

**CAPACITY ANALYSIS  
APPENDIX**

**Downtown Main Street Streetscape  
Broken Arrow, Oklahoma**

**Prepared for:**

**R.L. Shears Company, P.C.**

**July 2012**

**Prepared by:**

**Traffic Engineering Consultants, Inc**

*Jon Eshelman*

**Jon H. Eshelman, P.E., PTOE  
Oklahoma P.E. #10253  
CA # 1160**



**Date**

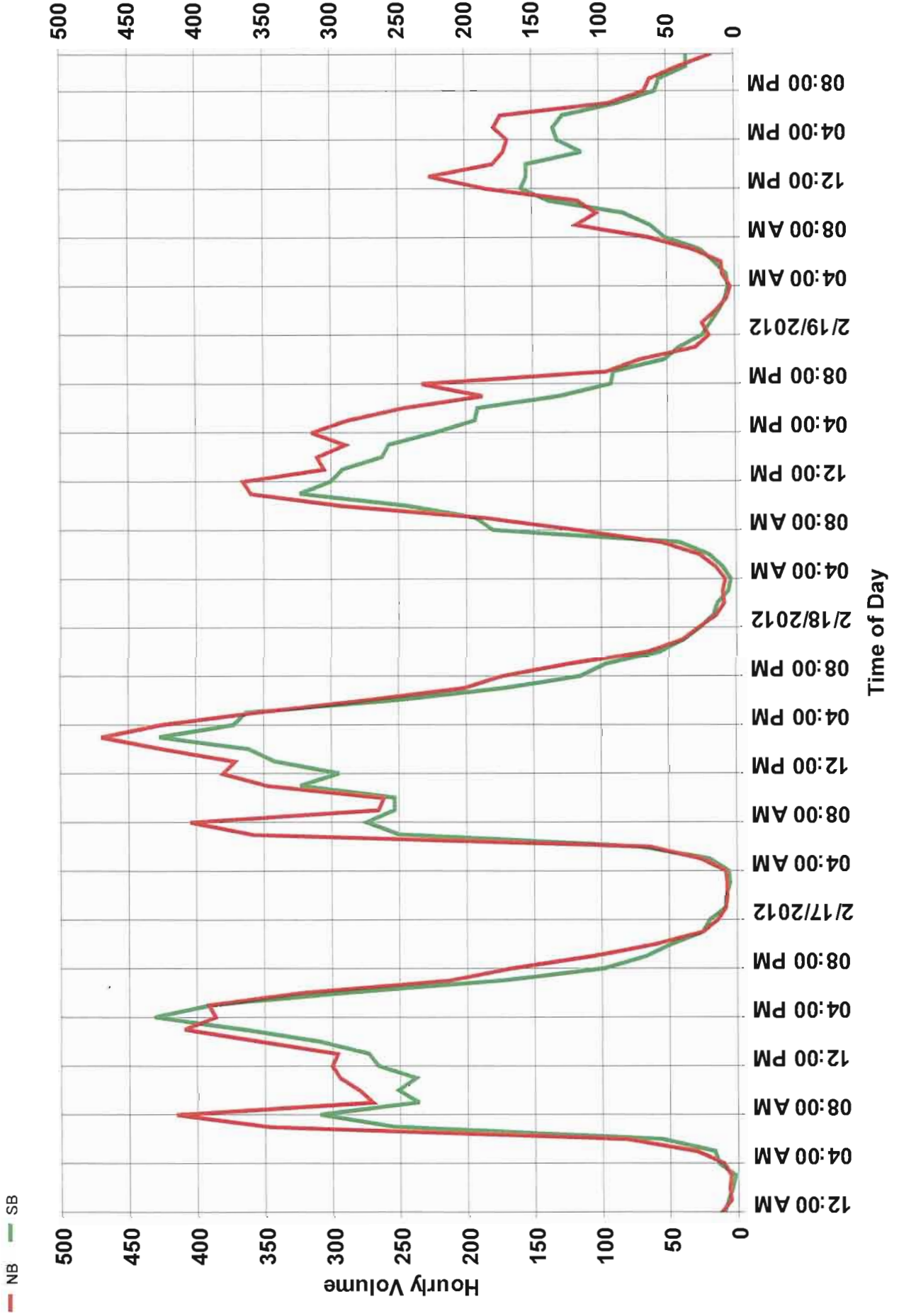








# MAIN N. OF COLLEGE





**Traffic Engineering Consultants**  
 6931 S. 66th E. Ave., Suite 100  
 Tulsa, OK 74133  
[www.tecokc.com](http://www.tecokc.com)

Site Code: 3  
 Station ID:  
 Main N. of Ft. Worth

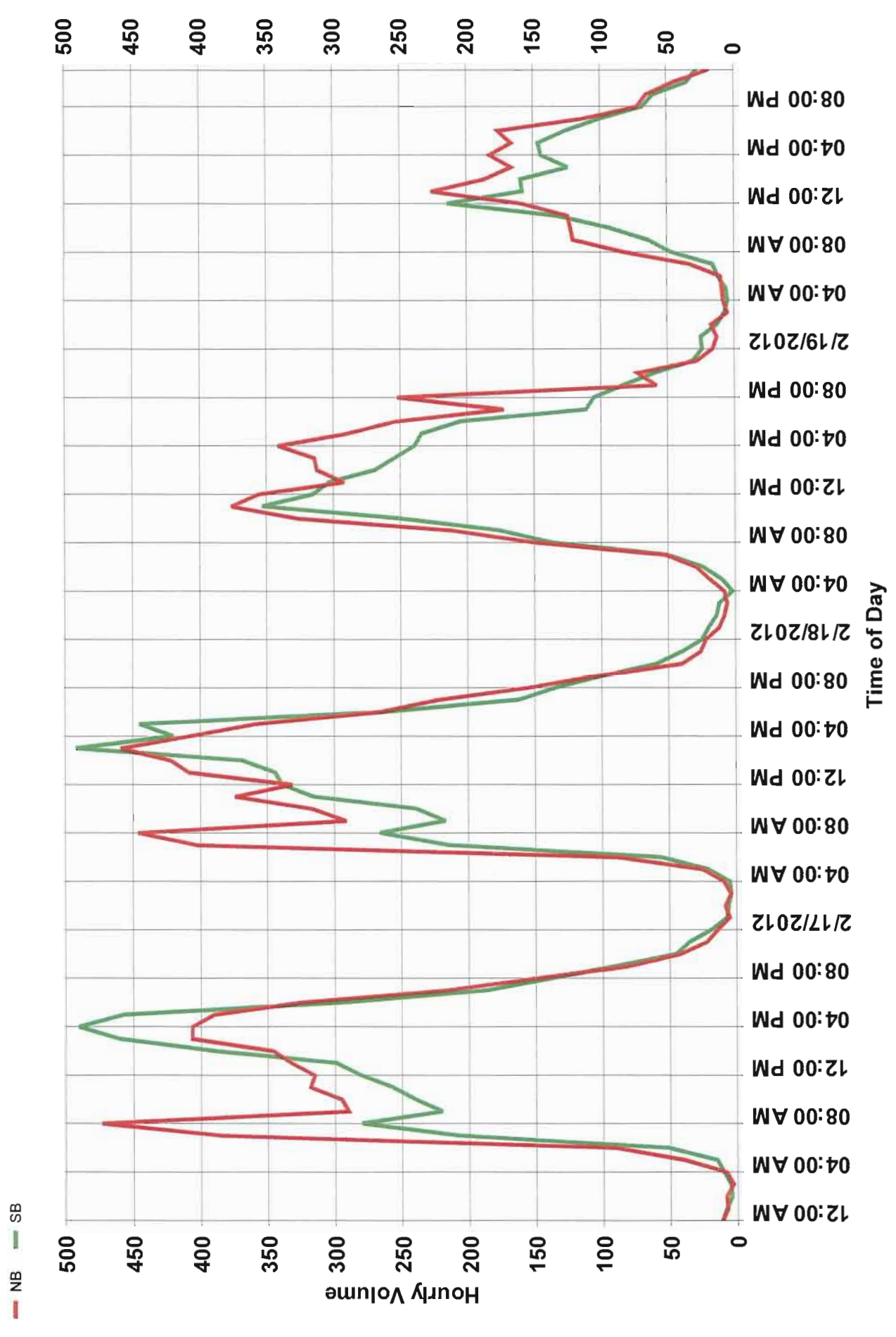
Latitude: 0' 0.000 Undefined

Start Time	13-Feb-12		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	11	11	14	19	22	25	16	24	16	20
01:00	*	*	*	*	*	*	7	8	5	7	12	20	13	25	13	15
02:00	*	*	*	*	*	*	8	4	8	6	8	14	17	13	10	9
03:00	*	*	*	*	*	*	3	5	4	4	6	12	5	7	4	7
04:00	*	*	*	*	*	*	8	10	9	5	8	2	8	5	8	6
05:00	*	*	*	*	*	*	39	15	25	21	19	10	9	6	23	13
06:00	*	*	*	*	*	*	90	51	88	56	29	24	10	12	54	36
07:00	*	*	*	*	*	*	384	208	402	215	52	51	33	16	218	122
08:00	*	*	*	*	*	*	473	280	446	266	149	136	82	47	288	182
09:00	*	*	*	*	*	*	290	220	291	217	176	176	120	64	228	169
10:00	*	*	*	*	*	*	295	240	316	239	326	251	122	93	265	206
11:00	*	*	*	*	*	*	318	257	374	316	376	353	124	132	298	264
12:00 PM	*	*	*	*	*	*	315	281	331	339	356	315	158	214	290	287
01:00	*	*	*	*	*	*	332	299	408	344	292	303	226	158	314	276
02:00	*	*	*	*	*	*	346	389	422	369	312	269	186	159	316	296
03:00	*	*	*	*	*	*	406	460	459	492	314	254	166	124	336	332
04:00	*	*	*	*	*	*	406	490	408	420	341	239	182	144	334	323
05:00	*	*	*	*	*	*	390	457	359	445	290	234	166	146	301	320
06:00	*	*	*	*	*	*	325	293	266	261	254	205	176	126	255	221
07:00	*	*	*	*	*	*	217	186	222	162	172	111	112	100	181	140
08:00	*	*	*	*	*	*	149	139	155	135	252	105	72	68	157	112
09:00	*	*	*	*	*	*	81	90	103	99	58	83	65	60	77	83
10:00	*	*	*	*	*	*	42	45	40	59	72	60	45	35	50	50
11:00	*	*	*	*	*	*	22	35	26	40	28	31	19	28	24	34
Lane	0	0	0	0	0	0	4957	4473	5181	4536	3959	3283	2132	1806	4056	3523
Day	0	0	0	0	0	0	9430	9717	9717	7242	3938	7579	3938	7579	7579	7579
AM Peak Vol.							08:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak Vol.							15:00	16:00	15:00	15:00	12:00	12:00	13:00	12:00	15:00	15:00
							473	280	446	316	376	353	124	132	298	264
							406	490	459	492	356	315	226	214	336	332

Comb. Total 0 0 0 0 0 0 9430 9717 9717 7242 3938 7579 3938 7579

ADT ADT 7,582 ADT 7,582 AADT 7,582

# MAIN N. OF FT. WORTH



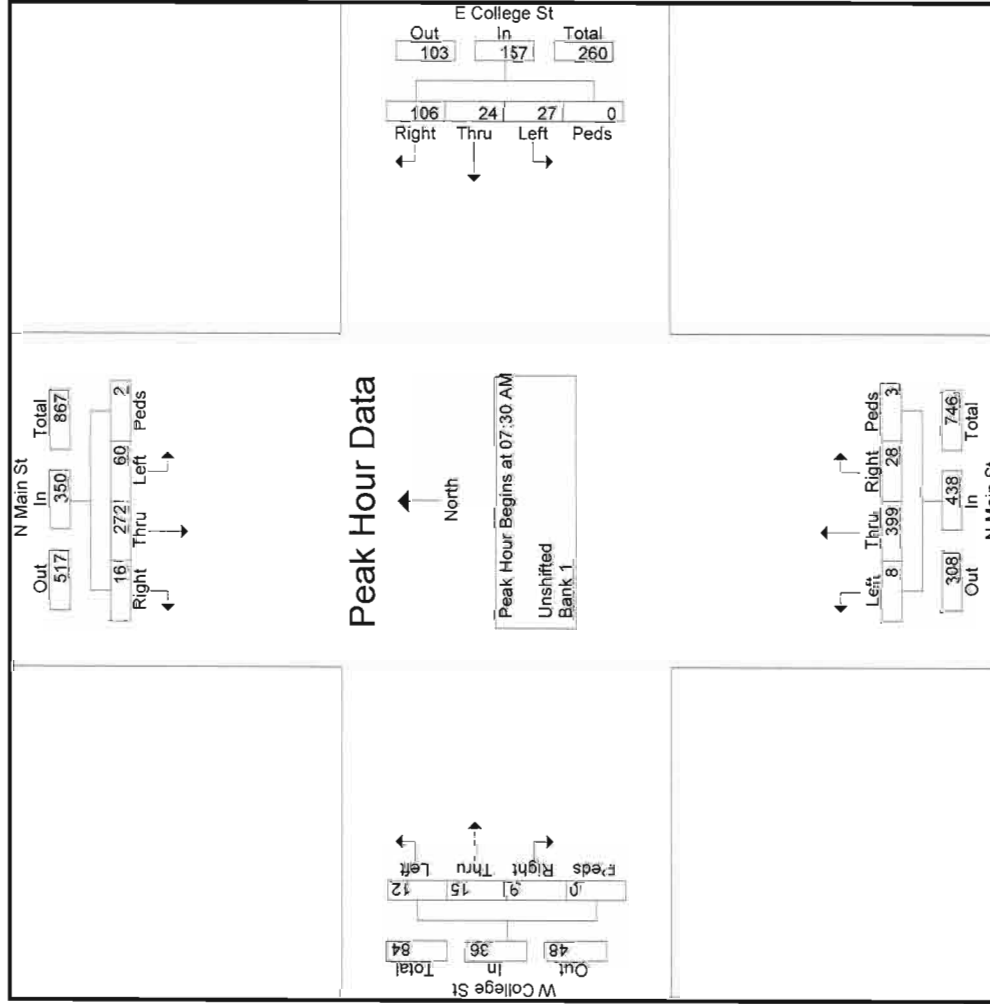




Start Time	N Main St From North				E College St From East				N Main St From South				W College St From West									
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:30 AM	4	64	19	0	87	44	5	5	0	54	9	112	3	0	124	4	6	3	0	13		278
07:45 AM	5	90	20	0	115	25	10	10	0	45	13	101	0	0	114	2	3	1	0	6		280
08:00 AM	5	67	15	2	89	24	4	4	0	32	3	92	2	1	98	2	4	3	0	9		228
08:15 AM	2	51	6	0	59	13	5	8	0	26	3	94	3	2	102	1	2	5	0	8		195
Total Volume	16	272	60	2	350	106	24	27	0	157	28	399	8	3	438	9	15	12	0	36		981
% App. Total	4.6	77.7	17.1	0.6		67.5	15.3	17.2	0		6.4	91.1	1.8	0.7		25	41.7	33.3	0			
PHF	.800	.756	.750	.250	.761	.602	.600	.675	.000	.727	.538	.891	.667	.375	.883	.563	.625	.600	.000	.692		.876

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

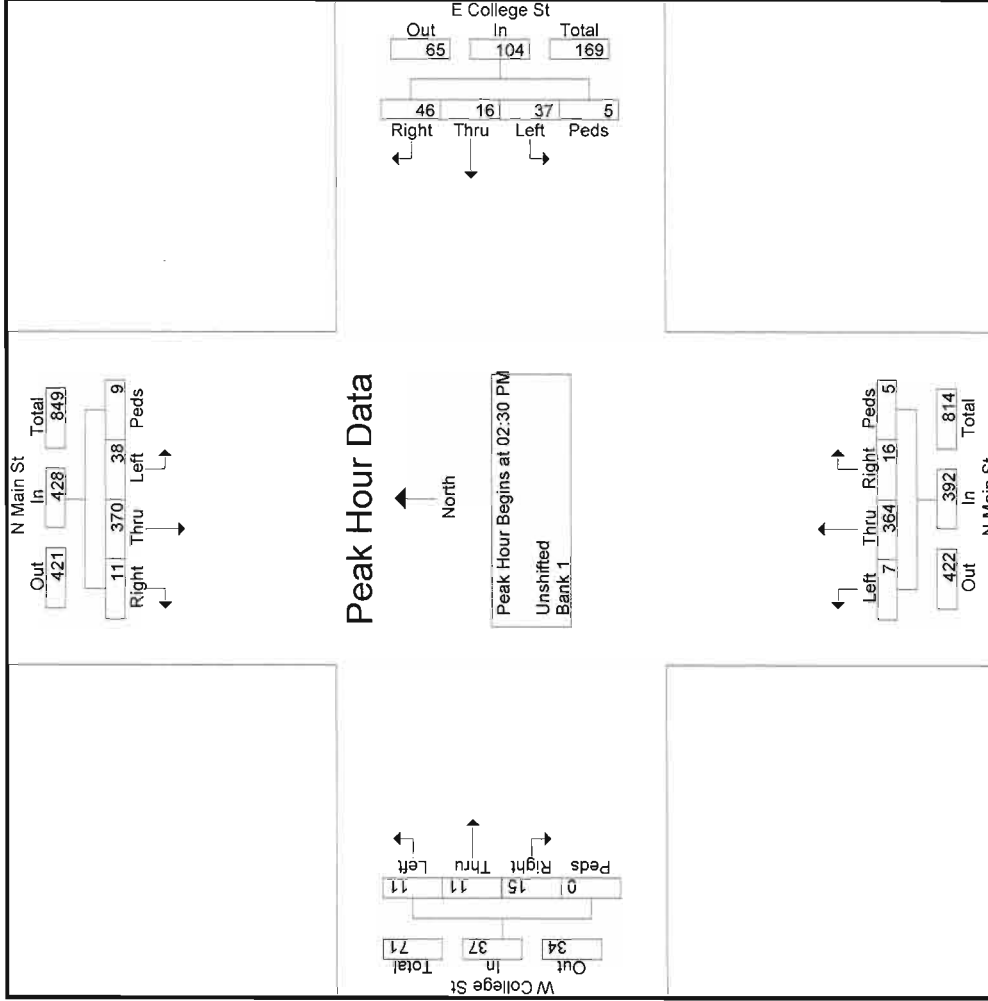
Peak Hour for Entire Intersection Begins at 07:30 AM





Start Time	N Main St From North				E College St From East				N Main St From South				W College St From West										
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 02:30 PM																							
02:30 PM	1	84	14	2	8	2	10	0	20	6	81	1	1	89	6	3	4	0	13	0	0	0	223
02:45 PM	1	110	12	6	19	8	12	4	43	3	101	2	0	106	1	5	2	0	8	0	0	0	286
03:00 PM	4	89	10	1	9	5	10	0	24	5	93	2	4	104	4	1	3	0	8	0	0	0	240
03:15 PM	5	87	2	0	10	1	5	1	17	2	89	2	0	93	4	2	2	0	8	0	0	0	212
Total Volume	11	370	38	9	46	16	37	5	104	16	364	7	5	392	15	11	11	0	37	0	0	0	961
% App. Total	2.6	86.4	8.9	2.1	44.2	15.4	35.6	4.8	4.1	4.1	92.9	1.8	1.3	40.5	29.7	29.7	0	0	0	0	0	0	840
PHF	.550	.841	.679	.375	.605	.500	.771	.313	.605	.667	.901	.875	.313	.925	.688	.550	.000	.712	.712	.000	.000	.000	.840



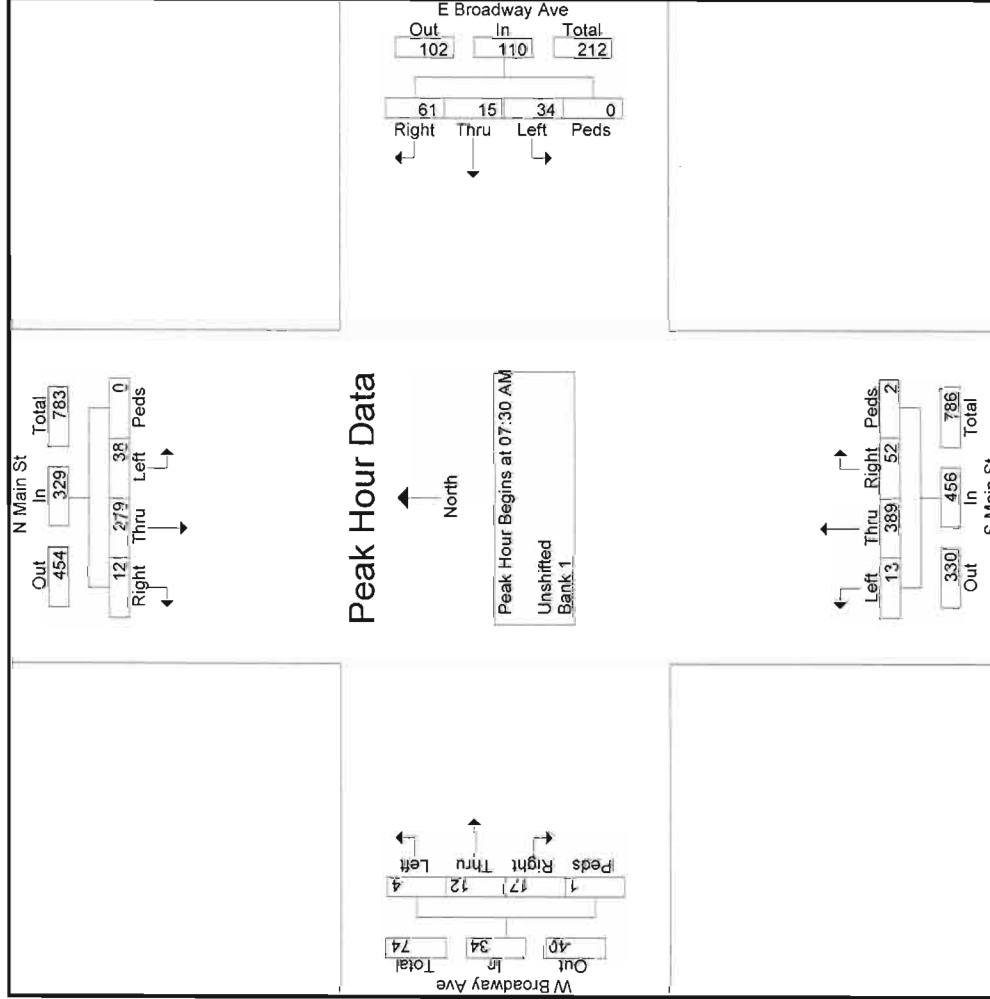








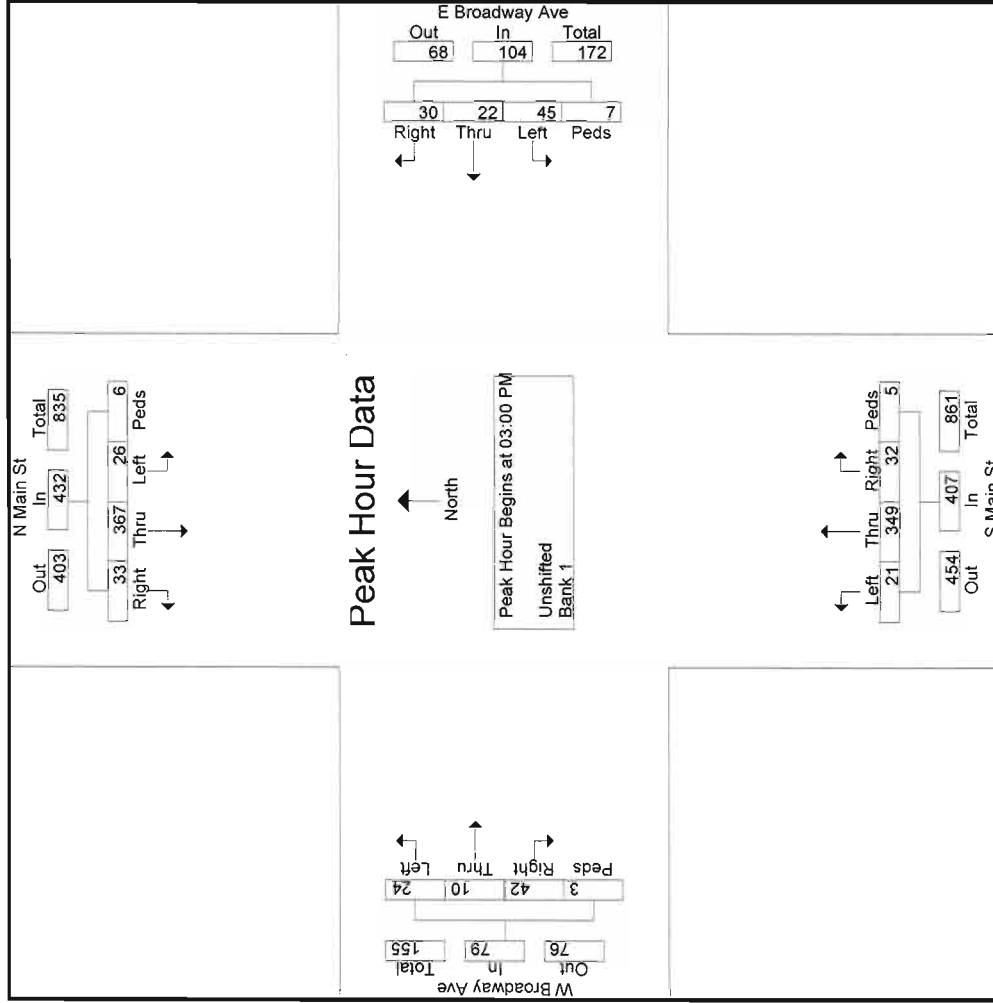
Start Time	N Main St From North				E Broadway Ave From East				S Main St From South				W Broadway Ave From West									
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	1	72	11	0	84	8	4	3	0	15	18	133	1	0	152	3	2	0	0	5	256	
07:45 AM	1	83	7	0	91	7	2	3	0	12	12	117	7	0	136	6	4	2	1	13	252	
08:00 AM	6	59	9	0	74	21	2	14	0	37	10	74	2	2	88	7	2	1	0	10	209	
08:15 AM	4	65	11	0	80	25	7	14	0	46	12	65	3	0	80	1	4	1	0	6	212	
Total Volume	12	279	38	0	329	61	15	34	0	110	52	389	13	2	456	17	12	4	1	34	929	
% App. Total	3.6	84.8	11.6	0	90.4	55.5	13.6	30.9	0	11.4	11.4	85.3	2.9	0.4	50	35.3	11.8	2.9	0.4	2.9	90.7	
PHF	.500	.840	.864	.000	.904	.610	.536	.607	.000	.598	.722	.731	.464	.250	.750	.607	.750	.500	.250	.654	.907	





