

TRAFFIC IMPACT ANALYSIS

For

THE FARM AT EAGLES NEST

LOCATED IN HENDERSON COUNTY, NORTH CAROLINA

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JMT Project 0699

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INTRODUCTION AND BACKGROUND

This report summarizes the findings of the Traffic Impact Analysis (TIA) that was performed for a development consisting of 166 detached residences and 132 multi-plex units proposed in Henderson County, North Carolina. (*Figures 1 & 2*) The purpose of this study is to determine the impact of the anticipated traffic associated with this development including trip generation, trip distribution, intersection delay, vehicle queue, and intersection capacity. Each of these aspects will be analyzed to determine any potential adverse traffic impacts on the adjacent roadway network from the proposed development.

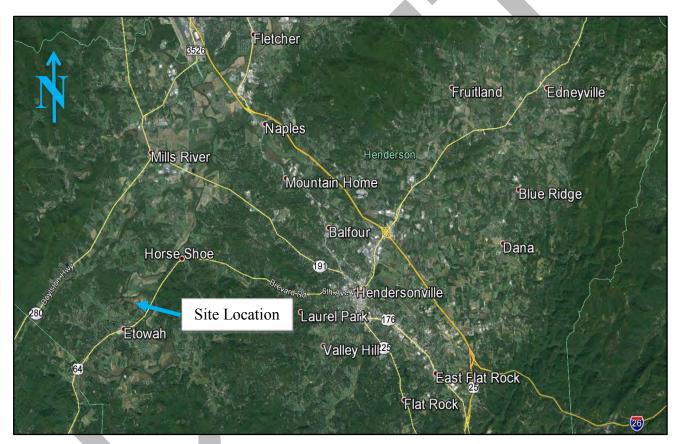


FIGURE 1 – REGION OF PROPOSED SITE LOCATION

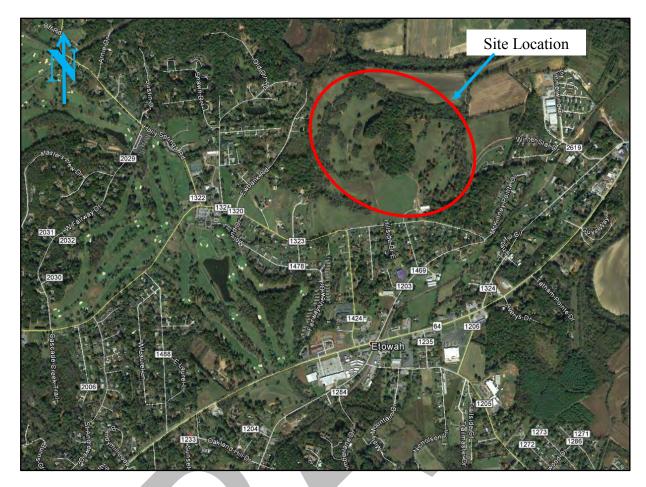


FIGURE 2 – PROPOSED SITE LOCATION

PROPOSED SITE USE AND ACCESS

The site plan consists of 232 acres and contains 166 single-family residences and 132 multi-plex apartment units. According to developer representatives, this development will be marketed towards an older demographic – specifically, ages 55 and older. The development will provide a variety of on-site services / amenities to the residents such as tennis courts, hiking/biking trails, horse barn and riding ring, wellness center, swimming pool, clubhouse, shuffleboard, horseshoes, arts & crafts building, dining / kitchen facility, car shop / maintenance building, and a barbeque area.

There are two proposed full movement access points directly onto McKinney Road, one designated as the main access point and one designated as a service access. There is also a third full movement access point onto Ewbank Road, which connects directly to Brickyard Road. The Ewbank Road access will be gated and is designated for emergency use only. All residents will utilize the main access point on McKinney Road. *Figure 3* shows the proposed site layout of the development. *Appendix A* contains a full-size site plan.

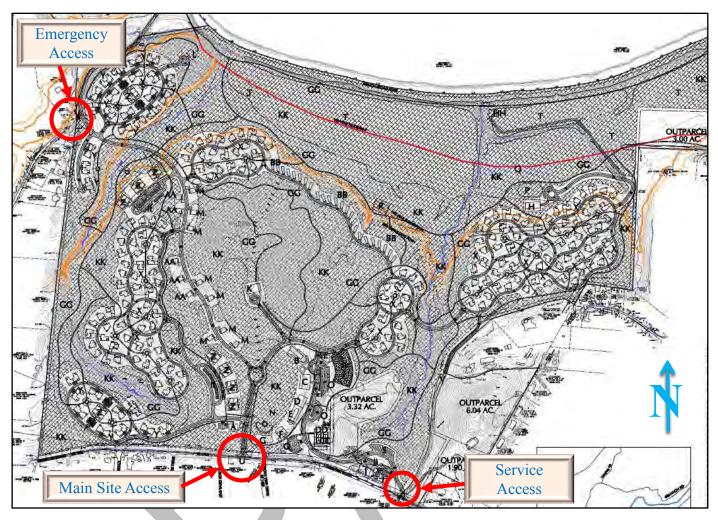


FIGURE 3 – Site Pan - (Site Plan Provided by Land Planning Collaborative)

PARAMETERS AND STUDY AREA

As determined through discussions with North Carolina Department of Transportation (NCDOT), Henderson County Planning, and engineering judgment, the study area of this TIA includes:

- N. Greenwood Forest Drive (SR 1488) @ Brickyard Road (SR 1323) Un-signalized
- Holly Springs Road (SR 1322) @ Brickyard Road Un-signalized
- McKinney Road (SR 1203) @ Brickyard Road Un-signalized
- Pisgah View Drive (North) (SR 1469) @ McKinney Road Un-signalized
- Pisgah View Drive (South) @ McKinney Road Un-signalized
- McKinney Road @ US 64 (Brevard Road) Signalized (Isolated Signal)
- Brickyard Road @ US 64 (Brevard Road) Signalized (Isolated Signal)
- N. Greenwood Forest Drive @ US 64 Un-Signalized

Peak hour turning movement counts were obtained at each of the existing study intersections. AM and PM peak hours were determined between the AM and PM peak periods of 7:00 - 9:00 AM and 4:00 - 6:00 PM. AM and PM peak hours for each intersection were analyzed for existing traffic, background traffic, and full build-out traffic conditions (2020).

The AM and PM peak hours for each intersection are as follows:

- N. Greenwood Forest Drive (SR 1488) @ Brickyard Road (SR 1323)
 - AM Peak Hour 7:00 AM 8:00 AM \parallel PM Peak Hour 4:45 PM 5:45 PM
- Holly Springs Road (SR 1322) @ Brickyard Road
 - AM Peak Hour 7:15 AM 8:15 AM \parallel PM Peak Hour 5:00 PM 6:00 PM
- McKinney Road (SR 1203) @ Brickyard Road
 - AM Peak Hour 7:15 AM 8:15 AM || PM Peak Hour 5:00 PM 6:00 PM
- Pisgah View Drive (North) (SR 1469) @ McKinney Road
 - AM Peak Hour 7:15 AM 8:15 AM \parallel PM Peak Hour 5:00 PM 6:00 PM
- Pisgah View Drive (South) @ McKinney Road
 - AM Peak Hour 7:15 AM 8:15 AM || PM Peak Hour 5:00 PM 6:00 PM
- McKinney Road @ US 64 (Brevard Road)
 - AM Peak Hour 7:15 AM 8:15 AM || PM Peak Hour 4:45 PM 5:45 PM
- Brickyard Road @ US 64 (Brevard Road)
 - AM Peak Hour 7:15 AM 8:15 AM || PM Peak Hour 4:45 PM 5:45 PM
- N. Greenwood Forest Drive @ US 64
 - AM Peak Hour 7:15 AM 8:15 AM \parallel PM Peak Hour 4:45 PM 5:45 PM

Other parameters include:

- Background Traffic Growth Factor of 2%
 - NCDOT approved growth factor
- Peak Hour Factor of 0.90 for projected conditions

SURROUNDING LAND USES

The proposed site is located in the Etowah community of Henderson County, NC. The predominant land use within the study area is low density residential, recreational, and agricultural land uses. Horseshoe, NC is located roughly 3 miles to the east of the proposed site. Mills River, NC is located roughly 6 miles to the north of the proposed development and Hendersonville, NC is located roughly 8 miles to the east of the proposed development.

SURROUNDING ROADWAYS

According to NCDOT's Online GIS, US 64 (Brevard Road) is classified as a minor arterial. US 64 is a threelane road with a posted speed limit of 45 mph within the vicinity of the proposed development. According to NCDOT data, the Average Annual Daily Traffic (AADT) on US 64 was 9,800 vehicles per day (vpd) east of Brickyard Road and 7,500 vpd west of Brickyard Road in 2016.

N. Greenwood Forest Drive is classified as a local road. N. Greenwood Forest Drive is a two-lane road with a posted speed limit of 35 mph. According to NCDOT data, the AADT on N. Greenwood Forest Drive near US 64 was 2,100 vpd in 2014. Additionally, the AADT near Brickyard Road was 2,100 in 2015.

Brickyard Road is classified as a local road. Brickyard Road is a two-lane road with a posted speed limit of 35 mph within the vicinity of the study area. According to NCDOT data, the AADT on Brickyard Road was 2,000 vpd between N. Greenwood Forest Drive and Holly Springs Road in 2016. Additionally, the AADT on Brickyard Road was 3,000 vpd between McKinney Road and US 64 in 2015.

Holly Springs Road is classified as a local road. Holly Springs Road is a two-lane road with a posted speed limit of 35 mph within the vicinity of the study area. According to NCDOT data, the AADT on Holly Springs Road was 2,400 vpd north of Brickyard Road in 2015.

McKinney Road Road is classified as a local road. McKinney Road is a two-lane road with a posted speed limit of 35 mph within the vicinity of the study area. According to NCDOT data, the AADT on McKinney Road was 480 vpd just north of US 64 in 2016.

Pisgah View Road is classified as a local road. Pisgah View Road is a two-lane road with a posted speed limit of 25 mph within the vicinity of the study area. According to NCDOT data, the AADT on Pisgah View Road was 180 vpd in 2015.

EXISTING TRAFFIC

Peak hour turning movement counts were conducted at the intersections in the study area. The AM and PM peak hours were identified between the peak periods of 7:00 - 9:00 AM and 4:00 - 6:00 PM. The existing lane configurations and existing peak hour volumes are shown in *Figures 4 & 5*. The complete existing turning movement counts can be found in *Appendix B*.

It is worth noting that the traffic patterns within the study area are indicative of commuter and "cut-through" travel patterns. N. Greenwood Forest Drive is a direct connection between Brickyard Road and US 64 for vehicles traveling to and from Brevard, Mills River, and Asheville.

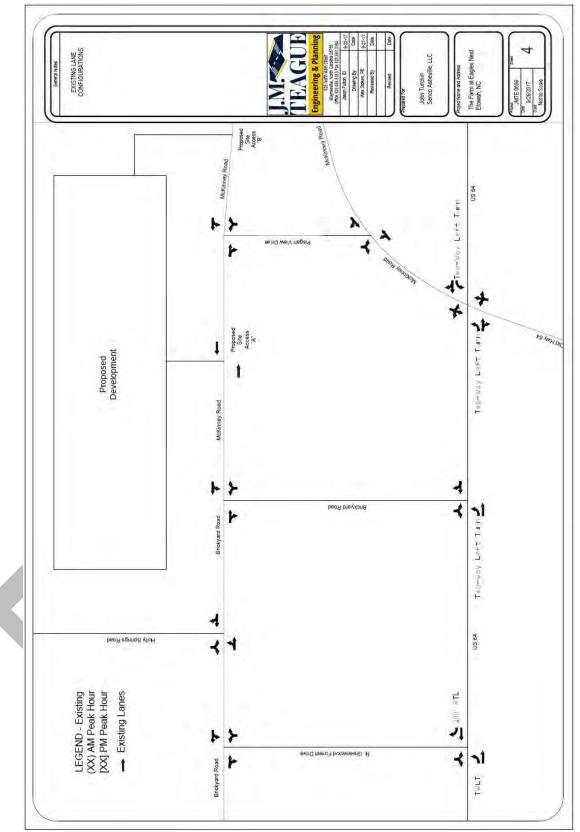


FIGURE 4 – EXISTING LANE CONFIGURATIONS

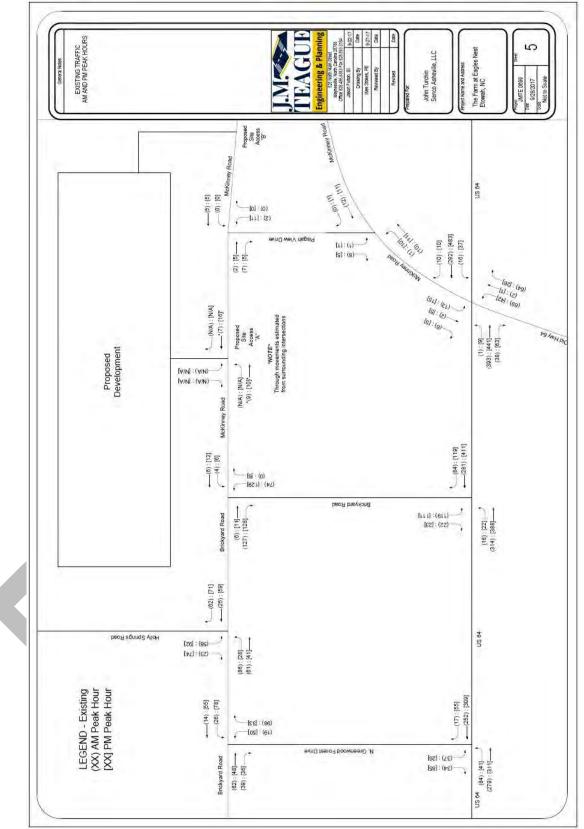


FIGURE 5 – EXISTING AM AND PM PEAK HOUR TRAFFIC

BACKGROUND TRAFFIC

Background traffic is defined as the traffic that would be at the studied intersections at the time of anticipated project completion (build-out), without the proposed development. Background traffic is comprised of existing traffic and any increase or decrease in volumes which might occur from general growth trends in the surrounding area or from nearby specific developments. It also assumes no significant roadway geometric changes from the existing condition scenario. A 2% background traffic growth factor was utilized for this study. The anticipated project completion year (build-out) is 2020. The anticipated background traffic is shown in *Figure 6*. The background turning movement data can be found in *Appendix B*.

NCDOT 2018-2027 STATE TRANSPORTATION IMPROVEMENT PROJECTS

The current 2018-2027 NCDOT State Transportation Improvement Projects (STIP) does not indicate any funded NCDOT projects within the immediate study area of the proposed development.

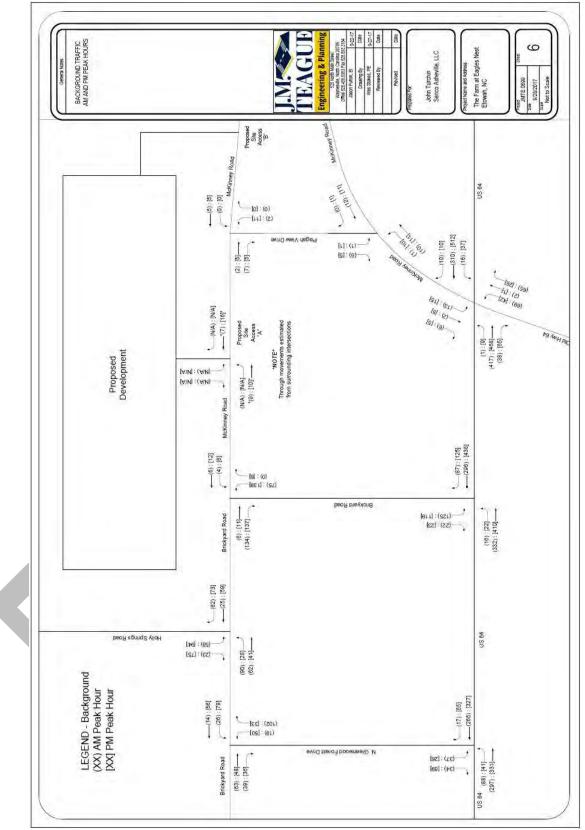


FIGURE 6 – BACKGROUND AM AND PM PEAK HOUR TRAFFIC

TRIP DISTRIBUTION

The trip distribution for this development was estimated from the existing traffic volume patterns within the surrounding roadway network, the surrounding population densities, the location of the proposed development, and engineering judgment. Trip distribution percentages can be seen in *Figure 7*.

TRIP GENERATION

The latest edition (9th) of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) was used as a baseline to determine site generated traffic. The proposed development fits the characteristics for multiple ITE Land Use Codes. As previously mentioned, the intended demographic of this development is a 55 and older population geared towards a "senior adult housing" land use. However, no explicit age restrictions are being enforced on this development so it is anticipated that some typical single-family residences will be incorporated into the development. Through the TIA scoping process with NCDOT & Henderson County Planning, it was determined that assuming all the units as "Single-Family – Detached" would be appropriate to analyze a "worst-case" scenario.

Additionally, the proposed site will provide a plethora of amenities that will be accessible to the surrounding Etowah community through social memberships. Developer representatives have indicated a cap of 200 social memberships to use on-site amenities. NCDOT has requested that Land Use Code 495 (Recreational Community Club) be utilized to estimate anticipated traffic to and from the on-site amenities during the AM and PM peak hours. NCDOT guidelines indicate that the independent variable for this land use should be by the 1,000 SF. However, since the on-site amenities will be utilized by memberships, a custom trip generation scenario was created to combine the two variables.

The on-site amenities and associated square footages are as follows: Restaurant (6,000 SF), Clubhouse (4,000 SF), Wellness Center (10,000 SF), Art Gallery (3,000 SF), Motorcycle / Car Display Building (3,000 SF), Equestrian Barn / Restaurant (10,000 SF), Event Building / Restaurant (8,000 SF), and Pavilion / Restaurant (3,000 SF). The total square footage for the on-site amenities to be utilized by the social memberships is 47,000 SF.

ITE provides one (1) study for Land Use Code 495 with the independent variable listed as memberships and the study was conducted at a 14,000 SF facility. Using this information, a conversion factor was calculated (47,000 SF / 14,000 SF = 3.4) to determine anticipated site trips based on memberships.

In accordance with NCDOT guidelines, the rate method was used instead of the equation method in determining trips associated with these particular land uses. The rates for weekday total, AM peak hour, and PM peak hour can be seen below. The typical weekday trip generation is shown in *Table 1*.

- LUC 210 Single-Family Detached Housing
 - \circ Weekday Rate = 9.52
 - o AM Peak Hour of Adjacent Street Traffic Equation
 - Rate = 0.75 : 25% entering / 75% exiting
 - o PM Peak Hour of Adjacent Street Traffic Equation
 - Rate = 1.00 : 63% entering / 37% exiting
- LUC 495 Recreational Community Center
 - Weekday Rate = Not Listed for Memberships (Assumed to be 10x AM Peak Trips)
 - o AM Peak Hour of Adjacent Street Traffic Equation
 - Rate = (0.03) * (3.4) = 0.102 : 58% entering / 42% exiting
 - PM Peak Hour of Adjacent Street Traffic Equation
 - Rate = (0.02) * (3.4) = 0.068 : 39% entering / 61% exiting

In addition to the land uses listed above, there will be employees dedicated to some of the on-site amenities that will come from off-site the development and add to the overall trips generated by the site. These employees will be staffed to the dining / kitchen facilities, administration building, car shop / maintenance building, and guest room services building. Through a review of the site plan layout, it was determined that 20 parking spaces will be dedicated for employee use. Based on engineering judgement and to assume a "worst-case" scenario, it was assumed that 20 employees (100%) would enter the site during the AM peak hour and a 50/50 split between ingress / egress trips would occur during the PM peak hour. Additionally, it was assumed that all employees will enter through the main site access instead of the secondary service access along McKinney Road. The trip generation associated with the 20 employee parking spaces can be seen below in *Table 1*.

	Size Unit		ADT (vpd)	AM Peak (vph)		PM Peak (vph)	
			() [IN	OUT	IN	OUT
ITE Land Use Code 210 – Single-Family Detached	299	Dwelling Units	2,847	56	168	188	111
ITE Land Use Code 495 – Recreational Community Center	200	Memberships	200	12	8	5	9
Employees – Parking Spaces	20	Spaces	40	20	0	10	10
TOTAL TRIPS			3,087	88	176	203	130

Table 1 – Typical Weekday Trip Generation

Trip assignments were distributed using the percentages found in *Figure 7* and shown as AM and PM Peak Hour ingress and egress site generated trips in *Figure 8*.

BUILD-OUT TRAFFIC

Build-out traffic is defined as the total traffic volume that will be present on the surrounding roadway network at the time of project completion and full occupancy. This time is assumed to be 2020. Build-out traffic was calculated by adding the background traffic and site traffic. *Figure 9* shows the anticipated build-out AM & PM Peak Hour traffic.

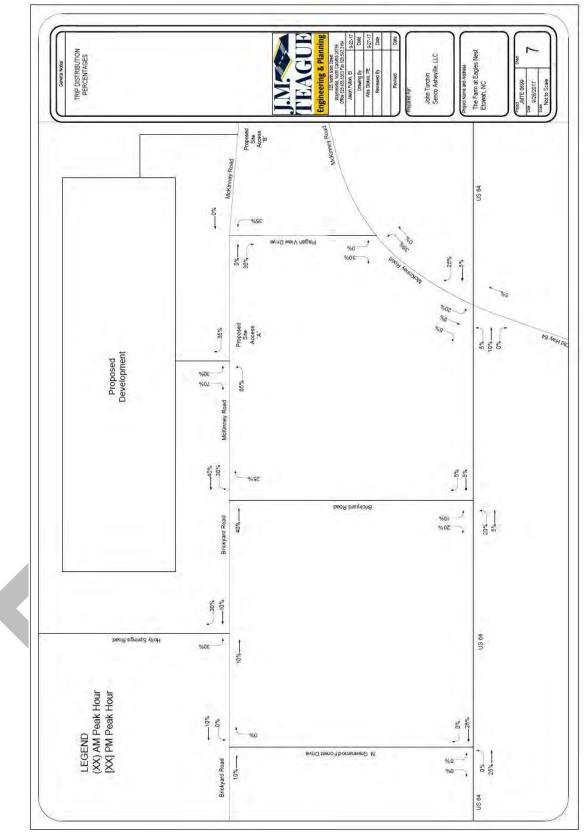


FIGURE 7 – TRIP DISTRIBUTION PERCENTAGES

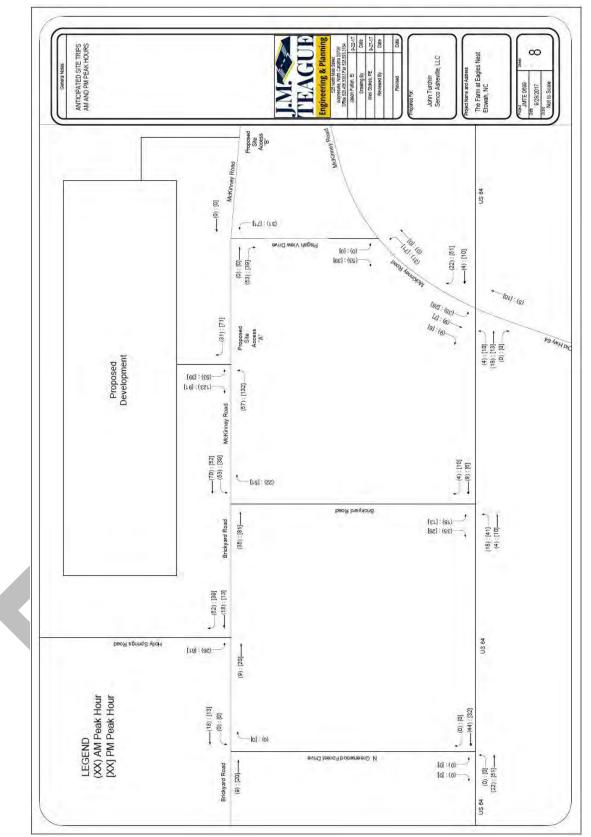


FIGURE 8 – ANTICIPATED SITE TRIPS – AM & PM PEAK HOURS

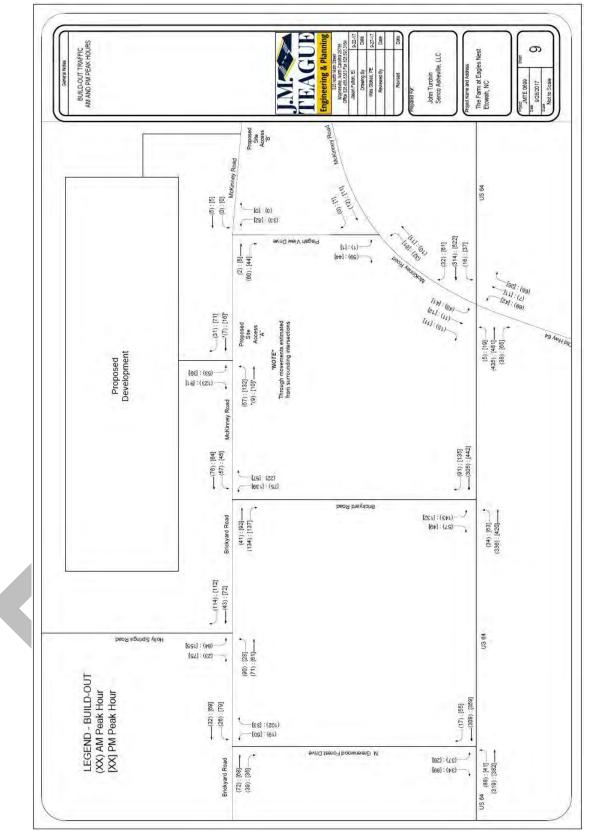


FIGURE 9 – BUILD-OUT AM AND PM PEAK HOUR TRAFFIC

METHOD OF ANALYSIS

The studied intersections were analyzed using Synchro. Synchro is a specialized software package that allow the user to model and simulate intersections and roadway networks to determine levels of service (LOS), based on the thresholds specified in the Highway Capacity Manual (HCM) published by the Transportation Research Board. Synchro also provides analysis of capacity, vehicle delay, volume to capacity ratio (v/c), queue lengths, traffic signal timing, and vehicle flow rate.

The HCM defines capacity as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point during a given time period under prevailing roadway, traffic, and control conditions". LOS is a term used to represent different driving conditions, primarily with respect to traffic congestion. It is defined as a "qualitative measure describing operational and perceptional conditions within a traffic stream". LOS "A" represents free flow traffic conditions with no congestion. LOS "F" represents severely impacted traffic flow due to vehicle congestion. LOS is generally determined by the total "Control Delay" experienced by drivers. Control delay is vehicle delay that is ultimately caused by the traffic control device. This includes deceleration delay, queue move-up time delay, stopped delay, and acceleration delay. (*Table 2*)

Un-signalized	INTERSECTION	SIGNALIZED INTERSECTION		
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (Seconds)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (Seconds)	
Α	0-10	Α	0-10	
В	10-15	В	10-20	
С	15-25	С	20-35	
D	25-35	D	35-55	
Е	35-50	Е	55-80	
F	> 50	F	>80	

HIGHWAY CAPACITY MANUAL LEVEL OF SERVICE AND DELAY

<Table 2>

The analysis for un-signalized intersections can project very high delays on the side street, thus it is recommended to use LOS measurements as a comparative tool rather than a design tool. The 95th Queue is defined to be the vehicle queue (back-up) that has only a 5% probability of being exceeded during the analysis period. At un-signalized intersections, p0 is the probability of a queue free state.

ANALYSIS OF EXISTING CONDITIONS

The analysis for existing conditions was based on methodology presented in NCDOT's *Congestion Management Capacity Analysis Guidelines*. In order to estimate the existing LOS, delay, v/c ratio, and queue at the study intersections, the existing traffic volumes from the AM & PM peak hours were analyzed using existing lane configurations and traffic control conditions. (*Tables 3 – 10*) Since existing turning movement count data was collected, the existing peak hour factor (PHF) was utilized for analyzing existing conditions. Existing signal timing information was determined from the existing signal plan of record for the intersections of Brickyard Road @ US 64 and McKinney Road @ US 64.

In accordance with NCDOT's *Congestion Management Capacity Analysis Guidelines*, zero volume movements were increased to four (4) vehicles per hour to prevent Synchro from incorrectly calculating one or more movements as being prohibited. The capacity analysis (Synchro) for the existing conditions are found in *Appendix C* and the signal plans of record are found in *Appendix D*. The estimated delay was field verified and found to generally coincide with the Synchro calculations.

	AM]	PEAK HOU	R	PM PEAK HOUR			
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	
Eastbound	100	A 0.0	0.08	100	A 0.0	0.06	
Westbound	97	A 4.7	0.03	93	A 5.0	0.07	
Northbound	87	A 9.8	0.17	90	B 10.9	0.14	

N. GREENWOOD FOREST DRIVE @ BRICKYARD ROAD ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

<Table 3>

HOLLY SPRINGS ROAD @ BRICKYARD ROAD ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	91	A 5.2	0.09	98	A 2.8	0.02
Westbound	100	A 0.0	0.07	100	A 0.0	0.09
Southbound	86	B 12.0	0.17	86	B 10.8	0.25

<Table 4>

MCKINNEY ROAD @ BRICKYARD ROAD ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	R	PM PEAK HOUR			
Approach	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	
Eastbound	87	A 9.1	0.15	87	A 9.4	0.16	
Westbound	98	B 11.3	0.03	97	B 13.0	0.05	
Northbound	95	A 7.0	0.05	90	A 6.8	0.10	

<Table 5>

PISGAH VIEW DRIVE (NORTH) @ MCKINNEY ROAD ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio
Eastbound	100	A 0.0	0.01	100	A 0.0	0.01
Westbound	100	A 1.8	0.01	100	A 2.4	0.01
Northbound	99	A 8.6	0.01	98	A 8.7	0.02

<Table 6>

PISGAH VIEW DRIVE (SOUTH) @ MCKINNEY ROAD ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio
Eastbound	100	A 1.5	0.01	99	A 3.3	0.01
Westbound	100	A 0.0	0.01	100	A 0.0	0.01
Southbound	99	A 8.6	0.01	99	A 8.6	0.02

<Table 7>

MCKINNEY ROAD / OLD HIGHWAY 64 @ US 64 ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	95 th Queue	LOS and	V/C	95 th Queue	LOS and	V/C
	Length (ft)	Delay (sec)	Ratio	Length (ft)	Delay (sec)	Ratio
Eastbound Left	1	A 6.0	0.01	5	A 5.1	0.03
EB Thru/Right	123	A 8.7	0.47	138	A 8.3	0.51
Westbound Left	8	A 5.8	0.04	12	A 5.6	0.11
WB Thru/Right	83	A 7.2	0.33	133	A 8.0	0.50
Northbound	18	B 10.0	0.40	4	B 10.8	0.30
Southbound	9	A 9.2	0.11	14	B 11.5	0.12

<Table 8>

BRICKYARD ROAD @ US 64 ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	R	PM PEAK HOUR			
APPROACH	95 th Queue Length (ft)	LOS and Delay (sec)	V/C Ratio	95 th Queue Length (ft)	LOS and Delay (sec)	V/C Ratio	
Eastbound Left	7	A 5.1	0.05	7	A 3.6	0.08	
Eastbound Thru	99	A 7.8	0.38	108	A 5.2	0.34	
WB Thru/Right	188	B 14.1	0.54	288	B 13.0	0.58	
Southbound	81	B 19.1	0.48	100	C 33.0	0.61	

<Table 9>

N. GREENWOOD FOREST DRIVE @ US 64 ANALYSIS OF EXISTING AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio
Eastbound Left	91	A 8.2	0.09	96	A 8.2	0.04
Eastbound Thru	100	A 0.0	0.18	100	A 0.0	0.20
Westbound Thru	100	A 0.0	0.17	100	A 0.0	0.19
Westbound Right	100	A 0.0	0.02	100	A 0.0	0.04
Southbound	89	B 12.4	0.19	83	B 11.9	0.23

<Table 10>

ANALYSIS OF BACKGROUND TRAFFIC CONDITIONS

The analysis for background conditions was based on methodology presented in NCDOT's *Congestion Management Capacity Analysis Guidelines*. In order to estimate the background LOS, delay, v/c ratio, and queue at the study intersections, the background traffic volumes were analyzed using existing lane configurations. (*Tables 11 – 18*) A PHF of 0.90 was utilized for all background conditions. Signal timing information was determined from the existing signal plan of record for the intersections of Brickyard Road @ US 64 and McKinney Road @ US 64.

In accordance with NCDOT's *Congestion Management Capacity Analysis Guidelines*, zero volume movements were increased to four (4) vehicles per hour to prevent Synchro from incorrectly calculating one or more movements as being prohibited. The capacity analysis (Synchro Reports) for the background conditions can be found in *Appendix C*.

N. GREENWOOD FOREST DRIVE @ BRICKYARD ROAD ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR			
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C	
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio	
Eastbound	100	A 0.0	0.07	100	A 0.0	0.05	
Westbound	98	A 4.9	0.02	94	A 4.6	0.06	
Northbound	88	A 9.5	0.14	91	B 10.5	0.12	

<Table 11>

HOLLY SPRINGS ROAD @ BRICKYARD ROAD ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	93	A 4.7	0.07	98	A 3.1	0.02
Westbound	100	A 0.0	0.06	100	A 0.0	0.09
Southbound	90	B 10.9	0.13	86	B 10.6	0.22

MCKINNEY ROAD @ BRICKYARD ROAD ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	86	A 9.0	0.15	86	A 9.2	0.16
Westbound	99	B 11.0	0.02	98	B 12.8	0.04
Northbound	95	A 7.0	0.05	91	A 7.2	0.09

<Table 13>

PISGAH VIEW DRIVE (NORTH) @ MCKINNEY ROAD ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	R	PM PEAK HOUR			
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	
Eastbound	100	A 0.0	0.01	100	A 0.0	0.01	
Westbound	100	A 2.9	0.01	100	A 2.9	0.01	
Northbound	100	A 8.5	0.01	99	A 8.6	0.02	

<Table 14>

PISGAH VIEW DRIVE (SOUTH) @ MCKINNEY ROAD ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR			
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C	
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio	
Eastbound	100	A 0.6	0.01	99	A 3.5	0.01	
Westbound	100	A 0.0	0.01	100	A 0.0	0.01	
Southbound	99	A 8.4	0.01	99	A 8.4	0.01	

MCKINNEY ROAD / OLD HIGHWAY 64 @ US 64 ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R PM PEAK HOUR			R
Approach	95 th Queue	LOS and	V/C	95 th Queue	LOS and	V/C
	Length (ft)	Delay (sec)	Ratio	Length (ft)	Delay (sec)	Ratio
Eastbound Left	2	A 6.0	0.01	5	A 4.7	0.02
EB Thru/Right	142	A 9.0	0.49	146	A 6.6	0.46
Westbound Left	9	A 5.7	0.04	13	A 4.8	0.07
WB Thru/Right	89	A 7.1	0.34	136	A 6.2	0.44
Northbound	48	B 10.3	0.39	35	B 11.8	0.25
Southbound	15	A 9.9	0.07	19	B 12.6	0.10

<Table 16>

BRICKYARD ROAD @ US 64

ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	95 th Queue Length (ft)	LOS and Delay (sec)	V/C Ratio	95 th Queue Length (ft)	LOS and Delay (sec)	V/C Ratio
Eastbound Left	7	A 4.4	0.03	9	A 4.0	0.05
Eastbound Thru	91	A 7.3	0.39	122	A 7.0	0.43
WB Thru/Right	178	B 10.6	0.50	299	B 11.7	0.63
Southbound	93	B 17.2	0.42	116	C 22.7	0.46

<Table 17>

N. GREENWOOD FOREST DRIVE @ US 64 ANALYSIS OF BACKGROUND AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound Left	92	A 8.1	0.08	96	A 8.3	0.04
Eastbound Thru	100	A 0.0	0.19	100	A 0.0	0.22
Westbound Thru	100	A 0.0	0.17	100	A 0.0	0.21
Westbound Right	100	A 0.0	0.01	100	A 0.0	0.04
Southbound	92	B 12.0	0.13	85	B 12.0	0.20

<Table 18>

ANALYSIS OF BUILD-OUT TRAFFIC CONDITIONS

The analysis for build-out conditions was based on methodology presented in NCDOT's *Congestion Management Capacity Analysis Guidelines*. In order to estimate the build-out LOS, delay, v/c ratio, and queue at the study intersections, the build-out traffic volumes from the AM & PM peak hours were analyzed using existing lane configurations and traffic control conditions. *(Tables 19 – 27)* A PHF of 0.90 was utilized for all build-out conditions. Signal timing information was determined from the existing signal plan of record for the intersections of Brickyard Road @ US 64 and McKinney Road @ US 64.

In accordance with NCDOT's *Congestion Management Capacity Analysis Guidelines*, zero volume movements were increased to four (4) vehicles per hour to prevent Synchro from incorrectly calculating one or more movements as being prohibited. The capacity analysis (Synchro Reports) for the build-out conditions can be found in *Appendix C*.

N. GREENWOOD FOREST DRIVE @ BRICKYARD ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR			
Approach	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	
Eastbound	100	A 0.0	0.07	100	A 0.0	0.07	
Westbound	98	A 3.4	0.02	94	A 4.3	0.06	
Northbound	88	A 9.6	0.15	91	B 10.8	0.13	

<Table 19>

HOLLY SPRINGS ROAD @ BRICKYARD ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	93	A 4.6	0.07	98	A 2.5	0.02
Westbound	100	A 0.0	0.10	100	A 0.0	0.12
Southbound	84	B 12.1	0.19	75	B 12.2	0.34

MCKINNEY ROAD @ BRICKYARD ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	86	A 9.8	0.21	80	B 12.3	0.34
Westbound	87	B 13.4	0.26	84	C 17.6	0.30
Northbound	95	A 5.8	0.05	91	A 5.5	0.09

<Table 21>

PISGAH VIEW DRIVE (NORTH) @ MCKINNEY ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR		
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	100	A 0.0	0.04	100	A 0.0	0.03
Westbound	100	A 3.0	0.01	100	A 2.9	0.01
Northbound	96	A 8.9	0.04	91	A 9.1	0.10

<Table 22>

PISGAH VIEW DRIVE (SOUTH) @ MCKINNEY ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR			
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C	
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio	
Eastbound	98	A 5.6	0.02	94	A 6.6	0.06	
Westbound	100	A 0.0	0.01	100	A 0.0	0.01	
Southbound	94	A 8.6	0.06	95	A 8.6	0.05	

MCKINNEY ROAD / OLD HIGHWAY 64 @ US 64 Analysis of Build-out AM/PM Peak Hour Traffic Conditions

	AM	PEAK HOU	R	PM PEAK HOUR			
Approach	95 th Queue LOS and V/C 9		95 th Queue	95 th Queue LOS and			
	Length (ft)	Delay (sec)	Ratio	Length (ft)	Delay (sec)	Ratio	
Eastbound Left	2	A 5.4	0.01	8	A 4.8	0.04	
EB Thru/Right	146	A 8.9	0.51	150	A 6.6	0.46	
Westbound Left	8	A 5.4	0.04	13	A 4.7	0.08	
WB Thru/Right	95	A 7.0	0.37	162	A 6.6	0.49	
Northbound	62	B 13.4	0.44	44	B 13.5	0.28	
Southbound	40	B 12.4	0.24	41	B 14.8	0.24	

<Table 24>

BRICKYARD ROAD @ US 64 ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM]	PM PEAK HOUR			
Approach	95 th Queue Length (ft)	LOS and Delay (sec)	V/C Ratio	95 th Queue Length (ft)	LOS and Delay (sec)	V/C Ratio		
Eastbound Left	14	A 5.1	0.07	23	A 4.8	0.16		
Eastbound Thru	109	A 7.8	0.40	144	A 7.0	0.42		
WB Thru/Right	204	B 14.0	0.56	344	B 17.3	0.71		
Southbound	125	C 20.3	0.53	151	C 28.7	0.57		

<Table 25>

N. GREENWOOD FOREST DRIVE @ US 64 ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM	PEAK HOU	R	PM PEAK HOUR				
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio		
Eastbound Left	92	A 8.3	0.08	96	A 8.4	0.04		
Eastbound Thru	100	A 0.0	0.21	100	A 0.0	0.25		
Westbound Thru	100	A 0.0	0.20	100	A 0.0	0.23		
Westbound Right	100	A 0.0	0.01	100	A 0.0	0.04		
Southbound	91	B 12.4	0.14	85	B 12.5	0.21		

<Table 26>

SITE ACCESS "A" @ MCKINNEY ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

	AM]	PEAK HOU	UR PM PEAK HOUR			
APPROACH	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio	Queue Free Percent (%)	LOS and Delay (sec)	V/C Ratio
Eastbound	96	A 6.4	0.04	90	A 7.2	0.10
Westbound	100	A 0.0	0.02	100	A 0.0	0.06
Southbound	87	A 9.7	0.20	90	B 10.3	0.18

<Table 27>

CONCLUSIONS AND RECOMMENDATIONS

The mitigation recommendations at each of the studied intersections were based on NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual) methodology and mitigation threshold requirements, and engineering judgement.

According to NCDOT, mitigation improvements are required to the studied roadway network if at least one of the following conditions exists when comparing base network conditions to project build-out conditions:

- Average intersection or approach delay increases by 25% or greater while maintaining same LOS,
- LOS degrades by at least one level
- LOS is F

NCDOT has requested that turn lane warrant analyses be conducted at each of the appropriate un-signalized studied intersections. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart was utilized to determine potential turn lane storage length requirements. For the purposes of this report and to assist with overall mitigation, turn lane installation will be recommended when turn lane warrants are met for 75-feet of storage or greater.

Additionally, the Driveway Manual states that all site access points to a development should have a minimum internal protected stem length of 100 feet before any crossing / left-turning conflicts are allowed.

N. Greenwood Forest Drive @ Brickyard Road:

Based on HCM and NCDOT guidance, "*LOS for un-signalized intersections is not defined as a whole and should only be reported for individual stop-controlled or yield movements.*" As a result, the free-flow movements / approaches were not utilized when comparing background conditions to build-out conditions. As can be seen in *Table 28*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased for the northbound approach during the AM and PM peak hours.

Annuagah	Peak	Background			Build-out			Delay
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	А	0.0	0.07	A	0.0	0.07	0%
(Brickyard)	PM	Α	0.0	0.05	А	0.0	0.07	0%
Westbound	AM	Α	4.9	0.02	А	3.4	0.02	-31%
(Brickyard)	PM	Α	4.6	0.06	Α	4.3	0.06	-7%
Northbound	AM	Α	9.5	0.14	A	9.6	0.15	1%
(Greenwood Forest)	PM	В	10.5	0.12	В	10.8	0.13	3%

N. GREENWOOD FOREST DRIVE @ BRICKYARD ROAD COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 28>

It should be noted that the westbound approach experiences a decrease in delay when comparing background conditions to build-out conditions. This is a result of the Synchro calculations taking a weighted average of the westbound approach volumes. Since only through movements are being added to the free flow westbound approach, the Synchro calculations result in a lower average approach delay.

None of the approaches are beyond the NCDOT thresholds for delay increase percentage or LOS degradation. Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under buildout conditions based solely on capacity analysis.

From a capacity analysis standpoint, LOS A & LOS B are acceptable operation for an un-signalized intersection during a peak hour. However, as a secondary analysis, left and right turn lane warrants were studied for the eastbound and westbound approaches at this intersection. *Table 29* below shows the results of the turn lane warrant analysis for this intersection.

N. GREENWOOD FOREST DRIVE @ BRICKYARD ROAD
TURN LANE WARRANT ANALYSIS

Approach	Peak Hour	Left Turns (Vehicles)	Opposing Lefts (Vehicles)	Right Turns (Vehicles)	Opposing Rights (Vehicles)	Required Storage Length per NCDOT Chart
Fasthound	AM	-	-	39	100	50'
Eastbound	PM	-	-	36	100	50'
Westbound	AM	26	111	-	-	50'
westbound	PM	79	104	-	-	75'

<Table 29>

The results of the turn lane warrant analysis indicate that build-out volumes warrant a 50-foot eastbound right turn lane and a 75-foot westbound left turn lane. It is recommended to install a 75-foot westbound left turn lane at this intersection to accommodate traffic generated by the proposed site. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart can be found in *Appendix E*.



Holly Springs Road @ Brickyard Road:

Based on HCM and NCDOT guidance, "*LOS for un-signalized intersections is not defined as a whole and should only be reported for individual stop-controlled or yield movements.*" As a result, the free-flow movements / approaches were not utilized when comparing background conditions to build-out conditions. As can be seen in *Table 30*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased for the southbound approach during the AM and PM peak hours.

Annuagah	Peak]	Background			Build-out	Delay	
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	Α	4.7	0.07	A	4.6	0.07	-2%
(Brickyard)	PM	Α	3.1	0.02	Α	2.5	0.02	-20%
Westbound	AM	Α	0.0	0.06	Α	0.0	0.10	0%
(Brickyard)	PM	Α	0.0	0.09	Α	0.0	0.12	0%
Southbound	AM	В	10.9	0.13	В	12.1	0.19	11%
(Holly Springs)	PM	В	10.6	0.22	В	12.2	0.34	15%

HOLLY SPRINGS ROAD @ BRICKYARD ROAD COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 30>

It should be noted that the eastbound approach experiences a decrease in delay when comparing background conditions to build-out conditions. This is a result of the Synchro calculations taking a weighted average of the eastbound approach volumes. Since through movements are being added to the free flow eastbound approach, the Synchro calculations result in a lower average approach delay.

None of the approaches are beyond the NCDOT thresholds for delay increase percentage or LOS degradation. Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under buildout conditions based solely on capacity analysis.

From a capacity analysis standpoint, LOS A & LOS B are acceptable operation for an un-signalized intersection during a peak hour. However, as a secondary analysis, left and right turn lane warrants were studied for the eastbound and westbound approaches at this intersection. *Table 31* below shows the results of the turn lane warrant analysis for this intersection.

Approach	Peak Hour	Left Turns (Vehicles)	Opposing Lefts (Vehicles)	Right Turns (Vehicles)	Opposing Rights (Vehicles)	Required Storage Length per NCDOT Chart
Fasthound	AM	90	157	-	-	75'
Eastbound	PM	28	184	-	-	50'
Westhound	AM	-	-	114	100	75'
Westbound	PM	-	-	112	100	75'

HOLLY SPRINGS ROAD @ BRICKYARD ROAD TURN LANE WARRANT ANALYSIS

<Table 31>

The results of the turn lane warrant analysis indicate that build-out volumes warrant a 75-foot eastbound left turn lane and a 75-foot westbound right turn lane. It is recommended to install a 75-foot eastbound left turn lane and a 75-foot westbound right turn lane at this intersection to accommodate traffic generated by the proposed site. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart can be found in *Appendix E*.



McKinney Road @ Brickyard Road:

Based on HCM and NCDOT guidance, "*LOS for un-signalized intersections is not defined as a whole and should only be reported for individual stop-controlled or yield movements.*" As a result, the free-flow movements / approaches were not utilized when comparing background conditions to build-out conditions. As can be seen in *Table 32*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is increased for the eastbound and westbound approaches during the PM peak hours.

Annuagh	Peak	I	Backgroun	ıd		Build-out		Delay
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	Α	9.0	0.15	Α	9.8	0.21	9%
(Brickyard)	PM	A	9.2	0.16	B	12.3	0.34	<mark>34%</mark>
Westbound	AM	В	11.0	0.02	В	13.4	0.26	22%
(McKinney)	PM	B B	12.8	0.04	C	17.6	0.30	<mark>45%</mark>
Northbound	AM	Α	7.0	0.05	А	5.8	0.05	-17%
(Brickyard)	PM	Α	7.2	0.09	Α	5.5	0.09	-24%

MCKINNEY ROAD @ BRICKYARD ROAD COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 32>

The eastbound approach experiences LOS degradation under PM peak hour conditions when comparing background traffic to build-out traffic. During the PM peak hour, the westbound approach goes from a LOS A (9.2 seconds under background conditions) to LOS B (12.3 seconds under build-out conditions) – representing a 3.1 second increase in delay. Additionally, the delay increase percentage is beyond NCDOT thresholds – 34%.

The westbound approach experiences LOS degradation under PM peak hour conditions when comparing background traffic to build-out traffic. During the PM peak hour, the westbound approach goes from a LOS B (12.8 seconds under background conditions) to LOS C (17.6 seconds under build-out conditions) – representing a 4.8 second increase in delay. Additionally, the delay increase percentage is beyond NCDOT thresholds – 45%.

It should be noted that the northbound approach experiences a decrease in delay when comparing background conditions to build-out conditions. This is a result of the Synchro calculations taking a weighted average of the northbound approach volumes. Since through movements are being added to the free flow northbound

approach, the Synchro calculations result in a lower average approach delay.

Even though the eastbound and westbound approaches are beyond the NCDOT thresholds for delay increase percentage and LOS degradation, LOS A, LOS B, & LOS C are acceptable operation for an un-signalized intersection during a peak hour and typically do not warrant mitigation to accommodate site traffic. Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under build-out conditions based solely on capacity analysis.

However, as a secondary analysis, left and right turn lane warrants were studied for the eastbound and westbound approaches at this intersection. *Table 33* below shows the results of the turn lane warrant analysis for this intersection.

Approach	Peak Hour	Left Turns (Vehicles)	Opposing Lefts (Vehicles)	Right Turns (Vehicles)	Opposing Rights (Vehicles)	Required Storage Length per NCDOT Chart
Fasthound	AM		-	134	100	100'
Eastbound	PM	-	-	137	100	100'
Westhound	AM	57	175	-	-	50'
Westbound -	PM	45	229	-	-	50'

BRICKYARD ROAD @ MCKINNEY ROAD TURN LANE WARRANT ANALYSIS

<Table 33>

The results of the turn lane warrant analysis indicate that build-out volumes warrant a 100-foot eastbound right turn lane. It is recommended to install a 100-foot eastbound right turn lane at this intersection to accommodate traffic generated by the proposed site. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart can be found in *Appendix E*.

NCDOT has requested a historical crash analysis at this intersection. The crash analysis will be forthcoming as a separate TIA Addendum.

Pisgah View Drive (North) @ McKinney Road:

Based on HCM and NCDOT guidance, "*LOS for un-signalized intersections is not defined as a whole and should only be reported for individual stop-controlled or yield movements.*" As a result, the free-flow movements / approaches were not utilized when comparing background conditions to build-out conditions. As can be seen in *Table 34*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased during the AM and PM peak hours.

Annroach	Peak	I	Backgroun	nd		Build-out	Delay	
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	Α	0.0	0.01	A	0.0	0.04	0%
(McKinney)	PM	Α	0.0	0.01	А	0.0	0.03	0%
Westbound	AM	Α	2.9	0.01	А	3.0	0.01	3%
(McKinney)	PM	Α	2.9	0.01	А	2.9	0.01	0%
Northbound	AM	Α	8.5	0.01	A	8.9	0.04	5%
(Pisgah View)	PM	Α	8.6	0.02	A	9.1	0.10	6%

PISGAH VIEW DRIVE (NORTH) @ MCKINNEY ROAD COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 34>

None of the approaches are beyond the NCDOT thresholds for delay increase percentage or LOS degradation. Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under buildout conditions based solely on capacity analysis.

However, as a secondary analysis, right turn lane warrants were studied for the eastbound approach at this intersection. A left turn lane warrant was not evaluated since there are no westbound left turning vehicles under build-out conditions. *Table 35* below shows the results of the turn lane warrant analysis.

Approach	Peak Hour	Left Turns (Vehicles)	Opposing Lefts (Vehicles)	Right Turns (Vehicles)	Opposing Rights (Vehicles)	Required Storage Length per NCDOT Chart
Fasthound	AM	-	-	60	100	50'
Eastbound	PM	-	-	44	100	50'
Westhound	AM	-	-	-	-	-
Westbound	PM	-	-	-	-	-

PISGAH VIEW DRIVE (NORTH) @ MCKINNEY ROAD TURN LANE WARRANT ANALYSIS

<Table 35>

The results of the turn lane warrant analysis indicate that build-out volumes warrant a 50-foot eastbound right turn lane. Therefore, it is not recommended to install an eastbound right turn lane at this intersection to accommodate traffic generated by the proposed site. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart can be found in *Appendix E*.

Pisgah View Drive (South) @ McKinney Road:

Based on HCM and NCDOT guidance, "*LOS for un-signalized intersections is not defined as a whole and should only be reported for individual stop-controlled or yield movements.*" As a result, the free-flow movements / approaches were not utilized when comparing background conditions to build-out conditions. As can be seen in *Table 36*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased during the AM and PM peak hours.

Annuaah	Peak]	Backgrour	nd		Build-out		Delay
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	Α	0.6	0.01	A	5.6	0.02	<mark>833%</mark>
(McKinney)	PM	Α	3.5	0.01	А	6.6	0.06	<mark>89%</mark>
Westbound	AM	Α	0.0	0.01	Α	0.0	0.01	0%
(McKinney)	PM	Α	0.0	0.01	А	0.0	0.01	0%
Southbound	AM	A	8.4	0.01	A	8.6	0.06	2%
(Pisgah View)	PM	Α	8.4	0.01	А	8.6	0.05	2%

PISGAH VIEW DRIVE (SOUTH) @ MCKINNEY ROAD COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 36>

Please note, the westbound approach experiences significant delay increase percentage but maintains a LOS A under build-out conditions. The significant percent increase is a result of the calculation when comparing background conditions to build-out conditions and should not be of concern when determining appropriate mitigation.

Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under buildout conditions based solely on capacity analysis.

However, as a secondary analysis, left turn lane warrants were studied for the eastbound approach at this intersection. A right turn lane warrant was not evaluated since there are no westbound right turning vehicles under build-out conditions. *Table 37* below shows the results of the turn lane warrant analysis.

Approach	Peak Hour	Left Turns (Vehicles)	Opposing Lefts (Vehicles)	Right Turns (Vehicles)	Opposing Rights (Vehicles)	Required Storage Length per NCDOT Chart
Fasthound	AM	32	12	-	-	0'
Eastbound	PM	81	12	-	-	0'
Wasthound	AM	-	-	-	-	-
Westbound	PM	-	-	-	_	-

PISGAH VIEW DRIVE (SOUTH) @ MCKINNEY ROAD TURN LANE WARRANT ANALYSIS

<Table 37>

The results of the turn lane warrant analysis indicate that build-out volumes do not warrant a eastbound left turn lane. Therefore, no mitigation is recommended at this intersection to accommodate traffic generated by the proposed site. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart can be found in *Appendix E*.

McKinney Road @ US 64 (Brevard Road):

As can be seen in *Table 38*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased for all approaches during the AM and PM peak hours except for the eastbound approach during the AM and PM peak hour.

Ammussah	Peak	I	Backgrour	nd		Build-out		Delay				
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %				
Eastbound	AM	Α	9.0	0.49	A	8.9	0.51	-1%				
(US 64)	PM	Α	6.6	0.46	Α	6.5	0.46	-2%				
Westbound	AM	Α	7.1	0.34	Α	7.0	0.37	-1%				
(US 64)	PM	Α	6.1	0.44	Α	6.5	0.49	7%				
Northbound	AM	В	10.3	0.39	В	13.4	0.44	<mark>30%</mark>				
(Old Hwy 64)	PM	В	11.8	0.25	В	13.5	0.28	14%				
Southbound	AM	A	9.9	0.07	B B	12.4	0.24	<mark>25%</mark>				
(McKinney)	PM	В	12.6	0.10	В	14.8	0.24	17%				

MCKINNEY ROAD @ US 64 (BREVARD ROAD) COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 38>

The eastbound approach experiences a slightly improved delay under build-out conditions due to this intersection operating as an actuated signal and more green-time being allocated to the eastbound approach to accommodate proposed site traffic.

The northbound approach experiences a delay increase percentage beyond NCDOT thresholds during the AM peak hour when comparing background traffic to build-out traffic. The 30% increase in delay corresponds to a 3.1 second increase. This increase in delay is not anticipated to negatively affect intersection operation for the northbound approach during the AM peak hour – especially at a signalized intersection.

The southbound approach experiences LOS degradation under AM peak hour conditions when comparing background traffic to build-out traffic. During the AM peak hour, the westbound approach goes from a LOS A (9.9 seconds under background conditions) to LOS B (12.4 seconds under build-out conditions) – representing a 2.5 second increase in delay. Additionally, the delay increase percentage is beyond NCDOT thresholds – 25%.

Even though the northbound and southbound approaches are beyond the NCDOT thresholds for delay increase percentage and LOS degradation, LOS A & LOS B are acceptable operation for a signalized

intersection during a peak hour and typically do not warrant mitigation to accommodate site traffic. Since each approach maintains adequate LOS operation for a signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under build-out conditions.

Brickyard Road @ US 64 (Brevard Road):

As can be seen in *Table 39*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased for all approaches during the AM and PM peak hours except for the eastbound approach during the PM peak hour.

A	Peak	I	Backgrour	ıd		Build-out		Delay
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	А	7.2	0.39	A	7.5	0.40	4%
(US 64)	PM	Α	6.8	0.43	А	6.7	0.42	-1%
Westbound	AM	В	10.6	0.50	В	14.0	0.56	<mark>32%</mark>
(US 64)	PM	В	11.7	0.63	В	17.3	0.71	<mark>48%</mark>
Southbound	AM	B B	17.2	0.42	C	20.3	0.53	18%
(Brickyard)	PM	C	22.7	0.46	С	28.7	0.57	<mark>26%</mark>

BRICKYARD ROAD @ US 64 (BREVARD ROAD) COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 39>

The eastbound approach experiences a slightly improved delay during the PM peak hour under build-out conditions due to this intersection operating as an actuated signal and more green-time being allocated to the eastbound approach to accommodate proposed site traffic.

The westbound approach experiences a delay increase percentage beyond NCDOT thresholds during the AM and PM peak hours when comparing background traffic to build-out traffic. The 32% increase in delay in the AM peak hour corresponds to a 3.4 second increase in delay and the 48% increase in delay during the PM peak hour corresponds to a 5.6 second increase in delay. This increase in delay is not anticipated to negatively affect intersection operation for the northbound approach during the AM and PM peak hours – especially at a signalized intersection.

The southbound approach experiences LOS degradation under AM peak hour conditions when comparing background traffic to build-out traffic. During the AM peak hour, the westbound approach goes from a LOS B (17.2 seconds under background conditions) to LOS C (20.3 seconds under build-out conditions) –

representing a 3.1 second increase in delay. Additionally, the delay increase percentage for the PM peak hour is beyond NCDOT thresholds -26%.

Even though the westbound and southbound approaches are beyond the NCDOT thresholds for delay increase percentage and LOS degradation, LOS A, LOS B, & LOS C are acceptable operation for a signalized intersection during a peak hour and typically do not warrant mitigation to accommodate site traffic. Since each approach maintains adequate LOS operation for a signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under build-out conditions.

N. Greenwood Forest Drive @ US 64 (Brevard Road):

Based on HCM and NCDOT guidance, "LOS for un-signalized intersections is not defined as a whole and should only be reported for individual stop-controlled or yield movements." As a result, the free-flow movements / approaches were not utilized when comparing background conditions to build-out conditions. As can be seen in *Table 40*, the difference in LOS, delay, v/c ratio, and queue between background traffic and the anticipated trips generated by the project is minimally increased for all approaches during the AM and PM peak hours except for the eastbound approach during the AM and PM peak hour.

Annuagh	Peak		Backgrour	nd		Build-out	Delay	
Approach	Hour	LOS	Delay	V/C	LOS	Delay	V/C	Increase %
Eastbound	AM	Α	1.9	0.19	Α	1.8	0.21	-5%
(US 64)	PM	Α	0.9	0.22	Α	0.8	0.25	-11%
Westbound	AM	Α	0.0	0.17	Α	0.0	0.20	0%
(US 64)	PM	Α	0.0	0.21	Α	0.0	0.23	0%
Southbound	AM	В	12.0	0.13	В	12.4	0.14	3%
(Greenwood Forest)	PM	В	12.0	0.20	В	12.5	0.21	4%

N. GREENWOOD FOREST DRIVE @ US 64 (BREVARD ROAD) COMPARISON OF BACKGROUND VS BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS

<Table 40>

It should be noted that the eastbound approach experiences a decrease in delay when comparing background conditions to build-out conditions. This is a result of the Synchro calculations taking a weighted average of the eastbound approach volumes. Since through movements are being added to the free flow eastbound approach, the Synchro calculations result in a lower average approach delay.

None of the approaches are beyond the NCDOT thresholds for delay increase percentage or LOS degradation. Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under buildout conditions.

Turn lane warrants were not evaluated at this intersection since the eastbound and westbound approaches already contain left and right turn lanes. No additional mitigation is recommended at this intersection to accommodate traffic generated by the site.

Site Access "A" @ McKinney Road:

As can be seen in *Table 41*, the resulting LOS, delay, v/c ratio, and queue are within acceptable levels for Site Access "A" @ McKinney Road. The southbound approach (proposed site access) is anticipated to operate at a LOS A during the AM and a LOS B during the PM peak hour.

	AM	PEAK HOU	R	PM PEAK HOUR					
APPROACH	Queue Free	LOS and	V/C	Queue Free	LOS and	V/C			
	Percent (%)	Delay (sec)	Ratio	Percent (%)	Delay (sec)	Ratio			
Eastbound	96	A 6.4	0.04	90	A 7.2	0.10			
Westbound	100	A 0.0	0.02	100	A 0.0	0.06			
Southbound	87	A 9.7	0.20	90	B 10.3	0.18			

SITE ACCESS "A" @ MCKINNEY ROAD ANALYSIS OF BUILD-OUT AM/PM PEAK HOUR TRAFFIC CONDITIONS

<Table 41>

Since each approach maintains adequate LOS operation for an un-signalized intersection during a peak hour, no changes are recommended at this intersection to accommodate traffic generated by the site under buildout conditions based solely on capacity analysis.

However, as a secondary analysis, left and right turn lane warrants were studied for the eastbound and westbound approaches at this intersection. *Table 42* below shows the results of the turn lane warrant analysis for this intersection.

Approach	Peak Hour	Left Turns (Vehicles)	Opposing Lefts (Vehicles)	Right Turns (Vehicles)	Opposing Rights (Vehicles)	Required Storage Length per NCDOT Chart
Eastbound	AM	57	38	-	-	50'
LastDoulla	PM	132	87	-	-	100'
Westhound	AM	-	-	31	100	50'
Westbound	PM	_	_	71	100	75'

SITE ACCESS "A" @ MCKINNEY ROAD TURN LANE WARRANT ANALYSIS

<Table 42>

The results of the turn lane warrant analysis indicate that build-out volumes warrant a 100-foot eastbound left turn lane and a 75-foot westbound right turn lane. It is recommended to install a 100-foot eastbound left turn lane and a 75-foot westbound right turn lane at this intersection to accommodate traffic generated by the proposed site. The NCDOT "*Warrant for Left and Right-Turn Lanes*" chart can be found in *Appendix E*.

Based on a review of the proposed site plan, the main Site Access "A" @ McKinney Road exceeds NCDOT's internal protected stem length requirement of 100 feet.

Service Site Access @ McKinney Road / Emergency Access @ Ewbank Road:

Capacity analysis was not performed at either of these site access locations due to the intended functionality of each access under build-out conditions. The emergency site access will be gated accesses and service access will be designated as employees only so no residential traffic will utilize either access under normal daily traffic operations. Each of these access points exceed NCDOT's internal protected stem length requirement of 100 feet. No mitigation is recommended at either the emergency access or service access to accommodate traffic generated by the site. The addition of site generated traffic is not anticipated to degrade general roadway or driver safety at either intersection.

Overall:

The proposed Farm at Eagles Nest residential development will adequately accommodate anticipated site generated traffic during the weekday AM and PM peak hours when the following mitigation measures take place:

- N. Greenwood Forest Drive @ Brickyard Road
 - Install 75' westbound left turn lane
- Holly Springs Road @ Brickyard Road
 - o Install 75' eastbound left turn lane
 - o Install 75' westbound right turn lane
- Brickyard Road @ McKinney
 - Install 100' eastbound right turn lane
 - o Maintain existing Stop control configuration
- Main Site Access "A" @ McKinney Road
 - Install 100' eastbound left turn lane
 - o Install 75' westbound right turn lane

When the above mitigation takes place, the anticipated site traffic from the proposed development will be adequately accommodated under build-out conditions. *Figure 10* below shows the proposed lane configurations for build-out conditions.

