APPENDIX – VOLUME 1

SLAUGHTER LANE CORRIDOR MOBILITY PLAN

AUGUST 2018

TABLE OF CONTENTS

APPENDICES VOLUME 1

Appendix A

Traffic Volume Data

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: 1. Slaughter Ln at FM 1826
Site Code: 1
Start Date: 02/22/2017

Turning Movement Data

Start Time	FM 1826 Southbound					Slaughter Ln Westbound					FM 1826 Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	41	28	0	0	69	1	49	0	0	50	57	23	0	0	80	199
7:15 AM	82	60	0	0	142	5	53	0	0	58	48	37	0	0	85	285
7:30 AM	91	38	0	0	129	8	91	0	0	99	113	51	0	0	164	392
7:45 AM	85	22	0	0	107	23	140	1	0	164	119	90	0	0	209	480
Hourly Total	299	148	0	0	447	37	333	1	0	371	337	201	0	0	538	1356
8:00 AM	124	21	0	0	145	43	140	0	0	183	74	80	0	0	154	482
8:15 AM	98	30	0	0	128	29	91	1	0	121	55	28	0	0	83	332
8:30 AM	82	27	0	0	109	13	97	0	0	110	81	20	0	0	101	320
8:45 AM	73	32	0	0	105	9	113	0	0	122	64	26	0	0	90	317
Hourly Total	377	110	0	0	487	94	441	1	0	536	274	154	0	0	428	1451
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	67	39	0	0	106	42	91	0	0	133	43	17	0	0	60	299
4:15 PM	85	45	0	0	130	26	82	0	0	108	55	21	0	0	76	314
4:30 PM	87	62	0	0	149	27	71	1	0	99	44	24	0	0	68	316
4:45 PM	70	52	0	0	122	57	99	0	0	156	33	20	0	0	53	331
Hourly Total	309	198	0	0	507	152	343	1	0	496	175	82	0	0	257	1260
5:00 PM	120	89	1	0	210	44	92	0	0	136	49	30	0	0	79	425
5:15 PM	127	90	0	0	217	34	68	0	0	102	36	37	0	0	73	392
5:30 PM	122	83	0	0	205	52	83	0	0	135	48	20	0	0	68	408
5:45 PM	100	68	0	0	168	46	85	0	0	131	33	30	0	0	63	362
Hourly Total	469	330	1	0	800	176	328	0	0	504	166	117	0	0	283	1587
Grand Total	1454	786	1	0	2241	459	1445	3	0	1907	952	554	0	0	1506	5654
Approach %	64.9	35.1	0.0	-	-	24.1	75.8	0.2	-	-	63.2	36.8	0.0	-	-	-
Total %	25.7	13.9	0.0	-	39.6	8.1	25.6	0.1	-	33.7	16.8	9.8	0.0	-	26.6	-
All Vehicles (no classification)	1454	786	1	-	2241	459	1445	3	-	1907	952	554	0	-	1506	5654
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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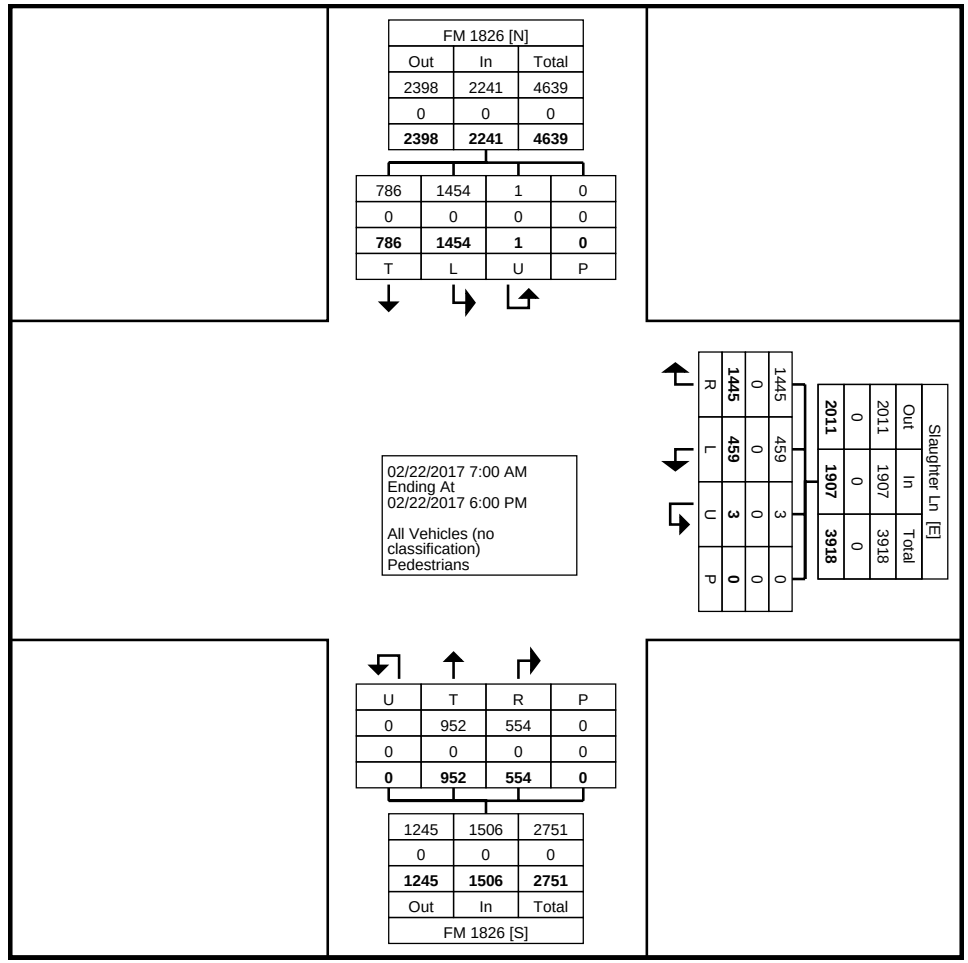
Count Name: 1. Slaughter Ln at FM 1826
Site Code: 1
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 1. Slaughter Ln at FM 1826
Site Code: 1
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	FM 1826 Southbound					Slaughter Ln Westbound					FM 1826 Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:30 AM	91	38	0	0	129	8	91	0	0	99	113	51	0	0	164	392
7:45 AM	85	22	0	0	107	23	140	1	0	164	119	90	0	0	209	480
8:00 AM	124	21	0	0	145	43	140	0	0	183	74	80	0	0	154	482
8:15 AM	98	30	0	0	128	29	91	1	0	121	55	28	0	0	83	332
Total	398	111	0	0	509	103	462	2	0	567	361	249	0	0	610	1686
Approach %	78.2	21.8	0.0	-	-	18.2	81.5	0.4	-	-	59.2	40.8	0.0	-	-	-
Total %	23.6	6.6	0.0	-	30.2	6.1	27.4	0.1	-	33.6	21.4	14.8	0.0	-	36.2	-
PHF	0.802	0.730	0.000	-	0.878	0.599	0.825	0.500	-	0.775	0.758	0.692	0.000	-	0.730	0.874
All Vehicles (no classification)	398	111	0	-	509	103	462	2	-	567	361	249	0	-	610	1686
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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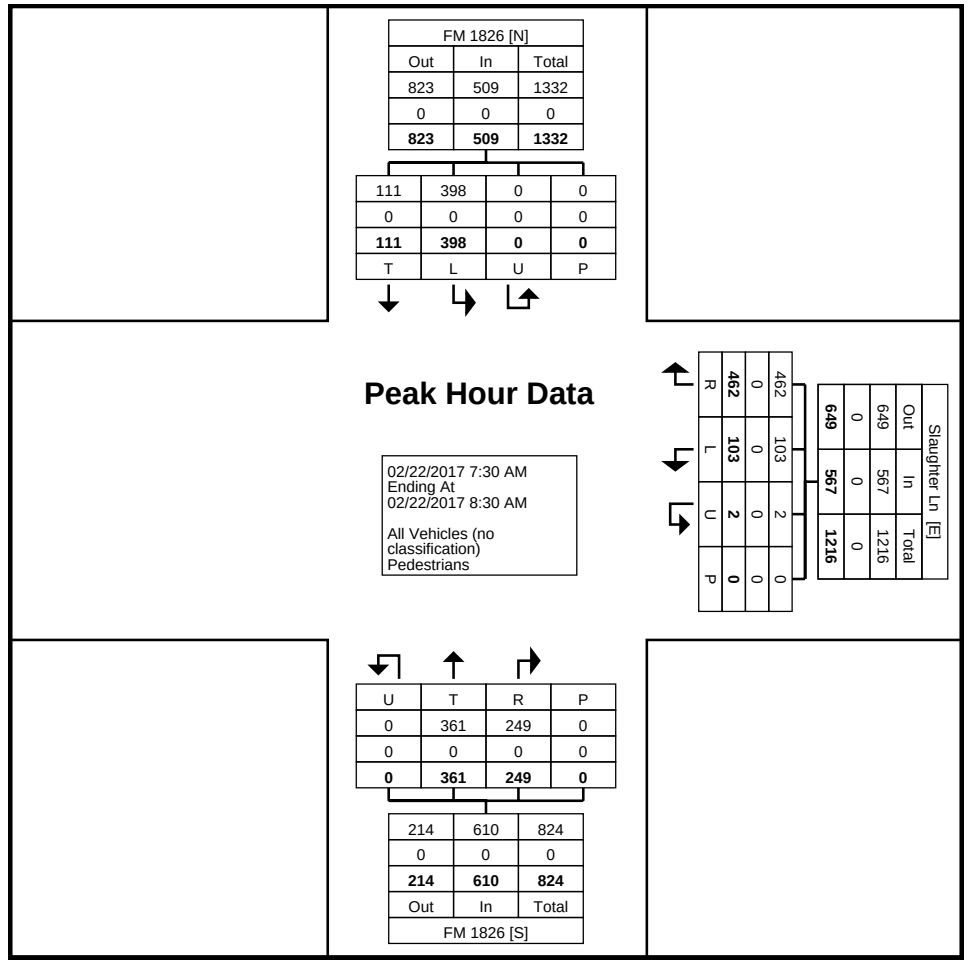
Count Name: 1. Slaughter Ln at FM 1826
Site Code: 1
Start Date: 02/22/2017



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

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Count Name: 1. Slaughter Ln at FM 1826
Site Code: 1
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	FM 1826 Southbound					Slaughter Ln Westbound					FM 1826 Northbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	120	89	1	0	210	44	92	0	0	136	49	30	0	0	79	425
5:15 PM	127	90	0	0	217	34	68	0	0	102	36	37	0	0	73	392
5:30 PM	122	83	0	0	205	52	83	0	0	135	48	20	0	0	68	408
5:45 PM	100	68	0	0	168	46	85	0	0	131	33	30	0	0	63	362
Total	469	330	1	0	800	176	328	0	0	504	166	117	0	0	283	1587
Approach %	58.6	41.3	0.1	-	-	34.9	65.1	0.0	-	-	58.7	41.3	0.0	-	-	-
Total %	29.6	20.8	0.1	-	50.4	11.1	20.7	0.0	-	31.8	10.5	7.4	0.0	-	17.8	-
PHF	0.923	0.917	0.250	-	0.922	0.846	0.891	0.000	-	0.926	0.847	0.791	0.000	-	0.896	0.934
All Vehicles (no classification)	469	330	1	-	800	176	328	0	-	504	166	117	0	-	283	1587
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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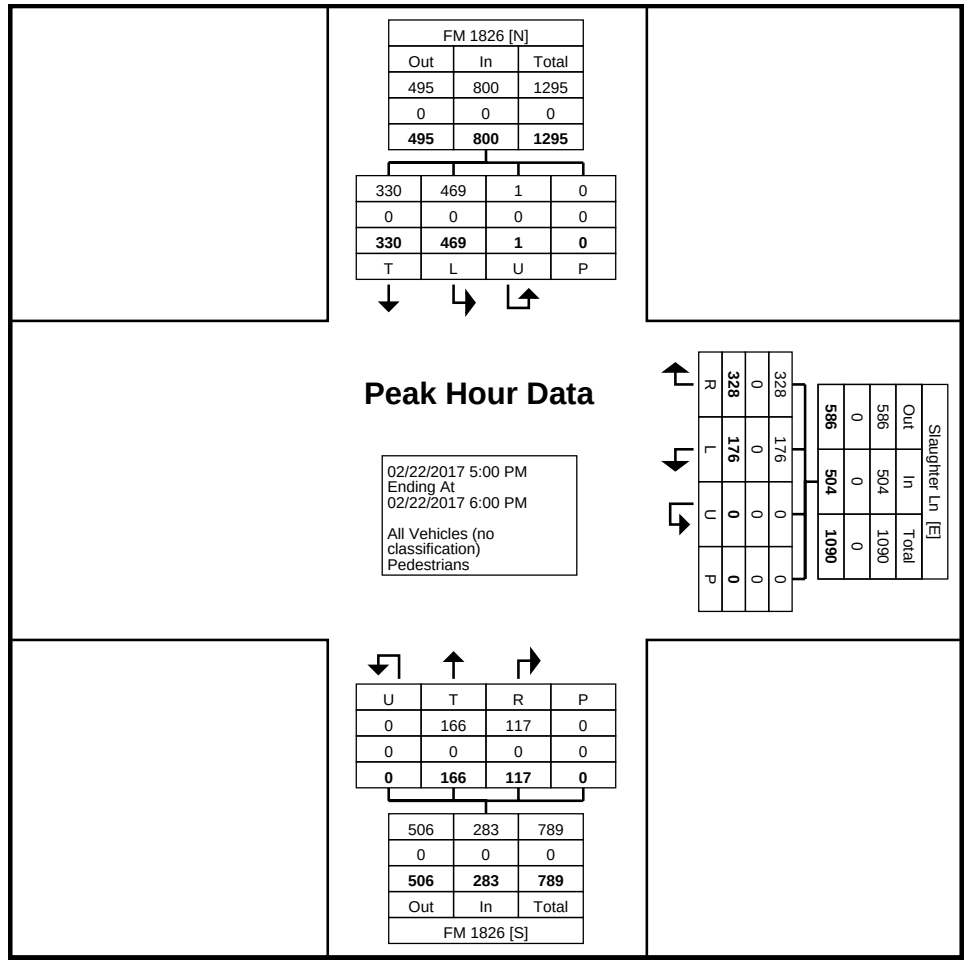
Count Name: 1. Slaughter Ln at FM 1826
Site Code: 1
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

CJ Hensch & Associates, Inc.
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5215 Sycamore Ave

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Count Name: 2. Slaughter Ln at Barstow Ave
Site Code: 2
Start Date: 02/22/2017

Turning Movement Data

Start Time	Barstow Ave Southbound					Slaughter Ln Westbound					Slaughter Ln Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	22	3	0	0	25	50	7	0	1	57	1	64	0	0	65	147
7:15 AM	36	5	0	2	41	84	8	0	0	92	5	111	0	0	116	249
7:30 AM	21	11	0	0	32	120	11	1	0	132	11	109	0	0	120	284
7:45 AM	11	23	0	5	34	222	29	0	0	251	12	164	0	0	176	461
Hourly Total	90	42	0	7	132	476	55	1	1	532	29	448	0	0	477	1141
8:00 AM	18	30	0	0	48	191	12	0	0	203	17	200	0	0	217	468
8:15 AM	14	9	0	0	23	100	6	1	0	107	8	186	0	0	194	324
8:30 AM	13	5	0	0	18	114	5	0	0	119	3	109	0	0	112	249
8:45 AM	13	11	1	0	25	114	8	0	0	122	5	93	0	0	98	245
Hourly Total	58	55	1	0	114	519	31	1	0	551	33	588	0	0	621	1286
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	11	10	0	0	21	122	11	0	0	133	9	113	0	0	122	276
4:15 PM	10	7	0	0	17	91	20	0	0	111	6	103	0	0	109	237
4:30 PM	13	6	0	0	19	107	12	1	0	120	9	115	0	3	124	263
4:45 PM	12	9	0	1	21	143	17	0	1	160	3	97	0	0	100	281
Hourly Total	46	32	0	1	78	463	60	1	1	524	27	428	0	3	455	1057
5:00 PM	16	10	0	2	26	128	15	0	0	143	6	140	0	0	146	315
5:15 PM	12	8	0	1	20	102	14	1	0	117	9	142	0	0	151	288
5:30 PM	9	11	0	0	20	127	20	0	0	147	11	152	0	0	163	330
5:45 PM	9	8	0	0	17	118	20	0	1	138	13	125	0	0	138	293
Hourly Total	46	37	0	3	83	475	69	1	1	545	39	559	0	0	598	1226
Grand Total	240	166	1	11	407	1933	215	4	3	2152	128	2023	0	3	2151	4710
Approach %	59.0	40.8	0.2	-	-	89.8	10.0	0.2	-	-	6.0	94.0	0.0	-	-	-
Total %	5.1	3.5	0.0	-	8.6	41.0	4.6	0.1	-	45.7	2.7	43.0	0.0	-	45.7	-
All Vehicles (no classification)	240	166	1	-	407	1933	215	4	-	2152	128	2023	0	-	2151	4710
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	11	-	-	-	-	3	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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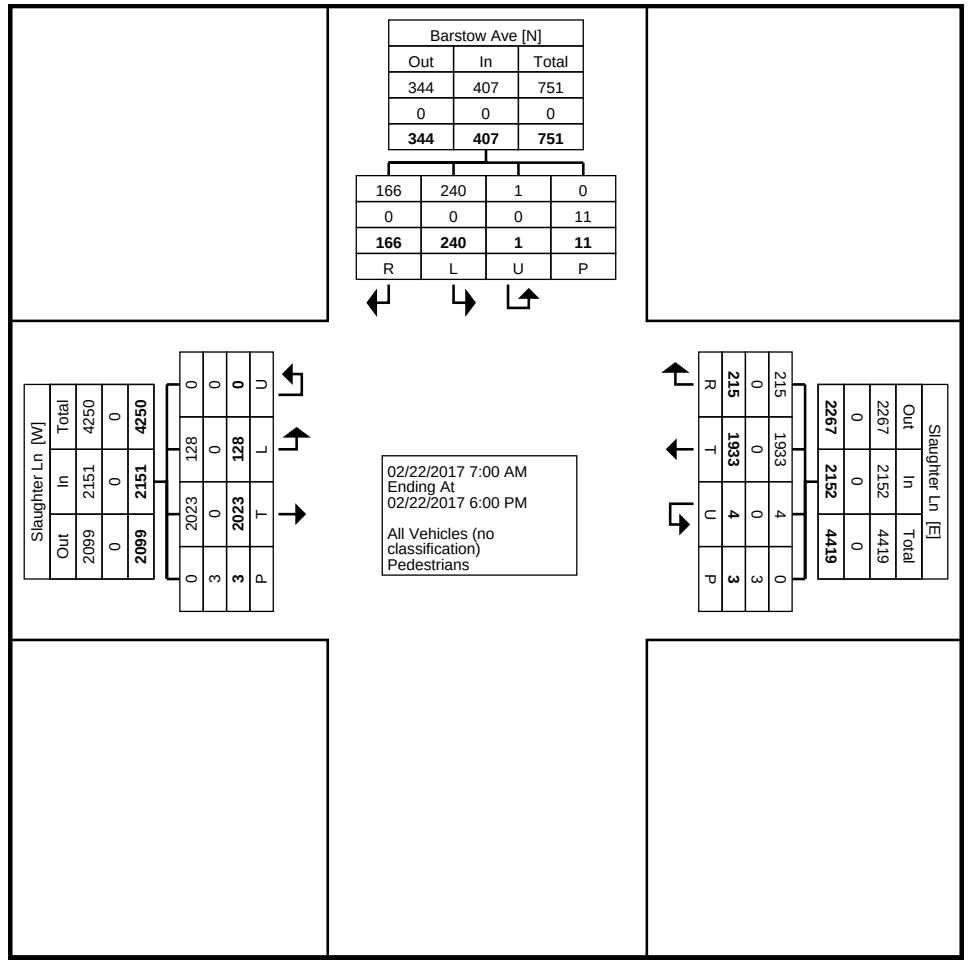
Count Name: 2. Slaughter Ln at Barstow Ave
Site Code: 2
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 2. Slaughter Ln at Barstow Ave
Site Code: 2
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Barstow Ave Southbound					Slaughter Ln Westbound					Slaughter Ln Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:30 AM	21	11	0	0	32	120	11	1	0	132	11	109	0	0	120	284
7:45 AM	11	23	0	5	34	222	29	0	0	251	12	164	0	0	176	461
8:00 AM	18	30	0	0	48	191	12	0	0	203	17	200	0	0	217	468
8:15 AM	14	9	0	0	23	100	6	1	0	107	8	186	0	0	194	324
Total	64	73	0	5	137	633	58	2	0	693	48	659	0	0	707	1537
Approach %	46.7	53.3	0.0	-	-	91.3	8.4	0.3	-	-	6.8	93.2	0.0	-	-	-
Total %	4.2	4.7	0.0	-	8.9	41.2	3.8	0.1	-	45.1	3.1	42.9	0.0	-	46.0	-
PHF	0.762	0.608	0.000	-	0.714	0.713	0.500	0.500	-	0.690	0.706	0.824	0.000	-	0.815	0.821
All Vehicles (no classification)	64	73	0	-	137	633	58	2	-	693	48	659	0	-	707	1537
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	5	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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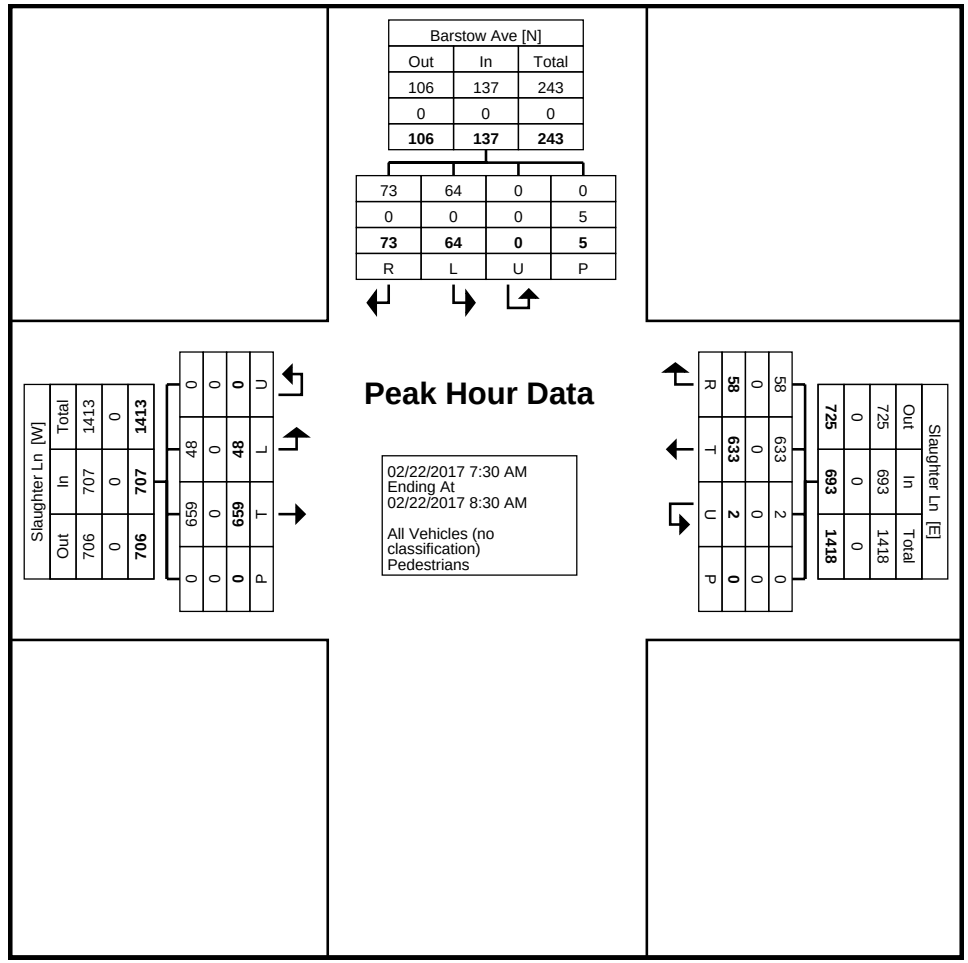
Count Name: 2. Slaughter Ln at Barstow Ave
Site Code: 2
Start Date: 02/22/2017



