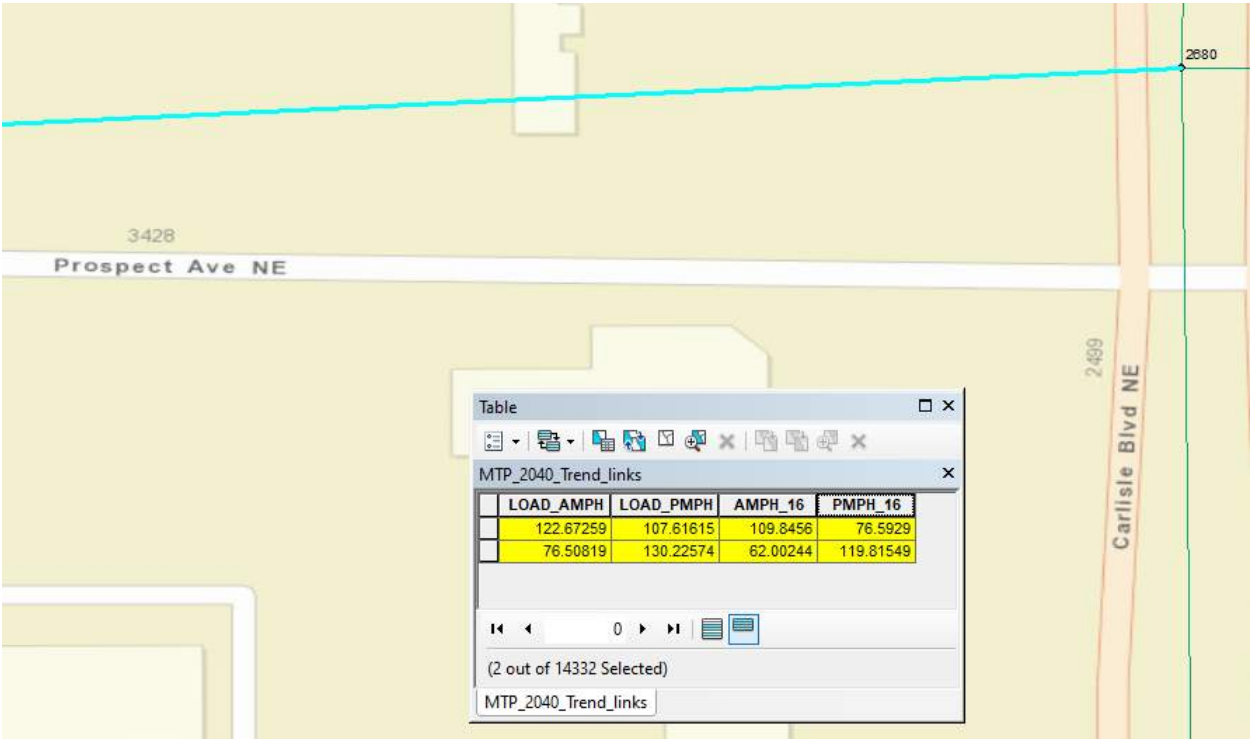
Menaul Blvd East of Carlisle



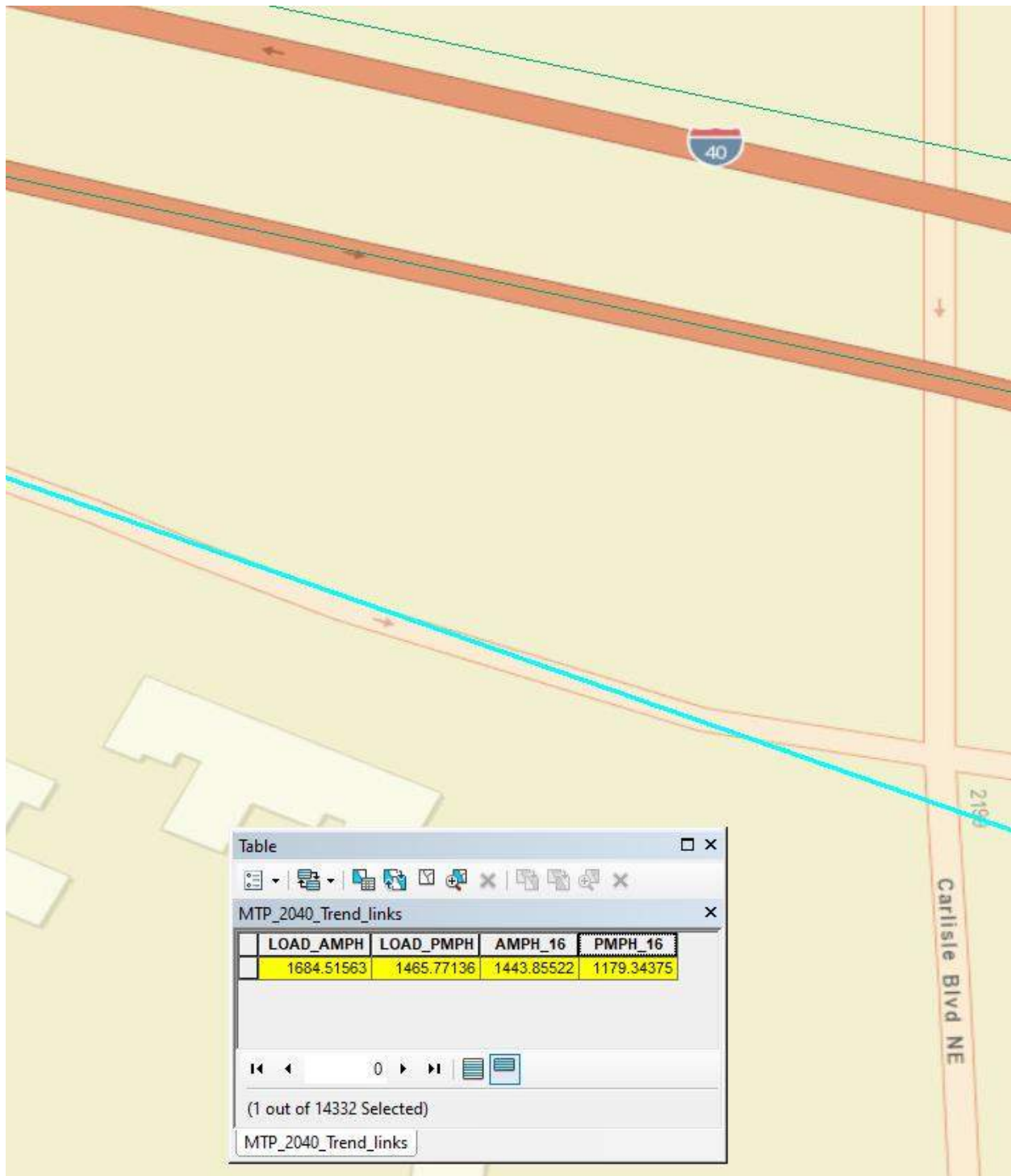