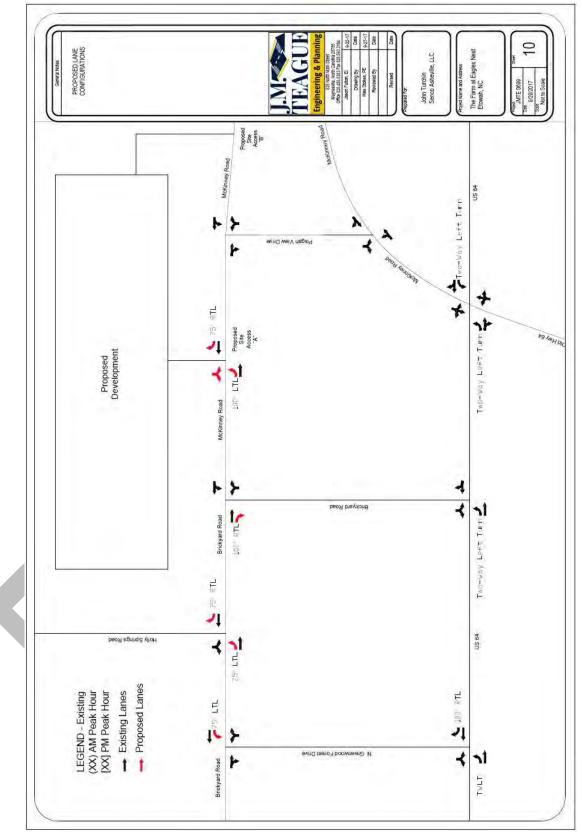
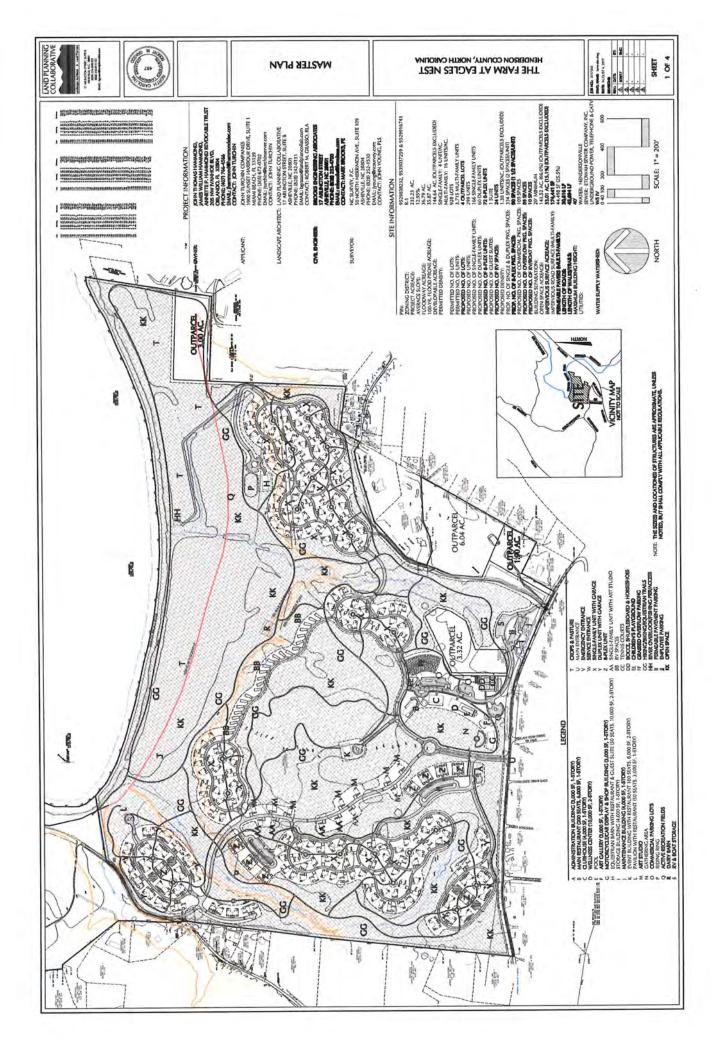


FIGURE 10 – PROPOSED LANE CONFIGURATIONS

Appendix A

PROPOSED SITE PLAN



Appendix B

TURNING MOVEMENT COUNTS

J.M. Teague Engineering & Planning 525 N. Main Street, Waynesville, NC 28786

828-456-8383

File Name : N Greenwood Forest Dr @ Brickyard Rd - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

Groups Printed- Cars - Heavy Vehicles - Bikes, Peds

	N			Forest	t Dr		Br	ickyarc	Rd	S - nea		Greer	wood	Forest	Dr			ickyarc			
		<u>S</u>	outhbo	und				/estbou	Ind				orthbo	und				astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	4	1	0	0	5	4	0	31	0	35	0	13	10	0	23	63
07:15 AM	0	0	0	0	0	11	4	0	0	15	2	0	28	0	30	0	16	10	0	26	71
07:30 AM	0	0	0	0	0	7	2	0	0	9	6	0	28	1	35	0	21	12	0	33	77
07:45 AM	0	0	0	0	0	4	7	0	0	11	7	0	11	0	18	0	12	7	0	19	48
Total	0	0	0	0	0	26	14	0	0	40	19	0	98	1	118	0	62	39	0	101	259
08:00 AM	0	0	0	0	0	8	6	0	0	14	6	0	13	0	19	0	17	3	0	20	53
08:15 AM	0	0	0	0	0	6	2	0	0	8	3	0	17	0	20	0	6	6	0	12	40
08:30 AM	0	0	0	0	0	8	4	0	0	12	5	0	9	0	14	0	10	11	0	21	47
08:45 AM	0	0	0	0	0	6	2	0	0	8	6	0	10	0	16	0	12	. 7	1	20	44
Total	0	0	0	0	0	28	14	0	0	42	20	0	49	0	69	0	45	27	1	73	184
	-	_	_	_	_ 1			_													
Grand Total	0	0	0	0	0	54	28	0	0	82	39	0	147	1	187	0	107	66	1	174	443
Apprch %	0	0	0	0		65.9	34.1	0	0		20.9	0	78.6	0.5		0	61.5	37.9	0.6		
Total %	0	0	0	Ó	0	12.2	6.3	0	0	18.5	8.8	0	33.2	0.2	42.2	0	24.2	14.9	0.2	39.3	
Cars	0	0	0	0	0	52	27	0	0	79	37	Û	143	0	180	0	104	65	0	169	428
% Cars	0	0	0	0	0	96.3	96.4	0	0	96.3	94.9	0	97.3	0	96.3	0	97.2	98.5	0	97.1	96.6
Heavy Vehicles	0	0	0	0	0	2	1	0	0	3	2	0	4	0	6	0	3	1	0	4	13
% Heavy Vehicles	0	0	0	0	0	3.7	3.6	0	0	3.7	5.1	0	2.7	0	3.2	0	2.8	1.5	0	2.3	2.9
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Bikes, Peds	0	0	0	0	0]	0	0	0	0	0	0	0	0	100	0.5	0	0	0	100	0.6	0.5

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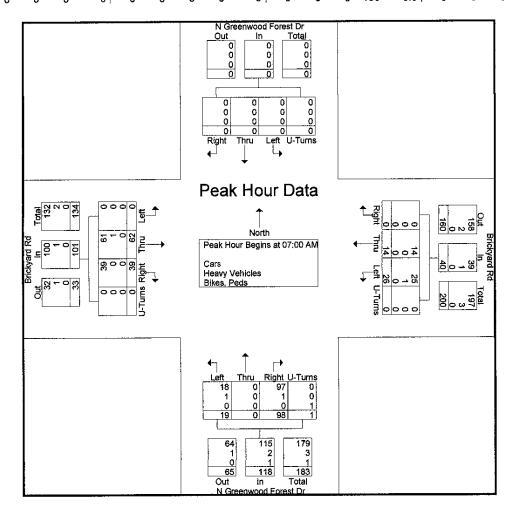
525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ Brickyard Rd - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ Brickyard Rd - Exisiting AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	N		wood	Forest	Dr			ckyarc estbou			N		wood	Forest und	Dr			ickyard astbou			
Start Time	Left				App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Totel	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A							- Peak														
Peak Hour fo	r Entir	a Inter	section	Begin	is at 7:0	0:00 A	м														
7:00:00 AM	0	0	0	0	0	4	1	0	0	5	4	0	31	0	35	0	13	10	0	23	63
7:15:00 AM	Ő	ŏ	ō	ō	Ō	11	4	0	0	15	2	0	28	0	30	0	16	10	0	26	71
7:30:00 AM	ō	ŏ	ō	ō	Ō	7	2	0	0	9	6	0	28	1	35	0	21	12	0	33	77
7:45:00 AM	ŏ	ŏ	ŏ	ŏ	õ	4	7	ō	0	11	7	0	11	0	18	0	12	7	0	19	48
Total Volume	0	0	ō	0	0	26	14	0	Ō	40	19	0	98	1	118	0	62	39	0	101	259
% App. Total	ŏ	ň	ŏ	ŏ		65	35	ŏ	Ō		16.1	0	83.1	0.8		0	61.4	38.6	0		
PHF	.000	.000	.000	.000	.000	.591	.500	.000	.000	.667	.679	.000	.790	.250	.843	.000	.738	.813	.000	.765	.841
Cars	0	0	0	0	0	25	14	0	0	39	18	0	97	0	115	0	61	39	0	100	254
% Cars	ŏ	ŏ	ŏ	ŏ	ŏ	96.2	100	ō	ō	97.5	94.7	Ó	99.0	0	97.5	0	98.4	100	0	99.0	98.1
Heavy Vehicles	ŏ	ŏ	ŏ	ň	ō	1	0	ō	Ō	1	1	0	1	0	2	0	1	0	0	1	4
% Heavy Vehicles	ŏ	ŏ	ŏ	ŏ	ŏ	3.8	ŏ	ō	ō	2.5	5.3	Ō	1.0	0	1.7	0	1.6	0	0	1.0	1.5
Bikes, Peds	ŏ	ň	ŏ	ŏ	ŏ	0	ō	ō	ō	0	0	0	0	1	1	0	0	0	0	0	1
% Rikes Peds	Ň	ŏ	ŏ	ň	ň	ŏ	ň	õ	ō	õ	Ō	ō	ō	100	0.8	Ō	0	0	0	0	0.4



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828-456-8383

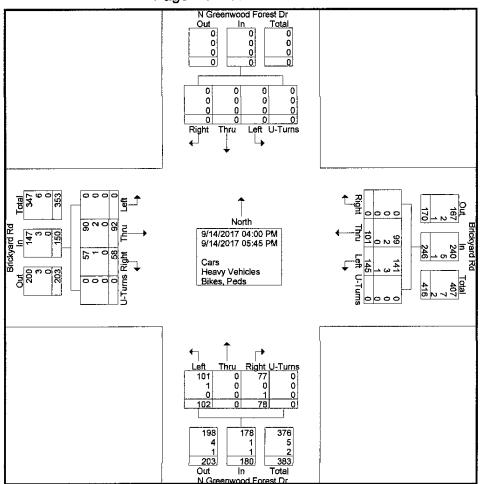
File Name : N Greenwood Forest Dr @ Brickyard Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

Northbound Easter Southbound Northbound Easter Southbound Westbound Northbound Easter Start Time Left Thru Right Peds App. Total Left Thru Right Northbound Left Thru Right Factor 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 <th< th=""><th>Peds App. Total 1 .0 1.0 </th><th>int. Total 67 78 56 75 276</th></th<>	Peds App. Total 1 .0 1.0	int. Total 67 78 56 75 276
Southbound Westbound Northbound East Start Time Left Thru Right Peds App. Total Left Thru Right Peds App. Total <th< td=""><td>Peds App. Total 1 0 1.0 - - 5 0 23 - 4 0 1.7 - 4 0 1.2 - 8 0 1.9 -</td><td>67 78 56 75</td></th<>	Peds App. Total 1 0 1.0 - - 5 0 23 - 4 0 1.7 - 4 0 1.2 - 8 0 1.9 -	67 78 56 75
Start Time Left Thru Right Peds App. Total Left Thru Right Thru Right Thru	0 1.0 5 0 23 4 0 17 4 0 12 8 0 19	67 78 56 75
Factor 1.0<	5 0 23 4 0 17 4 0 12 8 0 19	78 56 75
04:00 PM 0 0 0 14 5 0 0 19 13 0 12 0 25 0 18 04:15 PM 0 0 0 0 19 14 0 0 33 15 0 13 0 25 0 18 04:15 PM 0 0 0 0 19 14 0 33 15 0 13 0 28 0 13 04:30 PM 0 0 0 0 10 14 0 0 24 9 0 11 0 20 0 8 04:45 PM 0 0 0 0 0 20 14 0 0 34 15 0 7 0 22 0 11	4 0 17 4 0 12 8 0 19	78 56 75
04:15 PM 0 0 0 0 19 14 0 0 33 15 0 13 0 28 0 13 04:30 PM 0 0 0 0 0 10 14 0 24 9 0 11 0 20 0 8 04:30 PM 0 0 0 0 10 14 0 24 9 0 11 0 20 0 8 04:45 PM 0 0 0 0 20 14 0 0 34 15 0 7 0 22 0 11	4 0 12 8 0 19	56 75
04:30 PM 0 0 0 0 0 10 14 0 0 24 9 0 11 0 20 0 0 04:45 PM 0 0 0 0 0 0 20 14 0 0 34 15 0 7 0 22 0 11 04:45 PM 0 0 0 0 0 0 0 0 20 14 0 0 34 15 0 7 0 22 0 11	8 0 19	75
<u>04:45 PM</u> 0 0 0 0 0 20 14 0 0 34 15 0 7 0 22 0 11		
	21 0 71	276
Totai 0 0 0 0 0 63 47 0 0 110 52 0 43 0 95 0 50 2		2,0
	10 0 17	72
05:15 PM 0 0 0 0 0 16 11 0 0 27 8 0 8 0 16 0 14	9 0 23	66
05:30 PM 0 0 0 0 0 26 15 0 0 41 13 0 8 0 21 0 16	9 0 25	87
05:45 PM 0 0 0 0 0 24 13 0 0 37 15 0 9 0 24 0 5	9 0 14	75
Total 0 0 0 0 0 82 54 0 0 136 50 0 35 0 85 0 42 3	37 0 79	300
Grand Iotal () () () () () (45 (0) () () (0 () 240 () (02 () () (0 () () (0 () () () () () () () () () () () () ()	58 0 150	576
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Total % 0 0 0 0 0 25.2 17.5 0 0 42.7 17.7 0 13.5 0 31.2 0 16 10		
Cars 0 0 0 0 141 99 0 0 240 101 0 77 0 178 0 90 5	57 0 147	565
% Cars 0 0 0 0 0 97.2 98 0 0 97.6 99 0 98.7 0 98.9 0 97.8 98		98.1
Heavy Vehicles 0 0 0 0 0 0 3 2 0 0 5 1 0 0 0 1 0 2	1 0 3	9
% Heavy Vehicles 0 0 0 0 0 2.1 2 0 0 2 1 0 0 0 0.6 0 2.2 1	.7 0 2	1.6
Bikes Peds 0 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 1 0 0	0 0 0	2
% Bikes, Peds 0 0 0 0 0 0.7 0 0 0.4 0 0 1.3 0 0.6 0 0	0 0 0	0.3

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File Name : N Greenwood Forest Dr @ Brickyard Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017

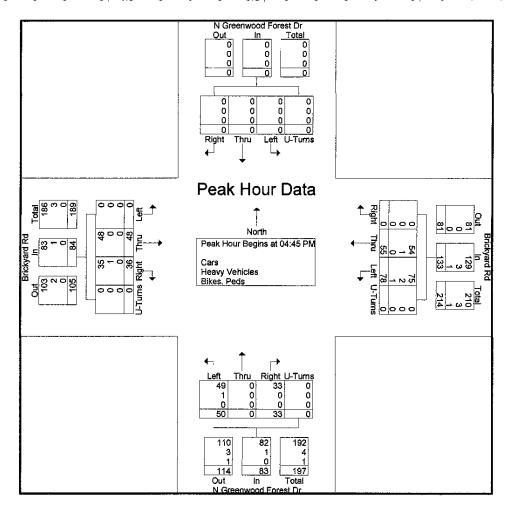
Page No : 2



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ Brickyard Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	N		wood		Dr			ickyaro /estboi			N		wood orthbo	Forest und	Dr			ickyarc astbou			
Start Time	Left		Right		App. Total	Left				App. Total	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	4:00:0	0 PM	to 5:45:0	00 PM	- Peak	(1 of 1	ĺ												
Peak Hour fo																					
4:45:00 PM	0	0	0	Õ	0	20	14	0	0	34	15	0	7	0	22	0	11	8	0	19	75
5:00:00 PM	0	0	0	0	0	16	15	0	0	31	14	0	10	0	24	0	7	10	0	17	72
5:15:00 PM	0	0	0	0	0	16	11	0	0	27	8	0	8	0	16	0	14	9	0	23	66
5:30:00 PM	0	0	0	0	0	26	15	0	0	41	13	0	8	0	21	0	16	9	0	25	87
Total Volume	0	0	0	0	0	78	55	0	0	133	50	0	33	0	83	0	48	36	0	84	300
% App. Total	0	0	0	0		58.6	41.4	0	0		60.2	0	39.8	0		0	57.1	42.9	0		
PHF	.000	.000	.000	.000	.000	.750	.917	.000	.000	.811	.833	.000	.825	.000	.865	.000	.750	.900	.000	.840	.862
Cars	0	0	0	0	0	75	54	0	0	129	49	0	33	0	82	0	48	35	0	83	294
% Cars	0	0	0	0	0	96.2	98.2	0	0	97.0	98.0	0	100	0	98.8	0	100	97.2	0	98.8	98.0
Heavy Vehicles	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	0	0	1	0	1	5
% Heavy Vehicles	0	0	0	0	0	2.6	1.8	0	0	2.3	2.0	0	0	0	1.2	0	0	2.8	0	1.2	1.7
Bikes, Peds	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bikes, Peds	0	0	0	0	0	1.3	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0.3



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828-456-8383

File Name : Holly Springs Rd @ Brickyard Rd - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						c	Prouns	Printe	d- Car	s - Heav	v Vehi	cles -	Bikes.	Peds							
			Sprin	ne Rd				ckyarc		<u> </u>	,	Holly	Sprin	as Rd		••••	Br	ickyarc	Rd		1
			uthbo					estbou					orthboi					astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	App. Total	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	5	0	5	0	10	0	0	12	0	12	0	0	0	0	0	26	14	0	0	40	62
07:15 AM	11	ŏ	ĕ	ŏ	17	ō	8	20	Ō	28	0	0	0	0	0	33	16	0	0	49	94
07:30 AM	10	ŏ	7	ŏ	17	Ō	2	14	Ō	16	0	0	0	0	0	29	18	1	1	49	82
07:45 AM	18	1	4	õ	23	1	7	14	Ó	22	0	0	0	0	0	9	12	0	0	21	66
Total	44	1	22	ō	67	1	17	60	0	78	0	0	0	0	0	97	60	1	1	159	304
- Ctar		•		_																	
08:00 AM	19	0	6	0	25	0	8	14	0	22	0	0	0	0	0	15	15	0	1	31	78
08:15 AM	9	õ	5	Ó	14	1	4	15	0	20	0	0	0	0	0	13	10	2	0	25	59
08:30 AM	9	1	10	0	20	0	2	16	0	18	0	0	0	0	0	8	11	0	0	19	57
08:45 AM	7	1	4	1	13	1	3	9	0	13	0	0	0	0	0	9	13	0	0	22	48
Total	44	2	25	1	72	2	17	54	0	73	0	0	0	0	0	45	49	2	1	97	242
Grand Total	88	3	47	1	139	3	34	114	0	151	0	0	0	0	0	142	109	3	2	256	546
Apprch %	63.3	2.2	33.8	0.7		2	22.5	75.5	0		0	0	0	0		55.5	42.6	1.2	0.8		
Total %	16.1	0.5	8.6	0.2	25.5	0.5	6.2	20.9	0	27.7	0	0	0	0	0	26	20	0.5	0.4	46.9	
Cars	83	3	46	0	132	3	32	106	0	141	0	0	0	0	0	138	108	3	0	249	522
% Cars	94.3	100	97.9	0	95	100	94.1	93	0	93.4	0	0	0	0	0	97.2	99.1	100	0	97.3	95.6
Heavy Vehicles	5	0	1	0	6	0	2	8	0	10	0	0	0	0	0	4	1	0	0	5	21
% Heavy Vehicles	5.7	0	2.1	0	4.3	0	5.9	7	0	6.6	0	0	0	0	0	2.8	0.9	0	0	2	3.8
Bikes, Peds	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
% Bikes, Peds	0	0	0	100	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0.5

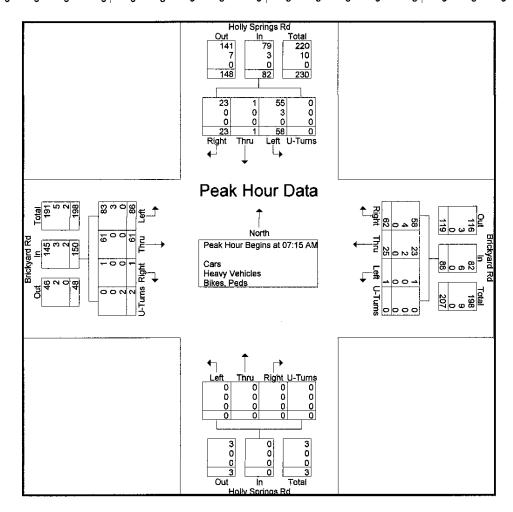
525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Holly Springs Rd @ Brickyard Rd - Exisitng AM Site Code : P-0699 Art L. age No Holly Springs Rd 132 132 132 132 1376 18 1 395 Start Date : 9/14/2017 Page No Out 244 12 0 256 46 1 0 47 0 0 1 3 83 0 5 0 0 88 1 3 Right Thru ↓ | Left U-Turns Ļ 38 337 <u>327</u> 1 106 114 light 197 0 9 North 80 9/14/2017 07:00 AM 9/14/2017 08:45 AM 22 24 24 249 249 256 000 151 0 10 Ļ_e≞ Right Cars Heavy Vehicles Bikes, Peds ω O O ω U-Turns 000 Fotal 332 348 4 Right U-Turns 0 0 0 0 <u>Thru</u> 0 Left Û Û 0 0 0 0 0 0 9 0 9 Out 0 9 ō 0 0 9 In Total

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Holly Springs Rd @ Brickyard Rd - Exisiting AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			/ Sprin					ickyaro /estboi					y Sprin orthbo					ickyarc astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	s From	7:00:0	0 AM t	o 8:45:	00 AM	- Peał	<1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	n Begin	s at 7:1	5:00 A	M														
7:15:00 AM	11	0	6	Ō	17	0	8	20	0	28	0	0	0	0	0	33	16	0	0	49	94
7:30:00 AM	10	0	7	0	17	0	2	14	0	16	0	0	0	0	0	29	18	1	1	49	82
7:45:00 AM	18	1	4	0	23	1	7	14	0	22	0	0	0	0	0	9	12	0	0	21	66
8:00:00 AM	19	0	6	0	25	0	8	14	0	22	0	0	0	0	0	15	15	0	1	31	78
Total Volume	58	1	23	0	82	1	25	62	0	88	0	0	0	0	0	86	61	1	2	150	320
% App. Total	70.7	1.2	28	0		1.1	28.4	70.5	0		0	0	. 0	0		57.3	40.7	0.7	1.3		
PHF	.763	.250	.821	.000	.820	.250	.781	.775	.000	.786	.000	.000	.000	.000	.000	.652	.847	.250	.500	.765	.851
Cars	55	1	23	0	79	1	23	58	0	82	0	0	0	0	0	83	61	1	0	145	306
% Cars	94.8	100	100	0	96.3	100	92.0	93.5	0	93.2	0	0	0	0	0	96.5	100	100	0	96.7	95.6
Heavy Vehicles	3	0	0	0	3	0	2	4	0	6	0	0	0	0	0	3	0	0	0	3	12
% Heavy Vehicles	5.2	0	0	0	3.7	0	8.0	6.5	0	6.8	0	0	0	0	0	3.5	0	0	0	2.0	3.8
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.3	0.6



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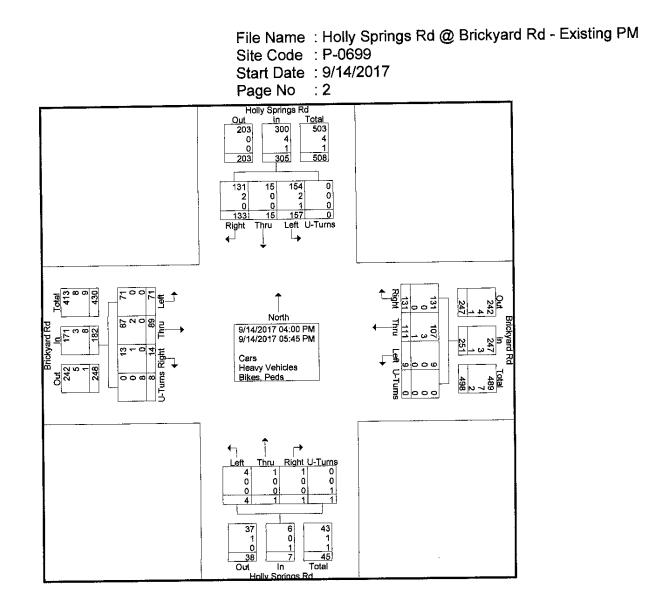
828-456-8383

File Name : Holly Springs Rd @ Brickyard Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

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						c	Groups	Printe	d- Car	s - Heav	/v Veh	icles -	Bikes.	Peds							
		Holly	y Sprin	as Rd				ickyarc			•		/ Sprin				Br	ickyard	Rd		
			outhbo					estbou					orthbo				E	astbou	Ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	14	4	12	0	30	3	9	14	0	26	0	0	1	0	1	14	21	1	4	40	97
04:15 PM	14	3	18	0	35	1	15	16	0	32	0	1	0	1	2	11	12	2	4	29	98
04:30 PM	19	0	7	0	26	0	14	15	0	29	1	0	0	0	1	11	8	1	0	20	76
04:45 PM	18	1	22	0	41	2	14	15	0	31	0	0	0	0	0	7	7	4	0	18	90
Total	65	8	59	0	132	6	52	60	0	118	1	1	1	1	4	43	48	8	8	107	361
05:00 PM	21	2	12	0	35	0	14	21	0	35	2	0	0	0	2	7	8	0	0	15	87
05:15 PM	24	1	17	0	42	0	14	10	0	24	1	0	0	0	1	5	15	1	0	21	88
05:30 PM	26	2	19	0	47	1	17	22	0	40	0	0	0	0	0	8	14	4	0	26	113
05:45 PM	21	2	26	0	49	2	14	18	0	34	0	0	0	0	0	8	4	1	0	13	96
Total	92	7	74	0	173	3	59	71	0	133	3	0	0	0	3	28	41	6	0	75	384
									_	1					_ !				-		
Grand Total	157	15	133	0	305	9	111	131	0	251	4	1	1	1	7	71	89	14	8	182	745
Apprch %	51.5	4.9	43.6	0		3.6	44.2	52.2	0		57.1	14.3	14.3	14.3		39	48.9	7.7	4.4		
Total %	21.1	2	17.9	0	40.9	1.2	14.9	17.6	0	33.7	0.5	0.1	0.1	0.1	0.9	9.5	11.9	1.9	1.1	24.4	
Cars	154	15	131	0	300	9	107	131	0	247	4	1	1	0	6	71	87	13	0	171	724
% Cars	98.1	100	98.5	0	98.4	100	96.4	100	0	98.4	100	100	100	0	85.7	100	97.8	92.9	0	94	97.2
Heavy Vehicles	2	0	2	0	4	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	10
% Heavy Vehicles	1.3	0	1.5	0	1.3	0	2.7	0	0	1.2	0	0	0	0	0	0	2,2	7.1	0	1.6	1.3
Bikes, Peds	1	0	0	0	1	0	1	0	0	1	0	0	0	1	1	0	0	0	8	8	11
% Bikes, Peds	0.6	0	0	0	0.3	0	0.9	0	0	0.4	0	0	0	100	14.3	0	0	0	100	4.4	1.5

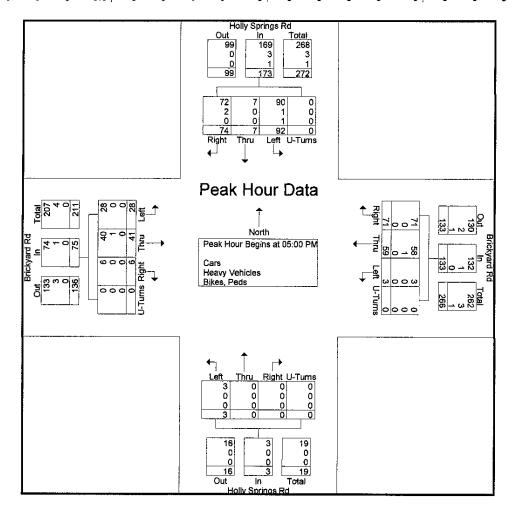
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Holly Springs Rd @ Brickyard Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

		Holi	y Sprin	gs Rd			Br	ickyar	d Rd			Holly	y Sprin	gs Rd			Br	ickyarc	l Rd		
		S	outhbo	und			M	lestbo	und			N	orthbo	und			E	astbou	Ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A								< 1 of 1													
Peak Hour fo	r Entir	e Inter	section	n Begin	s at 5:0	0:00 F	PM														
5:00:00 PM	21	2	12	Ō	35	0	14	21	0	35	2	0	0	0	2	7	8	0	0	15	87
5:15:00 PM	24	1	17	0	42	0	14	10	0	24	1	0	0	0	1	5	15	1	0	21	88
5:30:00 PM	26	2	19	0	47	1	17	22	0	40	0	0	0	0	0	8	14	4	0	26	113
5:45:00 PM	21	2	26	0	49	2	14	18	0	34	0	0	0	0	0	8	4	1	0	13	96
Total Volume	92	7	74	0	173	3	59	71	0	133	3	0	0	0	3	28	41	6	0	75	384
% App. Total	53.2	4	42.8	0		2.3	44.4	53.4	0		100	0	0	0		37.3	54.7	8	0		
PHF	.885	.875	.712	.000	.883	.375	.868	.807	.000	.831	.375	.000	.000	.000	.375	.875	.683	.375	.000	.721	.850
Cars	90	7	72	0	169	3	58	71	0	132	3	0	0	0	3	28	40	6	0	74	378
% Cars	97.8	100	97.3	0	97.7	100	98.3	100	0	99.2	100	0	0	0	100	100	97.6	100	0	98.7	98.4
Heavy Vehicles	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
% Heavy Vehicles	1.1	0	2.7	0	1.7	0	1.7	0	0	0.8	0	0	0	0	0	0	2.4	0	0	1.3	1.3
Bikes, Peds	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bikes, Peds	1.1	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3

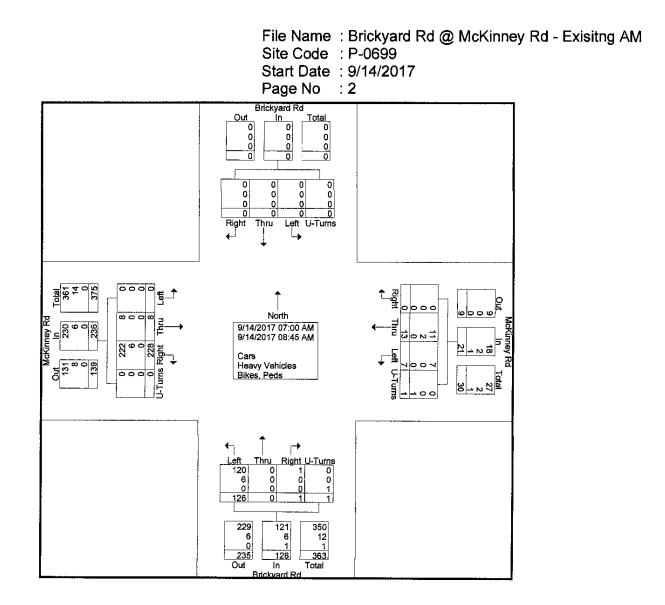


J.M. Teague Engineering & Planning 525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Brickyard Rd @ McKinney Rd - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						. (Groups	Printe	d- Car	s - Hea	vy Veh	icles -	Bikes,	Peds							
		Br	ickyard	l Rd			Mo	Kinne	y Rd			Bri	ickyarc	Rd			Mo	Kinney	/ Rd		
		S	outhbo	und			<u></u>	lestbo	und			N	orthbo	und			E	astbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Totai
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	2	0	0	2	5	0	0	0	5	0	1	23	0	24	31
07:15 AM	0	0	0	0	0	2	2	0	1	5	19	. 0	0	0	19	0	1	30	0	31	55
07:30 AM	0	0	0	0	0	1	2	0	0	3	14	0	0	0	14	0	0	33	0	33	50
07:45 AM	0	0	0	0	0	0	1	0	0	1	21	0	0	0	21	0	2	28	0	30	52
Total	0	0	0	0	0	3	7	0	1	11	59	0	0	0	59	0	4	114	0	118	188
08:00 AM	0	0	0	0	0	1	1	0	0	2	20	0	0	0	20	0	З	36	0	39	61
08:15 AM	0	0	0	0	0	0	2	0	0	2	14	0	1	1	16	0	0	26	0	26	44
08:30 AM	0	0	0	0	0	1	1	0	0	2	20	0	0	0	20	0	0	26	0	26	48
08:45 AM	0	0	0	0	0	2	2	0	0	4	13	0	0	0	13	0	1	26	0	27	44
Total	0	0	0	0	0	4	6	0	0	10	67	0	1	1	69	0	4	114	0	118	197
																				`	
Grand Total	0	0	0	0	0	7	13	0	1	21	126	0	1	1	128	0	8	228	0	236	385
Apprch %	0	0	0	0		33.3	61.9	0	4.8		98.4	Ō	0.8	0.8		Ō	3.4	96.6	Ō		
Total %	0	0	0	0	0	1.8	3.4	0	0.3	5.5	32.7	Ō	0.3	0.3	33.2	Ō	2.1	59.2	Ō	61.3	
Cars	0	0	0	0	0	7	11	0	0	18	120	0	1	0	121	Ō	8	222	Ö	230	369
% Cars	0	0	0	0	0	100	84.6	0	0	85.7	95.2	Ō	100	Ō	94.5	ŏ	100	97.4	õ	97.5	95.8
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	6	Ó	0	0	6	Ŏ	0	6	ō	6	14
% Heavy Vehicles	0	0	0	0	0	0	15.4	0	0	9.5	4.8	0	Ō	Ō	4.7	Ō	Ó	2.6	õ	2.5	3.6
Bikes, Peds	0	0	0	Ó	0	0	0	0	1	1	0	Ō	Ő	1	1	0	Ő	0	ŏ	0	2
% Bikes, Peds	ō	ō	ō	ō	ō	ō	ō	ō	100	4.8	ō	ō	õ	100	0.8	ŏ	ŏ	ŏ	ŏ	ŏ	0.5
	-	-	-	-	- 1	•	-	•			-	•	•		5.0	•			~	V	0.0

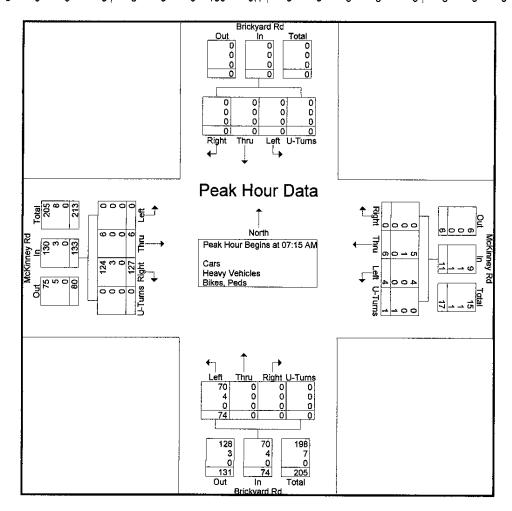
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ McKinney Rd - Exisiting AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ickyaro outhbo					Kinne Iestboi					ickyarc orthbo					Kinne			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	7:00:0	MA 00	to 8:45:0	00 AM	- Peal	(1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	n Begir	ns at 7:1	5:00 A	M														
7:15:00 AM	0	0	0	0	0	2	2	0	1	5	19	0	0	0	19	0	1	30	0	31	55
7:30:00 AM	0	0	0	0	0	1	2	0	0	3	14	0	0	0	14	0	0	33	0	33	50
7:45:00 AM	0	0	0	0	0	0	1	0	0	1	21	0	0	0	21	0	2	28	0	30	52
8:00:00 AM	0	0	0	0	0	1	1	0	0	2	20	0	0	0	20	0	3	36	0	39	61
Total Volume	0	0	0	0	0	4	6	0	1	11	74	0	0	0	74	0	6	127	0	133	218
% App. Total	0	0	0	0		36.4	54.5	0	9.1		100	0	0	0		0	4.5	95.5	0		
PHF	.000	.000	.000	.000	.000	.500	.750	.000	.250	.550	.881	.000	.000	.000	.881	.000	.500	.882	.000	.853	.893
Cars	0	0	0	0	0	4	5	0	0	9	70	0	0	0	70	0	6	124	0	130	209
% Cars	0	0	0	0	0	100	83.3	0	0	81.8	94.6	0	0	0	94.6	0	100	97.6	0	97.7	95.9
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	3	0	3	8
% Heavy Vehicles	0	0	0	0	0	0	16.7	0	0	9.1	5.4	0	0	0	5.4	0	0	2.4	0	2.3	3.7
Bikes, Peds	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Bikes, Peds	0	0	0	0	0	0	0	0	100	9.1	0	0	0	0	0	0	0	0	0	0	0.5



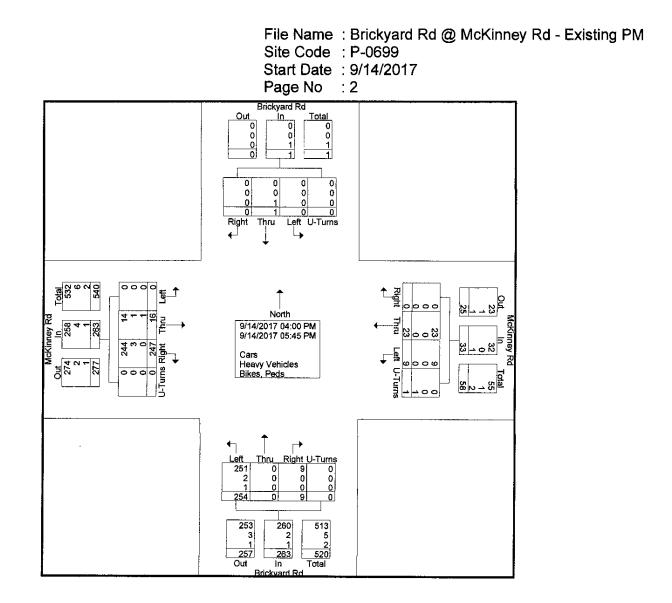
J.M. Teague Engineering & Planning 525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Brickyard Rd @ McKinney Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

Brickyard Rd McKinney Rd Brickyard Rd McKinney Rd Brickyard Rd McKinney Rd Eastbound Int Total 04:00 PM 0 0 0 0 5 0 5 26 0 0 2 35 0 37 68 04:15 PM 0 0 0 0 0 2 0 4 30 0 2 32 0 1 2 0 1 4 30 0 0 30 1 25 0 26 66 04:15 PM 0 0 0 0 0 1 1 15 125 0 30 1 25 1 26 2 30 1 28 0 37 66 05:00 PM 0 0 0							(Groups	Printe	d- Car	s - Hea	vy Veh	icles -	Bikes,	Peds							
Start Time Left Thru Right Peds Ago Test Constraine Constraine <thconstraine< th=""> <thconstraine< th=""> <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Bri</td><td>ckyaro</td><td>l Rd</td><td></td><td></td><td>Mo</td><td>Kinne</td><td>/ Rd</td><td></td><td></td></t<></thconstraine<></thconstraine<>													Bri	ckyaro	l Rd			Mo	Kinne	/ Rd		
Factor 1.0<			<u>S</u>	outhbo	und					und			N	orthbo	und			E	astbou	ind		
04:00 PM 0 0 0 0 5 0 5 26 0 0 26 0 2 35 0 37 68 04:15 PM 0 0 0 0 2 2 0 4 30 0 2 0 32 0 1 34 0 35 71 04:30 PM 0 0 0 0 0 0 1 4 30 0 0 32 0 1 34 0 35 71 04:30 PM 0 0 0 0 0 0 0 0 1 15 125 0 30 1 25 0 26 0 2 26 0 0 1 124 267 05:05 PM 0 0 0 0 0 1 2 0 3 26 0 0 235 0 37 6						App. Total			······································		App. Total		Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Total
04:15 PM 0 0 0 0 2 2 0 4 30 0 2 0 32 0 1 34 0 35 71 04:30 PM 0 0 0 0 0 1 2 0 1 4 30 0 2 0 32 0 1 34 0 35 71 04:30 PM 0 0 0 0 0 1 2 0 1 4 30 0 0 0 1 25 0 26 68 Total 0 0 0 0 0 0 0 1 15 125 0 3 0 124 267 05:00 PM 0 0 0 0 0 0 0 3 266 0 0 235 0 37 66 05:30 PM 0 0 0				,										1.0	1.0		1.0			1.0		
O4:30 PM 0 0 0 0 1 2 0 1 4 30 0 0 30 0 1 25 0 26 60 O4:45 PM 0 0 0 0 2 0 2 39 0 1 0 40 0 1 25 0 26 60 O4:45 PM 0 0 0 0 1 15 125 0 30 128 0 5 119 0 124 267 05:00 PM 0 0 0 0 0 0 1 2 0 3 125 0 34 0 4 30 0 34 74 05:00 PM 0 0 0 0 0 0 12 0 3 26 0 0 23 0 37 66 05:30 PM 0 1 0 0	04:00 PM	0	0	0	0	0	0	5	0	0	5	26	0	0	0	26	0	2	35	0	37	68
O4:45 PM 0 0 0 0 2 0 2 39 0 1 0 40 0 1 25 0 26 68 Total 0 0 0 0 0 3 11 0 1 15 125 0 3 0 128 0 5 119 0 124 267 05:00 PM 0 0 0 0 2 4 0 6 30 0 4 0 34 74 05:15 PM 0 0 0 0 0 0 0 34 74 05:30 PM 0 0 0 0 1 3 0 4 40 34 0 4 30 33 66 333 0 1 0 34 74 05:45 PM 0 1 0 1 31 33 254 9 0		0	0	0	0	0	2		0	0	4	30	0	2	0	32	0	1	34	0	35	71
Total 0 0 0 3 11 0 1 15 125 0 3 0 128 0 5 119 0 124 267 05:00 PM 0 0 0 0 0 2 4 0 0 6 30 0 4 0 34 0 4 30 0 34 74 05:15 PM 0 0 0 0 1 2 0 0 3 26 0 0 2 35 0 37 66 05:30 PM 0 0 0 1 3 0 0 4 40 1 0 336 0 39 78 05:45 PM 0 1 0 0 1 6 12 0 0 18 129 0 6 0 135 0 11 128 0 139 293		0	0	0	0	0	1		0	1	4	30	0	0	0	30	0	1	25	0	26	60
05:00 PM 0 0 0 0 0 0 0 0 34 0 4 30 0 34 74 05:15 PM 0 0 0 0 1 2 0 0 3 26 0 0 0 2 35 0 37 66 05:30 PM 0 0 0 0 2 3 0 0 5 33 0 1 0 34 0 3 36 0 39 78 05:45 PM 0 1 0 0 1 6 12 0 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 6 12 0 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 33 254		0	0	0			-		0	0			0	1	0	40	0	1	25	0	26	68
05:15 PM 0 0 0 0 1 2 0 0 3 26 0 0 0 2 35 0 37 66 05:30 PM 0 0 0 0 2 3 0 0 5 33 0 1 0 34 0 3 36 0 39 78 05:45 PM 0 1 0 0 1 1 3 0 0 440 0 1 0 41 0 2 27 0 29 75 Total 0 1 0 0 1 6 12 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 33 254 0 9 0 263 0 16 247 0 263 560 Apprch % 0 100 0 2 5.9 45.4 0	Total	0	0	0	0	0	3	11	0	1	15	125	0	3	0	128	0	5	119	0	124	267
05:15 PM 0 0 0 0 1 2 0 0 3 26 0 0 0 2 35 0 37 66 05:30 PM 0 0 0 0 2 3 0 0 5 33 0 1 0 34 0 3 36 0 39 78 05:45 PM 0 1 0 0 1 1 3 0 0 440 0 1 0 41 0 2 27 0 29 75 Total 0 1 0 0 1 6 12 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 33 254 0 9 0 263 0 16 247 0 263 560 Apprch % 0 100 0 2 5.9 45.4 0																						
05:30 PM 0 0 0 0 2 3 0 0 5 33 0 1 0 34 0 3 36 0 39 78 05:45 PM 0 1 0 0 1 1 3 0 0 4 40 0 1 0 3 36 0 39 78 05:45 PM 0 1 0 0 1 6 12 0 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 33 254 0 9 0 263 0 16 247 0 263 560 Apprch % 0 100 0 2 1.6 4.1 0 0.2 5.9 45.4 0 1.6 0 47 0 2.9 44.1 0 47 2.9 44.1 0 47 0 2.9 44.1 <t< td=""><td>05:00 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>2</td><td>4</td><td>0</td><td>0</td><td>6</td><td>30</td><td>0</td><td>4</td><td>0</td><td>34</td><td>0</td><td>4</td><td>30</td><td>0</td><td>34</td><td>74</td></t<>	05:00 PM	0	0	0	0	0	2	4	0	0	6	30	0	4	0	34	0	4	30	0	34	74
05:45 PM 0 1 0 0 1 1 3 0 0 4 40 0 1 0 44 0 2 27 0 29 75 Total 0 1 0 0 1 6 12 0 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 9 23 0 1 33 254 0 9 0 263 0 16 247 0 263 560 Apprch % 0 100 0 27.3 69.7 0 3 96.6 0 3.4 0 0 6.1 93.9 0 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	05:15 PM	0	0	0	0	0	1		0	0	3	26	0	0	0	26	0	2	35	0	37	66
Total 0 1 0 0 1 6 12 0 0 18 129 0 6 0 135 0 11 128 0 139 293 Grand Total 0 1 0 0 1 9 23 0 1 33 254 0 9 0 263 0 16 247 0 263 560 Apprch % 0 100 0 0 27.3 69.7 0 3 96.6 0 3.4 0 0 61.1 93.9 0 Total % 0 0.2 0 0.2 1.6 4.1 0 2.5 945.4 0 1.6 0 47 0 2.9 44.1 0 47 Cars 0 0 0 0 0 32 251 0 9 2.60 0 14 244 0 258 550 <	05:30 PM	0	0	0	0	0	2	3	0	0	5	33	0	1	0	34	0	3	36	0	39	78
Grand Total 0 1 0 1 9 23 0 1 33 254 0 9 0 263 0 16 247 0 263 560 Apprch % 0 100 0 0 27.3 69.7 0 33 96.6 0 3.4 0 0 6.1 93.9 0 1 1 1 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 6.1 93.9 0 0 0 0 0 4.1 0 0.2 5.9 45.4 0 1.6 0 47 0 2.9 44.1 0 47 0 2.9 44.1 0 47 0 2.9 49.1 2.5 550 36.0 0 0 0	05:45 PM	0	1	0	0	1	1	3	0	0	4	40	0	1	0	41	0	2	27	0	29	75
Apprch % 0 100 0 27.3 69.7 0 3 96.6 0 3.4 0 0 6.1 93.9 0 Total % 0 0.2 0 0.2 1.6 4.1 0 0.2 5.9 45.4 0 1.6 0 47 0 2.9 44.1 0 47 Cars 0 0 0 0 9 23 0 0 32 251 0 9 0 260 0 14 244 0 47 Cars 0 0 0 0 9 23 0 0 32 251 0 9 0 260 0 14 244 0 258 550 % Cars 0 0 0 0 0 32 251 0 9 0 260 0 14 244 0 258 550 % Cars 0 0 0 0 0 0 0 2 0 100 0	Total	0	1	0	0	1	6	12	0	0	18	129	0	6	Ö	135	0	11	128	0	139	293
Apprch % 0 100 0 27.3 69.7 0 3 96.6 0 3.4 0 0 6.1 93.9 0 Total % 0 0.2 0 0.2 1.6 4.1 0 0.2 5.9 45.4 0 1.6 0 47 0 2.9 44.1 0 47 Cars 0 0 0 0 9 23 0 0 32 251 0 9 0 260 0 14 244 0 47 Cars 0 0 0 0 9 23 0 0 32 251 0 9 0 260 0 14 244 0 258 550 % Cars 0 0 0 0 0 32 251 0 9 0 260 0 14 244 0 258 550 % Cars 0 0 0 0 0 0 0 2 0 100 0																						
Total % 0 0.2 0 0.2 1.6 4.1 0 0.2 5.9 45.4 0 1.6 0 47 0 2.9 44.1 0 47 Cars 0 0 0 0 9 23 0 0 32 251 0 9 0 260 0 14 244 0 258 550 % Cars 0 0 0 100 100 0 97 98.8 0 100 0 98.9 0 87.5 98.8 0 98.1 98.2 Heavy Vehicles 0 0 0 0 0 0 0 0 0 0 0 98.9 0 87.5 98.8 0 98.1 98.2 Heavy Vehicles 0 0 0 0 0 0 0 0 0 0 0 0 4 6 % Heavy Vehicles	1	0	1	0	0	1	9	23	0	1	33	254	0	9	0	263	0	16	247	0	263	560
Cars 0 0 0 0 9 23 0 0 32 251 0 9 0 260 0 14 244 0 258 550	Apprch %	0	100	0	0		27.3	69.7	0	3		96.6	0	3.4	0		0	6.1	93.9	0		
% Cars 0 0 0 100 100 0 97 98.8 0 100 0 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 0 100 0 98.3 0 100 0 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.2 98.3 0 100 0 98.4 6 100 </td <td>Total %</td> <td>0</td> <td>0.2</td> <td>0</td> <td>0</td> <td>0.2</td> <td>1.6</td> <td>4.1</td> <td>0</td> <td>0.2</td> <td>5.9</td> <td>45.4</td> <td>0</td> <td>1.6</td> <td>0</td> <td>47</td> <td>0</td> <td>2.9</td> <td>44.1</td> <td>0</td> <td>47</td> <td></td>	Total %	0	0.2	0	0	0.2	1.6	4.1	0	0.2	5.9	45.4	0	1.6	0	47	0	2.9	44.1	0	47	
Heavy Vehicles 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 1 1 1 <th1< th=""> 0 <th1< th=""> <t< td=""><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>9</td><td>23</td><td>0</td><td>0</td><td>32</td><td>251</td><td>0</td><td>9</td><td>0</td><td>260</td><td>0</td><td>14</td><td>244</td><td>0</td><td>258</td><td>550</td></t<></th1<></th1<>	Cars	0	0	0	0	0	9	23	0	0	32	251	0	9	0	260	0	14	244	0	258	550
Heavy Vehicles 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 1 1 1 1 0 1 1 1 1 1 0 1 1 1 1 1 1 1 1 1 1 <th1< th=""> 1 <th1< th=""> <t< td=""><td>% Cars</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>100</td><td>100</td><td>0</td><td>0</td><td>97</td><td>98.8</td><td>0</td><td>100</td><td>0</td><td>98.9</td><td>0</td><td>87.5</td><td>98.8</td><td>0</td><td>98.1</td><td>98.2</td></t<></th1<></th1<>	% Cars	0	0	0	0	0	100	100	0	0	97	98.8	0	100	0	98.9	0	87.5	98.8	0	98.1	98.2
Bikes, Peds 0 1 0 0 1 1 1 0 0 1 1 1 0 1 0 1 1 1 0 0 1 0 1 1 1 1 0 0 1 0 1 1 1 0 0 1 0 1 4	Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	3	0	4	
Bikes, Peds 0 1 0 0 1 0 0 0 1 1 1 0 0 0 1 0 1 0 1	% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0.8	Ó	6.2	1.2	Ō	1.5	1.1
	Bikes, Peds	0	1	0	0	1	0	0	0	1	1	1	0	0	0	1	0	1	0	0	1	4
	% Bikes, Peds	0	100	0	0	100	0	0	0	100	3	0.4	0	0		0.4	Ó	6.2	ō		0.4	0.7

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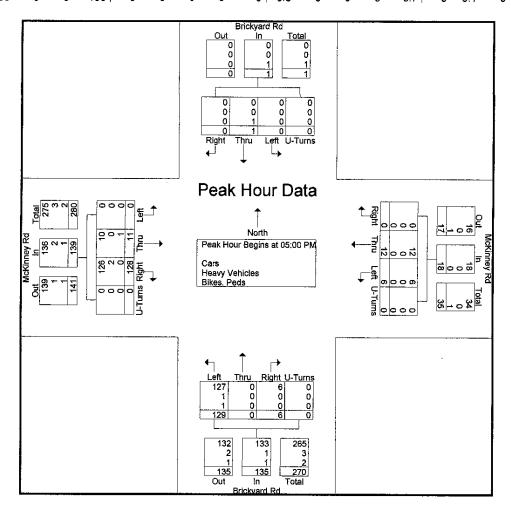
828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ McKinney Rd - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ckyaro outhbo					Kinne /estboi					ickyarc orthbo					Kinne			
Start Time	Left	Thru	Right		App. Total	Left	Thru			App. Total	Left	Thru	Right		App. Total	Left	Thru			App. Total	Int. Total
Peak Hour A	nalysis	From	4:00:0	0 PM 1	0 5:45:														· · · · · ·		
Peak Hour fo	r Entire	e Inter	sectior	n Begin	is at 5:0	0:00 F	M														
5:00:00 PM	0	0	0	Õ	0	2	4	0	0	6	30	0	4	0	34	0	4	30	0	34	74
5:15:00 PM	0	0	0	0	0	1	2	0	0	3	26	0	0	0	26	0	2	35	0	37	66
5:30:00 PM	0	0	0	0	0	2	3	0	0	5	33	0	1	0	34	0	3	36	0	39	78
5:45:00 PM	0	1	0	0	1	1	3	0	0	4	40	0	1	0	41	0	2	27	0	29	75
Total Volume	0	1	0	0	1	6	12	0	0	18	129	0	6	0	135	0	11	128	0	139	293
% App. Total	0	100	0	0		33.3	66.7	0	0		95.6	0	4.4	0		0	7.9	92.1	0		
PHF	.000	.250	.000	.000	.250	.750	.750	.000	.000	.750	806	.000	.375	.000	.823	.000	.688	.889	.000	.891	.939
Cars	0	0	0	0	0	6	12	0	0	18	127	0	6	0	133	0	10	126	0	136	287
% Cars	0	0	0	0	0	100	100	0	0	100	98.4	0	100	0	98.5	0	90.9	98.4	0	97.8	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	3
% Reavy Vehicles	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0.7	0	0	1.6	0	1.4	1.0
Bikes, Peds	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
% Bikes, Peds	0	100	0	0	100	0	0	0	0	0	0.8	0	0	0	0.7	0	9.1	0	0	0.7	1.0



J.M. Teague Engineering & Planning 525 N. Main Street, Waynesville, NC 28786

828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups	s Printe	d- Car	s - Heav	/y Veh	icles -	Bikes,	Peds							
		Pis	gah Vie	ew Dr			McKin	ney Ro	i (Norti	h)		Pisg	gah Vie	ew Dr			McKin	ney Ro	l (Nortl	h)	
	,		outhbo	und				lestbou	und				orthbo					astbou	ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Totel	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	1	1	0	1	0	0	1	2	0	0	0	2	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	0	0	0	1	1	1	3	0	0	4	2	0	0	0	2	0	1	6	0	7	14
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	6
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	0	1	1	0	2	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	1	0	1	5
Total	0	0	0	0	0	0	9	0	0	9	1	0	0	1	2	0	2	4	0	6	17
Grand Total	0	0	0	1	1	1	12	0	0	13	3	0	0	1	4	0	3	10	0	13	31
Apprch %	0	0	0	100		7.7	92.3	0	0		75	0	Ō	25		Ō	23.1	76.9	ō		
Total %	0	0	0	3.2	3.2	3.2	38.7	0	0	41.9	9.7	Ō	Ō	3.2	12.9	Ō	9.7	32.3	õ	41.9	
Cars	0	0	0	0	0	0	11	0	0	11	3	Ö	Ó	0	3	Ō	3	10	Ō	13	27
% Cars	0	0	0	0	0	0	91.7	0	0	84.6	100	Ó	Ō	Ō	75	ō	100	100	Ō	100	87.1
Heavy Vehicles	0	0	0	0	0	1	1	0	0	2	0	Ō	0	Ō	0	ō	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	Ō	100	8.3	Ō	Ō	15.4	ō	ō	ō	ō	õ	õ	ō	õ	ŏ	õ	6.5
Bikes, Peds	Ó	Ö	0	1	1	0	0	Ŏ	0	0	0	ŏ	ō	1	1	<u> </u>	Ő	ŏ	0	ŏ	2
% Bikes, Peds	0	Ō	Ō	100	100	ō	ō	ō	ō	ō	ō	õ	ŏ	100	25	ŏ	ň	ŏ	ŏ	ŏ	6.5
							-	-	-	- ,	-	-	-		1	-	-	•	•	• 1	

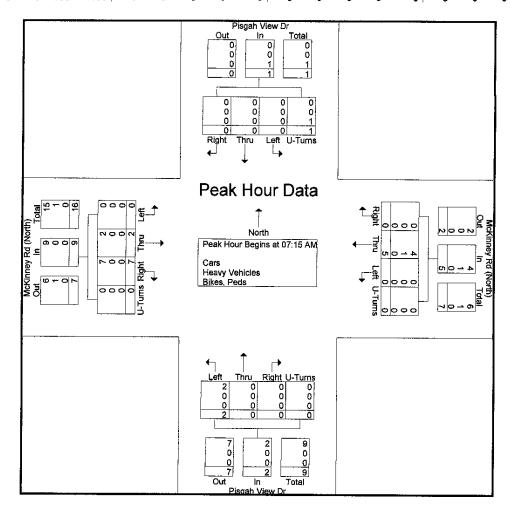
525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 2 Pisgah View Dr Out 0 ĺn Total 0 0 ŏ ō Ó 0 0 1 0 0 0 0 000 0 0 0 0 1 Right ↓ Thru Left U-Turns L, 08 000 5 000 North 000 9/14/2017 07:00 AM 9/14/2017 08:45 AM Ę 2005 ᅕᇢᅭᆂ ᇟ 0000 ដែ០ខ Right Cars Heavy Vehicles Bikes, Peds -<u>`</u>₽_ Ł Jut -UNON 0 5 0 U-Tums 000 0 U-Tums C C C 4 00 Right U-Turns Thru 0 0 0 Ō Ō 0 ٥ 0 1 ٥ 1 10 3 13 ō 1 11 4 15 Out In Total

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Pisgah View Dr @ McKinney Rd (North) - Exisiting AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			gah Vie						l (North	1)			gah Vie				McKin	ney Ro	l (Norti	h)	
		<u> </u>	outhbo	und			N	/estboi	und			N	orthbo	und			Ë	astbou	Ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A								(1 of 1													
Peak Hour fo	r Entin	e Inter	sectior	n Begir	ns at 7:1	5:00 A	M														
7:15:00 AM	0	0	0	1	1	0	1	0	0	1	2	0	0	0	2	0	0	2	0	2	6
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	Ō	1	2	Ō	3	4
8:00:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	6
Total Volume	0	0	0	1	1	0	5	0	0	5	2	0	0	0	2	0	2	7	0	9	17
% App. Total	0	0	0	100		0	100	0	0		100	0	0	0		0	22.2	77.8	0	-	
PHF	.000	.000	.000	.250	.250	.000	.417	.000	.000	.417	.250	.000	.000	.000	.250	.000	.500	.875	.000	.750	.708
Cars	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	2	7	0	9	15
% Cars	0	0	0	0	0	0	80.0	0	0	80.0	100	0	0	0	100	0	100	100	0	100	88.2
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0	0	0	0	0	0	20.0	0	0	20. 0	0	0	0	0	0	Ō	0	0	Ō	Ō	5.9
Bikes, Peds	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ō	ō	1
% Bikes, Peds	0	0	0	100	100	0	0	0	0	0	0	0	0	Ō	ō	Ō	Ō	Ō	ŏ	ő	5.9



File Name : Pisgah View Dr @ McKinney Rd (North) - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups	Printe	d- Car	<u>s - Hea</u>	vy Veh	icles -	Bikes,	Peds							
			jah Vie				McKin	ney Ro	l (Norti	h)		Pisg	jah Vie	ew Dr			McKin	ney Ro	l (Norti	h)	
			outhbo					estbou	und			N	orthbo	und			E	astbou	Ind		
Start Time	Left		Right		App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	1	0	2	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	1	0	1	0	4	0	0	4	4	0	0	0	4	1	2	2	0	5	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	3	0	4	8
05:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	2	0	Ó	2	5
05:30 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	1	1	0	2	6
05:45 PM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	1	1	0	2	7
Total	0	Ó	0	0	0	0	5	0	0	5	11	0	0	0	11	0	5	5	Ó	10	26
															'						
Grand Total	0	0	1	0	1	0	9	0	0	9	15	0	0	0	15	1	7	7	0	15	40
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		6.7	46.7	46.7	Ō		
Total %	0	0	2.5	0	2.5	0	22.5	0	0	22.5	37.5	Ó	0	0	37.5	2.5	17.5	17.5	Ō	37.5	
Cars	0	0	1	0	1	0	9	0	0	9	15	0	0	0	15	1	5	7	Ō	13	38
% Cars	0	0	100	0	100	0	100	0	0	100	100	0	0	Ó	100	100	71.4	100	õ	86.7	95
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	Ö	Ō	0	0	0	0	0	0	0
% Heavy Vehicles		0	0	0	0	0	0	0	0	0	Ō	Ō	Õ	ō	o	õ	õ	ō	ō	õ	ō
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	Ō	0	0	Õ	ŏ	0	2	ŏ	ō	2	2
% Bikes, Peds	0	0	0	0	Ō	ō	ō	ō	ō	ō	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	28.6	ő	ŏ	13.3	5
										- ,	-	-	-	-	U	-	20.0	~	÷	10.0	Ŷ

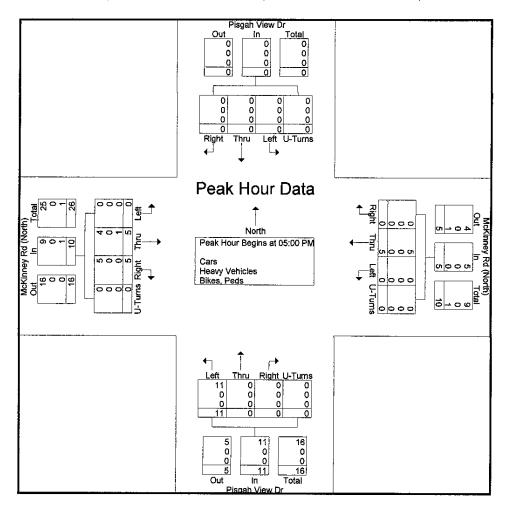
525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Existing PM Site Code : P-0699 Start Date : 9/14/2017 e Pisgah View Dr In Total 0 0 2 Page No Out 1 1) 1 2 0 0 0 0 0 0 1 0 0 0 Q Õ Û 0 Right Thru ↓ Left U-Turns L, 60 2 0 33 38 - 0 1 ę. 0000 North 50 9/14/2017 04:00 PM 9/14/2017 05:45 PM **ទី** ០ ៤ សិ Ē 훻 5 0000 ~ o c 2 Righ Cars ₫. (NOIG) Heavy Vehicles Bikes, Peds 25 0 0 S5 0000 ž U-Tums U-Tums Q <u>500</u> Thru 0 0 Right U-Turns 0 0 0 0 Left 15 0 Ó 0 15 0 n 0 15 0 0 22 0 7 0 0 7 0 15 22 Out ín h View í Total Pi

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Pisgah View Dr @ McKinney Rd (North) - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			jah Vie outhbo					ney Ro /estboi	d (Norti	h)			gah Vie orthbo					ney Ro astbou		h)	
Start Time	Left				App. Total	Left	Thru	Right		App. Total	Left	Thru		Peds	App. Total	Left		Right		Aon Total	Int. Total
Peak Hour A										100					Popp. Fordi	LOIL	11110			Chab: 10100 1	
Peak Hour fo	r Entire	e Inter	sectior	n Begin	s at 5:0	0:00 F	M														
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	3	0	4	8
5:15:00 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	5
5:30:00 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	1	1	0	2	6
5:45:00 PM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	1	1	0	2	7
Total Volume	0	0	0	0	0	0	5	0	0	5	11	0	0	0	11	0	5	5	0	10	26
% App. Total	0	0	0	0		0	100	0	0		100	0	0	0		0	50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.688	.000	.000	.000	.688	.000	.625	.417	.000	.625	.813
Cars	0	0	0	0	0	0	5	0	0	5	11	0	0	0	11	0	4	5	0	9	25
% Cars	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100	0	80.0	100	0	90.0	96.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.0	0	0	10.0	3.8

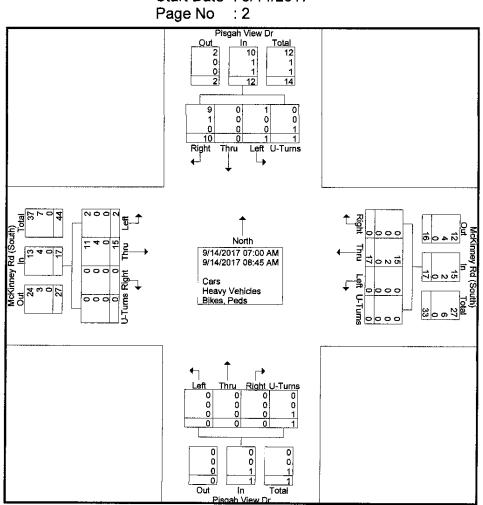


File Name : Pisgah View Dr @ McKinney Rd (South) - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups	Printe	d- Car	s - Heav	<u>/y Veh</u>	icles -	Bikes,	Peds							
		Pis	gah Vie	ew Dr			McKini	ney Rd	(Sout	h)		Pisg	gah Vie	ew Dr			McKini	iey Rd	(Sout	h)	
		Sc	outhbo	und			<u></u>	estbou	und			N	orthbo	und			E	astbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	9
07:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	1	1	0	3	0	0	3	7
07:45 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	1	0	6	0	7	0	7	0	0	7	0	0	0	1	1	1	7	0	0	8	23
08:00 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
08:15 AM	0	0	1	1	2	0	2 3	0	0	2	0	Ó	0	0	0	0	3	0	0	3	7
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:45 AM	0	0	. 1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
Total	Ó	0	4	1	5	0	10	0	0	10	0	Ő	0	0	0	1	8	0	0	9	24
Grand Total	1	0	10	1	12	0	17	0	0	17	0	0	0	1	1	2	15	0	0	17	47
Apprch %	8.3	0	83.3	8.3		0	100	0	0		0	0	0	100	ĺ	11.8	88.2	0	0		
Total %	2.1	0	21.3	2.1	25.5	0	36.2	0	0	36.2	0	0	0	2.1	2.1	4.3	31.9	0	0	36.2	
Cars	1	0	9	0	10	0	15	0	0	15	0	0	0	0	0	2	11	0	0	13	38
% Cars	100	0		0	83.3	0	88.2	0	0	88.2	0	0	0	0	0	100	73.3	0	0	76.5	80.9
Heavy Vehicles	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
% Heavy Vehicles	0	0	10	0	8.3	0	11.8	0	0	11.8	0	0	0	0	0	0	26.7	Ó	0	23.5	14.9
Bikes, Peds	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	Ó	0	2
% Bikes, Peds	0	0	0	100	8.3	0	0	0	0	0	0	0	0	100	100	0	0	Ō	Ō	Ő	4.3