Start Time	N Main St From North				E Broadway Ave From East				S Main St From South				W Broadway Ave From West								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	9	99	9	3	120	6	3	14	1	24	9	85	5	2	101	6	3	5	0	14	259
03:15 PM	7	84	7	1	99	8	3	11	4	26	8	85	7	0	100	12	4	4	1	21	246
03:30 PM	8	75	5	2	90	12	13	12	1	38	2	90	2	2	96	13	2	10	0	25	249
03:45 PM	9	109	5	0	123	4	3	8	1	16	13	89	7	1	110	11	1	5	2	19	268
Total Volume	33	367	26	6	432	30	22	45	7	104	32	349	21	5	407	42	10	24	3	79	1022
% App. Total	7.6	85	6	1.4	28.8	21.2	43.3	6.7	6.7	68.4	7.9	85.7	5.2	1.2	53.2	12.7	30.4	3.8	3.8	7.9	1022
PHF	.917	.842	.722	.500	.878	.625	.423	.804	.438	.684	.615	.969	.750	.625	.925	.808	.625	.600	.375	.790	.953

Peak Hour for Entire Intersection Begins at 03:00 PM

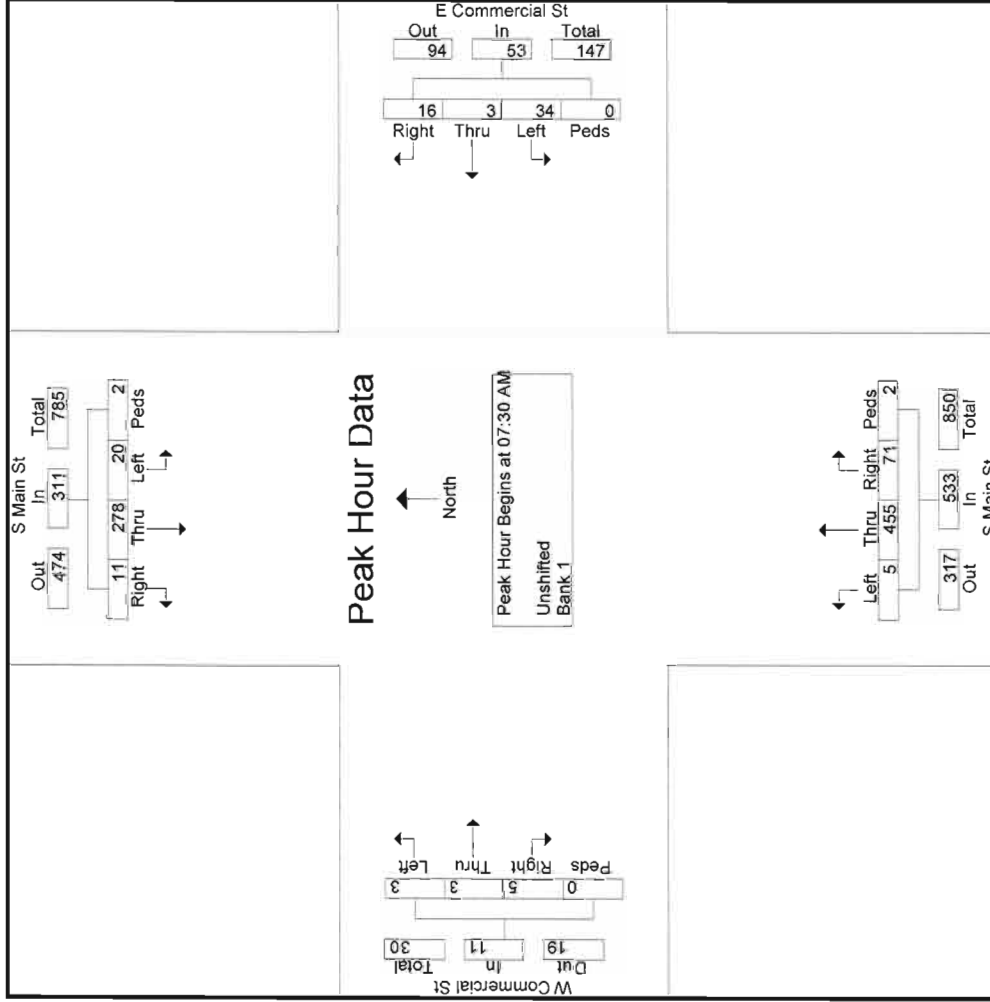






Start Time	S Main St From North					E Commercial St From East					S Main St From South					W Commercial St From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	3	75	3	0	81	0	0	2	0	2	5	124	1	0	130	3	1	0	0	4	217
07:45 AM	1	86	5	0	92	4	0	6	0	10	13	150	2	0	165	0	1	0	0	1	268
08:00 AM	5	45	8	2	60	6	3	13	0	22	36	90	1	0	127	1	1	1	0	3	212
08:15 AM	2	72	4	0	78	6	0	13	0	19	17	91	1	2	111	1	0	2	0	3	211
Total Volume	11	278	20	2	311	16	3	34	0	53	71	455	5	2	533	5	3	3	0	11	908
% App. Total	3.5	89.4	6.4	0.6	84.5	30.2	5.7	64.2	0	60.2	13.3	85.4	0.9	0.4	80.8	45.5	27.3	27.3	0	688	847
PHF	.550	.808	.625	.250	.845	.667	.250	.654	.000	.602	.493	.758	.625	.250	.808	.417	.750	.375	.000	.688	.847

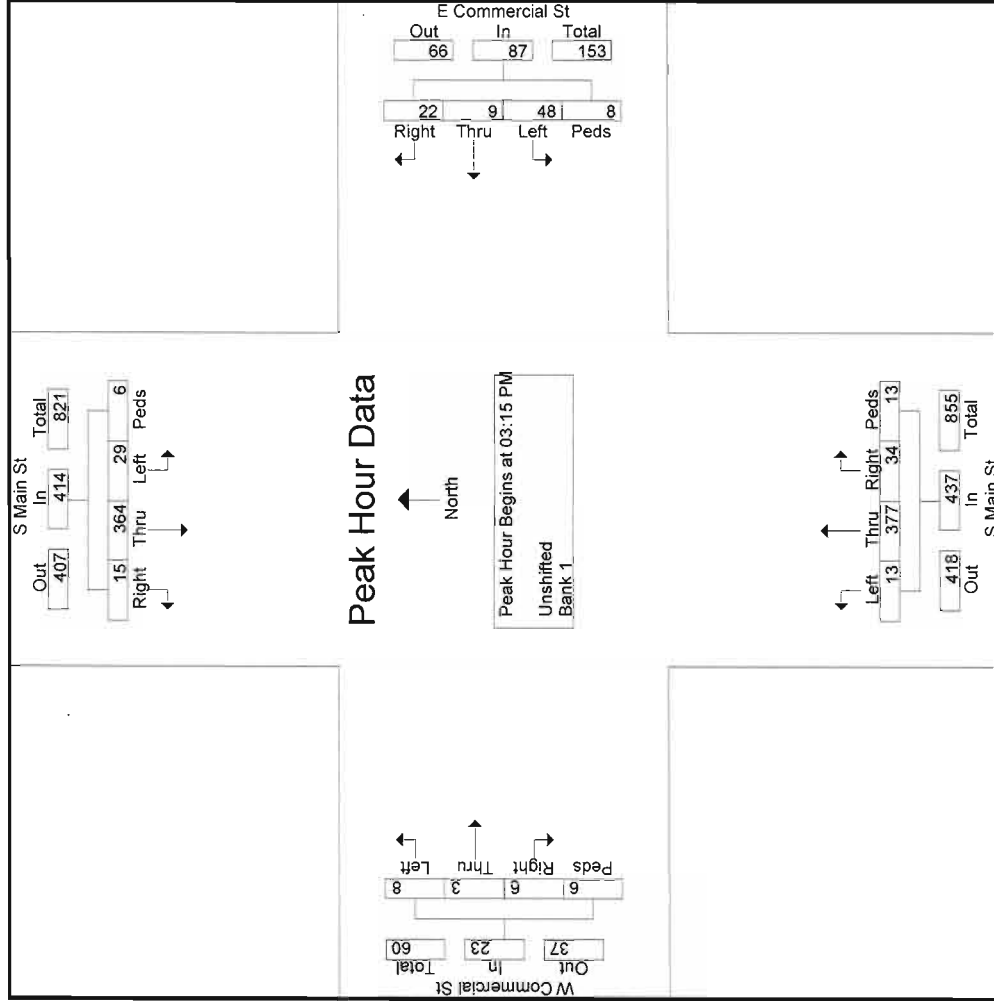
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM







Start Time	S Main St From North				E Commercial St From East				S Main St From South				W Commercial St From West								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	85	9	0	94	5	4	19	1	29	22	98	4	1	125	0	1	0	3	4	252
03:30 PM	6	83	8	1	98	10	2	18	5	35	4	84	0	6	94	2	0	4	3	9	236
03:45 PM	4	110	6	2	122	1	2	8	0	11	2	103	3	3	111	1	0	1	0	2	246
04:00 PM	5	86	6	3	100	6	1	3	2	12	6	92	6	3	107	3	2	3	0	8	227
Total Volume	15	364	29	6	414	22	9	48	8	87	34	377	13	13	437	6	3	8	6	23	961
% App. Total	3.6	87.9	7	1.4		25.3	10.3	55.2	9.2		7.8	86.3	3	3		26.1	13	34.8	26.1		
PHF	.625	.827	.806	.500	.848	.550	.563	.632	.400	.621	.386	.915	.542	.542	.874	.500	.375	.500	.500	.639	.953



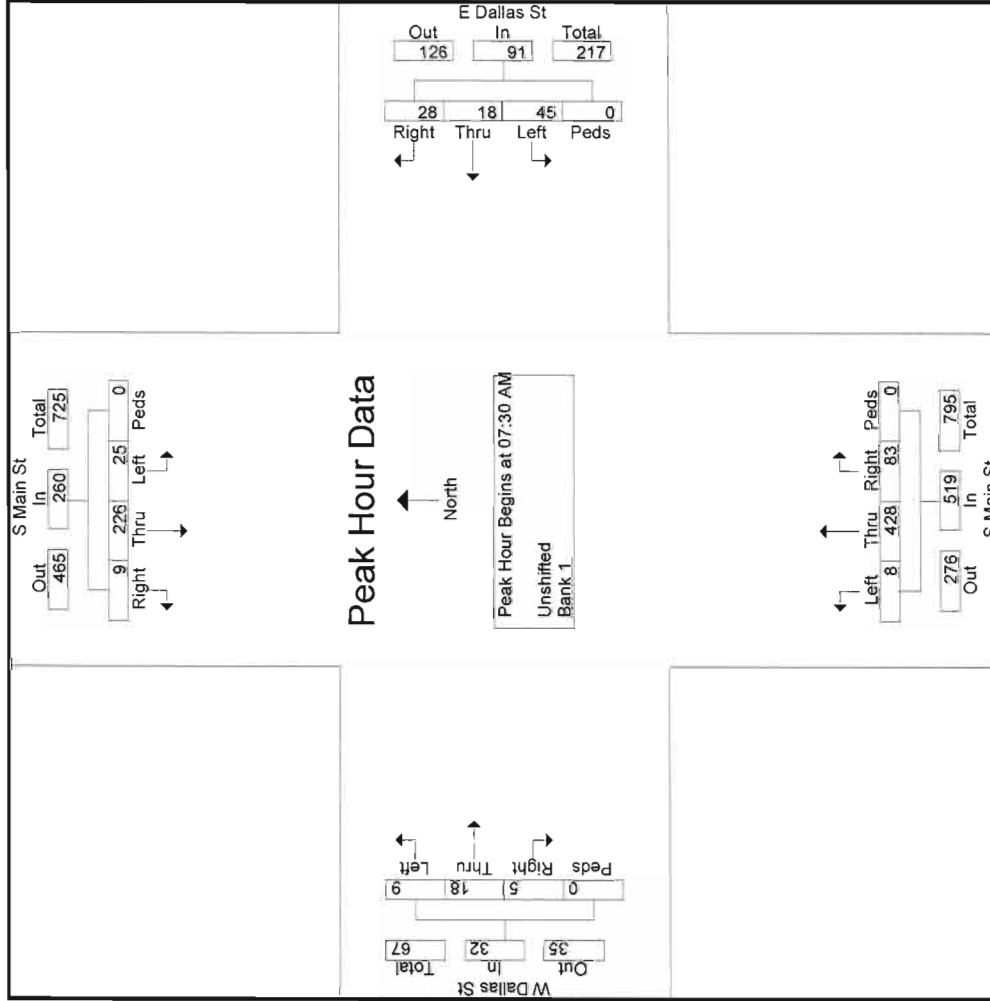




Start Time	S Main St From North				E Dallas St From East				S Main St From South				W Dallas St From West										
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total	Int. Total	
07:30 AM	0	51	9	0	4	2	8	0	14	18	101	1	0	1	2	1	0	4	1	0	120	4	198
07:45 AM	4	68	9	0	8	5	11	0	24	26	128	4	0	1	8	0	0	9	1	0	158	9	272
08:00 AM	3	52	5	0	7	8	11	0	26	29	114	1	0	1	4	4	0	9	1	0	144	9	239
08:15 AM	2	55	2	0	9	3	15	0	27	10	85	2	0	2	4	4	0	10	2	4	97	10	193
Total Volume	9	226	25	0	28	18	45	0	91	83	428	8	0	5	18	9	0	32	15.6	56.2	519	32	902
% App. Total	3.5	86.9	9.6	0	30.8	19.8	49.5	0	843	16	82.5	1.5	0	15.6	56.2	28.1	0	800	.625	.563	.821	.800	.829
PHF	.563	.831	.694	.000	.778	.563	.750	.000	.843	.716	.836	.500	.000	.625	.563	.563	.000	.800	.625	.563	.821	.800	.829

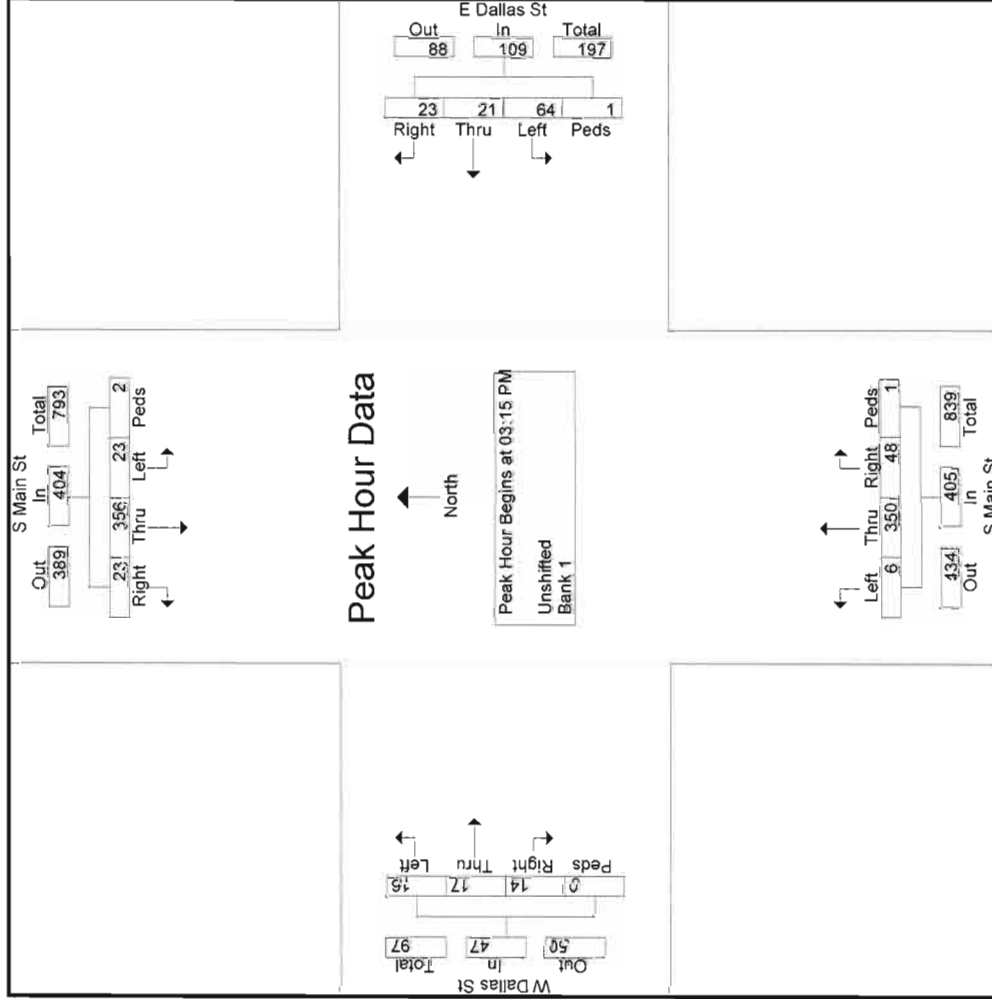
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM





Start Time	S Main St From North				E Dallas St From East				S Main St From South				W Dallas St From West									
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:15 PM																						
03:15 PM	7	80	4	1	92	4	4	12	0	20	15	74	0	0	89	3	3	6	0	12	213	
03:30 PM	8	89	6	0	103	8	7	31	1	47	13	74	2	1	90	3	6	4	0	13	253	
03:45 PM	3	94	9	0	106	5	3	11	0	19	10	100	1	0	111	0	2	1	0	3	239	
04:00 PM	5	93	4	1	103	6	7	10	0	23	10	102	3	0	115	8	6	5	0	19	260	
Total Volume	23	356	23	2	404	23	21	64	1	109	48	350	6	1	405	14	17	16	0	47	965	
% App. Total	5.7	88.1	5.7	0.5	95.3	21.1	19.3	56.7	0.9	11.9	11.9	86.4	1.5	0.2	29.8	36.2	34	0	0	47	965	
PHF	.719	.947	.639	.500	.953	.719	.750	.516	.250	.580	.800	.858	.500	.250	.880	.438	.708	.667	.000	.618	.928	





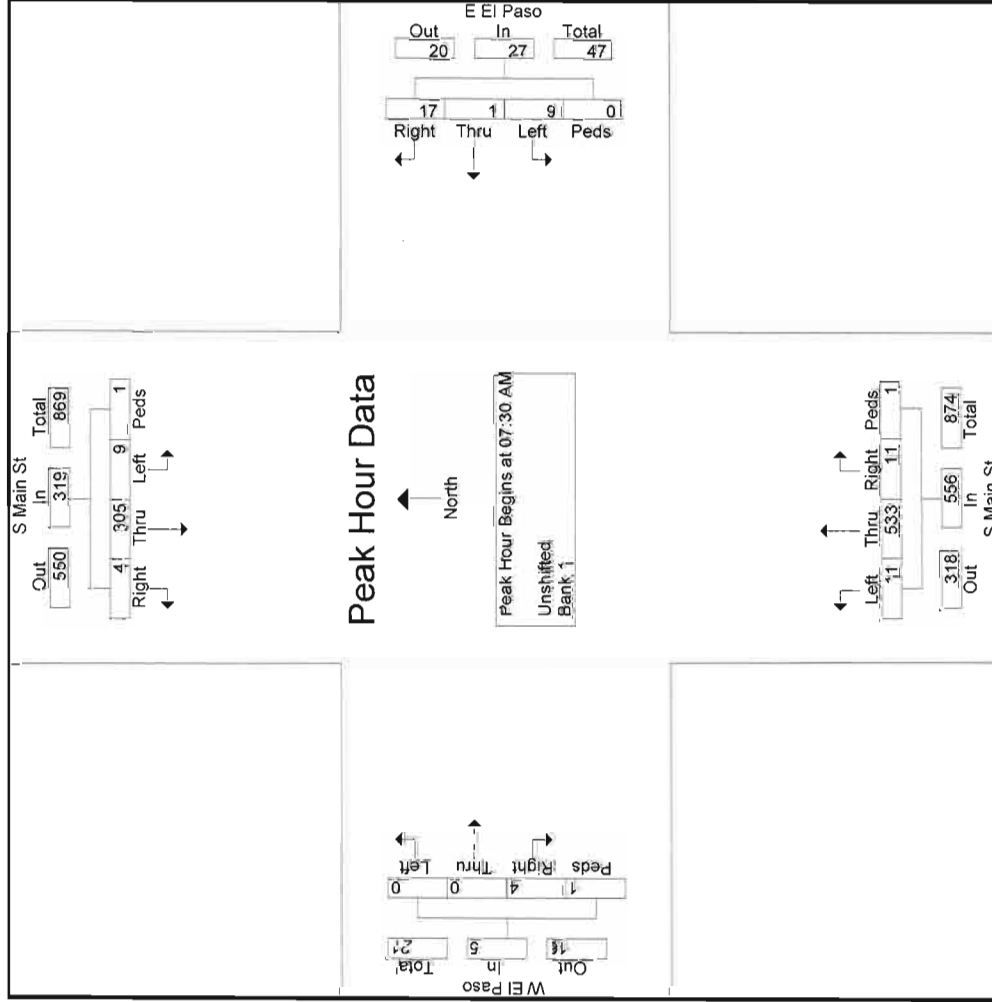




Start Time	S Main St From North					E El Paso From East					S Main St From South					W El Paso From West						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:30 AM	0	69	1	0	70	7	0	3	0	10	0	144	4	0	148	0	0	0	0	0	0	228
07:45 AM	1	81	3	0	85	5	0	3	0	8	2	148	3	0	153	2	0	0	0	0	2	248
08:00 AM	1	69	3	1	74	3	1	2	0	6	3	136	2	0	141	0	0	0	0	0	0	221
08:15 AM	2	86	2	0	90	2	0	1	0	3	6	105	2	1	114	2	0	0	0	1	3	210
Total Volume	4	305	9	1	319	17	1	9	0	27	11	533	11	1	556	4	0	0	0	1	5	907
% App. Total	1.3	95.6	2.8	0.3		63	3.7	33.3	0	2	95.9	2	0.2		80	0	0	0	0	20		
PHF	.500	.887	.750	.250	.886	.607	.250	.750	.000	.675	.458	.900	.688	.250	.908	.500	.000	.000	.250	.417		.914