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

CJ Hensch & Associates, Inc.
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: 2. Slaughter Ln at Barstow Ave
Site Code: 2
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Barstow Ave Southbound					Slaughter Ln Westbound					Slaughter Ln Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
5:00 PM	16	10	0	2	26	128	15	0	0	143	6	140	0	0	146	315
5:15 PM	12	8	0	1	20	102	14	1	0	117	9	142	0	0	151	288
5:30 PM	9	11	0	0	20	127	20	0	0	147	11	152	0	0	163	330
5:45 PM	9	8	0	0	17	118	20	0	1	138	13	125	0	0	138	293
Total	46	37	0	3	83	475	69	1	1	545	39	559	0	0	598	1226
Approach %	55.4	44.6	0.0	-	-	87.2	12.7	0.2	-	-	6.5	93.5	0.0	-	-	-
Total %	3.8	3.0	0.0	-	6.8	38.7	5.6	0.1	-	44.5	3.2	45.6	0.0	-	48.8	-
PHF	0.719	0.841	0.000	-	0.798	0.928	0.863	0.250	-	0.927	0.750	0.919	0.000	-	0.917	0.929
All Vehicles (no classification)	46	37	0	-	83	475	69	1	-	545	39	559	0	-	598	1226
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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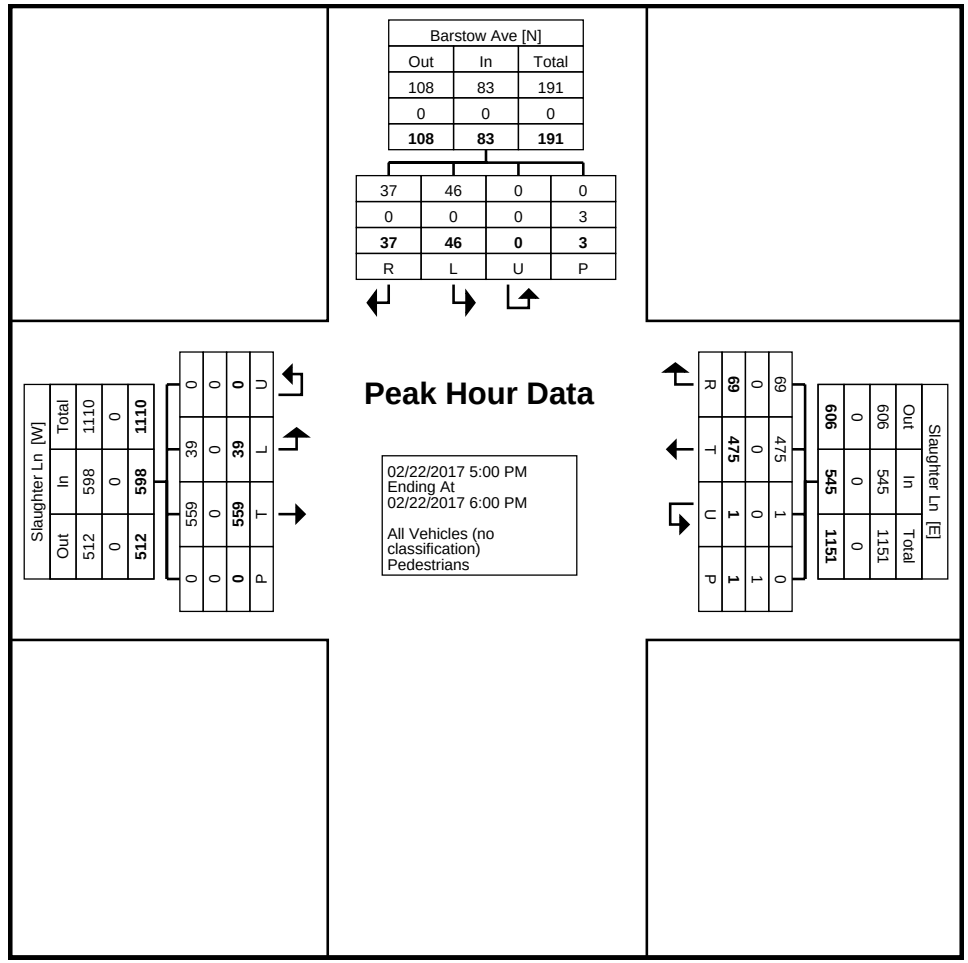
Count Name: 2. Slaughter Ln at Barstow Ave
Site Code: 2
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 5. Slaughter Ln at Escarpment Blvd
Site Code: 5
Start Date: 02/22/2017

Turning Movement Data

Start Time	Escarpment Blvd Southbound						Slaughter Ln Westbound						Escarpment Blvd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	20	27	5	0	0	52	29	60	26	1	0	116	8	46	166	0	0	220	9	62	16	0	0	87	475
7:15 AM	22	18	10	0	0	50	42	59	52	0	0	153	20	92	166	0	0	278	17	93	56	0	0	166	647
7:30 AM	29	22	20	0	0	71	33	100	69	0	0	202	47	131	167	0	0	345	21	113	24	0	0	158	776
7:45 AM	34	29	34	0	0	97	24	128	41	0	2	193	76	124	173	0	0	373	42	124	10	0	0	176	839
Hourly Total	105	96	69	0	0	270	128	347	188	1	2	664	151	393	672	0	0	1216	89	392	106	0	0	587	2737
8:00 AM	28	22	26	0	0	76	32	121	31	0	0	184	41	99	117	0	0	257	33	157	28	0	0	218	735
8:15 AM	38	35	22	0	0	95	38	80	32	0	0	150	17	105	126	0	0	248	36	151	30	0	1	217	710
8:30 AM	40	24	16	0	1	80	39	106	43	0	0	188	8	80	115	0	0	203	26	98	11	0	3	135	606
8:45 AM	26	32	14	0	0	72	43	99	51	0	0	193	20	101	119	0	0	240	14	107	7	0	2	128	633
Hourly Total	132	113	78	0	1	323	152	406	157	0	0	715	86	385	477	0	0	948	109	513	76	0	6	698	2684
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	43	57	19	0	0	119	114	111	30	1	0	256	23	65	50	0	1	138	30	115	26	0	1	171	684
4:15 PM	29	77	30	1	0	137	109	88	42	0	0	239	27	60	69	0	0	156	26	79	16	0	3	121	653
4:30 PM	34	81	20	0	0	135	131	113	46	0	0	290	23	50	71	0	0	144	20	86	18	1	0	125	694
4:45 PM	28	54	44	0	0	126	142	136	44	0	0	322	24	53	69	0	0	146	25	68	22	0	5	115	709
Hourly Total	134	269	113	1	0	517	496	448	162	1	0	1107	97	228	259	0	1	584	101	348	82	1	9	532	2740
5:00 PM	53	115	26	0	0	194	126	113	51	0	2	290	30	74	55	1	0	160	30	107	27	0	0	164	808
5:15 PM	43	102	50	0	0	195	136	123	37	0	0	296	47	68	70	0	0	185	25	121	26	0	2	172	848
5:30 PM	55	103	41	0	2	199	115	130	34	0	2	279	42	80	63	0	0	185	27	98	31	0	1	156	819
5:45 PM	49	117	28	0	0	194	106	94	32	0	1	232	33	65	83	0	0	181	21	106	39	1	0	167	774
Hourly Total	200	437	145	0	2	782	483	460	154	0	5	1097	152	287	271	1	0	711	103	432	123	1	3	659	3249
Grand Total	571	915	405	1	3	1892	1259	1661	661	2	7	3583	486	1293	1679	1	1	3459	402	1685	387	2	18	2476	11410
Approach %	30.2	48.4	21.4	0.1	-	-	35.1	46.4	18.4	0.1	-	-	14.1	37.4	48.5	0.0	-	-	16.2	68.1	15.6	0.1	-	-	-
Total %	5.0	8.0	3.5	0.0	-	16.6	11.0	14.6	5.8	0.0	-	31.4	4.3	11.3	14.7	0.0	-	30.3	3.5	14.8	3.4	0.0	-	21.7	-
All Vehicles (no classification)	571	915	405	1	-	1892	1259	1661	661	2	-	3583	486	1293	1679	1	-	3459	402	1685	387	2	-	2476	11410
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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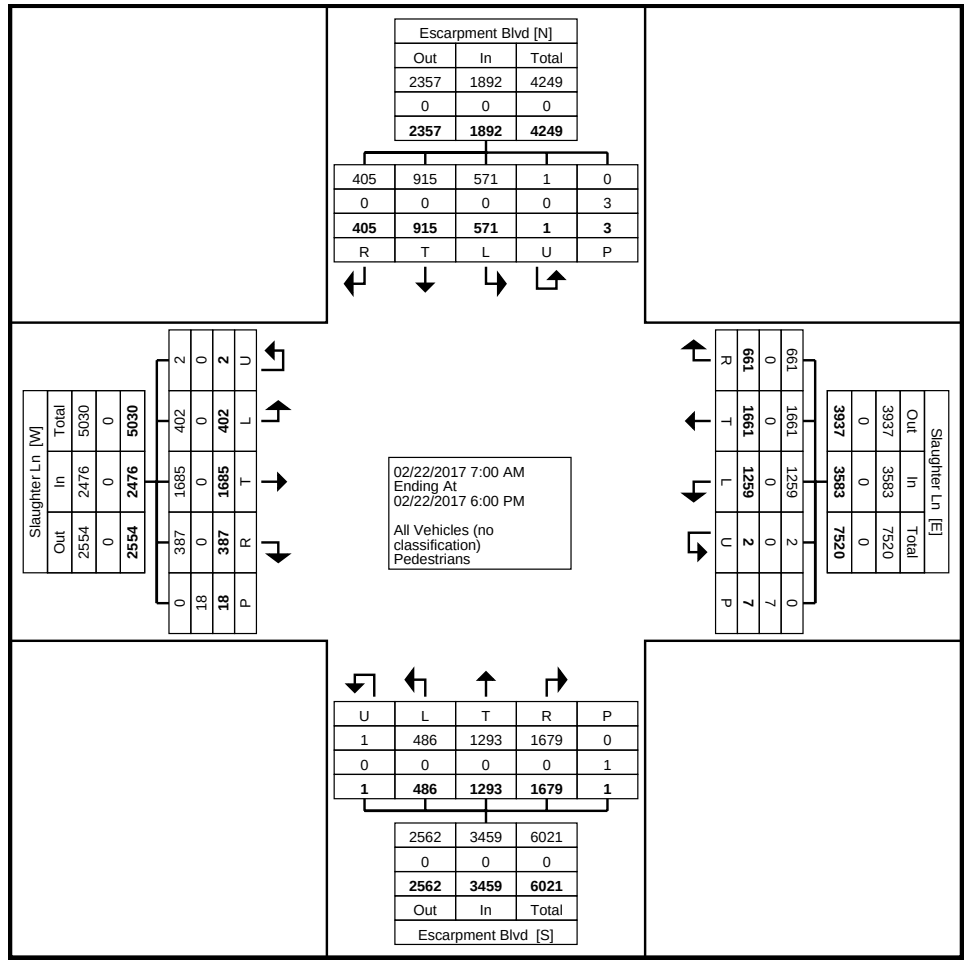
Count Name: 5. Slaughter Ln at Escarpment Blvd
Site Code: 5
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 5. Slaughter Ln at Escarpment Blvd
Site Code: 5
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Escarpment Blvd Southbound						Slaughter Ln Westbound						Escarpment Blvd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	29	22	20	0	0	71	33	100	69	0	0	202	47	131	167	0	0	345	21	113	24	0	0	158	776
7:45 AM	34	29	34	0	0	97	24	128	41	0	2	193	76	124	173	0	0	373	42	124	10	0	0	176	839
8:00 AM	28	22	26	0	0	76	32	121	31	0	0	184	41	99	117	0	0	257	33	157	28	0	0	218	735
8:15 AM	38	35	22	0	0	95	38	80	32	0	0	150	17	105	126	0	0	248	36	151	30	0	1	217	710
Total	129	108	102	0	0	339	127	429	173	0	2	729	181	459	583	0	0	1223	132	545	92	0	1	769	3060
Approach %	38.1	31.9	30.1	0.0	-	-	17.4	58.8	23.7	0.0	-	-	14.8	37.5	47.7	0.0	-	-	17.2	70.9	12.0	0.0	-	-	-
Total %	4.2	3.5	3.3	0.0	-	11.1	4.2	14.0	5.7	0.0	-	23.8	5.9	15.0	19.1	0.0	-	40.0	4.3	17.8	3.0	0.0	-	25.1	-
PHF	0.849	0.771	0.750	0.000	-	0.874	0.836	0.838	0.627	0.000	-	0.902	0.595	0.876	0.842	0.000	-	0.820	0.786	0.868	0.767	0.000	-	0.882	0.912
All Vehicles (no classification)	129	108	102	0	-	339	127	429	173	0	-	729	181	459	583	0	-	1223	132	545	92	0	-	769	3060
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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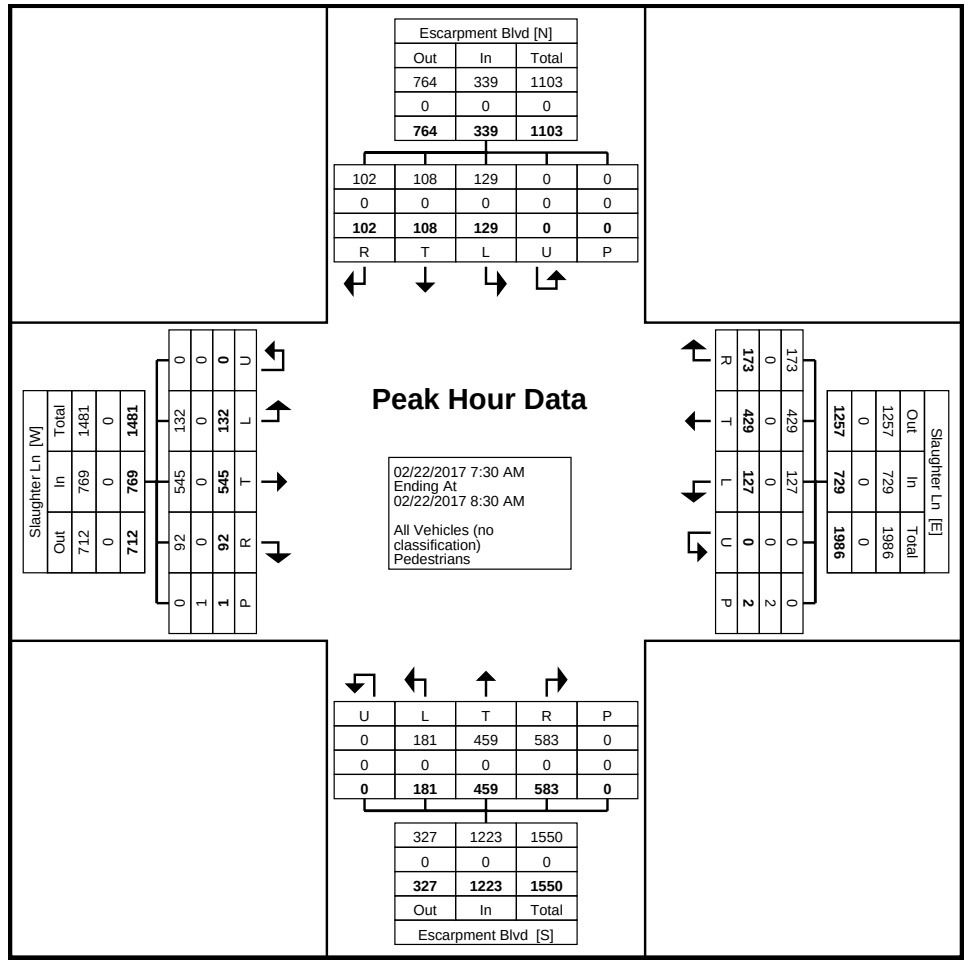
Count Name: 5. Slaughter Ln at Escarpment Blvd
Site Code: 5
Start Date: 02/22/2017



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

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Count Name: 5. Slaughter Ln at Escarpment Blvd
Site Code: 5
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Escarpment Blvd Southbound						Slaughter Ln Westbound						Escarpment Blvd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	53	115	26	0	0	194	126	113	51	0	2	290	30	74	55	1	0	160	30	107	27	0	0	164	808
5:15 PM	43	102	50	0	0	195	136	123	37	0	0	296	47	68	70	0	0	185	25	121	26	0	2	172	848
5:30 PM	55	103	41	0	2	199	115	130	34	0	2	279	42	80	63	0	0	185	27	98	31	0	1	156	819
5:45 PM	49	117	28	0	0	194	106	94	32	0	1	232	33	65	83	0	0	181	21	106	39	1	0	167	774
Total	200	437	145	0	2	782	483	460	154	0	5	1097	152	287	271	1	0	711	103	432	123	1	3	659	3249
Approach %	25.6	55.9	18.5	0.0	-	-	44.0	41.9	14.0	0.0	-	-	21.4	40.4	38.1	0.1	-	-	15.6	65.6	18.7	0.2	-	-	-
Total %	6.2	13.5	4.5	0.0	-	24.1	14.9	14.2	4.7	0.0	-	33.8	4.7	8.8	8.3	0.0	-	21.9	3.2	13.3	3.8	0.0	-	20.3	-
PHF	0.909	0.934	0.725	0.000	-	0.982	0.888	0.885	0.755	0.000	-	0.927	0.809	0.897	0.816	0.250	-	0.961	0.858	0.893	0.788	0.250	-	0.958	0.958
All Vehicles (no classification)	200	437	145	0	-	782	483	460	154	0	-	1097	152	287	271	1	-	711	103	432	123	1	-	659	3249
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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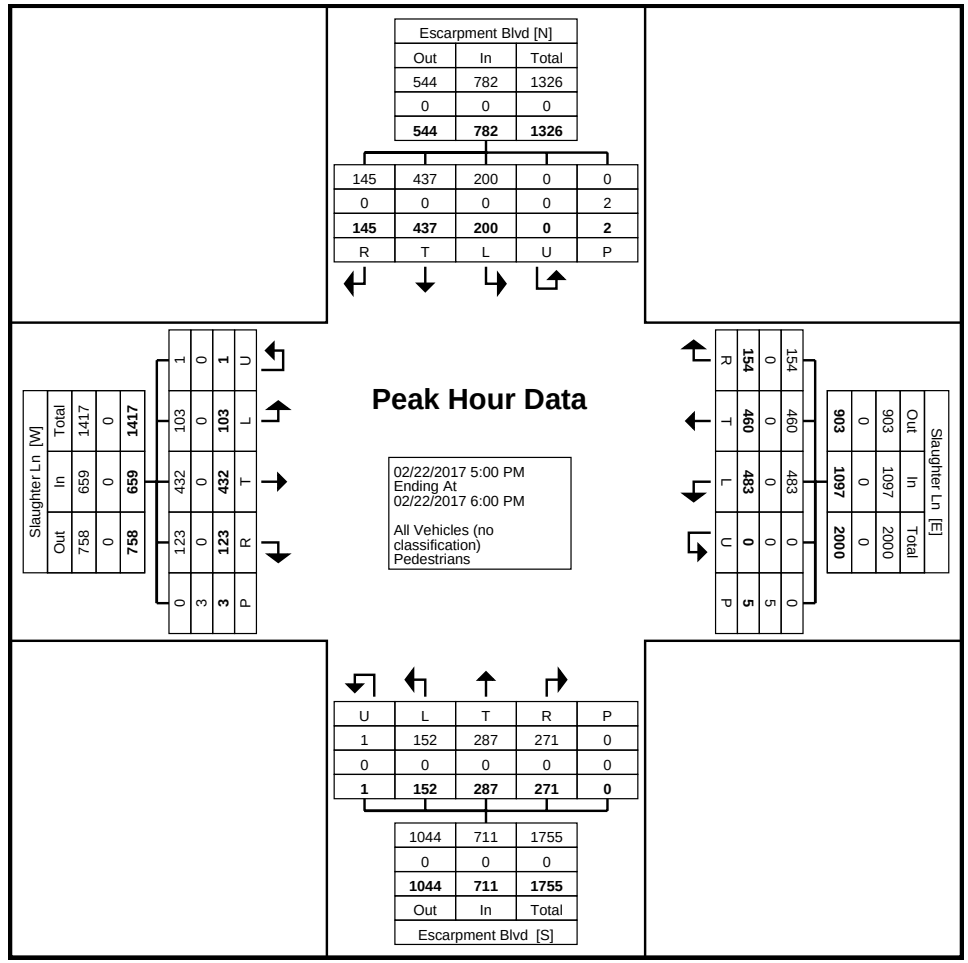
Count Name: 5. Slaughter Ln at Escarpment Blvd
Site Code: 5
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 6. Slaughter Ln at Beckett Rd
Site Code: 6
Start Date: 02/22/2017