525 N. Main Street, Waynesville, NC 28786 828-456-8383

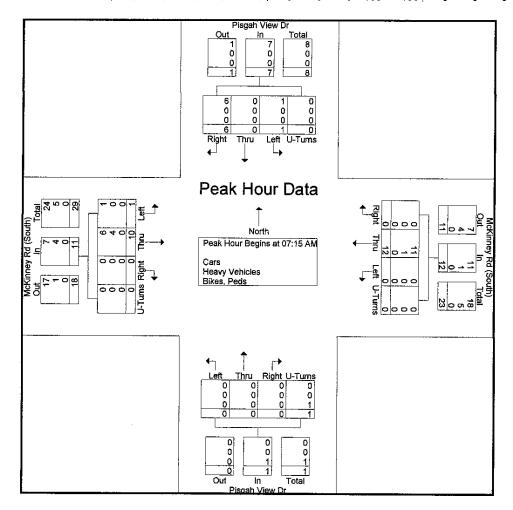
> File Name : Pisgah View Dr @ McKinney Rd (South) - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 2



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Pisgah View Dr @ McKinney Rd (South) - Exisiting AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			gah Vie outhbo					ney Ro /estbo	l (Souti	h)			gah Vie orthbo					ney Ro astbou	l (Souti	h)	
Start Time	Left				App. Total	Left				App. Total	Left	Thru			App. Total	Left				App. Total	int. Total
Peak Hour A	nalysis	From	7:00:0	MA 0	to 8:45:0	00 AM	- Peal	(1 of 1													
Peak Hour fo	r Entire	e Inter	sectior	n Begir	is at 7:1	5:00 A	M														
7:15:00 AM	0	0	1	Ō	1	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	9
7:30:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	1	1	0	3	0	0	3	7
7:45:00 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:00:00 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
Total Volume	1	0	6	0	7	0	12	0	0	12	0	0	0	1	1	1	10	0	0	11	31
% App. Total	14.3	0	85.7	0		0	100	0	0		0	0	0	100		9.1	90.9	0	0		
PHF	.250	.000	.750	.000	.875	.000	.600	.000	.000	.600	.000	.000	.000	.250	.250	.250	.625	.000	.000	.550	.775
Cars	1	0	6	0	7	0	11	0	0	11	0	0	0	0	0	1	6	0	0	7	25
% Cars	100	0	100	0	100	0	91.7	0	0	91.7	0	0	0	0	0	100	60.0	0	0	63.6	80.6
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
% Heavy Vehicles	0	0	0	0	0	0	8.3	0	0	8.3	0	0	0	0	0	0	40.0	0	0	36.4	16.1
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	3.2

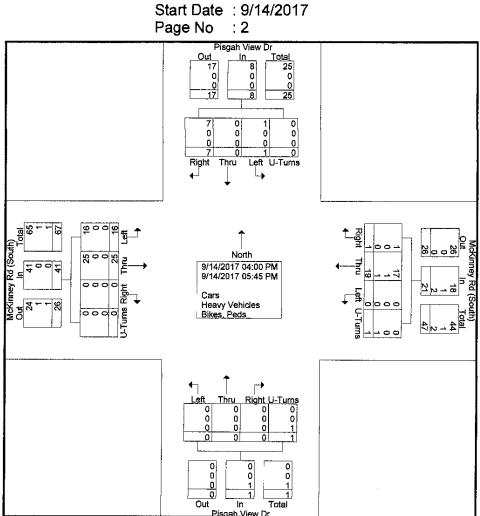


File Name : Pisgah View Dr @ McKinney Rd (South) - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

							Groups	Printe	d- Car	<u>s - Heav</u>	/y Veh	icles -	Bikes,	Peds							
		Pisę	gah Vie	ew Dr			McKini	ney Rd	l (Souti	h)		Pisg	jah Vie	ew Dr			McKini	ney Rd	(South	ן)	
		S	outhbo	und			<u>N</u>	estbol	und			N	orthbo	und			E	astbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1	2	0	0	3	5
04:15 PM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
04:30 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4	6	0	0	10	14
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	4	5
Total	0	0	2	0	2	0	8	0	1	9	0	0	0	1	1	6	14	0	0	20	32
																					· ·
05:00 PM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	8
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	2	Ō	Ō	4	9
05:30 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	4	0	Ō	5	8
05:45 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	Ó	0	3	5	Ō	Ō	8	14
Total	1	0	5	0	6	0	11	1	0	12	0	0	Ö	Ŏ	Ō	10	11	0	0	21	39
										1					-		•••	•	-		**
Grand Total	1	0	7	0	8	0	19	1	1	21	0	0	0	1	1	16	25	0	0	41	71
Apprch %	12.5	0	87.5	Ō		0	90.5	4.8	4.8		ō	ō	ō	100	•	39	61	ō	ō		• •
Total %	1.4	0	9.9	0	11.3	Ó	26.8	1.4	1.4	29.6	Ō	ō	ō	1.4	1.4	22.5	35.2	ŏ	ō	57.7	
Cars	1	0	7	Ó	8	0	17	1	0	18	0	0	Ō	0	0	16	25	ŏ	ō	41	67
% Cars	100	0	100	0	100	0	89.5	100	0	85.7	Ō	Ō	ō	ō	Ō	100	100	ō	ō	100	94.4
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	Ō	0	0	0	0	0	Ō	Ō	0	1
% Heavy Vehicles	Ó	Ó	Ō	Ō	0	Ō	5.3	Ō	ō	4.8	ŏ	ō	õ	õ	õ	ŏ	ŏ	ŏ	ŏ	ŏ	1.4
Bikes, Peds	0	Ö	Ö	0	0	0	1	Ō	1	2	ŏ	ō	Ő	1	1	ŏ	ŏ	0	0	Ő	3
% Bikes, Peds	ō	Ō	Ō	ō	Ō	ō	5.3	ō	100	9.5	ō	ō	õ	100	100	ŏ	ŏ	ŏ	ŏ	ŏ	4.2
					- ,			-		3.4	•	•	-			•	•	•	•	•	-T.6

525 N. Main Street, Waynesville, NC 28786 828-456-8383

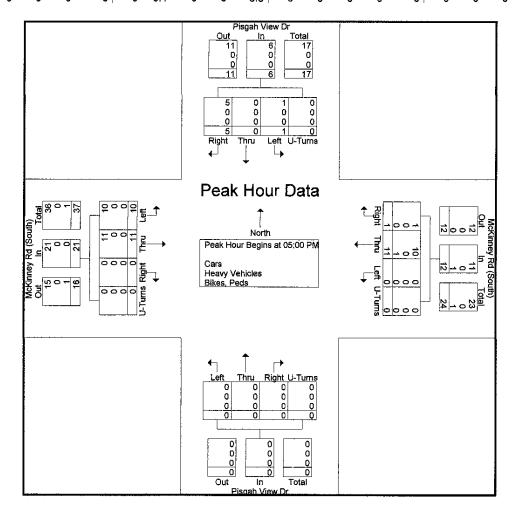
File Name : Pisgah View Dr @ McKinney Rd (South) - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 2



828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (South) - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

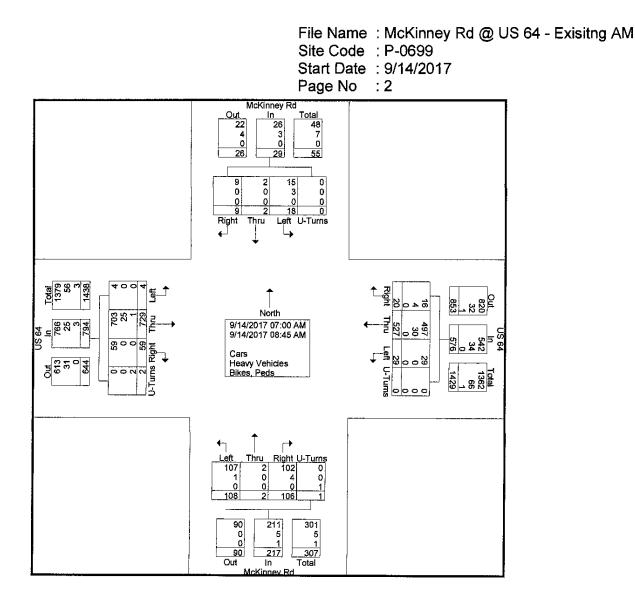
			gah Vie					ney Ro		h)			gah Vie					ney Rd		h)	
		<u>S</u>	outhbo	und			<u> </u>	estbo	und			<u> </u>	orthbo	<u>und</u>			E	astbou	ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Tota
Peak Hour A								(1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	n Begir	is at 5:0	0:00 F	M														
5:00:00 PM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	8
5:15:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	2	0	0	4	9
5:30:00 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	8
5:45:00 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	3	5	0	0	8	14
Total Volume	1	0	5	0	6	0	11	1	0	12	0	0	0	0	0	10	11	0	0	21	39
% App. Total	16.7	0	83.3	0		0	91.7	8.3	0		0	0	0	0		47.6	52.4	0	0		
PHF	.250	.000	.417	.000	.500	.000	.550	.250	.000	.600	.000	.000	.000	.000	.000	.625	.550	.000	.000	.656	.696
Cars	1	0	5	0	6	0	10	1	0	11	0	0	0	0	0	10	11	0	0	21	38
% Cars	100	0	100	0	100	0	90.9	100	0	91.7	0	0	0	0	0	100	100	0	0	100	97.4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes, Peds	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bikes, Peds	0	0	0	0	0	0	9.1	0	0	8.3	0	0	0	0	0	0	0	0	0	0	2.6



File Name : McKinney Rd @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

							Groups			s - Hea	vy Veh										
		Mo	Kinney	y Rd				US 64	4			Mo	Kinne	y Rd				US 64	ł		
		Sc	outhbo	und			<u> </u>	estbou	und			N	orthbo	und			E	astbou	ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	0	0	0	2	2	33	4	0	39	9	0	17	0	26	0	89	2	1	92	159
07:15 AM	2	0	2	0	4	5	66	3	0	74	17	0	18	1	36	0	96	10	0	106	220
07:30 AM	5	1	0	0	6	3	70	4	0	77	19	1	19	0	39	0	103	8	0	111	233
07:45 AM	2	1	3	0	6	3	75	1	0	79	17	0	16	0	33	1	95	12	0	108	226
Total	11	2	5	0	18	13	244	12	0	269	62	1	70	1	134	1	383	32	1	417	838
08:00 AM	4	0	1	0	5	5	81	2	0	88	16	1	11	0	28	0	99	8	0	107	228
08:15 AM	1	0	1	0	2	3	64	4	0	71	8	0	6	0	14	2	80	7	1	90	177
08:30 AM	2	0	2	0	4	7	77	1	0	85	16	0	12	0	28	0	94	7	0	101	218
08:45 AM	0	0	0	0	0	1	61	1	0	63	6	0		0	13	1	73	5	0	79	155
Total	7	0	4	0	11	16	283	8	0	307	46	1	36	0	83	3	346	27	1	377	778
Grand Total	18	2	9	0	29	29	527	20	0	576	108	2	106	1	217	4	729	59	2	794	1616
Apprch %	62.1	6.9	31	0		5	91.5	3.5	0		49.8	0.9	48.8	0.5		0.5	91.8	7.4	0.3		
Total %	1.1	0.1	0.6	0	1.8	1.8	32.6	1.2	0	35.6	6.7	0.1	6.6	0.1	13.4	0.2	45.1	3.7	0.1	49.1	
Cars	15	2	9	0	26	29	497	16	0	542	107	2	102	0	211	4	703	59	0	766	1545
<u>% Cars</u>	83.3	100	100	0	89.7	100	94.3	80	0	94.1	99.1	100	96.2	0	97.2	100	96.4	100	0	96.5	95.6
Heavy Vehicles	3	0	0	0	3	0	30	4	0	34	1	0	4	0	5	0	25	0	0	25	67
% Heavy Vehicles	16.7	0	0	0	10.3	0	5.7	20	0	5.9	0.9	0	3.8	0	2.3	0	3.4	0	0	3.1	4.1
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	3	4
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0.1	0	100	0.4	0.2

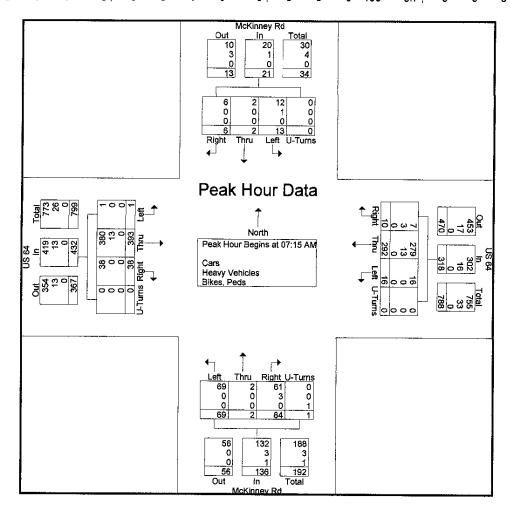
525 N. Main Street, Waynesville, NC 28786 828-456-8383



828-456-8383

File Name : McKinney Rd @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

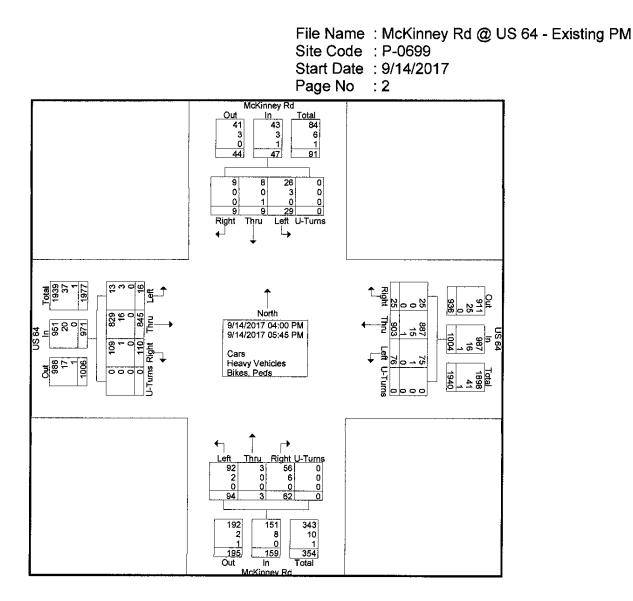
			Kinne					US 64	4			Mo	Kinne	y Rd				US 64			
		<u> </u>	outhbo	und			N	lestbou	und			N	orthbo	und			E	astbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A								(1 of 1										·			
Peak Hour fo	r Entir	e Inter	sectior	n Begir	ns at 7:1	5:00 A	M														
7:15:00 AM	2	0	2	Ō	4	5	66	3	0	74	17	0	18	1	36	0	96	10	0	106	220
7:30:00 AM	5	1	0	0	6	3	70	4	0	77	19	1	19	0	39	0	103	8	0	111	233
7:45:00 AM	2	1	3	0	6	3	75	1	0	79	17	0	16	0	33	1	95	12	Ō	108	226
8:00:00 AM	4	0	1	0	5	5	81	2	0	88	16	1	11	0	28	Ó	99	8	ō	107	228
Total Volume	13	2	6	0	21	16	292	10	0	318	69	2	64	1	136	1	393	38	0	432	907
% App. Total	61.9	9.5	28.6	0		5	91.8	3.1	0		50.7	1.5	47.1	0.7		0.2	91	8.8	0		
PHF	.650	.500	.500	.000	.875	.800	.901	.625	.000	.903	.908	.500	.842	.250	.872	.250	.954	.792	.000	.973	.973
Cars	12	2	6	0	20	16	279	7	0	302	69	2	61	0	132	1	380	38	0	419	873
% Cars	92.3	100	100	0	95.2	100	95.5	70.0	0	95.0	100	100	95.3	0	97.1	100	96.7	100	Ó	97.0	96.3
Heavy Vehicles	1	0	0	0	1	0	13	3	0	16	0	0	3	0	3	0	13	0	ō	13	33
% Heavy Vehicles	7.7	0	0	0	4.8	0	4.5	30.0	0	5.0	0	0	4.7	0	2.2	Ō	3.3	Ō	ō	3.0	3.6
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	Ō	0	Ō	ō	0	1
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.7	ō	Ō	ō	ō	ō	0.1



File Name : McKinney Rd @ US 64 - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						Ċ	Groups	Printe	d- Car	s - Heav	vv Veh	icles -	Bikes.	Peds							
[1	Mo	Kinne	y Rd				US 64					Kinney					US 64			
			outhbo				W	estbou	ind				orthboi				Ε	astbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	1	0	1	11	103	2	0	116	15	0	13	0	28	3	121	13	0	137	282
04:15 PM	4	2	1	0	7	8	96	3	0	107	7	0	7	0	14	1	105	12	0	118	246
04:30 PM	6	1	1	0	8	11	104	6	0	121	14	1	7	0	22	1	92	10	0	103	254
04:45 PM	2	2	0	0	4	5	138	2	0	145	10	0	6	0	16	2	111	19	0	132	297
Total	12	5	3	0	20	35	441	13	0	489	46	1	33	0	80	7	429	54	0	490	1079
05:00 PM	5	1	2	0	8	8	110	2	0	120	13	1	5	0	19	2	106	12	0	120	267
05:15 PM	5	1	2	0	8	13	125	2	0	140	9	0	4	0	13	2	116	22	0	140	301
05:30 PM	3	1	1	0	5	11	110	4	0	125	10	0	11	0	21	3	108	10	0	121	272
05:45 PM	4	1	1	0	6	9	117	4	0	130	16	1	9	0	26	2	86	12	0	100	262
Total	17	4	6	0	27	41	462	12	0	515	48	2	29	0	79	9	416	56	0	481	1102
Grand Total	29	9	9	0	47	76	903	25	0	1004	94	3	62	0	159	16	845	110	0	971	2181
Apprch %	61.7	19.1	19.1	0		7.6	89.9	2.5	0		59.1	1.9	39	0		1.6	87	11.3	0		
Total %	1.3	0.4	0.4	0	2.2	3.5	41.4	1.1	0	46	4.3	0.1	2.8	0	7.3	0.7	38.7	5	0	44.5	
Cars	26	8	9	0	43	75	887	25	0	987	92	3	56	0	151	13	829	109	0	951	2132
% Cars	89.7	88.9	100	0	91.5	98.7	98.2	100	0	98.3	97.9	100	90.3	0	95	81.2	98.1	99.1	0	97.9	97.8
Heavy Vehicles	3	0	0	0	3	1	15	0	0	16	2	0	6	0	8	3	16	1	0	20	47
% Heavy Vehicles	10.3	0	0	0	6.4	1.3	1.7	0	0	1.6	2.1	0	9.7	0	5	18.8	1.9	0.9	0	2.1	2.2
Bikes, Peds	0	1	0	0	_ 1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Bikes, Peds	0	11.1	0	0	2.1	0	0.1	0	0	0.1	0	0	0	0	0]	0	0	0	0	0	0.1

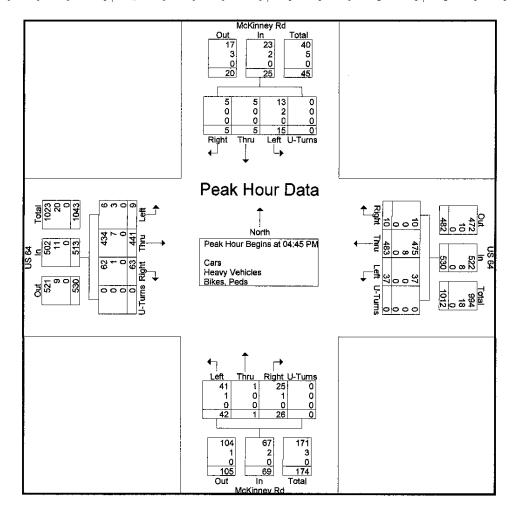
828-456-8383



828-456-8383

File Name : McKinney Rd @ US 64 - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			Kinne					US 64	ŧ				Kinne					US 64	4]
		Sc	outhbo	und			W	/estbou	Ind			N	orthbo	und			E	astbou	Ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	4:00:0	0 PM 1	to 5:45:	00 PM	- Peak	(1 of 1													
Peak Hour fo	r Entire	e Inter	sectior	n Begir	is at 4:4	5:00 P	M														
4:45:00 PM	2	2	0	0	4	5	138	2	0	145	10	0	6	0	16	2	111	19	0	132	297
5:00:00 PM	5	1	2	0	8	8	110	2	0	120	13	1	5	0	19	2	106	12	0	120	267
5:15:00 PM	5	1	2	0	8	13	125	2	0	140	9	0	4	0	13	2	116	22	0	140	301
5:30:00 PM	3	1	1	0	5	11	110	4	0	125	10	0	11	0	21	3	108	10	0	121	272
Total Volume	15	5	5	0	25	37	483	10	0	530	42	1	26	Ð	69	9	441	63	Ð	513	1137
% App. Total	60	20	20	0		7	91.1	1.9	0		60.9	1.4	37.7	0		1.8	86	12.3	0		
PHF	.750	.625	.625	.000	.781	.712	.875	.625	.000	.914	.808	.250	.591	.000	.821	.750	.950	.716	.000	.916	.944
Cars	13	5	5	0	23	37	475	10	0	522	41	1	25	0	67	6	434	62	0	502	1114
% Cars	86.7	100	100	0	92.0	100	98.3	100	0	98.5	97.6	100	96.2	0	97.1	66.7	98.4	98.4	0	97.9	98.0
Heavy Vehicles	2	0	0	0	2	0	8	0	0	8	1	0	1	0	2	3	7	1	0	11	23
% Heavy Vehicles	13.3	0	0	0	8.0	0	1.7	0	0	1.5	2.4	0	3.8	0	2.9	33.3	1.6	1.6	0	2.1	2.0
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



File Name : Brickyard Rd @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups	Printe	d- Car	s - Heav	vy Veh	icles -	Bikes,	Peds							
		Br	ickyarc	i Rd				US 64	4			Bri	ckyarc	Rd				US 64	ł	ſ	
1		S	outhbo	und			N	/estboi	und			N	orthbo	und			E	astbou	ind	1	l
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		i l
07:00 AM	23	0	1	0	24	0	36	6	0	42	0	0	0	0	0	1	64	0	0	65	131
07:15 AM	31	0	6	0	37	0	65	19	0	84	0	0	0	1	1	2	76	0	0	78	200
07:30 AM	28	0	4	0	32	0	73	16	0	89	0	0	0	0	0	3	83	0	0	86	207
07:45 AM	17	0	4	0	21	0	68	28	0	96	0	0	0	0	0	4	89	0	0	93	210
Total	99	0	15	0	114	0	242	69	0	311	0	0	0	1	1	10	312	0	0	322	748
08:00 AM	43	0	8	0	51	0	75	21	0	96	0	0	0	0	0	7	66	0	0	73	220
08:15 AM	22	0	4	0	26	0	59	13	0	72	0	0	0	0	0	4	66	0	0	70	168
08:30 AM	21	0	11	0	32	0	81	13	0	94	0	0	0	0	0	4	78	0	0	82	208
08:45 AM	18	0	9	0	27	0	50	11	Û	61	0	0	0	0	0	6	63	0	0	69	157
Total	104	0	32	0	136	0	265	58	0	323	0	0	0	0	0	21	273	0	Ö	294	753
																				,	
Grand Total	203	0	47	0	250	0	507	127	0	634	0	0	0	1	1	31	585	0	0	616	1501
Apprch %	81.2	0	18.8	0		0	80	20	Ō		0	0	0	100		5	95	ō	ō		
Total %	13.5	0	3.1	0	16.7	0	33.8	8.5	Ō	42.2	Ō	Ō	Ō	0.1	0.1	2.1	39	ō	Ō	41	
Cars	195	0	44	0	239	0	476	121	0	597	Ö	0	Ō	0	0	28	553	Ō	Ŏ	581	1417
% Cars	96.1	0	93.6	0	95.6	0	93.9	95.3	0	94.2	Ó	Ó	Ō	Ō	Ō	90.3	94.5	Ō	ō	94.3	94.4
Heavy Vehicles	8	0	3	0	11	0	31	6	0	37	0	0	0	Ó	0	3	31	Ō	0	34	82
% Heavy Vehicles	3.9	Ō	6.4	õ	4.4	õ	6.1	4.7	ō	5.8	ō	ō	õ	õ	õ	9.7	5.3	õ	õ	5.5	5.5
Bikes, Peds	0	0	0	0	0	0	0	0	Ŏ	0	0	0	0	1	1	0	1	ŏ	Ō	1	2
% Bikes, Peds	Ō	Ō	Ō	Ō	Ō	ō	ō	ō	ō	ō	ō	ō	ō	100	100	ŏ	0.2	ō	ŏ	0.2	0.1

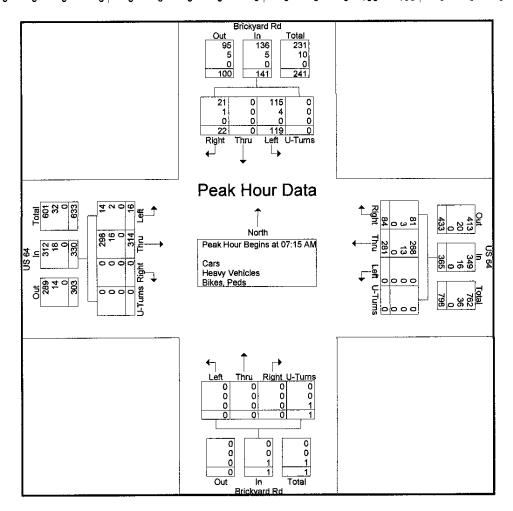
525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Brickyard Rd @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 2 Brickyard Rd Out 149 Total 388 In 239 11 0 20 0 9 0 ______158 408 250 44 3 0 47 Right 195 8 0 203 0 0 0 0 0 0 Left U-Turns Thru ┥ L, 1101 58 30.0 28 1170 1 듕 0 0 2 30 North 31 553 9/14/2017 07:00 AM 9/14/2017 08:45 AM 616 - ²⁸¹ 316 0000 Cars Heavy Vehicles Bikes, Peds đ 2 22 0 % 20 K 0000 U-Tums U-Turns 1422 1345 Right U-Tums
0 0
0 0 Thru 0 0 0 õ Ō õ 0 0 n n 0 0 0 0 1 1 Out In Total

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ickyard				10	US 64					ickyarc orthbo				E	US 64 astbou			
		50	outhbo	una				estbou													——————————————————————————————————————
Start Time	Left		Right		App. Total	Left		Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	7:00:0	0 AM 1	0 8:45:0	MA 00	- Peał	(1 of 1													
Peak Hour fo																					i.
7:15:00 AM	31	0	6	Ō	37	0	65	19	0	84	0	0	0	1	1	2	76	0	0	78	200
7:30:00 AM	28	0	4	0	32	0	73	16	0	89	0	0	0	0	0	3	83	0	0	86	207
7:45:00 AM	17	0	4	0	21	0	68	28	0	96	0	0	0	0	0	4	89	0	0	93	210
8:00:00 AM	43	0	8	0	51	0	75	21	0	96	0	0	0	0	0	7	66	0	0	73	220
Total Volume	119	0	22	0	141	0	281	84	0	365	0	0	0	1	1	16	314	0	0	330	837
% App. Total	84.4	0	15.6	0		0	77	23	0		0	0	0	100		4.8	95.2	0	0		
PHF	.692	.000	.688	.000	.691	.000	.937	.750	.000	.951	.000	.000	.000	.250	.250	.571	.882	.000	.000	.887	.951
Cars	115	0	21	0	136	0	268	81	0	349	0	0	0	0	0	14	298	0	0	312	797
% Cars	96.6	0	95.5	0	96.5	0	95.4	96.4	0	95.6	0	0	0	0	0	87.5	94.9	0	0	94.5	95.2
Heavy Vehicles	4	0	1	0	5	0	13	3	0	16	0	0	0	0	0	2	16	0	0	18	39
% Heavy Vehicles	3.4	0	4.5	0	3.5	0	4.6	3.6	0	4.4	0	0	0	0	0	12.5	5.1	0	0	5.5	4.7
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0.1

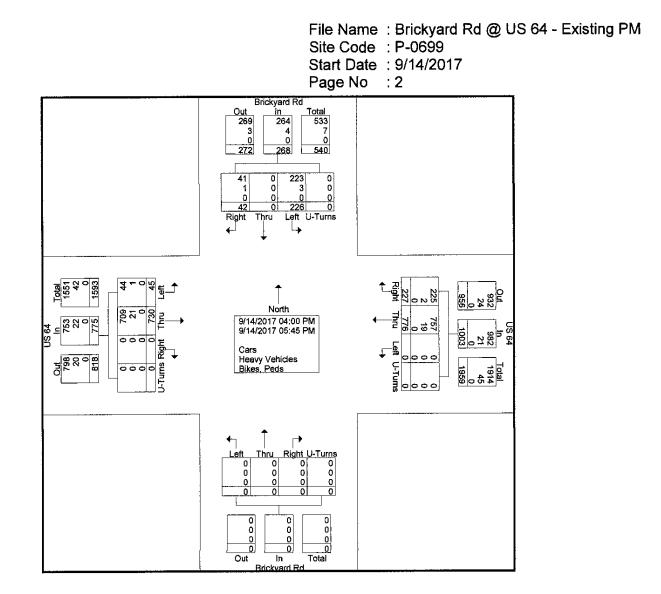


828-456-8383

File Name : Brickyard Rd @ US 64 - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						G	Groups	Printe	d- Car	s - Heav	y Vehi										
		Bri	ickyard	Rd				US 64	1				ickyarc				_	US 64			
			outhbo				W	estbou	und				orthbo					astbou		_	
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App. Totai	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	33	0	4	0	37	0	96	25	0	121	0	0	0	0	0	4	104	0	0	108	266
04:15 PM	31	Ō	5	0	36	0	81	24	0	105	0	0	0	0	0	9	83	0	0	92	233
04:30 PM	31	ō	2	0	33	0	90	25	0	115	0	0	0	0	0	7	79	0	0	86	234
04:45 PM	16	õ	5	Ō	21	0	113	39	0	152	0	0	0	0	00	3	_106	0	0	109	282_
Total	111	0	16	0	127	0	380	113	0	493	0	0	0	0	0	23	372	0	0	395	1015
	29	0	7	0	36	0	98	24	0	122	0	0	0	0	0	11	89	0	0	100	258
05:00 PM	33	0	2	ŏ	36	ŏ	109	25	ŏ	134	ŏ	Ō	õ	Ō	0	5	109	0	0	114	284
05:15 PM	33	ŏ	8	ŏ	41	ŏ	91	31	ŏ	122	Ō	ō	Ō	0	0	3	84	0	0	87	250
05:30 PM	20	0	8	ŏ	28	ŏ	98	34	ŏ	132	ō	ō	ō	Ō	0	3	76	0	0	79	239
05:45 PM Total	115	0	26	0	141	0	396	114	Ő	510	Ō	0	Ō	0	0	22	358	0	0	380	1031
i otai	110	Ŭ	20	•		-												_	_		
Grand Total	226	0	42	0	268	0	776	227	0	1003	0	0	0	0	0	45	730	0	0	775	2046
Apprch %	84.3	0	15.7	0		0	77.4	22.6	0		0	0	0	0	_	5.8	94.2	0	0		
Total %	11	0	2.1	0	13.1	0	37.9	<u>11.1</u>	0	49	0	0	0	0	0	2.2	35.7	0	0	37.9	
Cars	223	0	41	0	264	0	757	225	0	982	0	0	0	0	0	44	709	0	0	753	1999
% Cars	98.7	0	97.6	0	98.5	0	97.6	99.1	0	97.9	0	0	0	0	0	97.8	97.1	0	0	97.2	97.7
Heavy Vehicles	3	0	1	0	4	0	19	2	0	21	0	0	0	0	0	1	21	0	0	22	47
% Heavy Vehicles	1.3	Ō	2.4	0	1.5	0	2.4	0.9	0	2.1	0	0	0	0	0	2.2	2.9	0	0	2.8	2.3
Bikes, Peds	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	l U

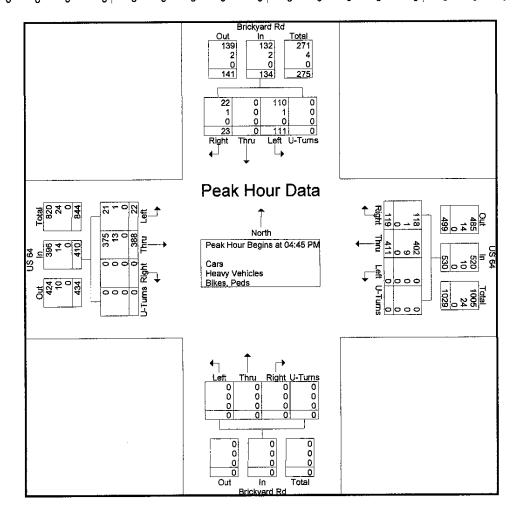
828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ US 64 - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ickyard outhbo				N	US 64 estbou			••••		ckyarc orthbol				Ę	US 64 astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Totai
Peak Hour A	nalysis	From	4:00:0	0 PM	to 5:45:0	00 PM	- Peak	1 of 1													
Peak Hour fo																					1
4:45:00 PM	16	0	5	Ō	21	0	113	39	0	152	0	0	0	0	0	3	106	0	0	109	282
5:00:00 PM	29	0	7	0	36	0	98	24	0	122	0	0	0	0	0	11	89	0	0	100	258
5:15:00 PM	33	0	3	0	36	0	109	25	0	134	0	0	0	0	0	5	109	0	0	114	284
5:30:00 PM	33	Ó	8	0	41	0	91	31	0	122	0	0	0	0	0	3	84	0	0	87	250
Total Volume	111	0	23	0	134	0	411	119	0	530	0	0	0	0	0	22	388	0	0	410	1074
% App. Total	82.8	0	17.2	0		0	77.5	22.5	0		0	0	0	0		5.4	94.6	0	0		
PHF	.841	.000	.719	.000	.817	.000	.909	.763	.000	.872	.000	.000	.000	.000	.000	.500	.890	.000	.000	.899	.945
Cars	110	0	22	0	132	0	402	118	0	520	0	0	0	0	0	21	375	0	0	396	1048
% Cars	99.1	Ō	95.7	0	98.5	0	97.8	99.2	0	98.1	0	0	0	0	0	95.5	96.6	0	0	96.6	97.6
Heavy Vehicles	1	0	1	0	2	0	9	1	0	10	0	0	0	0	0	1	13	0	0	14	26
% Heavy Vehicles	0.9	ō	4.3	Ō	1.5	0	2.2	0.8	0	1.9	0	0	0	0	0	4.5	3.4	0	0	3.4	2.4
Bikes, Peds	0	ō	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	Ō	ō	ō	ō	ō	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



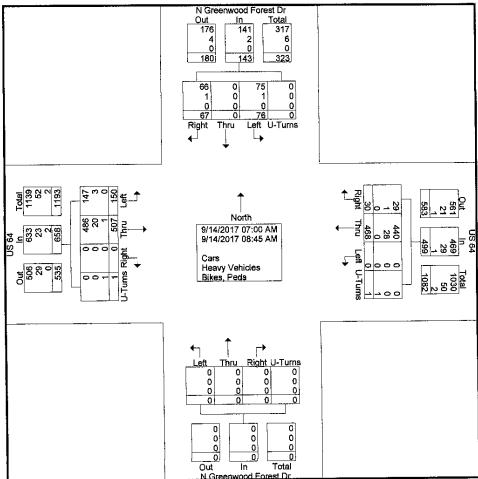
828-456-8383

File Name : N Greenwood Forest Dr @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						Ç	Groups	Printe	d- Cars	s - Heav	y Vehi	cles -	Bikes,	Peds							
	N	Greer	nwood	Forest	Dr			US 64	4		N	Greer	wood	Forest	Dr			US 64	ł		
		S	outhbo	und			<u> </u>	estbou	und			<u> </u>	orthbo	und				astbou			
Start Time	Left	Thru	Right	Peds	Aop. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App, Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		i
07:00 AM	9	0	7	0	16	0	36	1	0	37	0	0	0	0	0	32	58	0	0	90	143
07:15 AM	14	0	14	0	28	0	58	3	0	61	0	0	0	0	0	28	59	0	0	87	176
07:30 AM	11	0	7	0	18	0	71	1	0	72	0	0	0	0	0	27	74	0	0	101	191
07:45 AM	10	0	5	0	15	0	61	5	0	66	0	0	0	0	0	14	75	0	1	90	171
Total	44	0	33	0	77	0	226	10	0	236	0	0	0	0	0	101	266	0	1	368	681
08:00 AM	2	0	8	0	10	0	62	8	0	70	0	0	0	0	0	15	71	0	0	86	166
08:15 AM	10	ō	5	Ō	15	0	61	4	0	65	0	0	0	0	0	13	60	0	0	73	153
08:30 AM	11	ō	12	0	23	0	66	3	1	70	0	0	0	0	0	10	56	0	0	66	159
08:45 AM	9	õ	9	ō	18	Ō	53	5	0	58	0	0	0	0	0	11	54	0	0	65	141
Total	32	0	34	Ō	66	0	242	20	1	263	0	0	0	0	0	49	241	0	0	290	619
rotar;	02	•	• •	•	(-															
Grand Total	76	0	67	0	143	0	468	30	1	499	0	0	0	0	0	150	507	0	1	658	1300
Apprch %		ŏ	46.9	õ		õ	93.8	6	0.2		Ō	0	0	0		22.8	77.1	0	0.2		
Total %	5.8	ŏ	5.2	ŏ	11	ō	36	2.3	0.1	38.4	Ō	Ó	Ō	0	0	11.5	39	0	0.1	50.6	
Cars	75	0	66	ō	141	0	440	29	0	469	Ō	Ō	0	0	0	147	486	0	0	633	1243
% Cars	98.7	ŏ	98.5	ŏ	98.6	ō	94	96.7	Ō	94	Ō	Ō	0	0	Ó	98	95.9	0	0	96.2	95.6
Heavy Vehicles	1	Ō	1	0	2	Ő	28	1	Ŏ	29	0	0	Ō	0	0	3	20	0	0	23	54
% Heavy Vehicles	1.3	ŏ	1.5	ŏ	1.4	ň	-6	3.3	ŏ	5.8	ŏ	ŏ	ŏ	ō	õ	2	3.9	Ō	0	3.5	4.2
Bikes, Peds		0	0		0	<u>0</u>	Ő	0.0	1	1	0	0	0	0	0	0	1	Ö	1	2	3
% Bikes, Peds		ő	ŏ	ő	Ő	ŏ	ŏ	ŏ	100	0.2	ŏ	ō	ŏ	ō	õ	ō	0.2	ō	100	0.3	0.2
71 DIKES, FEDS	0	0	U	0	0	0	5	5		0.2	5				•						

525 N. Main Street, Waynesville, NC 28786 828-456-8383

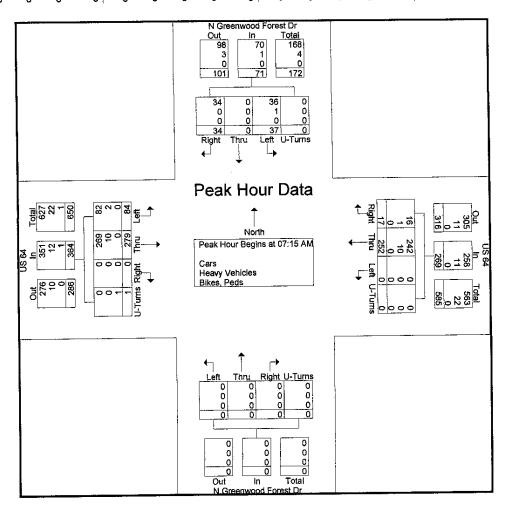
File Name : N Greenwood Forest Dr @ US 64 - Exisitng AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 2



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ US 64 - Exisiting AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	N	Green	wood	Forest	Dr			US 64	4		N	Green	wood	Forest	Dr			US 64	l I		
		Sc	outhbo	und			W	estbou	und			N	orthbou	ind			<u> </u>	astbou	ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	7:00:0	0 AM 0	to 8:45:0	MA OC	- Peak	(1 of 1													
Peak Hour fo																				1	
7:15:00 AM	14	0	14	Ō	28	0	58	3	0	61	0	0	0	0	0	28	59	0	0	87	176
7:30:00 AM	11	0	7	0	18	0	71	1	0	72	0	0	0	0	0	27	74	0	0	101	191
7:45:00 AM	10	0	5	0	15	0	61	5	0	66	0	0	0	Ó	0	14	75	0	1	90	171
8:00:00 AM	2	0	8	0	10	0	62	8	0	70	0	0	0	0	0	15	71	0	0	86	166
Total Volume	37	0	34	0	71	0	252	17	0	269	0	0	0	0	0	84	279	0	1	364	704
% App. Total	52.1	Ō	47.9	0		0	93.7	6.3	0		0	0	0	0		23.1	76.6	0	0.3		
PHF	.661	.000	607	.000	.634	.000	.887	.531	.000	.934	.000	.000	.000	.000	.000	.750	.930	.000	.250	.901	.921
Cars	36	0	34	0	70	0	242	16	0	258	0	0	0	0	0	82	269	0	0	351	679
% Cars	97.3	ō	100	ō	98.6	0	96.0	94.1	0	95.9	0	0	0	0	0	97.6	96.4	0	0	96.4	96.4
Heavy Vehicles	1	ō	0	Ó	1	0	10	1	0	11	0	0	0	0	0	2	10	0	0	12	24
% Heavy Vehicles	2.7	õ	õ	0	1.4	0	4.0	5.9	0	4.1	0	0	0	0	0	2.4	3.6	0	0	3.3	3.4
Bikes, Peds	0	õ	õ	Ō	0	Ó	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bikes, Peds	ŏ	ŏ	ŏ	ŏ	Õ	0	Ō	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1



828-456-8383

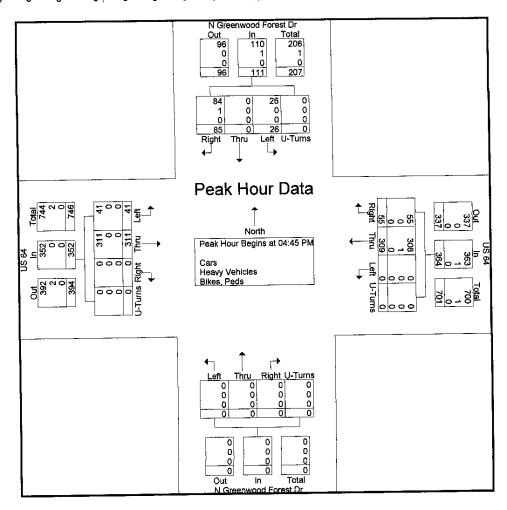
File Name : N Greenwood Forest Dr @ US 64 - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

							Groups	: Printe	d- Car	<u>s - Heav</u>	y Veh	icles -	Bikes,	Peds							
	N	Greer	wood	Forest	Dr			US 64	1		N		-	Forest	Dr			US 64			
1		S	outhbo	und			W	/estboi	und				<u>orthbo</u>	und				<u>astbou</u>			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	12	0	14	0	26	0	67	14	0	81	0	0	0	0	0	12	73	0	0	85	192
04:15 PM	5	0	16	0	21	0	63	19	0	82	0	0	0	0	0	10	70	0	0	80	183
04:30 PM	5	0	14	0	19	0	73	8	0	81	0	0	0	0	0	14	65	0	0	79	179
04:45 PM	5	0	18	0	23	0	78	13	0	91	0	0	0	0	0	10	85	0	0	95	209
Total	27	0	62	0	89	0	281	54	0	335	0	0	0	0	0	46	293	0	0	339	763
05:00 PM	6	0	16	0	22	0	77	16	0	93	0	0	0	0	0	11	80	0	0	91	206
05:15 PM	8	0	21	0	29	0	81	12	0	93	0	0	0	0	0	11	78	0	0	89	211
05:30 PM	7	0	30	0	37	0	73	14	0	87	0	0	0	0	0	9	68	0	0	77	201
05:45 PM	12	0	19	Ō	31	0	65	12	0	77	0	0	0	0	0	15	56	0	0	71	179
Total	33	0	86	0	119	0	296	54	0	350	0	0	0	0	0	46	282	0	0	328	797
Grand Total	60	0	148	0	208	0	577	108	0	685	0	0	0	0	0	92	575	0	0	667	1560
Apprch %	28.8	Ō	71.2	Ő		0	84.2	15.8	0		0	0	0	0		13.8	86.2	0	0		
Total %	3.8	õ	9.5	Ď	13.3	Ó	37	6.9	0	43.9	0	0	0	0	0	5.9	36.9	0	0	42.8	
Cars	60	Ó	147	0	207	0	576	108	0	684	0	0	0	0	0	91	575	0	0	666	1557
% Cars	100	Ō	99.3	Ó	99.5	0	99.8	100	0	99.9	0	0	0	0	0	98.9	100	0	0	99.9	99.8
Heavy Vehicles	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
% Heavy Vehicles	ō	ŏ	0.7	ō	0.5	0	0.2	0	0	0.1	0	0	0	0	0	1.1	0	0	0	0,1	0.2
Bikes, Peds	0	0	0	0	0	0	0	0	0	Ó	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	ŏ	ŏ	ŏ	ō	ō	Ō	ō	Ó	Ō	Ō	0	0	0	0	0	0	0	0	0	0) 0
		•		-	-		-														

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ US 64 - Existing PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	Ň	Green	wood	Forest	Dr			US 64	4		N			Forest	Dr			US 64		-	
		So	outhbo	und		ļ	W	estbol	und			<u> N</u> q	orthbo	und			E	astbou	nd		
Start Time	Left	Thru		Peds	App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App, Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	4:00:0	0 PM 1	to 5:45:0	00 PM	- Peak	: 1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	n Begir	ns at 4:4	5:00 P	M								- 1				-	- - 1	
4:45:00 PM	5	0	18	Ó	23) 0	78	13	0	91	0	0	0	0	0	10	85	0	0	95	209
5:00:00 PM	6	0	16	0	22	0	77	16	0	93	0	0	0	0	0	11	80	0	0	91	206
5:15:00 PM	8	õ	21	Ó	29	0	81	12	0	93	0	0	0	0	0	11	78	0	0	89	211
5:30:00 PM	7	õ	30	ñ	37	0	73	14	0	87	0	0	0	0	0	9	68	0	0	77	201
Total Volume	26	- ň	85	0	111	Ō	309	55	0	364	0	0	0	0	0	41	311	0	0	352	827
% App. Total	23.4	ŏ	76.6	ŏ		ŏ	84.9	15.1	Ō		Ó	0	0	0		11.6	88.4	0	0		
PHF	.813	.000	.708	.000	.750	.000	.954	.859	.000	.978	.000	.000	.000	.000	.000	.932	.915	.000	.000	.926	.980
Cars	26	0	84	0	110	0	308	55	0	363	0	0	0	0	0	41	311	0	0	352	825
% Cars	100	ň	98.8	ŏ	99.1	ō	99.7	100	0	99.7	0	0	0	0	0	100	100	0	0	100	99.8
Heavy Vehicles	100	ŏ	1	ň	1	ō	1	0	ō	1	0	Ó	0	0	0	0	0	0	0	0	2
-		ŏ	1.2	ň	0.9	ň	0.3	õ	õ	0.3	Ō	Ō	Ō	0	0	0	0	0	0	0	0.2
% Heavy Vehicles		Ň	1.2	ŏ	0.9	l õ	0.0	ň	ň	0.0	ň	ň	ñ	ŏ	0	Ó	0	0	0	0	0
Bikes, Peds	0	0	0	0	-		Š	Ň	ň	ŏ	ň	ň	ň	õ	õ	ŏ	õ	õ	ō	Ó	0
% Bikes, Peds	0	0	0	0	0	0	U	U	U	0	U U	0	0	•	0		•	•	•	•	

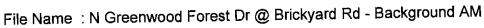


525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : N Greenwood Forest Dr @ Brickyard Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

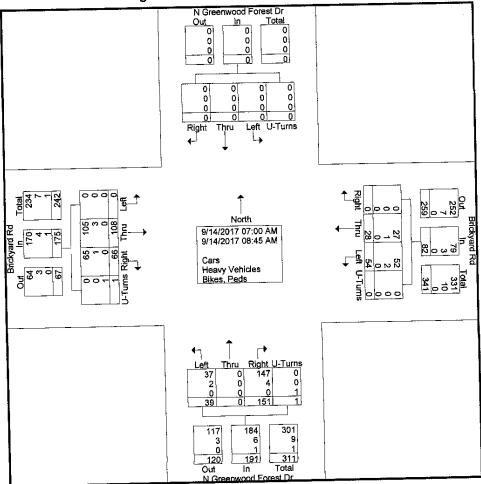
						0	Foups	Printe	d- Car	s - Heay	y Vehi	icles -	Bikes,	Peds							
	Ň	Greer	wood	Forest	Dr			ckyard						Forest	Dr			ckyard			
		-	outhbo				W	estbou	ind			<u> N</u>	orthbo					<u>astbou</u>			ı
Start Time	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App. Total	Left	Thru		Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0		1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	4	1	0	0	5	4	0	33	0	37	0	13	10	0	23	65
07:15 AM	Ō	Ō	Ō	Ō	0	11	4	0	0	15	2	0	29	0	31	0	16	10	0	26	72
07:30 AM	ŏ	ō	ŏ	ō	ō	7	2	0	0	9	6	0	29	1	36	0	22	12	0	34	79
07:45 AM	ŏ	ō	ō	ō	Ō	4	7	0	0	11	7	0	11	0	18	0	12	7	0	19	48
Total	Ō	Ō	Ū.	Ō	0	26	14	0	0	40	19	0	102	1	122	0	63	39	0	102	264
Total	•	•	•	•	-																I
08:00 AM	0	0	0	0	0	8	6	0	0	14	6	0	13	0	19	0	17	3	0	20	53
08:15 AM	õ	ō	ŏ	ō	Ō	6	2	0	0	8	3	0	17	0	20	0	6	6	0	12	40
08:30 AM	ő	ō	ō	ō	ō	8	4	0	0	12	5	0	9	0	14	0	10	11	0	21	47
08:45 AM	ň	ŏ	ō	ŏ	ō	6	2	0	0	8	6	0	10	0	16	0	12	7	1	20	44
Total	<u> </u>	Ő	0	Ő	Ō	28	14	0	0	42	20	0	49	0	69	0	45	27	1	73	184
Total		Ŭ	Ū	v	-																1
Grand Total	0	0	0	0	0	54	28	0	0	82	39	0	151	1	191	0	108	66	1	175	448
Apprch %	ň	ŏ	ň	ō	•	65.9	34.1	Ō	Ō		20.4	0	79.1	0.5		0	61.7	37.7	0.6		
Total %	ŏ	ŏ	ŏ	ŏ	0	12.1	6.2	Ō	Ō	18.3	8.7	0	33.7	0.2	42.6	0	<u>24.1</u>	14.7	0.2	39.1	
Cars	Ő	Ő	ō	<u>0</u>	0	52	27	Ö	0	79	37	0	147	0	184	0	105	65	0-	170	433
% Cars	Ő	ō	ŏ	ŏ	ō	96.3	96.4	0	0	96.3	94.9	0	97.4	0	96.3	0	97.2	<u>98,5</u>	0	97.1	96.7
Heavy Vehicles	0	<u>0</u>	ň	ŏ	Ő	2	1	0	0	3	2	0	4	0	6	0	3	1	0	4	13
% Heavy Vehicles	0	ŏ	ŏ	ŏ	õ	3.7	3.6	õ	Ō	3.7	5.1	0	2.6	0	3.1	0	2.8	1.5	0	2.3	2.9
Bikes, Peds	- ŭ	ō	0	Ō	0	0	0	Ō	0	0	0	0	0	1	1	0	0	0	1	1	2
% Bikes, Peds	i o	ő	ň	ŏ	ŏ	0	Ō	Ō	ō	0	i o	0	0	100	0.5) 0	0	0	100	0.6	0.4
7 Bikes, Peas	0	U	U	0		, 0	•	Ŭ	•	-		-									

525 N. Main Street, Waynesville, NC 28786 828-456-8383



- Site Code : P-0699
- Start Date : 9/14/2017

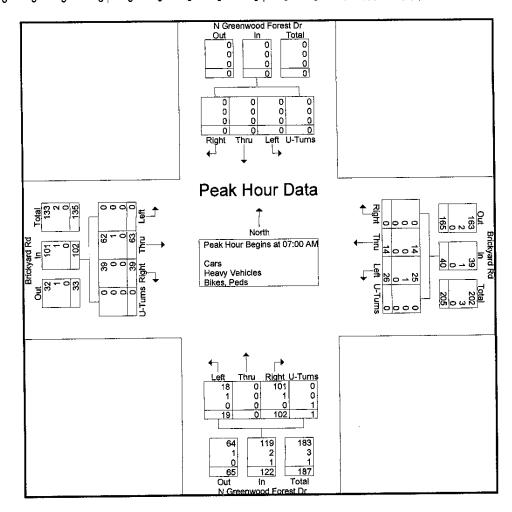
Page No : 2



525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : N Greenwood Forest Dr @ Brickyard Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	N	Green	wood		Dr			ickyaro /estboi			N		nwood orthboi		Dr			ickyarc astbou			
						1 - 4					Left		Right			Left	Thru		Peds	A	int. Total
Start Time	Left		Right		App. Total	Left	Thru			App. Total	Leit	mu	Right	reus	App. Total	Leit	r i i u	Right	Feus (App. Total	
Peak Hour A	nalysis	From	7:00:0	MA 0(to 8:45:0	MA 00	- Peał	< 1 of 1													
Peak Hour fo	r Entir	e Inter:	sectior	n Begir	ns at 7:0	0:00 A	M												_	1	_
7:00:00 AM	0	0	0	0	0	4	1	0	0	5	4	0	33	0	37	0	13	10	0	23	65
7:15:00 AM	0	0	0	0	0	11	4	0	0	15	2	0	29	0	31	0	16	10	0	26	72
7:30:00 AM	Ō	ō	Ō	0	0	7	2	0	0	9	6	0	29	1	36	0	22	12	0	34	79
7:45:00 AM	ň	ň	ň	õ	ō	4	7	0	0	11	7	0	11	0	18	0	12	7	0	19	48
Total Volume	Ő	0	Ő	0	0	26	14	Ō	0	40	19	0	102	1	122	0	63	39	0	102	264
% App. Total	ŏ	ŏ	ŏ	õ	Ŭ	65	35	õ	õ		15.6	Ō	83.6	0.8		0	61.8	38.2	0		
PHF	.000	.000	.000	.000	.000	.591	.500	.000	.000	.667	.679	.000	.773	.250	.824	.000	.716	.813	.000	.750	.835
Cars	0	0	0	0	0	25	14	0	0	39	18	0	101	0	119	0	62	39	0	101	259
% Cars	Ō	Ō	Ó	Ó	0	96.2	100	0	0	97.5	94.7	0	99.0	0	97.5	0	98.4	100	0	99.0	98.1
Heavy Vehicles	Ō	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	4
% Reavy Vehicles	ō	ō	ō	Ō	Ō	3.8	0	0	0	2.5	5.3	0	1.0	0	1.6	0	1.6	0	0	1.0	1.5
Bikes, Peds	ŏ	õ	õ	ō	ō	0	Ō	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Bikes, Peds	ŏ	ŏ	ŏ	ŏ	ō	Ō	Ō	Ō	Ō	Ō	Ō	0	0	100	0.8	0	0	0	0	0	0.4



525 North Main Street, Waynesville, NC (828) 456-8383

File Name : N Greenwood Forest Dr @ Brickyard Rd - Background PM

- Site Code : P-0699
- Start Date : 9/14/2017
- Page No : 1

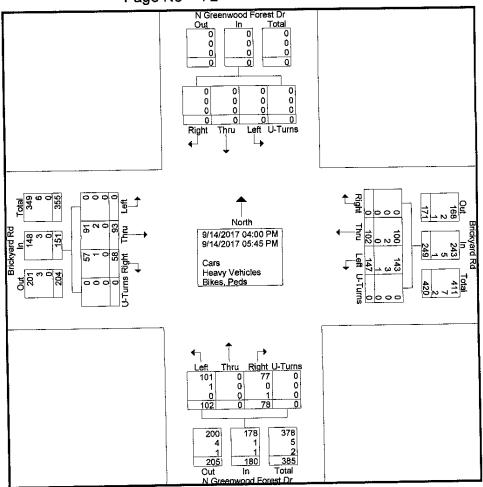
Groups Printed- Cars - Heavy Vehicles - Bikes, Peds

	N	Greer	wood	Forest	Dr			ickyarc		<u>3 - 1164</u>				Forest	Dr			ickyard			
		S	outhbo	und			<u> </u>	lestbou	und			N	orthbo	und			E	astbou	ind		·
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	14	5	0	0	19	13	0	12	0	25	0	19	5	0	24	68
04:15 PM	0	0	0	0	0	19	14	0	0	33	15	0	13	0	28	0	13	4	0	17	78
04:30 PM	0	0	0	0	0	10	14	0	0	24	9	0	11	0	20	0	8	4	0	12	56
04:45 PM	0	0	0	0	0	20	14	0	0	34	15	0	7	0	22	0	11	8	0	19	75
Total	0	0	0	0	0	63	47	0	0	110	52	0	43	0	95	0	51	21	0	72	277
05:00 PM	0	0	0	0	0	16	16	۵	0	32	14	0	10	0	24	0	7	10	0	17	73
05:15 PM	ň	ŏ	ň	ŏ	ŏ	16	11	ň	ŏ	27	8	ŏ	8	ō	16	ō	14	9	Ō	23	66
05:30 PM	ň	ŏ	ň	ň	ŏ	27	15	ŏ	ŏ	42	13	Ō	8	Ō	21	ō	16	9	0	25	88
05:45 PM	ŏ	ŏ	ň	ŏ	Õ	25	13	ŏ	Ō	38	15	Ō	9	Ō	24	Ō	5	9	0	14	76
Total	Ő	0	Ő	Ō	0	84	55	0	0	139	50	0	35	0	85	0	42	37	0	79	303
Grand Total	0	0	0	0	0	147	102	0	0	249	102	• 0	78	0	180	0	93	58	0	151	580
Apprch %	ŏ	ŏ	õ	Ō	_	59	41	0	0		56.7	0	43.3	0		0	61.6	38.4	0		
Total %	ō	Ō	Ō	0	0	25.3	17.6	0	0	42.9	17.6	0	13.4	0	31	0	16	10	0	26	
Cars	Ō	0	0	0	0	143	100	0	0	243	101	0	77	0	178	0	91	57	0	148	569
% Cars	0	0	0	0	0	97.3	98	0	0	97.6	99	0	98.7	0	<u>98.9</u>	0	97.8	98.3	0	98	98.1
Heavy Vehicles	0	0	0	0	0	3	2	0	Q	5	1	0	0	0	1	0	2	. 1	0	3	9
% Heavy Vehicles	0	0	0	0	0	2	2	0	0	2	1	0	0	0	0.6	0	2.2		0		1.6
Bikes, Peds	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Bikes, Peds	0	0	0	0	0	0.7	0	0	0	0.4	Q	0	1.3	0	0.6	0	0	0	0	0	0.3

525 North Main Street, Waynesville, NC (828) 456-8383

- File Name : N Greenwood Forest Dr @ Brickyard Rd Background PM
- Site Code : P-0699
- Start Date : 9/14/2017

Page No : 2

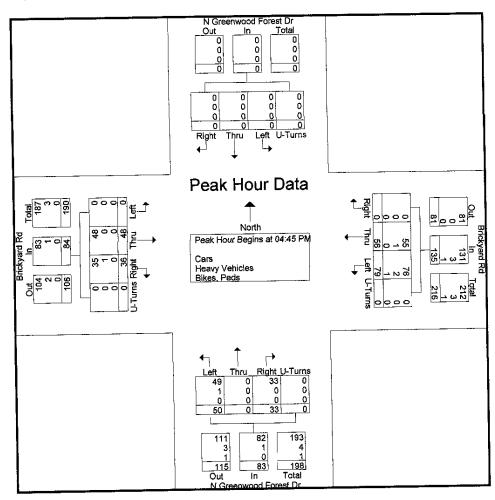


525 North Main Street, Waynesville, NC (828) 456-8383

File Name : N Greenwood Forest Dr @ Brickyard Rd - Background PM

- Site Code : P-0699
- Start Date : 9/14/2017
- Page No : 3

	N		wood I uthbou	Forest	Dr			ckyard estbou			N		wood	Forest	Dr			ickyard astbou			
Start Time	Left	-		Peds	App. Total	Left				App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar		From 4	1.45.00	PM to	5:30:00				•												
Peak Hour for	r Entiro	Intere	ection I	Regins	at 4:45:	00 PM													_		
4:45:00 PM		nicio 0		Cogino ∩	0	20	14	0	0	34	15	0	7	0	22	0	11	8	0	19	75
5:00:00 PM	0	ŏ	ň	ň	ň	16	16	Ō	0	32	14	0	10	0	24	0	7	10	0	17	73
5:15:00 PM		0	ň	ő	ň	16	11	ō	Ō	27	8	0	8	0	16	0	14	9	0	23	66
	0	0	ň	0	ň	27	15	ŏ	õ	42	13	0	8	0	21	0	16	9	0	25_	88
5:30:00 PM	<u> </u>					79	56	Ő	0	135	50	0	33	0	83	0	48	36	0	84	302
Totai Volume	0	0	0	0	v	58.5	41.5	ŏ	ŏ		60.2	Ō	39.8	0		0	57.1	42.9	0		<u> </u>
% App. Total	0	0	.000	.000	.000	.731	.875	.000	.000	.804	.833	.000	.825	.000	.865	.000	.750	,900	.000	.840	.858
PHF Cars	.000	000	000	000	000	76	55	0	0	131	49	0	33	0	82	0	48	35	0	83	296
% Cars	ŏ	ŏ	ŏ	õ	ō	96.2	98.2	0	0	97.0	98.0	0	100	0	98.8	0	100	97.2	0	98.8	98.0
Heavy Vehicles	-					1		_	_			•	~	~	1.2	0	0	2.8	0	1.2	1.7
% Heavy Vehicles	0	0	0	0	0	2.5	1.8	0	0	2.2	2.0	0	0	U			0	2.0	Ő	·	1
Bikes, Peds	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	! U	0	0	0	ő	0.3
% Bikes, Peds	0	0	0	0	0	1.3	0	0	0	0.7	0	0	U	0	U	, 0	U	0	U	0	, 0.0

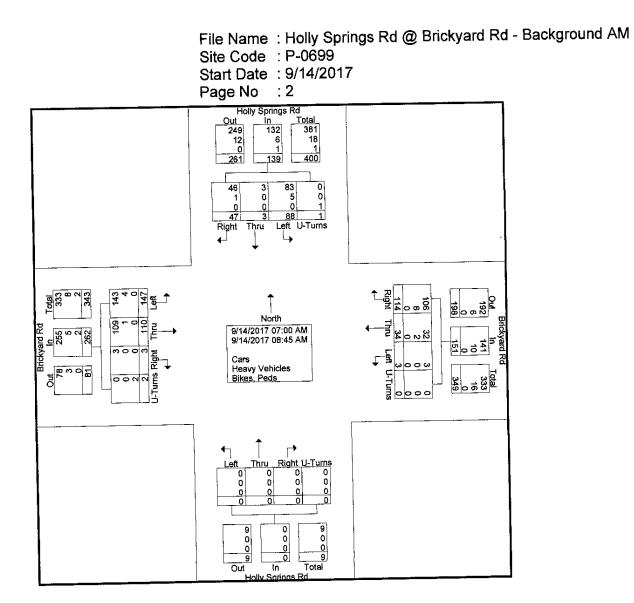


828-456-8383

File Name : Holly Springs Rd @ Brickyard Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						G	Groups	Printe	d- Car	s - Heav	ry Vehi	icles -	Bikes,	Peds							1
		Holly	Sprin	gs Rd	1		Br	ickyard	l Rd				y Sprin					ckyard		-	
		Sc	uthbo	und			W	estbou					orthbo					<u>astboų</u>			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	-		App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		L
07:00 AM	5	0	5	0	10	0	0	12	0	12	0	0	0	0	0	27	14	0	0	41	63
07:15 AM	11	0	6	0	17	0	8	20	0	28	0	0	0	0	0	35	16	0	0	51	96
07:30 AM	10	0	7	0	17	0	2	14	0	16	0	0	0	0	0	31	19	1	1	52	85
07:45 AM	18	1	4	0	23	1	7	14	0	22	0	0	0	0	0	9	12	0	0	21	66
Total	44	1	22	0	67	1	17	60	0	78	0	0	0	0	0	102	61	1	1	165	310
																,					1
08:00 AM	19	0	6	0	25	0	8	14	0	22	0	0	0	0	0	15	15	0	1	31	78
08:15 AM	9	0	5	0	14	1	4	15	0	20	0	0	0	0	0	13	10	2	0	25	59
08:30 AM	9	1	10	0	20	0	2	16	0	18	0	0	0	0	0	- 8	11	0	0	19	57
08:45 AM	7	1	4	1	13	1	3	9	0	13	0	0	0	. 0	0	9	13	0	0	22	48
Total	4 4	2	25	1	72	2	17	54	0	73	0	0	0	0	0	45	49	2	1	97	242
																i.					1
Grand Total	88	3	47	1	139	3	34	114	0	151	0	0	0	0	0	147	110	3	2	262	552
Apprch %	63.3	2.2	33.8	0.7		2	22.5	75.5	0		0	0	0	0		56.1	42	1.1	0.8		
Total %	15.9	0.5	8.5	0.2	25.2	0.5	6.2	20.7	0	27.4	0	0	0	0	0	26.6	19.9	0.5	0.4	47.5	Ļ
Cars	83	3	46	0	132	3	32	106	0	141	0	0	0	0	0	143	109	3	0	255	
% Cars	94.3	100	97.9	0	95	100	94.1	93	0	93.4	0	0	0	0	0	97.3	99.1	100	0	97.3	
Heavy Vehicles	5	0	1	0	6	0	2	8	0	10	0	0	0	0	0	4	1	0	0	5	21
% Heavy Vehicles	5.7	0	2.1	0	4.3	0	5.9	7	0	6.6	0	0	0	0	0	2.7	0.9	0	0	1.9	3.8
Bikes, Peds	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
% Bikes, Peds	Ō	Ō	Ō	100	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0.5