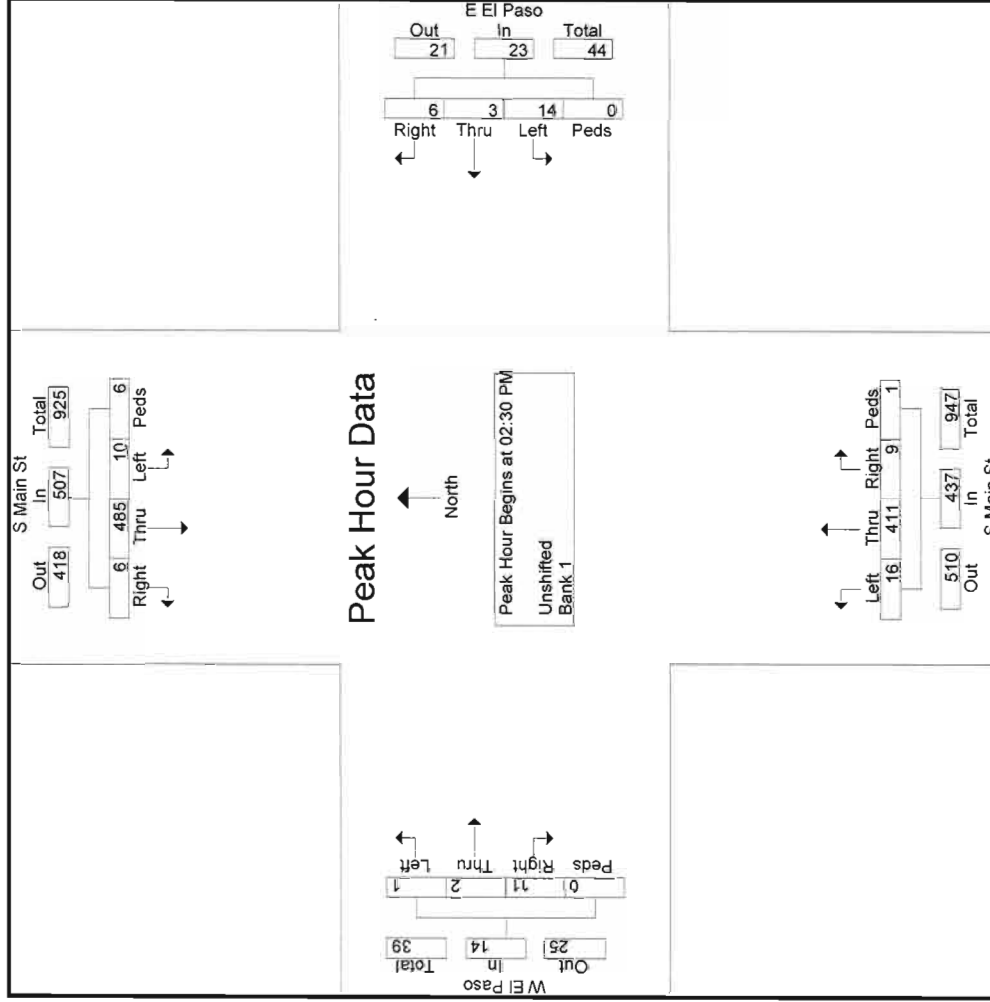
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



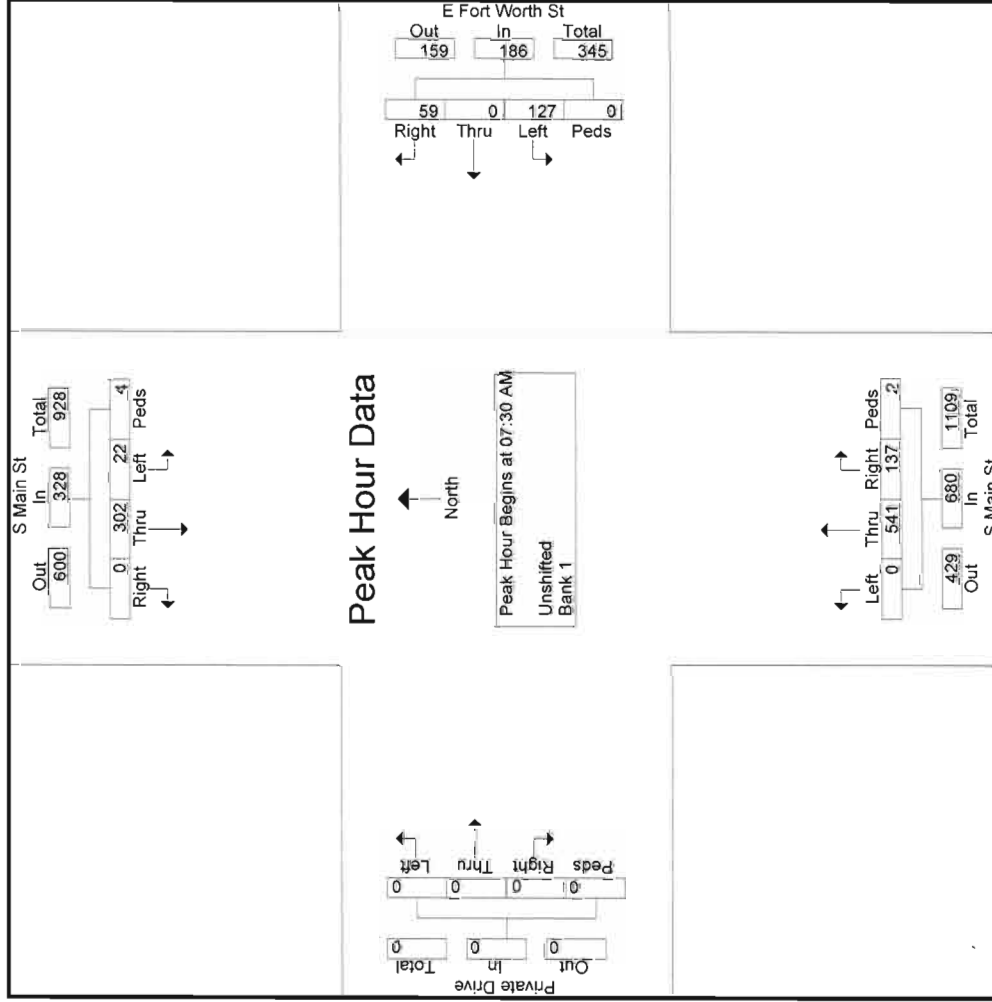


Start Time	S Main St From North					E El Paso From East					S Main St From South					W El Paso From West						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 02:30 PM																						
02:30 PM	2	131	3	0	136	2	0	1	0	3	1	104	6	0	111	3	0	0	0	0	3	253
02:45 PM	1	118	4	1	124	3	1	6	0	10	3	113	2	0	118	1	1	0	0	0	2	254
03:00 PM	2	115	1	5	123	0	0	4	0	4	3	106	5	0	114	3	1	0	0	0	4	245
03:15 PM	1	121	2	0	124	1	2	3	0	6	2	88	3	1	94	4	0	1	0	0	5	229
Total Volume	6	485	10	6	507	6	3	14	0	23	9	411	16	1	437	11	2	1	0	0	14	981
% App. Total	1.2	95.7	2	1.2	932	26.1	13	60.9	0	2.1	94.1	3.7	0.2	78.6	14.3	7.1	0	0	0	0	0	966
PHF	.750	.926	.625	.300	.932	.500	.375	.583	.000	.575	.750	.909	.667	.250	.926	.688	.500	.250	.000	.700	.700	





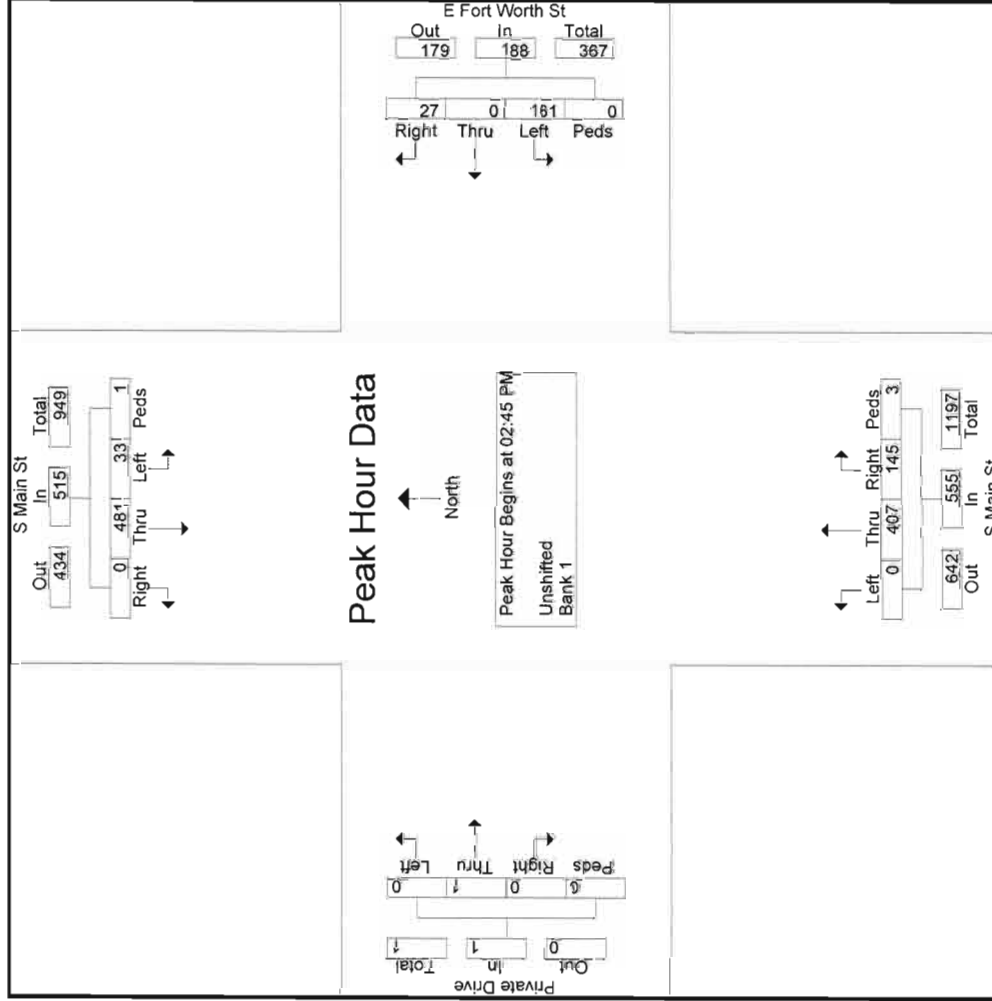






Start Time	S Main St From North				E Fort Worth St From East				S Main St From South				Private Drive From West										
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 02:45 PM																							
02:45 PM	0	128	8	1	11	0	42	0	53	41	78	0	0	0	0	0	0	0	0	0	119	0	309
03:00 PM	0	120	11	0	8	0	43	0	51	31	105	0	0	0	0	0	0	0	0	0	136	0	318
03:15 PM	0	118	3	0	3	0	35	0	38	40	124	0	2	0	0	0	0	0	0	0	166	0	325
03:30 PM	0	115	11	0	5	0	41	0	46	33	100	0	1	0	0	0	0	0	0	0	134	1	307
Total Volume	0	481	33	1	27	0	161	0	188	145	407	0	3	0	0	0	0	0	0	0	555	1	1259
% App. Total	0	93.4	6.4	0.2	14.4	0	85.6	0	88.7	26.1	73.3	0	0.5	0	0	0	0	0	0	0	835	0	968
PHF	.000	.939	.750	.250	.614	.000	.936	.000	.887	.884	.821	.000	.375	.000	.250	.000	.000	.250	.000	.000	.835	.250	.968







Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.966			0.909			0.990			0.993	
Flt Protected		0.984			0.991			0.999			0.991	
Satd. Flow (prot)	0	1434	0	0	1359	0	0	2993	0	0	3135	0
Flt Permitted		0.899			0.937			0.948			0.826	
Satd. Flow (perm)	0	1310	0	0	1285	0	0	2840	0	0	2613	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		13			145			17			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	22	13	37	33	145	9	453	32	79	358	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	215	0	0	494	0	0	458	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

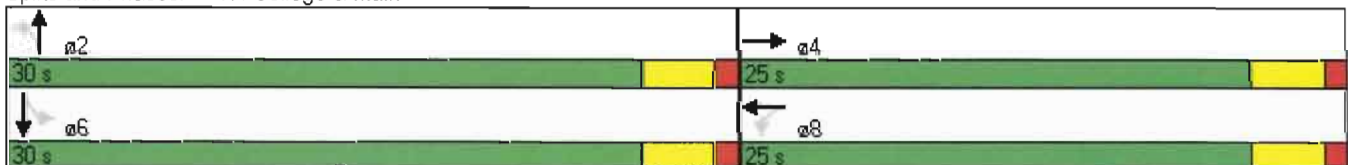


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead-Lag Optimize?											
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.7			8.7			29.0			29.0	
Actuated g/C Ratio		0.19			0.19			0.63			0.63	
v/c Ratio		0.20			0.59			0.27			0.28	
Control Delay		12.9			13.2			4.7			4.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			13.2			4.7			4.8	
LOS		B			B			A			A	
Approach Delay		12.9			13.2			4.7			4.8	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 45.8  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 6.6  
 Intersection Capacity Utilization 45.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A













Splits and Phases: 17: College & Main





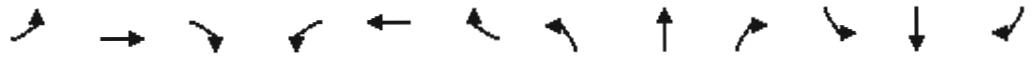
Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.930			0.925			0.983			0.995	
Flt Protected		0.994			0.985			0.999			0.994	
Satd. Flow (prot)	0	1395	0	0	1375	0	0	2972	0	0	2993	0
Flt Permitted		0.961			0.882			0.944			0.870	
Satd. Flow (perm)	0	1348	0	0	1231	0	0	2808	0	0	2619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			102			34			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	6	18	26	57	25	102	17	519	69	42	310	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	184	0	0	605	0	0	365	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

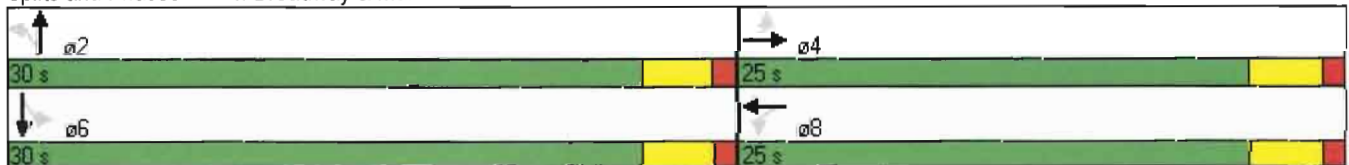


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.9			9.9			30.9			30.9	
Actuated g/C Ratio		0.21			0.21			0.67			0.67	
v/c Ratio		0.16			0.53			0.32			0.21	
Control Delay		9.2			13.1			5.8			5.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			13.1			5.8			5.5	
LOS		A			B			A			A	
Approach Delay		9.2			13.1			5.8			5.5	
Approach LOS		A			B			A			A	

Intersection Summary

















Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.1  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 6.9  
 Intersection Capacity Utilization 48.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.937			0.959			0.980			0.995	
Flt Protected		0.987			0.969						0.997	
Satd. Flow (prot)	0	1395	0	0	1402	0	0	2966	0	0	3002	0
Flt Permitted		0.917			0.797			0.953			0.910	
Satd. Flow (perm)	0	1296	0	0	1153	0	0	2826	0	0	2740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			27			43			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	4	4	7	57	5	27	6	562	88	24	327	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	89	0	0	656	0	0	364	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	



Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

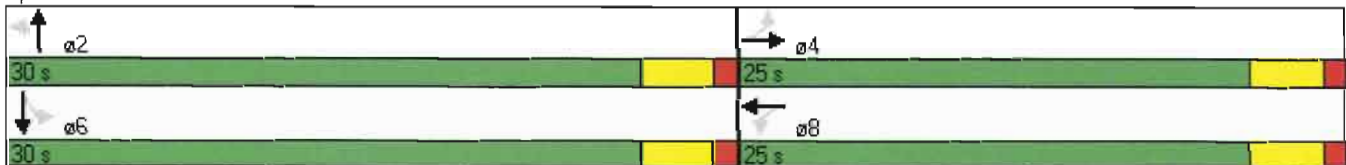


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.5			9.6			36.8			36.8	
Actuated g/C Ratio		0.20			0.20			0.76			0.76	
v/c Ratio		0.06			0.35			0.30			0.18	
Control Delay		10.7			15.3			4.9			4.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.7			15.3			4.9			4.6	
LOS		B			B			A			A	
Approach Delay		10.7			15.3			4.9			4.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.5  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.35  
 Intersection Signal Delay: 5.7  
 Intersection Capacity Utilization 39.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.979			0.959			0.976			0.995	
Flt Protected		0.986			0.976			0.999			0.995	
Satd. Flow (prot)	0	1456	0	0	1412	0	0	2950	0	0	2996	0
Flt Permitted		0.908			0.827			0.950			0.888	
Satd. Flow (perm)	0	1341	0	0	1197	0	0	2806	0	0	2674	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			33			54			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	11	22	6	54	21	33	10	522	101	31	282	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	108	0	0	633	0	0	324	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

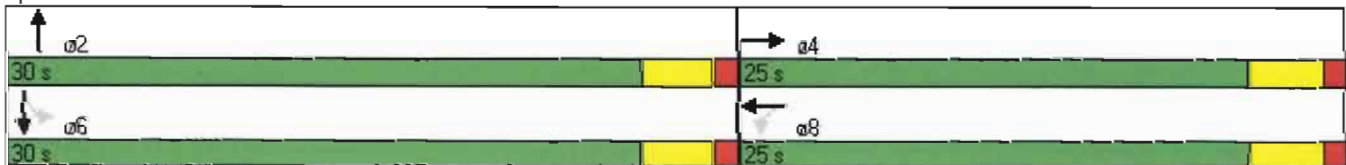
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.9			9.9			33.8			33.8	
Actuated g/C Ratio		0.20			0.20			0.69			0.69	
v/c Ratio		0.14			0.40			0.32			0.17	
Control Delay		12.9			15.5			5.4			5.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			15.5			5.4			5.1	
LOS		B			B			A			A	
Approach Delay		12.9			15.5			5.4			5.1	
Approach LOS		B			B			A			A	

Intersection Summary

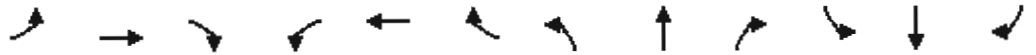
Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.9  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 6.6  
 Intersection Capacity Utilization 44.3%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis  
 5: El Paso & Main  
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔			↕↔	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	13	1	25	12	586	12	10	343	4
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	708	987	174	817	983	299	347			598		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	708	987	174	817	983	299	347			598		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	95	99	96	99			99		
cM capacity (veh/h)	304	241	840	261	242	697	1208			975		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>						
Volume Total	10	40	305	305	181	176						
Volume Left	0	13	12	0	10	0						
Volume Right	10	25	0	12	0	4						
cSH	840	429	1208	1700	975	1700						
Volume to Capacity	0.01	0.09	0.01	0.18	0.01	0.10						
Queue Length 95th (ft)	1	8	1	0	1	0						
Control Delay (s)	9.3	14.3	0.4	0.0	0.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.3	14.3	0.2		0.3							
Approach LOS	A	B										
<b>Intersection Summary</b>												
Average Delay			0.9									
Intersection Capacity Utilization			40.6%		ICU Level of Service		A					
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 3: Ft.Worth & Main  
 Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑			↘
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	149	69	615	156	24	325
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	902	385			770	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	902	385			770	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	45	89			97	
cM capacity (veh/h)	269	613			840	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	219	410	361	132	216	
Volume Left	149	0	0	24	0	
Volume Right	69	0	156	0	0	
cSH	328	1700	1700	840	1700	
Volume to Capacity	0.67	0.24	0.21	0.03	0.13	
Queue Length 95th (ft)	113	0	0	2	0	
Control Delay (s)	35.5	0.0	0.0	1.9	0.0	
Lane LOS	E			A		
Approach Delay (s)	35.5	0.0		0.7		
Approach LOS	E					
Intersection Summary						
Average Delay			6.0			
Intersection Capacity Utilization			46.3%	ICU Level of Service	A	
Analysis Period (min)			15			

---













**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	5
Total Delay (hr)	9
Stops / Veh	0.30
Stops (#)	1759
Average Speed (mph)	16
Total Travel Time (hr)	23
Distance Traveled (mi)	351
Performance Index	13.4

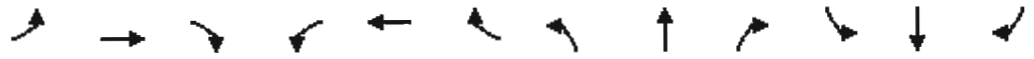
Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.944			0.937			0.994			0.996	
Flt Protected		0.986			0.982			0.999			0.995	
Satd. Flow (prot)	0	1404	0	0	1388	0	0	3005	0	0	3157	0
Flt Permitted		0.921			0.854			0.948			0.900	
Satd. Flow (perm)	0	1312	0	0	1207	0	0	2851	0	0	2855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			75			10			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	15	15	21	61	26	75	8	391	17	46	446	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	162	0	0	416	0	0	505	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

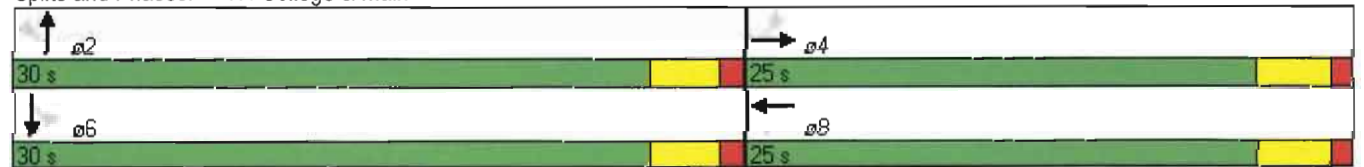


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.9			8.9			31.0			31.0	
Actuated g/C Ratio		0.20			0.20			0.69			0.69	
v/c Ratio		0.19			0.54			0.21			0.26	
Control Delay		11.1			16.2			4.4			4.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			16.2			4.4			4.6	
LOS		B			B			A			A	
Approach Delay		11.1			16.2			4.4			4.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 45.2  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 6.5  
 Intersection Capacity Utilization 44.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 17: College & Main

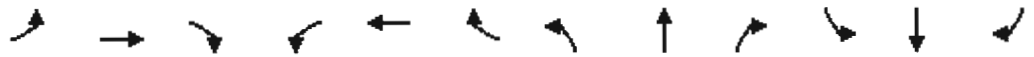




Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, Current Traffic

Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔			↕↔	
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.925			0.958			0.988			0.988	
Flt Protected		0.985			0.977			0.997			0.997	
Satd. Flow (prot)	0	1375	0	0	1412	0	0	2981	0	0	2981	0
Flt Permitted		0.899			0.847			0.926			0.921	
Satd. Flow (perm)	0	1255	0	0	1224	0	0	2768	0	0	2754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			44			22			22	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Parking (#/hr)	0	0	0	0	0	0		0	0		0	0
Adj. Flow (vph)	30	13	53	66	32	44	23	375	34	30	417	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	142	0	0	432	0	0	485	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	



Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

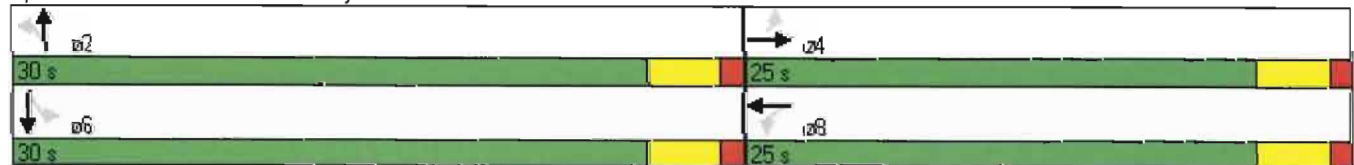


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.3			10.3			30.9			30.9	
Actuated g/C Ratio		0.22			0.22			0.67			0.67	
v/c Ratio		0.30			0.47			0.23			0.26	
Control Delay		9.8			15.5			5.5			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.8			15.5			5.5			5.7	
LOS		A			B			A			A	
Approach Delay		9.8			15.5			5.5			5.7	
Approach LOS		A			B			A			A	

Intersection Summary

















Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.4  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 7.1  
 Intersection Capacity Utilization 45.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main



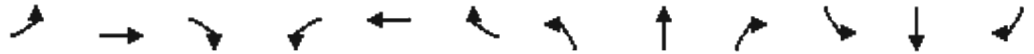
Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.953			0.963			0.988			0.994	
Flt Protected		0.977			0.971			0.998			0.996	
Satd. Flow (prot)	0	1405	0	0	1411	0	0	2984	0	0	2996	0
Flt Permitted		0.858			0.799			0.941			0.910	
Satd. Flow (perm)	0	1234	0	0	1161	0	0	2813	0	0	2737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			35			22			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	12	5	9	77	15	35	15	433	39	34	428	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	127	0	0	487	0	0	480	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.5			10.5			33.7			33.7	
Actuated g/C Ratio		0.21			0.21			0.68			0.68	
v/c Ratio		0.10			0.46			0.25			0.26	
Control Delay		10.6			17.2			5.4			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			17.2			5.4			5.6	
LOS		B			B			A			A	
Approach Delay		10.6			17.2			5.4			5.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.3  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 6.9  
 Intersection Capacity Utilization 42.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