Turning Movement Data

Start Time	Beckett Rd Southbound						Slaughter Ln Westbound						Parking Lot Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	12	6	15	0	0	33	5	119	4	0	0	128	2	1	7	0	0	10	4	232	18	0	0	254	425
7:15 AM	25	1	18	0	0	44	5	141	26	0	0	172	6	3	9	0	0	18	21	245	8	0	1	274	508
7:30 AM	11	8	26	0	0	45	5	198	23	0	0	226	2	2	0	0	0	4	30	285	13	0	1	328	603
7:45 AM	15	6	20	0	0	41	8	190	21	0	0	219	6	5	2	0	0	13	44	272	14	0	0	330	603
Hourly Total	63	21	79	0	0	163	23	648	74	0	0	745	16	11	18	0	0	45	99	1034	53	0	2	1186	2139
8:00 AM	19	2	27	0	0	48	11	161	21	0	0	193	8	7	8	0	0	23	40	244	15	0	0	299	563
8:15 AM	28	5	16	0	0	49	7	181	27	3	0	218	2	4	6	0	0	12	40	298	19	0	0	357	636
8:30 AM	26	6	21	0	0	53	6	186	18	0	0	210	4	3	11	0	0	18	18	233	9	0	0	260	541
8:45 AM	31	3	19	0	0	53	3	162	15	0	0	180	3	5	5	0	0	13	15	215	17	0	0	247	493
Hourly Total	104	16	83	0	0	203	27	690	81	3	0	801	17	19	30	0	0	66	113	990	60	0	0	1163	2233
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	27	4	40	0	0	71	7	199	12	3	0	221	12	7	11	0	1	30	30	181	8	0	0	219	541
4:15 PM	22	1	29	0	0	52	7	246	11	3	0	267	14	2	10	0	0	26	13	196	7	1	0	217	562
4:30 PM	18	2	34	0	0	54	4	262	23	2	0	291	15	4	7	0	0	26	12	169	11	0	0	192	563
4:45 PM	23	6	38	0	0	67	3	274	34	0	0	311	13	8	11	0	1	32	21	158	9	0	1	188	598
Hourly Total	90	13	141	0	0	244	21	981	80	8	0	1090	54	21	39	0	2	114	76	704	35	1	1	816	2264
5:00 PM	25	3	45	0	1	73	7	274	22	2	1	305	14	5	13	0	1	32	16	192	11	1	1	220	630
5:15 PM	23	4	47	0	0	74	4	251	21	2	2	278	5	4	13	0	0	22	24	203	12	0	0	239	613
5:30 PM	30	4	54	0	0	88	2	227	21	4	0	254	13	5	4	0	0	22	14	217	7	1	0	239	603
5:45 PM	24	6	29	0	0	59	5	243	24	3	0	275	5	4	4	0	0	13	20	206	11	0	0	237	584
Hourly Total	102	17	175	0	1	294	18	995	88	11	3	1112	37	18	34	0	1	89	74	818	41	2	1	935	2430
Grand Total	359	67	478	0	1	904	89	3314	323	22	3	3748	124	69	121	0	3	314	362	3546	189	3	4	4100	9066
Approach %	39.7	7.4	52.9	0.0	-	-	2.4	88.4	8.6	0.6	-	-	39.5	22.0	38.5	0.0	-	-	8.8	86.5	4.6	0.1	-	-	-
Total %	4.0	0.7	5.3	0.0	-	10.0	1.0	36.6	3.6	0.2	-	41.3	1.4	0.8	1.3	0.0	-	3.5	4.0	39.1	2.1	0.0	-	45.2	-
All Vehicles (no classification)	359	67	478	0	-	904	89	3314	323	22	-	3748	124	69	121	0	-	314	362	3546	189	3	-	4100	9066
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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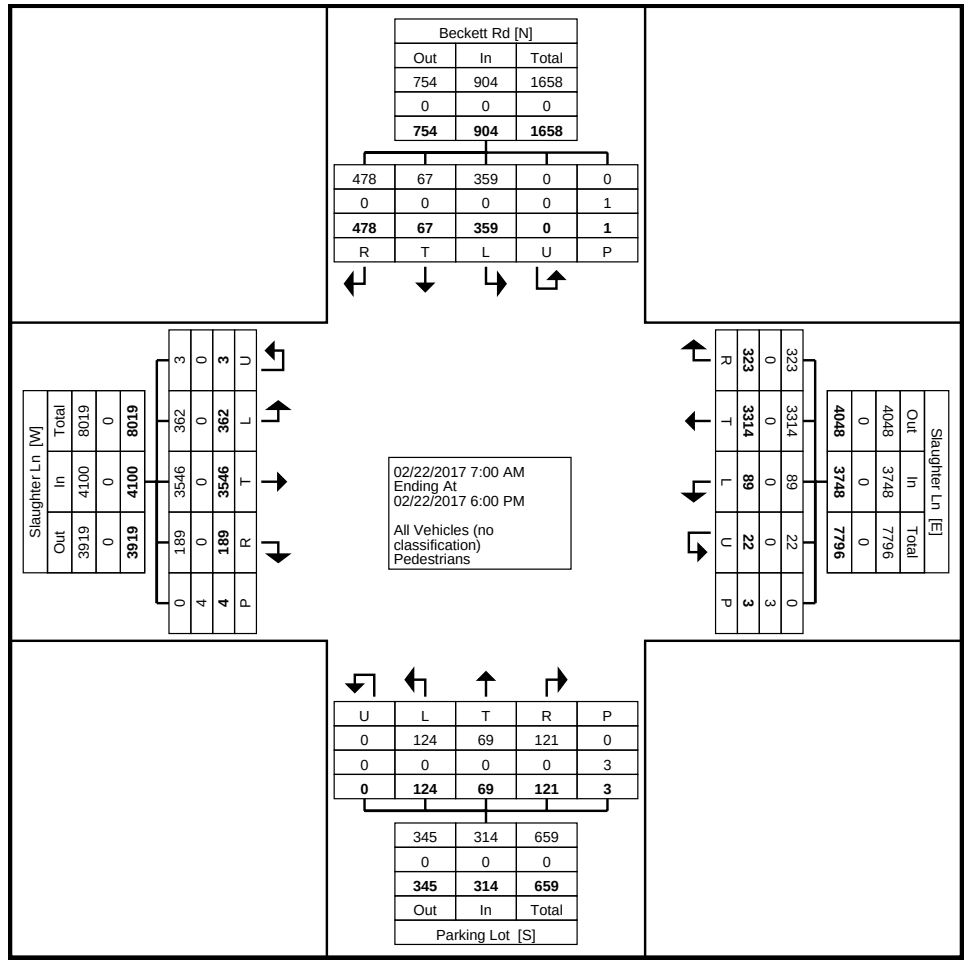
Count Name: 6. Slaughter Ln at Beckett Rd
Site Code: 6
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 6. Slaughter Ln at Beckett Rd
Site Code: 6
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Beckett Rd Southbound						Slaughter Ln Westbound						Parking Lot Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	11	8	26	0	0	45	5	198	23	0	0	226	2	2	0	0	0	4	30	285	13	0	1	328	603
7:45 AM	15	6	20	0	0	41	8	190	21	0	0	219	6	5	2	0	0	13	44	272	14	0	0	330	603
8:00 AM	19	2	27	0	0	48	11	161	21	0	0	193	8	7	8	0	0	23	40	244	15	0	0	299	563
8:15 AM	28	5	16	0	0	49	7	181	27	3	0	218	2	4	6	0	0	12	40	298	19	0	0	357	636
Total	73	21	89	0	0	183	31	730	92	3	0	856	18	18	16	0	0	52	154	1099	61	0	1	1314	2405
Approach %	39.9	11.5	48.6	0.0	-	-	3.6	85.3	10.7	0.4	-	-	34.6	34.6	30.8	0.0	-	-	11.7	83.6	4.6	0.0	-	-	-
Total %	3.0	0.9	3.7	0.0	-	7.6	1.3	30.4	3.8	0.1	-	35.6	0.7	0.7	0.7	0.0	-	2.2	6.4	45.7	2.5	0.0	-	54.6	-
PHF	0.652	0.656	0.824	0.000	-	0.934	0.705	0.922	0.852	0.250	-	0.947	0.563	0.643	0.500	0.000	-	0.565	0.875	0.922	0.803	0.000	-	0.920	0.945
All Vehicles (no classification)	73	21	89	0	-	183	31	730	92	3	-	856	18	18	16	0	-	52	154	1099	61	0	-	1314	2405
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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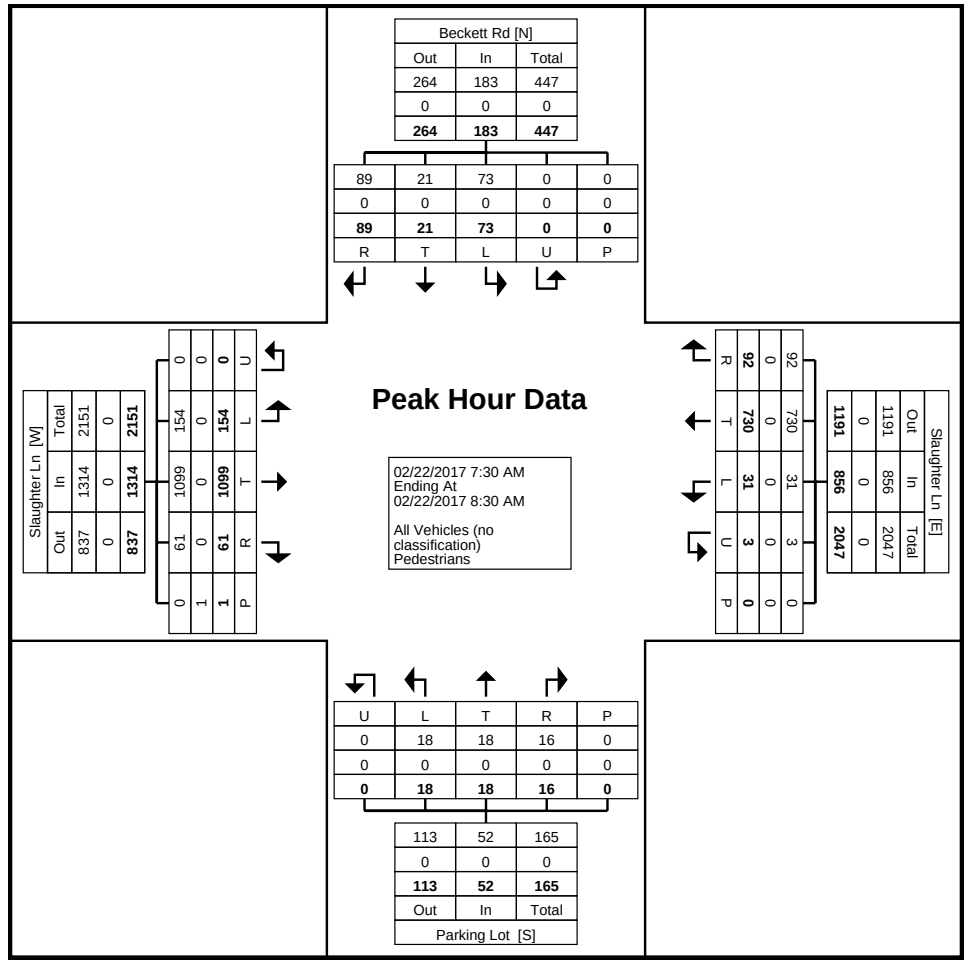
Count Name: 6. Slaughter Ln at Beckett Rd
Site Code: 6
Start Date: 02/22/2017



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

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Count Name: 6. Slaughter Ln at Beckett Rd
Site Code: 6
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Beckett Rd Southbound						Slaughter Ln Westbound						Parking Lot Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	23	6	38	0	0	67	3	274	34	0	0	311	13	8	11	0	1	32	21	158	9	0	1	188	598
5:00 PM	25	3	45	0	1	73	7	274	22	2	1	305	14	5	13	0	1	32	16	192	11	1	1	220	630
5:15 PM	23	4	47	0	0	74	4	251	21	2	2	278	5	4	13	0	0	22	24	203	12	0	0	239	613
5:30 PM	30	4	54	0	0	88	2	227	21	4	0	254	13	5	4	0	0	22	14	217	7	1	0	239	603
Total	101	17	184	0	1	302	16	1026	98	8	3	1148	45	22	41	0	2	108	75	770	39	2	2	886	2444
Approach %	33.4	5.6	60.9	0.0	-	-	1.4	89.4	8.5	0.7	-	-	41.7	20.4	38.0	0.0	-	-	8.5	86.9	4.4	0.2	-	-	-
Total %	4.1	0.7	7.5	0.0	-	12.4	0.7	42.0	4.0	0.3	-	47.0	1.8	0.9	1.7	0.0	-	4.4	3.1	31.5	1.6	0.1	-	36.3	-
PHF	0.842	0.708	0.852	0.000	-	0.858	0.571	0.936	0.721	0.500	-	0.923	0.804	0.688	0.788	0.000	-	0.844	0.781	0.887	0.813	0.500	-	0.927	0.970
All Vehicles (no classification)	101	17	184	0	-	302	16	1026	98	8	-	1148	45	22	41	0	-	108	75	770	39	2	-	886	2444
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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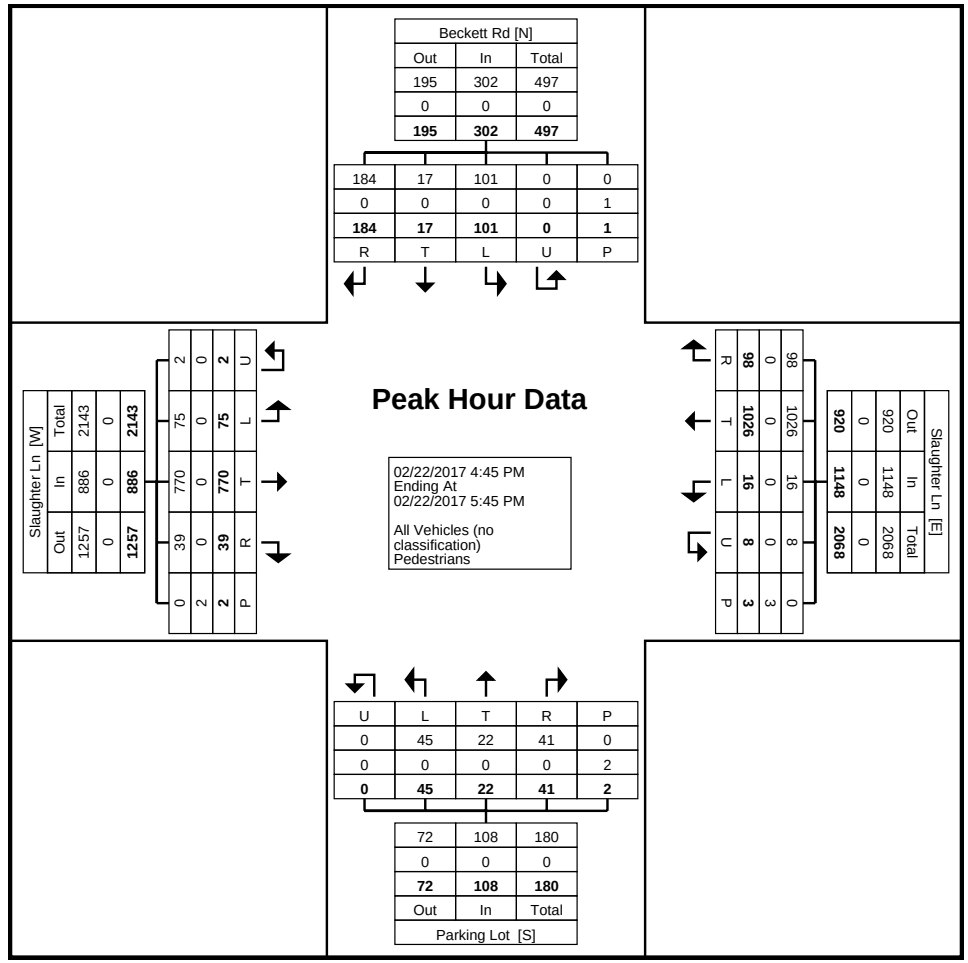
Count Name: 6. Slaughter Ln at Beckett Rd
Site Code: 6
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

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Count Name: 7. Slaughter Ln at SB Mopac 1
Site Code: 7
Start Date: 02/22/2017

Turning Movement Data

Start Time	SB Mopac Southbound						Slaughter Ln Westbound						SB Mopac Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	50	64	39	0	0	153	57	88	0	0	0	145	0	0	0	0	0	0	0	251	10	0	0	261	559
7:15 AM	50	103	44	0	0	197	60	161	0	0	0	221	0	0	0	0	0	0	0	217	13	0	0	230	648
7:30 AM	71	93	52	0	0	216	56	164	0	0	0	220	0	0	0	0	0	0	0	301	28	0	0	329	765
7:45 AM	69	92	57	0	0	218	79	170	0	0	0	249	0	0	0	0	0	0	0	320	13	0	0	333	800
Hourly Total	240	352	192	0	0	784	252	583	0	0	0	835	0	0	0	0	0	0	0	1089	64	0	0	1153	2772
8:00 AM	85	98	59	0	0	242	73	163	0	0	0	236	0	0	0	0	1	0	0	248	14	0	1	262	740
8:15 AM	89	106	68	0	0	263	68	146	0	0	0	214	0	0	0	0	0	0	0	312	7	0	0	319	796
8:30 AM	52	74	46	0	0	172	57	175	0	0	0	232	0	0	0	0	0	0	0	315	12	0	0	327	731
8:45 AM	64	104	52	0	0	220	73	152	0	0	0	225	0	0	0	0	0	0	0	266	10	0	0	276	721
Hourly Total	290	382	225	0	0	897	271	636	0	0	0	907	0	0	0	0	1	0	0	1141	43	0	1	1184	2988
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	262	191	131	0	0	584	57	104	0	0	0	161	0	0	0	0	0	0	0	223	13	0	0	236	981
4:15 PM	326	265	166	0	0	757	57	107	0	0	0	164	0	0	0	0	2	0	0	193	13	1	0	207	1128
4:30 PM	259	243	156	0	0	658	99	137	0	0	0	236	0	0	0	1	0	1	0	209	10	0	0	219	1114
4:45 PM	225	232	152	0	1	609	121	200	0	0	0	321	0	0	0	0	0	0	0	165	15	0	0	180	1110
Hourly Total	1072	931	605	0	1	2608	334	548	0	0	0	882	0	0	0	1	2	1	0	790	51	1	0	842	4333
5:00 PM	304	269	183	0	0	756	69	140	0	0	0	209	0	0	0	0	0	0	0	194	19	0	0	213	1178
5:15 PM	248	258	163	0	0	669	82	135	0	0	0	217	0	0	0	0	0	0	0	258	11	0	0	269	1155
5:30 PM	303	266	144	0	0	713	76	130	0	0	0	206	0	0	0	0	0	0	0	205	17	0	0	222	1141
5:45 PM	291	234	149	0	0	674	66	129	0	0	0	195	0	0	0	0	0	0	0	245	14	0	0	259	1128
Hourly Total	1146	1027	639	0	0	2812	293	534	0	0	0	827	0	0	0	0	0	0	0	902	61	0	0	963	4602
Grand Total	2748	2692	1661	0	1	7101	1150	2301	0	0	0	3451	0	0	0	1	3	1	0	3922	219	1	1	4142	14695
Approach %	38.7	37.9	23.4	0.0	-	-	33.3	66.7	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	94.7	5.3	0.0	-	-	-
Total %	18.7	18.3	11.3	0.0	-	48.3	7.8	15.7	0.0	0.0	-	23.5	0.0	0.0	0.0	0.0	-	0.0	0.0	26.7	1.5	0.0	-	28.2	-
All Vehicles (no classification)	2748	2692	1661	0	-	7101	1150	2301	0	0	-	3451	0	0	0	1	-	1	0	3922	219	1	-	4142	14695
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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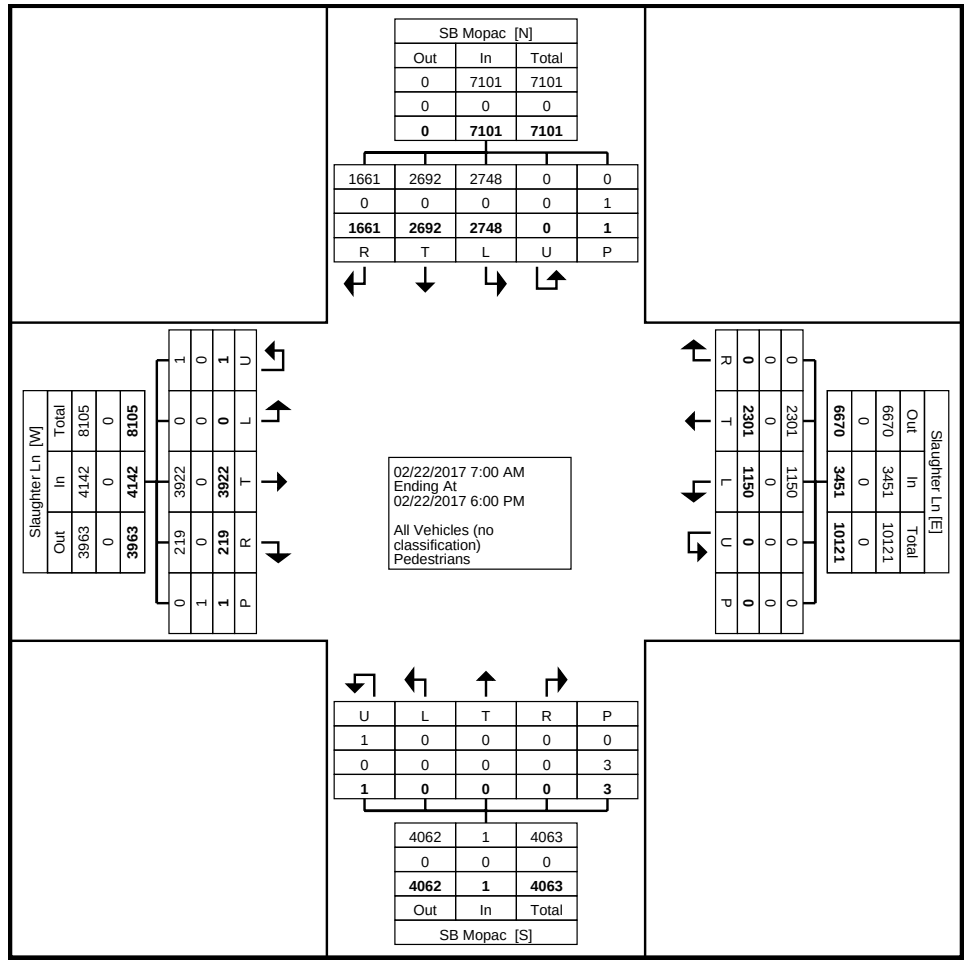
Count Name: 7. Slaughter Ln at SB Mopac 1
Site Code: 7
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 7. Slaughter Ln at SB Mopac 1
Site Code: 7
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	SB Mopac Southbound						Slaughter Ln Westbound						SB Mopac Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	71	93	52	0	0	216	56	164	0	0	0	220	0	0	0	0	0	0	0	301	28	0	0	329	765
7:45 AM	69	92	57	0	0	218	79	170	0	0	0	249	0	0	0	0	0	0	0	320	13	0	0	333	800
8:00 AM	85	98	59	0	0	242	73	163	0	0	0	236	0	0	0	0	1	0	0	248	14	0	1	262	740
8:15 AM	89	106	68	0	0	263	68	146	0	0	0	214	0	0	0	0	0	0	0	312	7	0	0	319	796
Total	314	389	236	0	0	939	276	643	0	0	0	919	0	0	0	0	1	0	0	1181	62	0	1	1243	3101
Approach %	33.4	41.4	25.1	0.0	-	-	30.0	70.0	0.0	0.0	-	-	NaN	NaN	NaN	NaN	-	-	0.0	95.0	5.0	0.0	-	-	-
Total %	10.1	12.5	7.6	0.0	-	30.3	8.9	20.7	0.0	0.0	-	29.6	0.0	0.0	0.0	0.0	-	0.0	0.0	38.1	2.0	0.0	-	40.1	-
PHF	0.882	0.917	0.868	0.000	-	0.893	0.873	0.946	0.000	0.000	-	0.923	0.000	0.000	0.000	0.000	-	0.000	0.000	0.923	0.554	0.000	-	0.933	0.969
All Vehicles (no classification)	314	389	236	0	-	939	276	643	0	0	-	919	0	0	0	0	-	0	0	1181	62	0	-	1243	3101
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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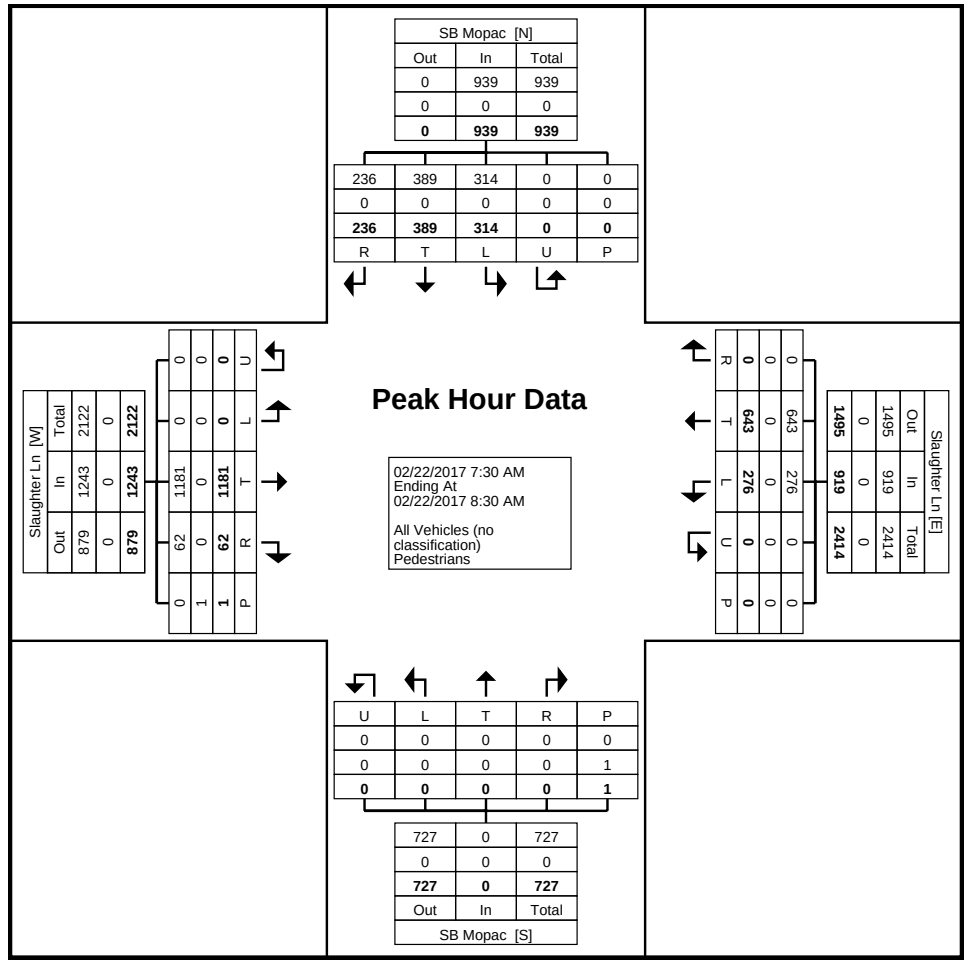
Count Name: 7. Slaughter Ln at SB Mopac 1
Site Code: 7
Start Date: 02/22/2017