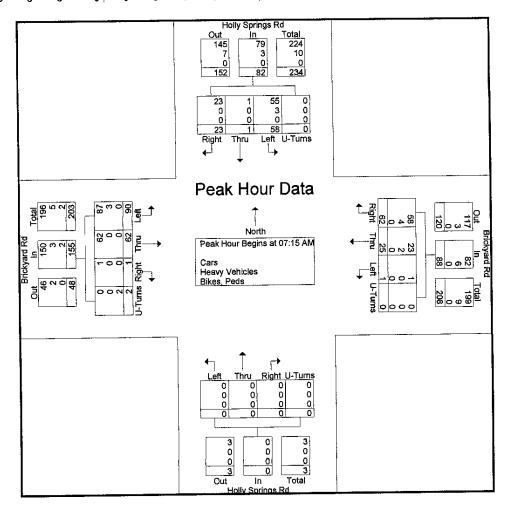
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Holly Springs Rd @ Brickyard Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	-	Holly	Sprin	as Rd		Brickyard Rd					Holly Springs Rd					Brickyard Rd					
	Southbound					Westbound					Northbound					Eastbound					
Start Time	Left				App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	eak Hour Analysis From 7:00:00 AM to 8:45:00 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 7:15:00 AM																					
7:15:00 AM	11	0	6	0	17	0	8	20	0	28	0	0	0	0	0	35	16	0	0	51	96
7:30:00 AM	10	0	7	0	17	0	2	14	0	16	0	0	0	0	0	31	19	1	1	52	85
7:45:00 AM	18	1	4	0	23	1	7	14	0	22	0	0	0	0	0	9	12	0	0	21	66
8;00:00 AM	19	0	6	0	25	0	8	14	0	22	0	0	0	0	0	15	15	0	1	31	78
Total Volume	58	1	23	0	82	1	25	62	0	88	0	0	0	0	0	90	62	1	2	155	325
% App. Total	70.7	1.2	28	0		1.1	28.4	70.5	0		0	0	0	0		58.1	40	0.6	1.3		
PHF	.763	.250	.821	.000	.820	.250	.781	.775	.000	.786	.000	.000	.000	.000	.000	.643	.816	.250	.500	.745	.846
Cars	55	1	23	0	79	1	23	58	0	82	0	0	0	0	0	87	62	1	0	150	311
% Cars	94.8	100	100	0	96.3	100	92.0	93.5	0	93.2	0	0	0	0	0	96.7	100	100	0	96.8	95.7
Heavy Vehicles	3	0	0	0	3	0	2	4	0	6	0	0	0	0	0	3	0	0	0	3	12
% Heavy Vehicles	5.2	Ō	Ó	0	3.7	0	8.0	6.5	0	6.8	0	0	0	0	0	3.3	0	0	0	1.9	3.7
Bikes, Peds	0	Ō	Ó	Ó	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Bikes, Peds	Ō	Ő	Ó	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.3	0.6

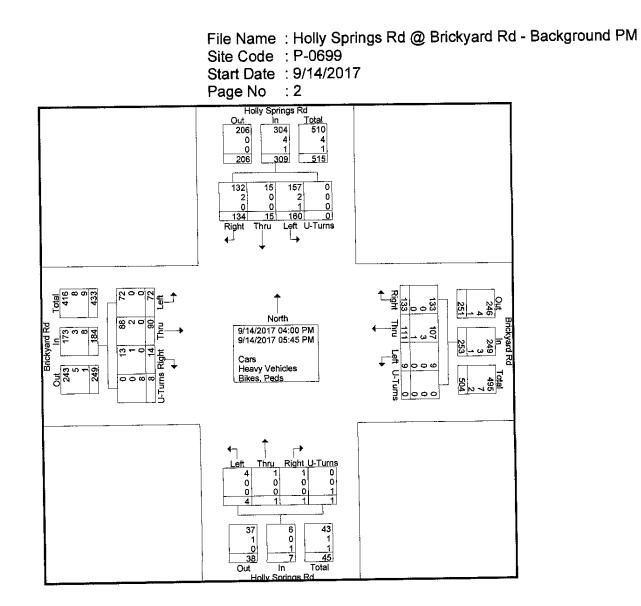


828-456-8383

File Name : Holly Springs Rd @ Brickyard Rd - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						G	roups	Printe	d- Car	<u>s - Heav</u>	y Vehi	cles - I	B <u>ikes,</u>	Peds						<u> </u>	
· · · · · · · · · · · · · · · · · · ·		Holly	Spring	ns Rd				ckyard				Holly	Sprin	gs Rd				ckyard			
1			uthbou		1			estbou				No	orthbou	und				astbou			
Start Time	Left		Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Totai
Factor	1.0	1.0	1.0	1.0	7.000	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	14	4	12	0	30	3	9	14	0	26	0	0	1	0	1	15	22	1	4	42	99
04:00 PM 04:15 PM	14	3	18	ŏ	35	1	15	16	0	32	0	1	0	1	2	11	12	2	4	29	98
	19	0	7	ő	26	ó	14	15	ō	29	1	0	0	0	1	11	8	1	0	20	76
04:30 PM	19	1	22	ŏ	42	2	14	15	ō	31	0	0	0	0	0	_ 7	7	4	0	18	91
04:45 PM	66	8	59	0	133	6	52	60	0	118	1	1	1	1	4	44	4 9	8	8	109	364
Total	00	0	59	0	100	, Ç	ΨĽ.	•••	-												
	24	2	12	0	35	0	14	22	0	36	2	0	0	0	2	7	8	0	0	15	88
05:00 PM	21	4	17	ŏ	43	Ö	14	10	ŏ	24	1	Ō	0	0	1	5	15	1	0	21	89
05:15 PM	25	1	19	0	48	1	17	23	ŏ	41	Ó	Ō	Ō	0	0	8	14	4	0	26	115
05:30 PM	27	2	27	0	50	2	14	18	ŏ	34	ō	Ō	0	0	0	8	4	1	0	13	97
05:4 <u>5 PM</u>	21	<u> </u>		0	176	3	59	73	<u> </u>	135	3	Õ	0	0	3	28	41	6	0	75	389
Total	94	7	75	U	170		29	10	v	100		•	•	_							
			40.4	~	200	9	111	133	0	253	4	1	1	1	7	72	90	14	8	184	753
Grand Total	160	15	134	0	30 9	1	43.9	52.6	ŏ	200	57.1	14.3	14.3	14.3		39.1	48. 9	7.6	4.3		
Apprch %		4. 9	43.4	0		3.6		17.7	Ő	33.6	0.5	0.1	0.1	0.1	0.9	9.6	12	1.9	1.1	24.4	
Total %			17.8	0	41	1.2	14.7	133	0	249	4	1	1	0	6	72	88	13	0	173	732
Cars	157	15	132	0	304	9	107	100	ŏ	98.4	100	100	100	ŏ	85.7	100	97.8	92.9	0	94	97.2
% Cars	98.1	100	98.5		98.4		96.4		0	<u>90.4</u> 3	0	0	0	0	0	0	2	1	0	3	10
Heavy Vehicles	2	0	2	0	4	0	3	0	0	1.2	ő	ŏ	ŏ	ŏ	ŏ	ō	2.2	7.1	0	1.6	1.3
% Heavy Vehicles	1.2	0	1.5	0	1.3	0	2.7	0	0	1.2	0	0	ŏ	1		Ō	0	0	8	8	11
Bikes, Peds	1	0	0	0	1	0	1	-	0		0	ŏ	Ő	100	14.3	-	ō	-	100	4.3	1.5
% Bikes, Peds	0.6	0	0	0	0.3	0	0.9	0	U	0.4	0	0	0	100	14.0		•	•			-

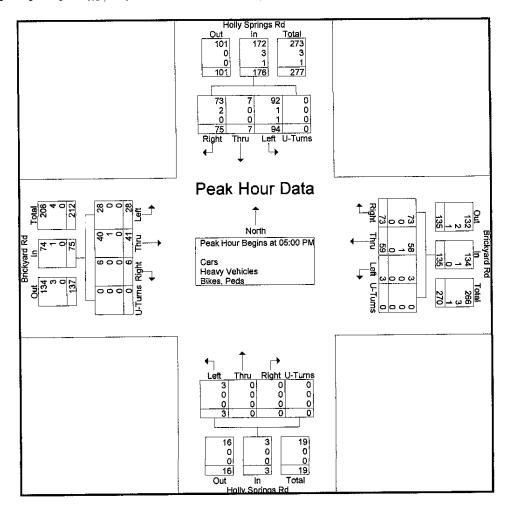
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Holly Springs Rd @ Brickyard Rd - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			Sprin					ickyarc /estbol					/ Sprin					ickyard astbou			
Start Time	Left			Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalvsis	From	4:00:0	0 PM t	o 5:45:0	DO PM	- Peak	(1 of 1													
Peak Hour fo																					
5:00:00 PM	21	2	12	Õ	35	0	14	22	0	36	2	0	0	0	2	7	8	0	0	15	88
5:15:00 PM	25	1	17	0	43	0	14	10	0	24	1	0	0	0	1	5	15	1	0	21	89
5:30:00 PM	27	2	19	0	48	1	17	23	0	41	0	0	0	0	0	8	14	4	0	26	115
5:45:00 PM	21	2	27	0	50	2	14	18	0	34	0	0	0	0	0	8	4	1	0	13	97
Total Volume	94	7	75	0	176	3	59	73	0	135	3	0	0	0	3	28	41	6	0	75	389
% App. Total	53.4	4	42.6	0		2.2	43.7	54.1	0		100	0	0	0		37.3	54.7	8	0		
PHF	.870	.875	.694	.000	.880	.375	.868	.793	.000	.823	.375	.000	.000	.000	.375	.875	.683	.375	.000	.721	.846
Cars	92	7	73	0	172	3	58	73	0	134	3	0	0	0	3	28	40	6	0	74	383
% Cars	97.9	100	97.3	0	97.7	100	98.3	100	0	99.3	100	0	0	0	100	100	97.6	100	0	98.7	98.5
Heavy Vehicles	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
% Heavy Vehicles	1.1	0	2.7	0	1.7	0	1.7	0	0	0.7	0	0	0	0	0	0	2.4	0	0	1.3	1.3
Bikes, Peds	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bikes, Peds	1.1	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3



828-456-8383

File Name : Brickyard Rd @ McKinney Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

										s - Heav	y Vehi										1
		Br	ickyard	Rd			Mc	Kinney	/ Rd				ckyard					Kinney			
			outhbo				W	estbou					orthbou		-			<u>astbou</u>			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru		Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	2	0	0	2	5	0	0	0	5	0	1	24	0	25	32
07:15 AM	0	0	0	0	0	2	2	0	1	5	19	0	0	0	19	0	1	32	0	33	57
07:30 AM	0	0	0	0	0	1	2	0	0	3	14	0	0	0	14	0	0	35	0	35	52
07:45 AM	0	0	0	0	0	0	1	0	0	1	22	0	0	0	22	0	. 2	29	0	31	54
Total	0	0	0	0	0	3	7	0	1	11	60	0	0	0	60	0	4	120	0	124	195
08:00 AM	0	0	0	0	n l	1	1	0	0	2	20	0	0	0	20	0	3	38	0	41	63
08:15 AM	ň	ŏ	ŏ	ŏ	ō	Ó	2	Ō	0	2	14	0	1	1	16	0	0	27	0	27	45
08:30 AM	ŏ	ŏ	ŏ	ŏ	Ō	1	1	0	0	2	21	0	0	0	21	0	0	27	0	27	50
08:45 AM	ត័	ŏ	ŏ	ŏ	ō	2	2	Ō	0	4	13	0	0	0	13	0	1	28	0	29	46
Total	Ő	ō	ŏ	Ō	0	4	6	0	0	10	68	0	1	1	70	0	4	120	0	124	204
Grand Total	0	0	0	0	0	7	13	0	1	21	128	0	1	1	130	0	8	240	0	248	399
	0	-	0	ő	0	33.3	61.9	ŏ	4.8		98.5	ō	0.8	0.8		Ō	3.2	96.8	0		
Apprch %	0	0		0	0	1.8	3.3	ŏ	0.3	5.3		ō	0.3	0.3	32.6	0	2	60.2	0	62.2	
Total %	0	0		0	0	7	11	ŏ	0	18	122	Ō	1	0	123	0	8	234	0	242	383
Cars	-	0	0	0	ő	100	84.6	ŏ	ŏ	85.7	95.3	ō	100	ō	94.6	Ó	100	97.5	0	97.6	96
% Cars	0	0		0	0	100	2		Ő	2	6	0	0	0	6	0	0	6	0	6	14
Heavy Vehicles	-	0	-	0	ő	ŏ	15.4	ň	ŏ	9.5	4.7	ō	ō	Ō	4.6	0	0	2.5	0	2.4	3.5
% Heavy Vehicles	0_0	0	0	0	0	0		- 0	1	1	0	0	Ō	1	1	0	0	0	0	0	
Bikes, Peds	-	-	-	0	0	0 0	Ő	0	100	4.8	Ō	ŏ	ō	100	0.8	0	0	0	0	0	0.5
% Bikes, Pods	; O	0	U	U	U	0	0	0	.00	4.0	. •	•	•								

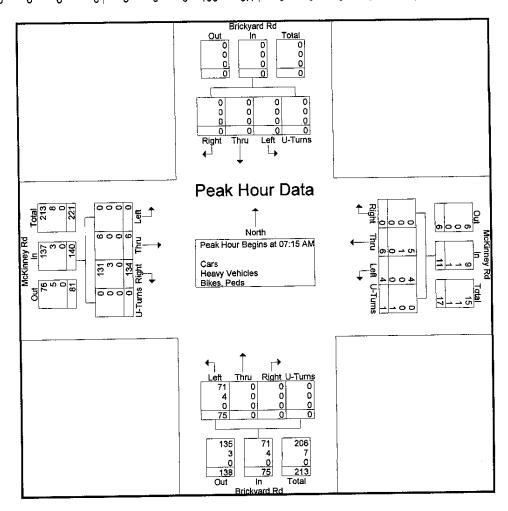
525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Brickyard Rd @ McKinney Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 2 Out 0 0 0 Brickyard Rd Total In 0 0 0 0 0 0 ō Ō Û 0 0 0 0 0 0 0 0 0 0 0 0 0 Right € Thru Left U-Turns Ļ 0000 5<u></u> 2 0 8 ŧ 1 S 000 North 8008 9/14/2017 07:00 AM 9/14/2017 08:45 AM Ξ <u>200</u> 234 6 0 240 Ē Cars Heavy Vehicles Bikes, Peds Ł 100~ 141 **U**-Turns 1 27 30 000 0 LTurns 00 ┍ Right U-Turns Thru .eft 0 0 122 6 0 0 0 Q 1 128 0 1 364 241 6 123 6 12 ____1 ____377 Total 0 <u>130</u> In 247 Out

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ McKinney Rd - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ckyard			•		Kinney					ckyard					Kinney astbou			
		So	outhboi	und			W	estbou	<u>ind</u>				orthbou								
Start Time	Left				App, Total	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	7:00:0	0 AM t	o 8:45:(00 AM	- Peak	: 1 of 1													
Peak Hour fo	r Entire	e Inter	sectior	n Begin	s at 7:1	5:00 A	M	_		_ 1			•	-	40	_		20	~	33	57
7:15:00 AM	0	0	0	0	0	2	2	0	1	5	19	0	0	0	19	Ų	1	32	Ų		
7:30:00 AM	0	Ō	Ó	0	0	1	2	0	0	3	14	0	0	0	14	0	0	35	0	35	52
7:45:00 AM	Ō	Ō	Ō	Ó	0	0	1	0	0	1	22	0	0	0	22	0	2	29	0	31	54
8:00:00 AM	Ō	ŏ	õ	Ó	0	1	1	0	0	2	20	0	0	0	20	0	3	38	0	41	63
Total Vojume	0	0		0		4	6	0	1	11	75	0	0	0	75	0	6	134	0	140	226
% App. Total	ň	ñ	ŏ	ŏ	Ū	36.4	54.5	ō	9.1		100	0	0	0		0	4.3	95.7	0		
PHF	.000	.000	.000	.000	000	.500	.750	.000	.250	.550	.852	.000	.000	.000	.852	.000	.500	.882	.000	.854	.897
Cars	000		0000	0	0	4	5	0	0	9	71	0	0	0	71	0	6	131	0	137	217
% Cars	Ň	ň	ň	ŏ	ō	100	83.3	Ō	0	81.8	94.7	0	0	0	94.7	0	100	97.8	0	97.9	96.0
		Ň	ŏ	ň	ň	0	1	ň	Ō	1	4	0	0	0	4	0	0	3	0	3	8
Heavy Vehicles	0	0	0	0	Ň		46 7	Ň	ň	9.1	5.3	ō	ō	ñ	5.3	0	0	2.2	0	2.1	3.5
% Heavy Vehicles	0	0	Û	0	0	0	16.7	0	U A	9.1	0.0	Š	0	Ň	0.0	ň	ň		ň		1
Bikes, Peds	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	ő	ň	0.4
% Bikes, Peds	0	0	0	0	0	0	0	0	100	9.1	0	0	0	0	0	0	U	0	U	U	0.4

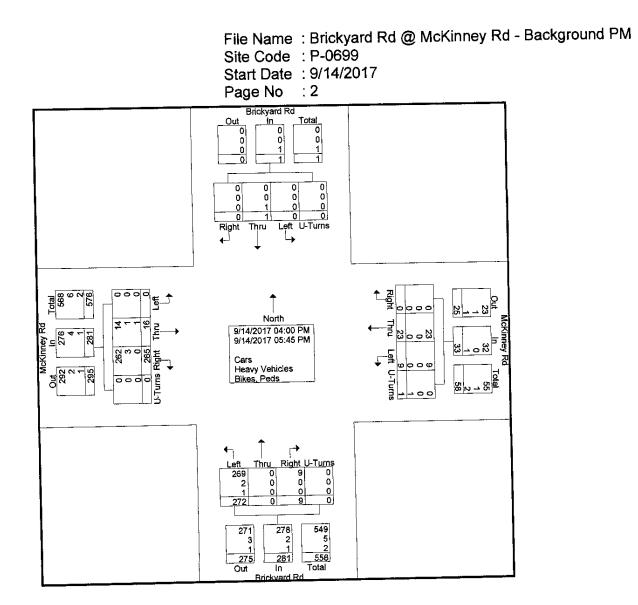


828-456-8383

File Name : Brickyard Rd @ McKinney Rd - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						Ģ	iroups	Printe	d- Car	s - Heav	y Vehi	cles -	Bikes,	Peds					-		
· · · · · · · · · · · · · · · · · · ·		Br	ckyard	Rd				Kinne				Bri	ckyard	Rd	ł			Kinney			
			outhbo					estbol				No	orthbou	und				astbou			_ 1
Start Time	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App. Total	Left	Thru	Right		App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0		0	0	0	0	5	0	0	5	28	0	0	0	28	0	2	38	0	40	73
04:00 PM	0	0	Ő	ă	ŏ	2	2	ō	0	4	31	0	2	0	33	0	1	37	0	38	75
		ő	ŏ	ň	ñ	1	2	ō	1	4	32	0	0	0	32	0	1	26	0	27	63
04:30 PM		ŏ	Ő	ŏ	ŏ	Ó	2	ō	Ó	2	42	0	1	0	43	0	1	27	0	28	73
04:45 PM	0	0	ŏ	- ŏ	0	3	11	0	1	15	133	0	3	0	136	0	5	128	0	133	284
Total	0	0	U	0	0,	Ŭ	••	-													
	1 0	0	0	0	o	2	4	0	0	6	33	0	4	0	37	0	4	32	0	36	79
05:00 PM		0	0	ŏ	ŏ	1	2	ō	ō	3	28	0	0	0	28	0	2	38	0	40	71
05:15 PM		0	0	ŏ	ŏ	2	3	ŏ	ň	5	35	0	1	0	36	0	3	39	0	42	83
05:30 PM		0	0	0	1	<u> </u>	3	ñ	ŏ	4	43	Ō	1	0	44_	0_	2_	28	0	30	<u>79</u>
05:45 PM			0	0	1	6	12	0	- <u> </u>	18	139	0	6	0	145	0	11	137	0	148	312
Total	0	1	U	U	1	0	12	0	Ŭ			-									
			•	<u>^</u>	1	9	23	0	1	33	272	0	9	0	281	0	16	265	0	281	596
Grand Total		1	0	0	1	27.3	69.7	ŏ	3	00	96.8	ō	3.2	Ō		0	5.7	94.3	0		
Apprch %	0	100		Ő	0.0	1.5	3.9	ŏ	0.2	5.5	45.6	ō	1.5	ō	47.1	0	2.7	44.5	0	47.1	
Total %		0.2	0	0	0.2	<u>1.5</u>	23	0	0.2	32	269	Ō	9	0	278	0	14	262	0	276	586
Cars	0	0	0	0	0	-	100	-	ŏ	97	98.9	ŏ	100	ŏ	98.9	0	87.5	98.9	0	98.2	98.3
% Cars	0	0		0	0	100		0	0	0	2	Ő	0	0	2	0	1	3	0	4	6
Heavy Vehicles	0	0		0	0	0	0	•	0	ő	0.7	ŏ	ŏ	õ	0.7	0	6.2	1.1	0	1.4	1
% Heavy Vehicles	0	0	0	0	0	0	0		1	1	1	ŏ	0	0	1	0	1	0	0	1	4
Bikes, Peds	0	1	0	0	1	0	0		100	3	0.4	ő	ŏ		0.4	ō	6.2	ō	0	0.4	0.7
% Bikes, Peds	0	100	0	0	100	0	0	0	100	3	0.4	U	U	Ũ	0.1			-			

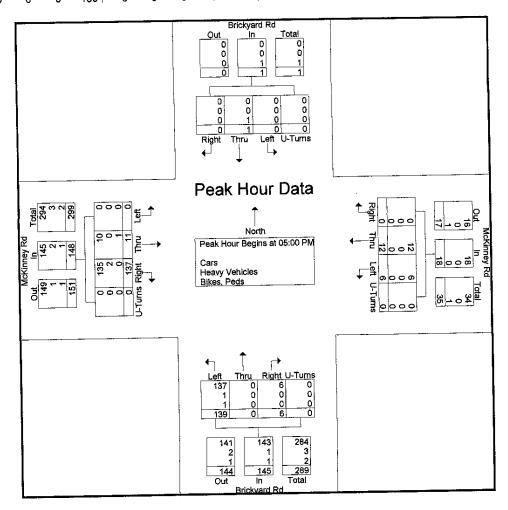
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ McKinney Rd - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ckyard					Kinney					ckyard					Kinney astbou			<u></u>
Start Time	Left				App. Totai	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalvsis	From			o 5:45:0		- Peak	(1 of 1													
Peak Hour fo	r Entire	Inter	section	Begin	s at 5:0	0:00 P	M			. 1					67)	•		22	•	36	79
5:00:00 PM	0	0	0	0	0	2	4	0	0	6	33	0	4	0	37	0	4	32 38	Ň	30 40	75
5:15:00 PM	0	0	0	0	0	1	2	0	0	3	28	0	0	0	28	0	~ ~	აი 39	0	40	83
5:30:00 PM	0	0	0	0	0	2	3	0	0	5	35	0	1	0	36		3	28	Ň	30	79
5:45:00 PM	0	1	0	0	1	1	3	0	0	4	43	0		<u> </u>	44		44	137	0	148	
Total Volume	0	1	Ő	0	1	6	12	0	0	18	139	0	6	0	145	0	71		-	140	512
% App. Total	0	100	0	0		33.3	66 <u>.7</u>	0	0		95.9	0	4.1	0		0	7.4	92.6	0	.881	.940
PHF	.000	.250	.000	.000	.250	.750	.750	.000	.000	.750	.808	.000	.375	.000	.824	.000	.688	.878	.000		306
Cars	0	0	0	0	0	6	12	0	0	18	137	0	6	0	143	0	10	135	0	145	98.1
% Cars	Ō	0	0	0	0	100	100	0	0	100	98.6	0	100	0	98.6	0	90.9	98.5	Ő	98.0	90.1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	2 1.4	1.0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0.7	0	0	1.5	0	, 4 4	1.0
Bikes, Peds	Ō	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0.7	1.0
% Bikes, Peds	Ō	100	0	0	100	0	0	0	0	0	0.7	0	0	0	0.7	0	9.1	0	0	U, 7	1.0



828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Background AM

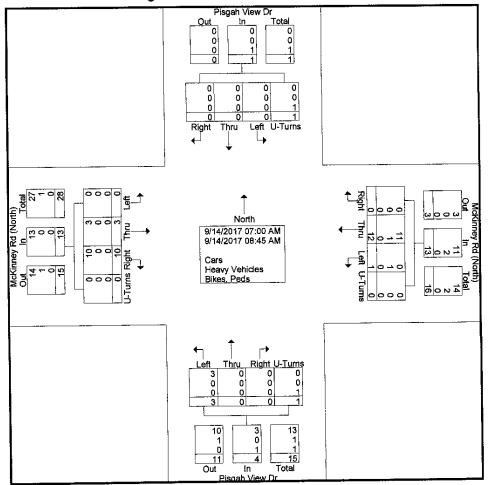
- Site Code : P-0699
- Start Date : 9/14/2017
- Page No : 1

						Ģ	roups	Printe	d- Cars	- Heav	y Vehi	cles -	<u>Bikes,</u>	Peds			Jaking	ov Dd	(North	<u>. </u>	
		Pisc	jah Vie	w Dr		I	AcKinr	ney Rd	(North))			ah Vie			r		astbou		'	
			uthbo					estbou					orthbou			Left	Thru			App. Tetal	int. Total
Start Time	Left	Thru	Right		App. Total	Left		Right		App. Total	Left	Thru	Right	Peds	App. Total	1.0	1.0	1.0	1.0	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		<u>1.0 i</u>	1.0	1.0	<u>1.0</u>	0	0	0	1.0	<u> </u>	1	3
07:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	-	2	ŏ	ŏ	2	ō	2	6
07:15 AM	0	0	0	1	1	0	1	0	0	1	2	0	0	0	0	Ö	0	1	ň	1	1
07:30 AM	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ŏ	1	2	ŏ	3	4
07:45 AM	0	0	0	0	0	0	1	0_	0_			0	0	0	2	ō	1	6	Ō	7	14
Total	0	0	0	1	1	1	3	0	0	4	2	U	0	0	2	0			Ū	-	
						ı	_		-	0.1	•	•	•	0	0	0	1	2	0	3	6
08:00 AM	0	0	0	0	0	0	3	0	0	3	Ň	0	Ň	1	1	ŏ	1	1	ō	2	6
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	Ő	ň	ò	ò	ŏ	Ō	Ó	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	- 1	1	0	0	õ	1	ŏ	ō	1	Ō	1	5
08:45 AM	0	0	0	0	0	0	3	0	0	3		0	0	1	2	0	2	4	0	6	17
Total	0	0	0	0	0	0	9	0	0	9	I I	U	U	ı	-	-	_				
								_	•	13	3	0	0	1	4	0	3	10	0	13	31
Grand Total	0	0	0	1	1		12	0	0	13	75	ŏ	ŏ	25	•	Ō	23.1	76.9	0		1
Apprch %	0	0		100		7.7	92.3	0	0	41.9	9.7	ŏ	ŏ	3.2	12.9	Ō		32.3	0	41.9	
Total %		0		3.2	3.2			<u>0</u> 0	0	11	3.7	0	ŏ	0	3	0	3	10	0	13	
Cars	0	0	0	0	0	0	11	0	0	84.6		ŏ	ñ	ō	75	0	100	100	0	100	87.1
% Cars	0	0		0	0		91.7	0	0	2	0	0		Ō	0	0	0	0	0	0	
Heavy Vehicles	0	-	-	0	0		1	0	0	15.4	0	ŏ	U U	ŏ	õ	Ō	0	0	0	0	
% Heavy Vehicles				0	0			0		0	0	0		1	1	0	0	0	0	0	
Bikes, Peds	0			1	1		0	-		Ő	Ö	ŏ	-	100	25	0	0	0	0	0	6.5
% Bikes, Peds) 0	0	0	100	100	0	0	U	U	0	0	0	Ū								

525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Background AM Site Code : P-0699 Start Date : 9/14/2017

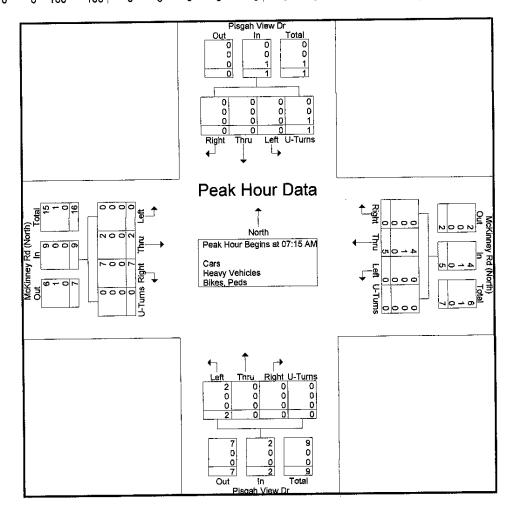
Page No : 2



525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			jah Vie outhbou		-			ney Ro /estbou	I (Norti und	ר)			ah Vie orthboi				E	ney Ro astbou	ind		
Start Time	Left		Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalvsis					00 AM	- Peak	(1 of 1													
Peak Hour fo	r Entire	e Inters	section	Begin	s at 7:1	5:00 A	M			,				_			-	-	•	2	6
7:15:00 AM	0	0	0	Ĩ	1	0	1	0	0	1	2	0	0	0	2	0	0	2	0	2	
7:30:00 AM	Ó	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	U	1	
7:45:00 AM	Ō	Ō	Ó	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
8:00:00 AM	ō	Ō	Ó	0	0	0	3	0	0	3	0	0	0	0	0	0_	1	2		3	6
Total Volume	<u> </u>	0	0	1	1	0	5	0	0	5	2	0	0	0	2	0	2	7	0	9	17
% App. Total	ŏ	ō	ō	100		0	100	0	0		100	0	0_	0		0	22.2	_77.8	0		
PHF	.000	.000	.000	.250	.250	.000	.417	.000	.000	.417	.250	.000	.000	.000	250	.000	.500	.875	.000	.750	.708
Cars	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	2	7	0	9	15
% Cars	ň	ō	ō	Ō	0	0	80.0	0	0	80.0	100	0	0	0	100	0	100	100	0	100	88.2
Heavy Vehicles	ň	ñ	ō	Ō	Ō	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	ŏ	ŏ	õ	ō	Ō	Ō	20.0	0	0	20.0	0	0	0	0	0	0	0	0	0	0	5.9
Bikes, Peds	ŏ	ŏ	ŏ	1	1	Ō	Ó	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bikes, Peds	ŏ	ŏ	ŏ	100	100	Ō	Ō	ō	0	0	0	0	0	0	0	0	0	0	0	0	5.9



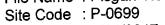
828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

							Groups	Printe	d- Car	s - Heav	y Veh	cles -	Bikes,	Peds							í
		Pisg	jah Vie	ew Dr			McKin	ney Rd	(North)			ah Vie			I			(North	1)	
			outhbo					estbou					orthbou					astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru		Peds	App. Total	Left		Right		App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	<u>1.0</u>	1.0	1.0		
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	U	U	0	<u>.</u>	2
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	<u> </u>	0	<u> </u>	<u> </u>	<u>v</u>	14
Total	0	0	1	0	1	0	4	0	0	4	4	0	0	0	4	1	2	2	0	5	[4
05:00 PM	•	0	0	0	0	0	0	n	0	0	4	0	0	0	4	0	1	3	0	4	8
05:00 PM	Ň	ŏ	ň	ň	ŏ	ň	1	ŏ	ŏ	1	2	ō	Ō	Ō	2	0	2	0	0	2	5
05:30 PM	ŏ	ŏ	ő	ŏ	ŏ	ŏ	2	ŏ	ŏ	2	2	Ō	Ō	0	2	0	1	1	0	2	6
05:45 PM	ŏ	ŏ	ŏ	Ő	ŏ	ŏ	2	ŏ	ō	2	3	ō	Ō	0	3	0	1	1	0	2	7
Total	0	0		0	Ŏ	Ō	5	0	Ō	5	11	0	0	0	11	0	5	5	0	10	26
Totar	U U	Ŭ	v	Ŭ	Ū,	Ť	•														1
Grand Total	0	0	1	0	1	0	9	0	0	9	15	0	0	0	15	1	7	7	0	15	40
Apprch %	0	0	100	0		0	100	0	0		100	0	0	0		6.7	46.7	46.7	0		
Total %	0	0	2.5	0	2.5	0	22.5	0	0	22.5		0	0	0	<u>37.5</u>	2.5	17.5	17.5	<u> </u>	37.5	
Cars	0	0	1	0	1	0	9	0	0	9	15	0	0	0	15	1	5	7	0	13	38
% Cars	0	0	100	0	100	0	100	0	0	100	100	0	0	0	100	100	71.4	100	0	86.7	95
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	0	0	13.3	5

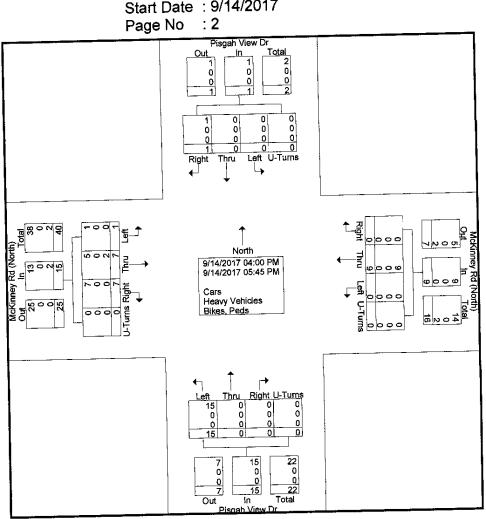
525 N. Main Street, Waynesville, NC 28786 828-456-8383





Start Date : 9/14/2017

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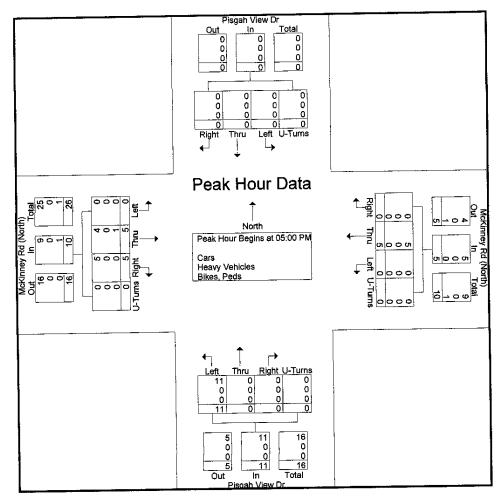


828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (North) - Background PM Site Code : P-0699

- Start Date : 9/14/2017
- Page No : 3

			ah Vie					ney Ro estbol	(North)			gah Vie orthbou			ľ		ney Rd astbou		I)	
	·		uthbou								Left				App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left				App. Total	LOIL		- ragin								
Peak Hour A	nalysis	From	4:00:0	0 PM t	0 5:45:0	DO PM	- Pear	(101)													
Peak Hour fo	r Entire	e Inter	sectior	n Begin	is at 5:0	0:00 P	M _	_	-	•		~	~	•	1	0	1	Э	n	4	8
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	4	U	U	0	1	ŏ	2	ň	ŏ	2	5
5:15:00 PM	0	0	0	0	0	0	1	0	0	1	2	U	U	0	2	Š	4	1	ň	2	ã l
5:30:00 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	U	2	v v	1		ŏ	2	7
5:45:00 PM	Ō	Ō	0	0	0	0	2	0	0_	2	3	0	0	0	3	<u> </u>			- 0	10	26
Total Volume	n	Ō	0	0	0	0	5	0	0	5	11	0	0	0	11	0	5	- 5	0	10	20
% App. Total	ň	ŏ	ō	ō		0	100	0	0		100	0	0	0		0	50	50_	0	005	012
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.688	.000	.000	.000	688	.000	.625	417	.000	.625	.813
Cars	000	0000	.000	0	0	0	5	0	0	5	11	0	0	0	11	0	4	5	0	9	25
	0	0	ň	ň	ň	l õ	100	Ō	Ō	100	100	0	0	0	100	0	80.0	100	0	90.0	96.2
% Cars		0	ő	Š	ň	ň	001	ŏ	õ	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	Ň	ŏ	ň	ň	õ	ň	ō	Ó	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0		0	Š	0	ő	ň	ñ	ō	ō	Ō	0	1	0	0	1	1
Bikes, Peds	0	0	0	0	0	0	0	0	0	0		Š	ŏ	õ	ŏ	n n	20.0	Ō	0	10.0	3.8
% Bikes, Peds	0	0	0	0	0	0	0	0	U	U	0	. •	0	0	Ŭ		20.0	-	-		



828-456-8383

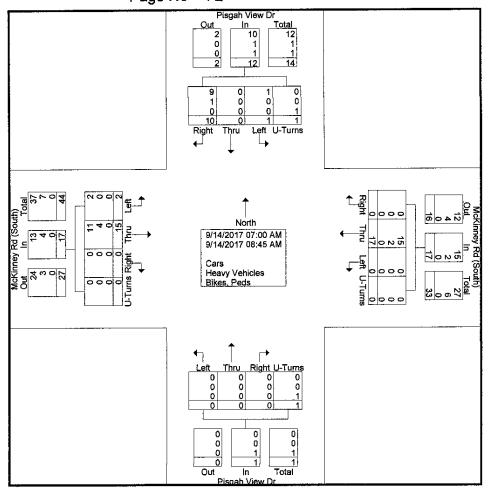
File Name : Pisgah View Dr @ McKinney Rd (South) - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups	Printe	d- Car	s - Heav	ry Veh	icles -	<u>Bikes,</u>	Peds							1
		Piso	gah Vie	w Dr			McKinr	ney Rd	(South	ו)		Pisg	jah Vie	ew Dr]		ney Rd		h)	
			outhbo				W	estbou	ind		,		orthbo					astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	9
07:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	1	1	0	3	0	0	3	7
07:45 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	1	0	6	0	7	0	7	0	0	7	0	0	0	1	1	1	7	0	0	8	23
																		_	_	_	
08:00 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
08:15 AM	0	0	1	1	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	
Total	0	0	4	1	5	0	10	0	0	10	0	0	0	0	0	1	8	0	0	9	24
																		_	_	. –	۰ .
Grand Total	1	0	10	1	12	0	17	0	0	17	0	0	0	1	1	2	15	0	0	17	47
Apprch %	8.3	0	83.3	8.3		0	100	0	0		0	0	0	100		11.8	88.2	0	0		1
Total %	2.1	0	21.3	2.1	25.5	0	36.2	0	0		0	0	0	2.1	2.1	4.3	31.9	0	0	36.2	
Cars	1	0	9	0	10	0	15	0	0	15	0	0	0	0	0	2	11	0	0	13	38
% Cars	100	0	90	0	83.3	0	<u>88.2</u>	0	0	88.2	0	0	0	0	0	100	73 <u>.</u> 3	0	0	76.5	80.9
Heavy Vehicles	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
% Heavy Vehicles	0	0	10	0	8.3	0	11.8	0	0	11.8	0	0	0	0	0	0	26.7	0	0	23.5	14.9
Bikes, Peds	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% Bikes, Peds	0	0	0	100	8.3	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	4.3

525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (South) - Background AM Site Code : P-0699 Start Date : 9/14/2017

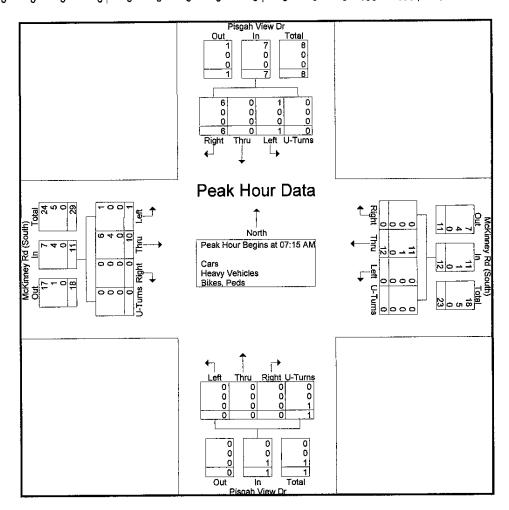
Page No : 2



525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (South) - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

		Pisg	jah Vie	ew Dr				ney Rd		h)			jah Vie		1			ney Ro		h)	
		S	outhbo	und			M	/estbou	Ind			<u> </u>	orthbo	und				astbou			
Start Time	Left		Right	Peds	App. Total	Left				App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	7:00:0	0 AM 1	o 8:45:0	MA 00	- Peal	(1 of 1													
Peak Hour fo	r Entire	e Inter	sectior	n Begir	is at 7:1	5:00 A	M												_	_ 1	
7:15:00 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	4	U	0	5	9
7:30:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	1	1	0	3	0	0	3	
7:45:00 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:00:00 AM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
Total Volume	1	0	6	0	7	0	12	0	0	12	0	0	0	1	1	1	10	0	0	11	31
% App. Total	14.3	Ō	85.7	Ō		0	100	0	0		0	0	0	100		9.1	90.9	0	0		
PHF	.250	.000	.750	.000	.875	.000	.600	.000	.000	.600	.000	.000	.000	.250	.250	.250	.625	.000	.000	.550	.775
Cars	1	0	6	0	7	0	11	0	0	11	0	0	0	0	0	1	6	0	0	7	25
% Cars	100	ŏ	100	õ	100	Ó	91.7	0	0	91.7	0	0	0	0	0	100	60.0	0	0	63.6	80.6
Heavy Vehicles	0	õ	0	Ō	0	0	⁻ 1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
% Heavy Vehicles	ň	õ	õ	õ	õ	Ō	8.3	0	0	8.3	0	0	0	0	0	0	40.0	0	0	36.4	16.1
Bikes, Peds	ň	õ	õ	õ	ŏ	Ō	0	Ō	Ō	0	0	0	0	1	1	0	0	0	0	0	1
% Bikes, Peds	Ö	õ	ŏ	ŏ	ŏ	Ō	ō	Ō	ō	0	0	0	0	100	100	0	0	0	0	0	3.2



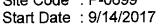
828-456-8383

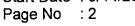
File Name : Pisgah View Dr @ McKinney Rd (South) - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

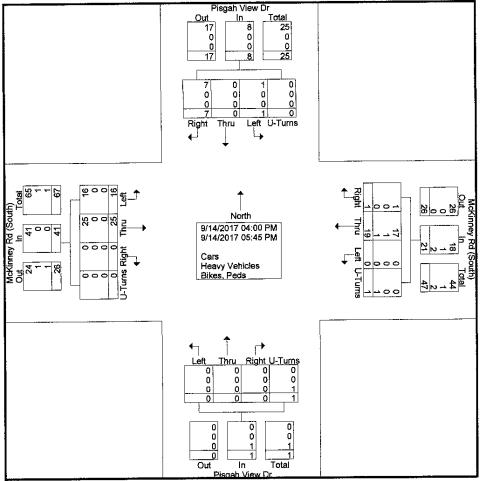
						C	Froups	Printe	d- Car	<u>s - Heav</u>	v Veh	icles -	Bikes,	Peds							
		Pier	jah Vie	w Dr			McKinr	nev Rd	(Sout	n)		Pisg	ah Vie	w Dr		1	McKinr	ney Rd	(Souti	h)	
			uthbo			-		estbou		<i>`</i>			rthbou					astbou	nd		······
Start Time	Left	Thru	Right		App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru		Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0		1.0	1.0		<u> </u>
04:00 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1	2	0	0	3	5
04:15 PM	ō	Ō	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
04:30 PM	ō	ō	1	0	1	0	3	0	0	3	0	0	0	0	0	4	6	0	0	10	14
04:45 PM	ō	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	4	5
Total	0	0	2	0	2	0	8	0	1	9	0	0	0	1	1	6	14	0	0	20	32
															- 1		-	-			
05:00 PM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	4	0	0	0	4	8
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	2	0	0	4	9
05:30 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	8
05:45 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	3	5	0	0	8	<u>14</u> 39
Total	1	0	5	0	6	0	11	1	0	12	0	0	0	0	0	10	11	0	0	21	39
												_	_					•	•	41	71
Grand Total	1	0	7	0	8	0	19	1	1	21	0	0	0	1	1	16	25	0	0	41	1 /1
Apprch %	12.5	0	87.5	0		0	90.5	4.8	4.8		0	0	0	100		39	61	0	0		1
Total %	1.4	0	9.9	0	11.3	0	26.8	1.4	1.4	29.6	0	0	0	1.4	1.4	22.5	35.2	<u> </u>	0	57.7	67
Cars	1	0	7	0	8	0	17	1	0	18	0	0	0	0	0	16	25	0	0	41	
% Cars	100	0	100	0	100	0	89.5	100	0	85.7	0	0	0	0	0	100	100	0	0	<u>100</u>	94.4
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	Ő	0	•	-	0	14
% Heavy Vehicles	0	0	0	0	0	0	5.3	0	0	4.8	0	0	0	0	0	0	0	0	0	0	<u>1.4</u> 3
Bikes, Peds	0	0	0	0	0	0	_ 1	0	1	2	0	0	0	1	1	0	0	0	0	0	4.2
% Bikes, Peds	0	0	0	0	0	0	5.3	0	100	9.5	0	0	0	100	100	0	0	U	U	U	4.2

525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (South) - Background PM Site Code : P-0699





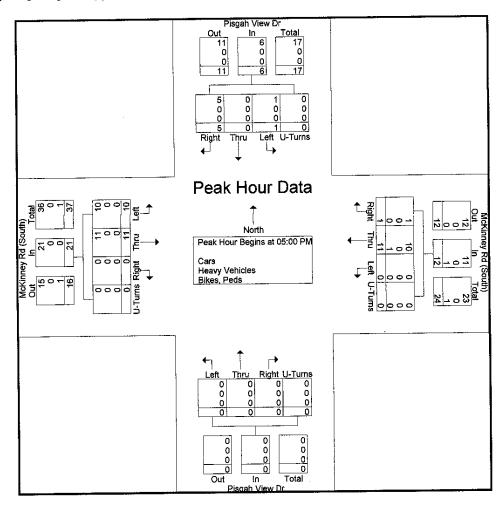


525 N. Main Street, Waynesville, NC 28786 828-456-8383

File Name : Pisgah View Dr @ McKinney Rd (South) - Background PM Site Code : P-0699 Start Date : 9/14/2017

Page No :3

			jah Vie			l		ney Rd		h)			ah Vie orthboi			l		ney Rd astbou		h)	
		<u>Sc</u>	outhbou	ing				estbou								1 - 64		_	Peds		Int. Total
Start Time	Left	Thru		Peds	App. Total	Left		Right	Peds	App. Total	Left	Inru	Right	Peds	App. Total	Left	Thru	Right	reus	App. Total	Hit. Potal
Peak Hour A	nalysis	From	4:00:0	0 PM t	o 5:45:(00 PM	- Peal	(1 of 1													
Peak Hour fo	r Entire	e Inter	sectior	ı Begin	s at 5:0	0:00 P	M		-		•	~	•	•	0		0	0	0	4	8
5:00:00 PM	0	0	3	0	3	0	1	0	0	1	U	0	0	U O	0	7	2	ŏ	ŏ	4	ŏ
5:15:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	Z	2	0	0	-	3
5:30:00 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	1	4	0	U	5	8
5:45:00 PM	i i	Ō	2	0	2	0	4	0	0	4	0	0	0	0	0	3	5	0	0	8	14
Total Volume	1	<u> </u>	5	<u> </u>	6	<u> </u>	11	1	0	12	0	0	0	0	0	10	11	0	0	21	39
	407	Ň	83.3	ň	•	ň	91.7	8.3	õ		0	0	0	0		47.6	52.4	0	0		
% App. Total	16.7			.000	.500	.000	.550	.250	.000	.600	.000	.000	.000	.000	.000	.625	.550	.000	.000	.656	.696
PHF	.250	.000	.417			.000	10		0000	11	<u> </u>	0	0	0	0	10	11	0	0	21	38
Cars	1	0	5	0	6			400	Ő	91.7	ő	ŏ	ň	ň	ň	100	100	ō	Ō	100	97.4
% Cars	100	0	100	0	100	0	90.9	100	0	91.7	0	Š	0	ő	ň	00	100	ň	ō	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	U	0	U	0	0	0	Š	Š	Š	Ň	ŏ	ň	ň
% Reavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bikes, Peds	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	U	U	0	0	
% Bikes, Peds	0	0	0	0	0	0	9.1	0	0	8.3	0	0	0	0	0	0	U	U	0	0	2.6

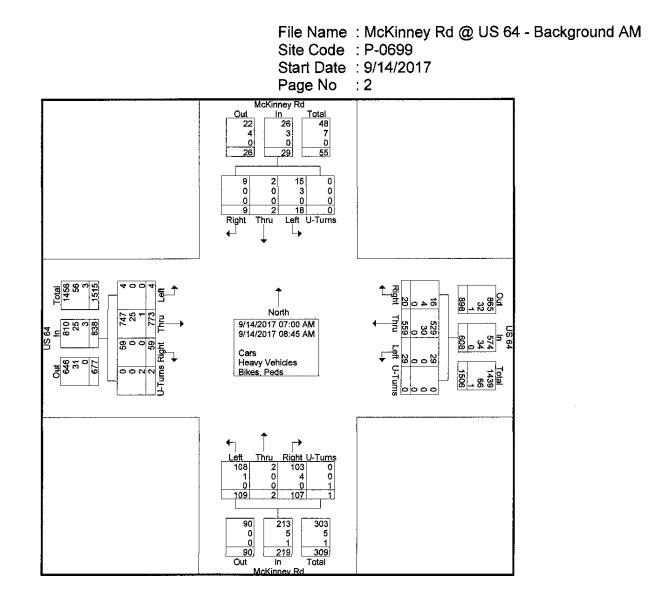


828-456-8383

File Name : McKinney Rd @ US 64 - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

							Groups			s - Heav	/y Veh										
		Mo	Kinne	y Rd				US 64	1				Kinney					US 64			
-			outhbo		j		W	estbou	und				orthbo					astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	0	0	0	2	2	35	4	0	41	9	0	17	0	26	0	95	2	1	98	167
07:15 AM	2	0	2	0	4	5	70	3	0	78	17	0	18	1	36	0	102	10	0	112	230
07:30 AM	5	1	0	0	6	3	75	4	0	82	19	1	19	0	39	0	109	8	0	117	244
07:45 AM	2	1	3	0	6	3	80	1	0	84	17	0	17	0	34	. 1	101	12	0	114	238
Total	11	2	5	0	18	13	260	12	0	285	62	1	71	1	135	1	407	32	1	44 1	879
									_					-		•	405	•	•	440	000
08:00 AM	4	0	1	0	5	5	85	2	0	92	16	1	11	0	28	0	105	8	U	113	238
08:15 AM	1	0	1	0	2	3	68	4	0	75	8	0	6	0	14	2	85	_	1	95	186
08:30 AM	2	0	2	0	4	7	82	1	0	90	17	0	12	0	29	0	99		0	106	229
08:45 AM	0	0	0	0	0	1	64	1	0	66	6	0	7	0	13	1	77	5	0	83	162
Total	7	0	4	0	11	16	299	8	0	323	47	1	36	0	84	3	366	27	1	397	815
Grand Total	18	2	9	0	29	29	559	20	0	608	109	2	107	1	219	4	773	59	2	838	1694
		6.9	31	Ő	29	4.8	91.9	3.3	ŏ	000	49.8	0.9	48.9	0.5	2,0	0.5	92.2	7	0.2		1
Apprch %	62.1	-		0	1.7	1.7	33	1.2	ŏ	35.9	6.4	0.1	6.3	0.1	12.9	0.2	45.6	3.5	0.1	49.5	ł
Total %	1.1	<u>0.1</u> 2	<u>0.5</u> 9	0	26	29	529	16	0	574	108	2	103	0	213	4	747	59	0	810	1623
Cars	83.3	100	100	Ö	89.7	100	94.6	80	ŏ	94.4	99.1	100	96.3	ŏ	97.3	100	96.6	100	ŏ	96.7	95.8
<u>% Cars</u>	<u> </u>		0	0	3	0	30	4	0	34	1	0	4	Ő	5	00	25	0	ň	25	67
Heavy Vehicles	107	0	0	0	10.3	0	5.4	20	Ď	5.6	0.9	ŏ	3.7	ő	2.3	Ő	3.2	ŏ	õ	- 3	4
8 Heavy Vehicles Bikes, Peds	<u>16.7</u> 0	0 0	0	0	10.5	0	<u> </u>	0	<u>0</u>	0	0.5	0	<u> </u>	1	1	0	<u> </u>	0	2	3	4
-		0	0	0	0		ŏ	0	ŏ	ŏ	0	ŏ	Ő	100	0.5	ň	0.1	ŏ	100	0.4	0.2
% Bikes, Peds	U	0	U	U	0	. 0	0	0	0	U	. 0	0	0	100	0.0	, 0	0.1	5		¥.4	

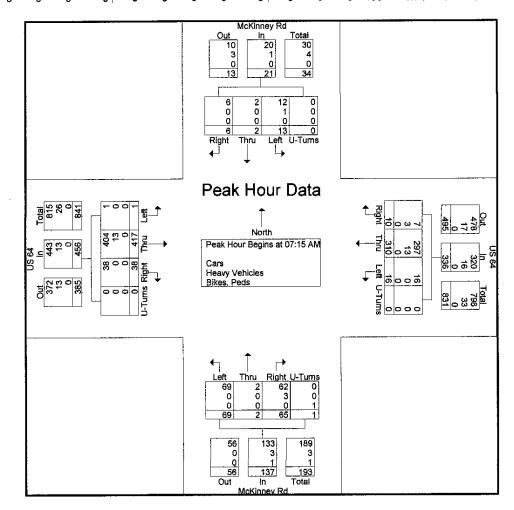
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : McKinney Rd @ US 64 - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			Kinney				N	US 64 estbou					Kinne	•			E	US 64 astbou			
Start Time	Left		Right		App. Total	Left		Right		App. Total	Left	Thru		Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A													<u> </u>								
Peak Hour fo																					
7:15:00 AM	2	0	2	ŏ	4	5	70	3	0	78	17	0	18	1	36	0	102	10	0	112	230
7:30:00 AM	5	1	ō	ō	6	3	75	4	0	82	19	1	19	0	39	0	109	8	0	117	244
7:45:00 AM	2	1	3	ō	6	3	80	1	0	84	17	0	17	0	34	1	101	12	0	114	238
8:00:00 AM	Ā	'n	1	ō	5	5	85	2	0	92	16	1	11	0	28	0	105	8	0	113	238
Total Volume	13	2	6	0	21	16	310	10	Ó	336	69	2	65	1	137	1	417	38	0	456	950
% App. Total	61.9	9.5	28.6	ŏ		4.8	92.3	3	Ō		50.4	1.5	47.4	0.7		0.2	91.4	8.3	0		
PHF	.650	.500	.500	.000	.875		.912	.625	.000	.913	.908	.500	.855	.250	.878	.250	.956	.792	.000	.974	.973
Cars	12	2	6	0	20	16	297	7	0	320	69	2	62	0	133	1	404	38	0	443	916
% Cars	92.3	100	100	ŏ	95.2	100	95.8	70.0	ō	95.2	100	100	95.4	0	97.1	100	96.9	100	0	97.1	96.4
Heavy Vehicles	1	100	, 00	ŏ	1	0	13	3	ō	16	0	0	3	Ō	3	0	13	0	0	13	33
% Heavy Vehicles	7.7	ŏ	ŏ	ŏ	4.8	ŏ	4.2	30.0	Ō	4.8	Ō	ō	4.6	Ō	2.2	0	3.1	0	0	2.9	3.5
Bikes, Peds	0	ŏ	ň	ŏ	0	Ö		0	ŏ	0	ō	ō	Ō	1	1	Ō	0	Ō	0	0	1
% Bikes, Peds	Ň	ŏ	ň	ň	ŏ	ŏ	ŏ	ŏ	ŏ	ō	ō	ō	ō	100	0.7	Ō	Ō	Ō	0	0	0.1

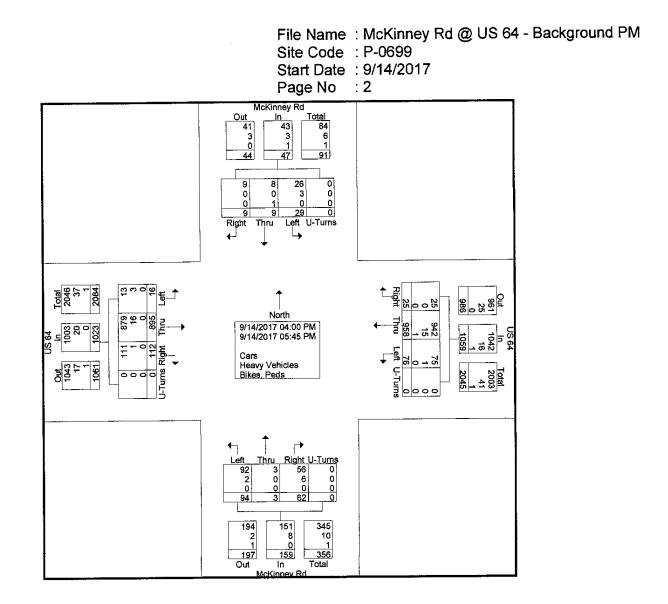


828-456-8383

File Name : McKinney Rd @ US 64 - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						Ģ	Groups	Printe	d- Car	s - Heav	ry Veh	icles -	Bikes,	Peds							
		Mc	Kinne	/ Rd				US 64				Mc	Kinney	/ Rd				US 64			
			outhbo				W	estbou	ind			N	orthbou	and				astbou			<u> </u>
Start Time	Left	Thru		Peds	App. Total	Left	Thru	Right	Peds	App. Totel	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	_	1.0	1.0	1.0	1.0		005
04:00 PM	0	0	1	0	1	11	109	2	0	122	15	0	13	0	28	3	128	13	0	144	295
04:15 PM	Å	ž	1	ō	7	8	102	3	0	113	7	0	7	0	14	1	111	12	0	124	258
04:30 PM	6	1	1	ō	8	11	111	6	0	128	14	1	7	0	22	1	98	10	0	109	267
04:30 PM	2	2	Ó	ō	4	5	146	2	0	153	10	0_	6	0	16	2	118	20	0_	140	313
Total	12	5	3	Ő	20	35	468	13	0	516	46	<u> </u>	33	0	80	7	455	55	0	517	1133
Total	1 12	Ŭ	Ŭ	•	,	• -													_		
05:00 PM	5	1	2	0	8	8	116	2	0	126	13	1	5	0	1 9	2	112	12	0	126	279
05:15 PM	5	1	2	ō	8	13	133	2	0	148	. 9	0	4	0	13	2	123	23	0	148	317
05:30 PM	3	i	1	ō	5	11	117	4	0	132	10	0	11	0	21	3	115	10	0	128	286
05:45 PM	Ă	1	1	ō	6	9	124	4	0	137	16	1	9	0	26	2	90	12	0	104	273
Total	17	4	6	0	27	41	490	12	0	543	48	2	29	0	79	9	440	57	0	506	1155
i otai	,	-	Ŭ	•															_		
Grand Total	29	9	9	0	47	76	958	25	0	1059	94	3	62	0	159	16	895	112	0	1023	2288
Apprch %	61.7	19.1	19.1	ō		7.2	90.5	2.4	0		59.1	1.9	39	0		1.6	87.5	10.9	0		
Total %	1.3	0.4		ō	2.1	3.3	41.9	1.1	0	46.3	4.1	0.1	2.7	0	6.9	0.7	39.1	4.9	0	44.7	
Cars	26	8	9		43	75	942	25	0	1042	92	3	56	0	151	13	879	111	0	1003	2239
% Cars	89.7	88.9	-	ō	91.5	98.7	98.3	100	0	98.4	<u>97.9</u>	100	<u>90.3</u>	0	95	81.2	98.2	<u>99.1</u>	0	98	97.9
Heavy Vehicles	3	00.0	0	Ő	3	1	15	0	0	16	2	Ó	6	0	8	3	16	1	0	20	47
% Heavy Vehicles	10.3	ŏ	ŏ	ō	6.4	1.3	1.6	0	0	1.5	2.1	0	9.7	0	5		1.8	0.9	0	2	2.1
Bikes, Peds	0.0	1	ō	Ō	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Bikes, Peds	Ő	11.1	ŏ	ŏ	2.1	ō	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1
70 DINGS, F603			0	•		-		-			-										

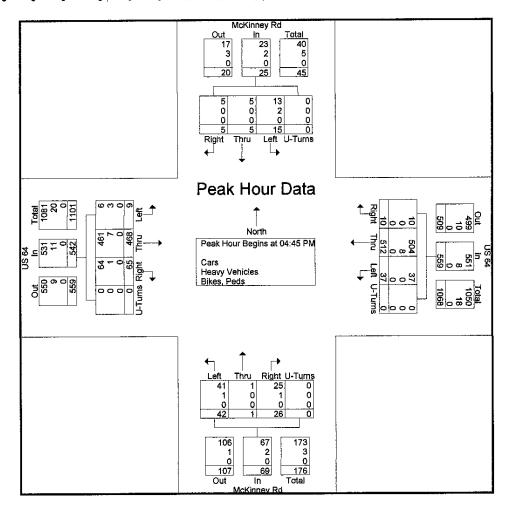
828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : McKinney Rd @ US 64 - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

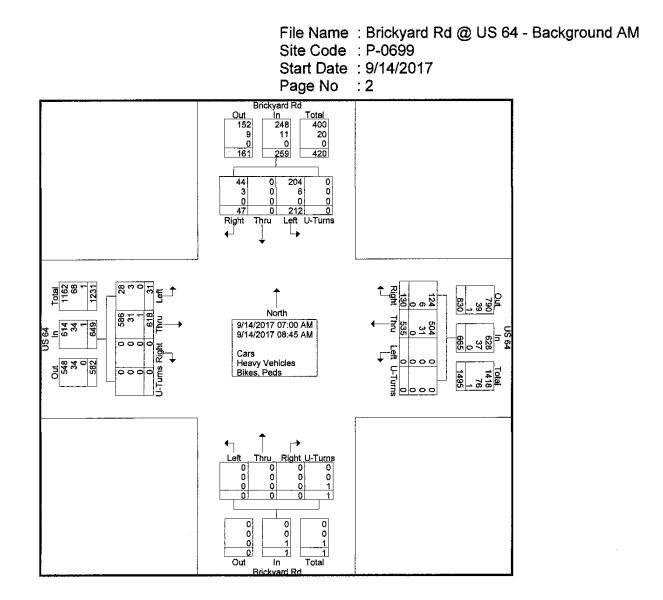
		Мс	Kinney	/ Rd				US 64	1				Kinney					US 64			
		Sc	uthbo	und			W	/estboi	und			N	orthbo	und			E	astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Total
Peak Hour Ar	nalysis	From	4:00:0	0 PM 1	o 5:45:0	00 PM	- Peak	(1 of 1													
Peak Hour fo																-			_		
4:45:00 PM	2	2	0	Ō	4	5	146	2	0	153	10	0	6	0	16	2	118	20	0	140	313
5:00:00 PM	5	1	2	0	8	8	116	2	0	126	13	1	5	0	19	2	112	12	0	126	279
5:15:00 PM	5	1	2	0	8	13	133	2	0	148	9	0	4	0	13	2	123	23	0	148	317
5:30:00 PM	3	1	1	0	5	11	117	4	0	132	10	0	11	0	21	3	115	10	0	128	286
Total Volume	15	5	5	0	25	37	512	10	0	559	42	1	26	0	69	9	468	65	0	542	1195
% App. Total	60	20	20	0		6.6	91.6	1.8	0		60.9	1.4	37.7	0		1.7	86.3	12	0		
PHF	.750	.625	.625	.000	.781	.712	.877	.625	.000	.913	808	.250	.591	.000	.821	.750	.951	.707	.000	.916	.942
Cars	13	5	5	0	23	37	504	10	0	551	41	1	25	0	67	6	461	64	0	531	1172
% Cars	86.7	100	100	0	92.0	100	98.4	100	0	98.6	97.6	100	96.2	0	97.1	66.7	98.5	98.5	0	98.0	98.1
Heavy Vehicles	2	Ó	0	0	2	0	8	0	0	8	1	0	1	0	2	3	7	1	0	11	23
% Heavy Vehicles	13.3	ō	ō	ō	8.0	0	1.6	0	0	1.4	2.4	0	3.8	0	2.9	33.3	1.5	1.5	0	2.0	1.9
Bikes, Peds	0	ō	ō	õ	0	Ó	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	ŏ	ō	ō	ō	ŏ	Ō	Ō	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0