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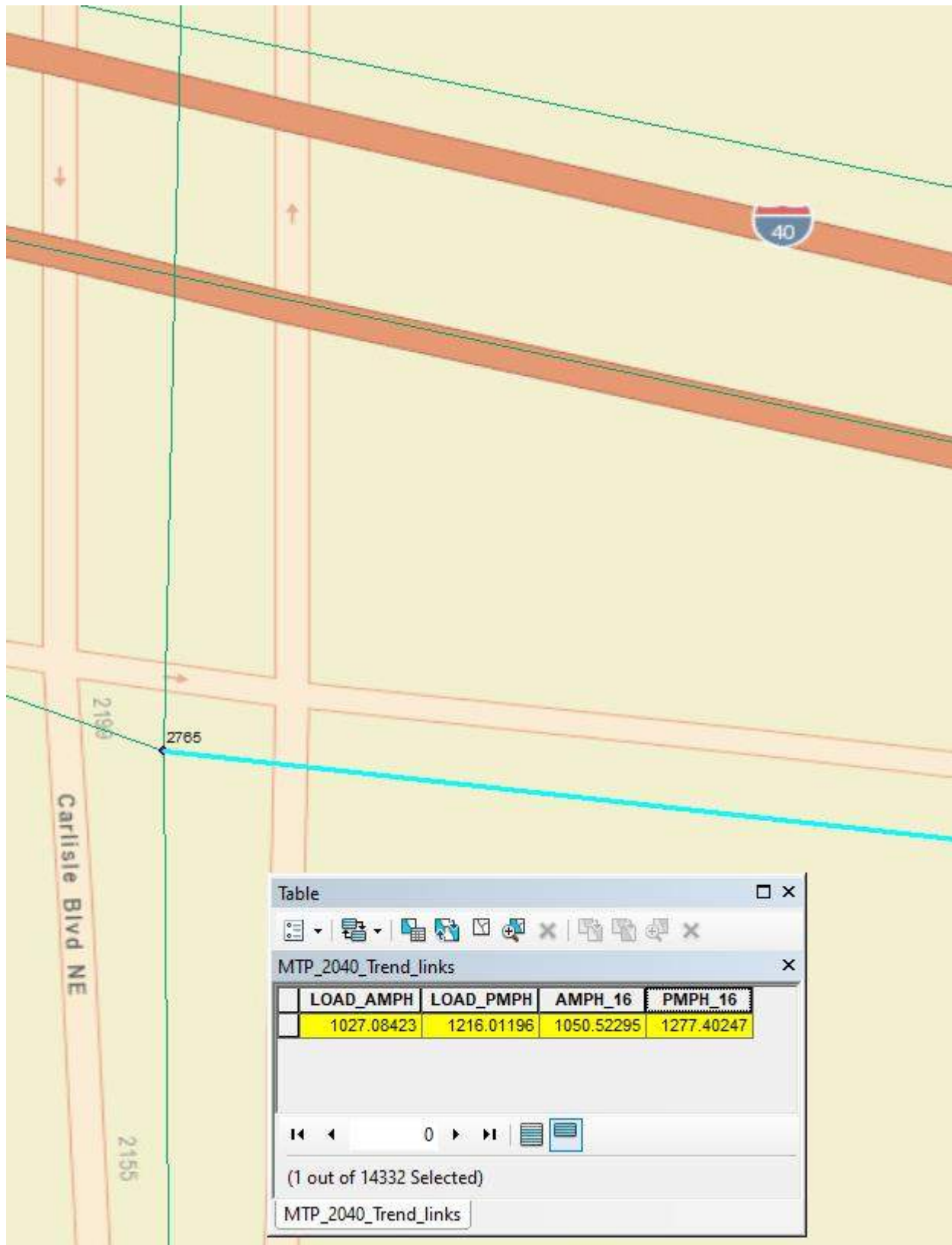
Prospect Ave West of Carlisle Blvd