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

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Count Name: 7. Slaughter Ln at SB Mopac 1
Site Code: 7
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	SB Mopac Southbound						Slaughter Ln Westbound						SB Mopac Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	304	269	183	0	0	756	69	140	0	0	0	209	0	0	0	0	0	0	0	194	19	0	0	213	1178
5:15 PM	248	258	163	0	0	669	82	135	0	0	0	217	0	0	0	0	0	0	0	258	11	0	0	269	1155
5:30 PM	303	266	144	0	0	713	76	130	0	0	0	206	0	0	0	0	0	0	0	205	17	0	0	222	1141
5:45 PM	291	234	149	0	0	674	66	129	0	0	0	195	0	0	0	0	0	0	0	245	14	0	0	259	1128
Total	1146	1027	639	0	0	2812	293	534	0	0	0	827	0	0	0	0	0	0	0	902	61	0	0	963	4602
Approach %	40.8	36.5	22.7	0.0	-	-	35.4	64.6	0.0	0.0	-	-	NaN	NaN	NaN	NaN	-	-	0.0	93.7	6.3	0.0	-	-	-
Total %	24.9	22.3	13.9	0.0	-	61.1	6.4	11.6	0.0	0.0	-	18.0	0.0	0.0	0.0	0.0	-	0.0	0.0	19.6	1.3	0.0	-	20.9	-
PHF	0.942	0.954	0.873	0.000	-	0.930	0.893	0.954	0.000	0.000	-	0.953	0.000	0.000	0.000	0.000	-	0.000	0.000	0.874	0.803	0.000	-	0.895	0.977
All Vehicles (no classification)	1146	1027	639	0	-	2812	293	534	0	0	-	827	0	0	0	0	-	0	0	902	61	0	-	963	4602
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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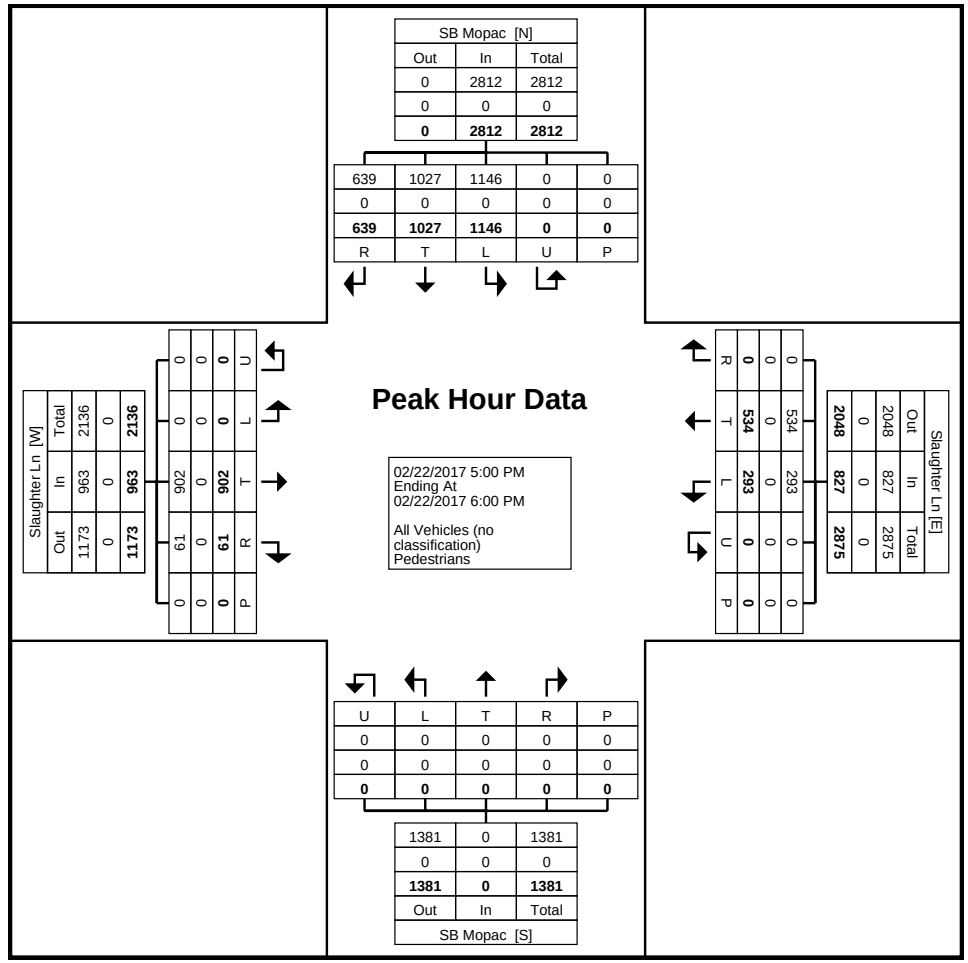
Count Name: 7. Slaughter Ln at SB Mopac 1
Site Code: 7
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 8. Slaughter Ln at NB Mopac 1
Site Code: 8
Start Date: 02/22/2017

Turning Movement Data

Start Time	NB Mopac Southbound						Slaughter Ln Westbound						NB Mopac Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	132	341	0	0	473	2	261	40	0	0	303	185	124	0	0	0	309	1085
7:15 AM	0	0	0	0	0	0	0	216	312	0	0	528	6	324	81	0	0	411	146	146	0	0	0	292	1231
7:30 AM	0	0	0	0	0	0	0	219	261	0	0	480	9	292	87	0	0	388	196	162	0	0	0	358	1226
7:45 AM	0	0	0	0	0	0	0	238	243	0	0	481	7	275	137	0	1	419	201	203	0	0	0	404	1304
Hourly Total	0	0	0	0	0	0	0	805	1157	0	0	1962	24	1152	345	0	1	1521	728	635	0	0	0	1363	4846
8:00 AM	0	0	0	0	0	0	0	226	242	0	0	468	11	304	116	0	1	431	130	217	0	0	0	347	1246
8:15 AM	0	0	0	0	0	0	0	201	195	0	0	396	8	234	140	0	0	382	161	231	0	0	0	392	1170
8:30 AM	0	0	0	0	1	0	0	222	209	0	0	431	7	233	162	0	0	402	139	231	0	0	0	370	1203
8:45 AM	0	0	0	0	0	0	0	229	214	0	0	443	6	216	122	0	0	344	120	207	0	0	0	327	1114
Hourly Total	0	0	0	0	1	0	0	878	860	0	0	1738	32	987	540	0	1	1559	550	886	0	0	0	1436	4733
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	0	0	148	142	0	0	290	6	132	99	0	0	237	80	417	0	0	0	497	1024
4:15 PM	0	0	0	0	0	0	0	166	142	0	0	308	4	112	93	0	0	209	62	469	0	0	0	531	1048
4:30 PM	0	0	0	0	0	0	0	232	138	0	0	370	4	137	87	0	0	228	81	376	0	0	0	457	1055
4:45 PM	0	0	0	0	1	0	0	323	112	0	0	435	5	132	75	0	0	212	66	358	0	0	0	424	1071
Hourly Total	0	0	0	0	1	0	0	869	534	0	0	1403	19	513	354	0	0	886	289	1620	0	0	0	1909	4198
5:00 PM	0	0	0	0	1	0	0	228	98	0	0	326	10	112	90	0	2	212	66	440	0	0	0	506	1044
5:15 PM	0	0	0	0	0	0	0	180	134	0	0	314	8	143	88	0	1	239	73	446	0	0	0	519	1072
5:30 PM	0	0	0	0	0	0	0	199	120	0	0	319	7	129	93	0	4	229	55	472	0	0	0	527	1075
5:45 PM	0	0	0	0	0	0	0	193	119	0	0	312	6	139	95	0	1	240	79	453	0	0	0	532	1084
Hourly Total	0	0	0	0	1	0	0	800	471	0	0	1271	31	523	366	0	8	920	273	1811	0	0	0	2084	4275
Grand Total	0	0	0	0	3	0	0	3352	3022	0	0	6374	106	3175	1605	0	10	4886	1840	4952	0	0	0	6792	18052
Approach %	NaN	NaN	NaN	NaN	-	-	0.0	52.6	47.4	0.0	-	-	2.2	65.0	32.8	0.0	-	-	27.1	72.9	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	18.6	16.7	0.0	-	35.3	0.6	17.6	8.9	0.0	-	27.1	10.2	27.4	0.0	0.0	-	37.6	-
All Vehicles (no classification)	0	0	0	0	-	0	0	3352	3022	0	-	6374	106	3175	1605	0	-	4886	1840	4952	0	0	-	6792	18052
% All Vehicles (no classification)	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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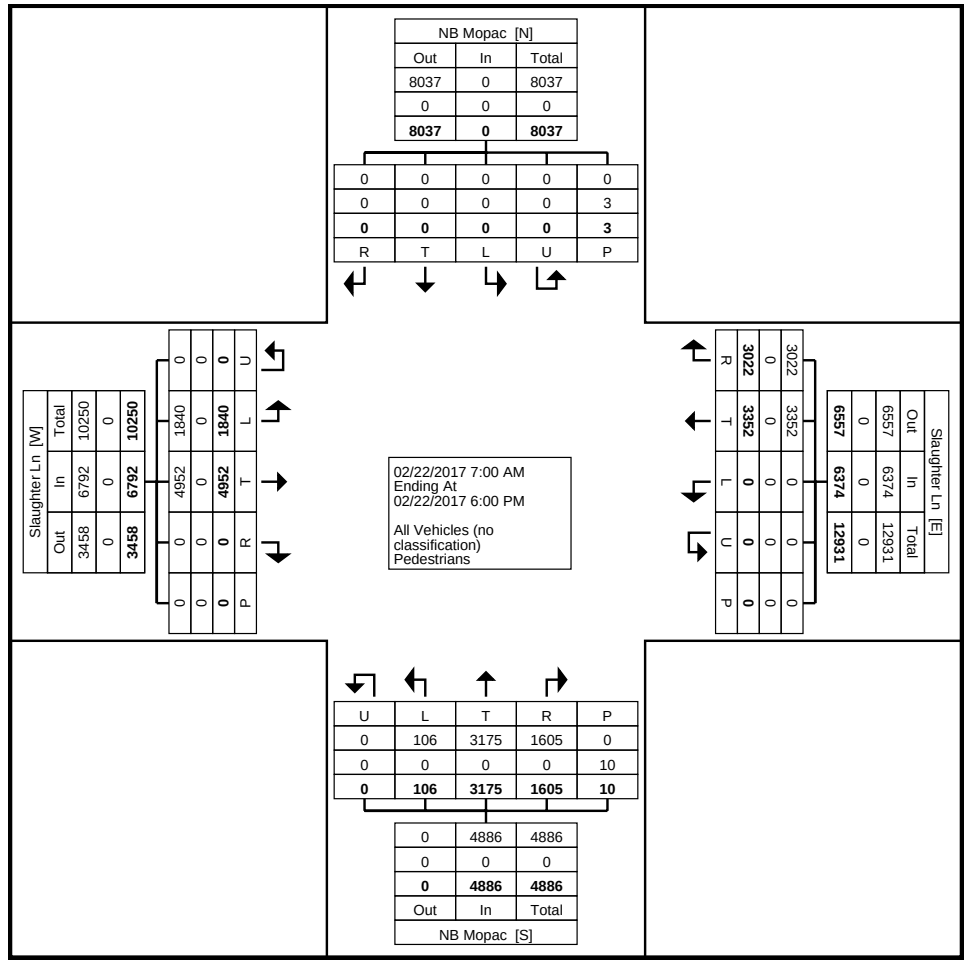
Count Name: 8. Slaughter Ln at NB Mopac 1
Site Code: 8
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 8. Slaughter Ln at NB Mopac 1
Site Code: 8
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	NB Mopac Southbound						Slaughter Ln Westbound						NB Mopac Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	0	0	0	0	0	0	0	216	312	0	0	528	6	324	81	0	0	411	146	146	0	0	0	292	1231
7:30 AM	0	0	0	0	0	0	0	219	261	0	0	480	9	292	87	0	0	388	196	162	0	0	0	358	1226
7:45 AM	0	0	0	0	0	0	0	238	243	0	0	481	7	275	137	0	1	419	201	203	0	0	0	404	1304
8:00 AM	0	0	0	0	0	0	0	226	242	0	0	468	11	304	116	0	1	431	130	217	0	0	0	347	1246
Total	0	0	0	0	0	0	0	899	1058	0	0	1957	33	1195	421	0	2	1649	673	728	0	0	0	1401	5007
Approach %	NaN	NaN	NaN	NaN	-	-	0.0	45.9	54.1	0.0	-	-	2.0	72.5	25.5	0.0	-	-	48.0	52.0	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	18.0	21.1	0.0	-	39.1	0.7	23.9	8.4	0.0	-	32.9	13.4	14.5	0.0	0.0	-	28.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.944	0.848	0.000	-	0.927	0.750	0.922	0.768	0.000	-	0.956	0.837	0.839	0.000	0.000	-	0.867	0.960
All Vehicles (no classification)	0	0	0	0	-	0	0	899	1058	0	-	1957	33	1195	421	0	-	1649	673	728	0	0	-	1401	5007
% All Vehicles (no classification)	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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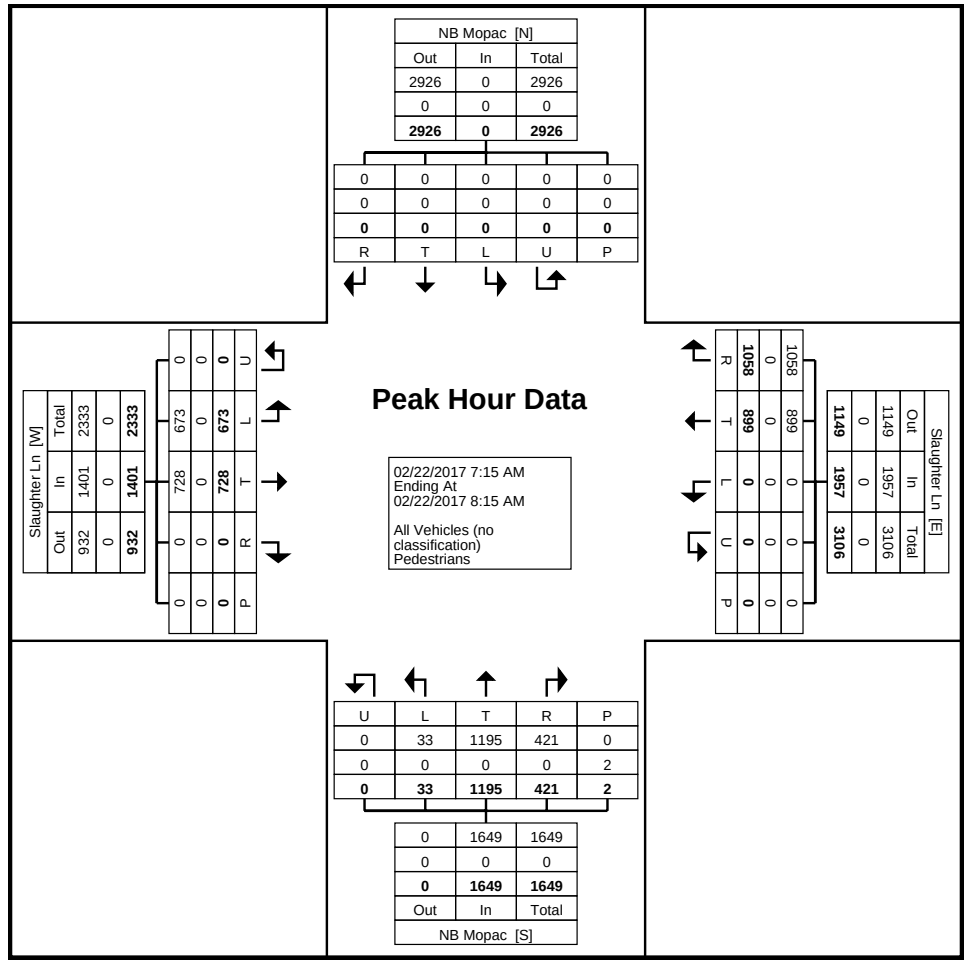

Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 8. Slaughter Ln at NB Mopac 1
Site Code: 8
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	NB Mopac Southbound						Slaughter Ln Westbound						NB Mopac Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	0	0	0	0	1	0	0	228	98	0	0	326	10	112	90	0	2	212	66	440	0	0	0	506	1044
5:15 PM	0	0	0	0	0	0	0	180	134	0	0	314	8	143	88	0	1	239	73	446	0	0	0	519	1072
5:30 PM	0	0	0	0	0	0	0	199	120	0	0	319	7	129	93	0	4	229	55	472	0	0	0	527	1075
5:45 PM	0	0	0	0	0	0	0	193	119	0	0	312	6	139	95	0	1	240	79	453	0	0	0	532	1084
Total	0	0	0	0	1	0	0	800	471	0	0	1271	31	523	366	0	8	920	273	1811	0	0	0	2084	4275
Approach %	NaN	NaN	NaN	NaN	-	-	0.0	62.9	37.1	0.0	-	-	3.4	56.8	39.8	0.0	-	-	13.1	86.9	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	18.7	11.0	0.0	-	29.7	0.7	12.2	8.6	0.0	-	21.5	6.4	42.4	0.0	0.0	-	48.7	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.877	0.879	0.000	-	0.975	0.775	0.914	0.963	0.000	-	0.958	0.864	0.959	0.000	0.000	-	0.979	0.986
All Vehicles (no classification)	0	0	0	0	-	0	0	800	471	0	-	1271	31	523	366	0	-	920	273	1811	0	0	-	2084	4275
% All Vehicles (no classification)	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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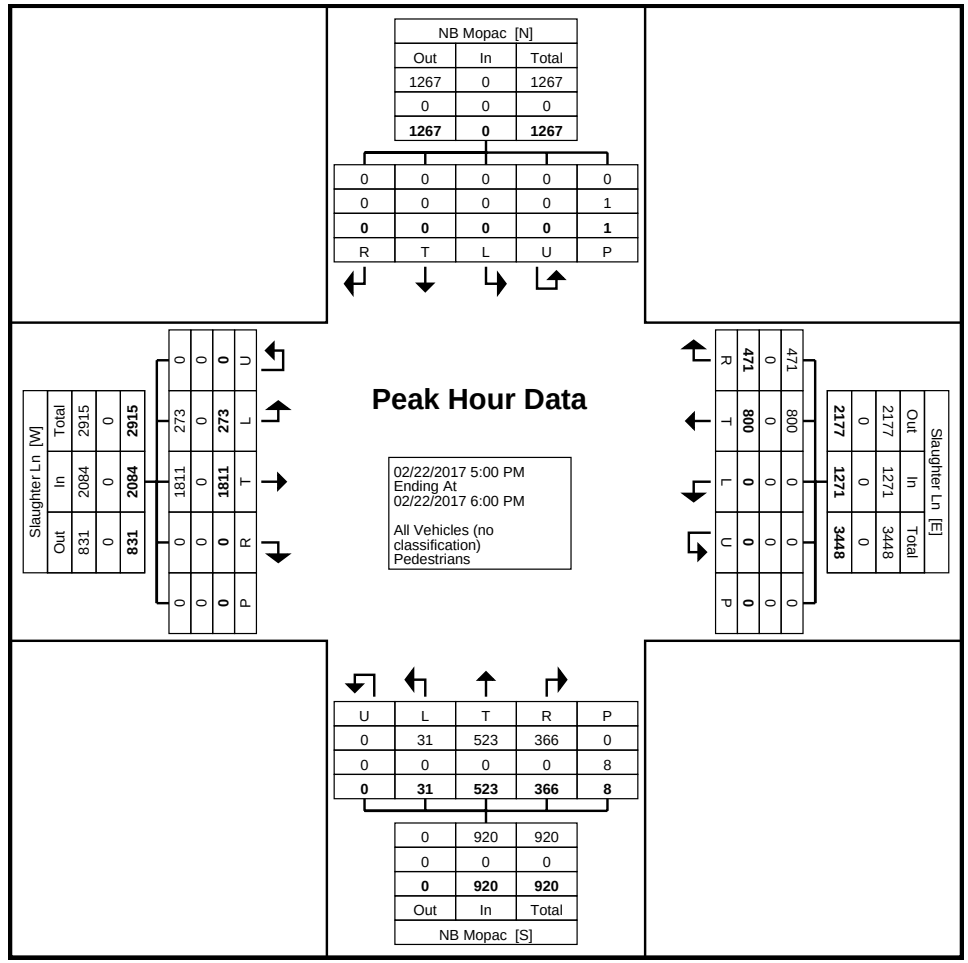
Count Name: 8. Slaughter Ln at NB Mopac 1
Site Code: 8
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 9. Slaughter Ln at Sendera Mesa Dr
Site Code: 9
Start Date: 02/22/2017