File Name : Brickyard Rd @ US 64 - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						G	Foups	Printe	d- Car	s - Heav	y Veh	i <u>cles -</u>	Bikes,	Peds							ı
· · · · · · · · · · · · · · · · · · ·		Bri	ckyarc	f Rd				US 64	1				ckyard				_	US 64			
			outhbo				W	lestbou	und				orthbou					astbou			
Start Time	Left	Thru		Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		407
07:00 AM	24	0	1	0	25	0	- 38	6	0	44	0	0	0	0	0	1	67	0	0	68	137
07:15 AM	32	0	6	0	38	0	69	19	0	88	0	0	0	1	1	2	81	0	0	83	210
07:30 AM	30	Ō	4	0	34	0	77	16	0	93	0	0	0	0	0	3	88	0	0	91	218
07:45 AM	17	0	4	0	21	0	71	30	0	101	0	0	0	0	0	4	94	0	0	98	220
Total	103	0	15	0	118	0	255	71	0	326	0	0	0	1	1	10	330	0	0	340	785
		_	_		- 4	•	70	22	0	101	0	0	0	0	0	7	69	0	0	76	231
08:00 AM	46	0	8	0	54	0	79			75	0	ŏ	Ő	ŏ	ŏ	4	70	ŏ	ō	74	176
08:15 AM	23	0	4	0	27	0	62	13 13	0	99	0	ŏ	ő	Ő	ő	4	82	ŏ	ō	86	218
08:30 AM	22	0	11	0	33	0	86		-		0	ő	ň	ŏ	õ	6	67	ŏ	ō	73	164
08:45 AM	18	0	9	0	27	0	53		0	64	0	0	0	0	0	21	288	ŏ	Ō	309	789
Total	109	0	32	0	141	0	280	59	0	339	U	U	0	0	U	21	200	Ŭ	v	000	
Grand Total	212	0	47	0	259	0	535	130	0	665	0	0	0	1	1	31	618	0	0	649	1574
Apprch %	81.9	ŏ	18.1	ŏ	200	Ō	80.5	19.5	Ō		0	0	0	100		4.8	95.2	0	0		ł
Total %	13.5	ŏ	3	ŏ	16.5	ŏ	34	8.3	0	42.2	0	0	0	0.1	0.1	2	<u>39.3</u>	0	0	41.2	
Cars	204	- <u> </u>	44	0	248	0	504	124	0	628	0	0	0	0	0	28	586	0	0	614	1490
% Cars	96.2	ŏ	93.6	ŏ	95.8	ŏ	94.2	95.4	Ō	94.4	0	0	0	0	0	90.3	94.8	0	0	94.6	
Heavy Vehicles	8	- 0	30.0	0	11	Ő	31	6	Ō	37	0	0	0	0	0	3	31	0	0	34	82
% Heavy Vehicles	3.8	ŏ	6.4	ŏ	4.2	Ō	5.8	4.6	Ó	5.6	0	0	0	0	0	9.7	5	0	0	5 <u>.2</u>	-i ·
Bikes, Peds	0	0	0	Ő	0	Ō	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
% Bikes, Peds	Ő	ō	ō	Ō	Ō	0	0	0	0	0	0	0	0	100	100	0	0.2	0	0	0.2	0.1

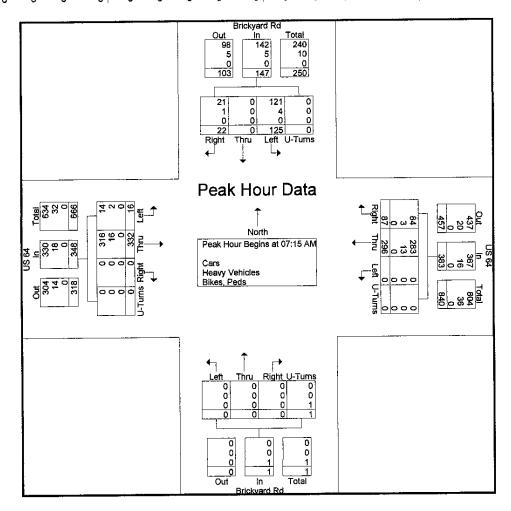
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ US 64 - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

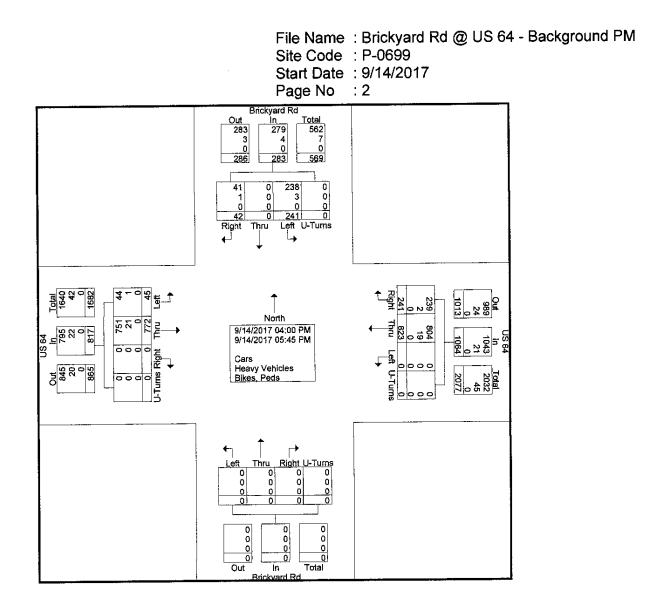
			ckyard				w	US 64 estbol					ickyarc orthboi				E	US 64 astbou			
Start Time	Left			Peds	App. Total	Left	Thru			App. Total	Left	Thru	Right	Peds	App. Totai	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalvsis			0 AM t		MA 00	- Peał	(1 of 1													
Peak Hour fo	r Entire	e Inter	section	n Begin	s at 7:1	5:00 A	M											•	•		
7:15:00 AM	32	0	6	Ō	38	0	69	19	0	88	0	0	0	1	1	2	81	0	U	83	210
7:30:00 AM	30	0	4	0	34	0	77	16	0	93	0	0	0	0	0	3	88	0	0	91	218
7:45:00 AM	17	0	4	0	21	0	71	30	0	101	0	0	0	0	0	4	94	0	0	98	220
8:00:00 AM	46	0	8	0	54	0	<u>79</u>	22	0	101	0	0	0	0	0	7	69	0	0	76	231
Total Volume	125	0	22	0	147	0	296	87	0	383	0	0	0	1	1	16	332	0	0	348	879
% App. Total	85	0	15	0		0	77.3	22.7	0		0	0	0	100		4.6	95.4	0	0		
PHF	.679	.000	.688	.000	.681	.000	.937	.725	.000	.948	.000	.000	.000	.250	.250	.571	.883	.000	.000	.888	.951
Cars	121	0	21	0	142	0	283	84	0	367	0	0	0	0	0	14	316	0	0	330	839
% Cars	96.8	0	95.5	0	96.6	0	95.6	96.6	0	95.8	0	0	0	0	0	87.5	95.2	0	0	94.8	95.4
Heavy Vehicles	4	0	1	0	5	0	13	3	0	16	0	0	0	0	0	2	16	0	0	18	39
% Heavy Vehicles	3.2	0	4.5	0	3.4	0	4.4	3.4	0	4.2	0	0	0	0	0	12.5	4.8	0	0	5.2	4.4
Bikes, Peds	0	Ō	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
% Bikes Peds	Ō	Ó	Ó	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	Q	0	0.1



File Name : Brickyard Rd @ US 64 - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups			<u>s - Heav</u>	/y Veh										1
		Bri	ckyard	l Rd				US 64	1			Bri	ckyarc	Rd				US 64	Ļ		Į
		Sc	outhbo	und			W	estbou	und		,		orthbo	und				astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Totai	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	35	0	4	0	39	0	102	27	0	129	0	0	0	0	0	4	110	0	0	114	282
04:15 PM	32	0	5	0	37	0	86	25	0	111	0	0	0	0	0	9	88	0	0	97	245
04:30 PM	34	0	2	0	36	0	95	27	0	122	0	0	0	0	0	7	84	0	0	91	249
04:45 PM	17	0	5	0	22	0	120	41	0	161	0	0	0	0	0	3	112	0	0	115	298
Total	118	0	16	0	134	0	403	120	0	523	0	0	0	0	0	23	394	0	0	417	1074
05:00 PM	31	0	7	0	38	0	104	24	0	128	0	0	0	0	0	11	94	0	0	105	271
05:15 PM	36	0	3	0	39	0	115	27	0	142	0	0	0	0	0	5	115	0	0	120	301
05:30 PM	35	0	8	0	43	0	97	33	0	130	0	0	0	0	0	3	89	0	0	92	265
05:45 PM	21	Q	8	0	29	0	104	37	0	141	0	0	0	0	0	3	80	0	0	83	253
Total	123	0	26	0	149	0	420	121	0	541	0	0	0	0	0	22	378	0	0	400	1090
Grand Total	241	0	42	0	283	0	823	241	0	1064	0	0	0	0	0	45	772	0	0	817	2164
Apprch %	85.2	0	14.8	0		0	77.3	22.7	0		0	0	0	0		5.5	94.5	0	0		
Total %		0	1.9	0	13.1	0	38	11.1	0	49.2	0	0	0	0	0	2.1	35.7	0	0	37.8	
Cars	238	0	41	0	279	0	804	239	0	1043	0	0	0	0	0	44	751	0	0	795	2117
% Cars	98.8	0	97.6	0	98.6	0	97.7	99.2	0	98	0	0	0	0	0	97.8	97.3	0	0	97.3	97.8
Heavy Vehicles	3	0	1	0	4	0	19	2	Ó	21	0	0	0	0	0	1	21	0	0	22	47
% Heavy Vehicles	1.2	0	2.4	0	1.4	0	2.3	0.8	0	2	0	0	0	0	0	2.2	2.7	0	0	2.7	2.2
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

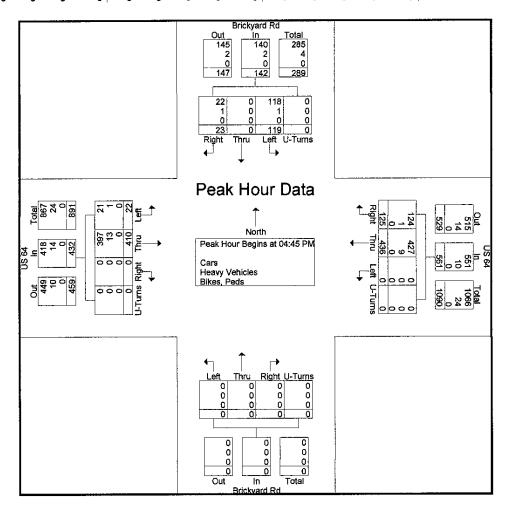
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : Brickyard Rd @ US 64 - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

			ckyard				1.4	US 64					ickyard				=	US 64 astbou			
		<u> </u>	outhbo	una			V\	estbo	na		,		orthbo						The second se		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	4:00:0	0 PM f	0 5:45:0	00 PM	- Peał	< 1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	n Begin	is at 4:4	5:00 P	M													1	
4:45:00 PM	17	0	5	0	22	0	120	41	0	161	0	0	0	0	0	3	112	0	0	115	298
5:00:00 PM	31	0	7	0	38	0	104	24	0	128	0	0	0	0	0	11	94	0	0	105	271
5:15:00 PM	36	0	3	0	39	0	115	27	0	142	0	0	0	0	0	5	115	0	0	120	301
5:30:00 PM	35	0	8	0	43	0	97	33	0	130	0	0	0	0	0	3	89	0	0	92	265
Total Volume	119	0	23	0	142	0	436	125	0	561	0	0	0	0	0	22	410	0	0	432	1135
% App. Total	83.8	0	16.2	0		0	77.7	22.3	0		0	0	0	0		5.1	94.9	0	0		
PHF	.826	.000	.719	.000	.826	.000	.908	.762	.000	.871	.000	.000	.000	.000	.000	.500	.891	.000	.000	.900	.943
Cars	118	0	22	0	140	0	427	124	0	551	0	0	0	0	0	21	397	0	0	418	1109
% Cars	99.2	0	95.7	0	98.6	0	97.9	99.2	0	98.2	0	0	0	0	0	95.5	96.8	0	0	96.8	97.7
Heavy Vehicles	1	0	1	0	2	0	9	1	0	10	0	0	0	0	0	1	13	0	0	14	26
% Heavy Vehicles	0.8	0	4.3	0	1.4	0	2.1	0.8	0	1.8	0	0	0	0	0	4.5	3.2	0	0	3.2	2.3
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

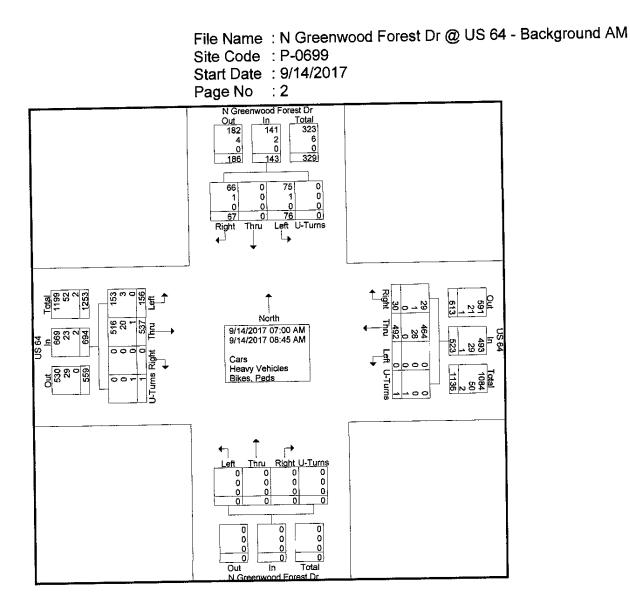


828-456-8383

File Name : N Greenwood Forest Dr @ US 64 - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						(Groups	Printe	d- Car	s - Heav	/y Veh	icles -	Bikes,	Peds					_		
	N	Greer	wood	Forest	Dr			US 64	ţ		N	Greer	wood	Forest	Dr			US 64	ł		4
		Sc	outhbo	und			N	estbou	ind			N	orthbo	und			E	astbou	nd		L
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Totai
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	9	0	7	0	16	0	37	1	0	38	0	0	0	0	0	34	61	0	0	95	149
07:15 AM	14	0	14	0	28	0	61	3	0	64	0	0	0	0	0	30	62	0	0	92	184
07:30 AM	11	0	7	0	18	0	75	1	0	76	0	0	0	0	0	29	79	0	0	108	202
07:45 AM	10	0	5	0	15	0	64	5	0	69	0	0	0	0	0	14	80	0	1	95	179
Total	44	0	33	0	77	0	237	10	0	247	0	0	0	0	0	107	282	0	1	390	714
08:00 AM	2	0	8	0	10	0	65	8	0	73	0	0	0	0	0	15	76	0	0	91	174
08:15 AM	10	0	5	0	15	0	64	4	0	68	0	0	0	0	0	13	63	0	0	76	159
08:30 AM	11	0	12	0	23	0	70	3	1	74	0	0	0	0	0	10	59	0	0	69	166
08:45 AM	9	0	9	0	18	0	56	5	0	61	0	0	0	0	0	<u>11</u>	57	0	0	68	147
Total	32	0	34	0	66	0	255	20	1	276	0	0	0	0	0	49	255	0	0	304	646
Grand Total	76	0	67	0	143	0	492	30	1	523	0	0	0	0	0	156	537	0	1	694	1360
Apprch %	53.1	0	46.9	0		0	94.1	5.7	0.2		0	0	0	0		22.5	77.4	0	0.1		1
Total %	5.6	0	4.9	0	10.5	0	36.2	2.2	0.1	38.5	0	0	0	0	0	11.5	39.5	0	0.1	51	l
Cars	75	0	66	0	141	0	464	29	0	493	0	0	0	0	0	153	516	0	0	669	1303
% Cars	98.7	0	98.5	0	98.6	0	94.3	96.7	0	94.3	0	0	0	0	0	98.1	96.1	0	0	96.4	95.8
Heavy Vehicles	1	0	1	0	2	0	28	1	0	29	0	0	0	0	0	3	20	0	0	23	54
% Heavy Vehicles	1.3	0	1.5	0	1.4	0	5.7	3.3	0	5.5	0	0	0	0	0	1.9	3.7	0	0	3.3	4
Bikes, Peds	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	2	3
% Bikes, Peds	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0.2	0	100	0.3	0.2

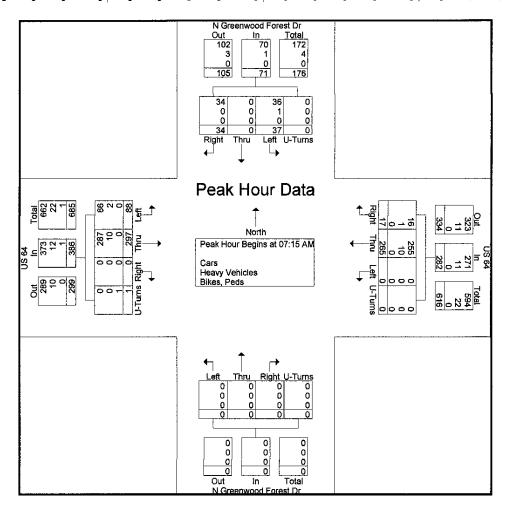
525 N. Main Street, Waynesville, NC 28786 828-456-8383



525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ US 64 - Background AM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	N	Greer	wood	Forest	Dr			US 64	4		N	Greer	wood	Forest	Dr			US 64			
		Sc	outhbo	und			N	lestbo	und			N	orthbo	und			<u> </u>	astbou	nd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int, Total
Peak Hour A	nalysis	From	7:00:0	MA 00	to 8:45:0	00 AM	- Peak	(1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	1 Begir	is at 7:1	5:00 A	M														
7:15:00 AM	14	0	14	Ō	28	0	61	3	0	64	0	0	0	0	0	30	62	0	0	92	184
7:30:00 AM	11	0	7	0	18	0	75	1	0	76	0	0	0	0	0	29	79	0	0	108	202
7:45:00 AM	10	0	5	0	15	0	64	5	0	69	0	0	0	0	0	14	80	0	1	95	179
8:00:00 AM	2	0	8	0	10	0	65	8	0	73	0	0	0	0	0	15	76	0	0	91	174
Total Volume	37	0	34	0	71	0	265	17	0	282	0	0	0	0	0	88	297	0	1	386	739
% App. Total	52.1	0	47.9	.0		0	94	6	0		0	0	0	0		22.8	76.9	0	0.3		
PHF	.661	.000	.607	.000	.634	.000	.883	.531	.000	.928	.000	.000	.000	.000	.000	.733	.928	.000	.250	.894	.915
Cars	36	0	34	0	70	0	255	16	0	271	0	0	0	0	0	86	287	0	0	373	714
% Cars	97.3	0	100	0	98.6	0	96.2	94.1	0	96.1	0	0	0	0	0	97.7	96.6	0	0	96.6	96.6
Heavy Vehicles	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	2	10	0	0	12	24
% Heavy Vehicles	2.7	0	0	0	1.4	0	3.8	5.9	0	3.9	0	0	0	0	0	2.3	3.4	0	0	3.1	3.2
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1



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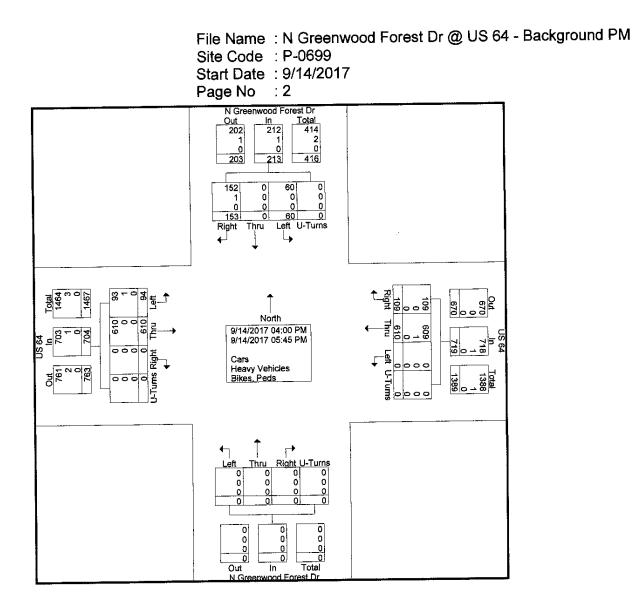
828-456-8383

File Name : N Greenwood Forest Dr @ US 64 - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 1

						c	Touns	Printe	d- Car	<u>s - Heav</u>	v Vehi	cles -	Bikes,	Peds						· - ·	
[·····]	N	Green	wood	Forest	Dr			US 64			N	Greer	wood	Forest	Dr			US 64			
			outhbo					estbou				N	orthbo	und		Eastbound					·
Start Time	Left	Thru	Right	Peds	App, Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	HAN I GIVE	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	12	0	14	0	26	0	71	14	0	85	0	0	0	0	0	13	77	0	0	90	201
04:15 PM	5	ŏ	16	ŏ	21	ō	67	20	0	87	0	0	0	0	0	10	74	0	0	84	192
	ວ 5	ŏ	14	ŏ	19	ŏ	77	8	Ō	85	0	0	0	0	0	15	68	0	0	83	187
04:30 PM	ວ 	0 0	18	ŏ	23	ñ	83	13	ō	96	0	0	0	0	0	_10	91	0	0	101	220
04:45 PM	27	- 0	62	0	89	0	298	55	0	353	0	0	- 0	0	0	48	310	0	0	358	800
Total	21	0	02	v	001	Ŭ	200		-												
	6	0	16	0	22	l 0	82	16	0	98	0	0	0	0	0	11	85	0	0	96	216
05:00 PM	-	0	22	ŏ	30	ŏ	85	12	ŏ	97	Ō	0	0	0	0	11	82	0	0	93	220
05:15 PM	8	0	33	ŏ	40	ŏ	77	14	ŏ	91	Ō	Ō	0	0	0	9	73	0	0	82	213
05:30 PM	42	-	20	0	32	Ö	68	12	õ	80	0	Ō	0	0	0	15	60	0	0	75	187
05:45 PM	<u>12</u> 33	0_0	91		124	ŏ	312	54	Ō	366	0	0	0	0	0	46	300	0	0	346	836
Total	- 35	0	91	U	124	i V	0.2	04	Ŭ		•										
Out of Total		~	153	0	213	0	610	109	0	719	0	0	0	0	0	94	610	0	0	704	1636
Grand Total	60	0		ŏ	215	ő	84.8	15.2	ŏ		ň	õ	Ō	0		13.4	86.6	0	0		
Apprch %	28.2	Ő	71.8	0	13	o o	37.3	6.7	ŏ	43.9	ŏ	ō	ō	Ō	0	5.7	37.3	0	0	43	
Total %	3.7	<u> </u>	9.4	0	212		609	109	ō	718	ő	Ő	0	Ö	0	93	610	0	0	703	1633
Cars	60	0	152	-	99.5	Ö	99.8	100	ŏ	99.9	ŏ	ŏ	ō	õ	Ō	98.9	100	0	0	99.9	99.8
% Cars	100	0	99.3	<u>0</u>	99.0	0	33.0	100	0	1	ň	Ō	0	Ō	0	1	0	0	0	1	3
Heavy Vehicles	0	0	1	Ő	0.5	0	0.2	0	ŏ	0.1	ň	ŏ	ŏ	ō	ō	1.1	Ō	0	0	0.1	0.2
% Heavy Vehicles	0	0	0.7	0	0.5		0.2	0	0	0.1	0	0	ŏ	ŏ	0	0	0	0	0	0	0
Bikes, Peds	0	0	0	0	0		0	0	0	0		ŏ	ŏ	ŏ	ŏ	ŏ	ō	ō	0	0	0
% Bikes, Peds	0	0	0	0	0	0	U	0	U	0	, 0	0	0	U	v	. 0	v	-	-	-	

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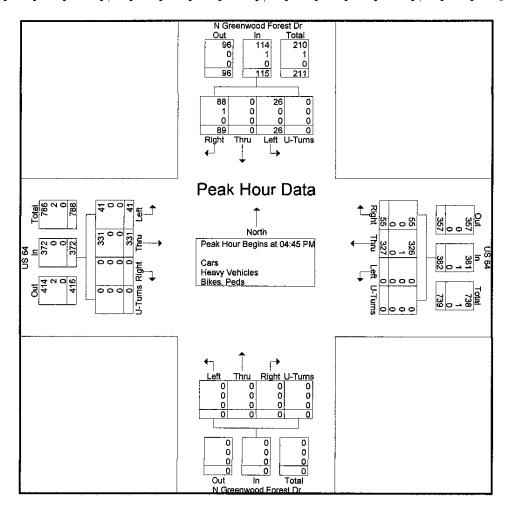


J.M. Teague Engineering & Planning

525 N. Main Street, Waynesville, NC 28786 828-456-8383

> File Name : N Greenwood Forest Dr @ US 64 - Background PM Site Code : P-0699 Start Date : 9/14/2017 Page No : 3

	N	Greer	wood	Forest	Dr			US 64	1		N			Forest	Dr			US 64	ŧ.		
		Sc	outhbo	und			N	lestboi	und			N	orthbo	und			E	astbou	ind		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour A								(1 of 1													
Peak Hour fo	r Entir	e Inter	sectior	n Begir	is at 4:4	5:00 F	M														
4:45:00 PM	5	0	18	Ō	23	0	83	13	0	96	0	0	0	0	0	10	91	0	0	101	220
5:00:00 PM	6	0	16	0	22	0	82	16	0	98	0	0	0	0	0	11	85	0	0	96	216
5:15:00 PM	8	0	22	0	30	0	85	12	0	97	0	0	0	0	0	11	82	0	0	93	220
5:30:00 PM	7	0	33	0	40	0	77	14	0	91	0	0	0	0	0	9	73	0	0	82	213
Total Volume	26	0	89	0	115	0	327	55	0	382	0	0	0	0	0	41	331	0	0	372	869
% App. Total	22.6	0	77.4	0		0	85.6	14.4	0		0	0	0	0		11	8 9	0	0		
PHF	.813	.000	.674	.000	.719	.000	.962	.859	.000	.974	.000	.000	.000	.000	.000	.932	.909	.000	.000	.921	.988
Cars	26	0	88	0	114	0	326	55	0	381	0	0	0	0	0	41	331	0	0	372	867
% Cars	100	0	98.9	0	99.1	0	99.7	100	0	99.7	0	0	0	0	0	100	100	0	0	100	99.8
Heavy Vehicles	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	1.1	0	0.9	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.2
Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes, Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix C

INTERSECTION ANALYSIS REPORTS

Greenwood Forest @ Brickyard Existing AM

	→	•	{	←	•	1
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	¢Î			ę	¥	
Traffic Volume (veh/h)	62	39	26	14	19	98
Future Volume (Veh/h)	62	39	26	14	19	98
Sign Control	Free			Free	Stop	
Grade	0%	na che siteit cal		0%	0%	
Peak Hour Factor	0.74	0.81	0.59	0.50	0.68	0.79
Hourly flow rate (vph)	84	48	44	28	28	124
Pedestrians						
Lane Width (ft)	nan de la señe 1241.	Ang a		ENERGE		
Walking Speed (ft/s)					an a	
Percent Blockage		966331043				
Right turn flare (veh)	None	62053021		None	12,130,042,9023	an a
Median type	NONe	an a	(PANE)			
Median storage veh)		PERCE.	Graff a Coloria G	RANG POL	g gady wa teora	
Upstream signal (ft)			1995 A.			
pX, platoon unblocked. vC, conflicting volume	: 전원 (1997) 전원 (1997) 	N 969999000300	132	ge (ng maning a sainta	224	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol		e di sentenda di se		244 A A A A A A A A A A A A A A A A A A		
vCu, unblocked vol			132		224	108
tC, single (s)	Norden South and South		4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2	an. a 2.232.8	3.5	3.3
p0 queue free %			97		96	87
cM capacity (veh/h)			1453		741	946
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	132	72	152		. en denskask	
Volume Left	0	44	28			
Volume Right	48	0	124			
cSH	1700	1453	900			
Volume to Capacity	0.08	0.03	0.17	a na shekara ta ta ta ta ta ta ta ta		
Queue Length 95th (ft)	0	2	15 9.8			
Control Delay (s)	0.0	4.7 A	9.0 A	短 法的现在分词 计包输出方		
Lane LOS	0.0	А 4.7	ہ 9.8		er en de la sector	en 1988 – New York, 1998 (1999) – New York, 1999 – New York, 1999 – New York, 1999 – New York, 1999 – New York New York, 1999 – New York, 1999 (1999) – New York, 1999 – New York, 1990
Approach Delay (s) Approach LOS	0.0	4.7	0.0 A			
Intersection Summary					<u>.</u>	
Average Delay Intersection Capacity Utili: Analysis Period (min)	zation		5.1 22.6% 1	ó	ICU Leve	al of Service A

Greenwood Forest @ Brickyard Existing PM

	_	*	<	←	▲	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
ane Configurations	4 Î			د ا	Y	ana ang sanata di 1978	
raffic Volume (veh/h)	48	36	78	55	50	33	
uture Volume (Veh/h)	48	36	78	5 5	50	33	
Sign Control	Free			Free	Stop		
Grade	0%	se town in the desired.		0%	0%	0.00	
Peak Hour Factor	0.75	0.90	0.75	0.92	0.83	0.82 40	
lourly flow rate (vph)	64	40	104	60	60	40	
Pedestrians						en en der	
.ane Width (ft)		Ang a		98094CB	84953 Q		
Nalking Speed (ft/s)						ki ta ki ki ka	
Percent Blockage	30.2007.1431.14	06409986		494-945	80083		
Right turn flare (veh)	Nono			None	user water state for t	19 magazar awaran karan	
Vedian type	None	(Res)3-(C)					
Median storage veh)			1992년 1997년 1998년 1998년 1998년 1999년 1998년 199 1999년 1999년 1999년 1999년 1998년 199	gerfalfelsen overallens.	Manufaction and the		
Upstream signal (ft)	1918 - 1918) 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 - 1918 -						
oX, platoon unblocked vC, conflicting volume		Sector Conner	104	al de l'estatione e l'article	352	84	
vC1, stage 1 conf vol							
vC1, stage 1 conf vol	geren an anna an	of Street Street			na ana amin' ana amin' amin	an tra 🔹 👬	
vCu, unblocked vol			104		352	84	
tC, single (s)	alay waxaa ahaa ahaa		4.1	a wata tati ini.	6.4	6.2	
tC, 2 stage (s)					25	3.3	
tF (s)	one surveire im Atlanta 7	an a contra	2.2	al del Nel Sal	3.5 90	96	
p0 queue free %			93		600	975	
cM capacity (veh/h)			1488	and the second second second second second			
Direction, Lane #	EB1	WB 1	NB 1				
Volume Total	104	164	100		an a	anter e 2013	
Volume Left	0	104	60		67662	2499-969-863 1	
Volume Right	40	0	40		er sekiti		
cSH	1700	1488	710			ST2283(SV185)	
Volume to Capacity	0.06	0.07	0.14 12			ana ang ang ang ang ang ang ang ang ang	
Queue Length 95th (ft)	0	6 5.0	۱۱ 10.9		ng sa		
Control Delay (s)	0.0	5.0 A	e sua internet de la f	3	447533		
Lane LOS	0.0	5.0		New Address of the Address of the	nene gan nem institution in	an a	
Approach Delay (s)	0.0	U.U		э З			
Approach LOS							
Intersection Summary			-	0			
Average Delay			5. 25.20			el of Service	A
Intersection Capacity Util	ization		25.3' 1		IOO LOV		

09/27/2017

٦	-	←		1	4
---	---	----------	--	---	---

Movement	EBL .	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	ĥ		Y	a a constante de la constante d	
Traffic Volume (veh/h)	86	61	25	62	58	23	
Future Volume (Veh/h)	86	61	25	62	58	23	
Sign Control		Free	Free		Stop		
Grade		0%	0%	an an an an tao an t	0%	en <u>an airte</u> an fean air stèire f	
Peak Hour Factor	0.65	0.85	0.78	0.78	0.76	0.82	
Hourly flow rate (vph)	132	72	32	79	76	28	
Pedestrians							
Lane Width (ft)	an an an tha tha an tha an 1678.	andre andreastic		n san in Austri	ena maria naki		
Walking Speed (ft/s)							
Percent Blockage	raesta trastitate Mahina	ana da ana anisana ana a	e na teastaíochta	아직도 아름 않는	ural sections		
Right turn flare (veh)			Stark.				
Median type	presente a successferinger	None	None	e a serie de la companya de la comp La companya de la comp	49.22.23.22.23.2		
Median storage veh)				869 E (28			
Upstream signal (ft)			ana kana kana	a dhatharac	er (Artealla)		
pX, platoon unblocked					408	72	en e
vC, conflicting volume	111	962792793325	inet statual	en de la composition de la composition La composition de la c	400	1 4	
vC1, stage 1 conf vol					2942248W	CERENCE AND AND A	ander of the second states and the second states of the second states of the second states of the second states
vC2, stage 2 conf vol	444			NG BRIDES	408	72	
vCu, unblocked vol	111				40 0 6.4	6.2	an 1998 an
tC, single (s)	4.1	VIRONA	6166-624		U.7	<u></u>	
tC, 2 stage (s)	2.2			1일: 전화 1993 (1993) 	3.5	3.3	
tF (s)	2.2 91	20034003		949643	86	97	
p0 queue free %	91 1479		SECTION OF	A CONTRACTOR OF THE SECTION OF THE S SECTION OF THE SECTION OF THE	546	991	Manadalahan menjarah keranakan di kerana kerana di kerana kerana kerana kerana kerana kerana kerana kerana kera Manadalah kerana kera
cM capacity (veh/h)		www.www.comedia.com/doi/10/22/10/	n an the second states in the Second	No. A CONTRACTOR		•	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	204	111	104		12221391243	i	
Volume Left	132	0	76 28				
Volume Right	0	79	28 621			259-28-38-394-4	
cSH	1479	1700	021		E AS A COM		in a stand and the stand of the stand and a stand a The stand and a stand a stand and a stand and a stan
Volume to Capacity	0.09	0.07 0	0.17			TOTO NO.	
Queue Length 95th (ft)	7	0 0.0	12.0		de de Cardena 1	a feireachta an taointeachta	
Control Delay (s)	5.2	0.0	12.0 E		55885.0E		
Lane LOS	A 5.2	0.0	12.0		A STATES		
Approach Delay (s) Approach LOS	5.2	0.0	iz.c	an a shine taka a bada a safati			
Intersection Summary							
Average Delay		943939	5.		101111	of Comico	Α
Intersection Capacity Utiliza	ation	nga secelar	25.9%		ICU Level	of Service	P
Analysis Period (min)			1:	9 (1997)	NG PARISAN)		n an

∖ √ ₹ ۶ 4

Novement	EBL	EBT	WBT	WBR	SBL	SBR	
ane Configurations		4	د م		M	74	
Fraffic Volume (veh/h)	28	41	59	71	92 92	74 74	an a
Future Volume (Veh/h)	28	41	59	71		/4	
Sign Control		Free	Free		Stop 0%		a filia de la constante de la La constante de la constante de
Grade		0%	0%	0.81	0.89	0.71	
Peak Hour Factor	0.88	0.68	0,87 68	0.01 88	103	104	1994 - Maria Mandre, and an ann ann ann ann ann ann ann ann
Hourly flow rate (vph)	32	60	OO	00			
Pedestrians		988-1973) S		Y SALANYA	gagaste de		
_ane Width (ft)			9462-747	so sa si	2002-003		
Walking Speed (ft/s)					양의 것 등 27억 (1949). 	an in the second se	
Percent Blockage			945.374B				
Right turn flare (veh)		None	None		19 (998) 19 (90 AN F	addingers and endine and an and an a	
Median type	NA 6. NA 191						
Median storage veh)	CAN COLONAR	and the constant	Sata an Inde	geleter Materia	. 영상, 가방도 107 er 1993 er 2003		
Upstream signal (ft)	an a			er an te			
pX, platoon unblocked	156	ana ana			236	112	
vC, conflicting volume vC1, stage 1 conf vol							
vC1, stage 1 conf vol		8 (1974) - Maria (1977) 8	angelen dan s	2023 - C. C. M. S. M.		an a	
vCu, unblocked vol	156				236	112	
tC, single (s)	4.1	349 - 1040 Web 1974	a da se reserve		6.4	6.2	
tC, 2 stage (s)				g de la seconda			
tF (s)	2.2				3.5	3.3	
p0 queue free %	98				86	89	
cM capacity (veh/h)	1424				735	941	
Direction, Lane #	EB 1	WB1	SB 1				
Volume Total	92	156	207		_	a and a substant and and the set of the set o	
Volume Left	32	0	103				
Volume Right	0	88	104		ana ana amin'ny dis	s as a second a second seco	
cSH	1424	1700	826				
Volume to Capacity	0.02	0.09	0.25	en al an	e a sincera a 20.	19月1日1月1日日本の市場支援時間	
Queue Length 95th (ft)	2	0	(영향) 나는 말을 한 것 같아요. 가 나 가 나 있다.				n in de la seconda de la s Nota
Control Delay (s)	2.8	0.0			e mangalangkasi		
Lane LOS	A		B				
Approach Delay (s)	2.8	0.0		わいねん しょぞうびりょう			
Approach LOS			E	U SS See			
Intersection Summary							
Average Delay			5.5			of Service	A
Intersection Capacity Util	ization		30.8% 1				

Brickyard @ McKinney Existing AM

tC, 2 stage (s) tF (s) 4 p0 queue free % 6 cM capacity (veh/h) 6 Direction, Lane # EF Volume Total 1 Volume Left	2	127 127 0.88 144 0 0 6.2 3.3	4 4 0.50 8 320 320 7.1	€ 6 6 Stop 0% 0.75 8 7 170 6.5	74 74 Free 0% 0.88 84 None 0 4.1	4 0.90 4
Future Volume (Veh/h)6Sign ControlStopSign ControlStopGrade0%Peak Hour Factor0.50Hourly flow rate (vph)12PedestriansLane Width (ft)Walking Speed (ft/s)Percent BlockageRight turn flare (veh)Median typeMedian storage veh)Upstream signal (ft)pX, platoon unblockedvC, conflicting volumevC1, stage 1 conf volvC2, stage 2 conf volvCu, unblocked vol17tC, single (s)6tC, 2 stage (s)4p0 queue free %4cM capacity (veh/h)6Direction, Lane #EEVolume Total1Volume Left1	2 2 2 5 .0	127 0.88 144 0 0	4 0.50 8 320 320 7.1	6 Stop 0% 0.75 8 170	74 Free 0% 0.88 84 None	4 0.90
Sign Control Stop Grade 0% Peak Hour Factor 0.50 Hourly flow rate (vph) 12 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 9 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 2 2 5 .0	0.88 144 0 6.2	0.50 8 320 320 7.1	Stop 0% 0.75 8 170	Free 0% 0.88 84 None 0	0.90
Grade0%Peak Hour Factor0.50Hourly flow rate (vph)12Pedestrians12Lane Width (ft)Walking Speed (ft/s)Percent BlockageRight turn flare (veh)Median typeMedian typeMedian storage veh)Upstream signal (ft)pX, platoon unblockedvC, conflicting volumevC1, stage 1 conf volvC2, stage 2 conf volvC1, single (s)6tC, single (s)17tC, single (s)4p0 queue free %2cM capacity (veh/h)6Direction, Lane #EEVolume Total1Volume Left1	2 2 2 2 5 .0	144 0 6.2	8 320 320 7.1	0% 0.75 8 170 170	0% 0.88 84 None 0	(b) A set of the se
Peak Hour Factor 0.50 Hourly flow rate (vph) 12 Pedestrians 12 Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol vC2, stage 2 conf vol vC4, unblocked vol 17 tC, single (s) 6 6 tC, 2 stage (s) 4 90 vC1 queue free % 4 9 vC2 stage (s) 17 17 tC, single (s) 6 6 tC, 2 stage (s) 4 9 tE (s) 4 4 p0 queue free % 4 6 Direction, Lane # EE EE Volume Total 1 1 Volume Left 1 1	2 2 2 5 .0	144 0 6.2	8 320 320 7.1	0.75 8 170 170	0.88 84 None 0	(b) A set of the se
Hourly flow rate (vph)12PedestriansLane Width (ft)Walking Speed (ft/s)Percent BlockageRight turn flare (veh)Median typeMedian storage veh)Upstream signal (ft)pX, platoon unblockedvC, conflicting volumevC1, stage 1 conf volvC2, stage 2 conf volvCu, unblocked voltC, single (s)tF (s)p0 queue free %cM capacity (veh/h)birection, Lane #Volume Left	2 2 5 .0	144 0 6.2	8 320 320 7.1	8 170 170	84 None 0	(b) A set of the se
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) tF (s) 4 p0 queue free % cM capacity (veh/h) 6 <u>Direction, Lane # EE</u> Volume Total 1	2 2 5 .0	0 6.2	320 320 7.1	170 170	None 0	
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 9 cM capacity (veh/h) 6 Direction, Lane # EE Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 17 tF (s) 4 p0 queue free % 6 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, single (s) tC, single (s) tF (s) p0 queue free % cM capacity (veh/h) Direction, Lane # Volume Total Volume Left	2 .5 .0	0 6.2	320 7.1	170	0	
Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 9 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 6 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 9 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 17 vC1, stage 1 conf vol 17 vC2, stage 2 conf vol 17 tC, single (s) 6 tC, 2 stage (s) 17 tF (s) 4 p0 queue free % 17 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
pX, platoon unblocked 17 vC, conflicting volume 17 vC1, stage 1 conf vol 17 vC2, stage 2 conf vol 17 vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 17 tF (s) 4 p0 queue free % 6 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
vC, conflicting volume 17 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol 17 vC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 9 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	2 .5 .0	0 6.2	320 7.1	170	0	
vC2, stage 2 conf vol 17 vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 9 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	.5 .0	6.2	7.1			
vCu, unblocked vol 17 tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 4 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1	.5 .0	6.2	7.1			
tC, single (s) 6 tC, 2 stage (s) 4 p0 queue free % 4 cM capacity (veh/h) 6 Direction, Lane # EF Volume Total 1 Volume Left 1	.5 .0	6.2	7.1			
tC, 2 stage (s) tF (s) 4 p0 queue free % cM capacity (veh/h) 6 Direction, Lane # EF Volume Total 1 Volume Left	.0			0.0	a an	
tF (s) 4 p0 queue free % 4 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1		3.3	. 전화상품 전 전 시 역		. こことを、こうからに話さくない	옷은 사람과 방법을 가지 않는 것 같은 것은 것을 만들었다. 것은 것은 것이 아니는 것은 것을 위해 가지 않는 것을 위해 가지 않는 것이 같이 가지 않는 것이 같이 가지 않는 것이 같이 있다. 것은 것
p0 queue free % 5 cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1			3.5	4.0	2.2	
cM capacity (veh/h) 6 Direction, Lane # EE Volume Total 1 Volume Left 1		87	98	99	95	
Direction, Lane # EE Volume Total 1 Volume Left	34	1085	520	686	1623	
Volume Total 1 Volume Left		WB 1	NB1			
Volume Left	56	16	88			
· · · · · · · · · · · · · · · · · · ·	0	8	84			
Volume Right 1	44	0	4		a a a sto com	
cSH 10	38	592	1623		936 AS	
Volume to Capacity 0	15	0.03	0.05			
Queue Length 95th (ft)	13	2	4	na trad	ans haith	
Control Delay (s)	9.1	11.3	7.0	a gantin		
Lane LOS	A	B	A 7.0	KANKI	동물은 상황하는 ·	an a
	9.1	11.3 P	7.0	6.53335	49. THE	
Approach LOS	Α	В	0.000	n (Marika na manganananananananananananananananananan		
Intersection Summary			0.5			
Average Delay Intersection Capacity Utilization			8.5 19.2%		ICU Level	of Service A

Brickyard @ McKinney Existing PM

		¥	•		•	
Movement	EBT	EBR	WBL	WBT	NBL	NBR
ane Configurations	Þ	and the second	an an thair	ب ا م	M	^
Fraffic Volume (veh/h)	11	128	6	12	129	6
Future Volume (Veh/h)	11	128	6 	12	129	6
Sign Control	Stop			Stop	Free	
Grade	0%		- A -	0%	0% 0.81	0.38
Peak Hour Factor	0.69	0.89	0.75	0.75	159	16
Hourly flow rate (vph)	16	144	8	16	109	10
Pedestrians			연구가락이		4914321-St	
_ane Width (ft)	andrede i Landel Martin			1 250138		
Walking Speed (ft/s)			25008-1925 2			
Percent Blockage						
Right turn flare (veh)					None	
Median type	2001년 2012년 2013년 201	Na kozistaj		33866834		
Median storage veh)		n na sea an			사람이 2019년 1999년 1999년 1999년 1999년 1999년 1999년 1999년 1999년 1999년 199	
Upstream signal (ft)		REPORTED A				
pX, platoon unblocked	334	0	478	326	0	
vC, conflicting volume	JJ4					
vC1, stage 1 conf vol	안 옷 글 가 주었어.		ander for oor	alan da karasa		
vC2, stage 2 conf vol vCu, unblocked vol	334	0	478	326	0	
	6.5	6.2	7.1	6.5	4.1	
tC, single (s) tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	97	87	98	97	90	
cM capacity (veh/h)	529	1085	390	534	1623	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	160	24	175	a ann a chuis ag	u suester i de servicio	
Volume Left	0	8	159			
Volume Right	144	0	16	n saaraa mila ta fak		
cSH	982	476	1623			
Volume to Capacity	0.16	0.05	0.10		un anna an	
Queue Length 95th (ft)	15	4	8			
Control Delay (s)	9.4	13.0	6.8	rova, keist		
Lane LOS	A	В	A			
Approach Delay (s) Approach LOS	9.4 A	13.0 В	6.8			
Intersection Summary						
Average Delay Intersection Capacity Utili:	zation		8.4 22.7%		ICU Leve	el of Service A

Pisgah View (North) @ McKinney Existing AM

Vovement	EBT	EBR	WBL	WBT	NBL	NBR	
ane Configurations	4	and the Street		ৰ	Y	are are set a	
Fraffic Volume (veh/h)	2	7	4	5	2	4	
Future Volume (Veh/h)	2	7	4	5	2	4	
Sign Control	Free			Free	Stop		
Grade	0%	0.00	0.00	0% 0.42	0% 0.25	0.90	
Peak Hour Factor	0.50	0.88 8	0.90 4	0.42 12	0.25	0.30 4	
Hourly flow rate (vph)	4	0	4 4	12			
Pedestrians ∟ane Width (ft)			87754 STAN		CANAL AND	engeles et gjernere er og	
Walking Speed (ft/s)							
Percent Blockage	NEW CONTRACT			an an the state	al na serie a never	la sun reclaire a constan a	
Right turn flare (veh)							
Median type	None	College and an	est is supremented as	None		and the last of the state of the state	
Median storage veh)							
Upstream signal (ft)					and shake the		
pX, platoon unblocked							
vC, conflicting volume	an a	lexection description	12		28	8	
vC1, stage 1 conf vol						1022-051-20	
vC2, stage 2 conf vol	ar astronomica	Letter and a	12	n an the state of the	28	8	
vCu, unblocked vol		1993,3983	12 4.1	NACONES:	6.4	6.2	n an
tC, single (s)			न.। इन्हेल्डि		ч. т		
tC, 2 stage (s)		A BARANA ANA	2.2	er soondal	3.5	3.3	
tF (s) p0 queue free %			100		99	100	
cM capacity (veh/h)	y ny sina tanàna kaominina dia kaominina dia kaominina dia kaominina dia kaominina dia kaominina dia kaominina I General dia kaominina dia	eroste o constante da sere	1607	a di 197 di di di	984	1074	
	EB 1	WB1	NB 1				
Direction, Lane #	12	16	12				
Volume Left		4	8		특별한 고양가 있다. 이번의 일종 관리를		
Volume Right	8	0	4			and a state of the state of the state of the	
cSH	1700	1607	1013				
Volume to Capacity	0.01	0.00	0.01	. A. A. Mart P. M.	stranda adrifti d	a zast tra Kirikal	
Queue Length 95th (ft)	0	0	1				
Control Delay (s)	0.0	1.8	8.6	nadarædski.	nera setta	weblike se	
Lane LOS		A	A				
Approach Delay (s)	0.0	1.8	8.6	1.569452	SAME AN		
Approach LOS			A	222222			
Intersection Summary							
Average Delay			3.3				۵
Intersection Capacity Utiliz	zation		13.8%		ICU Level	of Service	A

Pisgah View (North) @ McKinney Existing PM

J. M. Teague Engineering & Planning

09/27/2017

lovement	EBT	EBR	WBL	WBT	NBL	NBR	<u>6</u>
ane Configurations	<u>بر</u> در			র্ম	Y		2322477
raffic Volume (veh/h)	5	5	4	5	11	4	
uture Volume (Veh/h)	5	5	4	5	11	4	taase t
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		5. ICE-
Peak Hour Factor	0.62	0.42	0.90	0.62	0.69	0.90	
lourly flow rate (vph)	8	12	4	8	16	4	Kana
Pedestrians					CHOME		1288
ane Width (ft)	u ne men us trabilitation.	oo ahaa teenaada too d	alestre settembre	er al ter comme	a cheft a thaile		
Valking Speed (ft/s)							1993) 1993)
Percent Blockage	ene va stantos al va 40% a 50%	ang mang sa	na an a' Chaile	5 A.M. 1479-14	- CARARUL XAR		2923
Right turn flare (veh)				SALAKA			(19.564) (19.564)
Median type	None		a. Ali shekara	None	anter de		
Median storage veh)				(1999)	SECTOR S		
Jpstream signal (ft)	ant and a state	ar Headin Gr			127-131 (BA)		
X, platoon unblocked			20		30	14	G 1995 (
C, conflicting volume	ossa aireit		20	Ne statie		17	
vC1, stage 1 conf vol			(A)/28//35	1999년 1월 1998년 1999년 1월 1999년 1월 1999년 1월 1999년 1월 19	AN AN AN AN		1924) A. LA
vC2, stage 2 conf vol	CONSTRUCTION (C		20		30	14	
vCu, unblocked vol		1927/2002	4.1		6.4	6.2	ANN
tC, single (s)	1997 - 1997 -		646.246				
tC, 2 stage (s)	YANG KALIN	1229(1229) 1229(1229)	2.2	genete der Massaure	3.5	3.3	
tF (s) p0 queue free %			100		98	100	
cM capacity (veh/h)		en de la company	1596	Stor survivor ser s	982	1066	
	EB1.	WB 1	NB 1				
Direction, Lane # √olume Total	 20	12	20				
Volume Left	-0		16				
Volume Right	12	0	4				se di
cSH	1700	1596	998				
Volume to Capacity	0.01	0.00	0.02				17.7N
Queue Length 95th (ft)	0	0	2				
Control Delay (s)	0.0	2.4	8.7		ung ngén disast "sing t		8459
Lane LOS		Α	A	888 ⁽²)	202010		1972) (
Approach Delay (s)	0.0	2.4	8.7	and a state of the			3.490 S.490
Approach LOS			Α				alishi Asisti
Intersection Summary							
Average Delay			3.9			· · · · · · · · · · · · · · · · · · ·	1947
Intersection Capacity Utiliz	zation		13.8%		ICU Level	of Service A	

Pisgah View (South) @ McKinney Existing AM

ovement ine Configurations		EBT V	NBT WBF	Construction of the second	SBR	
(C) (Lines (uch/h)	and a second strategy in some	4	\$	Y	6	
affic Volume (veh/h)	1	10	양성 이 영화 영화 영화 영화 영화 영화 영화	4 1 4 1	6	
uture Volume (Veh/h)	1	10	and a second distant line in	+ · Stop		
gn Control		Free 0%	Free 0%	0%	el e Californi e a calegaria de la compañía de la c	n belan melanti ini ana sita melan ini ana ang pengenan ang pengenan sa
rade 🚽	0.25	0.62	0,60 0.9	and a second second second second second	0.75	
eak Hour Factor	0.23 4	16	전망했다. 그는 것은 것은 것을 가지 않는 것이다.	4 4	8	
ourly flow rate (vph)						
edestrians ane Width (ft)	ANNA ANA ANA ANG ANG ANG ANG ANG ANG ANG	adam antar da sera	a produka na katala		ana ang ang ang ang ang ang ang ang ang	
Valking Speed (ft/s)						
ercent Blockage	an dia sana mana any a		ana manana Santar	s. Arran Malifali		
Right turn flare (veh)						
<i>l</i> ledian type	a waa ka sa ka sa	None	None			
Aedian storage veh)					i de la service de la constante de la constant La constante de la constante de	
Jpstream signal (ft)	2449 - 1 99 - 199 - 199	9123 B.S.S.	and and and			
X, platoon unblocked	24		SALANGARANA.	46	22	
VC, conflicting volume	24 2019	892393				
vC1, stage 1 conf vol vC2, stage 2 conf vol		an a	del 20 - cupit fagler i de deservoir	and the second	an an thai she ta	
vCu, unblocked vol	24			46	22	
tC, single (s)	4.1		aan aana aharan di birta ⁿ ti	6.4	6.2	
tC, 2 stage (s)				3.5	3.3	
tF (s)	2.2	anaristani		3.3 100	99	
p0 queue free %	100		1198년 - 1199년 - 1199년 - 1199년 - 1199년 - 1199년 - 1199년 - 1199년 1199년 - 1199년 - 1199년 1199년 - 1199년	962	1055	
cM capacity (veh/h)	1591		- and the second se			
Direction, Lane #	EB 1	WB 1	SB1			
Volume Total	20	24	12 4	an an Andrews		
Volume Left	4	0 4	4 8	1947 : 정도 1944 - 1944 	in an	
Volume Right	0 1591	1700	1022			
cSH	0.00	0.01	0.01	Caralier Montheore - control	and an an an and the second	
Volume to Capacity	0.00	0.01	1			
Queue Length 95th (ft) Control Delay (s)	1.5	0.0	8.6		and the second second	
Lane LOS	Α		А			
Approach Delay (s)	1.5	0.0	8.6	34. 2004 A.A. ÓK		
Approach LOS		SAC SA	A			
Intersection Summary						
Average Delay Intersection Capacity Utili:			2.4 13.3%		of Service	Α

Pisgah View (South) @ McKinney Existing PM

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Novement	EBL	And the second	A STREET STREET STREET	WBR	SBL V	SBR				
ane Configurations	40	କ 11	ি 11	1	1 1	5				
raffic Volume (veh/h)	10 10	11 11	11 11	1	2002-555 1	5	for a faith margine a suite an an	ages an error er e	en en anne arrent arretter	www.www.com/com/com/com/com/com/com/com/com/com/
uture Volume (Veh/h)		Free	Free		Stop	arreaction Constant				
Sign Control		0%	0%	ANNER COURSE	0%			. waariin aa waarii		an waxa ka
Grade Peak Hour Factor	0.62	0.55	0.55	0.25	0.25	0.42				80.000
Hourly flow rate (vph)	16	20	20	4	4	12	Hereitersteller Maard	ren stor i 7 65 s	7919-3-3 7 848-38	a constantente
Pedestrians										
_ane Width (ft)		iger them in the								
Walking Speed (ft/s)						246253				
Percent Blockage			remana ang sarah	anan Mala-B	an a				e de la composition d	
Right turn flare (veh)						19937898			ga gina ana ana a	and the standard strands of the
Median type	eger page i fredskaffedd	None	None	KIN (BARK)						
Median storage veh)					강성가 관계를	usettenet BCS-	gen and shink the s	na ang ang ang ang ang ang ang ang ang a	and a second	an a
Upstream signal (ft)	an search an state				5. († 1804) Statistick					
pX, platoon unblocked	24			Med Constant L	74	22	allan († 1977) se general versen en se			esenteren tria (1993)
vC, conflicting volume	24									
vC1, stage 1 conf vol	신방영상 관계에		See an ann an	ng kan setara serena		20. 12 million (1993) Ant		a waa kaa waxayaa Wiliyaa Ti	and a sub-the field	enter and a state
vC2, stage 2 conf vol	24		N 2 1		74	22				
vCu, unblocked vol	4.1	Fill French and State		na ang ar ang ara	6.4	6.2	ana ana amin'ny desima dia	enere en seu de Aud	sana kalika	
tC, single (s) tC, 2 stage (s)										
tF (s)	2.2	218 5 860 A 65 7 10 8		en e	3.5	3.3		19. A. S.		
p0 queue free %	99				100	99 1055				till føder ørannet som er er er
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McKinney @ US 64 Existing AM

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Performance / Queue Report

Page 1

McKinney @ US 64 Existing AM

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witch Phase		.		12.0	12.0	1998-199	7.0	7.0	7.0	7.0	
linimum Initial (s)	12.0	12.0		21.6	21.6	na sen a sen a Sen a sen	20.8	20.8	21.0	21.0	
linimum Split (s)	22.1	22.1	1914 - 1914	42.2	42.2		42.8	42.8	42.8	42.8	1
otal Split (s)	42,2	42.2	1999-1997 1999-1997		49.6%		50.4%	50.4%	50.4%	50.4%	1
otal Split (%)	100 C 10	49.6%	14:000 (323	49.0 <i>%</i> 36.6	36.6	2012783	38.0	38.0	37.8	37.8	1
laximum Green (s)	36.1	36.1		4.6	4.6	ing a chinaic An an	3.8	3,8	3.9	3.9)
ellow Time (s)	4.5	4.5		4.0	4.0 1.0	909-0400	1.0	1.0	1.1	1.1	
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ead-Lag Optimize?				0.0	2.0		1.0	1.0	1.0	1.()
/ehicle Extension (s)	2.0	2.0	en artai	2.0		640.40X	None	None	None		
Recall Mode	Min	Min		Min	Min 18.2		INUIIG	7.8		7.0	
Act Effct Green (s)	17.8	17.8	yene (a taa)	18.2				0.24		0.2	3
Actuated g/C Ratio	0.54	0.54		0.55	0.55	(1992년 1994) 1997년 - 1997년 - 1997년 1997년 - 1997년 - 1997년 1997년 - 1997년 - 1997년 1997년 - 1997년 -	1863-1963-18 1	0.40	and File and an instances	0.1	
v/c Ratio	0.01	0.47	e revoltador	0.04	0.33	en e	4442-864 B	10.0		9.	
Control Delay	6.0	8.7		5.8	7.2		29/12/2005	0.0	Deleter deservations and a	0.	
Queue Delay	0.0	0.0	an en sectoria de la	0.0	0.0	- SAMATA SA		10.0		9.	
Total Delay	6.0	8.7		5.8	7.2		en en ser en	10.0 A	한 같은 것은 것은 것을 가지 않는다. 	안 많아야 한다. 왜 왜 나는	A
LOS	Α	А	an an an air an air an air an	A States and the second	A	an a		10.0			.2
Approach Delay		8.7			7.1		816 A. 192	0.01 A		7 P.F. 25, 24, 24, 20, 24	Α
Approach LOS		А	an a	an an an an air an air a' shair a' shair an an an an an an an an an air an air an air a' shair a' shair a' shai	A		10.4	(1 + 1) = (1 + 1) + (1 + 1) = (1 + 1) + (1 +	10.	2 10	.2
90th %ile Green (s)	18.1	18.1		18.6	18.6		Gap	Line years and reactions	Hol	Sector contractor con con	A reaction of a state of the second second
90th %ile Term Code	Gap	Gap	ar a sateta a ass	Hold	Hold	1.48×4478.	Gap 7.2				' .0
70th %ile Green (s)	12.9	12.9		13.4	13.4		Gap	60 X 40 X 40 X 10 X 10 X 10 X 10 X 10 X 1	NEW SAMPLES AND	n Bobrer turber in i	AND THE PART OF A DATE
70th %ile Term Code	Gap	Gap	oles esteril d'A	Hold	Hold	ene idilatiy	Gap 7.2	1 1. 2 mar 2 m 1.		e a construction de la calificación de	' .0
50th %ile Green (s)	12.0	12.0		12.5	12.5		Hold	Concernation in the second	STREED STREET STREET, S	te deble vette servere	old
50th %ile Term Code	Min	Min		Hold	Hold	en de la seconda d	7.2		a a comment and the second		7.0
30th %ile Green (s)	13.2	13.2		_13.7	13.7	SA SAL	r.4 Holo	ens encontra conserva-		16.24 cher de la come	old
30th %ile Term Code	Dwell	Dwell		Dwell		ration : A	חטו <i>ר</i> 0.(a construction at a star the bu-			0.0
10th %ile Green (s)	27.0	27.0		27.5	the second second second		[1997년 1997] 11월 - 11월 24일 [1997년 - 11월 1997] 11월 11월 11월 11월 11월 11월 11월 11월 11월 11	statul da sur anna malam	동안동안동 동안 100 km 200 km 200	No. of States Internet	kip
10th %ile Term Code	Dwell	Dwell	a statute for GALLA	Dwell		n an	Skip	յ _{Յու} լ 1(Antonia netaitenisti		3
Queue Length 50th (ft)	0	51		2	33			18	Monthly and a second second second second	anga sa	9
Queue Length 95th (ft)	1	123		8			aan da waa	673	(a) A start of the second start of the seco	1	401
Internal Link Dist (ft)		711			1372	CHEREN I		013	r gegenne state og som		of College serverses
Turn Bay Length (ft)	75		na categoria na sec	75		n water wa		1429	a	14	436
Base Capacity (vph)	1019	1802		913				Start Barrier and	0 0	<u>8</u> 5888948973	0
Starvation Cap Reductn	0) 2 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -		and the Action	4		ŏ		0
Spillback Cap Reductn	0	0		6		en des av des estantes		동생 바람이 가슴다 나는 것	0	S. C. H. S.	0
Storage Cap Reductn	0			(0.1	the second second second state with back	6).03
Reduced v/c Ratio	0.00) 0.26		0.02	2 0.19	,	25326724	U, 1		sesses di	
Intersection Summary											
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Area Type: Cycle Length: 85	and the second second	elennen oppi	أنعموه المتعطي والايعان ومعصور	···· · ·····				(1947), Al Marillar,	na kang kang metah kang bertakan Kang kang metah kang bertakan	140060199	Manad

Performance / Queue Report

Page 2

J. M. Teague Engineering & Planning 09/27/2017

McKinney @ US 64 Existing AM

Existing Aivi	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47 Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 40.9%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 39.4 70th %ile Actuated Cycle: 31	
50th %ile Actuated Cycle: 30.1 30th %ile Actuated Cycle: 31.3	
10th %ile Actuated Cycle: 33.1	(Alfahod Alfahod) - management -

Splits and Phases: 11: Old US 64/McKinney & US 64

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06 42.2 F	40.88

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McKinney @ US 64 Existing PM

Existing PM	_#	>	<u></u>	*	∢ — `	Ľ	1	*	/	6	*	~
•	EBL	EBT	EBR	WBL	WBT \	NBR	NEL	NET	NER	SWL		SWR
ane Group	<u></u>	<u>، المار</u>		۴	î.			\$		an san an taona an taona	÷	erasti 2
Lane Configurations	9	441	63	37	483	10	42	1	26	15	5	5
Traffic Volume (vph)	9	441	63	37	483	10	42	1	26	15	5	5
Future Volume (vph)	1900		1900			1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	75		0	75	1997 paperson registrations	0	0		0	0	a la tradição de tradição de termo de t	0
Storage Length (ft)	1		0	1		0	0		0	0		0
Storage Lanes	75	ng population de la constance and	ang de Provins.	75	And London Stores		25		an e a antirestati a	25	an a	
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor		0.976	843-8 (74758-14) 1	t attenden som en	0.996			0.941		an an airth airt	0.970	en an
Frt	0.950	0.010		0.950				0.975			0.973	
Fit Protected	1770	1818	0	1770	1855	0	0	1709	0	0	1758	0
Satd. Flow (prot)	0,410	1010		0.427				0.818			0.773	
Flt Permitted	0,410 764	1818	0	795	1855	0	0	1434	0	0	1397	0
Satd. Flow (perm)	/04	1010	Yes			Yes			Yes			Yes
Right Turn on Red		14	, va		2	en gyddell (gemenne	Gelderand de traisie anna an	44			8	e ana shaka (1994
Satd. Flow (RTOR)	en an the state of t	45	363 C 1 S 1		45			35			35	
Link Speed (mph)		45 791	1841943947 1	(1.988) (level) i	1452	S. C. LONDON CONT.	1997 (A. 1997 (A. 1998).	753			481	1000000000
Link Distance (ft)	ang pang talapata		543 (M) ()		22.0			14.7			9.4	
Travel Time (s)	• - -	12.0	0.72	0.71	0.88	0.62	0.81	0.25	0.59	0.75	0.62	0.62
Peak Hour Factor	0.75	0.95		52	549	16	52	4	44	20	8	- 1
Adj. Flow (vph)	12	464	88	92	040	1. 447 . 4 93. 1	ga da Tar aki	e Han Fride Cherner	la na stranda an an stranda an			
Shared Lane Traffic (%)	an an tao an ing tao 1940	0.0502-2220.50		52	565	0	0	100	0	0	36	
Lane Group Flow (vph)	12	552	0		No	No	No	No	No	No	No	N
Enter Blocked Intersection	No	No	No	No	Left	Right	Left	Left	Right	Left	Left	Righ
Lane Alignment	Left	Left	Right	Left	12	mgur	E GIL	0	.	a da a nganganan sa sar	0	
Median Width(ft)	an an an ann an tha	12		动植成的的。	0	910 (149 3)		Ō			0	
Link Offset(ft)		0			0 16		ersided States	16		Shin transman	16	
Crosswalk Width(ft)		16		un al	Yes	Badada A		NATA I	94483			
Two way Left Turn Lane		Yes		4 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	15		9	15		Barro Maria
Turning Speed (mph)	15		9	15	2	.	224025 19 42 1	#10.000	en finner an	1	1	
Number of Detectors	0	2		0	_ 2000-00-00		Left			Left		
Detector Template		99 S. A			2000	C MARKE	20	60	NARANA AN	20	60	
Leading Detector (ft)	0	306	×-entresection	0	306	334463	20	Ő		0	0	
Trailing Detector (ft)	0	90		Ő	90		0	0	a an	0	0	
Detector 1 Position(ft)	0	90		0	90		20	60 60		20	60	
Detector 1 Size(ft)	20	6		20	6		Cl+Ex	CI+Ex	2017-0288-070 2017-0288-070	CI+Ex	CI+Ex	
Detector 1 Type	CI+Ex	Cl+Ex	route is structured a	Cl+Ex	Cl+Ex	- 6.0403A						
Detector 1 Channel					• •	的人们是	0.0	0.0	- 영양 다양 승규가 가라고 다	0.0	0.0	
Detector 1 Extend (s)	0.0		o nautor in intelle de	0.0	0.0	u sa na sa sa	0.0	0.0	808483	0.0		
Detector 1 Queue (s)	0.0			0.0	0.0		0.0 0.0	an a		0.0	ARE THE REPORT OF A DECK	
Detector 1 Delay (s)	0.0		matura maturati	0.0	0.0	n an tha	U.U	10.0				
Detector 2 Position(ft)		300		알았습니	300		1997 - 1997 -	的复数动物的分词		994),930-1194942 		and a second second
Detector 2 Size(ft)	a ta Citik a sa sa sa sa sa sa sa sa	6			6		en se para de la	100 M (189			63646	
Detector 2 Type		CI+Ex			CI+Ex				84.1.2.2.2.2		NAMONAN SA	999934949444
Detector 2 Channel	Villinger vangeren i	NA MARK AND THE F			sanaarta Aureza	ang sa tao sa tao		ia na izi	A.1977	6542883		
Detector 2 Extend (s)	9.8888B	1.8			1.8			NI A	(영화)이라, 영화	Pern	n NA	99990 <u>99</u> 99
Turn Type	Perm	Structure survey		Perm			Perm			רסווו	1 IV 2	
Protected Phases		. 2			6		KE K	、 、	NG KANA		4	
Permitted Phases	S MARIO (MARA PA	<u>2</u>		6			{	3			T	