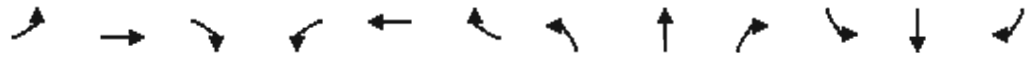
Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Flt		0.959			0.971			0.982			0.991	
Flt Protected		0.983			0.971			0.999			0.997	
Satd. Flow (prot)	0	1422	0	0	1423	0	0	2969	0	0	2990	0
Flt Permitted		0.891			0.775			0.950			0.925	
Satd. Flow (perm)	0	1289	0	0	1135	0	0	2823	0	0	2774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			29			37			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	26	27	23	110	36	40	7	398	55	24	375	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	186	0	0	460	0	0	423	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		11.8			11.9			30.5			30.5	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.22			0.61			0.25			0.24	
Control Delay		11.1			21.0			6.0			6.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			21.0			6.0			6.2	
LOS		B			C			A			A	
Approach Delay		11.1			21.0			6.0			6.2	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.5  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 8.8  
 Intersection Capacity Utilization 46.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis - Current Control, Current Timing, Current Traffic  
 5: El Paso & Main Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	3	16	24	5	10	17	442	10	11	522	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)											360	
pX, platoon unblocked												
vC, conflicting volume	815	1032	264	781	1031	226	528			452		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	815	1032	264	781	1031	226	528			452		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	98	91	98	99	98			99		
cM capacity (veh/h)	256	225	734	271	226	777	1035			1105		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>						
Volume Total	20	40	238	231	272	267						
Volume Left	1	24	17	0	11	0						
Volume Right	16	10	0	10	0	6						
cSH	504	316	1035	1700	1105	1700						
Volume to Capacity	0.04	0.13	0.02	0.14	0.01	0.16						
Queue Length 95th (ft)	3	11	1	0	1	0						
Control Delay (s)	12.4	18.0	0.8	0.0	0.4	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	12.4	18.0	0.4		0.2							
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay					1.2							
Intersection Capacity Utilization			39.3%				ICU Level of Service			A		
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 3: Ft.Worth & Main  
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↕	↕		↕
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	181	30	485	173	35	512
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	722					
pX, platoon unblocked						
vC, conflicting volume	897	329			657	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	897	329			657	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	33	95			96	
cM capacity (veh/h)	269	667			926	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	211	323	334	206	341
Volume Left	181	0	0	35	0
Volume Right	30	0	173	0	0
cSH	294	1700	1700	926	1700
Volume to Capacity	0.72	0.19	0.20	0.04	0.20
Queue Length 95th (ft)	128	0	0	3	0
Control Delay (s)	43.2	0.0	0.0	1.9	0.0
Lane LOS	E			A	
Approach Delay (s)	43.2	0.0			0.7
Approach LOS	E				

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	6
Total Delay (hr)	10
Stops / Veh	0.32
Stops (#)	1962
Average Speed (mph)	15
Total Travel Time (hr)	25
Distance Traveled (mi)	371
Performance Index	15.3



Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.966			0.909			0.990			0.993	
Fl't Protected		0.984			0.991			0.999			0.991	
Satd. Flow (prot)	0	1434	0	0	1359	0	0	2993	0	0	3135	0
Fl't Permitted		0.827			0.927			0.930			0.576	
Satd. Flow (perm)	0	1205	0	0	1271	0	0	2786	0	0	1822	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			65			17			12	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	38	48	29	81	72	319	20	998	70	174	787	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	472	0	0	1088	0	0	1007	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: AM Peak

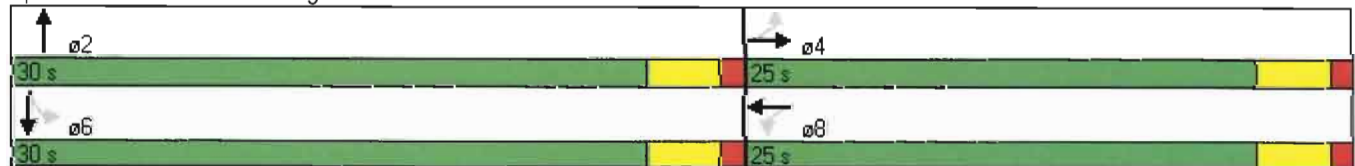


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.1			18.1			26.2			26.2	
Actuated g/C Ratio		0.35			0.35			0.50			0.50	
v/c Ratio		0.26			0.98			0.78			1.10	
Control Delay		11.1			54.4			16.7			78.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			54.4			16.7			78.7	
LOS		B			D			B			E	
Approach Delay		11.1			54.4			16.7			78.7	
Approach LOS		B			D			B			E	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 52.3  
 Natural Cycle: 70  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 46.4  
 Intersection Capacity Utilization 88.9%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Flt		0.931			0.925			0.983			0.995	
Flt Protected		0.994			0.985			0.999			0.994	
Satd. Flow (prot)	0	1396	0	0	1375	0	0	2972	0	0	2993	0
Flt Permitted		0.941			0.863			0.917			0.648	
Satd. Flow (perm)	0	1322	0	0	1204	0	0	2728	0	0	1951	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			42			35			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	14	41	58	125	55	224	38	1141	153	93	682	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	404	0	0	1332	0	0	804	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	



Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: AM Peak

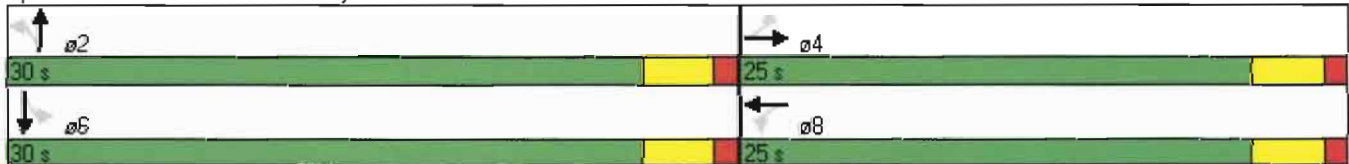


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		17.4			17.4			26.2			26.2	
Actuated g/C Ratio		0.34			0.34			0.51			0.51	
v/c Ratio		0.23			0.93			0.95			0.81	
Control Delay		8.0			46.5			31.1			20.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.0			46.5			31.1			20.9	
LOS		A			D			C			C	
Approach Delay		8.0			46.5			31.1			20.9	
Approach LOS		A			D			C			C	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 51.7  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 29.3  
 Intersection Capacity Utilization 86.1%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Flt Protected		0.940			0.959			0.980			0.995	
Flt Permitted		0.986			0.969			0.947			0.997	
Satd. Flow (prot)	0	1398	0	0	1402	0	0	2966	0	0	3002	0
Satd. Flow (perm)	0	1286	0	0	1134	0	0	2808	0	0	2433	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			32			42			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	10	10	16	125	11	59	14	1236	193	52	720	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	195	0	0	1443	0	0	800	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: AM Peak

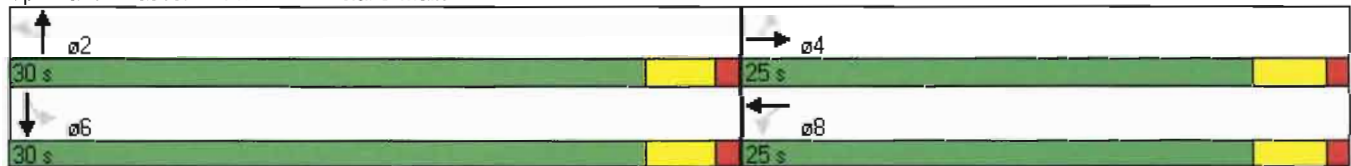


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		12.2			12.4			30.9			30.9	
Actuated g/C Ratio		0.25			0.26			0.64			0.64	
v/c Ratio		0.11			0.62			0.80			0.51	
Control Delay		9.2			21.2			16.3			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			21.2			16.3			9.0	
LOS		A			C			B			A	
Approach Delay		9.2			21.2			16.3			9.0	
Approach LOS		A			C			B			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.3  
 Natural Cycle: 65  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 14.2  
 Intersection Capacity Utilization 77.5%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔			↕↔	
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.979			0.959			0.976			0.995	
Flt Protected		0.986			0.976			0.999			0.995	
Satd. Flow (prot)	0	1456	0	0	1412	0	0	2950	0	0	2996	0
Flt Permitted		0.886			0.801			0.942			0.730	
Satd. Flow (perm)	0	1309	0	0	1159	0	0	2782	0	0	2198	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			42			54			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	25	50	14	118	47	73	21	1148	223	69	622	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	238	0	0	1392	0	0	716	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: AM Peak

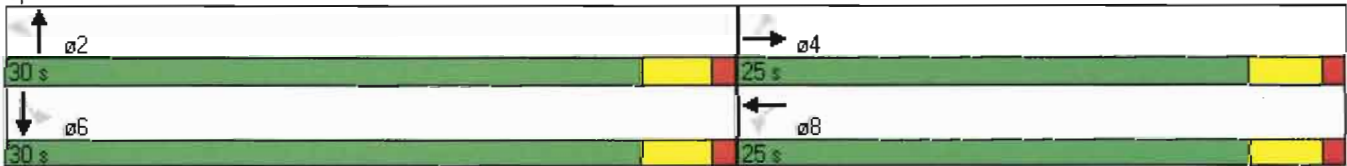


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		13.8			13.8			28.9			28.9	
Actuated g/C Ratio		0.27			0.27			0.57			0.57	
v/c Ratio		0.24			0.69			0.87			0.57	
Control Delay		12.5			23.2			19.8			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.5			23.2			19.8			10.5	
LOS		B			C			B			B	
Approach Delay		12.5			23.2			19.8			10.5	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 50.8  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 17.1  
 Intersection Capacity Utilization 83.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 8: Dallas & Main





HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 2.2X Current Traffic  
 5: El Paso & Main Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	21	29	3	55	27	1289	27	22	754	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												360
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	1557	2172	382	1797	2163	658	764				1315	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1503	2141	283	1752	2132	658	680				1315	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	97	39	93	86	97				96	
cM capacity (veh/h)	62	43	688	48	44	407	876				522	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>						
Volume Total	21	87	671	671	399	387						
Volume Left	0	29	27	0	22	0						
Volume Right	21	55	0	27	0	10						
cSH	688	107	876	1700	522	1700						
Volume to Capacity	0.03	0.81	0.03	0.39	0.04	0.23						
Queue Length 95th (ft)	2	115	2	0	3	0						
Control Delay (s)	10.4	115.3	0.8	0.0	1.3	0.0						
Lane LOS	B	F	A		A							
Approach Delay (s)	10.4	115.3	0.4		0.7							
Approach LOS	B	F										
<b>Intersection Summary</b>												
Average Delay			5.1									
Intersection Capacity Utilization			73.3%			ICU Level of Service			D			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 2.2X Current Traffic  
 3: Ft.Worth & Main Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↕			↕↕
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	329	153	1352	342	52	714
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1985	848			1695	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1985	848			1695	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	50			86	
cM capacity (veh/h)	46	305			372	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	481	902	793	290	476
Volume Left	329	0	0	52	0
Volume Right	153	0	342	0	0
cSH	63	1700	1700	372	1700
Volume to Capacity	7.66	0.53	0.47	0.14	0.28
Queue Length 95th (ft)	Err	0	0	12	0
Control Delay (s)	Err	0.0	0.0	5.1	0.0
Lane LOS	F			A	
Approach Delay (s)	Err	0.0		1.9	
Approach LOS	F				

Intersection Summary			
Average Delay		1636.2	
Intersection Capacity Utilization		93.9%	ICU Level of Service F
Analysis Period (min)		15	

---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	339
Total Delay (hr)	1201
Stops / Veh	0.50
Stops (#)	6386
Average Speed (mph)	1
Total Travel Time (hr)	1232
Distance Traveled (mi)	772
Performance Index	1219.0



Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Flt		0.946			0.937			0.994			0.996	
Flt Protected		0.985			0.982			0.999			0.995	
Satd. Flow (prot)	0	1406	0	0	1388	0	0	3005	0	0	3157	0
Flt Permitted		0.876			0.844			0.929			0.787	
Satd. Flow (perm)	0	1250	0	0	1193	0	0	2794	0	0	2497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			92			11			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	34	34	46	133	58	166	17	861	38	101	981	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	357	0	0	916	0	0	1111	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
17: College & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: PM Peak

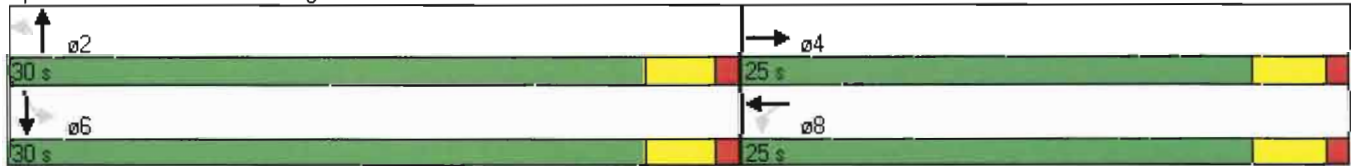


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		16.1			16.1			26.6			26.6	
Actuated g/C Ratio		0.32			0.32			0.52			0.52	
v/c Ratio		0.27			0.81			0.62			0.85	
Control Delay		9.6			27.3			11.9			21.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.6			27.3			11.9			21.1	
LOS		A			C			B			C	
Approach Delay		9.6			27.3			11.9			21.1	
Approach LOS		A			C			B			C	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 50.7  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 18.1  
 Intersection Capacity Utilization 85.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 17: College & Main





Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↔			↕↔	
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.925			0.958			0.988			0.988	
Flt Protected		0.984			0.977			0.997			0.997	
Satd. Flow (prot)	0	1373	0	0	1412	0	0	2981	0	0	2981	0
Flt Permitted		0.844			0.767			0.860			0.848	
Satd. Flow (perm)	0	1178	0	0	1109	0	0	2571	0	0	2535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			47			22			21	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	67	28	117	146	71	97	50	826	76	65	918	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	0	314	0	0	952	0	0	1065	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
14: Broadway & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		16.2			16.2			26.2			26.2	
Actuated g/C Ratio		0.32			0.32			0.52			0.52	
v/c Ratio		0.49			0.81			0.71			0.80	
Control Delay		12.5			31.2			14.1			18.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.5			31.2			14.1			18.0	
LOS		B			C			B			B	
Approach Delay		12.5			31.2			14.1			18.0	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 50.5  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 17.7  
 Intersection Capacity Utilization 86.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

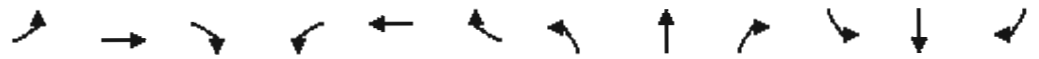
Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frts		0.952			0.962			0.988			0.994	
Flt Protected		0.977			0.971			0.998			0.996	
Satd. Flow (prot)	0	1403	0	0	1409	0	0	2984	0	0	2996	0
Flt Permitted		0.834			0.780			0.904			0.812	
Satd. Flow (perm)	0	1198	0	0	1132	0	0	2703	0	0	2442	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			41			22			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	28	10	21	170	32	78	33	953	86	75	942	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	280	0	0	1072	0	0	1056	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	



Lanes, Volumes, Timings  
11: Commercial & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		15.3			15.3			28.1			28.1	
Actuated g/C Ratio		0.30			0.30			0.55			0.55	
v/c Ratio		0.16			0.77			0.72			0.79	
Control Delay		9.4			27.7			14.1			17.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.4			27.7			14.1			17.5	
LOS		A			C			B			B	
Approach Delay		9.4			27.7			14.1			17.5	
Approach LOS		A			C			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 51.4  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 17.0  
 Intersection Capacity Utilization 82.3%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic

Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕				↕			↕			↕	
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr't		0.960			0.971			0.982			0.991	
Flt Protected		0.983			0.971			0.999			0.997	
Satd. Flow (prot)	0	1424	0	0	1423	0	0	2969	0	0	2990	0
Flt Permitted		0.826			0.751			0.939			0.853	
Satd. Flow (perm)	0	1196	0	0	1100	0	0	2790	0	0	2558	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			29			36			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%	220%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	57	60	50	243	80	87	15	875	120	53	824	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	410	0	0	1010	0	0	930	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.22	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	



Lanes, Volumes, Timings  
8: Dallas & Main

4-Lane, Current Control, Current Timing, 2.2X Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		20.6			20.6			26.0			26.0	
Actuated g/C Ratio		0.38			0.38			0.48			0.48	
v/c Ratio		0.35			0.95			0.75			0.76	
Control Delay		11.4			51.9			15.7			16.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			51.9			15.7			16.8	
LOS		B			D			B			B	
Approach Delay		11.4			51.9			15.7			16.8	
Approach LOS		B			D			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 54.6  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 21.7  
 Intersection Capacity Utilization 86.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 2.2X Current Traffic  
 5: El Paso & Main Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	6	35	53	11	23	38	972	21	24	1147	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)												360
pX, platoon unblocked	0.83	0.83	0.83	0.83	0.83		0.83					
vC, conflicting volume	1792	2271	581	1717	2267	497	1162			994		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1550	2125	96	1460	2121	497	793			994		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	83	96	9	70	96	94			97		
cM capacity (veh/h)	44	38	784	59	38	519	686			692		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>						
Volume Total	44	87	524	507	597	588						
Volume Left	3	53	38	0	24	0						
Volume Right	35	23	0	21	0	14						
cSH	156	70	686	1700	692	1700						
Volume to Capacity	0.28	1.25	0.06	0.30	0.03	0.35						
Queue Length 95th (ft)	27	173	4	0	3	0						
Control Delay (s)	37.0	293.4	1.5	0.0	0.9	0.0						
Lane LOS	E	F	A		A							
Approach Delay (s)	37.0	293.4	0.8		0.5							
Approach LOS	E	F										
<b>Intersection Summary</b>												
Average Delay			12.2									
Intersection Capacity Utilization			73.6%		ICU Level of Service			D				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 2.2X Current Traffic  
 3: Ft.Worth & Main Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑↑			↘↗
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	398	67	1066	380	77	1126
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked	0.96					
vC, conflicting volume	1973	723			1446	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1933	723			1446	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	82			83	
cM capacity (veh/h)	46	369			465	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	465	711	735	452	750
Volume Left	398	0	0	77	0
Volume Right	67	0	380	0	0
cSH	53	1700	1700	465	1700
Volume to Capacity	8.75	0.42	0.43	0.17	0.44
Queue Length 95th (ft)	Err	0	0	15	0
Control Delay (s)	Err	0.0	0.0	5.0	0.0
Lane LOS	F			A	
Approach Delay (s)	Err	0.0		1.9	
Approach LOS	F				

Intersection Summary			
Average Delay		1493.2	
Intersection Capacity Utilization		109.5%	ICU Level of Service H
Analysis Period (min)		15	

---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	323
Total Delay (hr)	1197
Stops / Veh	0.53
Stops (#)	7016
Average Speed (mph)	1
Total Travel Time (hr)	1230
Distance Traveled (mi)	817
Performance Index	1216.6



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.966			0.909			0.990			0.992	
Flt Protected		0.984			0.991		0.950			0.950		
Satd. Flow (prot)	0	1434	0	0	1359	0	1593	1494	0	1593	1663	0
Flt Permitted		0.899			0.937		0.528			0.451		
Satd. Flow (perm)	0	1310	0	0	1285	0	885	1494	0	756	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			145			9			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	22	13	37	33	145	9	453	32	79	358	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	215	0	9	485	0	79	379	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		8.7			8.7		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.19			0.19		0.63	0.63		0.63	0.63	
v/c Ratio		0.20			0.59		0.02	0.51		0.16	0.36	
Control Delay		12.9			13.2		4.6	7.8		5.7	6.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.9			13.2		4.6	7.8		5.7	6.0	
LOS		B			B		A	A		A	A	
Approach Delay		12.9			13.2			7.8			5.9	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 45.8  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 8.2  
 Intersection Capacity Utilization 50.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.930			0.925			0.982			0.994	
Flt Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1395	0	0	1375	0	1593	1482	0	1593	1500	0
Flt Permitted		0.961			0.882		0.565			0.382		
Satd. Flow (perm)	0	1348	0	0	1231	0	947	1482	0	640	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			102			17			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	6	18	26	57	25	102	17	519	69	42	310	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	184	0	17	588	0	42	323	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0

Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

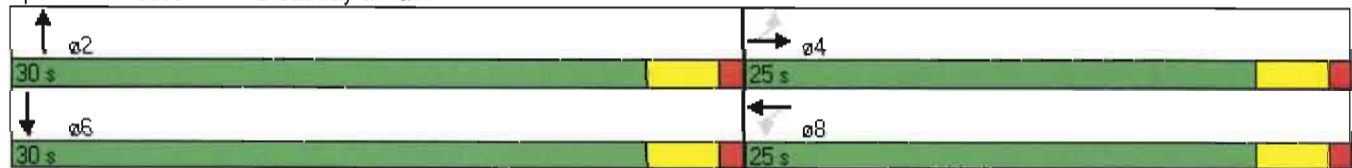
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		9.9			9.9		30.9	30.9		30.9	30.9	
Actuated g/C Ratio		0.21			0.21		0.67	0.67		0.67	0.67	
v/c Ratio		0.16			0.53		0.03	0.59		0.10	0.32	
Control Delay		9.2			13.1		6.2	11.9		6.8	7.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		9.2			13.1		6.2	11.9		6.8	7.0	
LOS		A			B		A	B		A	A	
Approach Delay		9.2			13.1			11.7			7.0	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.1  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 10.4  
 Intersection Capacity Utilization 54.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main





Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Frts		0.937			0.959			0.980			0.994	
Flt Protected		0.987			0.969		0.950			0.950		
Satd. Flow (prot)	0	1395	0	0	1402	0	1593	1479	0	1593	1500	0
Flt Permitted		0.917			0.797		0.556			0.364		
Satd. Flow (perm)	0	1296	0	0	1153	0	932	1479	0	610	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			27			19			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0		0	0		0	0
Adj. Flow (vph)	4	4	7	57	5	27	6	562	88	24	327	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	89	0	6	650	0	24	340	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0

Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

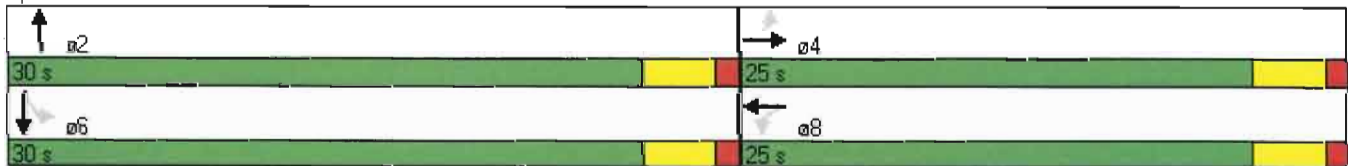


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.5			9.6		36.8	36.8		36.8	36.8	
Actuated g/C Ratio		0.20			0.20		0.76	0.76		0.76	0.76	
v/c Ratio		0.06			0.35		0.01	0.58		0.05	0.30	
Control Delay		10.7			15.3		5.8	11.5		6.2	6.1	
Queue Delay		0.0			0.0		0.0	0.3		0.0	0.0	
Total Delay		10.7			15.3		5.8	11.7		6.2	6.1	
LOS		B			B		A	B		A	A	
Approach Delay		10.7			15.3			11.7			6.1	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.5  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 10.1  
 Intersection Capacity Utilization 45.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

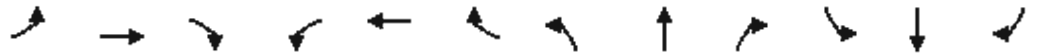
3-Lane, Current Control, Current Timing, Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.979			0.959			0.976			0.994	
Flt Protected		0.986			0.976		0.950			0.950		
Satd. Flow (prot)	0	1456	0	0	1412	0	1593	1473	0	1593	1500	0
Flt Permitted		0.908			0.827		0.581			0.365		
Satd. Flow (perm)	0	1341	0	0	1197	0	974	1473	0	612	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			33			24			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	11	22	6	54	21	33	10	522	101	31	282	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	108	0	10	623	0	31	293	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0

Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		9.9			9.9		33.8	33.8		33.8	33.8	
Actuated g/C Ratio		0.20			0.20		0.69	0.69		0.69	0.69	
v/c Ratio		0.14			0.40		0.01	0.61		0.07	0.28	
Control Delay		12.9			15.5		6.0	12.2		6.4	6.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.9			15.5		6.0	12.2		6.4	6.4	
LOS		B			B		A	B		A	A	
Approach Delay		12.9			15.5			12.1			6.4	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.9  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 10.8  
 Intersection Capacity Utilization 47.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis  
 5: El Paso & Main  
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	13	1	25	12	586	12	10	343	4
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	1001	987	345	988	983	592	347			598		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1001	987	345	988	983	592	347			598		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	94	99	95	99			99		
cM capacity (veh/h)	206	242	698	219	244	506	1212			979		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>						
Volume Total	10	40	12	598	10	347						
Volume Left	0	13	12	0	10	0						
Volume Right	10	25	0	12	0	4						
cSH	698	343	1212	1700	979	1700						
Volume to Capacity	0.01	0.12	0.01	0.35	0.01	0.20						
Queue Length 95th (ft)	1	10	1	0	1	0						
Control Delay (s)	10.2	16.9	8.0	0.0	8.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	10.2	16.9	0.2		0.2							
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay			0.9									
Intersection Capacity Utilization			47.0%		ICU Level of Service		A					
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 3: Ft.Worth & Main  
 Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗	↖	↑
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	149	69	615	156	24	325
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	987	615			615	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	987	615			615	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	44	86			98	
cM capacity (veh/h)	268	491			965	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	219	615	156	24	325	
Volume Left	149	0	0	24	0	
Volume Right	69	0	156	0	0	
cSH	313	1700	1700	965	1700	
Volume to Capacity	0.70	0.36	0.09	0.02	0.19	
Queue Length 95th (ft)	123	0	0	2	0	
Control Delay (s)	39.4	0.0	0.0	8.8	0.0	
Lane LOS	E			A		
Approach Delay (s)	39.4	0.0		0.6		
Approach LOS	E					
Intersection Summary						
Average Delay		6.6				
Intersection Capacity Utilization		50.1%		ICU Level of Service	A	
Analysis Period (min)		15				



---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	8
Total Delay (hr)	12
Stops / Veh	0.36
Stops (#)	2060
Average Speed (mph)	13
Total Travel Time (hr)	26
Distance Traveled (mi)	351
Performance Index	18.0

Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr <sub>t</sub>		0.944			0.938			0.994			0.996	
Fl <sub>t</sub> Protected		0.986			0.982		0.950			0.950		
Satd. Flow (prot)	0	1404	0	0	1390	0	1593	1500	0	1593	1670	0
Fl <sub>t</sub> Permitted		0.921			0.854		0.475			0.512		
Satd. Flow (perm)	0	1312	0	0	1209	0	796	1500	0	858	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			75			5			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Parking (#/hr)	0	0	0	0	0	0		0	0			
Adj. Flow (vph)	15	15	21	61	26	75	8	391	17	46	446	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	162	0	8	408	0	46	459	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0

Lanes, Volumes, Timings  
17: College & Main

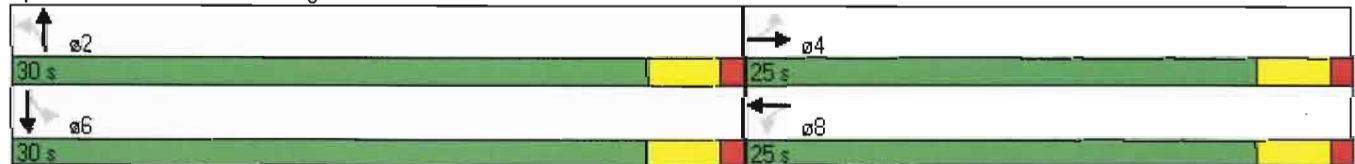
3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

	↖		→		↗		↖		↗		↘	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.9			8.9		31.0	31.0		31.0	31.0	
Actuated g/C Ratio		0.20			0.20		0.69	0.69		0.69	0.69	
v/c Ratio		0.19			0.54		0.01	0.40		0.08	0.40	
Control Delay		11.1			16.2		4.6	6.5		4.9	6.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.1			16.2		4.6	6.5		4.9	6.3	
LOS		B			B		A	A		A	A	
Approach Delay		11.1			16.2			6.4			6.2	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 45.2  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 7.9  
 Intersection Capacity Utilization 45.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.925			0.958			0.988			0.987	
Flt Protected		0.985			0.977		0.950			0.950		
Satd. Flow (prot)	0	1375	0	0	1412	0	1593	1491	0	1593	1489	0
Flt Permitted		0.899			0.847		0.471			0.504		
Satd. Flow (perm)	0	1255	0	0	1224	0	790	1491	0	845	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			44			11			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	30	13	53	66	32	44	23	375	34	30	417	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	142	0	23	409	0	30	455	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0



Lanes, Volumes, Timings  
14: Broadway & Main

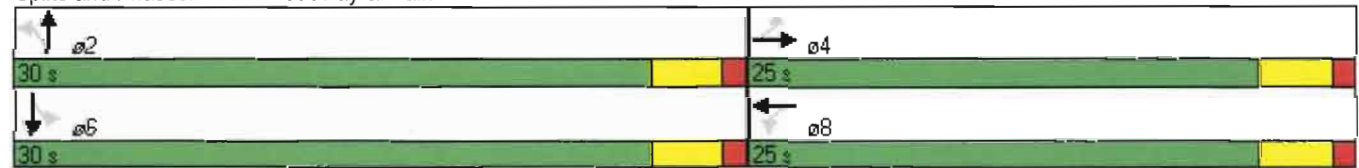
3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.3			10.3		30.9	30.9		30.9	30.9	
Actuated g/C Ratio		0.22			0.22		0.67	0.67		0.67	0.67	
v/c Ratio		0.30			0.47		0.04	0.41		0.05	0.46	
Control Delay		9.8			15.5		6.4	7.9		6.3	8.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		9.8			15.5		6.4	7.9		6.3	8.5	
LOS		A			B		A	A		A	A	
Approach Delay		9.8			15.5			7.9			8.4	
Approach LOS		A			B			A			A	

Intersection Summary



















Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.4  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 9.2  
 Intersection Capacity Utilization 40.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr <sub>t</sub>		0.953			0.963			0.988			0.994	
Fl <sub>t</sub> Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1405	0	0	1411	0	1593	1491	0	1593	1500	0
Fl <sub>t</sub> Permitted		0.858			0.799		0.479			0.461		
Satd. Flow (perm)	0	1234	0	0	1161	0	803	1491	0	773	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			35			11			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	12	5	9	77	15	35	15	433	39	34	428	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	127	0	15	472	0	34	446	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0

Lanes, Volumes, Timings  
11: Commercial & Main

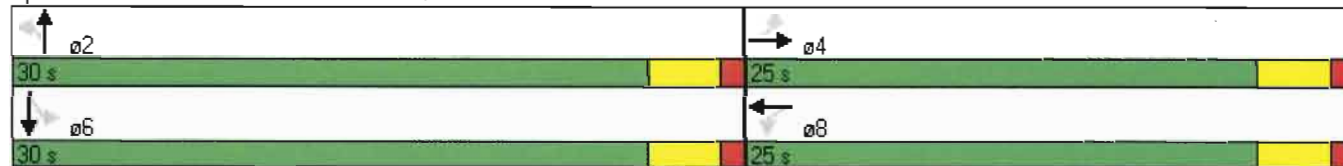
3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.5			10.5		33.7	33.7		33.7	33.7	
Actuated g/C Ratio		0.21			0.21		0.68	0.68		0.68	0.68	
v/c Ratio		0.10			0.46		0.03	0.46		0.06	0.43	
Control Delay		10.6			17.2		6.2	8.4		6.2	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.6			17.2		6.2	8.5		6.2	8.2	
LOS		B			B		A	A		A	A	
Approach Delay		10.6			17.2			8.4			8.1	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.3  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 9.3  
 Intersection Capacity Utilization 40.4%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.959			0.971			0.982			0.991	
Flt Protected		0.983			0.971		0.950			0.950		
Satd. Flow (prot)	0	1422	0	0	1423	0	1593	1482	0	1593	1495	0
Flt Permitted		0.891			0.775		0.503			0.463		
Satd. Flow (perm)	0	1289	0	0	1135	0	843	1482	0	776	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			29			17			8	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	26	27	23	110	36	40	7	398	55	24	375	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	186	0	7	453	0	24	399	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0



Lanes, Volumes, Timings  
8: Dallas & Main

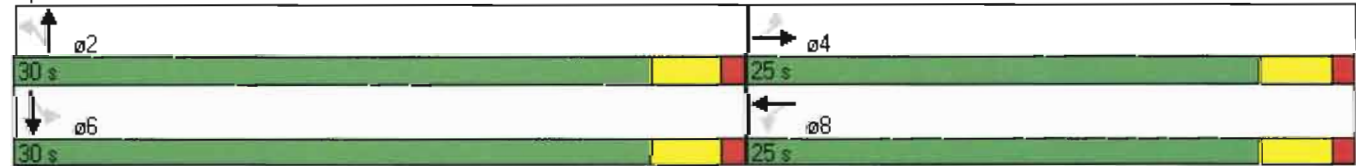
3-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.8			11.9		30.5	30.5		30.5	30.5	
Actuated g/C Ratio		0.25			0.25		0.64	0.64		0.64	0.64	
v/c Ratio		0.22			0.61		0.01	0.47		0.05	0.41	
Control Delay		11.1			21.0		6.7	9.4		6.9	8.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.1			21.0		6.7	9.4		6.9	8.7	
LOS		B			C		A	A		A	A	
Approach Delay		11.1			21.0			9.3			8.6	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.5  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.1  
 Intersection Capacity Utilization 41.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis - Analysis  
 5: El Paso & Main

Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	3	16	24	5	10	17	442	10	11	522	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None				None	
Median storage (veh)												
Upstream signal (ft)											360	
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95		0.95					
vC, conflicting volume	1036	1032	525	1041	1031	447	528			452		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1011	1008	473	1017	1006	447	477			452		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	97	88	98	98	98			99		
cM capacity (veh/h)	196	223	561	194	223	612	1031			1109		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	20	40	17	452	11	528
Volume Left	1	24	17	0	11	0
Volume Right	16	10	0	10	0	6
cSH	416	241	1031	1700	1109	1700
Volume to Capacity	0.05	0.16	0.02	0.27	0.01	0.31
Queue Length 95th (ft)	4	14	1	0	1	0
Control Delay (s)	14.1	22.9	8.6	0.0	8.3	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	14.1	22.9	0.3		0.2	
Approach LOS	B	C				

Intersection Summary		
Average Delay		1.3
Intersection Capacity Utilization	42.2%	ICU Level of Service A
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis  
 3: Ft.Worth & Main  
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↗	↖	↑
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	181	30	485	173	35	512
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1066	485			485	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1066	485			485	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	24	95			97	
cM capacity (veh/h)	238	582			1078	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	211	485	173	35	512	
Volume Left	181	0	0	35	0	
Volume Right	30	0	173	0	0	
cSH	260	1700	1700	1078	1700	
Volume to Capacity	0.81	0.29	0.10	0.03	0.30	
Queue Length 95th (ft)	159	0	0	3	0	
Control Delay (s)	59.3	0.0	0.0	8.5	0.0	
Lane LOS	F			A		
Approach Delay (s)	59.3	0.0		0.5		
Approach LOS	F					
Intersection Summary						
Average Delay			9.1			
Intersection Capacity Utilization			48.9%		ICU Level of Service	A
Analysis Period (min)			15			

---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	8
Total Delay (hr)	13
Stops / Veh	0.38
Stops (#)	2329
Average Speed (mph)	13
Total Travel Time (hr)	28
Distance Traveled (mi)	371
Performance Index	19.5



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.966			0.909			0.990			0.992	
Flt Protected		0.984			0.992		0.950			0.950		
Satd. Flow (prot)	0	1434	0	0	1361	0	1593	1494	0	1593	1663	0
Flt Permitted		0.869			0.935		0.361			0.249		
Satd. Flow (perm)	0	1267	0	0	1282	0	605	1494	0	417	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			165			9			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	26	33	20	55	49	218	14	680	48	118	537	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	322	0	14	728	0	118	569	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: AM Peak



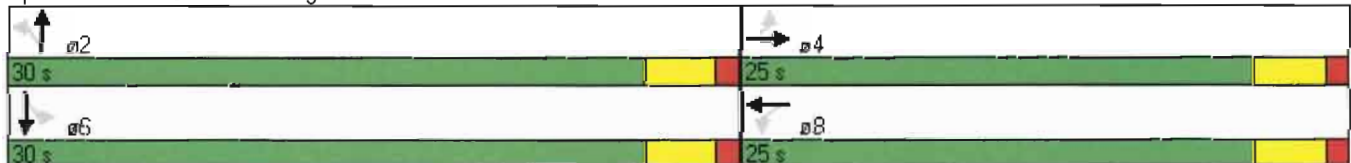
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.3			12.3			27.2			27.2	
Actuated g/C Ratio		0.26			0.26			0.57			0.57	
v/c Ratio		0.23			0.71			0.04			0.50	
Control Delay		11.5			16.6			7.2			24.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			16.6			7.2			24.5	
LOS		B			B			A			C	
Approach Delay		11.5			16.6			24.2			13.3	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.6  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 18.2  
 Intersection Capacity Utilization 70.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr <sub>t</sub>		0.931			0.925			0.982			0.994	
Fl <sub>t</sub> Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1396	0	0	1375	0	1593	1482	0	1593	1500	0
Fl <sub>t</sub> Permitted		0.953			0.877		0.426			0.151		
Satd. Flow (perm)	0	1339	0	0	1224	0	714	1482	0	253	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			124			17			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	9	28	39	85	38	152	26	778	104	63	465	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	275	0	26	882	0	63	485	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		12.4			12.4		28.2	28.2		28.2	28.2	
Actuated g/C Ratio		0.25			0.25		0.58	0.58		0.58	0.58	
v/c Ratio		0.21			0.68		0.06	1.02		0.43	0.56	
Control Delay		8.7			17.2		7.3	52.6		22.8	11.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		8.7			17.2		7.3	52.6		22.8	11.2	
LOS		A			B		A	D		C	B	
Approach Delay		8.7			17.2			51.3			12.5	
Approach LOS		A			B			D			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.7  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 32.5  
 Intersection Capacity Utilization 70.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 14: Broadway & Main
























Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Flt		0.941			0.959			0.980			0.994	
Flt Protected		0.986			0.969		0.950			0.950		
Satd. Flow (prot)	0	1400	0	0	1402	0	1593	1479	0	1593	1500	0
Flt Permitted		0.916			0.791		0.433			0.151		
Satd. Flow (perm)	0	1301	0	0	1145	0	726	1479	0	253	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			40			19			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	7	7	11	85	8	40	9	843	131	35	491	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	133	0	9	974	0	35	510	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.8			10.8		33.5	33.5		33.5	33.5	
Actuated g/C Ratio		0.22			0.22		0.68	0.68		0.68	0.68	
v/c Ratio		0.09			0.47		0.02	0.97		0.20	0.50	
Control Delay		9.8			16.8		6.3	38.5		10.9	9.7	
Queue Delay		0.0			0.0		0.0	1.6		0.0	0.0	
Total Delay		9.8			16.8		6.3	40.1		10.9	9.7	
LOS		A			B		A	D		B	A	
Approach Delay		9.8			16.8			39.8			9.8	
Approach LOS		A			B			D			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.5  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 27.9  
 Intersection Capacity Utilization 64.3%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Frts		0.980			0.958			0.976			0.994	
Flt Protected		0.986			0.976		0.950			0.950		
Satd. Flow (prot)	0	1458	0	0	1411	0	1593	1473	0	1593	1500	0
Flt Permitted		0.895			0.813		0.477			0.158		
Satd. Flow (perm)	0	1323	0	0	1175	0	800	1473	0	265	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			47			24			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	34	9	80	32	50	15	783	152	47	424	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	162	0	15	935	0	47	441	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

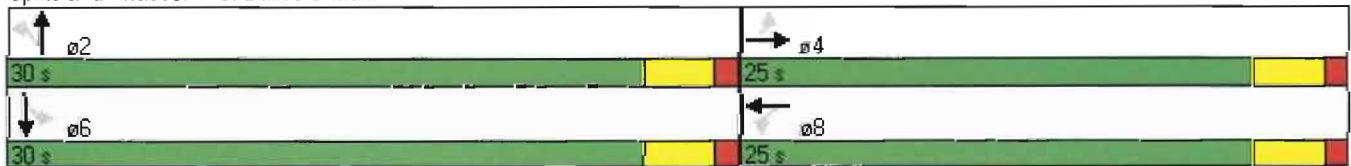
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.1			11.1		31.1	31.1		31.1	31.1	
Actuated g/C Ratio		0.23			0.23		0.66	0.66		0.66	0.66	
v/c Ratio		0.19			0.52		0.03	0.96		0.27	0.45	
Control Delay		12.7			16.9		6.5	37.5		12.9	8.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.7			16.9		6.5	37.5		12.9	8.8	
LOS		B			B		A	D		B	A	
Approach Delay		12.7			16.9			37.1			9.2	
Approach LOS		B			B			D			A	

Intersection Summary

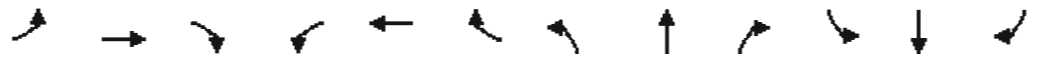
Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.4  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay: 26.0  
 Intersection Capacity Utilization 67.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 8: Dallas & Main





HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.5X Current Traffic  
 5: El Paso & Main Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕		↗	↖		↗	↖		
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89	
Hourly flow rate (vph)	0	0	14	20	2	38	18	879	18	15	514	7	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None						None
Median storage (veh)													
Upstream signal (ft)												360	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93						
vC, conflicting volume	1501	1481	517	1483	1475	888	521					897	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1501	1479	438	1481	1473	888	441					897	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1	
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2	
p0 queue free %	100	100	98	78	98	89	98					98	
cM capacity (veh/h)	79	112	572	91	113	343	1035					757	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>							
Volume Total	14	60	18	897	15	521							
Volume Left	0	20	18	0	15	0							
Volume Right	14	38	0	18	0	7							
cSH	572	171	1035	1700	757	1700							
Volume to Capacity	0.02	0.35	0.02	0.53	0.02	0.31							
Queue Length 95th (ft)	2	36	1	0	2	0							
Control Delay (s)	11.4	36.8	8.5	0.0	9.9	0.0							
Lane LOS	B	E	A		A								
Approach Delay (s)	11.4	36.8	0.2		0.3								
Approach LOS	B	E											
<b>Intersection Summary</b>													
Average Delay			1.7										
Intersection Capacity Utilization			63.9%		ICU Level of Service		B						
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.5X Current Traffic  
 3: Ft.Worth & Main Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗	↖	↑
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	224	104	922	234	35	487
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1480	922			922	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1480	922			922	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	68			95	
cM capacity (veh/h)	132	327			741	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	328	922	234	35	487	
Volume Left	224	0	0	35	0	
Volume Right	104	0	234	0	0	
cSH	162	1700	1700	741	1700	
Volume to Capacity	2.02	0.54	0.14	0.05	0.29	
Queue Length 95th (ft)	639	0	0	4	0	
Control Delay (s)	527.2	0.0	0.0	10.1	0.0	
Lane LOS	F			B		
Approach Delay (s)	527.2	0.0		0.7		
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			86.4			
Intersection Capacity Utilization			71.9%	ICU Level of Service	C	
Analysis Period (min)			15			

---

**Network Totals**

---



















<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	34
Total Delay (hr)	82
Stops / Veh	0.42
Stops (#)	3698
Average Speed (mph)	5
Total Travel Time (hr)	103
Distance Traveled (mi)	527
Performance Index	92.0



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.945			0.937			0.994			0.996	
Flt Protected		0.985			0.982		0.950			0.950		
Satd. Flow (prot)	0	1404	0	0	1388	0	1593	1500	0	1593	1670	0
Flt Permitted		0.903			0.851		0.283			0.335		
Satd. Flow (perm)	0	1288	0	0	1203	0	474	1500	0	562	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			92			5			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0		0	0			
Adj. Flow (vph)	23	23	32	91	39	113	11	587	26	69	669	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	243	0	11	613	0	69	689	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic  
Timing Plan: PM Peak



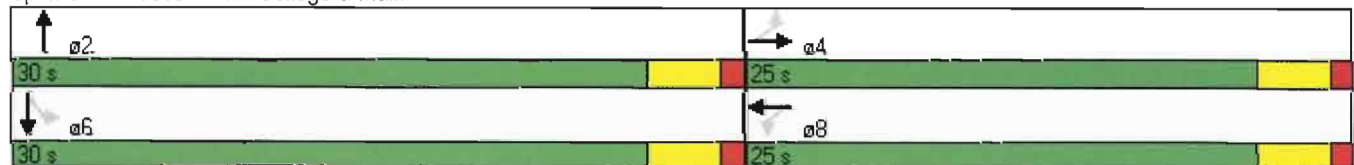
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.3			12.3		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.25			0.25		0.59	0.59		0.59	0.59	
v/c Ratio		0.23			0.66		0.04	0.69		0.21	0.70	
Control Delay		10.0			18.2		7.1	15.6		8.9	15.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.0			18.2		7.1	15.6		8.9	15.1	
LOS		A			B		A	B		A	B	
Approach Delay		10.0			18.2			15.4			14.6	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.3  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 15.2  
 Intersection Capacity Utilization 61.5%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B



















Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.926			0.958			0.987			0.988	
Fl't Protected		0.984			0.977		0.950			0.950		
Satd. Flow (prot)	0	1375	0	0	1412	0	1593	1489	0	1593	1491	0
Fl't Permitted		0.882			0.827		0.285			0.332		
Satd. Flow (perm)	0	1232	0	0	1195	0	478	1489	0	557	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80			47			11			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	46	19	80	99	49	66	34	563	52	44	626	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	0	0	214	0	34	615	0	44	682	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		12.6			12.6		28.9	28.9		28.9	28.9	
Actuated g/C Ratio		0.25			0.25		0.58	0.58		0.58	0.58	
v/c Ratio		0.39			0.63		0.12	0.70		0.14	0.78	
Control Delay		9.9			20.2		8.3	16.2		8.2	19.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		9.9			20.2		8.3	16.2		8.2	19.5	
LOS		A			C		A	B		A	B	
Approach Delay		9.9			20.2			15.7			18.8	
Approach LOS		A			C			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.6  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 17.1  
 Intersection Capacity Utilization 56.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 14: Broadway & Main






















Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.953			0.963			0.988			0.994	
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1405	0	0	1411	0	1593	1491	0	1593	1500	0
Flt Permitted		0.863			0.791		0.315			0.288		
Satd. Flow (perm)	0	1241	0	0	1149	0	528	1491	0	483	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			41			11			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	19	7	14	116	22	53	22	650	59	51	642	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	191	0	22	709	0	51	668	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	



Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic  
Timing Plan: PM Peak



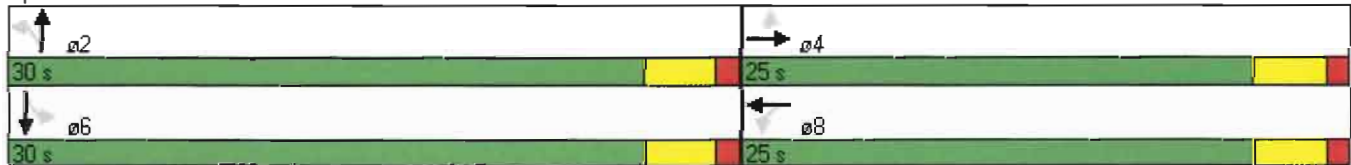
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.9			12.0		31.0	31.0		31.0	31.0	
Actuated g/C Ratio		0.25			0.25		0.65	0.65		0.65	0.65	
v/c Ratio		0.13			0.60		0.06	0.73		0.16	0.69	
Control Delay		10.0			19.9		7.4	17.7		8.7	15.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.0			19.9		7.4	17.7		8.7	15.9	
LOS		A			B		A	B		A	B	
Approach Delay		10.0			19.9			17.4			15.4	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 16.6  
 Intersection Capacity Utilization 57.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B



















Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Frnt		0.960			0.971			0.982			0.991	
Flt Protected		0.983			0.971		0.950			0.950		
Satd. Flow (prot)	0	1424	0	0	1423	0	1593	1482	0	1593	1495	0
Flt Permitted		0.865			0.790		0.314			0.253		
Satd. Flow (perm)	0	1253	0	0	1157	0	526	1482	0	424	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			28			17			8	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	39	41	34	166	54	59	10	597	82	36	562	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	279	0	10	679	0	36	598	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	

Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Current Timing, 1.5X Current Traffic

Timing Plan: PM Peak



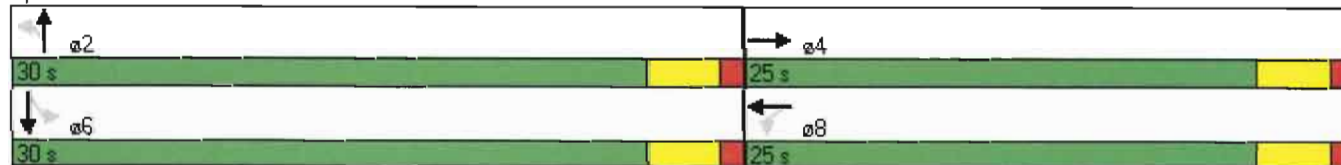
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		15.9			15.9			27.9	27.9		27.9	27.9
Actuated g/C Ratio		0.31			0.31			0.54	0.54		0.54	0.54
v/c Ratio		0.28			0.74			0.04	0.84		0.16	0.74
Control Delay		10.9			26.7			8.1	25.8		10.3	19.1
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		10.9			26.7			8.1	25.8		10.3	19.1
LOS		B			C			A	C		B	B
Approach Delay		10.9			26.7			25.5			18.6	
Approach LOS		B			C			C			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 51.9  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 22.2  
 Intersection Capacity Utilization 59.0%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 8: Dallas & Main





HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.5X Current Traffic  
 5: El Paso & Main Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	4	24	36	8	16	26	663	15	16	782	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												360
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	1553	1548	787	1562	1546	670	792				677	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1571	1565	545	1583	1562	670	551				677	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	96	95	94	36	90	97	97				98	
cM capacity (veh/h)	57	79	402	57	79	457	760				914	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	30	59	26	677	16	792						
Volume Left	2	36	26	0	16	0						
Volume Right	24	16	0	15	0	10						
cSH	200	77	760	1700	914	1700						
Volume to Capacity	0.15	0.77	0.03	0.40	0.02	0.47						
Queue Length 95th (ft)	13	93	3	0	1	0						
Control Delay (s)	26.2	136.6	9.9	0.0	9.0	0.0						
Lane LOS	D	F	A		A							
Approach Delay (s)	26.2	136.6	0.4		0.2							
Approach LOS	D	F										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			58.6%			ICU Level of Service			B			
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.5X Current Traffic  
 3: Ft.Worth & Main Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗	↙	↑
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	271	46	727	259	53	768
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						722
pX, platoon unblocked	0.90					
vC, conflicting volume	1600	727			727	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1610	727			727	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	89			94	
cM capacity (veh/h)	98	424			876	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	317	727	259	53	768
Volume Left	271	0	0	53	0
Volume Right	46	0	259	0	0
cSH	110	1700	1700	876	1700
Volume to Capacity	2.89	0.43	0.15	0.06	0.45
Queue Length 95th (ft)	747	0	0	5	0
Control Delay (s)	933.9	0.0	0.0	9.4	0.0
Lane LOS	F			A	
Approach Delay (s)	933.9	0.0		0.6	
Approach LOS	F				

Intersection Summary			
Average Delay	139.6		
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	41
Total Delay (hr)	103
Stops / Veh	0.45
Stops (#)	4117
Average Speed (mph)	4
Total Travel Time (hr)	125
Distance Traveled (mi)	557
Performance Index	114.6

Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Flt		0.966			0.909			0.990			0.992	
Flt Protected		0.984			0.991		0.950			0.950		
Satd. Flow (prot)	0	1434	0	0	1359	0	1593	1494	0	1593	1663	0
Flt Permitted		0.907			0.955		0.441			0.332		
Satd. Flow (perm)	0	1322	0	0	1310	0	739	1494	0	557	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			145			9			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Parking (#/hr)	0	0	0	0	0	0		0	0			
Adj. Flow (vph)	17	22	13	37	33	145	9	453	32	79	358	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	215	0	9	485	0	79	379	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

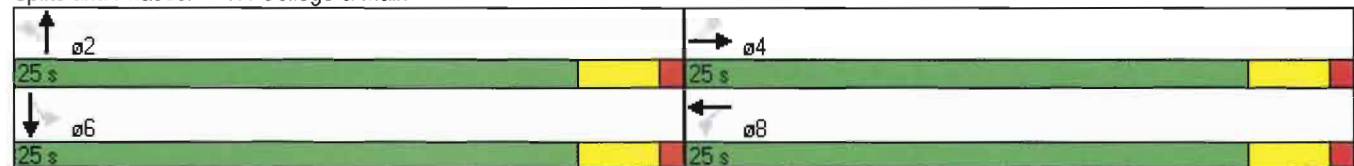
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.09			0.34		0.03	0.77		0.34	0.54	
Control Delay		7.7			5.5		11.0	18.1		14.9	14.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.7			5.5		11.0	18.1		14.9	14.2	
LOS		A			A		B	B		B	B	
Approach Delay		7.7			5.5			17.9			14.3	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 25 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 13.9  
 Intersection Capacity Utilization 50.9%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 17: College & Main





Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Frnt		0.930			0.925			0.982			0.994	
Flt Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1395	0	0	1375	0	1593	1482	0	1593	1500	0
Flt Permitted		0.974			0.912		0.502			0.230		
Satd. Flow (perm)	0	1367	0	0	1273	0	842	1482	0	386	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			102			17				5
Link Speed (mph)		25			25			25				25
Link Distance (ft)		227			213			378				362
Travel Time (s)		6.2			5.8			10.3				9.9
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	6	18	26	57	25	102	17	519	69	42	310	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	184	0	17	588	0	42	323	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)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0

Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

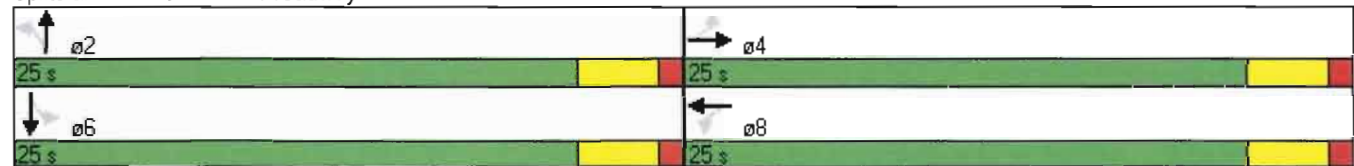
	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.08			0.31		0.05	0.93		0.26	0.51	
Control Delay		6.1			6.4		6.2	26.1		11.3	9.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		6.1			6.4		6.2	26.1		11.3	9.8	
LOS		A			A		A	C		B	A	
Approach Delay		6.1			6.4			25.6			10.0	
Approach LOS		A			A			C			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 25 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.93  
 Intersection Signal Delay: 17.1  
 Intersection Capacity Utilization 54.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main





Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.937			0.959			0.980			0.994	
Fl't Protected		0.987			0.969		0.950			0.950		
Satd. Flow (prot)	0	1395	0	0	1402	0	1593	1479	0	1593	1500	0
Fl't Permitted		0.961			0.855		0.483			0.190		
Satd. Flow (perm)	0	1359	0	0	1237	0	810	1479	0	319	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			27			19			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	4	4	7	57	5	27	6	562	88	24	327	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	89	0	6	650	0	24	340	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0

Lanes, Volumes, Timings  
11: Commercial & Main

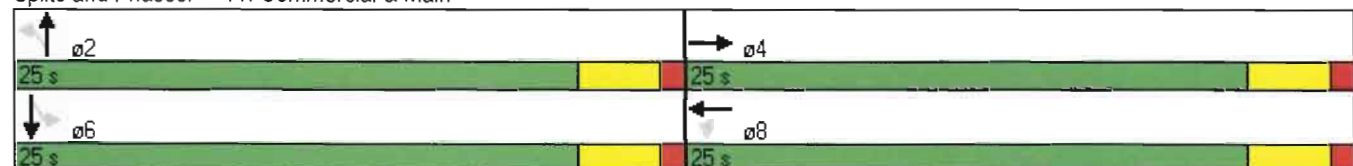
3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.03			0.17		0.02	1.03		0.18	0.54	
Control Delay		7.0			7.8		10.8	52.9		10.4	12.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.0			7.8		10.8	52.9		10.4	12.5	
LOS		A			A		B	D		B	B	
Approach Delay		7.0			7.8			52.5			12.4	
Approach LOS		A			A			D			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 35.4  
 Intersection Capacity Utilization 45.1%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service A



















Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.979			0.959			0.976			0.994	
Flt Protected		0.986			0.976		0.950			0.950		
Satd. Flow (prot)	0	1456	0	0	1412	0	1593	1473	0	1593	1500	0
Flt Permitted		0.944			0.875		0.535			0.197		
Satd. Flow (perm)	0	1394	0	0	1266	0	897	1473	0	330	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			33			24			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Parking (#/hr)	0	0	0	0	0	0		0	0		0	0
Adj. Flow (vph)	11	22	6	54	21	33	10	522	101	31	282	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	108	0	10	623	0	31	293	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0

Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

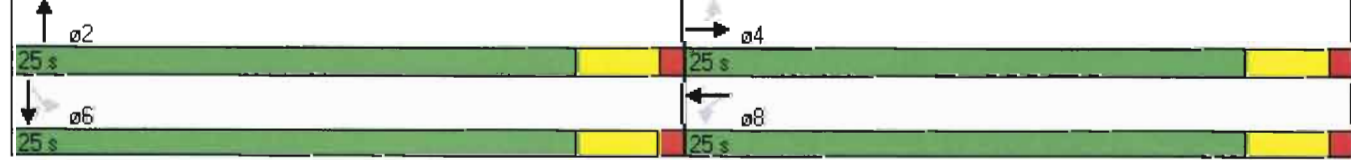


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.07			0.20		0.03	0.98		0.22	0.46	
Control Delay		8.1			8.0		8.9	50.7		11.7	8.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		8.1			8.0		8.9	50.7		11.7	8.8	
LOS		A			A		A	D		B	A	
Approach Delay		8.1			8.0			50.0			9.1	
Approach LOS		A			A			D			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 32.4  
 Intersection Capacity Utilization 47.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis Current Control, Coord Timing, Current Traffic  
 5: El Paso & Main Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	13	1	25	12	586	12	10	343	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												360
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	1001	987	345	988	983	592	347			598		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	970	955	273	957	951	592	276			598		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	94	99	95	99			99		
cM capacity (veh/h)	204	238	721	217	240	506	1212			979		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	40	12	598	10	347
Volume Left	0	13	12	0	10	0
Volume Right	10	25	0	12	0	4
cSH	721	341	1212	1700	979	1700
Volume to Capacity	0.01	0.12	0.01	0.35	0.01	0.20
Queue Length 95th (ft)	1	10	1	0	1	0
Control Delay (s)	10.1	16.9	8.0	0.0	8.7	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	10.1	16.9	0.2		0.2	
Approach LOS	B	C				

Intersection Summary		
Average Delay		0.9
Intersection Capacity Utilization	47.0%	ICU Level of Service A
Analysis Period (min)		15



HCM Unsignalized Intersection Capacity Analysis, Current Control, Coord Timing, Current Traffic  
 3: Ft.Worth & Main  
 Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗	↘	↑
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	149	69	615	156	24	325
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	987	615			615	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	987	615			615	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	44	86			98	
cM capacity (veh/h)	268	491			965	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	219	615	156	24	325
Volume Left	149	0	0	24	0
Volume Right	69	0	156	0	0
cSH	313	1700	1700	965	1700
Volume to Capacity	0.70	0.36	0.09	0.02	0.19
Queue Length 95th (ft)	123	0	0	2	0
Control Delay (s)	39.4	0.0	0.0	8.8	0.0
Lane LOS	E			A	
Approach Delay (s)	39.4	0.0		0.6	
Approach LOS	E				

Intersection Summary					
Average Delay			6.6		
Intersection Capacity Utilization		50.1%		ICU Level of Service	A
Analysis Period (min)		15			



---



















**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	17
Total Delay (hr)	28
Stops / Veh	0.42
Stops (#)	2442
Average Speed (mph)	8
Total Travel Time (hr)	42
Distance Traveled (mi)	351
Performance Index	34.4

Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.944			0.938			0.994			0.996	
Flt Protected		0.986			0.982		0.950			0.950		
Satd. Flow (prot)	0	1404	0	0	1390	0	1593	1500	0	1593	1670	0
Flt Permitted		0.927			0.894		0.358			0.411		
Satd. Flow (perm)	0	1320	0	0	1265	0	600	1500	0	689	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			75			5			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Parking (#/hr)	0	0	0	0	0	0		0	0			
Adj. Flow (vph)	15	15	21	61	26	75	8	391	17	46	446	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	162	0	8	408	0	46	459	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0

Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

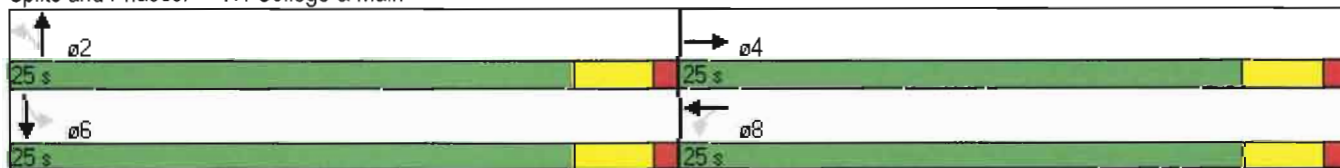
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.09			0.28		0.03	0.64		0.16	0.65	
Control Delay		6.7			7.1		9.9	12.7		10.8	16.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		6.7			7.1		9.9	12.7		10.8	16.9	
LOS		A			A		A	B		B	B	
Approach Delay		6.7			7.1			12.6			16.3	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 25 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 45.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 17: College & Main





Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.925			0.958			0.988			0.987	
Fl't Protected		0.985			0.977		0.950			0.950		
Satd. Flow (prot)	0	1375	0	0	1412	0	1593	1491	0	1593	1489	0
Fl't Permitted		0.908			0.854		0.362			0.410		
Satd. Flow (perm)	0	1267	0	0	1234	0	607	1491	0	687	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			44			11			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	30	13	53	66	32	44	23	375	34	30	417	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	142	0	23	409	0	30	455	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0



Lanes, Volumes, Timings  
14: Broadway & Main

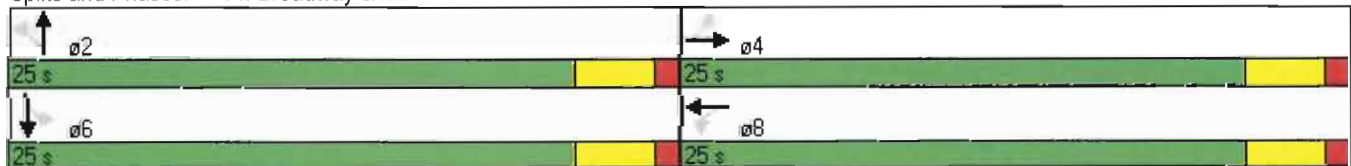
3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.17			0.26		0.09	0.65		0.10	0.72	
Control Delay		5.9			8.4		7.0	14.7		10.3	16.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		5.9			8.4		7.0	14.7		10.3	16.0	
LOS		A			A		A	B		B	B	
Approach Delay		5.9			8.4			14.3			15.6	
Approach LOS		A			A			B			B	

Intersection Summary



















Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 25 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 13.4  
 Intersection Capacity Utilization 40.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Flt		0.953			0.963			0.988			0.994	
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1405	0	0	1411	0	1593	1491	0	1593	1500	0
Flt Permitted		0.909			0.843		0.371			0.345		
Satd. Flow (perm)	0	1307	0	0	1225	0	622	1491	0	578	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			35			11			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	12	5	9	77	15	35	15	433	39	34	428	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	127	0	15	472	0	34	446	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0

Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

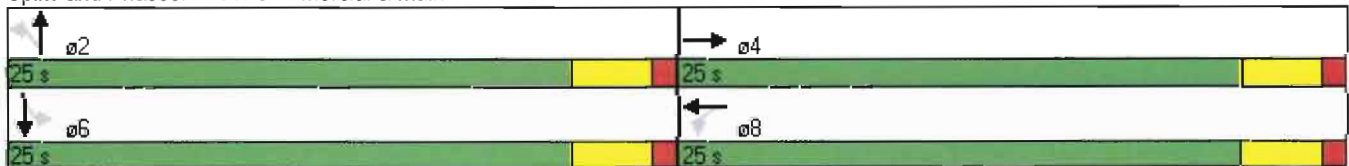
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0		21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42		0.42	0.42		0.42	0.42	
v/c Ratio		0.05			0.24		0.06	0.75		0.14	0.70	
Control Delay		7.3			8.5		10.7	17.9		7.7	17.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.3			8.5		10.7	17.9		7.7	17.0	
LOS		A			A		B	B		A	B	
Approach Delay		7.3			8.5			17.6			16.3	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 15.8  
 Intersection Capacity Utilization 40.4%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Flt		0.959			0.971			0.982			0.991	
Flt Protected		0.983			0.971		0.950			0.950		
Satd. Flow (prot)	0	1422	0	0	1423	0	1593	1482	0	1593	1495	0
Flt Permitted		0.896			0.805		0.420			0.364		
Satd. Flow (perm)	0	1296	0	0	1179	0	704	1482	0	610	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			34			17			8	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	26	27	23	110	36	40	7	398	55	24	375	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	186	0	7	453	0	24	399	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

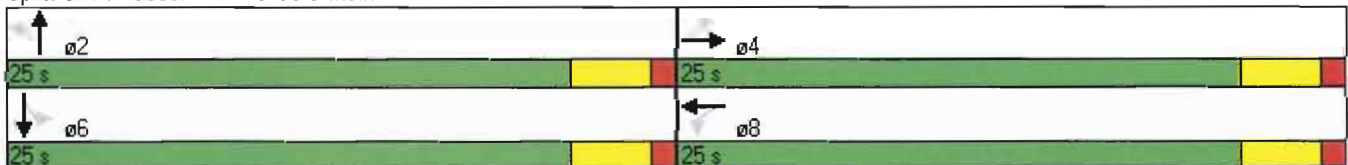


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		21.0			21.0			21.0			21.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.14			0.36			0.72			0.09	
Control Delay		7.6			10.5			8.8			11.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.6			10.5			8.8			11.1	
LOS		A			B			A			B	
Approach Delay		7.6			10.5			19.9			13.0	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 50  
 Actuated Cycle Length: 50  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 15.0  
 Intersection Capacity Utilization 41.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis, Current Control, Coord Timing, Current Traffic  
 5: El Paso & Main Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	3	16	24	5	10	17	442	10	11	522	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type <span style="float: right;">None</span> <span style="float: right;">None</span>												
Median storage veh												
Upstream signal (ft) <span style="float: right;">360</span>												
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86					
vC, conflicting volume	1036	1032	525	1041	1031	447	528			452		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	961	958	369	968	956	447	373			452		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	97	87	98	98	98			99		
cM capacity (veh/h)	192	216	583	190	217	612	1022			1109		
<b>Direction, Lane #</b>												
	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	20	40	17	452	11	528						
Volume Left	1	24	17	0	11	0						
Volume Right	16	10	0	10	0	6						
cSH	420	236	1022	1700	1109	1700						
Volume to Capacity	0.05	0.17	0.02	0.27	0.01	0.31						
Queue Length 95th (ft)	4	15	1	0	1	0						
Control Delay (s)	14.0	23.3	8.6	0.0	8.3	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.0	23.3	0.3		0.2							
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay			1.3									
Intersection Capacity Utilization			42.2%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis, Current Control, Coord Timing, Current Traffic  
 3: Ft.Worth & Main Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↗	↖	↑
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	181	30	485	173	35	512
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1066	485			485	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1066	485			485	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	24	95			97	
cM capacity (veh/h)	238	582			1078	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	211	485	173	35	512	
Volume Left	181	0	0	35	0	
Volume Right	30	0	173	0	0	
cSH	260	1700	1700	1078	1700	
Volume to Capacity	0.81	0.29	0.10	0.03	0.30	
Queue Length 95th (ft)	159	0	0	3	0	
Control Delay (s)	59.3	0.0	0.0	8.5	0.0	
Lane LOS	F			A		
Approach Delay (s)	59.3	0.0		0.5		
Approach LOS	F					
Intersection Summary						
Average Delay		9.1				
Intersection Capacity Utilization		48.9%		ICU Level of Service	A	
Analysis Period (min)		15				

---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	11
Total Delay (hr)	19
Stops / Veh	0.43
Stops (#)	2592
Average Speed (mph)	11
Total Travel Time (hr)	34
Distance Traveled (mi)	371
Performance Index	26.2



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.966			0.909			0.990			0.992	
Flt Protected		0.984			0.991		0.950			0.950		
Satd. Flow (prot)	0	1434	0	0	1359	0	1593	1494	0	1593	1663	0
Flt Permitted		0.796			0.937		0.526			0.460		
Satd. Flow (perm)	0	1160	0	0	1285	0	882	1494	0	771	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			143			8			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	22	13	37	33	145	9	453	32	79	358	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	215	0	9	485	0	79	379	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0

Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

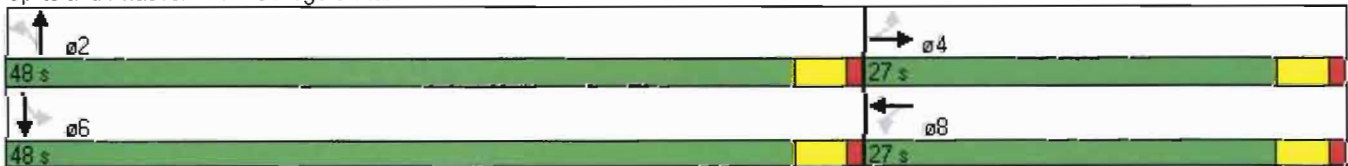
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	36.0%	36.0%	0.0%	36.0%	36.0%	0.0%	64.0%	64.0%	0.0%	64.0%	64.0%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.3			11.3		55.7	55.7		55.7	55.7	
Actuated g/C Ratio		0.15			0.15		0.74	0.74		0.74	0.74	
v/c Ratio		0.28			0.68		0.01	0.44		0.14	0.31	
Control Delay		23.9			21.7		4.6	5.3		5.0	5.0	
Queue Delay		0.0			0.0		0.0	0.2		0.0	0.0	
Total Delay		23.9			21.7		4.6	5.5		5.0	5.0	
LOS		C			C		A	A		A	A	
Approach Delay		23.9			21.7			5.5			5.0	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 8.9  
 Intersection Capacity Utilization 50.9%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.930			0.925			0.982			0.994	
Flt Protected		0.994			0.985		0.950			0.950		
Satd. Flow (prot)	0	1395	0	0	1375	0	1593	1482	0	1593	1500	0
Flt Permitted		0.973			0.885		0.560			0.395		
Satd. Flow (perm)	0	1365	0	0	1235	0	939	1482	0	662	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			83			17			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	6	18	26	57	25	102	17	519	69	42	310	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	184	0	17	588	0	42	323	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%	66.7%	66.7%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		46.0	46.0		46.0	46.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		12.3			12.3		54.7	54.7		54.7	54.7	
Actuated g/C Ratio		0.16			0.16		0.73	0.73		0.73	0.73	
v/c Ratio		0.20			0.67		0.02	0.54		0.09	0.29	
Control Delay		16.0			27.9		1.0	3.0		2.2	2.4	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.2	
Total Delay		16.0			27.9		1.0	3.1		2.2	2.6	
LOS		B			C		A	A		A	A	
Approach Delay		16.0			27.9			3.1			2.5	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 8 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 7.2  
 Intersection Capacity Utilization 54.2%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main





Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Frnt		0.937			0.959			0.980			0.994	
Flt Protected		0.987			0.969		0.950			0.950		
Satd. Flow (prot)	0	1395	0	0	1402	0	1593	1479	0	1593	1500	0
Flt Permitted		0.931			0.797		0.555			0.374		
Satd. Flow (perm)	0	1316	0	0	1153	0	930	1479	0	627	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			27			19			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	4	4	7	57	5	27	6	562	88	24	327	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	89	0	6	650	0	24	340	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0

Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

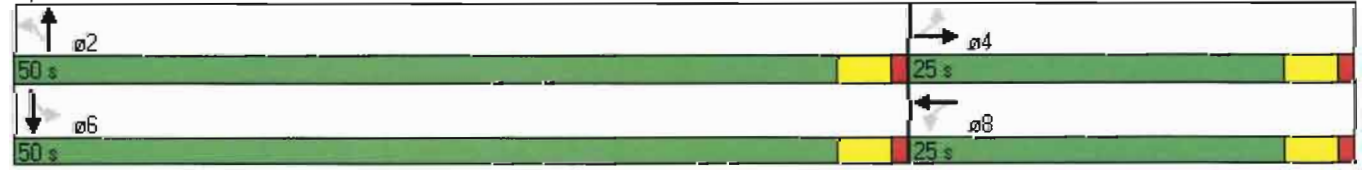
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%	66.7%	66.7%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		46.0	46.0		46.0	46.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.9			10.9		58.8	58.8		58.8	58.8	
Actuated g/C Ratio		0.15			0.15		0.78	0.78		0.78	0.78	
v/c Ratio		0.08			0.47		0.01	0.56		0.05	0.29	
Control Delay		18.6			27.9		3.6	4.9		3.4	3.5	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.2	
Total Delay		18.6			27.9		3.6	5.0		3.4	3.7	
LOS		B			C		A	A		A	A	
Approach Delay		18.6			27.9			5.0			3.6	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 73 (97%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 6.6  
 Intersection Capacity Utilization 45.1%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.979			0.959			0.976			0.994	
Fl't Protected		0.986			0.976		0.950			0.950		
Sat'd. Flow (prot)	0	1456	0	0	1412	0	1593	1473	0	1593	1500	0
Fl't Permitted		0.928			0.823		0.581			0.386		
Sat'd. Flow (perm)	0	1371	0	0	1191	0	974	1473	0	647	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Sat'd. Flow (RTOR)		6			29			24			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	11	22	6	54	21	33	10	522	101	31	282	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	108	0	10	623	0	31	293	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%	66.7%	66.7%	0.0%	66.7%	66.7%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		46.0	46.0		46.0	46.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.4			11.4		58.3	58.3		58.3	58.3	
Actuated g/C Ratio		0.15			0.15		0.78	0.78		0.78	0.78	
v/c Ratio		0.18			0.52		0.01	0.54		0.06	0.25	
Control Delay		23.6			29.5		4.4	7.6		3.0	2.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		23.6			29.5		4.4	7.6		3.0	2.9	
LOS		C			C		A	A		A	A	
Approach Delay		23.6			29.5			7.5			2.9	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 74 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 8.9  
 Intersection Capacity Utilization 47.2%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main