Turning Movement Data

Start Time	Sendera Mesa Dr Southbound						Slaughter Ln Westbound						Walgreen Parking lot Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	8	0	22	0	0	30	0	435	1	0	0	436	0	0	0	0	0	0	4	144	0	1	0	149	615
7:15 AM	5	2	25	0	0	32	2	500	0	0	0	502	0	0	1	0	0	1	10	209	0	0	0	219	754
7:30 AM	13	0	28	0	0	41	1	449	7	1	0	458	2	0	0	0	0	2	9	224	0	1	0	234	735
7:45 AM	17	0	33	0	0	50	0	411	3	0	0	414	1	0	2	0	1	3	19	295	0	1	0	315	782
Hourly Total	43	2	108	0	0	153	3	1795	11	1	0	1810	3	0	3	0	1	6	42	872	0	3	0	917	2886
8:00 AM	23	1	13	0	0	37	1	408	3	0	0	412	3	0	2	0	1	5	19	288	0	0	0	307	761
8:15 AM	27	0	23	0	0	50	2	383	3	1	0	389	4	0	5	0	0	9	23	332	1	0	0	356	804
8:30 AM	53	2	16	0	0	71	3	395	8	0	0	406	7	2	3	0	0	12	9	379	1	2	0	391	880
8:45 AM	16	3	25	0	0	44	4	397	9	0	0	410	4	0	0	0	0	4	10	310	0	0	0	320	778
Hourly Total	119	6	77	0	0	202	10	1583	23	1	0	1617	18	2	10	0	1	30	61	1309	2	2	0	1374	3223
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	18	0	8	0	0	26	1	259	4	0	0	264	7	3	7	0	0	17	20	468	1	1	0	490	797
4:15 PM	21	1	18	0	0	40	7	258	5	0	0	270	10	2	13	0	1	25	22	498	1	1	1	522	857
4:30 PM	11	1	20	0	0	32	4	412	13	0	0	429	13	2	5	0	0	20	25	434	0	2	0	461	942
4:45 PM	19	2	18	0	2	39	8	356	9	0	1	373	10	4	5	0	1	19	20	388	0	1	0	409	840
Hourly Total	69	4	64	0	2	137	20	1285	31	0	1	1336	40	11	30	0	2	81	87	1788	2	5	1	1882	3436
5:00 PM	19	0	11	0	1	30	4	242	9	0	0	255	8	0	8	0	2	16	27	463	3	2	0	495	796
5:15 PM	18	2	21	0	0	41	2	277	9	0	0	288	6	1	10	0	0	17	22	473	1	5	0	501	847
5:30 PM	29	1	19	0	0	49	1	280	6	0	0	287	10	3	11	0	2	24	17	501	0	1	1	519	879
5:45 PM	18	2	22	0	0	42	4	325	12	0	0	341	7	1	9	0	1	17	12	509	0	4	0	525	925
Hourly Total	84	5	73	0	1	162	11	1124	36	0	0	1171	31	5	38	0	5	74	78	1946	4	12	1	2040	3447
Grand Total	315	17	322	0	3	654	44	5787	101	2	1	5934	92	18	81	0	9	191	268	5915	8	22	2	6213	12992
Approach %	48.2	2.6	49.2	0.0	-	-	0.7	97.5	1.7	0.0	-	-	48.2	9.4	42.4	0.0	-	-	4.3	95.2	0.1	0.4	-	-	-
Total %	2.4	0.1	2.5	0.0	-	5.0	0.3	44.5	0.8	0.0	-	45.7	0.7	0.1	0.6	0.0	-	1.5	2.1	45.5	0.1	0.2	-	47.8	-
All Vehicles (no classification)	315	17	322	0	-	654	44	5787	101	2	-	5934	92	18	81	0	-	191	268	5915	8	22	-	6213	12992
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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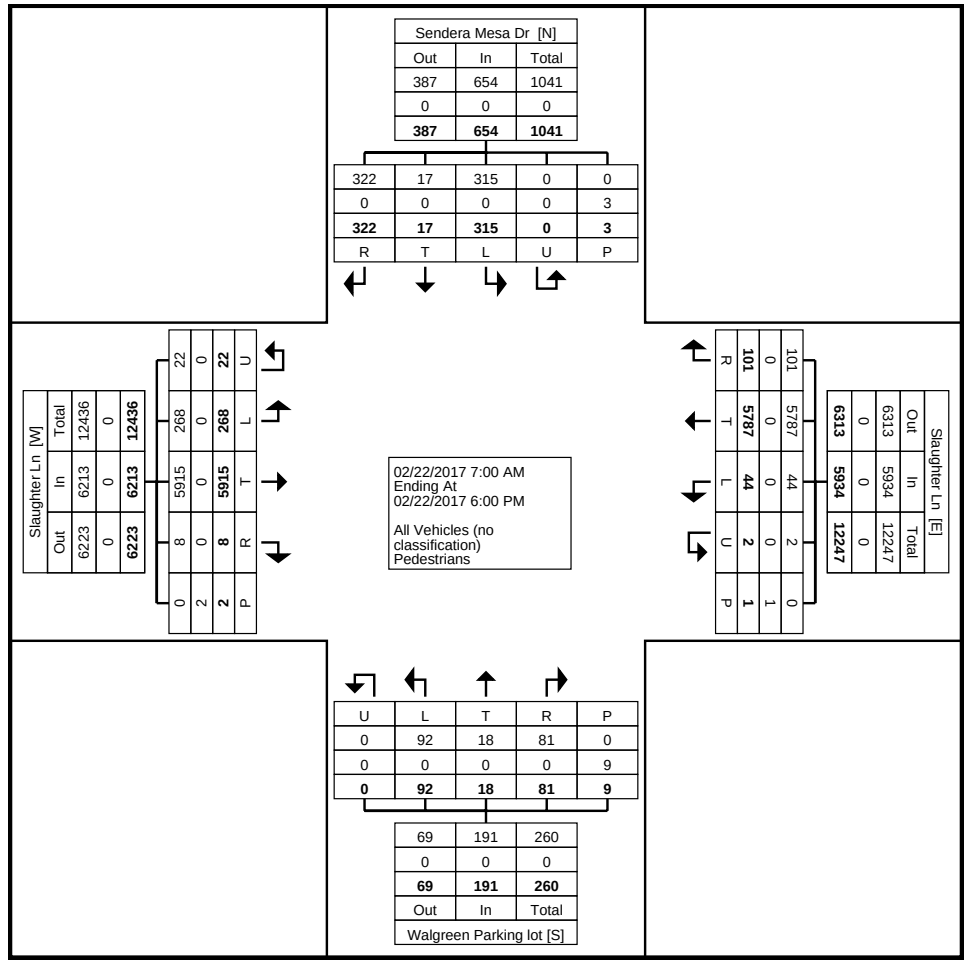
Count Name: 9. Slaughter Ln at Sendera Mesa Dr
Site Code: 9
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 9. Slaughter Ln at Sendera Mesa Dr
Site Code: 9
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Sendera Mesa Dr Southbound						Slaughter Ln Westbound						Walgreen Parking lot Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:45 AM	17	0	33	0	0	50	0	411	3	0	0	414	1	0	2	0	1	3	19	295	0	1	0	315	782
8:00 AM	23	1	13	0	0	37	1	408	3	0	0	412	3	0	2	0	1	5	19	288	0	0	0	307	761
8:15 AM	27	0	23	0	0	50	2	383	3	1	0	389	4	0	5	0	0	9	23	332	1	0	0	356	804
8:30 AM	53	2	16	0	0	71	3	395	8	0	0	406	7	2	3	0	0	12	9	379	1	2	0	391	880
Total	120	3	85	0	0	208	6	1597	17	1	0	1621	15	2	12	0	2	29	70	1294	2	3	0	1369	3227
Approach %	57.7	1.4	40.9	0.0	-	-	0.4	98.5	1.0	0.1	-	-	51.7	6.9	41.4	0.0	-	-	5.1	94.5	0.1	0.2	-	-	-
Total %	3.7	0.1	2.6	0.0	-	6.4	0.2	49.5	0.5	0.0	-	50.2	0.5	0.1	0.4	0.0	-	0.9	2.2	40.1	0.1	0.1	-	42.4	-
PHF	0.566	0.375	0.644	0.000	-	0.732	0.500	0.971	0.531	0.250	-	0.979	0.536	0.250	0.600	0.000	-	0.604	0.761	0.854	0.500	0.375	-	0.875	0.917
All Vehicles (no classification)	120	3	85	0	-	208	6	1597	17	1	-	1621	15	2	12	0	-	29	70	1294	2	3	-	1369	3227
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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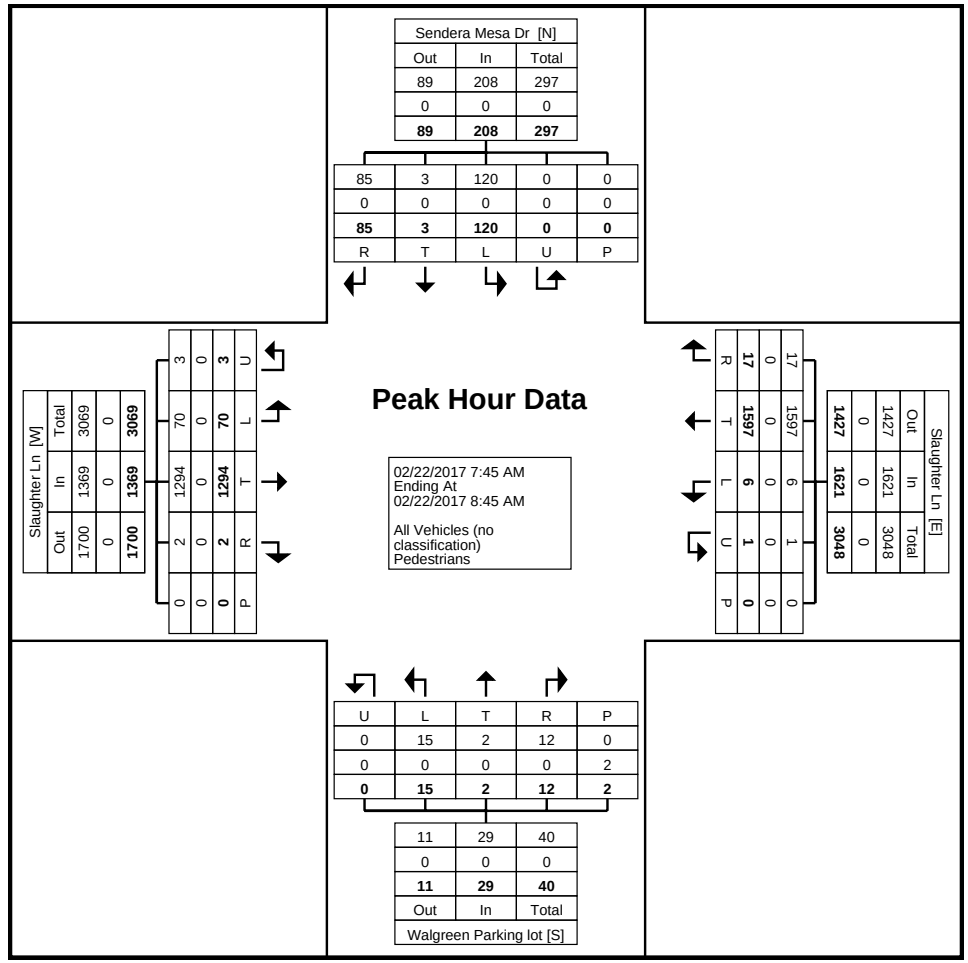
Count Name: 9. Slaughter Ln at Sendera Mesa Dr
Site Code: 9
Start Date: 02/22/2017



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

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Count Name: 9. Slaughter Ln at Sendera Mesa Dr
Site Code: 9
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sendera Mesa Dr Southbound						Slaughter Ln Westbound						Walgreen Parking lot Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	19	0	11	0	1	30	4	242	9	0	0	255	8	0	8	0	2	16	27	463	3	2	0	495	796
5:15 PM	18	2	21	0	0	41	2	277	9	0	0	288	6	1	10	0	0	17	22	473	1	5	0	501	847
5:30 PM	29	1	19	0	0	49	1	280	6	0	0	287	10	3	11	0	2	24	17	501	0	1	1	519	879
5:45 PM	18	2	22	0	0	42	4	325	12	0	0	341	7	1	9	0	1	17	12	509	0	4	0	525	925
Total	84	5	73	0	1	162	11	1124	36	0	0	1171	31	5	38	0	5	74	78	1946	4	12	1	2040	3447
Approach %	51.9	3.1	45.1	0.0	-	-	0.9	96.0	3.1	0.0	-	-	41.9	6.8	51.4	0.0	-	-	3.8	95.4	0.2	0.6	-	-	-
Total %	2.4	0.1	2.1	0.0	-	4.7	0.3	32.6	1.0	0.0	-	34.0	0.9	0.1	1.1	0.0	-	2.1	2.3	56.5	0.1	0.3	-	59.2	-
PHF	0.724	0.625	0.830	0.000	-	0.827	0.688	0.865	0.750	0.000	-	0.859	0.775	0.417	0.864	0.000	-	0.771	0.722	0.956	0.333	0.600	-	0.971	0.932
All Vehicles (no classification)	84	5	73	0	-	162	11	1124	36	0	-	1171	31	5	38	0	-	74	78	1946	4	12	-	2040	3447
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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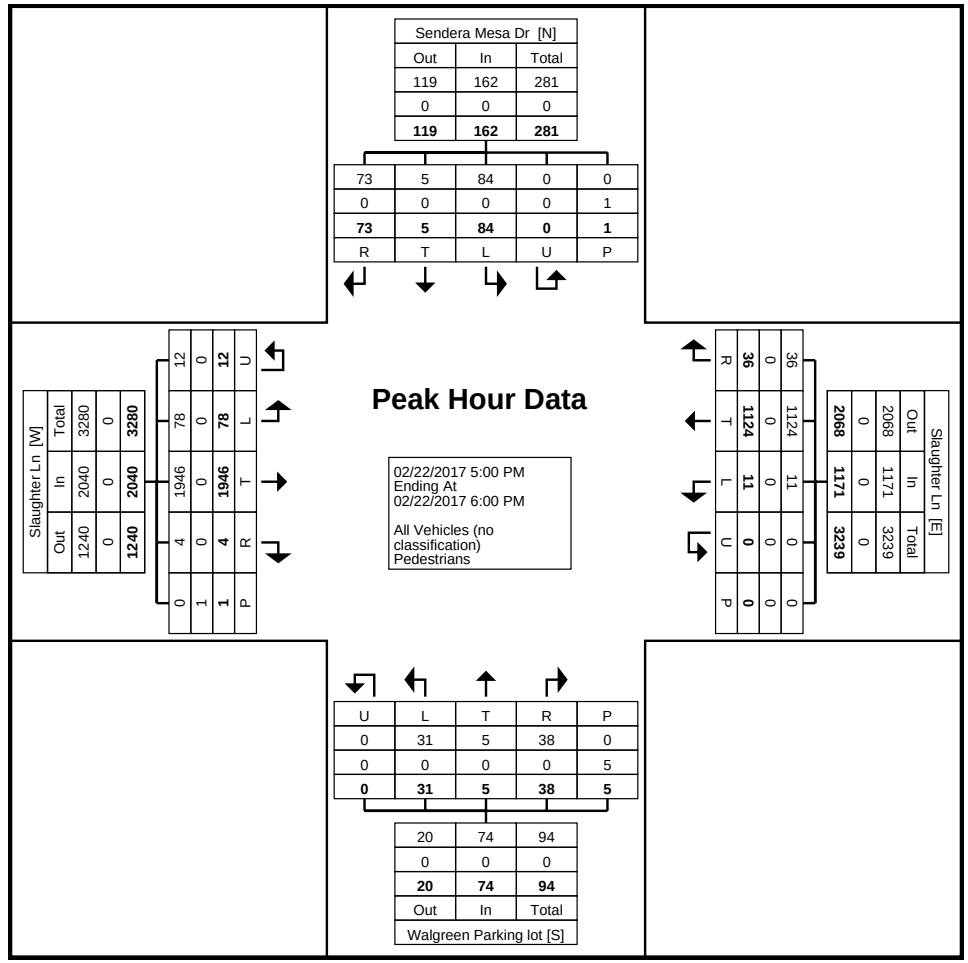
Count Name: 9. Slaughter Ln at Sendera Mesa Dr
Site Code: 9
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 12. Slaughter Ln at Bowie HS Entrance
Site Code: 12
Start Date: 02/22/2017

Turning Movement Data

Start Time	Apartment Ent Southbound						Slaughter Ln Westbound						Bowie HS Ent Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	5	0	12	0	0	17	10	422	0	0	0	432	13	0	1	0	0	14	2	140	22	0	1	164	627
7:15 AM	4	1	7	0	0	12	20	429	3	0	0	452	39	0	14	0	0	53	1	171	56	1	2	229	746
7:30 AM	5	0	13	0	0	18	11	384	2	0	0	397	45	0	12	0	1	57	1	178	63	0	0	242	714
7:45 AM	5	2	12	0	0	19	17	393	3	0	0	413	46	0	12	0	1	58	1	204	95	0	1	300	790
Hourly Total	19	3	44	0	0	66	58	1628	8	0	0	1694	143	0	39	0	2	182	5	693	236	1	4	935	2877
8:00 AM	3	0	11	0	0	14	25	333	1	0	0	359	43	0	24	0	0	67	2	207	111	2	1	322	762
8:15 AM	4	2	10	0	0	16	52	314	4	0	0	370	58	0	20	0	0	78	0	209	158	0	4	367	831
8:30 AM	5	2	13	0	0	20	56	330	0	0	0	386	76	0	49	0	0	125	3	237	164	1	7	405	936
8:45 AM	2	11	4	0	0	17	47	350	2	0	0	399	81	0	77	0	0	158	10	228	151	1	11	390	964
Hourly Total	14	15	38	0	0	67	180	1327	7	0	0	1514	258	0	170	0	0	428	15	881	584	4	23	1484	3493
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	2	0	0	2	1	271	4	0	0	276	10	0	7	0	0	17	7	447	26	1	0	481	776
4:15 PM	2	0	3	0	0	5	13	263	5	0	0	281	20	0	10	0	0	30	5	459	35	0	0	499	815
4:30 PM	4	0	9	0	0	13	6	348	8	2	0	364	99	0	25	0	0	124	8	390	18	2	40	418	919
4:45 PM	2	0	4	0	0	6	17	277	4	0	0	298	96	0	26	0	0	122	12	380	29	3	5	424	850
Hourly Total	8	0	18	0	0	26	37	1159	21	2	0	1219	225	0	68	0	0	293	32	1676	108	6	45	1822	3360
5:00 PM	4	0	1	0	0	5	15	212	4	0	0	231	58	0	12	1	0	71	4	411	32	0	0	447	754
5:15 PM	2	0	5	0	0	7	23	228	4	0	0	255	49	0	11	0	1	60	8	455	35	1	0	499	821
5:30 PM	0	1	4	0	0	5	15	242	7	0	0	264	59	0	19	0	2	78	4	461	63	1	1	529	876
5:45 PM	6	0	3	0	0	9	24	286	2	0	0	312	102	0	18	0	1	120	11	418	79	1	3	509	950
Hourly Total	12	1	13	0	0	26	77	968	17	0	0	1062	268	0	60	1	4	329	27	1745	209	3	4	1984	3401
Grand Total	53	19	113	0	0	185	352	5082	53	2	0	5489	894	0	337	1	6	1232	79	4995	1137	14	76	6225	13131
Approach %	28.6	10.3	61.1	0.0	-	-	6.4	92.6	1.0	0.0	-	-	72.6	0.0	27.4	0.1	-	-	1.3	80.2	18.3	0.2	-	-	-
Total %	0.4	0.1	0.9	0.0	-	1.4	2.7	38.7	0.4	0.0	-	41.8	6.8	0.0	2.6	0.0	-	9.4	0.6	38.0	8.7	0.1	-	47.4	-
All Vehicles (no classification)	53	19	113	0	-	185	352	5082	53	2	-	5489	894	0	337	1	-	1232	79	4995	1137	14	-	6225	13131
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	76	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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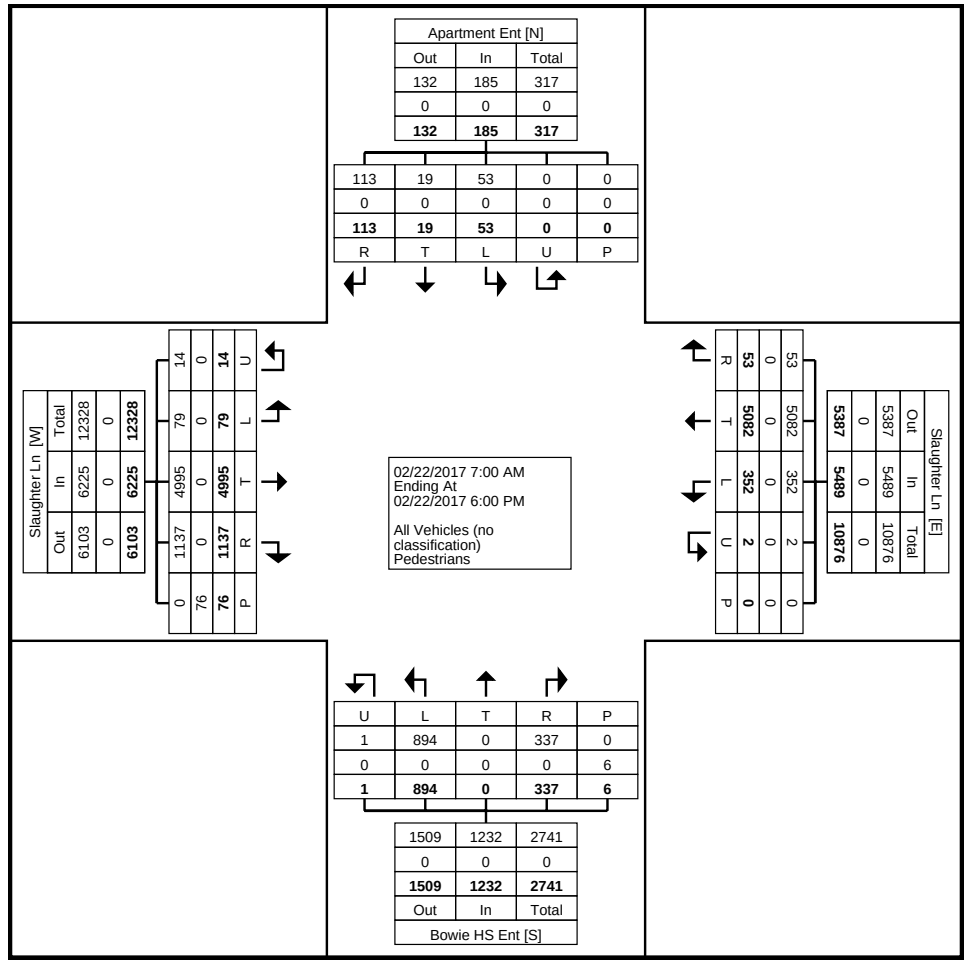
Count Name: 12. Slaughter Ln at Bowie HS Entrance
Site Code: 12
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 12. Slaughter Ln at Bowie HS Entrance
Site Code: 12
Start Date: 02/22/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Apartment Ent Southbound						Slaughter Ln Westbound						Bowie HS Ent Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	3	0	11	0	0	14	25	333	1	0	0	359	43	0	24	0	0	67	2	207	111	2	1	322	762
8:15 AM	4	2	10	0	0	16	52	314	4	0	0	370	58	0	20	0	0	78	0	209	158	0	4	367	831
8:30 AM	5	2	13	0	0	20	56	330	0	0	0	386	76	0	49	0	0	125	3	237	164	1	7	405	936
8:45 AM	2	11	4	0	0	17	47	350	2	0	0	399	81	0	77	0	0	158	10	228	151	1	11	390	964
Total	14	15	38	0	0	67	180	1327	7	0	0	1514	258	0	170	0	0	428	15	881	584	4	23	1484	3493
Approach %	20.9	22.4	56.7	0.0	-	-	11.9	87.6	0.5	0.0	-	-	60.3	0.0	39.7	0.0	-	-	1.0	59.4	39.4	0.3	-	-	-
Total %	0.4	0.4	1.1	0.0	-	1.9	5.2	38.0	0.2	0.0	-	43.3	7.4	0.0	4.9	0.0	-	12.3	0.4	25.2	16.7	0.1	-	42.5	-
PHF	0.700	0.341	0.731	0.000	-	0.838	0.804	0.948	0.438	0.000	-	0.949	0.796	0.000	0.552	0.000	-	0.677	0.375	0.929	0.890	0.500	-	0.916	0.906
All Vehicles (no classification)	14	15	38	0	-	67	180	1327	7	0	-	1514	258	0	170	0	-	428	15	881	584	4	-	1484	3493
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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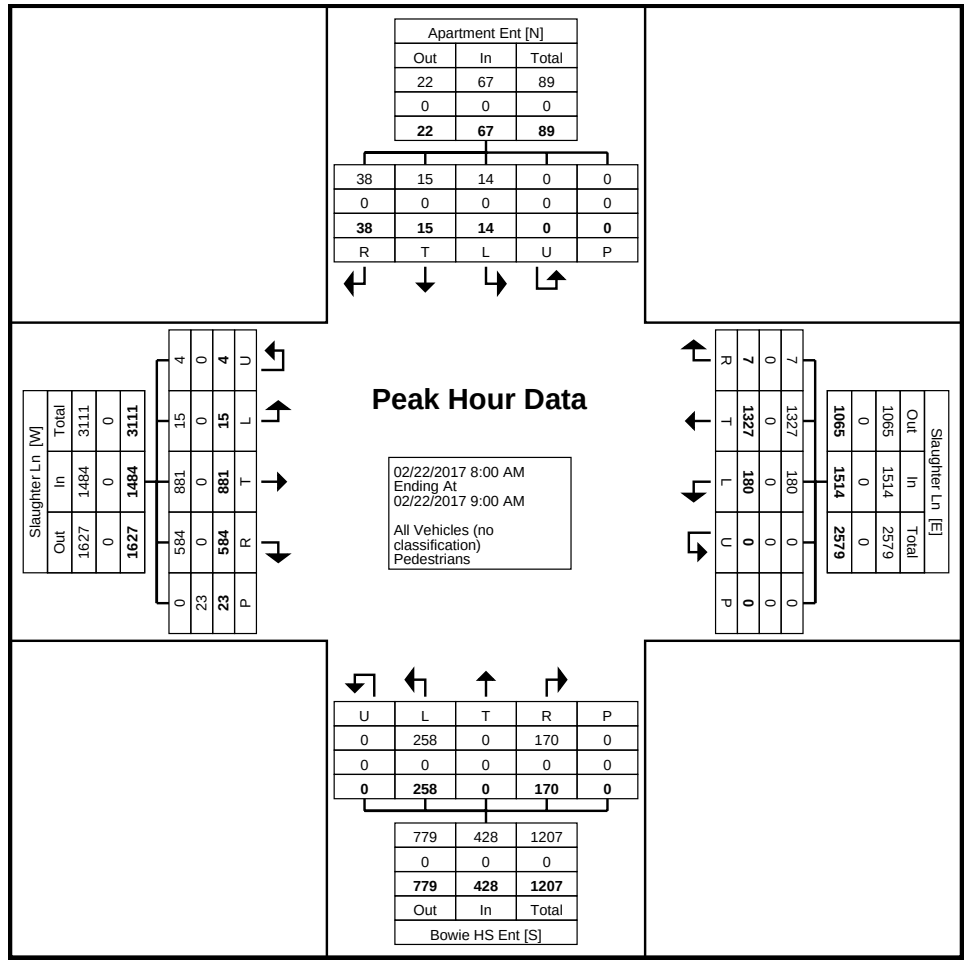
Count Name: 12. Slaughter Ln at Bowie HS Entrance
Site Code: 12
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (8:00 AM)