Performance / Queue Report

Page 1

McKinney @ US 64 Existing PM

ane Group	EBL	ade not could be be the star and the	BR WBL	WBT WE			<u>ER SWL</u> 4	SWT SWF
etector Phase	2	2	6	6	8	8	4	
witch Phase	nan metrik sinanatan sila	anana da meneral da la da		400	7.0	7.0	7.0	7.0
inimum Initial (s)	12.0	12.0	12.0	12.0	7.0 20.8	20.8	21.0	21.0
inimum Split (s)	22.1	22.1	21.6	21.6	20.8 42.8	42.8	42.8	42.8
otal Split (s)	42.2	42.2	42.2	42.2	42.0 50.4%	42.0 50.4%		50.4%
otal Split (%)		49.6%		49.6%	38.0	38.0	37.8	37.8
aximum Green (s)	36.1	36.1	36.6	36.6	38.0 3.8	3.8	3.9	3.9
ellow Time (s)	4.5	4.5	4.6	4.6	3.0 1.0	1.0	1.1	1.1
II-Red Time (s)	1.6	1.6	1.0	1.0	1.0	0.0		0.0
ost Time Adjust (s)	0.0	0.0	0.0	0.0		4.8	0.000	5.0
otal Lost Time (s)	6.1	6,1	5.6	5.6		4.0		
ead/Lag	www.envire.com/com/com/com/com/com/com/com/com/com/	an ya ang ang ang ang ang ang ang ang ang an	an san san san san san san san san san s	e ogen i ster de j	a da an	1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 - 1940 -		
ead-Lag Optimize?				•	1.0	1.0	1.0	1.0
ehicle Extension (s)	2.0	2.0	2.0	2.0	None	None	None	None
Recall Mode	Min	Min	Min	Min	INOLIG	7.5	••••••	7.4
Act Effct Green (s)	21.6	21.6	22.0	22.0		0.21		0.20
Actuated g/C Ratio	0.60	0.60	0.61	0.61 0.50	1942-1947 - 1948 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -	0.30	al de la companya de La companya de la comp	0.12
//c Ratio	0.03	0.51	0.11			10.8		11.5
Control Delay	5.1	8.3	5.6	8.0 0.0		0.0	elle se sur sur se ener	0.0
Queue Delay	0.0	0.0	0.0 F.C			10.8		11.5
Fotal Delay	5.1	8.3	5.6	8.0 A		10.9 B	ge in die die New York	В
LOS	Α	Α	A	7.8	0100380368038	10.8		11.5
Approach Delay		8.2				B	felter Souleersenangen sou	В
Approach LOS	an ar teachair <u>a</u> iste	A		A 21.7	8.6	8.6	8.4	8.4
90th %ile Green (s)	21.2	21.2	21.7	Hold	Gap	Gap	Hold	Hold
90th %ile Term Code	Gap	Gap	Hold 16.4	16.4	7.2	7,2	7.0	7.0
70th %ile Green (s)	15.9	15.9	Hold	Hold	Hold	Hold	Hold	Hold
70th %ile Term Code	Gap	Gap	Hoid 13.6	13.6	7.2	7,2	7.0	7.0
50th %ile Green (s)	13.1	_13.1	Dwell	Dwell	Hold	Hold	Hold	Hold
50th %ile Term Code	Dwell	Dwell	24.7	24.7	7.2	a an an an an an an the beat that the second	7.0	7.0
30th %ile Green (s)	24.2	_24.2	24.1 Dwell	Dwell	Hold	el 1974 en la constante de la c	Hold	Hold
30th %ile Term Code	Dwell	Dwell	27.5	27.5	0.0	 Access of a second state for the second 	0.0	0.0
10th %ile Green (s)	27.0	27.0	Dwell	Dwell	Skip	Collection address music sector of	Skip	Skip
10th %ile Term Code	Dwell	Dwell	Dweii 5	65	UP	7		4
Queue Length 50th (ff)	1	64		133	a na ana ang ang ang ang ang ang ang ang	даналия желаларынанан 4		14
Queue Length 95th (ft)	5	138	۲۲	1372		673		401
Internal Link Dist (ft)	75	711	75	101-		i filiti e ferindit e fetile eksenere		
Turn Bay Length (ft)	75	4704	757	1768		1387		1348
Base Capacity (vph)	724		0	0	an in the second se Second second	0		0
Starvation Cap Reductn	0	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ŭ	Õ		0		0
Spillback Cap Reductn	0	000 M 1969 G M M M M M M M M M M M M M M M M M M	0	0	ana sana na sana ang	0		0
Storage Cap Reductn	0	and a star of the second starting and the	0.07	•		0.07		0.03
Reduced v/c Ratio	0.02	0.32	0.01	U.UE				
Intersection Summary							<u></u>	
Area Type:	Other				영제 구요 공격			STAR AREA

Performance / Queue Report

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J. M. Teague Engineering & Planning 09/27/2017

McKinney @ US 64 Existing PM

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	Intersection LOS: A
Intersection Signal Delay: 8.3 Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 40.7	
70th %ile Actuated Cycle: 34	
50th %ile Actuated Cycle: 31.2	
30th %ile Actuated Cycle: 42.3	
10th %ile Actuated Cycle: 33.1	

Splits and Phases: 11: Old US 64/McKinney & US 64	
<u>u</u> f	Ø4
	12-85 No. 10
←	108
Ø6 42.25	2.6+

$\mathcal{F} \rightarrow \leftarrow \mathcal{K} \checkmark \mathcal{I}$

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	٣	↑	î,		¥	
Traffic Volume (vph)	16	314	281	84	119	22
Future Volume (vph)	16	314	281	84	119	22
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70	en men di en la colta di	 a martexizitati zin 	0	0	0
Storage Lanes	1	1999. S.		0	1	0
Taper Length (ft)	100	n altor and a second	national and the second second	vas nes <u>ė se</u> tiero.	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		tertitaen datum it	0.963	1905 ANN ANN	0.979	
Fit Protected	0.950				0.960	
Satd. Flow (prot)	1770	1863	17 94	0	1751	0
Fit Permitted	0.359	H. 200	4704		0.960	
Satd. Flow (perm)	669	1863	1794	0	1751	0 Yes
Right Turn on Red			47	Yes	•	ela d'ana waka kata ang ang ang ang ang ang ang ang ang an
Satd. Flow (RTOR)	gangan peristangan ga	en en ser en	17 *F		9 35	
Link Speed (mph)		45	45		30 1670	
Link Distance (ft)	rth Maistra (Crea)	2149	791	an a	32.5	그는 그는 것이 같아요. 그는 것은
Travel Time (s)	0.57	32.6	12.0	0.75	0.69	
Peak Hour Factor	0.57	0.88	0.94 299	112	172	그는 그는 그는 그는 그는 그는 그는 것은
Adj. Flow (vph)	28	357	293	112	112	
Shared Lane Traffic (%)	00	357	411	0	204	0
Lane Group Flow (vph)	28 No	No	411 No	No	No	(2) Address of the state of
Enter Blocked Intersection	Left	Left	Left	Right	Left	그는 것 같은 것 같
Lane Alignment	Leit	12	12	1 NGUL	12	
Median Width(ft)		0	0	4.4.2.33	Ö	그 그는 그들은 그는 그는 그는 것 같은 것 같
Link Offset(ft)		-0 16	0 16	an a	16	
Crosswalk Width(ft) Two way Left Turn Lane	830-844	Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00) <u>1.00</u>
Turning Speed (mph)	15			9	15	5 9
Number of Detectors	1	()	1 . 1	an saga na saka a sa	1	na na provinsi de la companya de la 1
Detector Template	Left				Left	ŧ
Leading Detector (ft)	60	306	306		60	0
Trailing Detector (ft)	0	300	300		0	0
Detector 1 Position(ft)	0	300	300		0	
Detector 1 Size(ft)	60	6	6		60	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	X
Detector 1 Channel					1999-283	
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	다 그는 그는 그는 그는 것은 그는 것은 것은 것은 것을 알았다. 것은
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	4
Permitted Phases	2					
Detector Phase	5	2	6	inge die de	4 2015 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 -	4
Switch Phase				9903494		0
Minimum Initial (s)	7.0	12.0		ing ang ang ang ang ang ang ang ang ang a	7.0	
Minimum Split (s)	11.4	21.5			20.7 40.6	
Total Split (s)	31.4	69.4	38.0		40.0	.u

Performance / Queue Report

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Lane Group	EBL	EBT	WBT	WBR SBL	SBR
Total Split (%)	28.5%	63.1%	34.5%	36.9%	
Maximum Green (s)	27.0	63.9	32.5	35.9	
Yellow Time (s)	3.0	4.5	4.5	3.1	
All-Red Time (s)	1.4	1.0	1.0	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4,4	5.5	5.5	4.7	
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes	n de la composición	Yes	4.6	
Vehicle Extension (s)	1.0	6.0	6.0	1.0 0.2	
Minimum Gap (s)	0.2	3.0	3.0	0.2	
Time Before Reduce (s)	0.0	15.0 30.0	15.0 30.0	0.0 0.0	
Time To Reduce (s)	0.0	30.0 Min	Min	None	
Recall Mode	None 22.1	20.9	17.5	10.0	
Act Effct Green (s)	0.53	0.50	0.42	0.24	
Actuated g/C Ratio	0.05	0.38	0.54	0.48	o web Mandal Indentified in a series was related as a series of the series of the series of the series of the s
v/c Ratio Control Delay	5.1	7.8	14.1	19.1	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	5.1	7.8	14.1	19.1	
LOS	A	A	В	В	
Approach Delay		7.6	14.1	19.1	
Approach LOS	1979) och 1 och 1 och 100	Α	В	В	
90th %ile Green (s)	7.0	34.5	23.1	15.2	
90th %ile Term Code	Min	Hold	Gap	Gap	
70th %ile Green (s)	7.0	30.4	19.0	12.3	
70th %ile Term Code	Min	Hold	Gap	Gap	
50th %ile Green (s)	0.0	12.7	12.7	8.5	
50th %ile Term Code	Skip	Hold	Gap	Gap 7.0	
30th %ile Green (s)	0.0	12.0	12.0	7.0 Min	
30th %ile Term Code	Skip	Min 19.1	Min 19.1	7.0	
10th %ile Green (s)	0.0 Ckin	Dwell	Dwell	fans Abrinde wardt waar 'n daard	
10th %ile Term Code	Skip 2	 A state and the strength of 	45	in the contract of the second s	
Queue Length 50th (ft)	2 7		188		n 1996), europeante ante ante a contra contra contra contra contra contra entre contra 1996. Activity Activity
Queue Length 95th (ft) Internal Link Dist (ft)	• 1019988	2069	711		
Turn Bay Length (ft)	70	For the second second second	ale esta de la serve	nangana ay ngaran kenar berbelan kerangan kerangan kerangan kerangan kerangan kerangan kerangan kerangan kerang	
Base Capacity (vph)	1315		1457	1495	
Starvation Cap Reductn	C		0) 0	
Spillback Cap Reductn	() 0	C) 0	
Storage Cap Reductn	() () 0		An	
Reduced v/c Ratio	0.02	2 0.19	0.28	3 0.14	
Intersection Summary					
Area Type: Cycle Length: 110 Actuated Cycle Length: 4 Natural Cycle: 60 Control Type: Actuated-U Maximum v/c Ratio: 0.54		ed			

Performance / Queue Report

J. M. Teague Engineering & Planning 09/27/2017

Brickyard @ US 64 Existing AM

Existing Am	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 59.9	
70th %ile Actuated Cycle: 52.9	
50th %ile Actuated Cycle: 31.4	
30th %ile Actuated Cycle: 29.2	
10th %ile Actuated Cycle: 36.3	
Splits and Phases: 10: US 64 & Brickyard	

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50-4-	

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Brickyard @ US 64 Existing PM

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_	EBL	EBT V	VBT V	/BR	SBL	SBR	
Lane Group	<u> </u>	<u></u>	î >		M	and a state of the state of the lot	
Lane Configurations Traffic Volume (vph)	22		411	119	111	23	
Future Volume (vph)	22	388	411	119	111	23	
Ideal Flow (vphpl)			1900 1	900	andel State Historie en	1900	
Storage Length (ft)	70	£1(2022000000000000000000000000000000000		0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	100		1442161228700	4.4 4 000	25	4.00	
Lane Util. Factor	1.00		영양 영	1.00	1.00	1.00	
Frt	an a)).965		0.974 0.961	98/38/972%	
Fit Protected	0.950		4700	^	1744	0	
Satd. Flow (prot)		1863	1798	0	0.961		
Fit Permitted	0.292	4000	1798	0	1744	0	
Satd. Flow (perm)	544	1863	1/90	Yes		Yes	
Right Turn on Red		1208-00M	16	100	12	n i figilita di konstanta	
Satd. Flow (RTOR)	아이는 것은 것은 것은 것은 것은 것을 했다.	45	45	22 A C	35		
Link Speed (mph)	les paraises	43 2149	791		1670	23 no. 39 hanne en an e	
Link Distance (ft)	and the Starts	32.6	12.0		32.5		
Travel Time (s)	0.50	0.89	0.91	0.76	0.84	0.72	
Peak Hour Factor	0.30 44	436	452	157	132	32	
Adj. Flow (vph)	्राष्ट्र विस्तृत्व विश्व सन्दर्भ विश्व		방송 옷이 가지 않는 것이 같아. ?	est a su contra a c	Alexandra de la composición de la compo		
Shared Lane Traffic (%)	44	436	609	0	164	0	
Lane Group Flow (vph) Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)	ingenin andrene av av soo	12	12		12	20.37272234	
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16	o ante de la constance de la constancia de	
Two way Left Turn Lane		Yes	Yes	4 00	1.00	1.00	
Headway Factor	1.00	1.00	1.00	1.00 9	1.00	9	
Turning Speed (mph)	15	Marshare.	1 1	3	د ا 1		
Number of Detectors	1	1 xaalaadadada	1 1	6.18943	Left		
Detector Template	Left	306	306		60	an a	and and the second s
Leading Detector (ft)	60 0	300	300		0		
Trailing Detector (ft)	0	300	300	spage ser	0		
Detector 1 Position(ft)	60	6	6		60		
Detector 1 Size(ft)	CI+Ex		CI+Ex		CI+Ex	 A state of the constraint of the co	
Detector 1 Type Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	ana sananani	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	ander de la	0.0	コール あいしゃていた とうかやうき ちん	
Turn Type	pm+pt		NA		Prot		
Protected Phases	5		6	1. M. S.	4		
Permitted Phases	2	Contraction and a second			4	989-9996-999-999-	
Detector Phase	5	2	6	a na sa	- *******		
Switch Phase		400	12.0		7.0	1999 83 977	
Minimum Initial (s)	7.0		 A second sec second second sec		20.7	しょうしょう かいりょう たちないが	
Minimum Split (s)	11.4	ana na serie a series de la serie de la	and a subsection of a		40.6	and the state of the state of the	
Total Split (s)	31.4	+ 03.4					

Performance / Queue Report

	mm1	CDT	WDT	WBR SBL	SBR
ane Group	EBL 28.5%	<u>EBT</u> 63.1%	WBT 34.5%	36.9%	
otal Split (%)	28.5% (63.9	32.5	35.9	
laximum Green (s)	27.0 3.0	4.5	4.5	3.1	
ellow Time (s)	5.0 1.4	4.9 1.0	 1.0	1.6	
II-Red Time (s)	0.0	0.0	0.0	0.0	
ost Time Adjust (s)	0.0 4.4	0.0 5.5	5.5	4.7	
otal Lost Time (s)	Lead	0.0	Lag		
ead/Lag	Yes		Yes	an faring an	
ead-Lag Optimize?	1.0	6.0	6.0	1.0	
/ehicle Extension (s) /linimum Gap (s)	0.2	3.0	3.0	0.2	
Time Before Reduce (s)	0.0	15.0	15.0	0.0	
Time To Reduce (s)	0.0	30.0	30.0	0.0	
Recall Mode	None	Min	Min	None	
Act Effct Green (s)	43.3	42.2	35.7	9.2	
Actuated g/C Ratio	0,70	0.68	0.58	0.15	
v/c Ratio	0.08	0.34	0.58	0.61	
Control Delay	3.6	5.2	13.0	33.0	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	3.6	5.2	13.0	33.0	
LOS	Α	Α	В	С	
Approach Delay		5.1	13.0	33.0	
Approach LOS	Addition and the second	А	В	С	
90th %ile Green (s)	7.0	43.9	32.5	12.8	
90th %ile Term Code	Min	Hold	Max	Gap	
70th %ile Green (s)	7.0	43.6	32.2	10.4	
70th %ile Term Code	Min	Hold	Gap	Gap	
50th %ile Green (s)	7.0	43,9	32.5	8.9	
50th %ile Term Code	Min	Hold	Max	Gap	
30th %ile Green (s)	0.0	32.5	32.5	7.0	
30th %ile Term Code	Skip	Hold	Max	Min	
10th %ile Green (s)	0.0	47.5		7.0	
10th %ile Term Code	Skip	Dwell		Min	
Queue Length 50th (ft)	4	52		56	
Queue Length 95th (ft)	7	108	a second second second second second	100 1500	
Internal Link Dist (ft)		2069	711	1590	
Turn Bay Length (ft)	70	5005351 254 2 4	4040	1021	
Base Capacity (vph)	924	1840	-	^	
Starvation Cap Reductn	0	0	nanderig Bitter (CM-200	en a ser de la constant de la const	
Spillback Cap Reductn	0	0	People of company and a	Selection of the select	n al de la companya de la companya La companya de la comp
Storage Cap Reductn	0)	and the second	an ann a saoisean ar saoisean ta tha th	
Reduced v/c Ratio	0.05	0.24	l 0.58	U. IU	
Intersection Summary					
Area Type:	Other				
Cycle Length: 110	en estas de la composition de la	a walio tata da sa sa		ter in the second second second	
Actuated Cycle Length: 6	1.7				

Control Type: Actuated-U Maximum v/c Ratio: 0.61

Performance / Queue Report

Brickyard @ US 64 Existing PM

- 1 02	• 04	
0-4s	10.6s	
<u>ب</u>		

Greenwood Forest @ US 64 Existing AM

	7	>			*		279.09P
Novement	EBL	EBT	WBT	WBR	SBL	\$BR	
ane Configurations	۲	†		1	Y		in Mil
raffic Volume (veh/h)	84	279	252	17	37	34	87.88s
uture Volume (Veh/h)	84	279	252	17	37	34	C SP
Sign Control		Free	Free		Stop		\$78.62
Grade	eren e sr <u>an</u> tstratur	0%	0%		0%	~~	
Peak Hour Factor	0.75	0.93	0.89	0.53	0.66	0.61	37625
Hourly flow rate (vph)	112	300	283	32	56	56	
Pedestrians							2003BB
ane Width (ft).	or so and all		na si sesti				<u>k</u> te
Valking Speed (ft/s)					시간 가 소리		
Percent Blockage	e o esta clasticada.	an a		an a			283 1
Right turn flare (veh)	stand de	WLTL 1	rvaji Ti		전에 안 있었습니 		there for
Vedian type	 1869/1826/1993		2	2012-12-13-14 2012-14-13-14			
Vedian storage veh)	94.519.9599 9	- 2	S	LANGSOLA.			- 9. A. A.
Upstream signal (ft)	en al antaria de la compañía de la c		MARCA A		wisterik		
oX, platoon unblocked	315			e de la compañsión de la c La compañsión de la compañs	807	283	
vC, conflicting volume	313		2.837.9435		283		
vC1, stage 1 conf vol	g de la constant			9999 (C) (C) 1999	524		
vC2, stage 2 conf vol vCu, unblocked vol	315				807	283	
tC, single (s)	4.1	GARANESA 1	ni fan i Meirea		6.4	6.2	
tC, 2 stage (s)					5.4		1990 1992 1992 19
tF (s)	2.2	Gell-Montales VI	alleset optimised i de	u nestan nutra ta	3.5	3.3	(Data)T
p0 queue free %	91				89	93	
cM capacity (veh/h)	1245	en an	landar ya arar 1991a.		497	756	
	EB 1	EB 2	WB 1	WB 2	SB 1		
Direction, Lane # Volume Total	112	300	283	32	112		5. 58691
Volume Left	112	0	0	0	56		
Volume Right	·· 0	0	0	32	56	n an ann an tha an	
cSH	1245	1700	1700	1700	600		
Volume to Capacity	0.09	0.18	0.17	0.02	0.19		3. AAN
Queue Length 95th (ft)	7	0	0	0	17		
Control Delay (s)	8.2	0.0	0.0	0.0	12.4		<u> 1</u> 778
Lane LOS	Ā				В		
Approach Delay (s)	2.2		0.0		12.4		10.00
Approach LOS					В		and and a second and
Intersection Summary							
Average Delay			2.7		<u>1997 (J.</u>		
Intersection Capacity Utiliz	ation	en legistecisionens	32.1%		CU Level	of Service A	
Analysis Period (min)		242343	15				

Greenwood Forest @ US 64 Existing PM

09/27/2017

	٠		←		1	-
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Novement	EBL	EBT	CONTRACTOR CONTRACTOR CONTRACTOR	WBR	SBL	SBR	
ane Configurations	٣	^	Ť	1	¥		in de la calegaria. Al fonte de la calegaria de la c
raffic Volume (veh/h)	41	311	309	55	26	85	2556 6.2557
uture Volume (Veh/h)	41	311	309	55	26	85	
Sign Control		Free	Free		Stop		399 1
Grade	an an the second states of the second	0%	0%		0%	A =4	向ばて 記名法
Peak Hour Factor	0.93	0.92	0.95	0.86	0.81	0.71 120	2394
lourly flow rate (vph)	44	338	325	64	32	120	
Pedestrians	976,0750			9894992.			8874
₋ane Width (ft)					6421378¥		
Nalking Speed (ft/s)							37435
Percent Blockage	e a constantine de la constante	1. 	6494-1-497	gaar da waxaa			
Right turn flare (veh)	1000 (1000) -	14/ TI -		NA GEN	~ 홍영 홍영 영양		249620
Median type	 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 1990: 19	WLTL ⁻ 2	1 VVLIL 2	9853649M			
Median storage veh)		Z	۷.	237233200			333 G
Upstream signal (ft)	Korast Balana	2012-03104	2019-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-				
pX, platoon unblocked	389			a de la compañía de l Compañía de la compañía	751	325	
vC, conflicting volume	309		962 (1743)	SA MARINA	325	01.0	
vC1, stage 1 conf vol			NER ANGERER	ERNE SER	426	Na 1999 na herandez (n. 1999 na 1999 na herandez eta	
vC2, stage 2 conf vol	389	500-500	1. S.		751	325	
vCu, unblocked vol	303 4.1			an ta kana sa kana sa	6.4	6.2	e Arrus (
tC, single (s)	4. 1	1948-194			5.4		
tC, 2 stage (s)	2.2	9994 (DAN) (D	den de la composition de la compositio La composition de la c	같이던 4 전 5-24 TWA	3.5	3.3	Sendele
tF (s) p0 queue free %	96	86.24VQ			94	83	
cM capacity (veh/h)	1170		n an tha an t	(x.)::::::::::::::::::::::::::::::::::::	557	716	
and a second			18757	WB 2	SB 1		
Direction, Lane #	EB1	EB 2 338	WB 1 325	<u>vvo z</u> 64	152		
Volume Total	44 44	338 0	525 0	04	32		
Volume Left	ENELSE PERSONA	0	0	64	120		
Volume Right	0 1170	1700	1700	1700	675		
cSH	0.04	0.20	0.19	0.04	0.23	n an	
Volume to Capacity	0.04	0.20	0.10	0.01	21		
Queue Length 95th (ft)	3 8.2	0.0	0.0	0.0	11.9		
Control Delay (s)	0.2 A	0.0		1981 (B)	В		
Lane LOS Approach Delay (s)	0.9		0.0	sadiya welati de te	11.9	가지 않던 가슴 있는 것 같은 것 같	0.000
Approach LOS	0.0				В		
Intersection Summary							
Average Delay Intersection Capacity Utiliza	ition		2.3 36.3% 15	l	CU Leve	al of Service A	

Greenwood Forest @ Brickyard Background AM

	->	\mathbf{F}	•	-	▲	▶
Novement	EBT	EBR	WBL	WBT	NBL	NBR
ane Configurations	4Î		and a second state of the	ب	Y	
Fraffic Volume (veh/h)	63	39	26	14	19	102
Future Volume (Veh/h)	63	39	26	14	19	102
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	0.00
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90 113
Hourly flow rate (vph)	70	43	29	16	21	115
Pedestrians				025402	KANA MAR	
_ane Width (ft)	nen sen sen sen sen sen sen sen sen sen	ARASKI ATA	GIN AND			
Walking Speed (ft/s)	877 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 18 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 - 1980 -			S (BARA)		
Percent Blockage	an a					
Right turn flare (veh)	None			None	स्तिती (शिद्धि) व	
Median type	NOLE	er ser en ser				
Median storage veh)	1983-1992-1992 1983-1992-1992	양 같은 것 같은 것이 같이 같이 같이 같이 같이 같이 했다.		Marka Antolaan)	Addie die 1907 in	
Upstream signal (ft) pX, platoon unblocked	ne text					
vC, conflicting volume	energen en e		113	GUNDER UNDER 20	166	92
vC1, stage 1 conf vol	1999 - 1999 -					
vC2, stage 2 conf vol		1999) an the states of the st	alifett is et inner			
vCu, unblocked vol	995.998		113		166	92
tC, single (s)	n fan in de gereken in de fan de f	eren hann hann	4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2	arrena dariek	3.5	3.3
p0 queue free %			98		97	88
cM capacity (veh/h)			1476		809	966
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	113	45	134		ovalle i gaze i ga	
Volume Left	0	29	21			
Volume Right	43	0	113		ense anternas	
cSH	1700	1476	937			
Volume to Capacity	0.07	0.02	0.14		9790 9 89333	
Queue Length 95th (ft)	0	2	12		li te de la companya de la companya La companya de la comp	n ferste sen in de sen en de s Notes en de sen en de
Control Delay (s)	0.0	4.9	9.5 /	et constructions and a state		
Lane LOS		A 4.9	<i>ا</i> 9.8			n and a stand of the
Approach Delay (s)	0.0	4.9	9.0 			
Approach LOS			ter en		an a	
Intersection Summary				4		
Average Delay		58.1940 S	5. 22.9%		ICU Leve	l of Service A
Intersection Capacity Utili	zation		22.97 1			

Greenwood Forest @ Brickyard Background PM

	->	\mathbf{r}	≮	←	•	*	
lovement	EBT	EBR	WBL	WBT	NBL	NBR	
ane Configurations	4			ର୍ଣ	Y		-1907-001
raffic Volume (veh/h)	48	36	79	56	50	33	(41.76749) (41.76749)
uture Volume (Veh/h)	48	36	79	56	50	33	1969-19 <i>3</i> 3
Sign Control	Free			Free	Stop		
Grade	0%	n an an ann an thair an tha	e source a la contrata	0%	0%		an a
Peak Hour Factor	0.90	0.90	0,90	0.90	0.90	0.90	
lourly flow rate (vph)	53	40	88	62	56	37	
Pedestrians							an ing pang pina d
ane Width (ft).			PECIER SAME		ne se		
Walking Speed (ft/s)							le latar pale e tra
Percent Blockage	ar san an a		1953 - Ma		9030324.S		
Right turn flare (veh)	Nere	RALE IS		None	neterite.	an a	
Vedian type	None	narak (k. 2)					
Median storage veh)	아이는 동안하는	ADHAN	방안들이 보기 1	149(46)27484 1	전에서 있습니다. 1997년 - 1997년 - 1997년 - 1997년 - 1997년		2 1.02 No. 1 1.1 1.2
Upstream signal (ft)	274929-34CS		(1993-1993) Stability				
X, platoon unblocked			93	974,979 B. 1983	311	73	ta - pinta del ter 20
vC, conflicting volume				1923 (K			
vC1, stage 1 conf vol vC2, stage 2 conf vol	19420366466		a ninisin na katali	an an Arrent Anen	an pertuan an p		en i sta tik oku
vCu, unblocked vol			93		311	73	
tC, single (s)	SALES AND STAT	199 - NYO KANA D	4.1	hi santa	6.4	6.2	an a
tC, 2 stage (s)							
tF (s)	-979 POHD *** 0 ** 0 ** 0 *****	ha tha than a sa	2.2		3.5	3.3	
p0 queue free %			94		91	96	
cM capacity (veh/h)	an a		1501		642	989	
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	93	150	93				
Volume Left	0	88	56				S SALAN AND AND AND AND AND AND AND AND AND A
Volume Right	40	0	37		un ann an Anna an Anna an Anna an Anna an Anna Ann		9334AB
cSH	1700	1501	748				a na sina sa na sina si sina si sina si si sina si
Volume to Capacity	0.05	0.06	0.12		an an tha an th		
Queue Length 95th (ft)	0	5	1		, 사망, 가지, 가지, 사망, 2016년 - 1417년 1월 2017년 - 1417년 1월		e Meste Versiere
Control Delay (s)	0.0	4.6	10.	and a start of south			
Lane LOS		A	영영에는 전 여기가 다 다	} -	걸린 귀엽이		
Approach Delay (s)	0.0	4.6		はないいらい いっちゃくちんのやく	939.3.4.903		
Approach LOS			665,823	3	and and a second se		
Intersection Summary			_				
Average Delay			5.			l of Service A	yara beraran
Intersection Capacity Utili	zation		25.49	/o	ICU LEV		

Holly Springs @ Brickyard Background AM

	an.	COT	MDT	WBR	SBL	SBR		
lovement	EBL	EBT र्स	WBT P	AADL	JUL M	ABI V		and the second
ane Configurations	90	€1 62	25	62	58	23		
raffic Volume (veh/h)	90 90	62	25	62	58	23	n en	gastas.
uture Volume (Veh/h) ign Control		Free	Free		Stop			
ligh control Grade	19년 - 19년	0%	0%		0%	na na mangang katalan dalam		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		S. Hollon
ourly flow rate (vph)	100	69	28	69	64	26		(1883)
edestrians		98.88	NG 20.353			한 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전		
ane Width (ft)	ana menja Maja Diniji	ananan Tal	ostania je	sa sa sa				
Valking Speed (ft/s)		SALANA	GARAN.	AN SAN		n fan Glan werden w		USIONE PROVIS
Percent Blockage	an a		1975-249-	15 G BY				
Right turn flare (veh)	460430303	None	None		199 - Alexandra († 1997) 1997 - Alexandra († 1997)			S. MARK
vledian type Vledian storage veh)	9999999999							939998
Upstream signal (ft)	NGC NA SECOND	n a altin da da suara				anestasia (1996)		5050S
pX, platoon unblocked						62		AN SOLON
vC, conflicting volume	97			vas skot k	332	02		
vC1, stage 1 conf vol					산 작품은 사람들을			heu - 1785 (1777
vC2, stage 2 conf vol	97				332	62		
vCu, unblocked vol	9 <i>1</i> 4.1			gione periode de la compañía de la c	6.4	6.2		unadi.
tC, single (s)	ч. і							
tC, 2 stage (s) tF (s)	2.2	an fan de skriet skriet se	Se andere Source en e		3.5	3.3		
p0 queue free %	93				90	97		
cM capacity (veh/h)	1496				619	1002		
Direction, Lane #	EB 1	WB 1	SB 1					
Volume Total	169	97	90		overen avante			SC.
Volume Left	100	0	64			94992396653 949		
Volume Right	0	69	26	ar to a the st				
cSH	1496	1700	696 0.13		effekter († 1996) 1997 - Jacobski († 1997)	1999년 1999년 1999 1999년 - 1999년 19 1999년 - 1999년 1 1999년 - 1999년 1 1999년 - 1999년 199		38346 3 <i>1</i> 7
Volume to Capacity	0.07	0.06 0	11					
Queue Length 95th (ft)	5 4.7	0.0	10.9		an gan di di kara	a ya kana kana kana kana kana kana kana		
Control Delay (s)	4.7 A	0.0	e e			266 NASA		
Lane LOS Approach Delay (s)	4.7	0.0	10.9)	ان ما بر کاروند و در اور	nay sang seta sebagai se		
Approach LOS			E	}	SARA SA			
Intersection Summary								<u>1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960 - 1960</u>
Average Delay			5.(A	
Intersection Capacity Util	ization	n sustantan series	26.2%	6	ICU Leve	of Service	~	

Holly Springs @ Brickyard Background PM

	٠		←	۰.	\$	4	
Vovement	EBL	EBT	WBT	WBR	SBL	SBR	
_ane Configurations		র্ন	4		Y		S. 4280(3)
Traffic Volume (veh/h)	28	41	59	73	94	75	
Future Volume (Veh/h)	28	41	59	73	94	75	5.2268
Sign Control	ge in	Free	Free		Stop		
Grade	1	0%	0%	199 2 / 222 007	0%	~ ~~	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	1994
Hourly flow rate (vph)	31	46	66	81	104	83	
Pedestrians				NG 관련하고			경양관망
ane Width (ft)	e de la Pari de la Pari						
Valking Speed (ft/s)		<u>1989</u> 88679	29834795 			사람은 것은	9.949.9932 9.949.9932
Percent Blockage				941964C			
Right turn flare (veh)		None	None	음악등의 가격 등 등 등 음악	later de la constant La constant de la constant de	a de la fara de la companya de la co Esta de fara de la companya de la com	
Vedian type Vedian storage veh)	6909355		Tione				
Jpstream signal (ft)	ni sing sais	ge falle de la serie de	galat ésak varia	Manana ya kutoka ku Na taka kutoka	gang tender i tine der		
oX, platoon unblocked					: 2018 - Salar Salar Salar		
VC, conflicting volume	147	alah seri seri seri seri			214	106	51865S
/C1, stage 1 conf vol							
vC2, stage 2 conf vol				n ann Sanna is athr	Alexandra an		
vCu, unblocked vol	147				214	106	
tC, single (s)	4.1	nerreta interació	lander Halles (Nacionalia. Nacionalia	6.4	6.2	339 <u>8</u>
tC, 2 stage (s)				en e	0 E	3.3	(1920)05
tF (s)	2.2	an sin sait		ustan († 1914) 1915 - Julie Jack († 1914)	3.5 86	91	
p0 queue free %	98				757	948	
cM capacity (veh/h)	1435			24.783-926-756-785	101	UTU	
Direction, Lane #	EB_1	WB 1	SB 1				
Volume Total	77	147	187				
Volume Left	31	0	104 83				
Volume Right	0	81 1700	03 831				
cSH	1435 0.02	0.09	0.22	90000000	: : : : : : : : : : : : : : : : : : :	[2] March M. M. Martin and M. K. Martin and M. K. Martin and Martin and Anti- strategies and the state of the state of the state of the state state of the state of the state of the state of the state of the state of the state of the state of the state state of the state of the state of the state of the state of the state state of the state of the state of the state of the stat	
Volume to Capacity	0.02	0.03	22				
Queue Length 95th (ft)	2 3.1	0.0	10.6	kang pang pang pang pang pang pang pang p			27 - G 1076
Control Delay (s)	A	0.0	В				
Lane LOS Approach Delay (s)	3.1	0.0		ngala bash ar Wilson A	ining mening in page		an se
Approach LOS			В				
Intersection Summary							
Average Delay			5.4				
Intersection Capacity Utilizati	ion	a ang ang ang ang ang ang ang ang ang an	31.1%	an a	ICU Level	of Service A	an a
Analysis Period (min)			15				

Brickyard @ McKinney Background AM

	->	>	∢	←	•	r
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	4			د أ	Y	
Traffic Volume (veh/h)	6	134	4	6	75	4
Future Volume (Veh/h)	6	134	4	6	75	4
Sign Control	Stop			Stop	Free	
Grade	0%	er a sector a l'actoration	en a technika daega	0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	149	4	7 Heitologick	83	4
Pedestrians						
Lane Width (ft)		ineriter di	19466.301	10.000.000		
Walking Speed (ft/s)		2014				
Percent Blockage		96923) (S.			网络香港学	
Right turn flare (veh)					None	a handa waa ahaa ka k
Median type Median storage veh)				19. AN		
Upstream signal (ft)	an a	A A COMPANY AND A CO	NASE VE SE SES	(1877), yang salar tala	nggaphur Ar Ugʻuk ak	
pX, platoon unblocked						
vC, conflicting volume	170	0	320	168	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	of the state of the second second second	9, 10 , 1 1 1 1 1 1 1 1		ورور المراجع المراجع المراجع	ورودية والمعروف	
vCu, unblocked vol	170	0	320	168	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)					<u> </u>	
tF (s)	4.0	3.3	3.5	4.0	2.2 95	
p0 queue free %	99	86	99 520	99 688	1623	
cM capacity (veh/h)	686	1085		000	1023	
Direction, Lane #	- EB1	WB 1	NB 1			
Volume Total	156	11	87 82		40043633	
Volume Left	0	4	83 4	산의 관소율을		
Volume Right	149 4057	0 616	1623			
cSH	1057 0.15	0.02	0.05	: 2011년 - 1943년 - 1943년 - 1943년 - 1943년 - 1943년 - 1943	ining and a con-	
Volume to Capacity	13	0.02	4			
Queue Length 95th (ft)	13 9.0	11.0	7.0		en de la sectemente.	and an an and a second contract of the second s
Control Delay (s) Lane LOS	3.0 A	B	A	365 A.S.		
Approach Delay (s)	9.0	11.0	7.0	1940 ostar Magaza		
Approach LOS	A	В				
Intersection Summary						
Average Delay			8.4		10111-	el of Service A
Intersection Capacity Utiliz	zation	ale or maleria	19.7%	und swith	ICU Leve	el of Service A
Analysis Period (min)			15	CER EX		

Brickyard @ McKinney Background PM

a a constante de la constante porte constante constante de la constante de la constante de la constante de la c		-		NDT	NBL	NBR
Aovement		EBR '	WBL V	<u>NBT</u> र्श		
ane Configurations	4 11	137	6	ন্দ 12	139	6
raffic Volume (veh/h)	11 11	137	6 6	12	139	6
uture Volume (Veh/h)	Stop	107		Stop	Free	
Sign Control Grade	000p 0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
lourly flow rate (vph)	12	152	7	13	154	7
Pedestrians						
ane Width (ft)	eli de la constante de la const				an an isang sa	
Walking Speed (ft/s)						
Percent Blockage			enskinst På	604.172/7		
Right turn flare (veh)				SCP42325	None	
Median type	artes (1936) - 1937	are successi		8.19(1))	NULLE	
Median storage veh)				2764월 142 	64.940AD68B	
Upstream signal (ft)	an thaile an t					
pX, platoon unblocked	315	0	470	312	0	
vC, conflicting volume vC1, stage 1 conf vol						
vC1, stage 1 conf vol		an search ann	1999 - Alder Anderson, en	garne ager der tre		
vCu, unblocked vol	315	0	470	312	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2 91	
p0 queue free %	98	86	98	98 546	1623	
cM capacity (veh/h)	544	1085	395	540	IUZJ	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	164	20	161	an an tha an tha sa	entria Astrop	
Volume Left	0	7	154			
Volume Right	152	0	7 4000			
cSH	1011	482	1623 0.09		있는 것은 가지가? 	
Volume to Capacity	0.16	0.04 3	0.09	3094 <i>3</i> 3		
Queue Length 95th (ft)	14 9.2	.5 12.8	7.2			
Control Delay (s)	9.2 A	12.0 B	ے. ہ A			
Lane LOS	9.2	12.8	7.2	gen en e	ang tang sakaran tang sakaran sa	
Approach Delay (s) Approach LOS	Ă.	В				
Intersection Summary			0.5			
Average Delay			8.5			el of Service A
Intersection Capacity Util Analysis Period (min)	ization	un un subil-Priñ	23.8% 15			

Pisgah View (North) @ McKinney Background AM

		\mathbf{F}	∢	←	•	*	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	¢î	a na ana ana ana ang ang ang ang ang ang	ner se result at 5 tanés	ب	Y		
Traffic Volume (veh/h)	2	7	4	5	2	4	
Future Volume (Veh/h)	2	7	4	5	2	4	SEAL N
Sign Control	Free	é Pérang		Free	Stop		
Grade	0%	9.00.00 <u>.00</u> .000.00	1 <u></u>	0%	0%	0.00	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90 4	an pana
Hourly flow rate (vph)	2	8	4	6	2	4	
Pedestrians		613460		2,26220			$(\mathcal{A}_{\mathcal{A}_{\mathcal{A}}})_{\mathcal{A}_{\mathcal{A}}}(\mathcal{A}_{\mathcal{A}})(\mathcal{B}^{\mathcal{A}_{\mathcal{A}}}) = 1,$
Lane Width (ft)			933 (J. 1997)	5.270 B	이야기 아파 같		
Walking Speed (ft/s)		(5835-742) (5835-742)		892 - 1933 1		n an	aller and all a
Percent Blockage	en e	2040-1943 1	10 SI MASS				
Right turn flare (veh)	None		1949-1949 (S. 13	None	SEASSACE AND		
Median type	INDIE						
Median storage veh) Upstream signal (ft)	dela del del del del del		li fa dina di sa sina d Si sina di sa	1920 jepel speciel	an an an an Anna an An An Anna an Anna	jung palang ang ang ang ang ang ang ang ang ang	an an thairte.
pX, platoon unblocked			742. A C				
vC, conflicting volume	Arekov arkadet	na an a	10	- ()- " ddyr yn y " (d y "	20	6	n senerality
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	an di sa siya na marakana	Suite - store source - a			e e la companya de la companya		1475.88
vCu, unblocked vol			10		20	6	
tC, single (s)	and a second second		4.1	un tra na se	6.4	6.2	
tC, 2 stage (s)						~~	der dissere
tF (s)	a na manana ang katalan di kata sa kata	ustru večetaci	2.2	112 - ANRA	3.5	3.3 100	
p0 queue free %			100	899-188 1	100 995	100 1077	y ngaliyin naoshini.
cM capacity (veh/h)			1610		990		
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	10	10	6		1923 - 1923 - 1945 - 193		
Volume Left	0	4	2	승규님에서	0826227		ter Californie Poli
Volume Right	8	0	4				
cSH	1700	1610	1048				
Volume to Capacity	0.01	0.00	0.01 0				
Queue Length 95th (ft)	0	0 2.9	8.5	SUBRE	j de ja basenda		
Control Delay (s)	0.0	2.9 A	0.5 A				
Lane LOS	0.0	2.9	8.5	entra de 1983 Alterratives	an an an Ann An Ann An Ann Ann An Ann An	n bin ann an ann an ann an ann ann ann ann	化试验试验试验
Approach Delay (s) Approach LOS	0.0	2.0	A				
Intersection Summary							
Average Delay			3.1		10111	of Service A	1998 A. M.
Intersection Capacity Utili: Analysis Period (min)	zation		13.8% 15		ICU Level	of Service A	

Performance / Queue Report

Pisgah View (North) @ McKinney Background PM

		\mathbf{F}	4	-	1	1		
Movement	EBT	ÉBR	WBL	WBT	NBL	NBR		
Lane Configurations	¢Î			ર્સ	¥	na series and a series of the series	A series and a second secon	0197 X.0056
Traffic Volume (veh/h)	5	5	4	5	11	4		
Future Volume (Veh/h)	5	5	4	5	11	4		ergestel
Sign Control	Free			Free	Stop			
Grade	0%	enne saente chi del del	un anti-némi Ciabili	0%	0%	andro de contaco-desteto		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		Al Ala
Hourly flow rate (vph)	6	6	4	6	12	4		a a se
Pedestrians			uter en		9696 (1997) 19			1984-99-8 1
Lane Width (ft)	an a	ener stateter			14494 1449			
Walking Speed (ft/s)			e en el ser e	alan de las				2012년 1941 1941년 - 1941 1941년 - 1941년 - 1941년 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 1941년 - 194
Percent Blockage			998 B.C. N.S.	see a				
Right turn flare (veh)	None	1993-1992		None	an an ann ann a'	a ng panang panang na sa	i for falle for the fall of the fall of the second second second second second second second second second secon	- Joseph Chertan
Median type Median storage veh)	NULE							
Upstream signal (ft)	leti zastatate		1943년 1월 1943년 1월 1949년 1월 19 1971년 1월 1971년 1월 19 1971년 1월 1971년 1월 197	, to the set of the set of the	이 같은 것 같아요. 아이가 가지 않는	l (1999) An geologi (1999) (1997) An geologia	(b)	
pX, platoon unblocked								
vC, conflicting volume	에 가장 관계가 가지 않는다. 가	999 W.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S.S	12	han daga sakin sakin karasi	23	9	na series e construir e la construir e construir de la construir d	an a
vC1, stage 1 conf vol								
vC2, stage 2 conf vol						an a san san ann ann agus 2011 ag		ar san sa
vCu, unblocked vol			12		23	9		<u>0</u> 2/68
tC, single (s)			4.1	ورد الارداد المهار الال	6.4	6.2		998757A
tC, 2 stage (s)						0.0		
tF (s)	in 1885 - Baltana March	neutro statul	2.2		3.5	3.3 100		Generalio e Generalio
p0 queue free %		1999년 1991년 1991년 1991년 1991년 1991년 1991년 1991년 199	100	NAMES -	99 991	1073		1 (f. 1808) - 1
cM capacity (veh/h)			1607		991	1073		
Direction, Lane #	EB 1	WB 1	NB 1		and the second			
Volume Total	12	10	16		entre etcen			
Volume Left	0	4	12 4	946-88				
Volume Right	6 4700	0 1607	4 1010	40.00 BB				
cSH	1700 0.01	0.00	0.02	ist friske i L	이가 성상다는 가슴이 1997년 - 1998년 - 199 1997년 - 1998년 -	의 사망은 바람이 가지가 가지 않는 가수가 다. 	n	
Volume to Capacity	0.01	0.00	1		11.11 J			
Queue Length 95th (ft) Control Delay (s)	0.0	2.9	8.6				negy and a subscription of the second se	4 m 10 87 5
Lane LOS			A					
Approach Delay (s)	0.0	2.9	8.6			and a second		
Approach LOS			Α					
Intersection Summary								
Average Delay			4.4	en non het der				
Intersection Capacity Utiliz Analysis Period (min)	zation		13.8% 15		ICU Leve	of Service	A	

Pisgah View (South) @ McKinney Background AM

Novement	EBL	CAR CONTRACTOR AND	WBT WE		SBR	
ane Configurations		Ŕ	4	4 1	6	
raffic Volume (veh/h)	1	10 10	12 12	4 1 4 1	6	
uture Volume (Veh/h)	1 	Free	Free	Stop		
Sign Control	i de la constante de la constan La constante de la constante de	0%	0%	0%	a contractore de la maise de la contractore	
Grade Peak Hour Factor	0.90	0.90		90 0.90	0.90	
lourly flow rate (vph)	1	11	13	4 1	7 mestarakanisai	
edestrians				988 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 188 - 18 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 - 1988 -		
_ane Width (ft)	an a	enere de la com	9.577.7988.8			
Walking Speed (ft/s)		1728-1829) 1		200.9753.97978 	2019년 1월 1999년 2017 1997년 1월 1997년 1월 1 1997년 1월 1997년 1월 19	Konkerne in ander en
Percent Blockage				942494 <u>8</u> 3		
Right turn flare (veh) Median type		None	None			
Median storage veh)						
Upstream signal (ft)			en en altala de la conferencia de la		an that the second s	
pX, platoon unblocked				28	15	
vC, conflicting volume	17	60.000		20	10	
vC1, stage 1 conf vol		STATE:	성장(1997) (1997) 		Richter of an an	
vC2, stage 2 conf vol vCu, unblocked vol	17	2.5%/6		28	15	
tC, single (s)	4.1	be chéradreit		6.4	6.2	
tC, 2 stage (s)	948-889			9 F	3.3	
tF (s)	2.2	angadan bah	unan san sa	3.5 100	3.3 99	
p0 queue free %	100			986	1065	ANA MATRIX CANADATATATATATATATATATATATATATATATATATAT
cM capacity (veh/h)	1600					
Direction, Lane #	EB1	WB 1	SB1			
Volume Total	12	17 0	8 1			
Volume Left	1 0	0 4	7 7	1월 1998년 1999년 1999년 1997년 1999년 - 1999년 1999년 1997년 1997년 1997년 1997년 199	and a state of the s	
Volume Right cSH	1600	1700	1054			
Volume to Capacity	0.00	0.01	0.01	una ana si sunda di Sili		
Queue Length 95th (ft)	0	0	្មា		영영 경영 영양	
Control Delay (s)	0.6	0.0	8.4 A			
Lane LOS	A	0.0	A 8.4		ferifie fait of alternative	
Approach Delay (s) Approach LOS	0.6	0.0	A.			
1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000 (1.000						
Intersection Summary	and the second se		2.0			
Average Delay Intersection Capacity Utiliz	zation		13.3%	ICU Leve	l of Service	A

Pisgah View (South) @ McKinney Background PM

Y	٠		4		1	
Movement	EBL	EBT	WBT WI	3R SBL	SBR	
Lane Configurations		<u>્ટ</u> ્ટ ર્સ	4Î	¥		
Traffic Volume (veh/h)	10	11	ii 👘	1 1	5	
Future Volume (Veh/h)	10	11	11	1 1	5	
Sign Control		Free	Free	Stop		
Grade	1419 9 9 9 9 1 1 1 1 1 1 2 P 1 1 D	0%	0%	0%		s and the contract of the contract of the state
Peak Hour Factor	0.90	0.90	승규는 승규는 집에 가지 않는 것이 많이	90 0.90	0.90	
Hourly flow rate (vph)	11	12	12	1 1	6	
Pedestrians						
Lane Width (ft)	aan aanaminin 1995.		ana ao amin' a Ao amin' a	ser a proper i a parte	n sekili sekili.	
Walking Speed (ft/s)						
Percent Blockage		ana				
Right turn flare (veh)		None	None		n an the state of the	
Median type		None	NUILE			
Median storage veh)					SALAN DI BARANA M	n 1993) 1997 - March March Martin, 1997 - Martin Martin, 1998 - Martin Martin, 1997 - Martin Martin, 1997 - Mar 1997 - Martin March Martin, 1997 - Martin Martin, 1997 - Martin Martin, 1997 - Martin Martin, 1997 - Martin Mart
Upstream signal (ft) pX, platoon unblocked						
vC, conflicting volume	13	enser (* 1973)	(이상에)에서 2013년~1940년 (1919년)	46	12	n generalised versioner at the test of the second second second second second second second second second secon
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	sta da Asta de asta anta da		naga (Marah) ya kutan a 1977 a			
vCu, unblocked vol	13	영양성상		46	12	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2		ana daga bertari.	3.5	3.3	
p0 queue free %	99			100	99 1068	
cM capacity (veh/h)	1606			957	1000	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	23	13	7 		- CARANACA:	
Volume Left	11	0				a na antara ana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin' amin' ami Ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'
Volume Right	0 2024	1 1700	6 1051		49392 (MA)	
cSH	1606 0.01	0.01	0.01		Al freedom and a state of a state	
Volume to Capacity	0.01	0.01	1	an Asean Si		
Queue Length 95th (ft)	3.5	0.0	8.4	n sin de la construction de la cons La construction de la construction d	a herada a sa a sa	ener an de Vinne eta la esponia de en entre en entre en este en este entre entre entre entre entre entre eta e An este entre e
Control Delay (s)			A			
Lane LOS Approach Delay (s)	А 3.5	0.0	8.4			
Approach LOS			Α			
Intersection Summary		1.00				
Average Delay			3.2	$\sum_{i=1}^{n-1} \frac{e_i}{e_i} = \sum_{i=1}^{n-1} \frac{e_i}{e_i} = $		A
Intersection Capacity Utiliza Analysis Period (min)	ation	en san	17.8% 15	ICU Level	of Service	A

Background Alvi												
	_#		\mathbf{P}	F	←	٤	1	*	/	6	\mathbf{x}	\checkmark
Lana Croup	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group Lane Configurations	N Contraction	<u>ادی</u> 4	LEIN	<u></u> ሻ	ef			<u>م</u>			4	
Traffic Volume (vph)	Net de P	417	38	16	310	10	69	2	65	13	2	6
Future Volume (vph)	(52) (1) 1	417	38	16	310	10	69	2	65	13	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	75	er en staten er	0	0	r orthur sector	0	0		0
Storage Lanes	ંગે		Õ	ं ।		Ō	0		0	0		0
Taper Length (ft)	75		enere to reall	75	2019년 87 1년 1월 19일 19일 1월 19일 1월 1 1월 19일 1월 19 1월 19일 1월 19	an a	25	alatta gostan ber	tersi elestitus etti tähti ke	25	nanna in the same	100 gr - 100 gr - 100 gr
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.988	1.19 1 .777.99	0.000000000 1	0.995	r en selar a serar	an di Salatan Sala	0.936	an a	nation despectation des	0.959	2-1-8582 - 1-1-1-1
Fit Protected	0.950	0.000		0.950				0.975			0.970	
Satd. Flow (prot)	1770	1840	0	1770	1853	0	0	1700	0	0	1733	0
Fit Permitted	0.549	1040		0,460				0.827			0.807	
Satd. Flow (perm)	1023	1840	0	857	1853	0	0	1442	0	0	1442	0
Right Turn on Red	1025	10-0	Yes			Yes	2,49,49,59,5		Yes			Yes
Satd. Flow (RTOR)		7		사망 이 것 같아.	2		te ya digina kata	70	e of a subscription of a	Conversion de la conve	7	, a.1, 20-626-107-1
Link Speed (mph)	AN SARAS	, 45			45		9.5399.C.S	35			35	
Link Distance (ft)		791	방금방가관관	KUR PROPERT	1452	940,18/890393	1997 - 1997 -	753	ngangaratan dipet, di m	te gan territor	481	d for redriver.
Travel Time (s)	69.223.224	12.0	1384 h 184		22.0	한중하였다		14.7			9.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
(c) A second s second second s second second sec	0.50	463	42	18	344	11	77	2	72	14	2	7
Adj. Flow (vph)		400		1969-9 49 23	, in the second second	1999-1999-1999 () 1999-1999-1999 ()	ACCESSION NOT	i Astolisku (t ar to)-	a geboer de le Trans eraet	80 (389 A) (10 A) (10 A) A		
Shared Lane Traffic (%) Lane Group Flow (vph)	1	505	0	18	355	0	0	151	0	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	1.4911		12		na hebu dara s	0	an a	an na sa sa sa sa sa	0	
Link Offset(ft)	247-1273 247-1273	0			0			0			0	
Crosswalk Width(ft)		16	DECORPORE	전망신 강소리한 것	16	59058879.070		16	e dia mandri dia kaominina dia mandri		16	angen bitter ti
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	1.00		15		9	15		9	15		ç
Number of Detectors	0	2		0	2	5.500 S.5.500	1	<u>1</u>	an an ing sa sa ang ang sa	1	1	
Detector Template	KIRA SK	sena dar	8-18-618	9.00 A 8 8 3	- 		Left			Left		
Leading Detector (ft)	0	306	99-36,38 V. (1994) 99-36,38 V. (1994)	0	306	del 1479 (n. 1997) des	20	60	te i ditensi di stato	20	60	
Trailing Detector (ft)	Õ	90		Ō	90	9911294	0	0		0	0	
Detector 1 Position(ft)	0	90	an a	0	90		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	60		20	60	
Detector 1 Type	CI+Ex	Cl+Ex	g sterftillter i sterf	Cl+Ex	CI+Ex	n ja sensa ang sensa ang sensa ang sensa ang sensa sensa Sensa sensa sens	CI+Ex	Cl+Ex	CARGON COLUMN	Cl+Ex	CI+Ex	
Detector 1 Channel				201980113								
Detector 1 Extend (s)	0.0	0.0	antan selara dari	0.0	0.0	949, Art (1877-199	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	한 것, 것 같은 것 같은 것이다.	0.0	0.0		0.0	10.0		0.0	10.0	
Detector 2 Position(ft)		300			300							
Detector 2 Size(ft)	n de ser de la del d La del de la	6	an shaafi tarahi	1997 B. S.	6	enal a na bailte a an			er en			
Detector 2 Type	(1944) Albaria	Cl+Ex			CI+Ex							
Detector 2 Channel	na Shikar	nte Star i A	s et ingelet i del		1999-1997 - 1997 - 1998 1999-1997 - 1997 - 1998	and the possible of Held	sa tan na sayan	n million an ann an a	an that the second s	an an is fan it fan		
Detector 2 Extend (s)		1.8	2698692		1.8			1888-188 1889-188				
Turn Type	Perm	NA	e e la destadad	Perm	NA	1.50.000500.465	Perm	NA	egenerative et a 1456 m	Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2	SANG KANARA	unandarik.	6	angalangan seri	e net ret for the construction	8	en al ferrar a caracteria.	 Absolution (2008) (1994) 	4		
r ennimed Filases	2											

McKinney @ US 64 Background AM

ane Group	EBL	EBT	EBR WBL	WBT	WBR NEI	_ NET	NER SWL	SWT
etector Phase	2	2	6	6		3 8	4	4
witch Phase		ander de la servicie de la servicie Servicie de la servicie de la servic	annar i an	en alter Deen Brend fan die	al de la companya de	a Casada ya kuta na mata n	andred and a second state of the second s	
linimum Initial (s)	12.0	12.0	12.0	12.0	7.() 7.0	7.0	7.0
linimum Split (s)	22.1	22.1	21.6	21.6	20.8	Capital States and Capital Strengther States.	21.0	21.0
otal Split (s)	42.2	42.2	42.2	42.2	42.8		42.8	42.8
otal Split (%)	49.6%	49.6%	49.6%	49.6%	50.4%	presidenti e conserver sur ser reserve	50.4%	50.4%
		36.1	-36.6	36.6	38.		37.8	37.8
faximum Green (s)		4.5	4.6	4.6		Charles of the second second second second second	3.9	3.9
ellow Time (s)		4.5	4.0 1.0	1.0	 1,	IN ALL DATE OF A DATE MADE AND A DATE.	1.1	1.1
II-Red Time (s)	1.6	of the state of th	1.0 0.0	0.0	99098 (Second 19	0.0		0.0
ost Time Adjust (s)	0.0	0.0	and a second track the state of the	0.0 5.6	TRABAST SALE	4.8		5.0
otal Lost Time (s)	6,1	6.1	5.6	0.0		4.0	792303075236242	0.0
ead/Lag	n e hikense ki	ana ana ang ang ang ang ang ang ang ang		en se an air				
ead-Lag Optimize?						0 10	1.0	1.0
ehicle Extension (s)	2.0	2.0	2.0	2.0	1. No			and a second sec
Recall Mode	Min	Min	Min	Min	Non		None	None 7.7
ct Effct Green (s)	18.8	18.8	19.2	19.2	NULIP DATENDARIO (PRAMA	7.8	x paragona de la composition de la comp	
Actuated g/C Ratio	0.55	0.55	0.56	0.56	ofene stat	0.23		0.23
/c Ratio	0.00	0.49	0.04	0.34	na Antonio de Sectorio Antoneo	0.39		0.07
Control Delay	6.0	9.0	5,7	7.1		10.3		9.9
Queue Delay	0.0	0.0	0.0	0.0	en e	0.0	en en en sont her oaren geregelekster. Ne	0.0
otal Delay	6.0	9.0	5.7	7.1		10.3		9.9
.OS	А	А	А	А		В	and the second state of th	A
Approach Delay		9.0		7.1		10.3		9.9
Approach LOS		А		А		В		A
0th %ile Green (s)	19.6	19.6	20.1	20.1	10.	8 10.8	10.6	10.6
Oth %ile Term Code	Gap	Gap	Hold	Hold	Ga	p Gap	Hold	Hold
70th %ile Green (s)	14.0	14.0	14.5	14.5	7.	3 7.3	7.1	7.1
70th %ile Term Code	Gap	Gap	Hold	Hold	Ga	p Gap	Hold	Hold
50th %ile Green (s)	12.0	12.0	12.5	12.5	7.		7.0	7.0
50th %ile Term Code	Min	Min	Hold	Hold	Ho	d Hold	Hold	Hold
30th %ile Green (s)	15.4	15.4	15.9	15.9	7.		7.0	7.0
30th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Ho	n e e se	Hold	Hold
10th %ile Green (s)	27.0	27.0	27.5	27.5	0	and the second	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Sk	 and units in the contract sectors on the 	Skip	Skip
and a second	Dweii 0	58	2	35		10		2
Queue Length 50th (ft)	0 2		2 9	89	en en de state de la Sel	48	y a guna municipal de la constantion A	15
Queue Length 95th (ft)	د 1999-1997	711	. 	1372		673		401
Internal Link Dist (ft)	75	111	75	1014		91V		an a
Turn Bay Length (ft)		4704	837	1811		1420		1418
Base Capacity (vph)	997	1794	03/ 0	1011 0	e-sentennis fils	1420		0
Starvation Cap Reductn	0	0	and the second sec	os a pagas como tempo	88-1999-1792-189	Ŭ 0		Õ
Spillback Cap Reductn	0	0	0	0		0		0
Storage Cap Reductn	0	0	0	0	CARACTERIA (* 1	0.11		0.02
Reduced v/c Ratio	0.00	0.28	0.02	0.20	996999699	U.11		0.02
Intersection Summary								
Area Type:	Other							
Cycle Length: 85								

McKinney @ US 64 Background AM

J. M. Teague Engineering & Planning

09/27/2017

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Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	Intersection LOS: A
Intersection Signal Delay: 8.5	
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 41.3	
70th %ile Actuated Cycle: 32.2	
50th %ile Actuated Cycle: 30.1	
30th %ile Actuated Cycle: 33.5	
10th %ile Actuated Cycle: 33.1	

Splits and Phases: 11: Old US 64/McKinney & US 64

-•ø2	Ø4
42.2 s	42.85
Ø6	708
20 July 20 Jul	47.8.8

			R	*	♣	٤	5	×	~	6	*	~
_ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	٢	د آ		٢	4			4 >			\$	
Traffic Volume (vph)	ġ	468	65	37	512	10	42	୍ 1	26	15	5	5
Future Volume (vph)	9	468	65	37	512	10	42	1	26	15	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	지지 않는 것은 것은 가슴을 가지 않는	0	75	ne kontrante Provinciali	0	0	an an ann an	0	0		0
Storage Lanes	ં		Ō	1		Ō	0		0	0		0
Taper Length (ft)	75	n an thail a Thail an thail an thai	영양 아망 양가 가 있다.	75	na shinadh isang	9999-798 (20) - 69	25	ar hanseta i han den	n national and a state of	25	and the second second second	1.1971.001.001.00440
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982	CANED THE A	. 19-2-2-2-2-2-2-2- 19-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	0.997	13 MARTANAN	1999, 1992 (1997) (1992) 1999	0.949		an 1997 an an the State of the State of State of States and States and States and States and States and States	0.972	10, 10, 10, 10, 10, 10, 10, 10, 10, 10,
Fit Protected	0.950	0.002		0.950				0.970			0.972	
Satd. Flow (prot)	1770	1829	0	1770	1857	0	0	1715	0	0	1760	0
Fit Permitted	0.419	1020		0.416				0.797			0.776	
Satd. Flow (perm)	780	1829	0	775	1857	0	0	1409	0	0	1405	0
Right Turn on Red	100	1023	Yes			Yes			Yes			Yes
· 사실에는 비행 문항을 위한 방향이 있었다. 사람들은 것은 사람에서 제품을 가지 않는 것이 있는 것이 있는 것이 있는 것이 있다.		10	100	in de la state	35768798789 1			29	- 1998 - 199 3 - 19	알랐다. 여러 아이에 알려왔다. 	6	49999997 F.
Satd. Flow (RTOR)	(AAAA 4AAA)	45	9496494	in an	45	9		35			35	1993) 1993)
Link Speed (mph)	REPERDENT.	40 791		이었으로 관계가	1452	2.48(19-8) 20 % ? 	e se en	753	1973년 1973년 1983년 1977년 - 1979년 1 1977년 1977년 1977년 1979년 197	AN LOOP IN	481	1997 AR 4 1997 1997 AR 4 1997
Link Distance (ft)	27125648989	12.0			22.0	an a		14.7			9.4	63674
Travel Time (s)	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	0.90		0.90	41	569	11	47	0.00	29	17	6	6
Adj. Flow (vph)	10	520	12	4 J	009	5 - U -		948-24 Be	47	STELLER CONTRACTOR		
Shared Lane Traffic (%)		-00			580	0	0	77	0	0	29	0
Lane Group Flow (vph)	10	592	0	41 No	an tean 1980) in 1975 (No	No	No	No	No	No	No
Enter Blocked Intersection	No	No	No	No	No	The second second second second	Left	Left	Right	Left	Left	Right
Lane Alignment	Left	Left	Right	Left	Left	Right	Len	Len 0	ragin	LOIL	0	i viĝi n
Median Width(ft)	en an	12	1	a a tra card	12	54 - CZ 654	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	na sean i se	99.34/39.4%	640466087	0	2649Z
Link Offset(ft)		0			0			0 16	3873054A-38	696363354	0 16	999-1993 1
Crosswalk Width(ft)	na mana atang	16		er die webenen	16	ana ana	ara Karwan	01 	2050 S-2058		10	614-131
Two way Left Turn Lane		Yes		4.00	Yes	4 00	4 00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 G
Turning Speed (mph)	15		9	15		9	15	49888838 •	9	ر الرجوني 1	0.0223003 1	
Number of Detectors	0	2		0	2	Alatan (h.a.	1 1924-1886-18	1 Waaraanie		ا می ر	ا 1995 (1996)	
Detector Template				40.82/42			Left	2000 CO		Left	60	
Leading Detector (ft)	0	306	e wanterster Satter	0	306	an a	20	60		20	60 0	1993-1994 1993-1994
Trailing Detector (ft)	0	90		0	90		0	0		0	fer eizen erfenzielen er ei	
Detector 1 Position(ft)	0	90	116865 (KSA1161-17	0	90		0	0	and a the adapt	0	0	i de la
Detector 1 Size(ft)	20	6		20	6		20	60		20	60 CU Ev	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	, in Hoder-Cross	Cl+Ex	CI+Ex	u kan di sa saka s	CI+Ex	Cl+Ex	1943-1747 1943-1747
Detector 1 Channel											· · ·	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	-2-575620543.co	0.0	0.0	le Marco Chaladh	0.0	0.0	77.54 S. S. S.
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	nt aire due Charles	0.0	10.0	ser nem novi	0.0	10.0	antin (debe
Detector 2 Position(ft)		300			300							688800
Detector 2 Size(ft)		6			6		. eta artikat Miratikat	eria des artes, de		- State State State	are station are	
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel							1977, 675-11 ⁹ 1	المحد المراجع المراجع	er in staar staars	ulan in normalia	talan kutan 1994 d	e na ser a la composición En esta esta esta esta esta esta esta esta
Detector 2 Extend (s)		1,8			1.8	34939				to gale		
Turn Type	Perm	NA		Perm	NA		Perm	NA	a second a state of the	Perm	NA	a socializzatione de
Protected Phases		2			6			8			4	
Permitted Phases	2	an a searchair tha the the the test of t		6			8			4		