HCM Unsignalized Intersection Capacity Analysis Current Control, Coord Timing, Current Traffic  
 5: El Paso & Main Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	13	1	25	12	586	12	10	343	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											360	
pX, platoon unblocked												
vC, conflicting volume	1001	987	345	988	983	592	347			598		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1001	987	345	988	983	592	347			598		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	94	99	95	99			99		
cM capacity (veh/h)	206	242	698	219	244	506	1212			979		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	40	12	598	10	347
Volume Left	0	13	12	0	10	0
Volume Right	10	25	0	12	0	4
cSH	698	343	1212	1700	979	1700
Volume to Capacity	0.01	0.12	0.01	0.35	0.01	0.20
Queue Length 95th (ft)	1	10	1	0	1	0
Control Delay (s)	10.2	16.9	8.0	0.0	8.7	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	10.2	16.9	0.2		0.2	
Approach LOS	B	C				

Intersection Summary	
Average Delay	0.9
Intersection Capacity Utilization	47.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis Current Control, Coord Timing, Current Traffic  
 3: Ft.Worth & Main Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗	↘	↑
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	149	69	615	156	24	325
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	987	615			615	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	987	615			615	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	44	86			98	
cM capacity (veh/h)	268	491			965	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	219	615	156	24	325
Volume Left	149	0	0	24	0
Volume Right	69	0	156	0	0
cSH	313	1700	1700	965	1700
Volume to Capacity	0.70	0.36	0.09	0.02	0.19
Queue Length 95th (ft)	123	0	0	2	0
Control Delay (s)	39.4	0.0	0.0	8.8	0.0
Lane LOS	E			A	
Approach Delay (s)	39.4	0.0		0.6	
Approach LOS	E				

Intersection Summary	
Average Delay	6.6
Intersection Capacity Utilization	50.1% ICU Level of Service A
Analysis Period (min)	15

---

**Network Totals**



















---

Number of Intersections	6
Total Delay / Veh (s/v)	6
Total Delay (hr)	10
Stops / Veh	0.23
Stops (#)	1354
Average Speed (mph)	15
Total Travel Time (hr)	24
Distance Traveled (mi)	351
Performance Index	13.7



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.944			0.938			0.994			0.996	
Flt Protected		0.986			0.982		0.950			0.950		
Satd. Flow (prot)	0	1404	0	0	1390	0	1593	1500	0	1593	1670	0
Flt Permitted		0.924			0.862		0.470			0.503		
Satd. Flow (perm)	0	1316	0	0	1220	0	788	1500	0	843	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			74			5			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	15	15	21	61	26	75	8	391	17	46	446	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	162	0	8	408	0	46	459	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0



Lanes, Volumes, Timings  
17: College & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	41.5%	41.5%	0.0%	41.5%	41.5%	0.0%	58.5%	58.5%	0.0%	58.5%	58.5%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.4			11.4		45.6	45.6		45.6	45.6	
Actuated g/C Ratio		0.18			0.18		0.70	0.70		0.70	0.70	
v/c Ratio		0.21			0.59		0.01	0.39		0.08	0.39	
Control Delay		15.1			21.6		5.7	5.9		5.3	6.5	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.0	
Total Delay		15.1			21.6		5.7	6.0		5.3	6.5	
LOS		B			C		A	A		A	A	
Approach Delay		15.1			21.6			6.0			6.4	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 8.8  
 Intersection Capacity Utilization 45.7%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A













Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic

Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.925			0.958			0.988			0.987	
Fl't Protected		0.985			0.977		0.950			0.950		
Satd. Flow (prot)	0	1375	0	0	1412	0	1593	1491	0	1593	1489	0
Fl't Permitted		0.898			0.842		0.475			0.505		
Satd. Flow (perm)	0	1253	0	0	1217	0	796	1491	0	847	1489	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			37			11			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	30	13	53	66	32	44	23	375	34	30	417	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	142	0	23	409	0	30	455	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	40.0	40.0	0.0	40.0	40.0	0.0

Lanes, Volumes, Timings  
14: Broadway & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	38.5%	38.5%	0.0%	38.5%	38.5%	0.0%	61.5%	61.5%	0.0%	61.5%	61.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.9			11.9		47.8	47.8		47.8	47.8	
Actuated g/C Ratio		0.18			0.18		0.74	0.74		0.74	0.74	
v/c Ratio		0.35			0.56		0.04	0.37		0.05	0.41	
Control Delay		14.3			25.0		2.8	3.0		3.2	3.7	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.1	
Total Delay		14.3			25.0		2.8	3.1		3.2	3.8	
LOS		B			C		A	A		A	A	
Approach Delay		14.3			25.0			3.1			3.8	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 4 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 7.0  
 Intersection Capacity Utilization 40.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A



















Splits and Phases: 14: Broadway & Main





Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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
Fr't		0.953			0.963			0.988			0.994	
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1405	0	0	1411	0	1593	1491	0	1593	1500	0
Flt Permitted		0.869			0.799		0.482			0.465		
Satd. Flow (perm)	0	1250	0	0	1161	0	808	1491	0	780	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			31			11			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	12	5	9	77	15	35	15	433	39	34	428	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	127	0	15	472	0	34	446	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	40.0	40.0	0.0	40.0	40.0	0.0



Lanes, Volumes, Timings  
11: Commercial & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	38.5%	38.5%	0.0%	38.5%	38.5%	0.0%	61.5%	61.5%	0.0%	61.5%	61.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.7			11.7		48.0	48.0		48.0	48.0	
Actuated g/C Ratio		0.18			0.18		0.74	0.74		0.74	0.74	
v/c Ratio		0.11			0.54		0.03	0.43		0.06	0.40	
Control Delay		15.5			25.7		3.5	4.1		4.7	5.2	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.1	
Total Delay		15.5			25.7		3.5	4.2		4.7	5.3	
LOS		B			C		A	A		A	A	
Approach Delay		15.5			25.7			4.1			5.3	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 64 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 7.3  
 Intersection Capacity Utilization 40.4%  
 Analysis Period (min) 15



















Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	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		0.959			0.971			0.982			0.991	
Flt Protected		0.983			0.971		0.950			0.950		
Satd. Flow (prot)	0	1422	0	0	1423	0	1593	1482	0	1593	1495	0
Flt Permitted		0.894			0.814		0.497			0.459		
Satd. Flow (perm)	0	1294	0	0	1193	0	833	1482	0	770	1495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			23			16			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Parking (#/hr)	0	0	0	0	0	0		0	0		0	0
Adj. Flow (vph)	26	27	23	110	36	40	7	398	55	24	375	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	186	0	7	453	0	24	399	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)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0

Lanes, Volumes, Timings  
8: Dallas & Main

3-Lane, Current Control, Coord Timing, Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	41.5%	41.5%	0.0%	41.5%	41.5%	0.0%	58.5%	58.5%	0.0%	58.5%	58.5%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		11.0	11.0		11.0	11.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		14.5			14.5		42.5	42.5		42.5	42.5	
Actuated g/C Ratio		0.22			0.22		0.65	0.65		0.65	0.65	
v/c Ratio		0.25			0.65		0.01	0.46		0.05	0.41	
Control Delay		15.7			30.1		6.0	8.6		5.7	6.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.1	
Total Delay		15.7			30.1		6.0	8.6		5.7	6.4	
LOS		B			C		A	A		A	A	
Approach Delay		15.7			30.1			8.6			6.3	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 62 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 11.7  
 Intersection Capacity Utilization 41.9%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main





HCM Unsignalized Intersection Capacity Analysis Current Control, Coord Timing, Current Traffic  
 5: El Paso & Main Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	3	16	24	5	10	17	442	10	11	522	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type <span style="float: right;">None</span> <span style="float: right;">None</span>												
Median storage veh												
Upstream signal (ft) <span style="float: right;">360</span>												
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	1036	1032	525	1041	1031	447	528			452		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1004	1000	458	1010	999	447	461			452		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	97	87	98	98	98			99		
cM capacity (veh/h)	195	221	564	193	222	612	1029			1109		
<b>Direction, Lane #</b>												
	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	20	40	17	452	11	528						
Volume Left	1	24	17	0	11	0						
Volume Right	16	10	0	10	0	6						
cSH	416	240	1029	1700	1109	1700						
Volume to Capacity	0.05	0.17	0.02	0.27	0.01	0.31						
Queue Length 95th (ft)	4	15	1	0	1	0						
Control Delay (s)	14.1	23.0	8.6	0.0	8.3	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.1	23.0	0.3		0.2							
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay			1.3									
Intersection Capacity Utilization			42.2%	ICU Level of Service	A							
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis Current Control, Coord Timing, Current Traffic  
 3: Ft.Worth & Main Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗	↘	↑
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	181	30	485	173	35	512
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1066	485			485	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1066	485			485	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	24	95			97	
cM capacity (veh/h)	238	582			1078	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	211	485	173	35	512	
Volume Left	181	0	0	35	0	
Volume Right	30	0	173	0	0	
cSH	260	1700	1700	1078	1700	
Volume to Capacity	0.81	0.29	0.10	0.03	0.30	
Queue Length 95th (ft)	159	0	0	3	0	
Control Delay (s)	59.3	0.0	0.0	8.5	0.0	
Lane LOS	F			A		
Approach Delay (s)	59.3	0.0	0.5			
Approach LOS	F					
Intersection Summary						
Average Delay			9.1			
Intersection Capacity Utilization			48.9%		ICU Level of Service	A
Analysis Period (min)			15			

---

Network Totals

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	7
Total Delay (hr)	12
Stops / Veh	0.26
Stops (#)	1590
Average Speed (mph)	14
Total Travel Time (hr)	27
Distance Traveled (mi)	371
Performance Index	16.3

Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.966			0.909			0.991				0.850
Flt Protected		0.984			0.991			0.999			0.991	
Satd. Flow (prot)	0	1434	0	0	1359	0	0	1494	0	0	1661	1425
Flt Permitted		0.899			0.937			0.993			0.865	
Satd. Flow (perm)	0	1310	0	0	1285	0	0	1485	0	0	1450	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			145			9				21
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	22	13	37	33	145	9	453	32	79	358	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	215	0	0	494	0	0	437	21
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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50		20	50		20	5		20	5	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	30.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	30.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	54.5%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	26.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0



Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

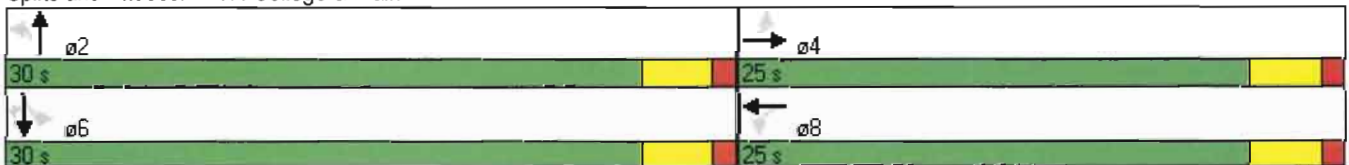


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		8.7			8.7			29.0			29.0	29.0
Actuated g/C Ratio		0.19			0.19			0.63			0.63	0.63
v/c Ratio		0.20			0.59			0.52			0.48	0.02
Control Delay		12.9			13.2			8.1			7.6	2.6
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		12.9			13.2			8.1			7.6	2.6
LOS		B			B			A			A	A
Approach Delay		12.9			13.2			8.1			7.4	
Approach LOS		B			B			A			A	

Intersection Summary













Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 45.8  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 8.9  
 Intersection Capacity Utilization 66.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Frts		0.930			0.925			0.985			0.995	
Flt Protected		0.994			0.985			0.999			0.994	
Satd. Flow (prot)	0	1395	0	0	1375	0	0	1485	0	0	1492	0
Flt Permitted		0.961			0.882			0.989			0.913	
Satd. Flow (perm)	0	1348	0	0	1231	0	0	1470	0	0	1371	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			102			16			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	6	18	26	57	25	102	17	519	69	42	310	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	184	0	0	605	0	0	365	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

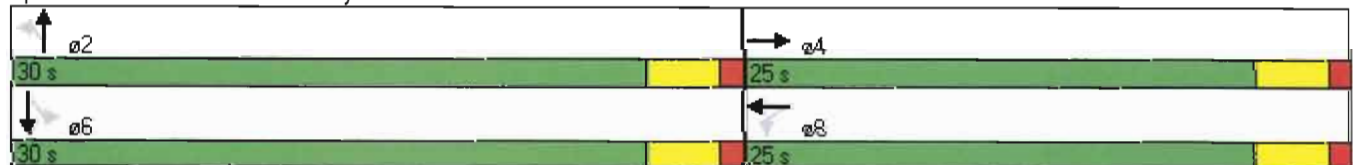


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.9			9.9			30.9			30.9	
Actuated g/C Ratio		0.21			0.21			0.67			0.67	
v/c Ratio		0.16			0.53			0.61			0.40	
Control Delay		9.2			13.1			12.6			8.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			13.1			12.6			8.0	
LOS		A			B			B			A	
Approach Delay		9.2			13.1			12.6			8.0	
Approach LOS		A			B			B			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.1  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.1  
 Intersection Capacity Utilization 57.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

















Splits and Phases: 14: Broadway & Main





Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr't		0.937			0.959			0.982			0.995	
Fl't Protected		0.987			0.969						0.997	
Satd. Flow (prot)	0	1395	0	0	1402	0	0	1482	0	0	1497	0
Fl't Permitted		0.917			0.797			0.997			0.954	
Satd. Flow (perm)	0	1296	0	0	1153	0	0	1477	0	0	1432	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			27			19			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0		0	0		0	0
Adj. Flow (vph)	4	4	7	57	5	27	6	562	88	24	327	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	89	0	0	656	0	0	364	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak



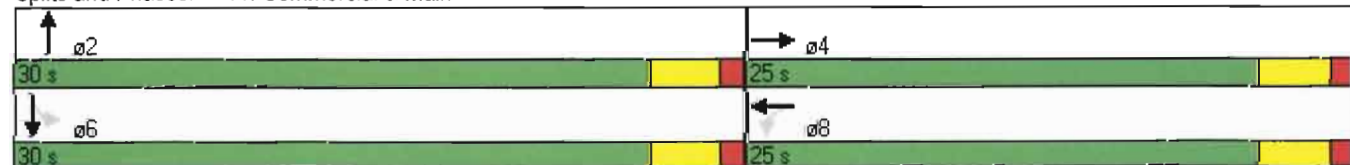
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.5			9.6			36.8			36.8	
Actuated g/C Ratio		0.20			0.20			0.76			0.76	
v/c Ratio		0.06			0.35			0.58			0.33	
Control Delay		10.7			15.3			11.6			6.5	
Queue Delay		0.0			0.0			0.3			0.0	
Total Delay		10.7			15.3			11.9			6.5	
LOS		B			B			B			A	
Approach Delay		10.7			15.3			11.9			6.5	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.5  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 10.4  
 Intersection Capacity Utilization 46.7%  
 Analysis Period (min) 15













Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

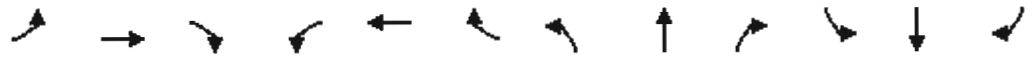
2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.979			0.959			0.978			0.995	
Flt Protected		0.986			0.976			0.999			0.995	
Satd. Flow (prot)	0	1456	0	0	1412	0	0	1474	0	0	1494	0
Flt Permitted		0.908			0.827			0.995			0.931	
Satd. Flow (perm)	0	1341	0	0	1197	0	0	1468	0	0	1398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			33			24			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	11	22	6	54	21	33	10	522	101	31	282	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	108	0	0	633	0	0	324	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	



Lanes, Volumes, Timings  
8: Dallas & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: AM Peak

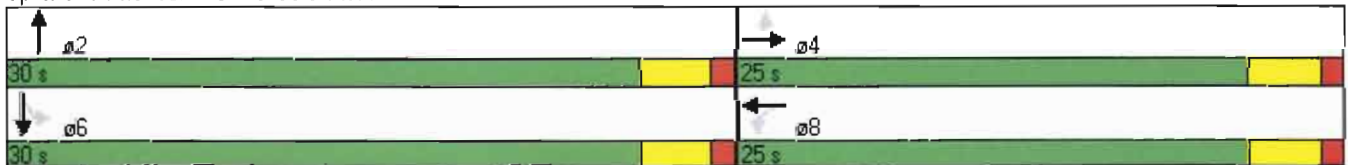


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		9.9			9.9			33.8			33.8	
Actuated g/C Ratio		0.20			0.20			0.69			0.69	
v/c Ratio		0.14			0.40			0.62			0.33	
Control Delay		12.9			15.5			12.5			7.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			15.5			12.5			7.0	
LOS		B			B			B			A	
Approach Delay		12.9			15.5			12.5			7.0	
Approach LOS		B			B			B			A	

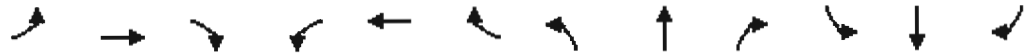
Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.9  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 11.2  
 Intersection Capacity Utilization 49.1%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis  
 5: El Paso & Main  
 Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	10	13	1	25	12	586	12	10	343	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											360	
pX, platoon unblocked												
vC, conflicting volume	1007	987	345	991	983	592	347			598		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1007	987	345	991	983	592	347			598		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	94	99	95	99			99		
cM capacity (veh/h)	205	242	698	219	244	506	1212			979		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	10	40	610	357								
Volume Left	0	13	12	10								
Volume Right	10	25	12	4								
cSH	698	342	1212	979								
Volume to Capacity	0.01	0.12	0.01	0.01								
Queue Length 95th (ft)	1	10	1	1								
Control Delay (s)	10.2	16.9	0.3	0.4								
Lane LOS	B	C	A	A								
Approach Delay (s)	10.2	16.9	0.3	0.4								
Approach LOS	B	C										
<b>Intersection Summary</b>												
Average Delay				1.0								
Intersection Capacity Utilization			52.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis - Current Control, Current Timing, Current Traffic  
 3: Ft.Worth & Main Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗		↘
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	149	69	615	156	24	325
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	987	615			615	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	987	615			615	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	44	86			98	
cM capacity (veh/h)	268	491			965	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	219	615	156	348		
Volume Left	149	0	0	24		
Volume Right	69	0	156	0		
cSH	313	1700	1700	965		
Volume to Capacity	0.70	0.36	0.09	0.02		
Queue Length 95th (ft)	123	0	0	2		
Control Delay (s)	39.4	0.0	0.0	0.8		
Lane LOS	E			A		
Approach Delay (s)	39.4	0.0		0.8		
Approach LOS	E					
Intersection Summary						
Average Delay			6.7			
Intersection Capacity Utilization			56.3%		ICU Level of Service	B
Analysis Period (min)			15			



---

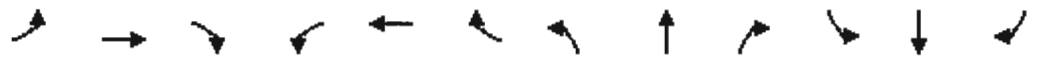
**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	8
Total Delay (hr)	13
Stops / Veh	0.37
Stops (#)	2135
Average Speed (mph)	13
Total Travel Time (hr)	27
Distance Traveled (mi)	351
Performance Index	18.8

Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.944			0.938			0.994				0.850
Flt Protected		0.986			0.982			0.999			0.995	
Satd. Flow (prot)	0	1404	0	0	1390	0	0	1498	0	0	1668	1425
Flt Permitted		0.918			0.854			0.992			0.944	
Satd. Flow (perm)	0	1308	0	0	1209	0	0	1488	0	0	1583	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			75			5				13
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	15	15	21	61	26	75	8	391	17	46	446	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	162	0	0	416	0	0	492	13
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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50		20	50		20	5		20	5	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	30.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	30.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	54.5%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	26.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)		8.4			8.4			30.9			30.9	30.9
Actuated g/C Ratio		0.19			0.19			0.69			0.69	0.69
v/c Ratio		0.19			0.56			0.40			0.45	0.01
Control Delay		11.4			17.0			6.3			6.7	2.7
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		11.4			17.0			6.3			6.7	2.7
LOS		B			B			A			A	A
Approach Delay		11.4			17.0			6.3			6.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 44.7  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.56  
 Intersection Signal Delay: 8.2  
 Intersection Capacity Utilization 61.0%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B













Splits and Phases: 17: College & Main





Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.925			0.958			0.989			0.989	
Flt Protected		0.985			0.977			0.997			0.997	
Satd. Flow (prot)	0	1375	0	0	1412	0	0	1488	0	0	1488	0
Flt Permitted		0.899			0.847			0.971			0.966	
Satd. Flow (perm)	0	1255	0	0	1224	0	0	1449	0	0	1441	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			44			11			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	30	13	53	66	32	44	23	375	34	30	417	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	142	0	0	432	0	0	485	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

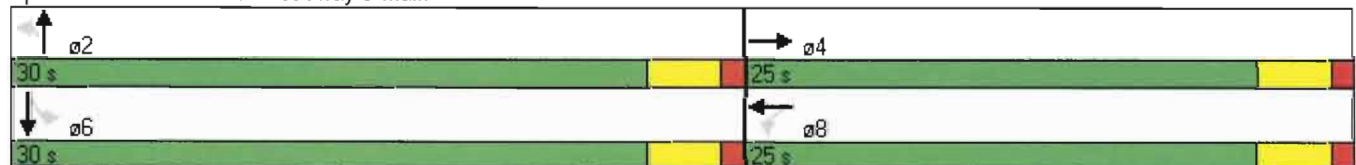


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.2			10.2			30.9			30.9	
Actuated g/C Ratio		0.22			0.22			0.67			0.67	
v/c Ratio		0.30			0.47			0.45			0.50	
Control Delay		9.8			15.6			8.4			9.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.8			15.6			8.4			9.7	
LOS		A			B			A			A	
Approach Delay		9.8			15.6			8.4			9.7	
Approach LOS		A			B			A			A	

Intersection Summary













Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.4  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay: 9.9  
 Intersection Capacity Utilization 49.6%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.953			0.963			0.989			0.995	
Flt Protected		0.977			0.971			0.998			0.996	
Satd. Flow (prot)	0	1405	0	0	1411	0	0	1489	0	0	1495	0
Flt Permitted		0.857			0.799			0.985			0.956	
Satd. Flow (perm)	0	1232	0	0	1161	0	0	1470	0	0	1435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			35			11			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	12	5	9	77	15	35	15	433	39	34	428	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	127	0	0	487	0	0	480	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	



Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

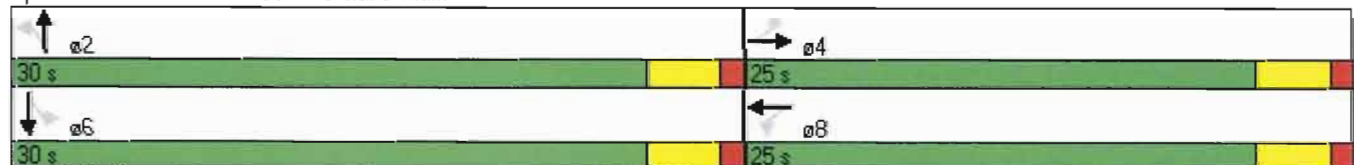


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.3			10.3			33.7			33.7	
Actuated g/C Ratio		0.21			0.21			0.69			0.69	
v/c Ratio		0.10			0.47			0.48			0.49	
Control Delay		10.7			17.4			8.9			9.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.7			17.4			9.0			9.4	
LOS		B			B			A			A	
Approach Delay		10.7			17.4			9.0			9.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.1  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.49  
 Intersection Signal Delay: 10.1  
 Intersection Capacity Utilization 50.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

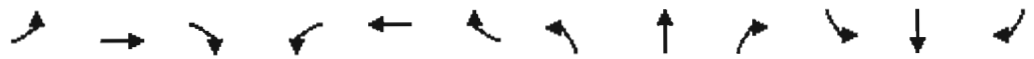
Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