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Count Name: 12. Slaughter Ln at Bowie HS Entrance
Site Code: 12
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Apartment Ent Southbound						Slaughter Ln Westbound						Bowie HS Ent Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	4	0	1	0	0	5	15	212	4	0	0	231	58	0	12	1	0	71	4	411	32	0	0	447	754
5:15 PM	2	0	5	0	0	7	23	228	4	0	0	255	49	0	11	0	1	60	8	455	35	1	0	499	821
5:30 PM	0	1	4	0	0	5	15	242	7	0	0	264	59	0	19	0	2	78	4	461	63	1	1	529	876
5:45 PM	6	0	3	0	0	9	24	286	2	0	0	312	102	0	18	0	1	120	11	418	79	1	3	509	950
Total	12	1	13	0	0	26	77	968	17	0	0	1062	268	0	60	1	4	329	27	1745	209	3	4	1984	3401
Approach %	46.2	3.8	50.0	0.0	-	-	7.3	91.1	1.6	0.0	-	-	81.5	0.0	18.2	0.3	-	-	1.4	88.0	10.5	0.2	-	-	-
Total %	0.4	0.0	0.4	0.0	-	0.8	2.3	28.5	0.5	0.0	-	31.2	7.9	0.0	1.8	0.0	-	9.7	0.8	51.3	6.1	0.1	-	58.3	-
PHF	0.500	0.250	0.650	0.000	-	0.722	0.802	0.846	0.607	0.000	-	0.851	0.657	0.000	0.789	0.250	-	0.685	0.614	0.946	0.661	0.750	-	0.938	0.895
All Vehicles (no classification)	12	1	13	0	-	26	77	968	17	0	-	1062	268	0	60	1	-	329	27	1745	209	3	-	1984	3401
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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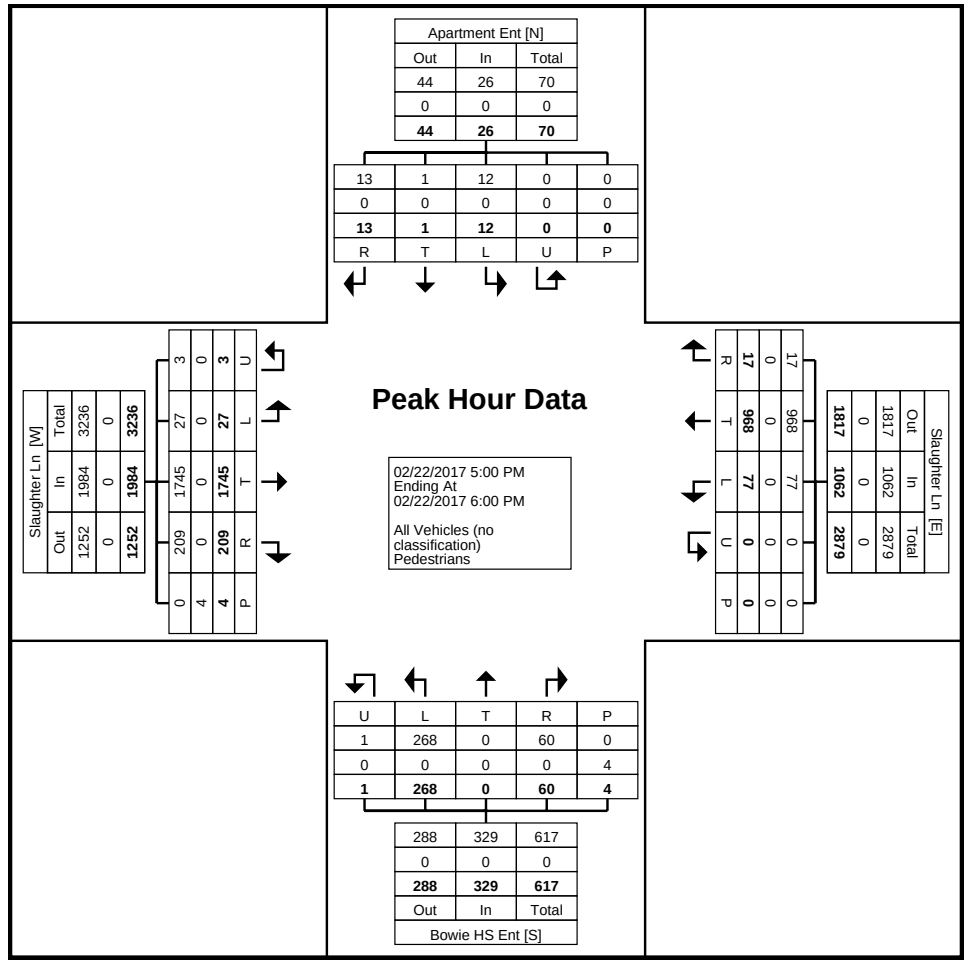
Count Name: 12. Slaughter Ln at Bowie HS Entrance
Site Code: 12
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 13. Slaughter Ln at Wolftrap Dr
Site Code: 13
Start Date: 02/22/2017

Turning Movement Data

Start Time	Slaughter Ln Westbound					Wolftrap Dr Northbound					Slaughter Ln Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	5	403	0	0	408	30	19	0	0	49	132	3	0	0	135	592
7:15 AM	25	431	0	0	456	23	18	0	0	41	197	5	0	0	202	699
7:30 AM	15	387	0	0	402	17	19	0	2	36	181	5	0	0	186	624
7:45 AM	25	401	0	0	426	16	23	0	0	39	205	15	0	0	220	685
Hourly Total	70	1622	0	0	1692	86	79	0	2	165	715	28	0	0	743	2600
8:00 AM	27	334	0	0	361	19	21	0	1	40	218	15	0	0	233	634
8:15 AM	38	328	0	0	366	37	41	0	0	78	199	27	0	0	226	670
8:30 AM	56	353	0	0	409	36	48	0	4	84	194	83	0	0	277	770
8:45 AM	41	334	0	0	375	63	53	0	0	116	222	88	0	2	310	801
Hourly Total	162	1349	0	0	1511	155	163	0	5	318	833	213	0	2	1046	2875
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	15	255	0	0	270	21	12	0	0	33	428	37	0	0	465	768
4:15 PM	27	264	0	0	291	20	12	0	0	32	410	70	0	0	480	803
4:30 PM	18	251	0	0	269	129	46	0	9	175	359	54	0	0	413	857
4:45 PM	17	223	1	0	241	66	50	0	0	116	377	75	0	0	452	809
Hourly Total	77	993	1	0	1071	236	120	0	9	356	1574	236	0	0	1810	3237
5:00 PM	17	220	0	0	237	16	32	0	0	48	350	61	1	0	412	697
5:15 PM	21	233	0	0	254	18	22	0	1	40	368	96	0	0	464	758
5:30 PM	18	234	0	0	252	23	21	0	2	44	375	90	0	0	465	761
5:45 PM	19	281	2	0	302	36	38	0	0	74	360	89	0	0	449	825
Hourly Total	75	968	2	0	1045	93	113	0	3	206	1453	336	1	0	1790	3041
Grand Total	384	4932	3	0	5319	570	475	0	19	1045	4575	813	1	2	5389	11753
Approach %	7.2	92.7	0.1	-	-	54.5	45.5	0.0	-	-	84.9	15.1	0.0	-	-	-
Total %	3.3	42.0	0.0	-	45.3	4.8	4.0	0.0	-	8.9	38.9	6.9	0.0	-	45.9	-
All Vehicles (no classification)	384	4932	3	-	5319	570	475	0	-	1045	4575	813	1	-	5389	11753
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	19	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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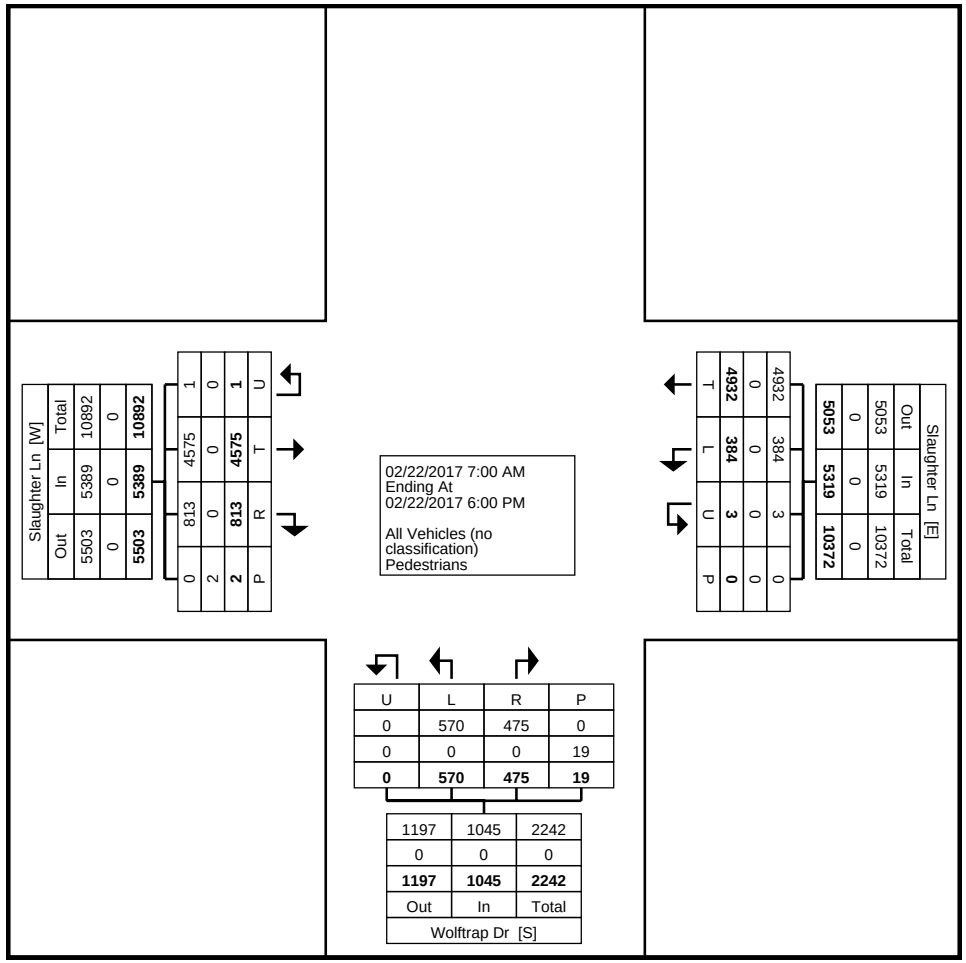
Count Name: 13. Slaughter Ln at Wolftrap Dr
Site Code: 13
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 13. Slaughter Ln at Wolftrap Dr
Site Code: 13
Start Date: 02/22/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Slaughter Ln Westbound					Wolftrap Dr Northbound					Slaughter Ln Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
8:00 AM	27	334	0	0	361	19	21	0	1	40	218	15	0	0	233	634
8:15 AM	38	328	0	0	366	37	41	0	0	78	199	27	0	0	226	670
8:30 AM	56	353	0	0	409	36	48	0	4	84	194	83	0	0	277	770
8:45 AM	41	334	0	0	375	63	53	0	0	116	222	88	0	2	310	801
Total	162	1349	0	0	1511	155	163	0	5	318	833	213	0	2	1046	2875
Approach %	10.7	89.3	0.0	-	-	48.7	51.3	0.0	-	-	79.6	20.4	0.0	-	-	-
Total %	5.6	46.9	0.0	-	52.6	5.4	5.7	0.0	-	11.1	29.0	7.4	0.0	-	36.4	-
PHF	0.723	0.955	0.000	-	0.924	0.615	0.769	0.000	-	0.685	0.938	0.605	0.000	-	0.844	0.897
All Vehicles (no classification)	162	1349	0	-	1511	155	163	0	-	318	833	213	0	-	1046	2875
% All Vehicles (no classification)	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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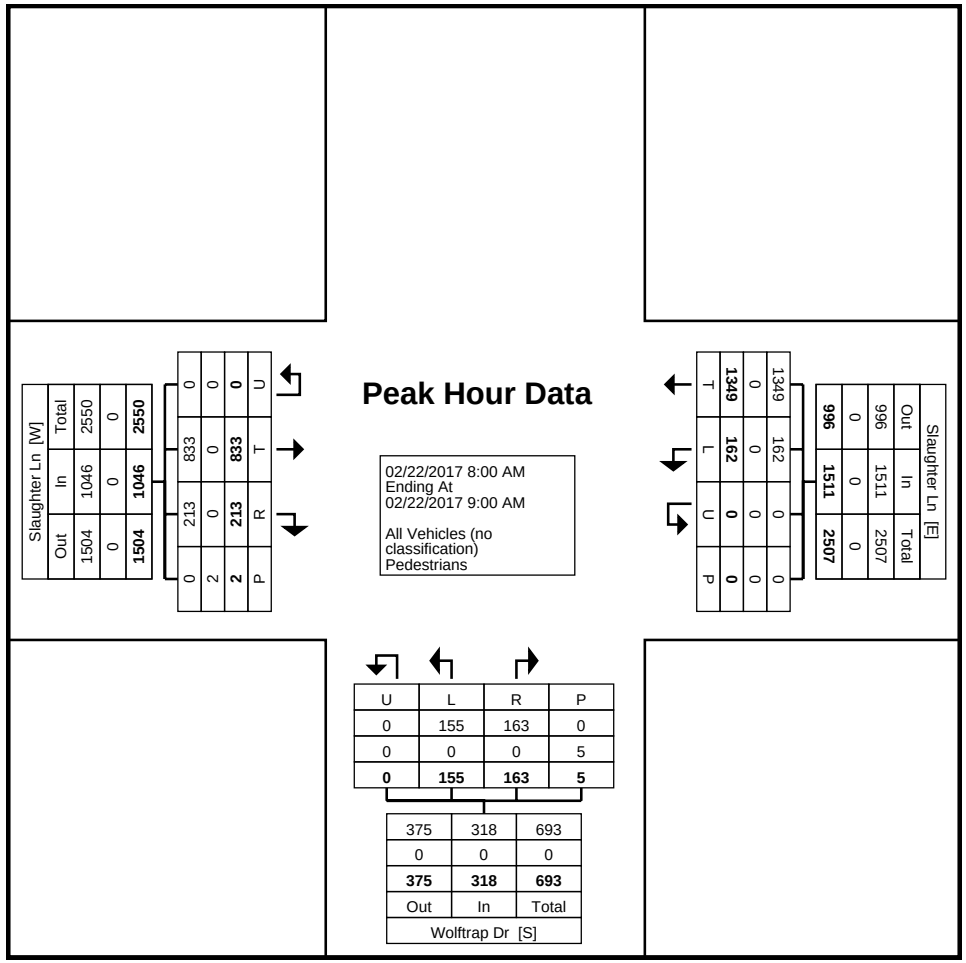
Count Name: 13. Slaughter Ln at Wolftrap Dr
Site Code: 13
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (8:00 AM)

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Count Name: 13. Slaughter Ln at Wolftrap Dr
Site Code: 13
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Slaughter Ln Westbound					Wolftrap Dr Northbound					Slaughter Ln Eastbound					
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	15	255	0	0	270	21	12	0	0	33	428	37	0	0	465	768
4:15 PM	27	264	0	0	291	20	12	0	0	32	410	70	0	0	480	803
4:30 PM	18	251	0	0	269	129	46	0	9	175	359	54	0	0	413	857
4:45 PM	17	223	1	0	241	66	50	0	0	116	377	75	0	0	452	809
Total	77	993	1	0	1071	236	120	0	9	356	1574	236	0	0	1810	3237
Approach %	7.2	92.7	0.1	-	-	66.3	33.7	0.0	-	-	87.0	13.0	0.0	-	-	-
Total %	2.4	30.7	0.0	-	33.1	7.3	3.7	0.0	-	11.0	48.6	7.3	0.0	-	55.9	-
PHF	0.713	0.940	0.250	-	0.920	0.457	0.600	0.000	-	0.509	0.919	0.787	0.000	-	0.943	0.944
All Vehicles (no classification)	77	993	1	-	1071	236	120	0	-	356	1574	236	0	-	1810	3237
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	0	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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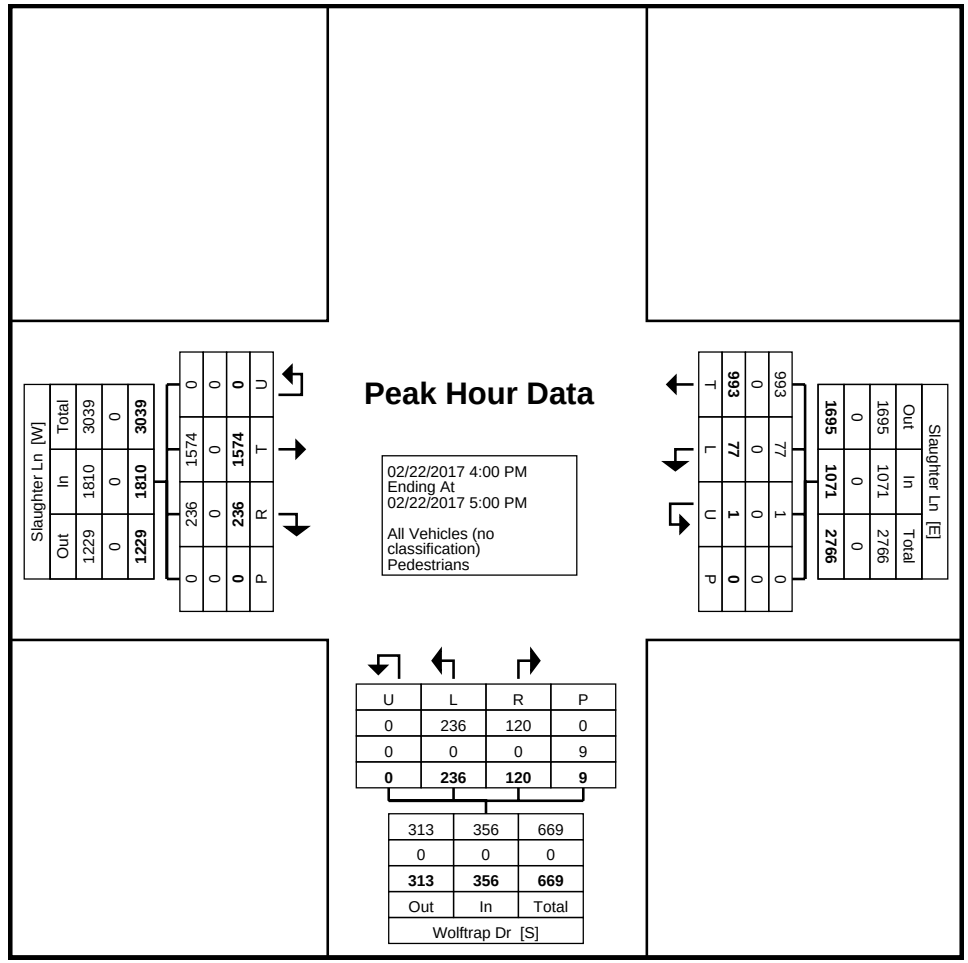
Count Name: 13. Slaughter Ln at Wolftrap Dr
Site Code: 13
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:00 PM)

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Count Name: 15. Slaughter Ln at Brodie Ln
Site Code: 15
Start Date: 02/22/2017