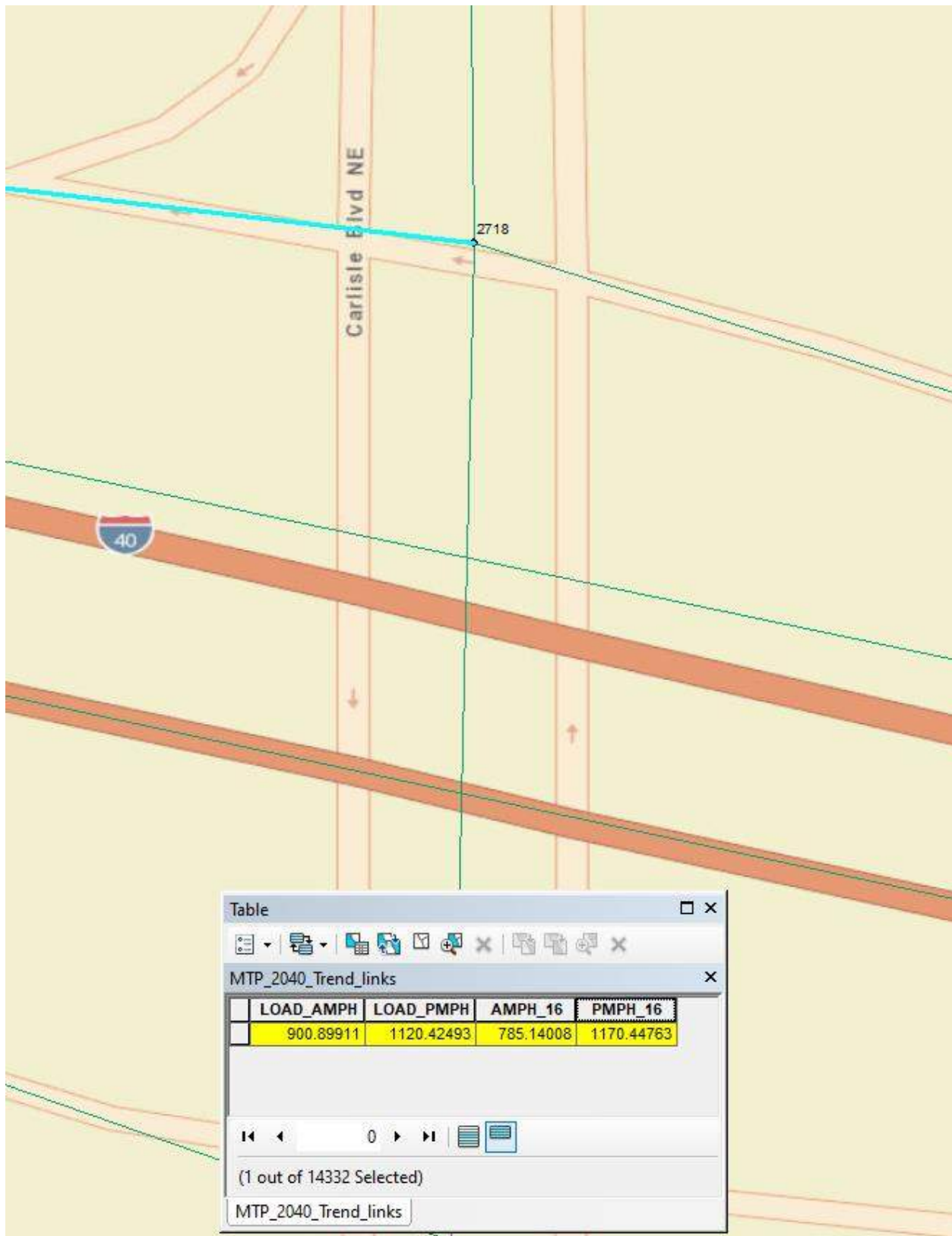
I-40 EB West of Carlisle Blvd (EB)



I-40 EB East of Carlisle Blvd (EB)



I-40 WB West of Carlisle Blvd (WB)



I-40 WB East of Carlisle Blvd (WB)