McKinney @ US 64 Background PM

Note of the second state 36.1 36.1 36.6 36.6 38.0 38.0 Yellow Time (s) 4.5 4.5 4.6 4.6 3.8 3.8 All-Red Time (s) 1.6 1.6 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 crotal Lost Time (s) 6.1 6.1 5.6 5.6 4.8	ne Group	EBL	EBT	EBR WBL	WBT	WBR NEL	NET	NER SWL	SWT
Alinimum Initial (s) 12.0 12.0 12.0 7.0 7.0 Alinimum Split (s) 22.1 22.1 22.6 22.2 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.4 42.6 <td>tector Phase</td> <td>2</td> <td>2</td> <td>6</td> <td>6</td> <td>8</td> <td>8</td> <td>4</td> <td>4</td>	tector Phase	2	2	6	6	8	8	4	4
Alinimum Initial (s) 12.0 12.0 12.0 7.0 7.0 Alinimum Split (s) 22.1 22.1 22.6 22.2 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.3 42.4 42.6 <td>ler er sel lette frædstagen uppgater i hunde er er</td> <td>al transformer a maria</td> <td></td> <td></td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td></td> <td></td> <td></td> <td></td>	ler er sel lette frædstagen uppgater i hunde er	al transformer a maria			· · · · · · · · · · · · · · · · · · ·				
Inimum Split (s) 22.1 22.1 21.6 21.6 20.8 20.8 fold Split (s) 42.2 42.2 42.2 42.2 42.8 42.8 oral Split (%) 49.6% 49.6% 49.6% 50.4% 50.4% 50.4% Asximum Green (s) 36.1 36.6 36.6 38.0 38.0 (ellow Time (s) 1.6 1.6 1.0 1.0 1.0 celt Time (s) 6.1 6.1 5.6 4.8 .ead-Lag Optimize? .ead-Lag Optimize? .ead-Lag Optimize? .ead-Lag (C Ratio 0.71 0.71 0.72 0.20 .ead-Lag (C Ratio 0.71 0.71 0.72 0.20 .ead-Lag 4.7 6.6 4.8 6.2 11.8 .co Ratio 0.00 0.0	contraction and an experimental strength of the term of the second strength of the second strength of the	12.0	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Total Split (s) 42.2 42.2 42.2 42.2 42.8 42.8 Total Split (%) 49.6% 49.6% 49.6% 50.4% 50.4% Aaximum Green (s) 36.1 36.6 36.6 38.0 38.0 Iellow Time (s) 1.6 1.6 1.0 1.0 1.0 1.0 .ost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 rotal Lost Time (s) 6.1 6.1 5.6 4.8	real states of the second states and the second states of the second states and the			승규는 이렇게 가지 않는 것은 것이 있는 것은 것은 것이 없다.		20.8	20.8	21.0	21.0
Total Split (%) 49.6% 49.6% 49.6% 50.4% 50.4% Jaximum Green (s) 36.1 36.1 36.6 36.6 38.0 38.0 (elow Time (s) 4.5 4.5 4.6 4.6 3.8 3.8 URE of Time (s) 1.6 1.6 1.0 1.0 1.0 1.0 .ost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 cad/Lag .ead/Lag				42.2	42.2	42.8	42.8	42.8	42.8
Data fund Green (s) 36.1 36.1 36.6 36.6 38.0 38.0 (ellow Time (s) 1.6 1.6 1.6 1.0 1.0 1.0 cost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 cost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 cost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 cad-Lag Optimize?			한 영향에 있는 것이 있는 것이 있는 것이 없는 것이 없다.	지금 사람이 여름다. 이렇게 집에 가져 있는 것이 가지 않는 것이 같아?	计设备的复数分词 网络中国际工作	50.4%	50.4%	50.4%	50.4%
fellow Time (s)4.54.64.63.83.8ull-Red Time (s)1.61.61.01.01.01.0cost Time Adjust (s)0.00.00.00.00.0otal Lost Time (s)6.16.15.65.64.8ead/Lagead-Lag2.02.02.01.01.0read/LagKainMinMinMinNoneNoneceal ModeMinMinMinMinNoneNoneceal flood0.20.460.070.440.25control Delay4.76.64.86.211.8Queue Delay0.00.00.00.00.0for al Delay4.76.66.111.8Approach LOSAABBOth %ile Green (s)22.322.322.822.87.9Oth %ile Green (s)17.317.317.817.27.2Oth %ile Green (s)19.419.919.97.27.2Oth %ile Green (s)27.027.027.50.00.0Oth %ile Green (s)27.027.027.527.50.00.0Oth %ile Green (s)27.027.027.527.50.00.0Oth %ile Green (s)27.027.027.527.50.00.0Oth %ile Green (s)27.027.027.527.50.00.0Oth %ile Green (s)27.027.027.5 <td< td=""><td></td><td></td><td>and the second second</td><td></td><td></td><td></td><td>38.0</td><td>37.8</td><td>37.8</td></td<>			and the second				38.0	37.8	37.8
all-Red Time (s) 1.6 1.6 1.0 1.0 1.0 1.0 ost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 otal Lost Time (s) 6.1 6.1 5.6 5.6 4.8 ead/Lag ead-Lag Optimize? 20 2.0 2.0 1.0 1.0 recall Mode Min Min Min Min None None vct Effct Green (s) 25.6 25.6 25.8 2.7.3 cxtuated g/C Ratio 0.02 0.46 0.07 0.44 0.25 chrait O Delay 4.7 6.6 4.8 6.2 11.8 0.00 0.0 0.00 <td>[1] M. M.</td> <td>e el montre parte en comparte</td> <td>ala a Matagora aktin ukk birkut</td> <td></td> <td>And the second second second</td> <td>3.8</td> <td>3.8</td> <td>3.9</td> <td>3.9</td>	[1] M.	e el montre parte en comparte	ala a Matagora aktin ukk birkut		And the second second second	3.8	3.8	3.9	3.9
Ost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 Total Lost Time (s) 6.1 6.1 5.6 5.6 4.8 ead-Lag Optimize?	さから かりり かくさつ いたいたいしょう オート 気気 かいかかんだり がいしたたいかく ひろうかん		the second se			1.0	1.0	1.1	1.1
Total Lost Time (s) 6.1 6.1 5.6 5.6 4.8 ead/Lag ead/Lag Optimize?	and the second secon	Andreas de la presenta de presenta		Sector a Stratic sector sector a cara a contrata		n de la serie de la competencia de la deservación de la competencia de la competencia de la competencia de la La competencia de la c		an far oa serie a serie serie a serie a	0.0
Lead/Lag Lead/Lag yead-Lag Optimize? ////////////////////////////////////	• • If the second se Second second se Second second sec	and a second	and the second sec	a commentaria de la seconda					5.0
Lead-Lag Optimize? /ehicle Extension (s) 2.0 2.0 2.0 1.0 1.0 Recall Mode Min Min Min Min Min None None Act Effct Green (s) 25.6 25.6 25.8 25.8 7.3 Actuated g/C Ratio 0.71 0.71 0.72 0.20 //c Ratio 0.02 0.46 0.07 0.44 0.25 Control Delay 4.7 6.6 4.8 6.2 11.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 4.7 6.6 4.8 6.2 11.8 OS A A A B B Approach Delay 6.6 6.1 11.8 11.8 Approach LOS A A A B 20th %ile Green (s) 22.3 22.3 22.8 2.8 7.9 7.9 20th %ile Green (s) 17.3 17.3 17.8 17.8 7.2 7.2 70th %ile Green (s) 19.4 19.9	 Solution Control and the state of the state	.		이는 것은 가지가 가지 가지 않는 것이 있다. 같은 것이 같은 것이 있는 것이 있는 것이 있는 것이 있는 것이 있는 것이 있는 것이 같은 것이 있는 것이 같은 것이 있는 것이 있는 것이 있는 것이 있 같은 것이 같은 것이 같은 것이 있는 것이 없는 것이 없는 것이 있는 것이 없는 것이 있는 것이 없는 것이 있는 것	an a		n la fina di sun mandar	e na tresta da para de la competizione de la comp	ude de laterativativativativa
/ehicle Extension (s) 2.0 2.0 2.0 2.0 1.0 1.0 Recall Mode Min Min Min Min Min None None Act Effct Green (s) 25.6 25.6 25.8 25.8 7.3 Actuated g/C Ratio 0.71 0.71 0.72 0.20 /c Ratio 0.02 0.46 0.07 0.44 0.25 Control Delay 4.7 6.6 4.8 6.2 11.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 4.7 6.6 4.8 6.2 11.8 Queue Delay 4.7 6.6 6.1 11.8 OS A A A B Approach LOS A A B Joth %ile Green (s) 17.3 17.3 17.8 17.8 Joth %ile Green (s) 19.4 19.9 19.9 7.2 7.2 Joth %ile Green (s) 27.0		1144 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 114 - 1	an a						
Recall Mode Min Min <th< td=""><td></td><td>2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>20</td><td>2.0</td><td>2.0</td><td></td><td>1.0</td><td>1.0</td><td>1.0</td></th<>		2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20	2.0	2.0		1.0	1.0	1.0
Act Effct Green (s) 25.6 25.6 25.8 25.8 7.3 Actuated g/C Ratio 0.71 0.71 0.72 0.72 0.20 //c Ratio 0.02 0.46 0.07 0.44 0.25 Control Delay 4.7 6.6 4.8 6.2 11.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 Fotal Delay 4.7 6.6 4.8 6.2 11.8 LOS A A A B B Approach Delay 6.6 6.1 11.8 11.8 LOS A A A B B Oth %ile Green (s) 22.3 22.3 22.8 2.8 7.9 7.9 Oth %ile Green (s) 17.3 17.3 17.8 17.8 7.2 7.2 Voth %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 Oth %ile Green (s) 27.0 27.0 27.5 0.0 0.0 Soth %ile Green (s) 27.0 27.5 27.5 0.0 <td>and the second second and the second s</td> <td></td> <td>a second second second second</td> <td>the second second second second second</td> <td></td> <td></td> <td></td> <td>None</td> <td>None</td>	and the second second and the second s		a second second second second	the second second second second second				None	None
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Approach Delay 6.6 6.1 11.8 Approach LOS A A B Approach LOS A A B Obth %ile Green (s) 22.3 22.3 22.8 22.8 7.9 7.9 Obth %ile Term Code Gap Gap Gap Hold Hold Gap Gap Yoth %ile Term Code Gap Gap Gap Hold			and the second sec	NAMES THE PERSON AND THE SECTION OF			Children and the second strategy of the	NER DER STER BERKER UND DER STER	В
Approach LOS A A B Approach LOS 22.3 22.3 22.8 22.8 7.9 7.9 90th %ile Green (s) 22.3 22.3 22.8 22.8 7.9 7.9 90th %ile Term Code Gap Gap Gap Hold Hold Gap Gap 70th %ile Green (s) 17.3 17.3 17.8 17.8 7.2 7.2 70th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 <td>(a) a second second second second second second second back and be set</td> <td>ہ 1960-1969</td> <td></td> <td></td> <td></td> <td>800 X X X X X X X X X X X X X X X X X X</td> <td></td> <td></td> <td>12.6</td>	(a) a second second second second second second second back and be set	ہ 1960-1969				800 X X X X X X X X X X X X X X X X X X			12.6
Approximation 22.3 22.3 22.8 22.8 7.9 7.9 90th %ile Green (s) 17.3 17.3 17.8 17.8 7.2 7.2 70th %ile Green (s) 17.3 17.3 17.8 17.8 7.2 7.2 70th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 70th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.5 27.5 0.0 0.0 Queue Length 50th (ft) 1 72			contra-provincia da la seco		an na 2016 na manga sa sa s		a construction of the second second		В
Both Nile Green (s) Instruction Gap Gap<		20.2		20 8		7.9		7.7	7,7
Arrow of the Green (s) 17.3 17.3 17.8 17.8 7.2 7.2 70th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 <	an a		crawler und an entering reserves to the	요즘 문제가 많은 것을 가지 않는 것을 많이 많이 다.	ちょう ほうべいてい とうないのもい	한국가 아님, 말한 것이라 이야가 한다. 가지 않는 것이 같이 하는 것이 같이 하는 것이 같이 많이	served of same reactions	Hold	Hold
Number Group (s) Gap Gap Gap Hold	services and another and a control shares at way been the transformed		CLARKER AND A REPORT OF A REPORT OF A					7.0	7.0
Source Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 19.4 19.4 19.9 19.9 7.2 7.2 50th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 30th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Term Code Dwell Dwell Dwell Dwell Skip Skip Queue Length 50th (ft) 1 72 4 68 8 8 Queue Length 95th (ft) 75 1711 1372 673 73 Turn Ba		Charles She and the second second second	este provinsi di Disconscienza della	이는 수영 것은 것은 것은 것은 것을 것 같아. 가지 않는 것이 없는	しょうかんていない みっかんと	See the mass of the second second second	그는 것을 가지 않는 것 같아요. 것 같아?	Hold	Hold
Sour Allo Green (s) Dwell Dwell Dwell Dwell Dwell Dwell Hold Hold Hold Source	a second s							7.0	7.0
Outring form of the order Direction Direction <thdirection< th=""> <thdirection< th=""> <thdirection< t<="" td=""><td></td><td></td><td>그렇는 이렇게 한 아내는 것 같아요. 아내는 것 같</td><td>n na shekara ku ka na kara ka ka</td><td></td><td></td><td>NATION CONTRACTORS AND</td><td>Hold</td><td>Hold</td></thdirection<></thdirection<></thdirection<>			그렇는 이렇게 한 아내는 것 같아요. 아내는 것 같	n na shekara ku ka na kara ka			NATION CONTRACTORS AND	Hold	Hold
Out wile Green (s) Dwell Dwell Dwell Dwell Skip Ski	and the second s							0.0	0.0
Out wile Green (s) 27.0 27.0 27.5 27.5 0.0 0.0 10th %ile Green (s) 27.0 27.5 27.5 0.0 0.0 10th %ile Term Code Dwell Dwell Dwell Dwell Skip Skip Queue Length 50th (ft) 1 72 4 68 8 Queue Length 95th (ft) 5 146 13 136 35 Queue Length 95th (ft) 7 711 1372 673 Turn Bay Length (ft) 75 1771 754 1807 1388 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0		e New age of a second state of the second			ane du l'ave e la stat	all for the form of the first of the contract of the state of the stat		Skip	Skip
Null Group (string) Dwell Dwell Dwell Skip Skip 10th %ile Term Code Dwell Dwell Dwell Dwell Skip Skip Queue Length 50th (ft) 1 72 4 68 8 Queue Length 95th (ft) 5 146 13 136 35 Internal Link Dist (ft) 711 1372 673 Turn Bay Length (ft) 75 75 Base Capacity (vph) 755 1771 754 1807 1388 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0	the second second second second second second second second second							0.0	0.0
Queue Length 50th (ft) 1 72 4 68 8 Queue Length 95th (ft) 5 146 13 136 35 Internal Link Dist (ft) 711 1372 673 Turn Bay Length (ft) 75 75 Base Capacity (vph) 755 1771 754 1807 1388 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0			e See e name and see a	그 김 영양은 이 영국 가장 이 옷에서 집에서 이 없었다. 영국		이 옷 같아. 그는 바람이 많이 가지 않는 것이 가지 않는 바람이 많이 나 나 나 나 나 나 나 나 나 나 나 나 나 나 나 나 나 나		0.0 Skip	Skip
Queue Length 95th (ft) 5 146 13 136 35 Internal Link Dist (ft) 711 1372 673 Turn Bay Length (ft) 75 75 Base Capacity (vph) 755 1771 754 1807 1388 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0						əkip		Чис	JNP 2
Internal Link Dist (ft) 711 1372 673 Turn Bay Length (ft) 75 75 Base Capacity (vph) 755 1771 754 1807 1388 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0							것 같아요. 아이는 것 것		4 19
Turn Bay Length (ft) 75 75 Base Capacity (vph) 755 1771 754 1807 1388 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0		5 2010 - 2010 - 2010 - 2010		1 3 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 - 1900 -					401
Base Capacity (vph) 755 1771 754 1807 1388 Starvation Cap Reductn 0			(11		13/Z	eren operation als	013	CERTIFICATION AND AND AND AND AND AND AND AND AND AN	τvι
Starvation Cap Reductin 0			د ومرتبال		4007		1200		1382
Spillback Cap Reductin 0 0 0 0 Storage Cap Reductin 0 0 0 0		and the second second second second	office and something comparison	 Contrario de tración de la contrario 	ver de la recomerción		Prefit in the part of the state of the		130Z ()
Storage Cap Reductn 0 0 0 0 0 0			er son o contra da seta		and the second				0
		and the second se	terre este deservante de re	Contraction of the second second second			a tanàna amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'ny fisiana amin'		U 0
			•		•				0.02
Reduced v/c Ratio 0.01 0.33 0.05 0.32 0.06	educed v/c Ratio	0.01	0.33	0.05	0.32		00.0		U.VZ
Intersection Summary	tersection Summary								
Area Type: Other		Other		***					

McKinney @ US 64 Background PM

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 6.8	Intersection LOS: A
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 41.1	
70th %ile Actuated Cycle: 35.4	
50th %ile Actuated Cycle: 37.5	
30th %ile Actuated Cycle: 33.1	
10th %ile Actuated Cycle: 33.1	

Splits and Phases: 11: Old US 64/McKinney & US 64

→ Ø2	× 04
1228 Carlier Contract States and States	1285 Contraction of the second states of the second states
← Ø6	× Ø8

7

Brickyard @ US 64 Background AM

$\mathcal{F} \rightarrow \leftarrow \checkmark \checkmark \checkmark$

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	٢		ţ,		M		
Traffic Volume (vph)	16	332	296	87	125	22	
Future Volume (vph)	16	332	296	87	125	22	r men of de la factorie de la defensar en lefens a canada e se san enverne en anten per se a sur de presentent I
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	70	100000000000000000000000000000000000000		0	0	0	
Storage Lanes	1			0	1	0	
Taper Length (ft)	100				25		· · · · · · · · · · · · · · · · · · ·
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.969		0.980		
Flt Protected	0.950				0.959		
Satd. Flow (prot)	1770	1863	1805	0	1751	0	
Fit Permitted	0.372				0.959		
Satd. Flow (perm)	693	1863	1805	0	1751	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			21		8		
Link Speed (mph)		45	45		35		
Link Distance (ft)		2149	791		1670		
Travel Time (s)		32.6	12.0		32.5		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	n an ann an an an an ann an an an ann an a
Adj. Flow (vph)	18	369	329	97	139	24	
Shared Lane Traffic (%)		1.41.5.10.10.10.10.10.10.1	an a tracta cata ante.		a di sata da si	an an an a' fhairt a tha tha ta shar a shara a ta	ne se manan estas de la companya de
Lane Group Flow (vph)	18	369	426	0	163	0	
Enter Blocked Intersection	No	No	No	No	No	No	ran artan na managara ang sa mang kang sara kang sarat sa kang
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)	too ha kalan daalah 2	12	12	ali ginin sananin	12	s dan mengerakan sebelah	
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)	an marta seriesad	16	16	a natao a taing a	16	计数据 化乙酰胺乙酸乙酰甲酸乙酯 经分额	
Two way Left Turn Lane		Yes	Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	(Belet)		9	15	9	
Number of Detectors	1 ::::::::::::::::::::::::::::::::::::	1	1 	no en activita	1	the state of the state of the	
Detector Template	Left				Left		
Leading Detector (ft)	60	306	306	an an tainn an tainn	60		na an tha an tha sa
Trailing Detector (ft)	Õ	300	300		0		
Detector 1 Position(ft)	0	300	300	kar bizer (193	0	ne an	
Detector 1 Size(ft)	60	6	6		60		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		CI+Ex	una de la secola de la	
Detector 1 Channel				1888-948			
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	e, siya garaka shir	
Detector 1 Queue (s)	0.0	0.0	0.0	an shinki	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0		
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	5	2	6	An the second	4	anaton (
Permitted Phases	2	2998-200 •			2,339,335 •	ser an	
Detector Phase	5	2	6	86-10-8-53	4 20-030-24		
Switch Phase		40.0	40.0	아서랍한	29 • 7 •		
Minimum Initial (s)	7.0	12.0	12.0	1443.5443	7.0 20.7		
Minimum Split (s)	11.4	21.5	21.5 64.0		33.0		
Total Split (s)	13.0	77.0	04.0		33.0		

$\mathcal{F} \rightarrow \leftarrow \mathcal{K} \checkmark \checkmark$

ane Group	44 00/	EBT	WBT	20.0%
otal Split (%)	11.8%	70.0%	58.2%	30.0%
1aximum Green (s)	8.6	71.5	58.5	28.3
ellow Time (s)	3.0	4.5	4.5	31
II-Red Time (s)	1.4	1.0	1.0	1.6
ost Time Adjust (s)	0,0	0.0	0.0	00
otal Lost Time (s)	4.4	5.5	5.5	4.7
ead/Lag	Lead		Lag	
ead-Lag Optimize?	Yes	and an <u>stat</u> a.	Yes	
ehicle Extension (s)	1.0	6.0	6.0	10
/inimum Gap (s)	0.2	3.0	3.0	0.2
ime Before Reduce (s)	0.0	15.0	15.0	0.0
ime To Reduce (s)	0.0	30.0	30.0	0.0
Recall Mode	None	Min	Min	None
ct Effct Green (s)	21.4	20.3	18.7	8.6
ctuated g/C Ratio	0.54	0.51	0.47	0.22
/c Ratio	0.03	0.39	0.50	0.42
Control Delay	4.4	7.3	10.6	17.2
Queue Delay	0.0	0.0	0.0	,这些人,我们就是一个人,我们就是你的你的,你们还是你的,你们就是你的你,你不能是你的你的,你们还是你的你的你,你们还是你能好,你们不能你,你们不能是你的你?"他 <mark>没</mark> 着你们的
otal Delay	4.4	7.3	10.6	17.2
.OS	Α	Α	В	B
pproach Delay		7.2	10.6	17.2
pproach LOS	en navez - tener <u>- a</u> n <u>a</u> deve	Α	В	B a un casa a companya ya na
0th %ile Green (s)	7.0	34.2	22.8	12.2
0th %ile Term Code	Min	Hold	Gap	Gap
Oth %ile Green (s)	0.0	18.4	18.4	9.3
'0th %ile Term Code	Skip	Hold	Gap	
0th %ile Green (s)	0.0	12.1	12.1	7.0
0th %ile Term Code	Skip	Hold	Gap	Min
0th %ile Green (s)	0.0	13.4	_13,4	有关的意志,在你们最近,你是我们要说了,你不能能,你是你们的你,你们就是你的你,你们们就是你的你,你不是你的?你的你们,你们们这个,你们不知道,你是你说,你们就是你不知道,我们不知道。"
0th %ile Term Code	Skip	Dwell	Dwell	
Oth %ile Green (s)	0.0	27.0	27.0	[2] 2 이 것은 것 이 것 같은 것 같은 것 같은 것 같이 있는 것 같은 것 이 있는 것 이 있는 것 이 가슴에 있는 것 이 있는 것 이 것 같은
Oth %ile Term Code	Skip	Dwell	Dwell	and the second se
Queue Length 50th (ft)	1	36	41	
Queue Length 95th (ft)	7	91	178	
nternal Link Dist (ft)	STATES STATES	2069	711	1590
urn Bay Length (ft)	70	مناقعات والمراجع	anna r uchadh	en er som en eine ster er som er er som er er som er
Base Capacity (vph)	621	1863	1805	1324
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	Q	0	Q
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.20	0.24	0.12
ntersection Summary				
	Other			
Cycle Length: 110	~~	CALENCE STATES	n an Start	상 가장에 가져져진다. 또한 것은 것은 것은 것은 것은 것을 많은 것이 있다. 또한 것은 것은 것은 것은 것을 것을 것 같아요. 것은 것을 가지 않는 것을 가지 않는 것을 알았다. 것은 소매가 있는 같이 같아요. 그는 것은
Actuated Cycle Length: 39.7				
Vatural Cycle: 60	waliotaki kateka Kaliotaki	92013-347-2437 92013-347-2437		ener som en en stande standen en som en standen at som en som Te som en som Te som en som
Control Type: Actuated-Unc	na daza el elaste	alanda di Berreta	alanan a	하는 것 같은 것 같은 것 같은 것 같은 것 같은 것은 것은 것은 것은 것 같은 것 같은 것 같은 것

Brickyard @ US 64 Background AM

J. M. Teague Engineering & Planning 09/28/2017

 Intersection Signal Delay: 10.4
 Intersection LOS: B

 Intersection Capacity Utilization 37.6%
 ICU Level of Service A

 Analysis Period (min) 15
 ICU Level of Service A

 90th %ile Actuated Cycle: 56.6
 70th %ile Actuated Cycle: 37.9

 50th %ile Actuated Cycle: 29.3
 30th %ile Actuated Cycle: 30.6

 10th %ile Actuated Cycle: 44.2
 Intersection LOS: B

Splits and Phases: 10: US 64 & Brickyard

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77.s		12 States and the state of the states of
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95 13's	96 64 s	

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	↑	ħ		۰Y	
Traffic Volume (vph)	22	410	436	125	119	23
Future Volume (vph)	22	410	436	125	119	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		en and an an	0.970		0.978	
Fit Protected	0.950				0.960	
Satd. Flow (prot)	1770	1863	1807	0	1749	
Flt Permitted	0.257				0.960	
Satd. Flow (perm)	479	1863	1807	0	1749	
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)	ana ara karantar		23	ere in second car	8	
Link Speed (mph)		45	45		35	
Link Distance (ft)	- 2005 (1906) (24, 15, 1063 (5).	2149	791		1670	
Travel Time (s)		32.6	12.0		32.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	24	456	484	139	132	26
Shared Lane Traffic (%)	100-00-00-00-07-00-00-	- in our station with the	ta caracteration	n od na navni nakola	almanika esina kor	nen en service de la nen de la constanció a la constanció de la constanció de la constanció de la constanció de
Lane Group Flow (vph)	24	456	623	0	158	0
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	ang ang taong ta	12	12	e Descritor de la sectión	12	t of a construction of the state in the state in the state in the state of the state of the state in the state
Link Offset(ft)		0	0	1001743	0	
Crosswalk Width(ft)	ALTER DATE OF	16	16	Sasan katar	16	
Two way Left Turn Lane	4 00	Yes	Yes		4 00	4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1 • • •	1 Skænstaðs ý	1 11.2000-000	an a	ן הבור י	
Detector Template	Left	200	200		Left	
Leading Detector (ft)	60	306	306	84.88970494	60	
Trailing Detector (ft)	0	300	300		0	
Detector 1 Position(ft)	0	300	300	este de la com	0	
Detector 1 Size(ft)	60 CHEV	6 Cl+Ex	6 Cl+Ex	NARA DI	60 CHEV	
Detector 1 Type Detector 1 Channel	CI+Ex	UTEX	UITEX	and a star	Cl+Ex	
Detector 1 Extend (s)	0.0	0.0	0.0	de Station	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0 0.0	0.0	0.0 0.0		0.0 0.0	
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	рптрс 5	2	юд 6	ng ng Shiphy Pri	F101 4	
Permitted Phases	2	ک	U		- 1985-1998	
Detector Phase	2 5	2	6 6	an de Color A	4	n na server er en den stelen er en stalske en stalste en en stelen stelen stelen stelen stelen stelen stelen st En stelen stel
Switch Phase		ے ریکھی		() NAMAR	- 1995-1995	
Minimum Initial (s)	7.0	12.0	12.0	ાત્મ અસ્ટાઇલ વિવ	7.0	eonne ann an barn bh' bha na bha chlinn 1997 an Chlinn an Thair B. Thaile an Anna 1977. Anna ann an taraige an taraige ann an taraige
Minimum Split (s)	11.4	21.5	21.5		20.7	
Total Split (s)	12.0	83.0	71.0	antantan Cr	27.0	en an an the second second Second second

Brickyard @ US 64 Background PM

otal Split (%) 1aximum Green (s) 'ellow Time (s) II-Red Time (s)	10.9% 7.6	75.5%	64.5%	24.5%	
ellow Time (s)	1.0	77.5	65.5	22.3	an in saidh an
	3.0	4.5	4.5	3.1	
	0.0 1.4	1.0	1.0	1.6	4799333946
ost Time Adjust (s)	0.0	0.0	0.0	0.0	
otal Lost Time (s)	0.0 4.4	5.5	5.5	4.7	
ead/Lag	Lead	0.0	Lag		
ead-Lag Optimize?	Yes		Yes		
enicle Extension (s)	1.0	6.0	6.0	1.0	STA SE
finimum Gap (s)	0.2	3.0	3.0	0.2	
ime Before Reduce (s)	0.0	15.0	15.0	0.0	
ime To Reduce (s)	0.0	30.0	30.0	0.0	989,8889 mil
tecall Mode	None	Min	Min	None	304SR
ct Effct Green (s)	28.2	27.0	25.6	9.2	
ctuated g/C Ratio	0.60	0.57	0.54	0.19	
/c Ratio	0.05	0.43	0.63	0.46	24203420a2
Control Delay	4.0	7.0	11.7	22.7	
Queue Delay	0.0	0.0	0.0	0.0	1277-03953
otal Delay	4.0	7.0	11.7	22.7	
OS	A.	A.	В	C	Jan Star
pproach Delay		6.8	11.7	22.7	
pproach LOS	8.999999999	o.o A	В	C	ALCONTRACTOR
0th %ile Green (s)	7.0	49.3	37.9	14.1	
0th %ile Term Code	Min	Hold	Gap	Gap	669698860
Oth %ile Green (s)	0.0	27.4	27.4	10.3	1993 1993
Oth %ile Term Code	Skip	Hold	Gap	Gap	为各部的1403 2
Oth %ile Green (s)	0.0	18.5	18.5	7.3) Milesii
Oth %ile Term Code	Skip	Hold	Gap	Gap	1940-03494
Oth %ile Green (s)	0.0	17.0	17.0	7.0	2693)
0th %ile Term Code	Skip	Dwell	Dwell	Min	的复数形式的
0th %ile Green (s)	0.0	27.0	27.0	7.0	2000).
Oth %ile Term Code	Skip	Dwell	Dwell	Min	지하는 것
Queue Length 50th (ft)	2	48	72	26	
ueue Length 95th (ft)	4 -2	122	299	116	40.990.990.
nternal Link Dist (ft)	George	2069	711	1590	3348G
urn Bay Length (ft)	70	2000			2019-0-001
ase Capacity (vph)	510	1863	1768	894	
tarvation Cap Reductn	0.0	0001	0	0	
pillback Cap Reductn	Õ	Ő	Õ	õ	
torage Cap Reductn	0	0	0	0	an dheile Shi
educed v/c Ratio	0.05	0.24	0.35	0.18	
and an a sharan dalama gen sana ang a sharendar bayan na ang ang ang ang ang ang ang ang an		∀• ₽₹	0.00		ar (stár) sáis menanananan
itersection Summary					
	Other				
cycle Length: 110	REAL REAL	and the second of a	The galactic state over		
ctuated Cycle Length: 47.2		ki an shi			
latural Cycle: 60 ontrol Type: Actuated-Unco			en en de la composition de la compositi	a ny na 1991, amin' amin' amin' amin' amin' any amin' ami	e esta esta esta tar

Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 73.6	
70th %ile Actuated Cycle: 47.9	
50th %ile Actuated Cycle: 36	ափումում չիկը չուցնելու միկումներու է հեր է տուկանել եկերտ մելին առմելի ներելի ումը չէչ չէն տուրչ, արտեր ու տուս Համահում չիկը չուցնելու միկումներու է հեր է տուկանել չկերտ մելին առմելի ներելի չէն ուստեր՝ արտեր ուս ստտեր ու օր
30th %ile Actuated Cycle: 34.2	
10th %ile Actuated Cycle: 44.2	nnes en trassee seu neere, far een nassaanneeren en nasseraar seurier ander en erenen erenen erene verse verseeren erenen oorden.

Splits and Phases: 10: US 64 & Brickyard

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17.5 / 71/5 / 71/5 / / / / / / / / / / / / / / / / / /	

Greenwood Forest @ US 64 Background AM

	٨	-	←	×.	1	4	
Vovement	EBL	EBT	WBT	WBR	SBL	SBR	
ane Configurations	٢	Ŷ	Ŷ	7	¥		
Traffic Volume (veh/h)	88	297	265	17	37	34	
Future Volume (Veh/h)	88	297	265	17	37	34	
Sign Control		Free	Free		Stop		
Grade	n n n van een staat wet staat	0%	0%		0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	98	330	294	19	41	38	
Pedestrians			taki j				
₋ane Width (ft)							n neer
Walking Speed (ft/s)							
Percent Blockage						e e general e como de la compañía de la compañía de la compañía de la compañía de la cual de la compañía de Presidentes de	no ora
Right turn flare (veh)							
Median type		TWLTL	TWLTL	anna ann a' Annaich a an far	and second and second	er an an ann an	anats
Vedian storage veh)		2	2				
Jpstream signal (ft)		t faarde tijneer doele ook		na interest national	ente d'Atana Maria		en e
oX, platoon unblocked							
vC, conflicting volume	313	anter (n. 1949).	An se vitikose k	- Alexandra (Mariana Alexandra) - Alexandra (Mariana Alexandra)	820	294	
vC1, stage 1 conf vol			848 (SA		294		949
vC2, stage 2 conf vol	an an thair a <u>tha sta</u> irtí a	trotadiatieks	n an	an a	526		NAL C
vCu, unblocked vol	313		634943	SARAA (820	294	
C, single (s)	4.1	- 12.25 (2.53)		01994 (MP 1998)	6.4	6.2	Gaine
C, 2 stage (s)					5.4	7 7	
F (s)	2.2				3.5 92	3.3 95	
p0 queue free %	92				92 499	95 745	R1 883
cM capacity (veh/h)	1247					745	a de la compañía de l
Direction, Lane #	EB 1	EB 2	WB 1	WB2	<u>SB 1</u>		<u>7179</u>
∕olume Total	98	330	294	19	79		
Volume Left	98	0	0	0	41 38		97.846
Volume Right	0	0 1700	0 1700	19 1700	594		
sSH Malana ta Canasiki	1247	1700 0.19	0.17	0.01	0.13		e Alter
Volume to Capacity Queue Length 95th (ft)	0.08 6	0.19	0.17	0.01	11		
Control Delay (s)	8.1	0.0	0.0	0.0	12.0		5.49942
Lane LOS	0.1 A	0.0	v.v		12.0 B		
Approach Delay (s)	1.9	646346777988	0.0		12.0		1940-188 (8
Approach LOS					. В		
Intersection Summary							
Average Delay			2.1				
Intersection Capacity Utilization	ation		33.0%	IC	U Level o	of Service A	
Analysis Period (min)			15				

Greenwood Forest @ US 64 Background PM

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	٦	†	1	7	¥	www.astrong.com	
Traffic Volume (veh/h)	41	331	327	55	26	89	
Future Volume (Veh/h)	41	331	327	55	26	89	r en beven en en en en en en en en an en beste state en beken groef har en waare julie beste Personen
Sign Control		Free	Free		Stop		
Grade	No Market Court Income the Andrews	0%	0%	and a state of the second of the	0%	- dents for the set of the state of the state of the state	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	46	368	363	61	29	99	
Pedestrians							
Lane Width (ft)	e Seine (Planet Berlan)	. A LANKA MARKAN	ette ar Dar Bernard	er let i dage settant	ar an		
Walking Speed (ft/s)					95.395		
Percent Blockage	an a	ana ana ing	har taka tirak		tina. Marina	un anna an an Anna A	
Right turn flare (veh)					962365		
vledian type	an a	TWLTL	A DALARDA AND A MARKAN AND AND AND AND AND AND AND AND AND A	20192-0464-0-5	a BRANCES		
Median storage veh)		2	2				
Upstream signal (ft)		ris deserve	200545037	i e se s	80.80848.VI	leg weisen gestere	
pX, platoon unblocked	424		803-9934		823	363	
vC, conflicting volume	4 2 4			na ini ina ini.	363	303	
VC1, stage 1 conf vol		KARONA A		영화은 것을	303 460		
vC2, stage 2 conf vol vCu, unblocked vol	424	STA GENY			823	363	
C, single (s)	424 4.1				6.4	6.2	
C, Single (s) C, 2 stage (s)	4.1		enter de la composition de la		5.4	0.2	
ic, z siage (s) iF (s)	2.2		a de tradector		3. 1 3.5	3.3	
p0 queue free %	2.2 96			esta de la s	95	85	
cM capacity (veh/h)	1135	lan kirinas var		ELO AL THE	529	682	
						002	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1		
/olume Total	46 46	368	363 0	61 0	128 29		
/olume Left /olume Bight	40 0	0 0	0	0 61	29 99		
Volume Right SH	1135	1700	1700	1700	99 640		
Volume to Capacity	0.04	0.22	0.21	0.04	0.20	CRANTER AND A	
Queue Length 95th (ft)	0.04 3	0.22	0.21	0.04	19		
Control Delay (s)	8.3	0.0	0.0	0.0	12.0		
Lane LOS	A.				B		
Approach Delay (s)	0.9	an a	0.0	eren en de	12.0	the second second second second	e e la cara terre de la contra d La contra terre de la contra de la
Approach LOS					B		
ntersection Summary							
Average Delay			2.0				
Intersection Capacity Utilization	ation		37.5%	IC	U Level c	f Service	A
Analysis Period (min)			15				

Greenwood Forest @ Brickyard Build-out AM

		\mathbf{F}	1	←	•	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4Î			र्स	Y		
Traffic Volume (veh/h)	72	39	26	32	19	102	
Future Volume (Veh/h)	72	39	26	32	19	102	
Sign Control	Free			Free	Stop		
Grade	0%	ng ng mangan sa	2019-2019-10-2019-10-2019-2019-2019-2019	0%	0%	an a	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	80	43	29	36	21	113	
Pedestrians							
_ane Width (ft)	an an a' Carlon an ann an air.		ne vez este este dan de	and a providenci de	angan in ang agaga.	ian en statistica pur la critera. En esta la esta una cara una la servica de constante en esta pueden en esta International	28
Nalking Speed (ft/s)							
Percent Blockage	99999777777777777777777777777777777777	a nganyang bahagan.	r Henshert (Henstein)	ente de la composició		na na hana na manana manana mananana na sana na manana manana manana na manana na manana na manana manana mana Manana manana na manana mana	1997 - 1998 - 1997 -
Right turn flare (veh)	소 소 문 문 문						
Median type	None	and the first of the second second	alan satal di sete al antes a	None	an a	a Davidenskog stati smalla mitala statusta statusten menetika statustika. A segina a stati na manaka kata biya A	
vledian storage veh)							
Jpstream signal (ft)	er son here i s	an na shina na shina	anna straightairt.	n i chan bhail	(alen), en existen e en	an de las estas substants a satalementes da un estas en substants en enternet el presentation a substants du s An	n nyengy dawa n
X, platoon unblocked					62.069		
C, conflicting volume	er et de ser destricter de	nga sta turki nga luga	123	na general and a disperse	196	102	1 1. Marie 2003
C1, stage 1 conf vol							
/C2, stage 2 conf vol	entre l'establishe d'Alberta	2000, 000, 000	an an tao na Manadara	te formule (en la c	1977) - 1997 - 2007 - 2005 1977 - 2007 - 2007 - 2005 2007 - 2007 - 2007 - 2007 - 2005	energi ken lakular yang dalam kana kana kana basa kana berang menangkan kana kana kana bahara kana kana kana k I	an star i spana s
/Cu, unblocked vol			123	22311/173	196	102	
C, single (s)	1999.948 (1998) Advertised o	1999 - Marine Marine Marine Series	4.1	na ang ang ang ang a	6.4	6.2	·
C, 2 stage (s)							
F (s)	enterta de la seconda de la desta de	en Marine en antimente	2.2		3.5	3.3	10 Marca 200 Marca
o0 queue free %			98		97	88	
cM capacity (veh/h)	2011 DA D. 2000 - 2042 AN	ala o ri colasci in c	1464	n yadalah ti ta kapa	778	954	10.00 Merces
Direction, Lane #	EB1	WB 1	NB 1				
/olume Total	123	65	134				
/olume Left	0	29	21				
/olume Right	43	0	113				
sH	1700	1464	921				
/olume to Capacity	0.07	0.02	0.15				
Queue Length 95th (ft)	0	2	13				
Control Delay (s)	0.0	3.4	9.6			n an	
ane LOS		Α	A				
Approach Delay (s)	0.0	3.4	9.6	4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		n - na	
Approach LOS			A				
ntersection Summary							
Average Delay			4.7				
ntersection Capacity Utiliza	ation	1. Marchael	23.8%	IC	U Level o	f Service A	e angle ki ke
Analysis Period (min)			15				

Greenwood Forest @ Brickyard Build-out PM

J. M.	Teague	Engineering	&	Planning
				09/28/2017

	-	~	6	-	•	/					
Movement	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	4Î			<u>्र</u> ्	Y						
Traffic Volume (veh/h)	68	36	79	69	50	33		SCOUNT			
Future Volume (Veh/h)	68	36	79	69	50	33	anan an an an san san san san san san sa	er allen se versler.	ante a processiona	ang ng kanalang kana Kanalang kanalang kana	
Sign Control	Free	694853		Free	Stop						
Grade	0%	LAIS GES CIPCO PARS	ses a construction of	0%	0%	els had sitting the share had	an gala ya kata asarata di	ter di soni se difficulio dili	a da de la colocada e que	ale en antigen de la Marier	97 - CIN (1999) N - NA
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90					
Hourly flow rate (vph)	76	40	88	77	56	37					
Pedestrians										29. S.A.A	
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage			والجرافة وفالتحار ومراجع		. Andres Carlos Carlos .		und für statt ein vertragen		n dara satu natar	un estadore in total a	en tratación
Right turn flare (veh)				영상화관							
Median type	None	neel Traditions Outers	destroiten atteitur	None		onus elono de marco	ante manera se posto		na stra stra stra	ansaan te daariina ra	r Tellin birda kanga
Median storage veh)								1949.94	3999 M		
Upstream signal (ft)	nananan ta 2000	startina inte	arene aren aren eren eren eren eren eren	lona karakarange	n a la la la la canta e	ingeneration and a state of the		Restaurus	1443 (1446) 1443 (1446)	anan an	u de Charle (1964)
pX, platoon unblocked									2029		
vC, conflicting volume	an far strategan.	andres een	116	an an an tao amin' an	349	96				An still dates	
vC1, stage 1 conf vol								1610-161			
vC2, stage 2 conf vol	Constant and	sayata aya	440	THERE WAR					n ostarikatos	NE SERVICE	
vCu, unblocked vol		61368	116 4.1		349 6.4	96 6.2			2322840	13603.082	SI ALCENT
tC, single (s)		5.06.47.5.3	4.1	11.08 A	0.4	0.2					
tC, 2 stage (s)			2.2	(ARAAA)	3.5	3.3	1일, 전화, 전화, 전화, 1997년 - 1997년 - 1997년 - 1997년 - 1997년 - 1997년 - 1997년 - 1997년 - 1997년	생겨주가가??		888110 (BAR)	e sector i
tF (s) p0 queue free %			2.2 94		91	-96					
cM capacity (veh/h)	44334473	1963-1987 (M.	1473	R. S. A. DANK	609	960 960	171. V. A.	OSS-CARE)		SLANCORS	
Direction, Lane #	EB 1	WB 1	NB 1		000	500					
Volume Total	116	165	93					and a second second			
Volume Left	0	88	55 56	eer konsti	(Arright)				0.9343.63		
Volume Right	40	0	37	NANG NEMEN	1012-124-14-3	[14] : 영양전(17] (23-174) [17]	24 · 가슴이가 맛있었는		an an the second se	898880.000	Senter and a second
cSH	1700	1473	713						174 S (284)		15 G2 (4
Volume to Capacity	0.07	0.06	0.13	, gebeur an		en de la companya de La companya de la comp	n stagen herenstere	leanaiste an		n in de la propiet	en del calender
Queue Length 95th (ft)	0	5	11								
Control Delay (s)	0.0	4.3	10.8		telefasti filma an consi	n Balan da Balan (Malaya). T	and shi shi shekari. T	an a	> >><5<55513.105	Supers State Contra	n de serviciense.
Lane LOS		Α	В								-
Approach Delay (s)	0.0	4.3	10.8	an bar tir Statistich	9 5990 ACTUR (NO	o antes e o secolario d	a antice and fair to	an marangan ang a	a an	n an teath i stàite i	n on zener örstanni di ö
Approach LOS			В								
Intersection Summary											
Average Delay			4.6								
Intersection Capacity Utilization	on	s an	26.1%	IC	U Level o	f Service	a station where the second		Α	- Station of the state of the	ro sultan in contra
Analysis Period (min)			15								

	مر			٩	>		
Movement	EBL	EBT	WBT	WBR	SBL	SBR	and the second second second
Lane Configurations	90	କ 71	₽ 43	114	₩ 84	23	
Traffic Volume (veh/h) Future Volume (Veh/h)	90 90	71	43 43	114 114	84 84	23 23	
Sign Control	90	Free	Free	114 200	Stop	23	
Grade	in dana	0%	0%		000p 0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	100	0.00 79	48	127	93	26	
Pedestrians				n de la companya de La companya de la comp			
Lane Width (ft)	y Addina on	1993年1月1日日 1993年1月11日 1993年11 1995 1995 1995 1995 1995 1995 1995 1	n Seisen Staden aus	1999 999 999 98	학생은 전문 전망		nje od se
Walking Speed (ft/s)							
Percent Blockage	se se en	na sa pari con an		an the second dependence of	i interfacio e novele i d	n havan de sinden das in existencia from "Destarmas". De sino de stara fra de regalisaria inte	and a second
Right turn flare (veh)							
Median type		None	None	17 - H - H - Y - HHH - H - HH		 Station is considered with the state of the	The car is an original transformer and the
Median storage veh)							
Upstream signal (ft)							
oX, platoon unblocked							
vC, conflicting volume	175	debartrutte, ex - eix	na an Olin Makeman a So	Stadte & the star	390	112	an - Fan Contract Market Active States and the Ac
vC1, stage 1 conf vol							
vC2, stage 2 conf vol		- Ali - Andrean Aliana Ali - Andrean Aliana Aliana Andreana Aliana Andreana Aliana Andreana Aliana Andreana Aliana Andreana Aliana Aliana Aliana Andreana Aliana Andreana Aliana Aliana Aliana Aliana Aliana Aliana Aliana Aliana Aliana Aliana Alia	santas sera	an. Katata			A ARTEN AND AN AND A STATE OF A STATE OF A
vCu, unblocked vol	175			9432493	390	112	
C, single (s)	4.1				6.4	6.2	
C, 2 stage (s)	2.2				3.5	3.3	
F (s) 50 queue free %	2.2 93			2.2.e. N 1973	3.5 84	5.5 97	
cM capacity (veh/h)	1401		6663666566	14 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	570	942	
		1 1 4 4Pm 1	~ ~ .		010	572	
Direction, Lane #	EB 1	WB 1	SB 1				
Volume Total	179	175	119	201223-8452 ³			
Volume Left Volume Right	100 0	0 127	93 26				
SH	1401	1700	624		12427-4243		
John John John John John John John John	0.07	0.10	024	승객회가 이사는	era seri		1997) - 1997) - 1997) - 1997) 1997) - 1997) - 1997) - 1997) 1997) - 1997) - 1997) - 1997)
Queue Length 95th (ft)	6	0.10	17		Karista		
Control Delay (s)	4.6	0.0	12.1		Sel an Seladar S		
Lane LOS	A		. В	<u>Persona</u>			
Approach Delay (s)	4.6	0.0	12.1		n Matalang ng Kangkilan Matalang ng Kangkilan		enternetine Fainteiter Index di
Approach LOS	1983) Altonio		В		K K K		
ntersection Summary							
Average Delay			4.8				
ntersection Capacity Utilization			34.0%		J Level o		 Construction of the second state of the second state

Analysis Period (min) 15

$\mathcal{F} \rightarrow \leftarrow \mathcal{K} \rightarrow \mathcal{A}$

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्भ	¢Î		Y		
Traffic Volume (veh/h)	28	61	72	112	155	75	
Future Volume (Veh/h)	28	61	72	112	155	75.	
Sign Control		Free	Free		Stop		
Grade	아이 아이가 날아요. 올랐다.	0%	0%	2.99 <u>2.9272</u> 42424	0%		ene estat
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	31	68	80	124	172	83	VAANO
Pedestrians Lane Width (ft)					an sa		
Walking Speed (ft/s)	na da Artika			32520533	ran Mark		1991.094 1970.0973
Percent Blockage		03,832,309	(1997) (1997) (1997) (1997) (1997)				
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (ft)	a e treve, a l'in thataire	99998677693779	an na shina ar san	and days in the second	en de constant de la deservation La constant de la deservation de la constant de la c	en linke nå som den den det det det de som det en det mende her som det hande som de som det som det som det so	ili vitere
pX, platoon unblocked							
vC, conflicting volume	204				272	142	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	n in an an the search and the search	n esta autoriataria est	entranse of stars of starse	ور کرد این میں ا	ويعتر والمحاوي والمحاوي		10.500.000
vCu, unblocked vol	204				272	142	
tC, single (s)	4.1		ungesterne for dalle en e	Walay Walay Shiri	6.4	6.2	en en en
tC, 2 stage (s)							
tF (s)	2.2 98	n GARLENN	0005-0524(Add	Al velet velta	3.5	3.3	
p0 queue free %	98 1368				75	91 906	
cM capacity (veh/h)			and the state of the	1977 March Street Street	701	906	
Direction, Lane #	EB 1	WB1	SB 1				
Volume Total	99	204	255	volustatio econo	ostal alemani Vi		ය. මෙලෙසු
Volume Left	31	0	172		de tradi		
Volume Right cSH	0 1368	124 1700	83 757	11.11.2.11.4. 11.11.2.11.4.14			(93/3)
Volume to Capacity	0.02	0.12	0.34				
Queue Length 95th (ft)	0.02	0.12	0.34 37		78.98 ⁻⁰ 78	Veningen der bestehten bestehten die einen stehten die der bestehten.	0.0268
Control Delay (s)	2.5	0.0	12.2				19220
Lane LOS	2.3 A	0.0	В				944 1944
Approach Delay (s)	2.5	0.0	12.2	rena Larreda)	y stantise (1993)		194999
Approach LOS			В				
Intersection Summary							
Average Delay			6.0				
Intersection Capacity Utiliza	ation		38.6%	ICL	J Level o	of Service A	
Analysis Period (min)			15				

Brickyard @ McKinney Build-out AM

EBT	EBR 134 134 0.90	WBL 57 57	WBT 4 76 76 Stop	NBL 75 75	NBR 22	
1 → 41 41 Stop 0% 0.90	134 134	57 57	4 76 76 Stop	¥ 75	22	
41 41 Stop 0% 0.90	134	57	76 76 Stop	75		
41 Stop 0% 0.90	134	57	76 Stop			집 집에 사내가 여기 위험 것은 영법을
Stop 0% 0.90			Stop		22	ang ang pang pang pang pang pang pang pa
0% 0.90	0.90			Free		
0.90	0.90	CREATE AND ADDRESS	0%	0%	nen en	n den en state de la sen e
		0.90	0.90	0.90	0.90	
and the second	149	63	84	83	24	
le la de la companya		the state of the second second				
Ny George, etter de la receber et						
				None		an a
		na ann an an taraig	and the second second second	a and a state of the second		tati kanan di Kara dara Aliya D
190	0	350	178	0	e ne elemente de la construcción de la contractione de la Marcia de Construcción de la construcción de la const	una ten concepta
			(1977) 1977 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 -			
a kalendar bir distanci in	ner men de gane	an a	n Silveriaet i headh a	na senta emilitar emo		
Service and the Service		안 한다. 이 가지 않는 것은 것 같아요.		한 것은 일을 수 있는 것을 하는 것이 같다.		
6.5	6.2	7.1	6.5	4.1		
					an the second of the state of the second	rani Barair
	2000 / Maco 1999 / 199	 Comparison (Comparison) 				
			6/9	1623		
	- second a second second second					
				n an thairt		
	2012/2012 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00 01:00			er gant		97799.2009
			ang katang katala			saariwaliad
			i kata			
and a second second second			948 AN 1854	19936-6395		ionalestation
	이었던 문제가 많다. 이 전화가 다	아이는 아이는 것이 같이 같이 같이 같이 같이 같이 같이 같이 많이				NER BERGER
				1944 Maria		yan eserie
	사가 관계에 가지 않는 것이 다가 다 했다.					SECONSERVE S
		J.O	en produce			
A	D		480243-328 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 19			
		40.0				
			10 10	احتدام الما الا	Contino	
I N	SIGARANAN	and the second second second) Sector (2015)	JU Level (Service A	
	190 190 6.5 4.0 93 669 EB1 195 0 149 946 0.21 19 946 0.21 19 948 A 9.8 A 9.8 A 9.8 A	190 0 190 0 6.5 6.2 4.0 3.3 93 86 669 1085 EB 1 WB 1 195 147 0 63 149 0 946 574 0.21 0.26 19 25 9.8 13.4 A B 9.8 13.4 A B 9.8 13.4 A B	190 0 350 190 0 350 6.5 6.2 7.1 4.0 3.3 3.5 93 86 87 669 1085 475 EB 1 WB 1 NB 1 195 147 107 0 63 83 149 0 24 946 574 1623 0.21 0.26 0.05 19 25 4 9.8 13.4 5.8 A B A 9.8 13.4 5.8 A B A 9.8 13.4 5.8 A B A 9.8 13.4 5.8 A B 2.5 A B 3.4 9.8 13.4 5.8 A B 3.4 9.8 13.4 5.8 A B 3.4 9.8 13.4 5.8	190 0 350 178 190 0 350 178 6.5 6.2 7.1 6.5 4.0 3.3 3.5 4.0 93 86 87 88 669 1085 475 679 EB 1 WB 1 NB 1 107 0 63 83 149 195 147 107 0 0 63 83 149 946 574 1623 0.21 0.21 0.26 0.05 19 19 25 4 9.8 9.8 13.4 5.8 A B A 9.8 13.4 5.8	190 0 350 178 0 190 0 350 178 0 190 0 350 178 0 6.5 6.2 7.1 6.5 4.1 4.0 3.3 3.5 4.0 2.2 93 86 87 88 95 669 1085 475 679 1623 EB 1 WB 1 NB 1 1 195 147 107 0 63 83 149 0 24 946 574 1623 0.21 0.26 0.05 19 25 4 9.8 13.4 5.8 A B A 9.8 13.4 5.8 A B A <	None 190 0 350 178 0 190 0 350 178 0 190 0 350 178 0 6.5 6.2 7.1 6.5 4.1 4.0 3.3 3.5 4.0 2.2 93 86 87 88 95 669 1085 475 679 1623 EB 1 WB 1 NB 1 100 10 10 195 147 107 10 63 83 149 0 24 946 574 1623 192 147 107 10 10 10 19 25 4 98 13.4 5.8 A B A 9 13.4 5.8 A B A B 10.0 10.0 n 33.1% ICU Level of Service A

	-	\mathbf{r}	4	←	1	r
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	¢Î			र्भ	Y	
Traffic Volume (veh/h)	92	137	45	64	139	57
Future Volume (Veh/h)	92	137	45	64	139	57
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	102	152	50	71	154	63
Pedestrians Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	sund a christelia	Constant - New Source	المرود المرود المراجع والمروح في المعرفي	11 - North Actions	None	una su esta mana con esta con esta con con con con conceptar en constructor a constructor con 1000 con esta com
Median storage veh)						
Upstream signal (ft)	aanaa salahad	une entre la Nele	ortune concerto (1997), del			
pX, platoon unblocked						
vC, conflicting volume	371	0	542	340	0	an an an than 10 that anns an stateach an state ann a tha anns Martin Martin Martin an State a state a bhair a
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	ren <u>enan</u> eesta	ana ang ang ang ang ang ang ang ang ang	an san ni sa	್ ನಿರ್ಮಾ ಕ್ಷೇತ್ರಗಳು	nguni si katu 🖾 kuri	2014년 1월 2017년 1월 201 1월 2017년 1월 2
vCu, unblocked vol	371	0	542	340	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)			.			
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	80	86	84	87	91	
cM capacity (veh/h)	506	1085	305	527	1623	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	254	121	217	an an Tanan	18913 (J. 194 - 194	
Volume Left	0	50	154			
Volume Right	152	0 405	63	national		
cSH Malanza da Osazarita	743	405	1623		r dalap sedalara site Tradición de la sesere Tradición de la sesere	
Volume to Capacity	0.34 38	0.30	0.09		(acesaine)	
Queue Length 95th (ft)	이는 것을 다가도 같아?	31	8 5 5			
Control Delay (s) Lane LOS	12.3 B	17.6 C	5.5 A			
and the second statement of the second se	oostering Antiotecers	a se a constant server se	А 5.5	1959-198	1.166.6283	
Approach Delay (s) Approach LOS	12.3 B	17.6 C	0.0			
Intersection Summary						
Average Delay			10.9			
Intersection Capacity Utilization			40.3%	IC	CU Level o	of Service A
Analysis Period (min)			15			

Pisgah View (North) @ McKinney Build-out AM

	->	\mathbf{F}	•	←	▲	*	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
_ane Configurations	4Î			র্ন	¥		<u></u>
Traffic Volume (veh/h)	2	60	4	5	33	4	
Future Volume (Veh/h)	2	60	4	5	33	A a contraction of the second	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	2	67	4	6	37	4	
Pedestrians							
ane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							10 M A
Right turn flare (veh)							
Median type	None	1		None	- 14		a. er et e
Median storage veh)							
Jpstream signal (ft)	e estador e como e señeren	ar agan gina ku dagina ju		r even og Rovandor	andar stad, registra	en se mannen an am poer also a semente na lan ser our solars a faire da se se se se su also de se se su a se s	ria Po
X, platoon unblocked							
C, conflicting volume	e na seconda estado de secondo de	nderfunder filterfek	69	an a	50		114-178 V
C1, stage 1 conf vol		60,666					
/C2, stage 2 conf vol	ale a stateter			nan an Tarin	a da ana <u>na</u> n sa		192 CS
Cu, unblocked vol			69		50	36	
C, single (s)	ana an	noverseeling	4.1	nestrenten.	6.4	6.2	Sec.
C, 2 stage (s)	an Artain		~ ~ ~				
F (s)		ESTIMATION AND	2.2	alanan sar	3.5	3.3 	919985
00 queue free %			100		96	100	283
M capacity (veh/h)		an water all the second states and the	1532	Adda - Marianetha a - an - alba fa con taat	957	1037	ne oriente
Direction, Lane #	EB 1	WB 1	NB 1				
/olume Total	69	10	41	ene sont formule	stastes, ener		9.928×7
/olume Left	0	4	37				
/olume Right	67	0	4	원 ~ 한 한 말을 보자.	3.17433. Des		
SH /skuma ta Canasitu	1700	1532	964				
/olume to Capacity	0.04	0.00	0.04	a an			
Queue Length 95th (ft)	0 0.0	0 3.0	3 8.9				
Control Delay (s) .ane LOS	U.U	3.0 A	6.9 A	en de la companya de La companya de la comp	1996-1999 1996-1997		99.94 99.94
Approach Delay (s)	0.0	А 3.0	А 8.9		SA SA SA		ê î î î î
Approach LOS	0.0	J.U	0.9 A		Ref (Se		
ntersection Summary							
Average Delay			3.3				<u>er 2009060</u>
ntersection Capacity Utiliza	ation		13.8%	IC	U Level o	of Service A	
Analysis Period (min)		64465462	15				

Pisgah View (North) @ McKinney Build-out PM

	→ 	•	4	1107	7	/*	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4	ia asarang ing	18987-0897 4 708	4	¥		
Traffic Volume (veh/h)	5	44	4	5	82	4	
Future Volume (Veh/h)	5	44	4	5	82	4	
Sign Control	Free			Free	Stop		
Grade	0%	0.00	0.00	0%	0%	0.00	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph) Pedestrians	6	49	4	6	91	4	
그렇다 왜 집에서 저희 집에 가지 못한 수많이 여름을 했다. 방법은 가지 않아야 한 것이 나라 가지 않아야 하네.				gates de la	NAN NAN NI		
_ane Width (ft)					1912-1943 1912-1943		
Walking Speed (ft/s) Percent Blockage		(1998), 1994) (1997), 1994) (1997), 1997), 1997)	AN PRASA				
Right turn flare (veh)							
Median type	None	1997/1999/1999	548890000	None		GARDER SAME	
Median storage veh)							
Jpstream signal (ft)	9840-98767949 1	848-4684 (1983 1	NACHINE (* 1977) -	[14] (1487) (148) [14] (1487) (148)		9.4804837.2448 	
oX, platoon unblocked					84867		
/C, conflicting volume	n Bratan Alban Madal		55	. 9 <u>.9</u> 9699199269	44	30	
C1, stage 1 conf vol	8898 B.S.						
/C2, stage 2 conf vol	1942 (Ser Fridands) 	(anterited) (and	이 가는 것을 것을 가지?		ne za nego avi, ne v	an an tha an Tha an tha an	
/Cu, unblocked vol			55		44	30	
C, single (s)	tan senting tanàn dara	alar yakasi dalak	4.1	ad Nand Disperation	6.4	6.2	e nebel kontalisetetiin ole ya tale nater eta ina sekeraturka teriti takemi olekatisi takemi takemi takemi tak
C, 2 stage (s)							
F (s)	e e statet i de testate fost son	a 1994 - Alexandre Alexandre	2.2	Kazula (Chazul In	3.5	3.3	e nen salara lagunda sa salararanga la da salar ang manana na mangka salarang tulan kapa da mangka ata salar s Internet
o queue free %			100		91	100	
M capacity (veh/h)			1550	- 1 4 1 4 1 2 1 2 1 2 4	963	1044	en andere en de Lande de la ferre en la de la forde warne en ferre en entre en land en la divert frant. Ree
Direction, Lane #	EB 1	WB 1	NB 1				
olume Total	55	10	95				
/olume Left	0	4	91				
/olume Right	49	0	4			and the second second second second	
SH	1700	1550	967				
olume to Capacity	0.03	0.00	0.10	and the new second second	e contra la contracta de		
Queue Length 95th (ft)	0	0	8				
Control Delay (s)	0.0	2.9	9.1	nya ng tugihu si na su	nagege an orrag	an a	a se a companya de la
ane LOS		A	A				
pproach Delay (s)	0.0	2.9	9.1	an Marthart	こった たくがた	ukunne kanseria	
Approach LOS			Α				
ntersection Summary							
Average Delay		65 236	5.6				
ntersection Capacity Utilizat Analysis Period (min)	tion	1.14、含化、水和3	15.3% 15	IC	U Level c	of Service	A