Turning Movement Data

Start Time	Brodie Ln Southbound						Slaughter Ln Westbound						Brodie Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	34	27	15	0	0	76	23	252	74	0	0	349	127	188	21	0	1	336	28	81	41	0	0	150	911
7:15 AM	26	37	19	0	0	82	31	313	80	2	0	426	116	204	22	0	0	342	31	124	51	0	0	206	1056
7:30 AM	35	37	24	0	0	96	37	268	77	1	0	383	106	191	28	0	1	325	37	147	53	0	0	237	1041
7:45 AM	57	55	25	0	1	137	53	278	62	6	0	399	118	169	35	0	0	322	44	133	48	0	0	225	1083
Hourly Total	152	156	83	0	1	391	144	1111	293	9	0	1557	467	752	106	0	2	1325	140	485	193	0	0	818	4091
8:00 AM	46	39	26	0	2	111	43	235	58	2	0	338	92	163	31	0	3	286	54	131	52	1	0	238	973
8:15 AM	57	46	43	0	3	146	36	238	66	1	0	341	83	136	38	0	1	257	53	153	42	0	1	248	992
8:30 AM	47	46	61	0	0	154	32	269	51	2	0	354	100	142	30	0	1	272	60	145	44	0	0	249	1029
8:45 AM	40	47	66	0	0	153	31	234	62	0	0	327	98	152	28	0	0	278	60	153	56	0	0	269	1027
Hourly Total	190	178	196	0	5	564	142	976	237	5	0	1360	373	593	127	0	5	1093	227	582	194	1	1	1004	4021
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	109	118	35	0	1	262	70	163	53	3	0	289	87	89	44	0	0	220	42	214	165	1	0	422	1193
4:15 PM	109	143	28	0	0	280	71	171	75	4	0	321	91	75	53	0	0	219	41	190	152	0	0	383	1203
4:30 PM	110	114	27	0	2	251	41	182	58	3	0	284	65	97	38	0	0	200	65	246	133	1	5	445	1180
4:45 PM	87	106	6	0	10	199	63	154	56	2	2	275	67	111	25	0	0	203	74	285	118	1	10	478	1155
Hourly Total	415	481	96	0	13	992	245	670	242	12	2	1169	310	372	160	0	0	842	222	935	568	3	15	1728	4731
5:00 PM	102	130	12	0	5	244	59	155	56	4	0	274	66	67	36	0	0	169	38	250	128	4	1	420	1107
5:15 PM	113	112	14	0	1	239	71	160	54	3	5	288	70	90	25	0	4	185	45	226	110	2	1	383	1095
5:30 PM	92	92	17	0	0	201	71	164	56	5	0	296	72	97	38	0	0	207	36	242	107	4	3	389	1093
5:45 PM	94	100	23	0	1	217	60	170	56	3	1	289	77	79	34	0	1	190	44	232	104	2	3	382	1078
Hourly Total	401	434	66	0	7	901	261	649	222	15	6	1147	285	333	133	0	5	751	163	950	449	12	8	1574	4373
Grand Total	1158	1249	441	0	26	2848	792	3406	994	41	8	5233	1435	2050	526	0	12	4011	752	2952	1404	16	24	5124	17216
Approach %	40.7	43.9	15.5	0.0	-	-	15.1	65.1	19.0	0.8	-	-	35.8	51.1	13.1	0.0	-	-	14.7	57.6	27.4	0.3	-	-	-
Total %	6.7	7.3	2.6	0.0	-	16.5	4.6	19.8	5.8	0.2	-	30.4	8.3	11.9	3.1	0.0	-	23.3	4.4	17.1	8.2	0.1	-	29.8	-
All Vehicles (no classification)	1158	1249	441	0	-	2848	792	3406	994	41	-	5233	1435	2050	526	0	-	4011	752	2952	1404	16	-	5124	17216
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	26	-	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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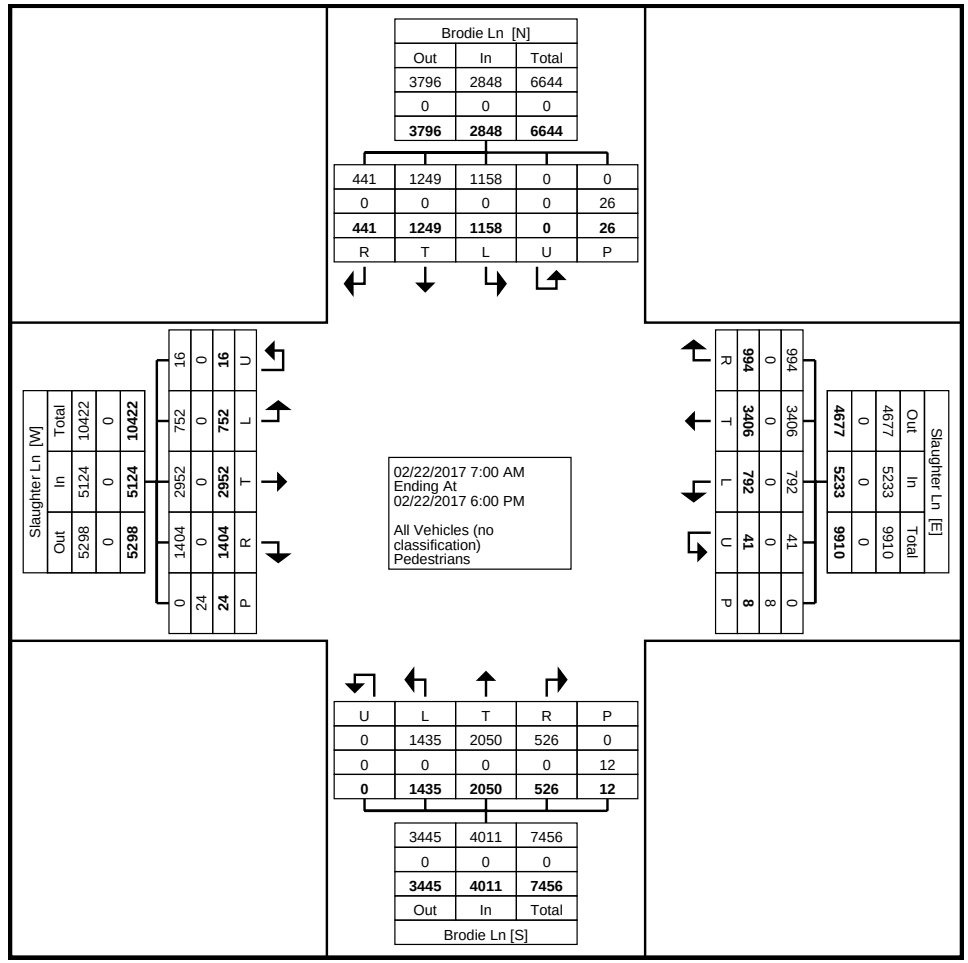
Count Name: 15. Slaughter Ln at Brodie Ln
Site Code: 15
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 15. Slaughter Ln at Brodie Ln
Site Code: 15
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Brodie Ln Southbound						Slaughter Ln Westbound						Brodie Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	26	37	19	0	0	82	31	313	80	2	0	426	116	204	22	0	0	342	31	124	51	0	0	206	1056
7:30 AM	35	37	24	0	0	96	37	268	77	1	0	383	106	191	28	0	1	325	37	147	53	0	0	237	1041
7:45 AM	57	55	25	0	1	137	53	278	62	6	0	399	118	169	35	0	0	322	44	133	48	0	0	225	1083
8:00 AM	46	39	26	0	2	111	43	235	58	2	0	338	92	163	31	0	3	286	54	131	52	1	0	238	973
Total	164	168	94	0	3	426	164	1094	277	11	0	1546	432	727	116	0	4	1275	166	535	204	1	0	906	4153
Approach %	38.5	39.4	22.1	0.0	-	-	10.6	70.8	17.9	0.7	-	-	33.9	57.0	9.1	0.0	-	-	18.3	59.1	22.5	0.1	-	-	-
Total %	3.9	4.0	2.3	0.0	-	10.3	3.9	26.3	6.7	0.3	-	37.2	10.4	17.5	2.8	0.0	-	30.7	4.0	12.9	4.9	0.0	-	21.8	-
PHF	0.719	0.764	0.904	0.000	-	0.777	0.774	0.874	0.866	0.458	-	0.907	0.915	0.891	0.829	0.000	-	0.932	0.769	0.910	0.962	0.250	-	0.952	0.959
All Vehicles (no classification)	164	168	94	0	-	426	164	1094	277	11	-	1546	432	727	116	0	-	1275	166	535	204	1	-	906	4153
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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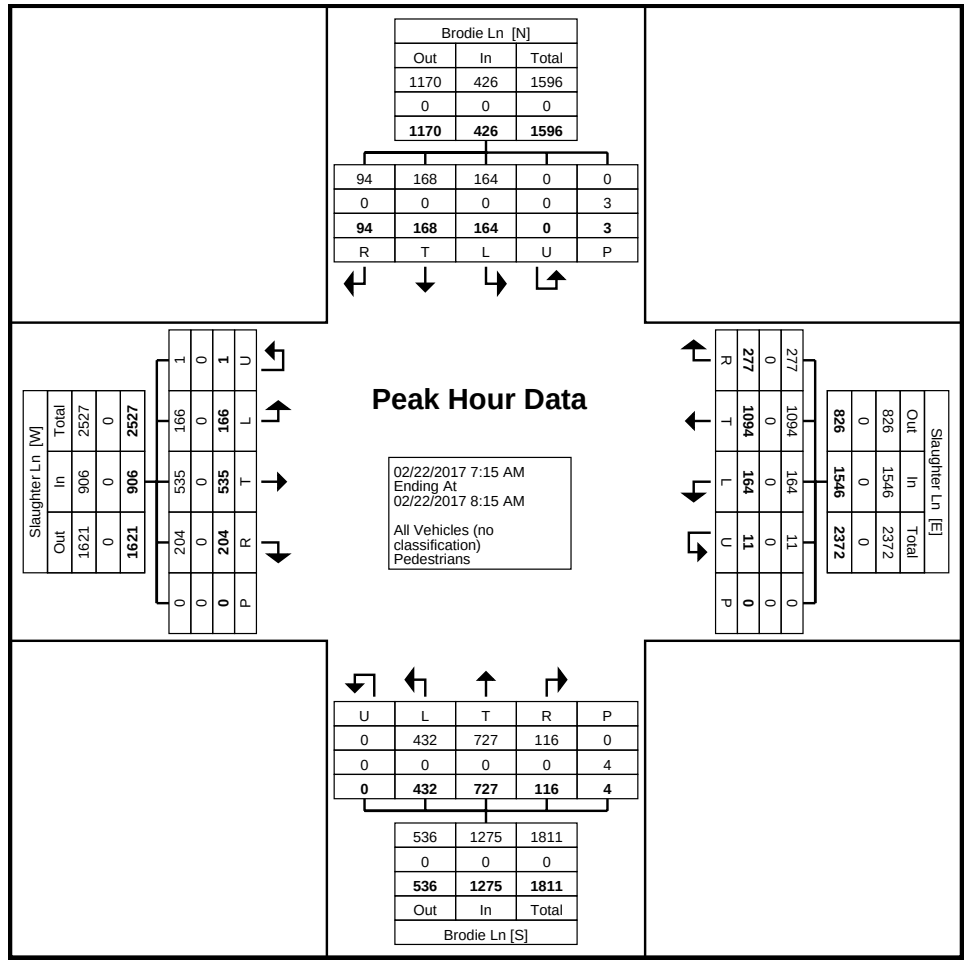
Count Name: 15. Slaughter Ln at Brodie Ln
Site Code: 15
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 15. Slaughter Ln at Brodie Ln
Site Code: 15
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Brodie Ln Southbound						Slaughter Ln Westbound						Brodie Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:00 PM	109	118	35	0	1	262	70	163	53	3	0	289	87	89	44	0	0	220	42	214	165	1	0	422	1193
4:15 PM	109	143	28	0	0	280	71	171	75	4	0	321	91	75	53	0	0	219	41	190	152	0	0	383	1203
4:30 PM	110	114	27	0	2	251	41	182	58	3	0	284	65	97	38	0	0	200	65	246	133	1	5	445	1180
4:45 PM	87	106	6	0	10	199	63	154	56	2	2	275	67	111	25	0	0	203	74	285	118	1	10	478	1155
Total	415	481	96	0	13	992	245	670	242	12	2	1169	310	372	160	0	0	842	222	935	568	3	15	1728	4731
Approach %	41.8	48.5	9.7	0.0	-	-	21.0	57.3	20.7	1.0	-	-	36.8	44.2	19.0	0.0	-	-	12.8	54.1	32.9	0.2	-	-	-
Total %	8.8	10.2	2.0	0.0	-	21.0	5.2	14.2	5.1	0.3	-	24.7	6.6	7.9	3.4	0.0	-	17.8	4.7	19.8	12.0	0.1	-	36.5	-
PHF	0.943	0.841	0.686	0.000	-	0.886	0.863	0.920	0.807	0.750	-	0.910	0.852	0.838	0.755	0.000	-	0.957	0.750	0.820	0.861	0.750	-	0.904	0.983
All Vehicles (no classification)	415	481	96	0	-	992	245	670	242	12	-	1169	310	372	160	0	-	842	222	935	568	3	-	1728	4731
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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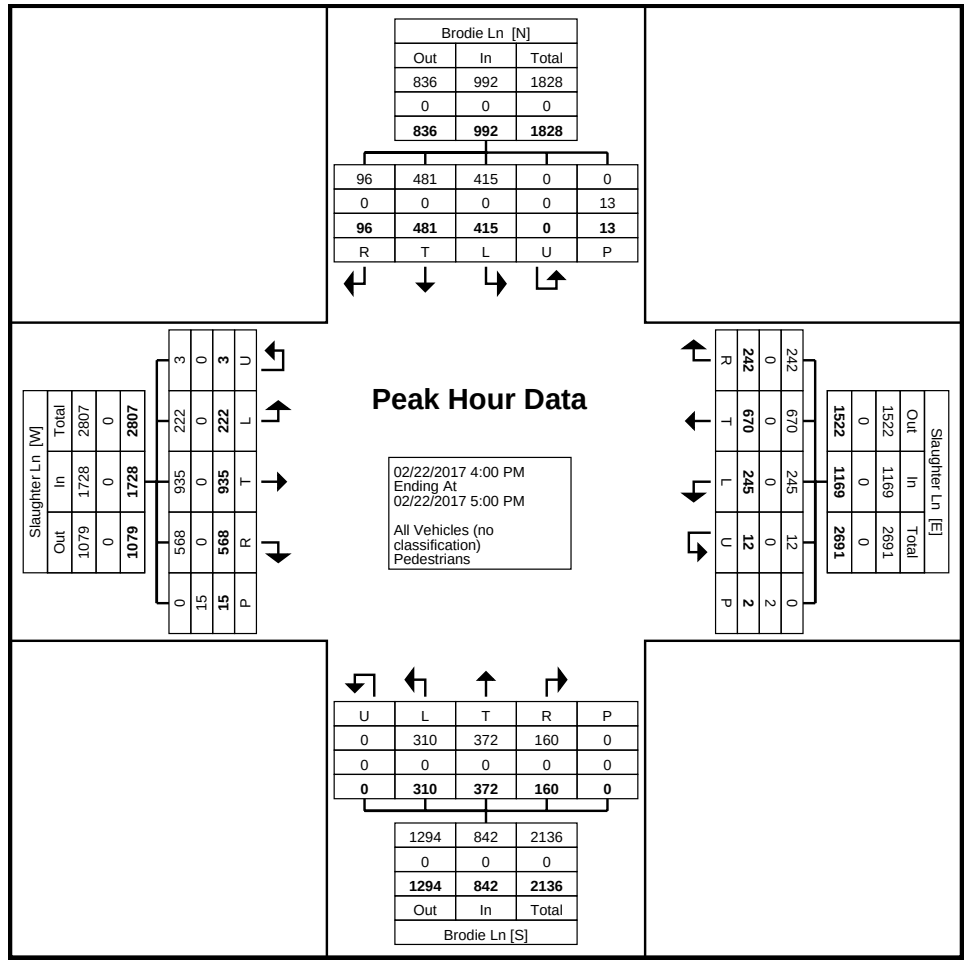
Count Name: 15. Slaughter Ln at Brodie Ln
Site Code: 15
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:00 PM)

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Count Name: 18. Slaughter Ln at West Gate Blvd
Site Code: 18
Start Date: 02/22/2017

Turning Movement Data

Start Time	West Gate Blvd Southbound					Slaughter Ln Westbound					Slaughter Ln Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	12	21	1	0	34	354	66	0	0	420	40	112	0	0	152	606
7:15 AM	7	32	0	3	39	426	76	0	1	502	54	138	0	0	192	733
7:30 AM	15	38	0	0	53	374	62	0	0	436	52	167	0	0	219	708
7:45 AM	15	45	0	1	60	394	60	0	0	454	38	178	0	0	216	730
Hourly Total	49	136	1	4	186	1548	264	0	1	1812	184	595	0	0	779	2777
8:00 AM	22	28	1	1	51	334	64	0	0	398	22	165	0	0	187	636
8:15 AM	13	36	1	0	50	354	57	0	0	411	46	189	0	0	235	696
8:30 AM	14	37	1	0	52	366	44	0	0	410	34	185	1	0	220	682
8:45 AM	11	31	0	0	42	307	41	0	0	348	56	140	0	0	196	586
Hourly Total	60	132	3	1	195	1361	206	0	0	1567	158	679	1	0	838	2600
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	43	36	0	0	79	246	25	0	0	271	41	337	0	0	378	728
4:15 PM	65	54	0	2	119	274	17	0	1	291	28	318	1	0	347	757
4:30 PM	50	49	0	1	99	243	23	0	1	266	36	352	2	0	390	755
4:45 PM	65	66	0	1	131	212	18	0	1	230	34	336	0	0	370	731
Hourly Total	223	205	0	4	428	975	83	0	3	1058	139	1343	3	0	1485	2971
5:00 PM	82	54	0	2	136	228	19	0	0	247	34	363	0	0	397	780
5:15 PM	84	72	0	1	156	207	30	0	0	237	38	315	2	0	355	748
5:30 PM	94	65	1	4	160	229	27	0	1	256	38	327	1	0	366	782
5:45 PM	75	67	0	0	142	221	19	0	0	240	36	327	1	0	364	746
Hourly Total	335	258	1	7	594	885	95	0	1	980	146	1332	4	0	1482	3056
Grand Total	667	731	5	16	1403	4769	648	0	5	5417	627	3949	8	0	4584	11404
Approach %	47.5	52.1	0.4	-	-	88.0	12.0	0.0	-	-	13.7	86.1	0.2	-	-	-
Total %	5.8	6.4	0.0	-	12.3	41.8	5.7	0.0	-	47.5	5.5	34.6	0.1	-	40.2	-
All Vehicles (no classification)	667	731	5	-	1403	4769	648	0	-	5417	627	3949	8	-	4584	11404
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	16	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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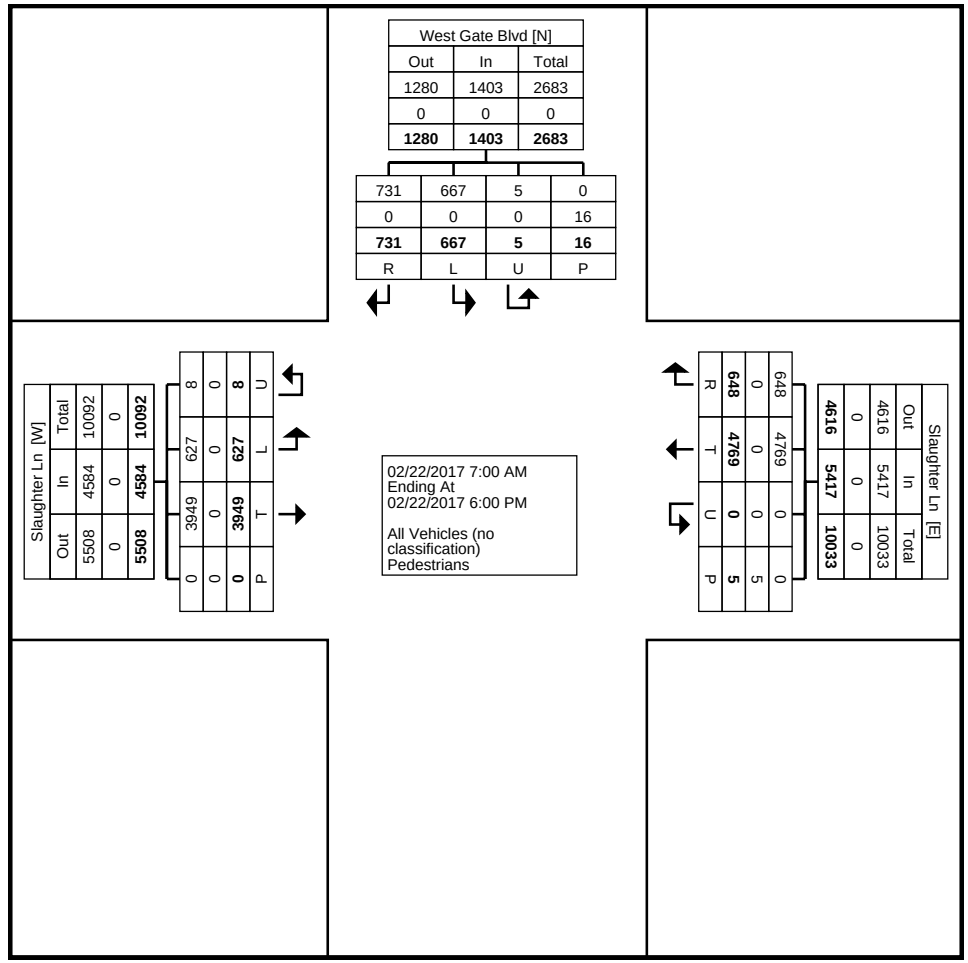
Count Name: 18. Slaughter Ln at West Gate Blvd
Site Code: 18
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 18. Slaughter Ln at West Gate Blvd
Site Code: 18
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	West Gate Blvd Southbound					Slaughter Ln Westbound					Slaughter Ln Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
7:15 AM	7	32	0	3	39	426	76	0	1	502	54	138	0	0	192	733
7:30 AM	15	38	0	0	53	374	62	0	0	436	52	167	0	0	219	708
7:45 AM	15	45	0	1	60	394	60	0	0	454	38	178	0	0	216	730
8:00 AM	22	28	1	1	51	334	64	0	0	398	22	165	0	0	187	636
Total	59	143	1	5	203	1528	262	0	1	1790	166	648	0	0	814	2807
Approach %	29.1	70.4	0.5	-	-	85.4	14.6	0.0	-	-	20.4	79.6	0.0	-	-	-
Total %	2.1	5.1	0.0	-	7.2	54.4	9.3	0.0	-	63.8	5.9	23.1	0.0	-	29.0	-
PHF	0.670	0.794	0.250	-	0.846	0.897	0.862	0.000	-	0.891	0.769	0.910	0.000	-	0.929	0.957
All Vehicles (no classification)	59	143	1	-	203	1528	262	0	-	1790	166	648	0	-	814	2807
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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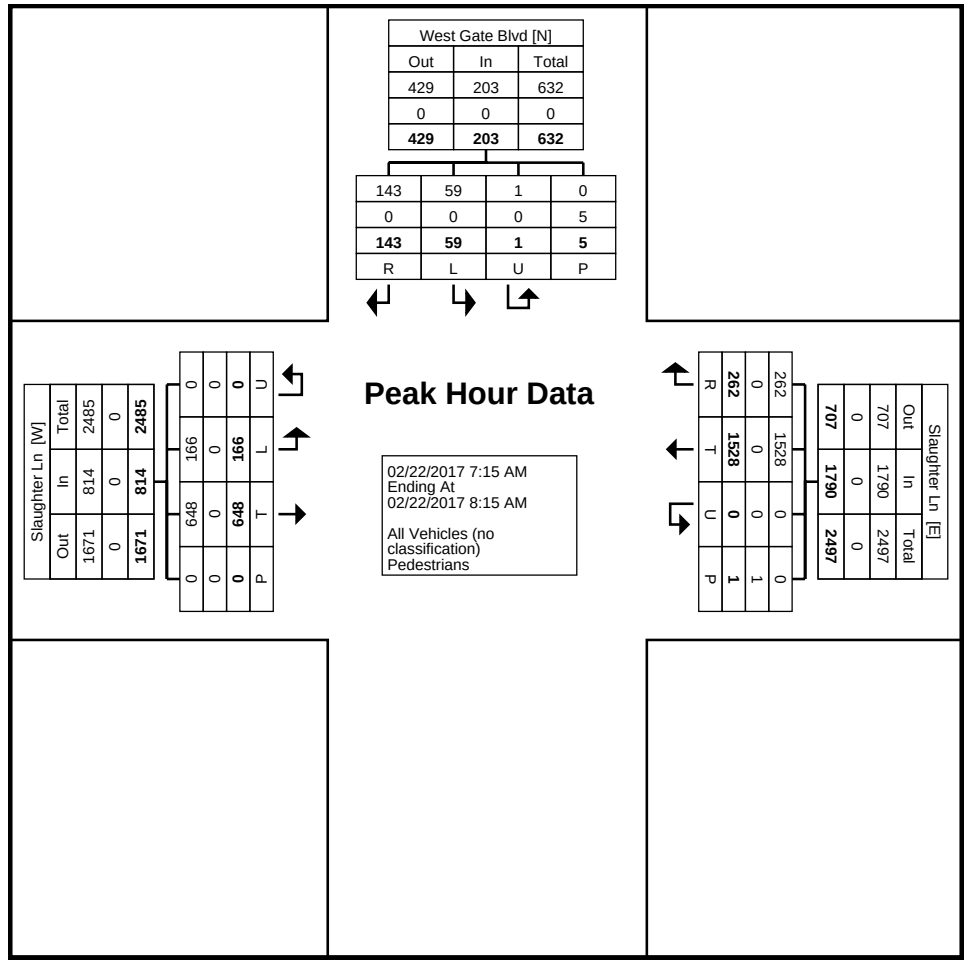
Count Name: 18. Slaughter Ln at West Gate Blvd
Site Code: 18
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 18. Slaughter Ln at West Gate Blvd
Site Code: 18
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	West Gate Blvd Southbound					Slaughter Ln Westbound					Slaughter Ln Eastbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
5:00 PM	82	54	0	2	136	228	19	0	0	247	34	363	0	0	397	780
5:15 PM	84	72	0	1	156	207	30	0	0	237	38	315	2	0	355	748
5:30 PM	94	65	1	4	160	229	27	0	1	256	38	327	1	0	366	782
5:45 PM	75	67	0	0	142	221	19	0	0	240	36	327	1	0	364	746
Total	335	258	1	7	594	885	95	0	1	980	146	1332	4	0	1482	3056
Approach %	56.4	43.4	0.2	-	-	90.3	9.7	0.0	-	-	9.9	89.9	0.3	-	-	-
Total %	11.0	8.4	0.0	-	19.4	29.0	3.1	0.0	-	32.1	4.8	43.6	0.1	-	48.5	-
PHF	0.891	0.896	0.250	-	0.928	0.966	0.792	0.000	-	0.957	0.961	0.917	0.500	-	0.933	0.977
All Vehicles (no classification)	335	258	1	-	594	885	95	0	-	980	146	1332	4	-	1482	3056
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	7	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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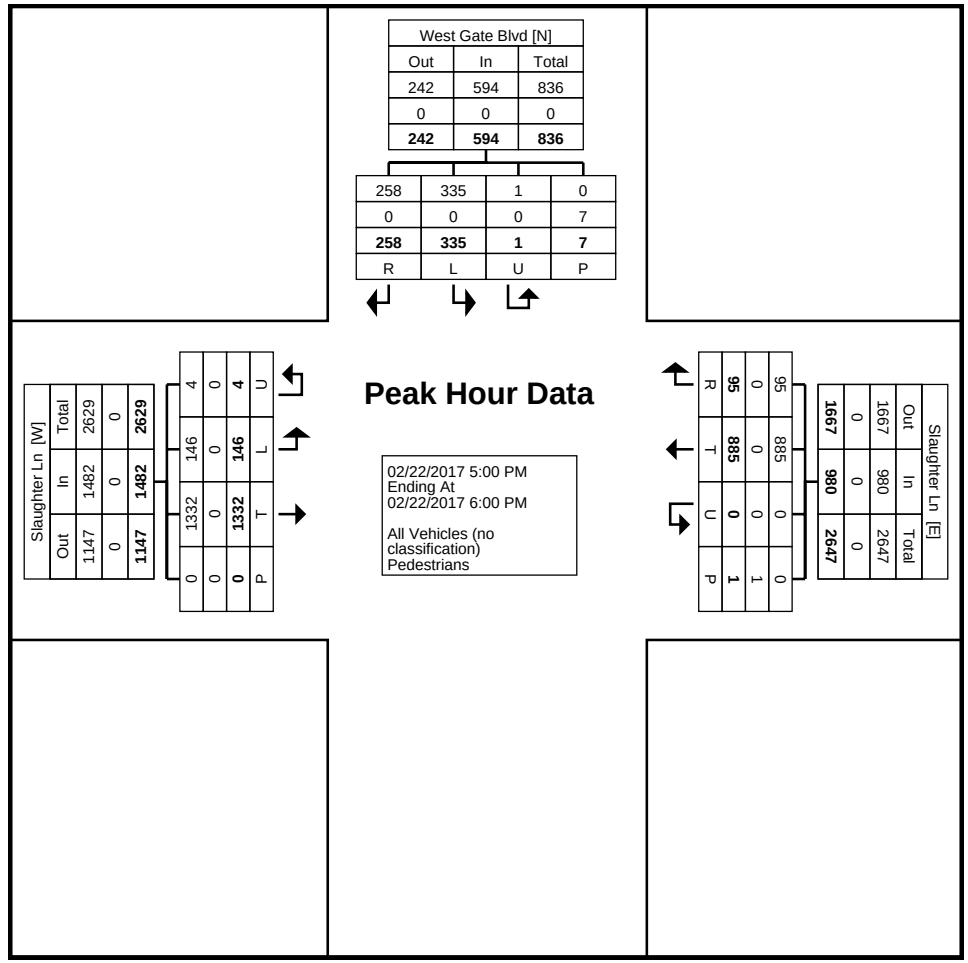
Count Name: 18. Slaughter Ln at West Gate Blvd
Site Code: 18
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 19. Slaughter Ln at Lindshire Ln
Site Code: 19
Start Date: 02/22/2017