2-Lane, Current Control, Current Timing, Current Traffic

Timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr't		0.959			0.971			0.984			0.992	
Flt Protected		0.983			0.971			0.999			0.997	
Satd. Flow (prot)	0	1422	0	0	1423	0	0	1483	0	0	1492	0
Flt Permitted		0.891			0.775			0.995			0.969	
Satd. Flow (perm)	0	1289	0	0	1135	0	0	1477	0	0	1450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			29			17			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	26	27	23	110	36	40	7	398	55	24	375	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	186	0	0	460	0	0	423	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lanes, Volumes, Timings  
8: Dallas & Main

2-Lane, Current Control, Current Timing, Current Traffic  
Timing Plan: PM Peak

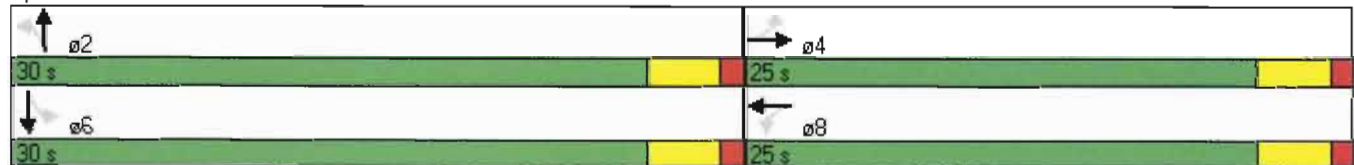


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		11.8			11.9			30.5			30.5	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.22			0.61			0.48			0.45	
Control Delay		11.1			21.0			9.5			9.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			21.0			9.5			9.3	
LOS		B			C			A			A	
Approach Delay		11.1			21.0			9.5			9.3	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.5  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 11.4  
 Intersection Capacity Utilization 55.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: Dallas & Main





HCM Unsignalized Intersection Capacity Analysis  
 5: El Paso & Main  
 Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1	3	16	24	5	10	17	442	10	11	522	6
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	0.95	0.95	0.95	0.95	0.95		0.95					
vC, conflicting volume	1040	1032	525	1045	1031	447	528			452		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1015	1007	471	1020	1005	447	475			452		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	97	87	98	98	98			99		
cM capacity (veh/h)	194	222	562	192	223	612	1031			1109		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	20	40	469	539
Volume Left	1	24	17	11
Volume Right	16	10	10	6
cSH	415	240	1031	1109
Volume to Capacity	0.05	0.17	0.02	0.01
Queue Length 95th (ft)	4	15	1	1
Control Delay (s)	14.1	23.0	0.5	0.3
Lane LOS	B	C	A	A
Approach Delay (s)	14.1	23.0	0.5	0.3
Approach LOS	B	C		

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis  
 3: Ft.Worth & Main  
 Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗	↕	
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	181	30	485	173	35	512
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1066	485			485	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1066	485			485	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	24	95			97	
cM capacity (veh/h)	238	582			1078	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	211	485	173	547		
Volume Left	181	0	0	35		
Volume Right	30	0	173	0		
cSH	260	1700	1700	1078		
Volume to Capacity	0.81	0.29	0.10	0.03		
Queue Length 95th (ft)	159	0	0	3		
Control Delay (s)	59.3	0.0	0.0	0.9		
Lane LOS	F			A		
Approach Delay (s)	59.3	0.0		0.9		
Approach LOS	F					
Intersection Summary						
Average Delay			9.2			
Intersection Capacity Utilization			75.7%	ICU Level of Service	D	
Analysis Period (min)			15			

---

**Network Totals**


















---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	8
Total Delay (hr)	14
Stops / Veh	0.40
Stops (#)	2433
Average Speed (mph)	13
Total Travel Time (hr)	29
Distance Traveled (mi)	371
Performance Index	20.5



Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	15	9	27	24	106	8	399	28	60	272	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.966			0.909			0.991				0.850
Flt Protected		0.984			0.991			0.999			0.991	
Satd. Flow (prot)	0	1434	0	0	1359	0	0	1494	0	0	1661	1425
Flt Permitted		0.866			0.934			0.989			0.815	
Satd. Flow (perm)	0	1262	0	0	1281	0	0	1479	0	0	1366	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			187			9				29
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.69	0.69	0.69	0.73	0.73	0.73	0.88	0.88	0.88	0.76	0.76	0.76
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	24	30	18	52	46	203	13	635	45	111	501	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	301	0	0	693	0	0	612	29
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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50		20	50		20	5		20	5	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	30.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	30.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	54.5%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	26.0

Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		11.1			11.1			27.6			27.6	27.6
Actuated g/C Ratio		0.24			0.24			0.59			0.59	0.59
v/c Ratio		0.23			0.67			0.79			0.76	0.03
Control Delay		12.0			14.1			19.5			18.7	3.3
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		12.0			14.1			19.5			18.7	3.3
LOS		B			B			B			B	A
Approach Delay		12.0			14.1			19.5			18.0	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 46.8  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 17.7  
 Intersection Capacity Utilization 89.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

















Splits and Phases: 17: College & Main



Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic

Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	12	17	34	15	61	13	389	52	38	279	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.931			0.925			0.985			0.995	
Flt Protected		0.994			0.985			0.999			0.994	
Satd. Flow (prot)	0	1396	0	0	1375	0	0	1485	0	0	1492	0
Flt Permitted		0.956			0.878			0.983			0.865	
Satd. Flow (perm)	0	1343	0	0	1225	0	0	1461	0	0	1299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			132			16			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.65	0.65	0.65	0.60	0.60	0.60	0.75	0.75	0.75	0.90	0.90	0.90
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	9	26	37	79	35	142	24	726	97	59	434	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	256	0	0	847	0	0	512	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	



Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic

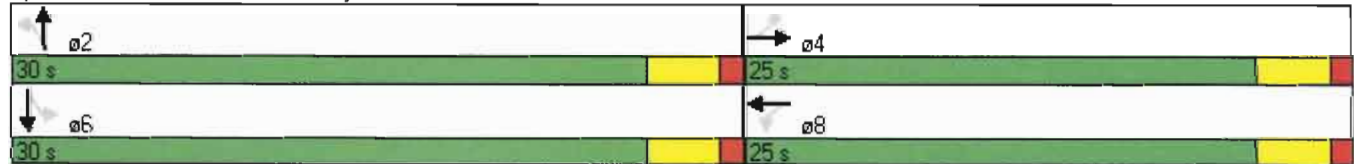
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effect Green (s)		11.5			11.5			28.8			28.8	
Actuated g/C Ratio		0.24			0.24			0.60			0.60	
v/c Ratio		0.21			0.65			0.97			0.66	
Control Delay		9.0			15.8			39.2			15.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.0			15.8			39.2			15.2	
LOS		A			B			D			B	
Approach Delay		9.0			15.8			39.2			15.2	
Approach LOS		A			B			D			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.4  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 27.1  
 Intersection Capacity Utilization 75.5%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 14: Broadway & Main



Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	3	3	5	34	3	16	5	455	71	20	278	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr't		0.939			0.959			0.982			0.995	
Flt Protected		0.987			0.969						0.997	
Satd. Flow (prot)	0	1398	0	0	1402	0	0	1482	0	0	1497	0
Flt Permitted		0.919			0.792			0.996			0.927	
Satd. Flow (perm)	0	1302	0	0	1146	0	0	1476	0	0	1392	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			37			19			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.69	0.69	0.69	0.60	0.60	0.60	0.81	0.81	0.81	0.85	0.85	0.85
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	6	6	10	79	7	37	9	786	123	33	458	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	123	0	0	918	0	0	509	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: AM Peak

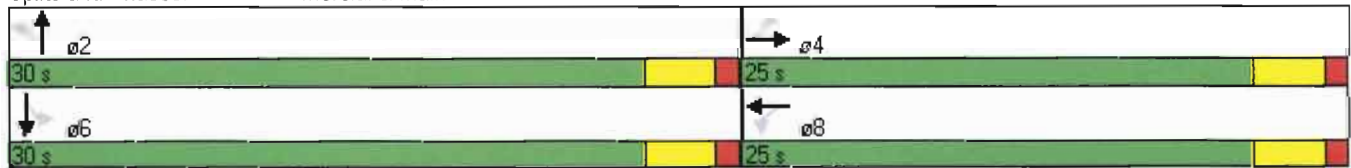


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.3			10.3			33.9			33.9	
Actuated g/C Ratio		0.21			0.21			0.69			0.69	
v/c Ratio		0.08			0.46			0.90			0.53	
Control Delay		10.0			16.9			27.7			10.8	
Queue Delay		0.0			0.0			1.1			0.0	
Total Delay		10.0			16.9			28.8			10.8	
LOS		A			B			C			B	
Approach Delay		10.0			16.9			28.8			10.8	
Approach LOS		A			B			C			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 49.3  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 21.8  
 Intersection Capacity Utilization 62.7%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

















Splits and Phases: 11: Commercial & Main





Lanes, Volumes, Timings  
8: Dallas & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	18	5	45	18	28	8	428	83	25	226	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.979			0.958			0.978			0.995	
Flt Protected		0.986			0.976			0.999			0.995	
Satd. Flow (prot)	0	1456	0	0	1411	0	0	1474	0	0	1494	0
Flt Permitted		0.896			0.814			0.993			0.891	
Satd. Flow (perm)	0	1324	0	0	1177	0	0	1465	0	0	1338	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			47			24			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.82	0.82	0.82	0.80	0.80	0.80
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	16	32	9	75	30	47	14	731	142	44	396	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	152	0	0	887	0	0	456	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
8: Dallas & Main

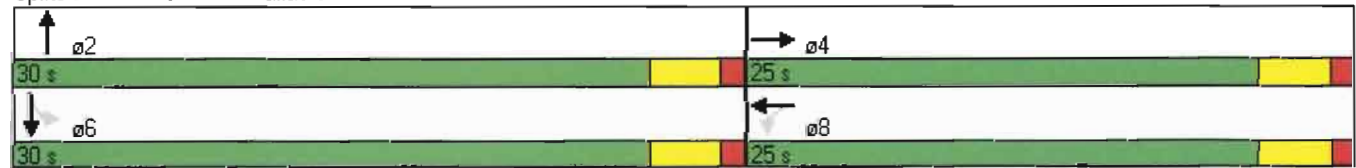
2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: AM Peak

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		10.5			10.5			31.4			31.4	
Actuated g/C Ratio		0.22			0.22			0.67			0.67	
v/c Ratio		0.19			0.51			0.90			0.51	
Control Delay		12.8			16.7			28.4			10.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.8			16.7			28.4			10.4	
LOS		B			B			C			B	
Approach Delay		12.8			16.7			28.4			10.4	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.2  
 Natural Cycle: 80  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 21.4  
 Intersection Capacity Utilization 66.1%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.4X Current Traffic  
 5: El Paso & Main Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	0	0	4	9	1	17	11	533	11	9	305	4
Sign Control		Stop				Stop		Free			Free	
Grade		0%				0%		0%			0%	
Peak Hour Factor	0.42	0.42	0.42	0.68	0.68	0.68	0.91	0.91	0.91	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	13	19	2	35	17	820	17	14	480	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type <span style="float: right;">None</span> <span style="float: right;">None</span>												
Median storage (veh)												
Upstream signal (ft) <span style="float: right;">360</span>												
pX, platoon unblocked	0.95	0.95	0.95	0.95	0.95		0.95					
vC, conflicting volume	1410	1382	483	1387	1377	828	486			837		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1405	1376	428	1381	1370	828	431			837		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	83	98	91	98			98		
cM capacity (veh/h)	97	133	595	110	134	371	1070			797		
<b>Direction, Lane #</b>												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	56	854	500								
Volume Left	0	19	17	14								
Volume Right	13	35	17	6								
cSH	595	200	1070	797								
Volume to Capacity	0.02	0.28	0.02	0.02								
Queue Length 95th (ft)	2	27	1	1								
Control Delay (s)	11.2	29.9	0.4	0.5								
Lane LOS	B	D	A	A								
Approach Delay (s)	11.2	29.9	0.4	0.5								
Approach LOS	B	D										
<b>Intersection Summary</b>												
Average Delay			1.7									
Intersection Capacity Utilization			68.0%	ICU Level of Service	C							
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.4X Current Traffic  
 3: Ft.Worth & Main Timing Plan: AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗		↓
Volume (veh/h)	127	59	541	137	22	302
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.93	0.93
Hourly flow rate (vph)	209	97	861	218	33	455
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						722
pX, platoon unblocked						
vC, conflicting volume	1382	861			861	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1382	861			861	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	73			96	
cM capacity (veh/h)	152	355			781	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	306	861	218	488
Volume Left	209	0	0	33
Volume Right	97	0	218	0
cSH	186	1700	1700	781
Volume to Capacity	1.65	0.51	0.13	0.04
Queue Length 95th (ft)	516	0	0	3
Control Delay (s)	359.6	0.0	0.0	1.2
Lane LOS	F			A
Approach Delay (s)	359.6	0.0		1.2
Approach LOS	F			

Intersection Summary			
Average Delay	59.1		
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

---


















**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	26
Total Delay (hr)	58
Stops / Veh	0.43
Stops (#)	3479
Average Speed (mph)	6
Total Travel Time (hr)	78
Distance Traveled (mi)	492
Performance Index	67.9

Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	11	15	37	16	46	7	364	16	38	370	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.945			0.937			0.994				0.850
Flt Protected		0.985			0.982			0.999			0.995	
Satd. Flow (prot)	0	1404	0	0	1388	0	0	1498	0	0	1668	1425
Flt Permitted		0.905			0.853			0.988			0.917	
Satd. Flow (perm)	0	1290	0	0	1206	0	0	1482	0	0	1537	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			92			5				19
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		230			193			362			270	
Travel Time (s)		6.3			5.3			9.9			7.4	
Peak Hour Factor	0.71	0.71	0.71	0.61	0.61	0.61	0.93	0.93	0.93	0.83	0.83	0.83
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0		0	0			
Adj. Flow (vph)	22	22	30	85	37	106	11	548	24	64	624	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	228	0	0	583	0	0	688	19
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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	50		20	50		20	5		20	5	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	30.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	30.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	54.5%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	26.0



Lanes, Volumes, Timings  
17: College & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: PM Peak

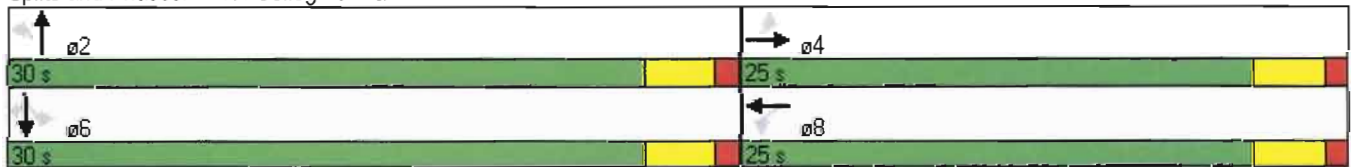


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	8.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	16.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		11.6			11.6			28.9			28.9	28.9
Actuated g/C Ratio		0.24			0.24			0.60			0.60	0.60
v/c Ratio		0.22			0.64			0.66			0.75	0.02
Control Delay		10.2			17.5			13.9			17.3	3.5
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		10.2			17.5			13.9			17.3	3.5
LOS		B			B			B			B	A
Approach Delay		10.2			17.5			13.9			16.9	
Approach LOS		B			B			B			B	

Intersection Summary













Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 48.5  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 15.6  
 Intersection Capacity Utilization 82.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 17: College & Main



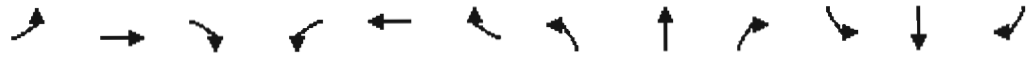
Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	24	10	42	45	22	30	21	349	32	26	367	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.926			0.958			0.989			0.990	
Flt Protected		0.984			0.977			0.997			0.997	
Satd. Flow (prot)	0	1375	0	0	1412	0	0	1488	0	0	1489	0
Flt Permitted		0.882			0.827			0.955			0.950	
Satd. Flow (perm)	0	1232	0	0	1195	0	0	1425	0	0	1419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			48			11			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		227			213			378			362	
Travel Time (s)		6.2			5.8			10.3			9.9	
Peak Hour Factor	0.79	0.79	0.79	0.68	0.68	0.68	0.93	0.93	0.93	0.88	0.88	0.88
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	43	18	74	93	45	62	32	525	48	41	584	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	200	0	0	605	0	0	677	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
14: Broadway & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: PM Peak

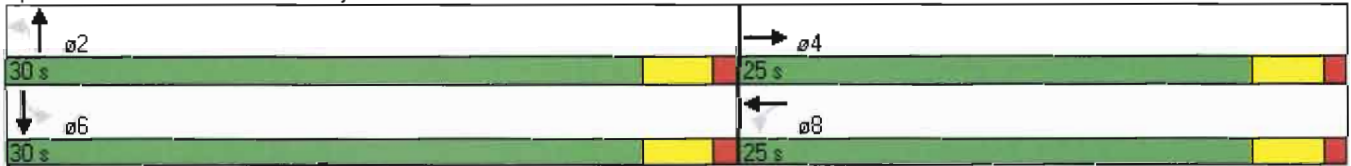


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.8			11.9			30.2			30.2	
Actuated g/C Ratio		0.25			0.25			0.64			0.64	
v/c Ratio		0.37			0.60			0.66			0.74	
Control Delay		10.0			18.7			15.2			18.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.0			18.7			15.2			18.5	
LOS		A			B			B			B	
Approach Delay		10.0			18.7			15.2			18.5	
Approach LOS		A			B			B			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.2  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 16.6  
 Intersection Capacity Utilization 66.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 14: Broadway & Main





Lanes, Volumes, Timings  
11: Commercial & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic

Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	8	3	6	48	9	22	13	377	34	29	364	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.954			0.962			0.989			0.995	
Flt Protected		0.977			0.971			0.998			0.996	
Satd. Flow (prot)	0	1406	0	0	1409	0	0	1489	0	0	1495	0
Flt Permitted		0.855			0.792			0.977			0.932	
Satd. Flow (perm)	0	1231	0	0	1150	0	0	1458	0	0	1399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			41			11			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			208			370			378	
Travel Time (s)		6.7			5.7			10.1			10.3	
Peak Hour Factor	0.64	0.64	0.64	0.62	0.62	0.62	0.87	0.87	0.87	0.85	0.85	0.85
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	18	7	13	108	20	50	21	607	55	48	600	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	178	0	0	683	0	0	673	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	

Lanes, Volumes, Timings  
11: Commercial & Main

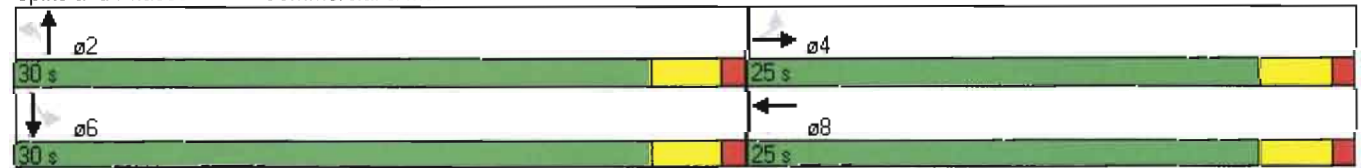
2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		11.5			11.5			31.2			31.2	
Actuated g/C Ratio		0.24			0.24			0.65			0.65	
v/c Ratio		0.12			0.58			0.72			0.74	
Control Delay		10.2			19.2			16.8			18.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.2			19.2			16.8			18.2	
LOS		B			B			B			B	
Approach Delay		10.2			19.2			16.8			18.2	
Approach LOS		B			B			B			B	

Intersection Summary













Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 47.9  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 17.5  
 Intersection Capacity Utilization 67.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 11: Commercial & Main



Lanes, Volumes, Timings  
8: Dallas & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic  
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	16	17	14	64	21	23	6	350	48	23	356	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Fr't		0.959			0.971			0.984			0.992	
Flt Protected		0.983			0.971			0.999			0.997	
Satd. Flow (prot)	0	1422	0	0	1423	0	0	1483	0	0	1492	0
Flt Permitted		0.871			0.795			0.992			0.952	
Satd. Flow (perm)	0	1260	0	0	1165	0	0	1473	0	0	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			29			17			8	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		245			218			360			370	
Travel Time (s)		6.7			5.9			9.8			10.1	
Peak Hour Factor	0.62	0.62	0.62	0.58	0.58	0.58	0.88	0.88	0.88	0.95	0.95	0.95
Growth Factor	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%	140%
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	36	38	32	154	51	56	10	557	76	34	525	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	261	0	0	643	0	0	593	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)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	50		20	50		20	5		20	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	50		20	50		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
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	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		30.0	30.0		30.0	30.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		26.0	26.0		26.0	26.0	



Lanes, Volumes, Timings  
8: Dallas & Main

2-Lane, Current Control, Current Timing, 1.4X Current Traffic

Timing Plan: PM Peak

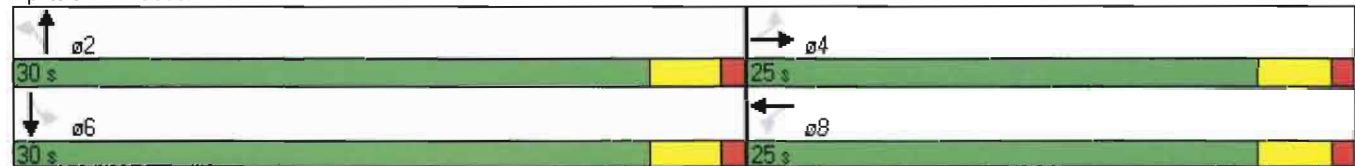
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	13.0	13.0		13.0	13.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	6	6		6	6		6	6		6	6	
Act Effct Green (s)		15.2			15.2			28.6			28.6	
Actuated g/C Ratio		0.29			0.29			0.55			0.55	
v/c Ratio		0.27			0.72			0.78			0.75	
Control Delay		11.0			25.6			21.0			19.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			25.6			21.0			19.6	
LOS		B			C			C			B	
Approach Delay		11.0			25.6			21.0			19.6	
Approach LOS		B			C			C			B	

Intersection Summary

Area Type: CBD  
 Cycle Length: 55  
 Actuated Cycle Length: 51.8  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 20.6  
 Intersection Capacity Utilization 74.8%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 8: Dallas & Main



HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.4X Current Traffic  
 5: El Paso & Main Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Volume (veh/h)	1	2	11	14	3	6	16	411	9	10	485	6	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.70	0.70	0.70	0.58	0.58	0.58	0.93	0.93	0.93	0.93	0.93	0.93	
Hourly flow rate (vph)	2	4	22	34	7	14	24	619	14	15	730	9	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type <span style="float: right;">None <span style="margin-left: 100px;">None</span></span>													
Median storage (veh)													
Upstream signal (ft) <span style="float: right;">360</span>													
pX, platoon unblocked	0.78	0.78	0.78	0.78	0.78		0.78						
vC, conflicting volume	1456	1445	735	1462	1443	625	739			632			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1444	1429	514	1452	1426	625	519			632			
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2			
p0 queue free %	97	96	95	55	93	97	97			98			
cM capacity (veh/h)	75	100	435	75	100	484	812			950			

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	56	656	754
Volume Left	2	34	24	15
Volume Right	22	14	14	9
cSH	239	100	812	950
Volume to Capacity	0.12	0.55	0.03	0.02
Queue Length 95th (ft)	10	64	2	1
Control Delay (s)	22.1	78.4	0.8	0.4
Lane LOS	C	F	A	A
Approach Delay (s)	22.1	78.4	0.8	0.4
Approach LOS	C	F		

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis Control, Current Timing, 1.4X Current Traffic  
 3: Ft.Worth & Main Timing Plan: PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙		↑	↗		↘
Volume (veh/h)	161	27	407	145	33	481
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.84	0.84	0.94	0.94
Hourly flow rate (vph)	253	42	678	242	49	716
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						722
pX, platoon unblocked	0.92					
vC, conflicting volume	1493	678			678	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1492	678			678	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	91			95	
cM capacity (veh/h)	118	452			914	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	296	678	242	766
Volume Left	253	0	0	49
Volume Right	42	0	242	0
cSH	132	1700	1700	914
Volume to Capacity	2.24	0.40	0.14	0.05
Queue Length 95th (ft)	623	0	0	4
Control Delay (s)	636.8	0.0	0.0	1.4
Lane LOS	F			A
Approach Delay (s)	636.8	0.0		1.4
Approach LOS	F			

Intersection Summary			
Average Delay		95.6	
Intersection Capacity Utilization		102.0%	ICU Level of Service G
Analysis Period (min)		15	



---

**Network Totals**

---

<b>Number of Intersections</b>	<b>6</b>
Total Delay / Veh (s/v)	31
Total Delay (hr)	74
Stops / Veh	0.47
Stops (#)	3964
Average Speed (mph)	5
Total Travel Time (hr)	95
Distance Traveled (mi)	520
Performance Index	84.9