Pisgah View (South) @ McKinney Build-out AM

	•		4	▲ \.		/					
	/ ////	→ 	14/537								
Movement Lane Configurations	EBL	<u></u> ही	WBT P	WBR SBL	<u> </u>	BR				1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -	
Traffic Volume (veh/h)	32	า 10	יי 12	4 1		59	1943564993				
Future Volume (Veh/h)	32	10	12	4 1	99961.24 	59	USBERICTER.		li kan seri kan seri Seri kan seri	10.0000000000	전(1993년)
Sign Control		Free	Free	. Stop			980.08574				
Grade		0%	0%	0%	343 (S B)	9887 (P. 77879) 1997 - De 1997 (P. 1997)	antan pasang	Rath Angelinean -	en al secologia	annaisteac ann	요즘 아파 아파
Peak Hour Factor	0.90	0.90	0.90	0.90 0.90	0	.90					
Hourly flow rate (vph)	36	11	13	4 1		66			an sheker Albana.	en en son de la serie de l La serie de la s	e mest source o
Pedestrians											
Lane Width (ft)	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	18 - 18 19 19 19 19 19 19 19 19 19 19 19 19 19		and for the second second second second second		2009-0028-008-0000 1	1981 1992 (1991 1993 1994) 1997 1992 (1992 1994 1995 1994)	1999-00 (Contra - 1986) - 1		2010-0028-00-0028-2020-002	a uwaliki ini kisi n
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	e an an Anna an Anna	None	None	ere teacher an an tract teacher an							
Median storage veh)				888 888 88 89 8							
Upstream signal (ft)	10.540.00271.2.	na an a		an a	e o julio - Mileili	ubara standista d	unate esta acta	en al estatut da an	いい くうし べんかり イン・ペーク むく	talle differences a final in an da da	00-005-040.A0
pX, platoon unblocked						것같은					
vC, conflicting volume	17	이 같은 것을 다 있었다.	(2010-12752-233	98		15	u talenderi, et indene	en de seten	Al-manalaithe	si san Nataristana	orenaen 621)
vC1, stage 1 conf vol		9489696					UN STA				
vC2, stage 2 conf vol	5 - 1 9-5		eren eren eren eren eren eren eren eren		7400.927		SK SALASI	a ta Adamsa a	1910 - Marca	uda Analasa A	
vCu, unblocked vol	17			98 6 4	그는 대학원들의	15					
tC, single (s)	4.1		an a	6.4	ا برزیکیک	6.2	1797-1997 (MAR)	New Star			19030000
tC, 2 stage (s) tF (s)	2.2		88.5888.699) 1	3.5		3.3		9880-88199 1			
p0 queue free %	2.2 98			3.5 100		94	ana ang ang ang ang ang ang ang ang ang	120025763		Mersteinele	
cM capacity (veh/h)	1600		stantistan († 24.). 1	180 881	5 00 1 1 1 U U U U	65			Trining (S. J	1894 (MARE) 8 1	9340830N
Direction, Lane #		WB 1	SB 1	001		.00			and a start		
Volume Total	EB 1 47	17 17	67	<u></u>							
Volume Left	36	0	- 1		집원화			NARA SA		1940-001-0385	
Volume Right	0	4	66			1417427034 1		4663AG4.5	SELECTER 1		
cSH	1600	1700	1061	heiskiseite	0420	STATES			an sa ka ka	968 (1998-199	AND ST
Volume to Capacity	0.02	0.01	0.06	REALER REAL				letisettese	9430.89240.4	eales of activ	
Queue Length 95th (ft)	2	0.01	5	elener de la company		itte (See a)	<u>erende</u>	i sheka			942904
Control Delay (s)	- 5.6	0.0	8.6	en og manen ver i var i beføre	a da bada	arang padéné Térépéké	unnelsyne 1987	a na an taoine An taoine		asal tangalih.	4.4.9.1247)
Lane LOS	A		Ā		1920		9.014.84C			020111	
Approach Delay (s)	5.6	0.0	8.6	n an an tha		en en 10.973		er a centra de di	n ann an lle chruid ann an l	re encedos da Sal	
Approach LOS			Α								
Intersection Summary											
Average Delay			6.4								
Intersection Capacity Utilization			19.3%	ICU Level	of Se	rvice			A	ann ann an 1997 an 1997 an Agustaí	e di ser la constanta da se
Analysia Dariad (min)	19.62.50 전 전 영화	nali take si D	4 5	는 이상은 수님들고만 않고 안생하는	u sinata			동생 영상 문화 같다.	나라는 사람이 같아?	周期的 化合物分析 医白色的	

Intersection Capacity Utilization Analysis Period (min) 15

Pisgah View (South) @ McKinney Build-out PM

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Movement	EBL	EBT	WBT	WBR	SBL	SBR -		
Lane Configurations		र्भ	4		Y			
Traffic Volume (veh/h)	81	- 11	11	1	1	44		
Future Volume (Veh/h)	81	11	11	1	1	44	e de la compansión de la c	terre and a marked the set of the
Sign Control		Free	Free		Stop			
Grade	. A STORE AND A STORE	0%	0%	et di data tento de sere	0%	ener and all and a second as the state	an a	en an The Low Martin and Martin and Martin and Martin and Martin and Martin
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly flow rate (vph)	90	12	12	1 Marilan an	1 1998/1004	49	n waan ka	an san an
Pedestrians								
Lane Width (ft) Walking Speed (ft/s)			Sasari A.S.			n de Merender.		
Percent Blockage		CALCULUE (STATE)			n de la Maria			
Right turn flare (veh)			CONTRASS.					
Median type		None	None	883877.985 	- BEREARD AND AND AND AND AND AND AND AND AND AN			
Median storage veh)								
Upstream signal (ft)	a da katala da katala kata Katala katala	Ger unigene de la	e la face de la construir	1985), star (1983), se	2040/95961970/97009 	en de la sur en sur de la serie	er het die en 'n het skelen die het en weterste blief.	49 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -
pX, platoon unblocked					S. Sheed			
vC, conflicting volume	13	gant distant per ter	anna ann an ann an ann		204	12		and a second
vC1, stage 1 conf vol								
vC2, stage 2 conf vol				and the second second second	·	و مع المحمد ا	na hundar 1979 dati in subi a shekari 19 subi she	and the second
vCu, unblocked vol	13				204	12		
tC, single (s)	4.1	na antara anta da da	anandar tek 10 mm m	telon verkende steri	6.4	6.2	an den an	a seta mander de l'estre dels des des sets
tC, 2 stage (s)		1910-191			<u> </u>			
tF (s)	2.2 94	en de setente	NAPARA PALAK		3.5 100	3.3 95		
p0 queue free % cM capacity (veh/h)	94 1606		SERVICE SERVICE	이 관계에 관계	740	95 1068		
					/4V	1000	RETEXTION OF THE RETEXT OF SECURITY OF THE	
Direction, Lane #	EB 1	WB 1	SB 1					
Volume Total	102	13	50 1	2016-00-00-00-00-00-00-00-00-00-00-00-00-00				
Volume Left Volume Right	90 0	0 1	49	REPARTS				
cSH	1606	1700	1059	na sang	e an	ara a se s		
Volume to Capacity	0.06	0.01	0.05	82.878.0293 -	9883 HARA			
Queue Length 95th (ft)	4	0.01	4				Salapaan ka ka	
Control Delay (s)	6.6	0.0	8.6		an an tha an Tha an tha an	eredan erikan.	e Carrie States a State States -	
Lane LOS	A		A		6653			
Approach Delay (s)	6.6	0.0	8.6	and an			a a conservation de conservation de Marine Marin	ener men er herstellt som en som etter förstatenet forsetter för att för att förstaten att som som etter som s T
Approach LOS			Α					
Intersection Summary								
Average Delay			6.6					
Intersection Capacity Utilization	n	e sans andre ker er els	21.7%	ICL	J Level c	of Service	A	
Analysis Period (min)			15					

McKinney @ US 64 Build-out AM

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	۲	Ą		ሻ	¢Î		en an	4	enantita di 15min etterizza di	e da wate na distantan talah	ф э	a a guda a farraise
Traffic Volume (vph)	5	435	38	16	314	32	69	7	65	48	11	15
Future Volume (vph)	5	435	38	16	314	32	69	7	65	48	11	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	75		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75	an ga, nga ta kanaza		75			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	n by ser a nodia new a reva	0.988			0.986			0.938			0.972	مو م بر ا بر مر ا
Fit Protected	0.950			0.950				0.976			0.969	
Satd. Flow (prot)	1770	1840	0	1770	1837	0	0	1705	0	0	1754	0
Fit Permitted	0.534			0.441				0.803			0.811	
Satd. Flow (perm)	995	1840	0	821	1837	0	0	1403	0	0	1468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	allan an Shana a Malaasa	9			11			49			15	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		791			1452			753			481	
Travel Time (s)		12.0			22.0			14.7			9,4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj, Flow (vph)	6	483	42	18	349	36	77	8	72	53	12	17
Shared Lane Traffic (%)	n yn 1999 yn 1997 yn 1 Yn 1997 yn 1997	n (Shariya ya 1990) ya ƙasar ƙa	a get serve serve se		1							
Lane Group Flow (vph)	6	525	0	18	385	0	0	157	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)	,,	16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	1		1	1	
Detector Template							Left			Left		
Leading Detector (ft)	0	306		0	306		20	60		20	60	
Trailing Detector (ft)	0	90		0	90		0	0		0	0	
Detector 1 Position(ft)	0	90		0	90		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	60		20	60	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	- area - maren
Detector 1 Channel						영상 위험 수요 영국 위험 수요				걸려한		
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	10.0		0.0	10.0	
Detector 2 Position(ft)		300			300							
Detector 2 Size(ft)		6			6						on an an air air an	
Detector 2 Type		CI+Ex			Cl+Ex							
Detector 2 Channel								C - NW (24.)		estimate and the	station and the second second	na ser an s
Detector 2 Extend (s)		1.8			1.8	6.8203						CS NO
Turn Type	Perm	NA		Perm	NA	antenet i statte	Perm	NA	na adaptita ana si s	Perm	NA	A fasta de serve
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		

ane Group	EBL	EBT	EBR WBL	WBT	WBR NEL	NET	NER SWL	SWT
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase	el miseñel (1991), a bio coarac	and a second	n af geologie en en fer fan en ferste seren en fe			19 19 19 19 19 19 19 19 19 19 19 19 19 1	a na antara da sera da	an a chuirte chaine bai
Vinimum Initial (s)	12.0	12.0	12.0	12.0	7.0	7.0	7.0	7.0
vinimum Split (s)	22.1	22.1	21.6	21.6	20.8	20.8	21.0	21.0
Fotal Split (s)	57.0	57.0	57.0	57.0	28.0	28.0	28.0	28.0
Fotal Split (%)	67.1%	67.1%	67.1%	67.1%	32.9%	32.9%	32.9%	32.9%
Maximum Green (s)	50.9	50.9	51.4	51.4	23.2	23.2	23.0	23.0
fellow Time (s)	4.5	4.5	4.6	4.6	3.8	3.8	3.9	3.9
All-Red Time (s)	1.6	1.6	1.0	1.0	1.0	1.0	1,1	1.1
.ost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
fotal Lost Time (s)	6.1	6.1	5.6	5.6		4.8		5.0
.ead/Lag	9 .1	1996 V •4-293		v .v		S. S	전 2013년 11월 11일 전 2013년 1월 11일 - 1일 전 2013년 11일 - 1일 전 2013년 11일 전 2013년 11일 전 2013년 11일 전 2013년 11일 전 2013년 11 1월 11일 - 1일 전 2013년 11일	88. 98 . 4. 4 . 68.
ead-Lag Optimize?					944966666756			
Construction of the second	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
/ehicle Extension (s) Recall Mode	Z.0 Min	Min	Z.U Min	Min	None	None	None	None
Act Effct Green (s)	19.4	19.4	19.8	19.8		8.0		7.9
	19.4 0.56	0.56	0.57	0.57		0.0		0.23
Actuated g/C Ratio	0.00	0.50	0.04	0.37		0.23	NEN STANTAR	0.23
r/c Ratio	0.01 5.4	8.9	0.04 5.4	7.0		13.4		12.4
Control Delay	0.0	8.9 0.0	0.4 0.0	7.0 0.0		13.4 0.0		12.4 0.0
Queue Delay	0.0 5.4	and a second second second	0.0 5.4	0.0 7.0	N. AN	13.4		12.4
Total Delay	en cana a concernation	8.9	ne here en			a de transferencias		een person al presente
-OS	A	A	A	A	and Reported Alastes	B		B
Approach Delay		8.9		7.0		13.4		12.4
Approach LOS	00.4	A		A		B	40.0	B
Oth %ile Green (s)	23.1	23.1	23.6	23.6	11.0	11.0	10.8	10.8
00th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap	Hold	Hold
Oth %ile Green (s)	16.1	16.1	16.6	16.6	7.8	7.8	7.6	7.6
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap	Hold	Hold
50th %ile Green (s)	12.9	12.9	13.4	13.4	7.2	7.2	7.0	7.0
0th %ile Term Code	Gap	Gap	Hold	Hold	Hold	Hold	Min	Min
Oth %ile Green (s)	12.0	12.0	12.5	12.5	7.2	7.2	7.0	7.0
30th %ile Term Code	Min	Min	Hold	Hold	Hold	Hold	Hold	Hold
Oth %ile Green (s)	27.0	27.0	27.5	_27.5	0.0	0.0	0.0	0.0
0th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	1	60	2	38		14		9
Queue Length 95th (ft)	4	146	8	95		62	en de la companya de	40
nternal Link Dist (ft)		711	94834-74 <u>-</u> 42	1372		673		401
urn Bay Length (ft)	75	and Network States	75	National de la <u>de</u> 1893.	na i anna an Duinnean a' Aist Na			an an an the state of the
Base Capacity (vph)	995	1840	821	1837		970		995
Starvation Cap Reductn	0	0	0	0	na - Campula a gun barasinsa basar	0	nan antina an inclusion and a state	0
Spillback Cap Reductn	0	0	0	0		0		0
Storage Cap Reductn	0	0	0	0	an an ann an	0	en i piz subjitus promi ancis dan estis.	0
Reduced v/c Ratio	0.01	0.29	0.02	0.21		0.16		0.08
ntersection Summary								
rea Type:	Other		A LOS OF A L		ne and an and a state of the st			
Cycle Length: 85	postar en d'ant, tábbé	a san si San San	19 970-007-970,07383.	e e manten da Ali	ana ana ana amin'ny fisiana amin'ny fanisa dia mampiasa. Ny INSEE dia mampiasa dia kaominina dia kaominina dia mampiasa dia kaominina dia kaominina dia kaominina dia kao		erren i never ninistration (d. 1997) Anti-	na da sera perior

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 45	
70th %ile Actuated Cycle: 34.8	
50th %ile Actuated Cycle: 31	
30th %ile Actuated Cycle: 30.1	
10th %ile Actuated Cycle: 33.1	

Splits and Phases: 11: Old US 64/McKinney & US 64

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	28 S. Martin and Martin and Martin and

McKinney @ US 64 Build-out PM

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	۲	4Î		ሻ	4Î			4			4)	
Traffic Volume (vph)	19	481	65	37	522	61	42	ાં	26	41	12	11
Future Volume (vph)	19	481	65	37	522	61	42	11	26	41	12	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	75	ser dan baker	0	0	u nes sances en en	0	0	an da an	0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75	, gogi (syskali), 660	, 31, 1994, 94, 97, 98, 98, 98, 98, 98, 98, 98, 98, 98, 98	75		(ng Alaborati Bila)	25	er folker falle for de fort	1997 A.A. A. A. A.	25	antari ngga taranga.	- Marine Marine and
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982	nin andra golar golar y	요즘 전화가 같아.	0.984		9,690 (2015 (2015)	0.956	n na san san san san san san san san san	1993), 1997, 1999 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 19	0.977	400400000000000000000000000000000000000
Flt Protected	0.950		6889.43	0.950		2.2493-93		0.974			0.969	680466
Satd. Flow (prot)	1770	1829	0	1770	1833	0	0	1734	0	0	1763	0
Flt Permitted	0.369			0.405	E. S.			0.795		STERNAR A	0.785	
Satd. Flow (perm)	687	1829	0 0	754	1833	0	0	1416	0	0	1429	0
Right Turn on Red			Yes			Yes	NAM SA		Yes			Yes
Satd. Flow (RTOR)	an a	16	en a de Fre ira.	(Elegencial) (14		ngen staatske	27	en en ander	나는 가슴에서 많이 같아.	11	046 G.C. 787
Link Speed (mph)		45	17. A A A A A A A A A A A A A A A A A A A	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	45			35			35	10.91 C.M
Link Distance (ft)	방고 상태가 있는 것이야.	791	1997년 19		1452	SACESSINE (i Suite Sta	753	다 같은 가락가 있습니다. 	는 것은 가지 가지 않다. 	481	n de la carde de la carde. La carde de la
Travel Time (s)		12.0			22.0			14.7	(1995) 1995)		9.4	25/25/05
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	21	534	72	41	580	68	47	12	29	46	13	12
Shared Lane Traffic (%)	989-989 5 799	vu t	2012/06/0 <mark>1/</mark> 07/2		000	00	98. JOHN 1993	1949) - 19 6 99		Υ.	an san ta a	999903995
Lane Group Flow (vph)	21	606	0	41	648	0	0	88	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	S. S. EAL	12	i vgrit		12	i agine	Se a s ervit a	0	Tagin		0	ingin
Link Offset(ft)	5,656,628,83	0	6949792	4633.2	0	943.44 9		ŏ		9823671S	Õ	28233453
Crosswalk Width(ft)	stati (1996) Stati		e followicza od stała od stała od stała da stał Na stała da s			SAMONTO:	한 사람이 같아요.	16	88-8038030) 	0.302232	-0 16	
Two way Left Turn Lane		Yes			Yes	共同的复数			N BARK	3,499,686	10 10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			15	1.00	9	15	1.00		1.00	1.00	
Number of Detectors	10 0	2	8469-9 79 -9	0	2	1367554 * 21	1 - 1 - 1 - 1 1	8003600N9 1		10 1		
Detector Template		- 1999-1997-19			_ 		Left	88 B.S.S.		Left	1983 - 198	38651 (j
Leading Detector (ft)	0	306	방문 것이 있는 것이 있다. 아이	0	306		20	60	영상 명신 문화	20	60	
Trailing Detector (ft)	Ő	90	968.202	Õ	90	87.97.930	Ő	0	(SPE) 464	20	0	950.457
Detector 1 Position(ft)	0	90		0	90	en hannara. T	0	0	1.7.17.75月1月1日	0	0	
Detector 1 Size(ft)	20	6		20	6	S. San Sta	20	60		20	60	
Detector 1 Type	Cl+Ex	Cl+Ex		CI+Ex	CI+Ex	동작(14)(14)(14) 동작(14)(14)(14)	Cl+Ex	CI+Ex	STELES AND	Cl+Ex	Cl+Ex	CANAGARA.
Detector 1 Channel			STAR SA			1881. 1881. 1883.						
Detector 1 Extend (s)	0.0	0.0	ten de Altradas	0.0	0.0	an a	0.0	0.0	and the second	0.0	0.0	48794733
Detector 1 Queue (s)	0.0	0.0	an de la sec	0.0	0.0		0.0	0.0		0.0	0.0	(18.50)
Detector 1 Delay (s)	0.0 0.0	0.0	1998 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	0.0	0.0	928232388 	0.0	10.0	이는 집안이다	0.0	10.0	4999999999 1
Detector 2 Position(ft)	0.0	300		0.0 (2.52)	300	0.399444		10.0			10.0	
Detector 2 Size(ft)	988-1999-19 1	6	90 M (M (27.08463342.	6	ita	A MARIANA A MARIANA	1992.0403-0497 1	San Angelan (Ba			
Detector 2 Type		CI+Ex	3423343	- 1998년 - 1997년 1997년 - 1997년 1997년 1997년 - 1997년 1997년 1997년 - 1997년 1997 1997	CI+Ex	and shake	방안되었는		anese.		ARRAN S	
Detector 2 Channel	esta a constanta da constanta da Constanta da constanta da constant	<u></u> т	anasti (AP)	S. L. HERRY		n tean Philippine A		1460.04810.	40938598	acorana ang ka	4.02457(35)	ann an Anna. Ann an Anna
Detector 2 Extend (s)		1.8		a Teknak	1.8					ANG ANG		
Turn Type	Perm	NA	anan selen e	Perm	NA	40.000 (MA)	Perm	NA	과 또는 상태한 것은	Perm	NA	-2017-2047
Protected Phases	• •(111	2	an a	i villi Silen	6			8	686-13-141		4	
Permitted Phases	2	er som en state for som en som en En som en som	ender 1987 (* 19	6	999 - 1996 -	것 신경 동안에서	8	rigeering (y er).	이상 동안에 가장 같은 것이다.	4	ne see statue	kan di Sub-

ane Group	EBL	EBT	EBR WBL		NBR NEL		ER SWL	SWT
etector Phase	2	2	6	6	8	8	4	4
witch Phase	40.0	40.0	100	100	70	70	70	7 0
linimum Initial (s)	12.0	12.0	12.0	12.0	7.0	7.0	7.0	7.0 21.0
inimum Split (s)	22.1	22.1	21.6	21.6	20.8	20.8	21.0	
otal Split (s)	61.0	61.0	61.0	61.0	24.0	24.0	24.0	24.0
otal Split (%)	71.8%	71.8%	71.8%	71.8%	28.2%	28.2%	28.2%	28.2%
laximum Green (s)	54.9	54.9	55.4	55.4	19.2	19.2	19.0	19.0
'ellow Time (s)	4.5	4.5	4.6	4.6	3.8	3.8	3.9	3.9
II-Red Time (s)	1.6	1.6	1.0	1.0	1.0	1.0	1.1	1.1
ost Time Adjust (s)	0.0	0.0	0.0	0.0	antan of the cardwinth	0.0	an the state of the	0.0
otal Lost Time (s)	6.1	6.1	5.6	5.6		4.8		5.0
ead/Lag	un oraș în actuar alcas	an a successive the state of the sec	na antaria da subit na si	ana wasan ana sa sasara		e Forent Sector and a		an theos at tel cite (2011)
ead-Lag Optimize?								
ehicle Extension (s)	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0
Recall Mode	Min	Min	Min	Min	None	None	None	None
ct Effct Green (s)	25.9	25.9	26.1	26.1		7.5		7.4
ctuated g/C Ratio	0.71	0.71	0.72	0.72		0.21		0.20
/c Ratio	0.04	0.46	0.08	0.49		0.28	t an en et radian a de latte des des	0.24
Control Delay	4.8	6.6	4.7	6.6		13.5		14.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
otal Delay	4.8	6.6	4.7	6.6		13.5		14.8
OS	Α	А	А	А		В		В
pproach Delay		6.5		6.5		13.5		14.8
pproach LOS	agende et el presente de la deserverte de	A		А		В		В
Oth %ile Green (s)	27.2	27.2	27.7	27.7	8.6	8.6	8.4	8.4
0th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap	Hold	Hold
0th %ile Green (s)	19.5	19.5	20.0	20.0	7.2	7.2	7.0	7.0
Oth %ile Term Code	Hold	Hold	Gap	Gap	Hold	Hold	Min	Min
0th %ile Green (s)	15.4	15.4	15.9	15.9	7.2	7.2	7.0	7.0
Oth %ile Term Code	Hold	Hold	Gap	Gap	Hold	Hold	Hold	Hold
Oth %ile Green (s)	24.4	24.4	24.9	24.9	0.0	0.0	0.0	0.0
Oth %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip	Skip	Skip
Oth %ile Green (s)	27.0	27.0	27.5	27.5	0.0	0.0	0.0	0.0
0th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	2	74	4	79		9	107034-0674	9
Queue Length 95th (ft)	8	150	13	162	an ng gang ng kang sing sing ng Kino. Ng kang gang ng kang sing sing sing sing sing sing sing si	44	ngerer fan de senere.	41
nternal Link Dist (ft)		711		1372		673		401
urn Bay Length (ft)	75	national and a state of the second	75	94.) 6939779786766778)	a beerg berge en af de bergen bergen. Bergen	n an an an tha tha an		en an tha thirt in thair an tha sa
Base Capacity (vph)	687	1829	754	1833	99979103.579	778		769
Starvation Cap Reductn	0	0	0	0	andara na sana ang katalan katalan katalan. Ang katalan kat	0 0	ayan talgang pang balan tang balan Tang tang pang pang balan tang bala	0
pillback Cap Reductn	Õ	Õ	Ő	Õ		Õ		õ
torage Cap Reductn	0	0	0	0	an de la companya de La companya de la comp	0	ernet die Statistik	0
Reduced v/c Ratio	0.03	0.33	0.05	0.35		0.11		0.09
ntersection Summary								
rea Type:	Other							

Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 7.3	els su fine estades a égles és séparable portagres en és estades de la parte la proprie de services de services estades ar sur services de s
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Fighterstands And Algebra (2020) frequencies and a second structure of a second s second second s second second s second second se	
90th %ile Actuated Cycle: 46.7	
 Constraints in Section Sector and an and an advantage of the sector sector sector sector sector and the sector of the sector sector. 	
50th %ile Actuated Cycle: 33.5	또 사람은 것 같은 것 같은 것 같은 것 같은 것은 것은 것은 것은 것은 것은 것은 것은 것은 것을 것 같은 것은 것 같은 것은 것을 것 같은 것은 것을 것 같은 것은 것을 것 같은 것을 것 같은 것
30th %ile Actuated Cycle: 30.5	
10th %ile Actuated Cycle: 33.1	

Splits and Phases: 11: Old US 64/McKinney & US 64

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	٦	†	ર્ભ		Y		
Traffic Volume (vph)	34	336	305	91	143	57	
Future Volume (vph)	34	336	305	91	143	57	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	70	a ann a' su cara an Ann		0	0	0	
Storage Lanes	- 1 -			0	1	0	
Taper Length (ft)	100				25	randra persitat nameri n'i laute un mi ant alle n'en rich i n'i nontrator neuronneuroneuro en l'i con dari	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.969		0.962		
Flt Protected	0.950				0.965		
Satd. Flow (prot)	1770	1863	1805	0	1729	0	
Flt Permitted	0.338				0.965		
Satd. Flow (perm)	630	1863	1805	0	1729	0	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)			20		18		
Link Speed (mph)		45	45		35		
Link Distance (ft)		2149	791		1670		
Travel Time (s)		32.6	12.0		32.5		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	38	373	339	101	159	63	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	38	373	440	0	222	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		12	12		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane		Yes	Yes	공장하는			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Number of Detectors	1	1	1		1		
Detector Template	Left				Left		
Leading Detector (ft)	60	306	306		60		ata ana a
Trailing Detector (ft)	0	300	300		0		
Detector 1 Position(ft)	0	300	300	an an an an an an an	0		
Detector 1 Size(ft)	60	6	6		60		
Detector 1 Type	Cl+Ex	Cl+Ex	CI+Ex	Provide Methodski	CI+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	a star and a screen star star	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	n datum tana mangguna da data mana ang ang kana ang ang ang ang ang ang ang ang ang	
Turn Type	pm+pt	NA	NA		Prot		
Protected Phases	5	2	6	an a	4		orriacia, ere
Permitted Phases	2						
Detector Phase	5	2	6	ana ang para an	4	a na pana ata any a ata manina mpi amana ata ata ana ana ana ana ana ata ata	e ner et netter
Switch Phase							
Minimum Initial (s)	7.0	12.0	12.0	ana ang marang	7.0	ala "Tanka matifika "na "A alah ku 1998 bar sakaman aska sa marana marana manana mananan marana sa marana gu a	lange av ser
Minimum Split (s)	11.4	21.5	21.5		20.7		
Total Split (s)	13.0	74.0	61.0		36.0		

Brickyard @ US 64 Build-out AM

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Lane Group	EBL	EBT	WBT	WBR SBL	SBR
Total Split (%)	11.8%	67.3%	-55.5%	32.7%	
Maximum Green (s)	8.6	68.5	55.5	31.3	nen lande estatiskon het son et el statester and te sont sonderen het de deelstructienstere et heren sondersam Anne
Yellow Time (s)	3.0	4.5	4.5	3.1	
All-Red Time (s)	1,4	1.0	1.0	1.6	same a construction construction a construction of constructions and construction and second constructions and second construction and second constructions and s
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.4	5.5	5.5	4.7	, na provinské meteorie se na selekter (na povinské na svenega na povinské na povinské neker na selekter na sv Na s
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		nen banden med an en en en sin kontanet en op dere werden in de moter er eksen in de en er eksen er eksen in a
Vehicle Extension (s)	1.0	6.0	6.0	1.0	
Minimum Gap (s)	0.2	3.0	3.0	0.2	
Time Before Reduce (s)	0.0	15.0	15.0	0.0	
Time To Reduce (s)	0.0	30.0	30.0	0.0	e best zerstelen with states interview. An eine de leine de state de state de states de terrester ter dies des
Recall Mode	None	Min	Min	None	
Act Effct Green (s)	23.0	21.8	18.4	10.2	n den mennen bisten hannen auf den standenen der in sin eine Auftrichen mannen wirdert eine Baure im Auftrichen
Actuated g/C Ratio	0,53	0.51	0.43	0.24	
v/c Ratio	0.07	0.40	0.56	0.53	n on zazaren 19. zu orreze bier ezte biz entre en 19 gentezen erent etaleringen etalean etaleren etaleren etal E
Control Delay	5,1	7.8	14.0	20.3	
Queue Delay	0.0	0.0	0.0	0.0	aune meren zur um dier been deren durch bereichten zur die eine Preise staden werdte zuber under under die der
Total Delay	5.1	7.8	14.0	20.3	
LOS	Α	Α	В	С	1999 de mens 1 ou estrat par districtor de la secondo de contra da da participada de la contra de la contra de
Approach Delay		7.5	14.0	20.3	
Approach LOS	an kana i ako sa shaka	Α	В	С	n nan hukupatul kanalari nakar na nakar na hukupatun na nakarana kakarana kanalapan kanalapan kana tanakan Mukupat
90th %ile Green (s)	7.0	37.0	25.6	15.8	
90th %ile Term Code	Min	Hold	Gap	Gap	
70th %ile Green (s)	7.0	31.7	20.3	11.8	
70th %ile Term Code	Min	Hold	Gap	Gap	n ang nang-persentah kan pang malanan pinin kana provinsi pang manakan pengangan persentah persinakan pengan pe
50th %ile Green (s)	0.0	16.8	16.8	9.6	
50th %ile Term Code	Skip	Hold	Gap	Gap	antenn minne mons hour annan eine stann na teann eine her christer stand eine eine son teas tean tean tean tea T
30th %ile Green (s)	0.0	12.0	12.0	7.0	
30th %ile Term Code	Skip	Min	Min	Min	un nu nuerra un Marian de la constante en el com constante el canale en el marcadatastaste de constante el mene An
10th %ile Green (s)	0.0	16.0	16.0	7.0	
10th %ile Term Code	Skip	Dwell	Dwell	Min	n en
Queue Length 50th (ft)	4	45	52	34	
Queue Length 95th (ft)	14	109	204	125	n na shanna na manana kena san san sana ang ngangana ang angka kananana sa kanana sa sanana sa sana san
Internal Link Dist (ft)		2069	711	1590	
Turn Bay Length (ft)	70				an an an an an ann an ann an an an an an
Base Capacity (vph)	583	1863	1762	1345	
Starvation Cap Reductn	0	0	0	0	n in sense her her her den som en sense her sense som en sense som en sense som en sense som som som som som s
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	n na hanna an ann an ann an baileachtachtachtachtachtachtachtachtachtacht
BULLIN A BR	A A7	0 00	0.05	1997 - 1997 - 1997 - 19 97 - 1997 -	공항은 사이지, 전문 것은 것을 수 있다. 것은

Reduced v/c Ratio 0.07 0.20 0.25 0.17 Intersection Summary Area Type: Other Cycle Length: 110 Actuated Cycle Length: 43.1 Natural Cycle: 60

Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.56

ntersection Signal Delay: 12.8 ntersection Capacity Utilization 48.2%	Intersection LOS: B ICU Level of Service A
nalysis Period (min) 15	
0th %ile Actuated Cycle: 63	
0th %ile Actuated Cycle: 53.7	
0th %ile Actuated Cycle: 36.6	
0th %ile Actuated Cycle: 29.2	
0th %ile Actuated Cycle: 33.2	

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	٢	1	4		Y	
Traffic Volume (vph)	63	420	442	135	132	49
Future Volume (vph)	63	420	442	135	132	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	100				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.968		0.964	
Fit Protected	0.950				0.965	
Satd. Flow (prot)	1770	1863	1803	0	1733	0
Flt Permitted	0.221				0.965	
Satd. Flow (perm)	412	1863	1803	0	1733	of the state of the second second to be an experience of a second s
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)	Shitter and the second second	a a secolar data	24	d vers fra verstatt versta	15	
Link Speed (mph)		45	45		35	
Link Distance (ft)	un den - Franke nie 17 Mart	2149	791	weber - constant	1670	
Travel Time (s)		32.6	12.0		32.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	70	467	491	150	147	54
Shared Lane Traffic (%)		an an air air an	Realized and	y and the state of the second	state <u>desar</u> a	
Lane Group Flow (vph)	70	467	641	0	201	0
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	e en receite a presenta en la construcción de receite de la construction de la construcción de la construcción e
Median Width(ft)	5762 AND AN TAN	12	12	at eXecuted to	12	A AMALA A MARKANA ANA ANA ANA ANA ANA ANA ANA ANA ANA
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)	An the second	16	16	n saturna	16	
Two way Left Turn Lane	4 00	Yes	Yes 1.00	4 00	4 00	4.00
Headway Factor	1.00 15	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph) Number of Detectors	נו 1	289 9 4 9 9 4	87887-9693). 4	9	15	9
Detector Template	Left	I Serie Ford	- 	ANN ANN	Left	
Leading Detector (ft)	сен 60	306	306		60	
Trailing Detector (ft)	0	300	300	<u> Marta</u>	0	
Detector 1 Position(ft)	0	300	300	1948년 1월 1943년 1947년 - 1947년 1947년 1947년 1947년 194	0	
Detector 1 Size(ft)	60	6	6	n an	60	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	CERCENCES CERCEN	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	1996 - 1996 -	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0 0.0	
Turn Type	pm+pt	NA	NA	an a	Prot	
Protected Phases	5 pin pi	2	6	(ACCORDENCE) - 전문(ACCORDENCE)	4	이렇게 아파 같은 것이 있는 것이 같아요. 아파 가지 않는 것이 가지 않는 것이 없는 것이 없다. 것이 같아.
Permitted Phases	2					
Detector Phase	5	2	6	이가 영화되었다.	4	
Switch Phase					n States	
Minimum Initial (s)	7.0	12.0	12.0	an de Britan de San de San San de San de	7.0	en de la constant de La constant de la cons
Minimum Split (s)	11.4	21.5	21.5		20.7	
Total Split (s)	12.0	81.0	69.0	n an each a' th	29.0	2019년 - 1997년 1월 2019년 1월 2019 1월 2019년 - 1997년 1월 2019년 1월 20
· · · · · · · · · · · · · · · · · · ·	.2.0	51.0	00.0		20.0	

Brickyard @ US 64 Build-out PM

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ane Group Fotal Split (%)	EBL 10.9%	EBT 73.6%	WBT 62.7%	WBR SBL 26.4%	SBR
Maximum Green (s)	10.9% 7.6	75.5	63.5	20.4%	
Yellow Time (s)	7.0 3.0	4.5	4,5	24.3 3.1	
All-Red Time (s)	5.0 1.4	4.5 1.0	4,5 1.0	5,1 1.6	
the first structure of the first have been been to the structure of the st	1.4 0.0	0.0	0.0	0.0	
ost Time Adjust (s)	an na h-mailteachan an ann an 1941.	0.0 5.5	0.0 5.5	0.0 4.7	
Fotal Lost Time (s)	4.4	ວ.ວ	and the second second second second	4./	
.ead/Lag	Lead		Lag	n Philippin Station	
ead-Lag Optimize?	Yes	с л	Yes	1.0	
/ehicle Extension (s)	1.0	6.0	6.0	사람은 여름 방법을 위해 위해 가슴을 다 못했다. 것은 것을 알 것을 수 있다. 것을 가능히 다음 가슴다 봐.	
Minimum Gap (s)	0.2	3.0	3.0	0.2	
Fime Before Reduce (s)	0.0	15.0	15.0	0.0	
Fime To Reduce (s)	0.0	30.0	30.0	0.0	
Recall Mode	None	Min	Min	None	
Act Effct Green (s)	34.2	33.0	27.2	10.9	
Actuated g/C Ratio	0.62	0.60	0.49	0.20	
//c Ratio	0.16	0.42	0.71	0.57	
Control Delay	4.8	7.0	17.3	28.7	
Queue Delay	0.0	0.0	0.0	0.0	
Fotal Delay	4.8	7.0	17.3	28.7	
.OS	A	A	B	C	
Approach Delay		6.7	17.3	28.7	
Approach LOS		A	B	C	
Oth %ile Green (s)	7.6	54.4	42.4	17.5	
Oth %ile Term Code	Max	Hold	Gap	Gap	
70th %ile Green (s)	7.0	41.6	30.2	12.6	
70th %ile Term Code	Min	Hold	Gap	Gap	A series of the second second second of the second second second second second second second second second seco
50th %ile Green (s)	7.0	35.7	24.3	10.0	
50th %ile Term Code	Min	Hold	Gap	Gap	A NER AND THE AND AND AND AN AND AN AND AND AND AND A
30th %ile Green (s)	0.0	20.5	20.5	7,9	
80th %ile Term Code	Skip	Hold	Gap	Gap	
Oth %ile Green (s)	0.0	17.9	17.9	7.0	
Oth %ile Term Code	Skip	Dwell	Dwell	Min	
Queue Length 50th (ft)	7	61	169	58	
Queue Length 95th (ft)	23	144	344	151	
nternal Link Dist (ft)		2069	711	1590	
Furn Bay Length (ft)	70		ana ana an		
Base Capacity (vph)	461	1833	1/1/	849	
Starvation Cap Reductn	0	0	0	0	
Spillback Cap Reductn	0	0	0	Q	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.15	0.25	0.37	0.24	
ntersection Summary					
Contract Contact of Machine Contract States and Acceleration Contract States and the Contract States	Other				
Cycle Length: 110	n el esta para la social de la consecta de la conse La consecta de la cons	en en sen sen sen sen sen sen sen sen se	- o- menterse de	en ser da hennene sonerne hen hel bliebes	er er som en
Actuated Cycle Length: 55.	2				
Vatural Cycle: 60	- act accord Prof 775 -	a ang pang na sa aliking pang sa	nete et Hell Stare F	en de son estadia (de 1914)	an nan sear in ear na marin ar in an
Control Type: Actuated-Unc	01 0700 <u>2</u> 500 750 769	waan dhalada	a an	an statute a statute	· "你们的你们,我们,你们就是我们,我们们就是你们的你了。""你们我们的你,你是你们的你,你是你们你是你们都是你们的你,你们就是你们的,你是你能给你你不是你

Performance / Queue Report

Brickyard @ US 64 Build-out PM

Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 82.1	
70th %ile Actuated Cycle: 64.4	
50th %ile Actuated Cycle: 55.9	en en en en anten en anten en en en en anten en en en en en anten anten anten en
10th %ile Actuated Cycle: 35.1	

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Sig.	
12 S	

Greenwood Forest @ US 64 Build-out AM

	٦	-	•		•	•
vlovement	EBL	EBT	WBT	WBR	SBL	SBR
ane Configurations	۲	†	†	7	Y	
Traffic Volume (veh/h)	88	319	309	17	37	34
Future Volume (Veh/h)	88	319	309	17	37	34
Sign Control		Free	Free		Stop	
Grade	a haaraa waxaya waxayiya	0%	0%	- Market Weiter auch an	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	98	354	343	19	41	38 Substances (Mexico (Second), Second) and the second strength of the substance of the second strength of the second second strength of the second second second second second second s
Pedestrians						
.ane Width (ft)		an thus to the second	ant reads in a second of the ready			
Valking Speed (ft/s)						
Percent Blockage	Na , aundra wata 1964	en ant thit an decisi	a sentente dati militadest e	entones acost	ta a strandad	
Right turn flare (veh)				1022-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-3-		
Aedian type		TWLTL	とはならり かいろう には 上くしい	er an	a serie test series	
Median storage veh)	(1997) 1997	2	2			
Jpstream signal (ft)	NA NGA GAONG (SI C	ntev til et defe	en la nel coltant de	u anti di Matanta	tor total constant	
X, platoon unblocked						
C, conflicting volume	362	anter and an and a state of the second s	veland to shirts, to sh	an a	893	
/C1, stage 1 conf vol		4.533			343	
C2, stage 2 conf vol	1999-19 <u>29-1</u> 9991	STUDIES (N. 1972)	n in the state of th	na se seus suctores	550	
Cu, unblocked vol	362				893	343
C, single (s)	4.1	ek, gantan ara	- and an	orana ang	6.4	6.2
C, 2 stage (s)	88899				5.4	
F (s)	2.2		NAR WALLER	an waadaa kada	3.5	3.3
00 queue free %	92				91	95
:M capacity (veh/h)	1197				478	700
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
/olume Total	98	354	343	19	79	nan bereiten an eine eine eine eine eine eine eine
/olume Left	98	0	0	0	41	
/olume Right	0	0	0	19	38	
SH	1197	1700	1700	1700	564	
/olume to Capacity	0.08	0.21	0.20	0.01	0.14	
Queue Length 95th (ft)	7	0	0	0	12	
Control Delay (s)	8.3	0.0	0.0	0.0	12.4	
ane LOS	A		· · ·	CASE &	В	
Approach Delay (s) Approach LOS	1.8		0.0		12.4 В	
ntersection Summary						
Average Delay		44 <u>7</u> 7	2.0			
Intersection Capacity Utilization 35.3%		IC	U Level o	f Service A		
Analysis Period (min)			15			

Greenwood Forest @ US 64 **Build-out PM**

	٦		4		\$	4
Vovement	EBL	EBT	WBT	WBR	SBL	SBR
ane Configurations	٢	1	↑	7	Y	
Traffic Volume (veh/h)	41	382	359	55	26	89
Future Volume (Veh/h)	41	382	359	55	26	89
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	46	424	399	61	29	99
Pedestrians						
ane Width (ft)						a na mana ana ana ana ana ana ana ana an
Valking Speed (ft/s)						
Percent Blockage						nen in en
Right turn flare (veh)						
/ledian type		TWLTL	TWLTL			
Aedian storage veh)		2	2			
Jpstream signal (ft)						
X, platoon unblocked						
C, conflicting volume	460				915	399
C1, stage 1 conf vol		S.M. History			399	
C2, stage 2 conf vol					516	n namen en gener i namen en genammen en e
Cu, unblocked vol	460				915	399
C, single (s)	4.1				6.4	6.2
C, 2 stage (s)					5.4	
F (s)	2.2				3.5	3.3
00 queue free %	96				94	85
M capacity (veh/h)	1101				495	651
Pirection, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
/olume Total	46	424	399	61	128	
olume Left	46	0	0	0	29	
/olume Right	0	0	0	61	99	na na sana ang kanananan na sana na sana na masarana ang kanana na manana kana kanana kana kanana kana k
SH	1101	1700	1700	1700	607	
Volume to Capacity	0.04	0.25	0.23	0.04	0.21	Provinský prostoval prostoval prostoval po statel po statel po prostoval statel statel po prostoval po prostova
Queue Length 95th (ft)	3	0	0	0	20	
Control Delay (s)	8.4	0.0	0.0	0.0	12.5	
ane LOS	A	e sainte			В	
Approach Delay (s)	0.8	NATA CONTRA	0.0	C. J. Statistica Press	12.5	
Approach LOS		6986-998			В	
ntersection Summary						
Average Delay			1.9			
ntersection Capacity Utiliza	Ition	189.MSRAW	39.2%	IC	U Level o	lf Service A
Analysis Period (min)			15			

Site Access "A" @ McKinney Build-out AM

	•		-	A.	6	1	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		<u></u> र्स	<u>्यण</u> र्स	ANDUN .	<u>voo</u> ₩		
Traffic Volume (veh/h)	57	9	7	31	53	123	
Future Volume (Veh/h)	57	9	7 r	31	53	123	
Sign Control		Free	Free		Stop		
Grade	reasona an s	0%	0%	na antar Kinaksia	0%	a frieder af standiger af standiger of standiger of standiger of standiger of standiger of standiger of standig	nan si si sanan katalan katalan katala katalan katalan katalan katalan katalan katalan katala katala katala kat Katala
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	63	10	8	34	59	137	
Pedestrians							
Lane Width (ft)	(1998)))))) (1998)) (1997)) (1	deen is a subsection of the	n brune a solar ever over e	nandra a shakara ka s	an a	alle and a state of the second	en kunde prinstanden basi katalen an inderna berdadak an tiken eta inderetakan en interatioa karakan asteken an
Walking Speed (ft/s)							
Percent Blockage			N 1999 N 199				zen den pour bour fiel our hierende deur proposition on de l'Alemandes et de Verter de la pour sue conserver e Aleman
Right turn flare (veh)							
Median type		None	None				
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	42				161	25	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol	ante encontra a contra		all in the last state with the	and a special star setting of	we also at the second		و و د در در در این این اور در برای برای و در در در در در در این این این این و وی وی وی در در در در در در در در
vCu, unblocked vol	42	NG NASA			161	25	
tC, single (s)	4.1		s and the straid of end of	ner de setter la des	6.4	6.2	
tC, 2 stage (s)							
tF (s)	2.2	化硫化物 化乙二氟酸	une a contra contra		3.5	3.3	
p0 queue free %	96				93	87	
cM capacity (veh/h)	1567				797	1051	
Direction, Lane #	EB 1	WB 1	SB 1			er, an sais	
Volume Total	73	42	196				
Volume Left	63	0	59				
Volume Right	0	34	137				
cSH	1567	1700	959				
Volume to Capacity	0.04	0.02	0.20				
Queue Length 95th (ft)	3	0	19				
Control Delay (s)	6.4	0.0	9.7	a tan antana ang ang ang ang ang ang ang ang ang		a suggest way and an or	
Lane LOS	Α		Α				
Approach Delay (s)	6.4	0.0	9.7	-europaus ana	ngang watan di te	us and angles and the set	
Approach LOS	an an Araban An Asta an Araban An Asta an Araban		A				
Intersection Summary	ан 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947						
Average Delay		an an taon an t Taon an taon an t	7.6				
Intersection Capacity Utilizatior) Jacobertese es	an ang pagkat sa sa	27.5%	ICI	U Level c	f Service	A construction of the second
ntersection Capacity Otilization	1 2013-2016-201	arretaar	21.3%				A

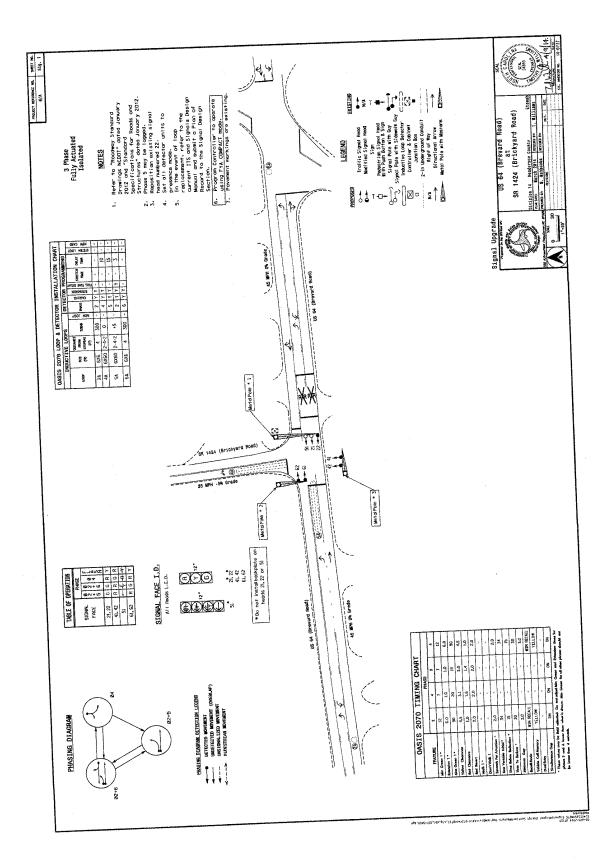
Analysis Period (min) 15

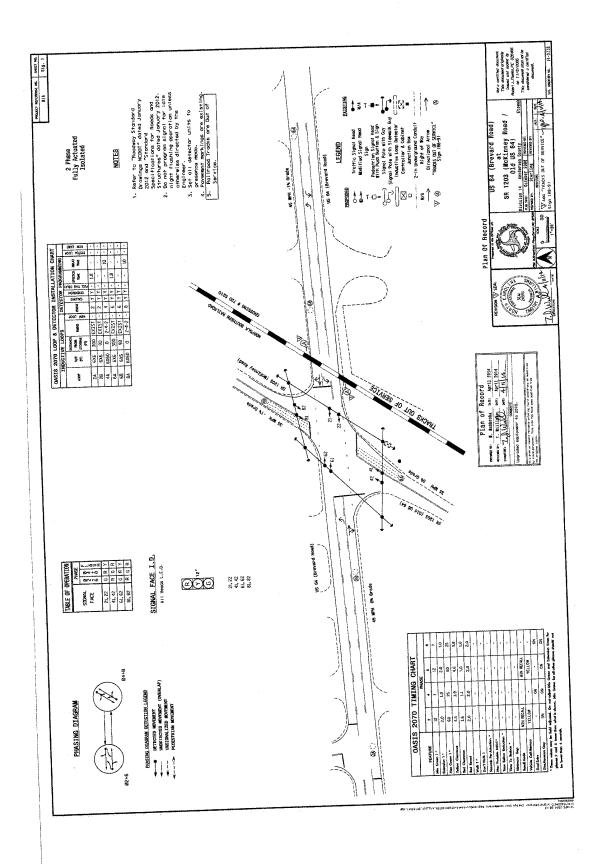
Site Access "A" @ McKinney Build-out PM

	۶			×.	\$	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	1 >		Y	
Traffic Volume (veh/h)	132	10	16	71	39	91
Future Volume (Veh/h)	132	10	16	71	39	91
Sign Control		Free	Free		Stop	
Grade	e in Adam (a second colorida	0%	0%	utora Mantonia, a varia	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	147	11	18	79	43	101 Strategy of the first of the strategy of t
Pedestrians						
_ane Width (ft)		71518540 (****)	oradient offensioners	s and the second	- Multi-Alisanda a di	2019 million al 1 million a che a tre a tre a tre a tre a trette contra trada llavor transmitte ante me me mere
Walking Speed (ft/s)						
Percent Blockage	un in the states of	E MARANA STA	405-060 (J. 69-06)		na na sana	ante altre artiste des annes des constantes en contra contra de la constante de la constante de la constante d
Right turn flare (veh)				542433		
Vedian type	na ser dinak	None	None	NARALAN.	An the the second s	2 Brie Alex alfabria de complete de la complete de
Median storage veh)						
Jpstream signal (ft)	alan dan sa	States and the	uerer er sen	an a	ar ar ta ta ta ta	
X, platoon unblocked	07				200	
C, conflicting volume	97	i i i i i i i i i i i i i i i i i i i	las ta Alton de		362	58
/C1, stage 1 conf vol				26235265	和日本建立	
/C2, stage 2 conf vol /Cu, unblocked vol	97	na an ing			362	co
C, single (s)	97 4.1		10263030	649486949		58 6.2
C, 2 stage (s)	4 . I		un de la compañía de	ann an tha	0.4	0.2
F (s)	2.2	n sei ei ei ei	San		3.5	3.3
50 queue free %	90		RG (BARK		93	90
CM capacity (veh/h)	1496			n an	574	1009
Direction, Lane #	EB 1	WB 1	SB 1			
/olume Total	158	97	144			
/olume Left	147	0	43			
/olume Right	0	79	101	ana da mana p		
:SH	1496	1700	823	633463		
/olume to Capacity	0.10	0.06	0.18	ris, Fuikinsi (ka s	an tayon yin tina bekeriy	e on the state in the set of the set of the fact that it is a provide state of the factor of the set of the set
Queue Length 95th (ft)	8	0	16			
Control Delay (s)	7.2	0.0	10.3	n navnag and s a	1 (M. M. 1997 - M. 1997 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1987 - 1	anneannacht is ann a sean a san a san ann ann ann ann ann ann a
ane LOS	A		В			
Approach Delay (s)	7.2	0.0	10.3			a na para karana manana ya karana na na na kakarana kawa taka tito manata kakatiza takatiza taka karana karana k
Approach LOS			В			
ntersection Summary						
Average Delay			6.6			
ntersection Capacity Utiliza	ition	a ila anti-tari t	28.9%	ICl	J Level o	of Service A
Analysis Period (min)			15			

Appendix D

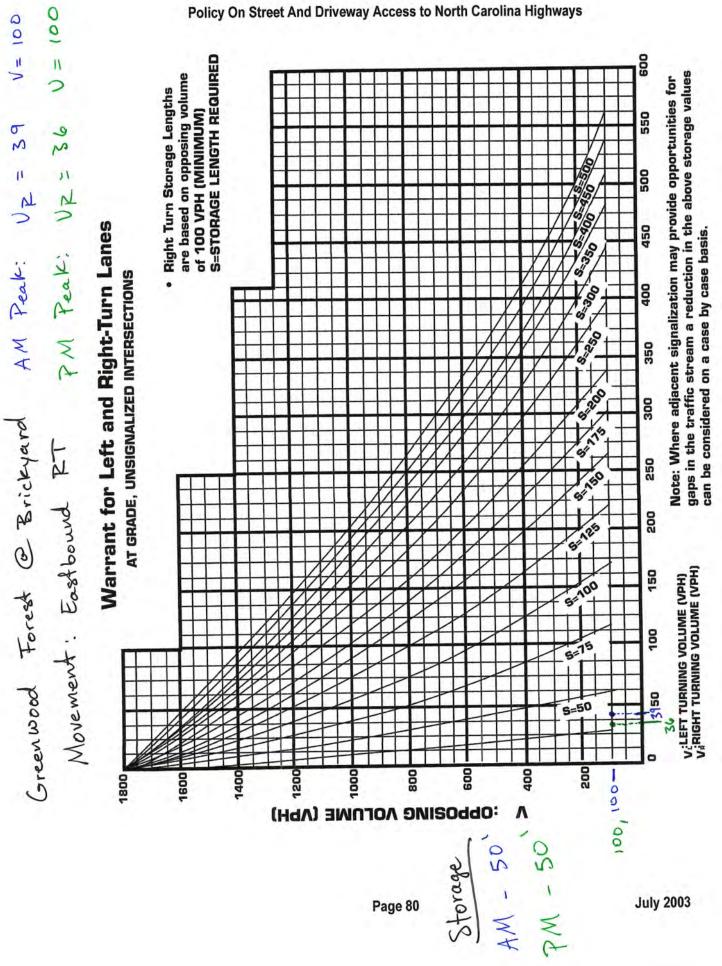
TRAFFIC SIGNAL PLAN OF RECORD



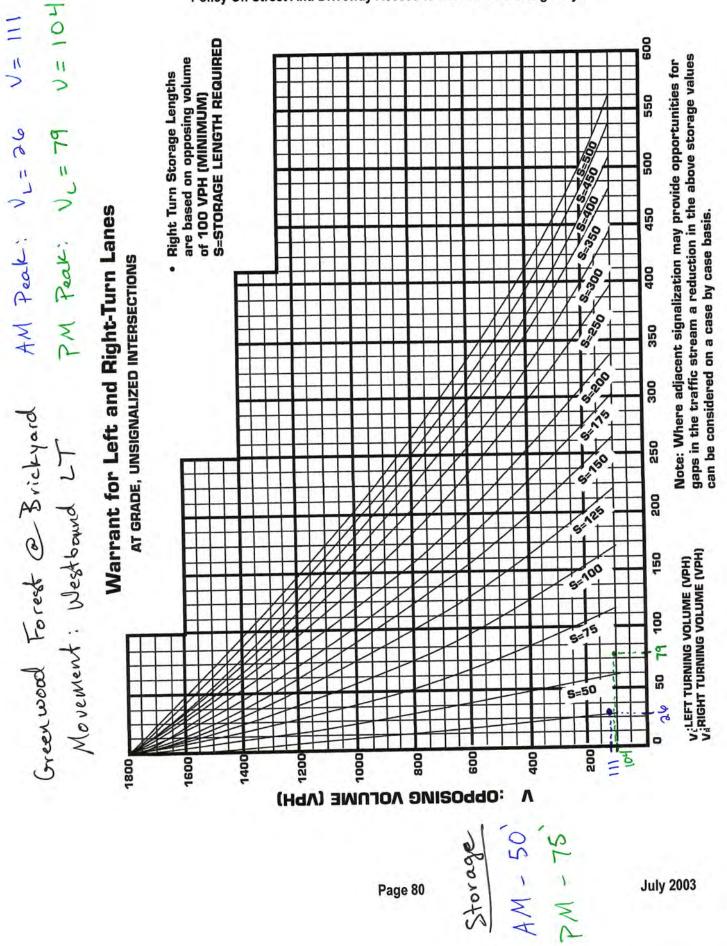


Appendix E

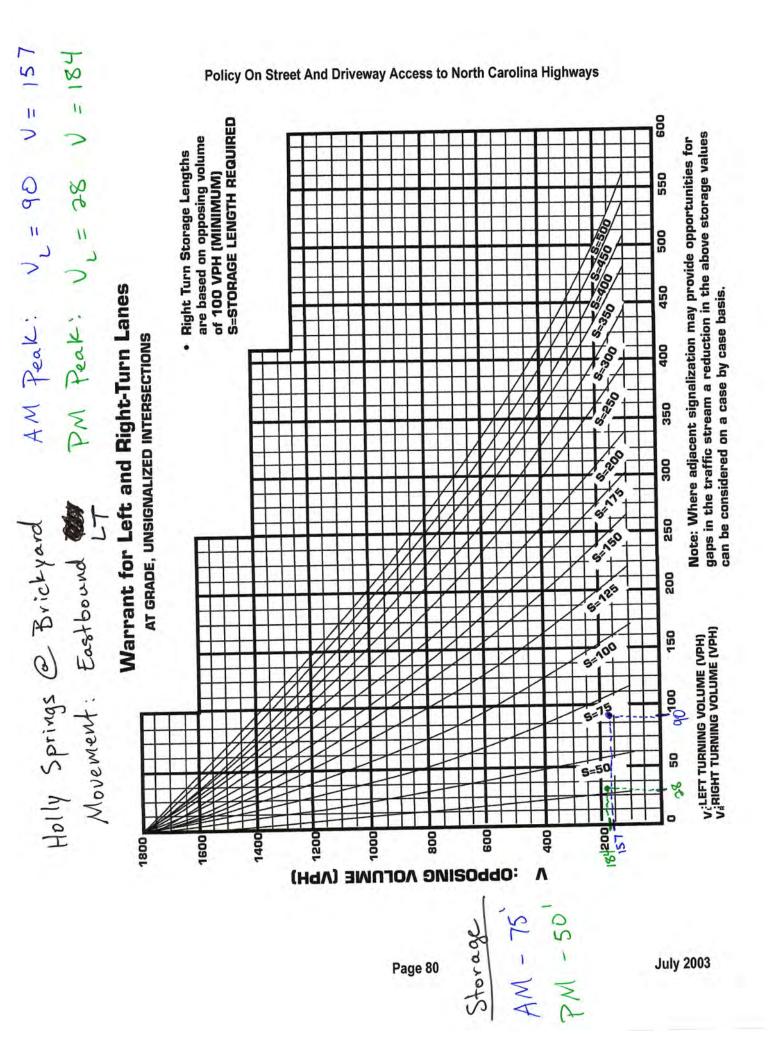
NCDOT TURN LANE WARRANT CHART

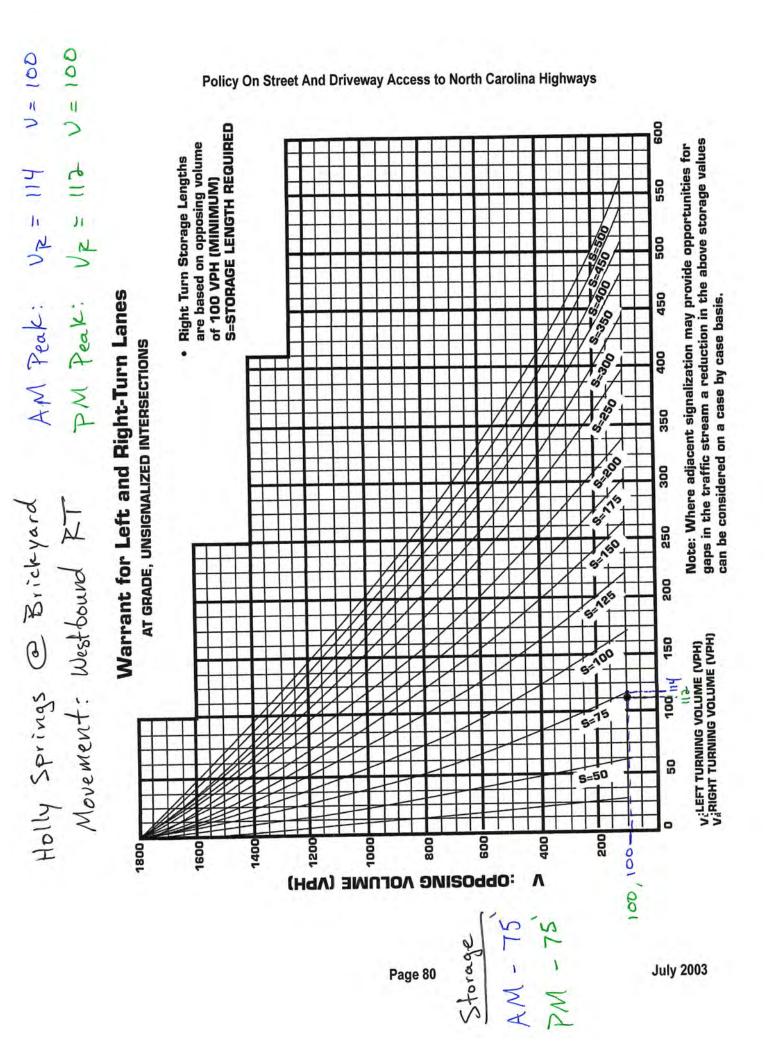


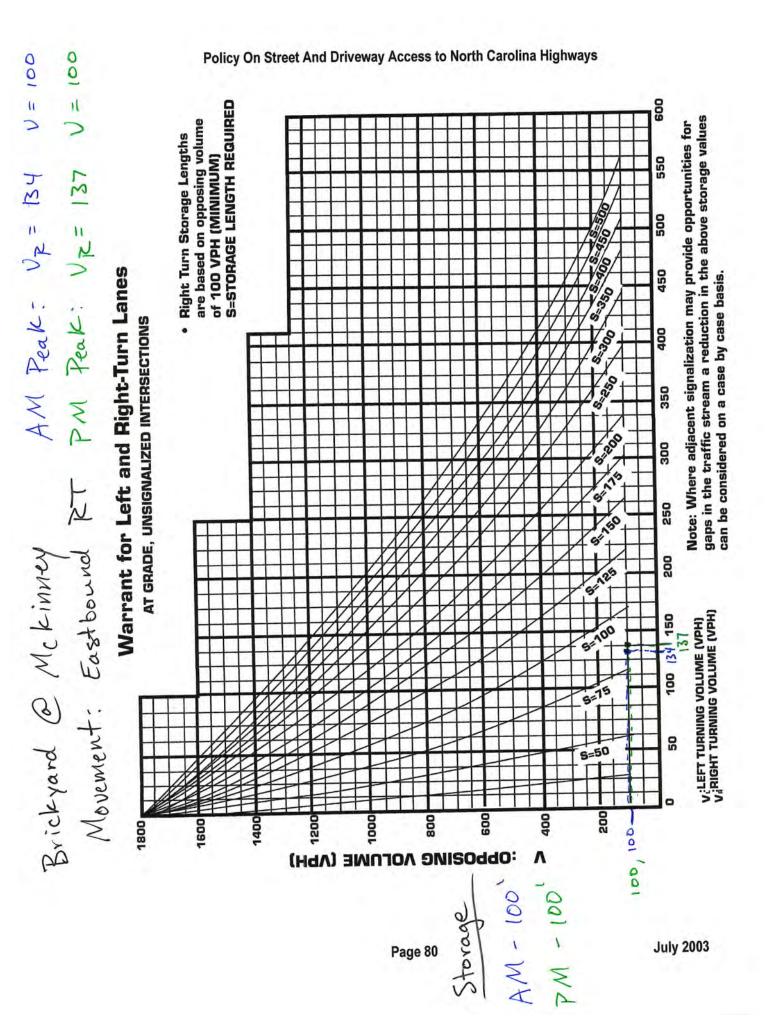
Policy On Street And Driveway Access to North Carolina Highways

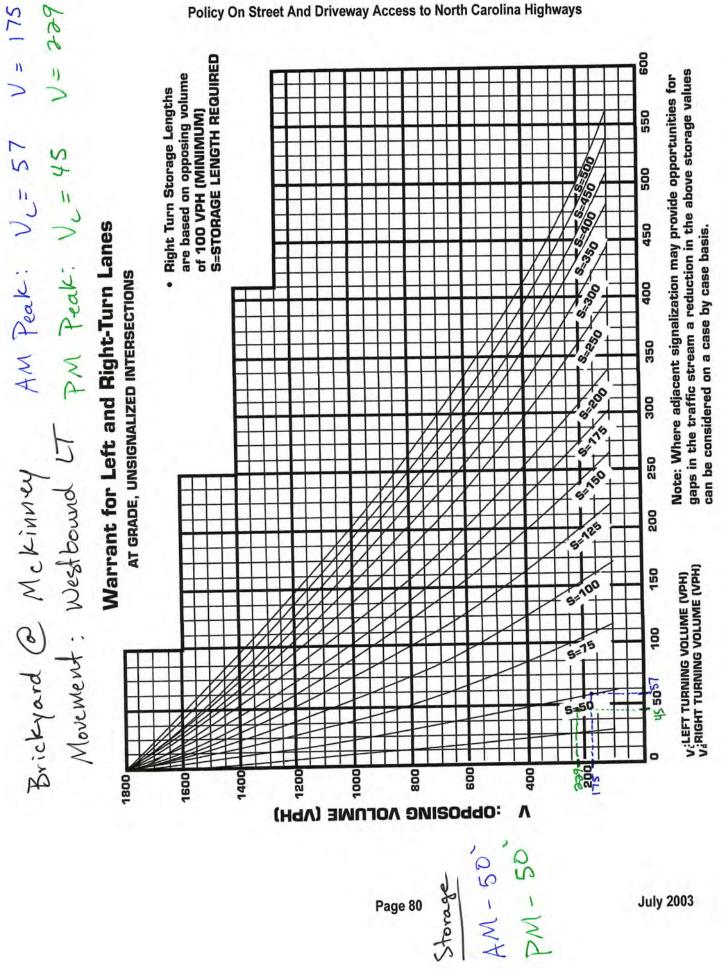


Policy On Street And Driveway Access to North Carolina Highways









Policy On Street And Driveway Access to North Carolina Highways