Turning Movement Data

Start Time	Church Parking lot Southbound						Slaughter Ln Westbound						Lindshire Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	0	1	0	2	356	1	0	0	359	80	0	10	0	0	90	0	120	5	0	0	125	574
7:15 AM	0	0	0	0	0	0	4	435	1	1	0	441	70	0	17	0	0	87	0	141	7	0	0	148	676
7:30 AM	0	0	0	0	0	0	7	386	1	0	0	394	58	1	17	0	0	76	0	178	3	0	0	181	651
7:45 AM	1	0	0	0	1	1	10	390	1	0	0	401	57	0	8	0	0	65	0	195	5	0	0	200	667
Hourly Total	1	0	0	0	2	1	23	1567	4	1	0	1595	265	1	52	0	0	318	0	634	20	0	0	654	2568
8:00 AM	0	0	0	0	0	0	3	352	1	0	0	356	51	0	8	0	0	59	0	168	7	0	0	175	590
8:15 AM	0	0	0	0	0	0	2	371	1	0	0	374	44	0	5	0	0	49	0	184	10	0	0	194	617
8:30 AM	0	0	0	0	0	0	2	382	1	0	0	385	38	0	10	0	0	48	0	189	6	0	0	195	628
8:45 AM	3	0	2	0	0	5	5	325	7	0	0	337	25	4	3	0	0	32	0	154	2	0	0	156	530
Hourly Total	3	0	2	0	0	5	12	1430	10	0	0	1452	158	4	26	0	0	188	0	695	25	0	0	720	2365
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	0	0	0	0	1	3	244	0	0	0	247	25	0	5	0	0	30	0	369	27	0	0	396	674
4:15 PM	0	0	0	0	0	0	12	261	0	0	0	273	25	0	5	0	0	30	0	381	16	0	0	397	700
4:30 PM	0	0	0	0	0	0	7	254	0	0	1	261	16	0	8	0	0	24	0	387	19	0	0	406	691
4:45 PM	0	0	0	0	1	0	11	217	0	0	0	228	14	2	4	0	0	20	0	379	24	0	0	403	651
Hourly Total	1	0	0	0	1	1	33	976	0	0	1	1009	80	2	22	0	0	104	0	1516	86	0	0	1602	2716
5:00 PM	1	1	0	0	0	2	8	232	0	0	0	240	25	0	10	0	2	35	0	419	27	0	0	446	723
5:15 PM	1	0	0	0	0	1	8	228	1	0	0	237	20	0	9	0	1	29	0	361	23	0	0	384	651
5:30 PM	2	0	1	0	1	3	13	237	3	0	2	253	21	1	5	0	0	27	0	397	27	0	0	424	707
5:45 PM	1	1	2	0	0	4	11	229	2	0	0	242	13	1	7	0	1	21	1	378	25	0	0	404	671
Hourly Total	5	2	3	0	1	10	40	926	6	0	2	972	79	2	31	0	4	112	1	1555	102	0	0	1658	2752
Grand Total	10	2	5	0	4	17	108	4899	20	1	3	5028	582	9	131	0	4	722	1	4400	233	0	0	4634	10401
Approach %	58.8	11.8	29.4	0.0	-	-	2.1	97.4	0.4	0.0	-	-	80.6	1.2	18.1	0.0	-	-	0.0	95.0	5.0	0.0	-	-	-
Total %	0.1	0.0	0.0	0.0	-	0.2	1.0	47.1	0.2	0.0	-	48.3	5.6	0.1	1.3	0.0	-	6.9	0.0	42.3	2.2	0.0	-	44.6	-
All Vehicles (no classification)	10	2	5	0	-	17	108	4899	20	1	-	5028	582	9	131	0	-	722	1	4400	233	0	-	4634	10401
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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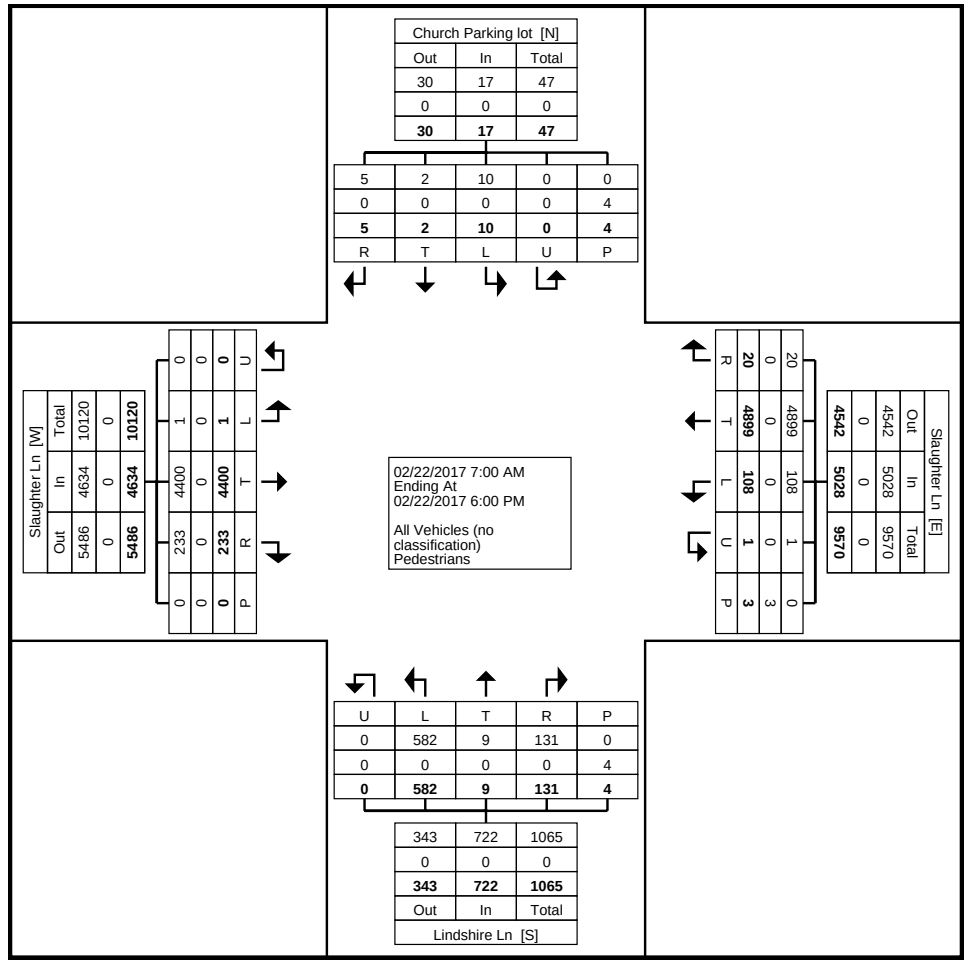
Count Name: 19. Slaughter Ln at Lindshire Ln
Site Code: 19
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 19. Slaughter Ln at Lindshire Ln
Site Code: 19
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Church Parking lot Southbound						Slaughter Ln Westbound						Lindshire Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	0	0	0	0	0	0	4	435	1	1	0	441	70	0	17	0	0	87	0	141	7	0	0	148	676
7:30 AM	0	0	0	0	0	0	7	386	1	0	0	394	58	1	17	0	0	76	0	178	3	0	0	181	651
7:45 AM	1	0	0	0	1	1	10	390	1	0	0	401	57	0	8	0	0	65	0	195	5	0	0	200	667
8:00 AM	0	0	0	0	0	0	3	352	1	0	0	356	51	0	8	0	0	59	0	168	7	0	0	175	590
Total	1	0	0	0	1	1	24	1563	4	1	0	1592	236	1	50	0	0	287	0	682	22	0	0	704	2584
Approach %	100.0	0.0	0.0	0.0	-	-	1.5	98.2	0.3	0.1	-	-	82.2	0.3	17.4	0.0	-	-	0.0	96.9	3.1	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.9	60.5	0.2	0.0	-	61.6	9.1	0.0	1.9	0.0	-	11.1	0.0	26.4	0.9	0.0	-	27.2	-
PHF	0.250	0.000	0.000	0.000	-	0.250	0.600	0.898	1.000	0.250	-	0.902	0.843	0.250	0.735	0.000	-	0.825	0.000	0.874	0.786	0.000	-	0.880	0.956
All Vehicles (no classification)	1	0	0	0	-	1	24	1563	4	1	-	1592	236	1	50	0	-	287	0	682	22	0	-	704	2584
% All Vehicles (no classification)	100.0	-	-	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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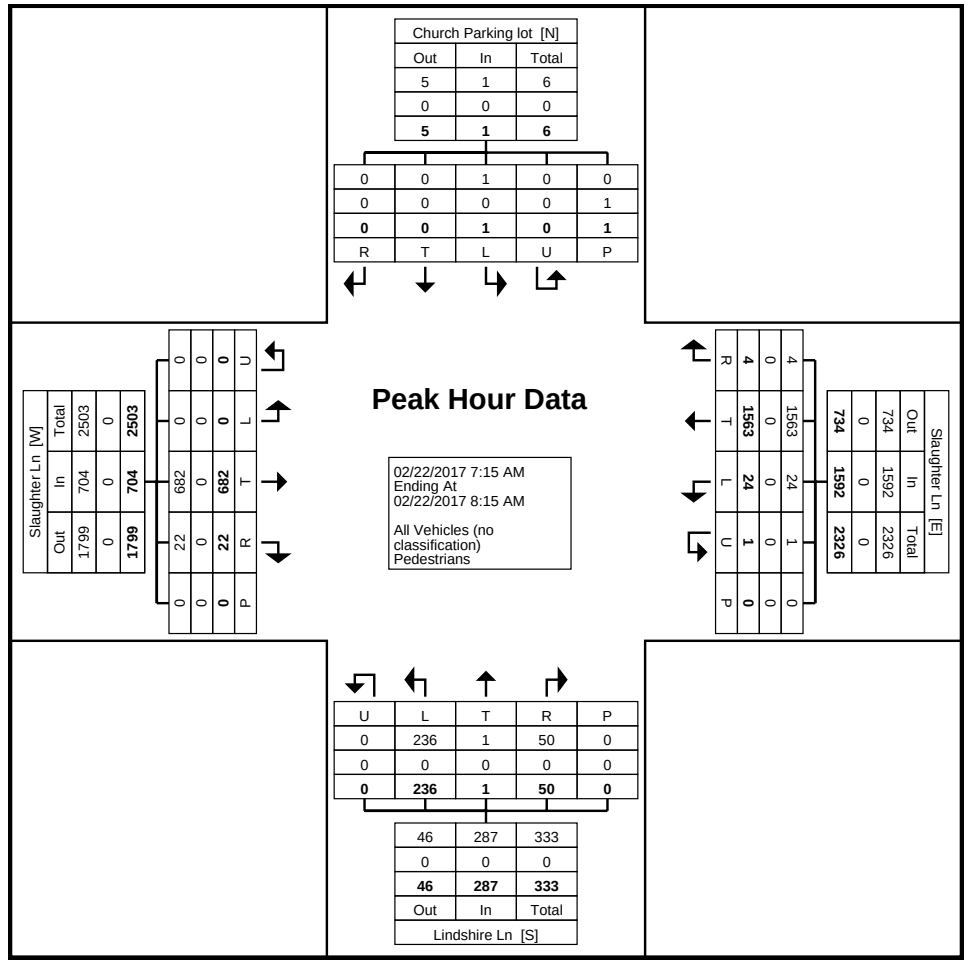
Count Name: 19. Slaughter Ln at Lindshire Ln
Site Code: 19
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 19. Slaughter Ln at Lindshire Ln
Site Code: 19
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Church Parking lot Southbound						Slaughter Ln Westbound						Lindshire Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	0	0	0	0	0	0	12	261	0	0	0	273	25	0	5	0	0	30	0	381	16	0	0	397	700
4:30 PM	0	0	0	0	0	0	7	254	0	0	1	261	16	0	8	0	0	24	0	387	19	0	0	406	691
4:45 PM	0	0	0	0	1	0	11	217	0	0	0	228	14	2	4	0	0	20	0	379	24	0	0	403	651
5:00 PM	1	1	0	0	0	2	8	232	0	0	0	240	25	0	10	0	2	35	0	419	27	0	0	446	723
Total	1	1	0	0	1	2	38	964	0	0	1	1002	80	2	27	0	2	109	0	1566	86	0	0	1652	2765
Approach %	50.0	50.0	0.0	0.0	-	-	3.8	96.2	0.0	0.0	-	-	73.4	1.8	24.8	0.0	-	-	0.0	94.8	5.2	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.1	1.4	34.9	0.0	0.0	-	36.2	2.9	0.1	1.0	0.0	-	3.9	0.0	56.6	3.1	0.0	-	59.7	-
PHF	0.250	0.250	0.000	0.000	-	0.250	0.792	0.923	0.000	0.000	-	0.918	0.800	0.250	0.675	0.000	-	0.779	0.000	0.934	0.796	0.000	-	0.926	0.956
All Vehicles (no classification)	1	1	0	0	-	2	38	964	0	0	-	1002	80	2	27	0	-	109	0	1566	86	0	-	1652	2765
% All Vehicles (no classification)	100.0	100.0	-	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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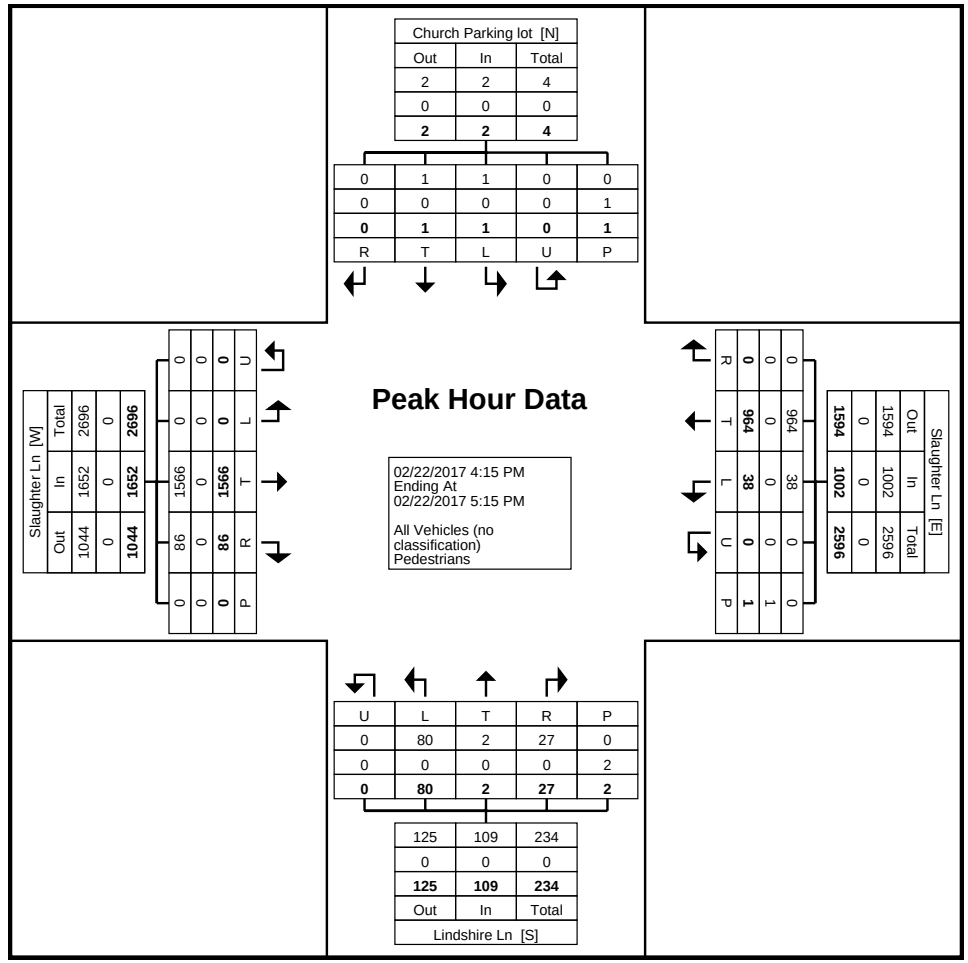
Count Name: 19. Slaughter Ln at Lindshire Ln
Site Code: 19
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:15 PM)

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Count Name: 22. Slaughter Ln at Curlew Dr
Site Code: 22
Start Date: 02/22/2017

Turning Movement Data

Start Time	Curlew Dr Southbound						Slaughter Ln Westbound						Curlew Dr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	23	2	16	0	1	41	0	261	24	0	0	285	10	10	5	0	0	25	6	107	0	0	7	113	464
7:15 AM	23	4	29	0	0	56	0	323	30	0	1	353	5	27	5	0	2	37	11	127	0	0	9	138	584
7:30 AM	36	2	42	0	0	80	1	316	29	0	0	346	10	19	3	0	0	32	15	139	0	0	9	154	612
7:45 AM	33	5	16	0	0	54	0	284	12	0	0	296	5	5	3	0	0	13	1	167	0	1	4	169	532
Hourly Total	115	13	103	0	1	231	1	1184	95	0	1	1280	30	61	16	0	2	107	33	540	0	1	29	574	2192
8:00 AM	10	0	7	0	1	17	1	284	7	0	1	292	2	2	2	0	0	6	2	157	1	0	3	160	475
8:15 AM	7	0	5	0	1	12	3	310	5	1	0	319	4	3	4	0	1	11	7	161	0	0	2	168	510
8:30 AM	8	0	9	0	0	17	6	311	9	2	0	328	4	1	8	0	1	13	8	175	0	0	0	183	541
8:45 AM	8	0	5	0	0	13	1	274	7	1	0	283	3	1	1	0	0	5	4	140	0	0	0	144	445
Hourly Total	33	0	26	0	2	59	11	1179	28	4	1	1222	13	7	15	0	2	35	21	633	1	0	5	655	1971
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	25	3	18	0	0	46	6	224	19	0	6	249	2	0	0	0	0	2	7	299	2	0	0	308	605
4:15 PM	23	2	19	0	1	44	2	230	23	0	0	255	4	2	6	0	0	12	7	288	1	0	2	296	607
4:30 PM	17	3	21	0	1	41	6	227	12	1	0	246	2	3	6	0	0	11	3	304	1	0	1	308	606
4:45 PM	19	2	19	0	1	40	5	216	18	1	1	240	4	1	8	0	1	13	3	292	2	0	0	297	590
Hourly Total	84	10	77	0	3	171	19	897	72	2	7	990	12	6	20	0	1	38	20	1183	6	0	3	1209	2408
5:00 PM	22	2	21	0	0	45	9	204	15	0	0	228	8	3	1	0	2	12	6	315	1	0	10	322	607
5:15 PM	15	3	16	0	0	34	6	211	19	1	0	237	3	3	3	0	2	9	7	285	0	0	0	292	572
5:30 PM	24	11	19	0	2	54	5	218	29	1	0	253	1	3	0	0	0	4	9	293	1	0	0	303	614
5:45 PM	16	3	23	0	0	42	7	229	18	2	0	256	5	2	2	0	0	9	12	291	2	0	0	305	612
Hourly Total	77	19	79	0	2	175	27	862	81	4	0	974	17	11	6	0	4	34	34	1184	4	0	10	1222	2405
Grand Total	309	42	285	0	8	636	58	4122	276	10	9	4466	72	85	57	0	9	214	108	3540	11	1	47	3660	8976
Approach %	48.6	6.6	44.8	0.0	-	-	1.3	92.3	6.2	0.2	-	-	33.6	39.7	26.6	0.0	-	-	3.0	96.7	0.3	0.0	-	-	-
Total %	3.4	0.5	3.2	0.0	-	7.1	0.6	45.9	3.1	0.1	-	49.8	0.8	0.9	0.6	0.0	-	2.4	1.2	39.4	0.1	0.0	-	40.8	-
All Vehicles (no classification)	309	42	285	0	-	636	58	4122	276	10	-	4466	72	85	57	0	-	214	108	3540	11	1	-	3660	8976
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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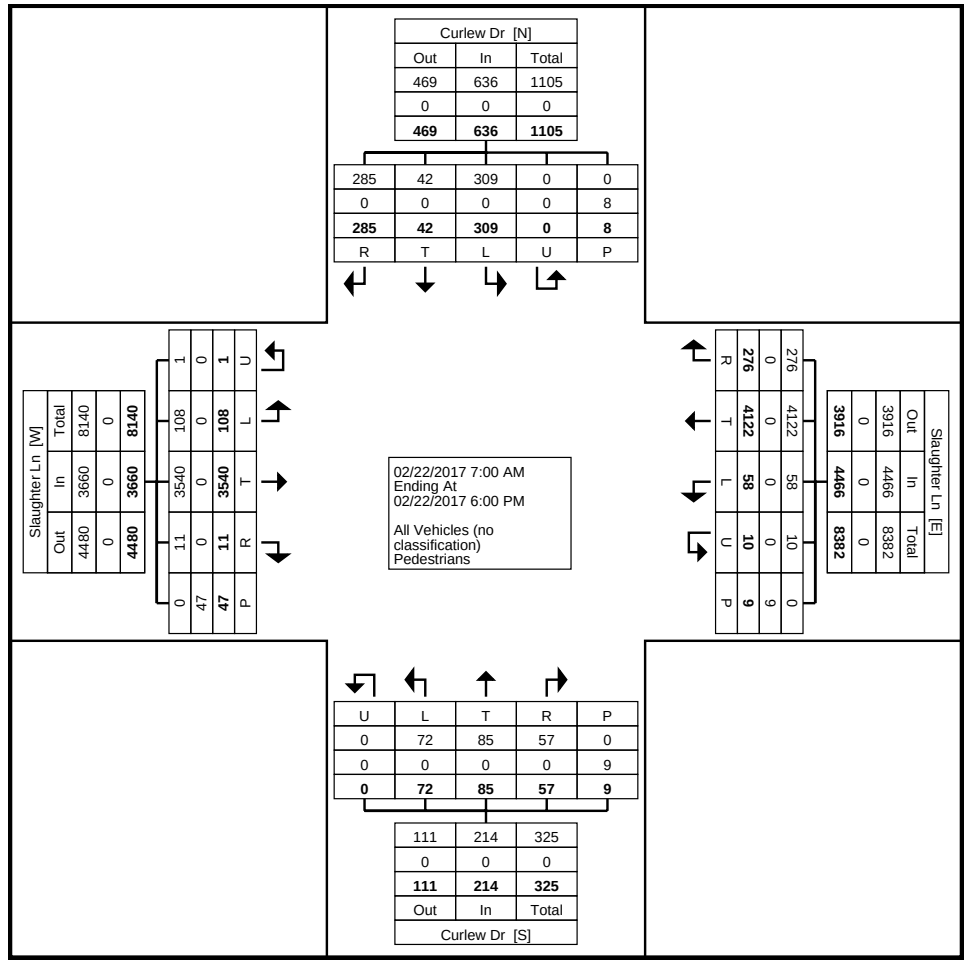
Count Name: 22. Slaughter Ln at Curlew Dr
Site Code: 22
Start Date: 02/22/2017



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Count Name: 22. Slaughter Ln at Curlew Dr
Site Code: 22
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Curlew Dr Southbound						Slaughter Ln Westbound						Curlew Dr Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	23	4	29	0	0	56	0	323	30	0	1	353	5	27	5	0	2	37	11	127	0	0	9	138	584
7:30 AM	36	2	42	0	0	80	1	316	29	0	0	346	10	19	3	0	0	32	15	139	0	0	9	154	612
7:45 AM	33	5	16	0	0	54	0	284	12	0	0	296	5	5	3	0	0	13	1	167	0	1	4	169	532
8:00 AM	10	0	7	0	1	17	1	284	7	0	1	292	2	2	2	0	0	6	2	157	1	0	3	160	475
Total	102	11	94	0	1	207	2	1207	78	0	2	1287	22	53	13	0	2	88	29	590	1	1	25	621	2203
Approach %	49.3	5.3	45.4	0.0	-	-	0.2	93.8	6.1	0.0	-	-	25.0	60.2	14.8	0.0	-	-	4.7	95.0	0.2	0.2	-	-	-
Total %	4.6	0.5	4.3	0.0	-	9.4	0.1	54.8	3.5	0.0	-	58.4	1.0	2.4	0.6	0.0	-	4.0	1.3	26.8	0.0	0.0	-	28.2	-
PHF	0.708	0.550	0.560	0.000	-	0.647	0.500	0.934	0.650	0.000	-	0.911	0.550	0.491	0.650	0.000	-	0.595	0.483	0.883	0.250	0.250	-	0.919	0.900
All Vehicles (no classification)	102	11	94	0	-	207	2	1207	78	0	-	1287	22	53	13	0	-	88	29	590	1	1	-	621	2203
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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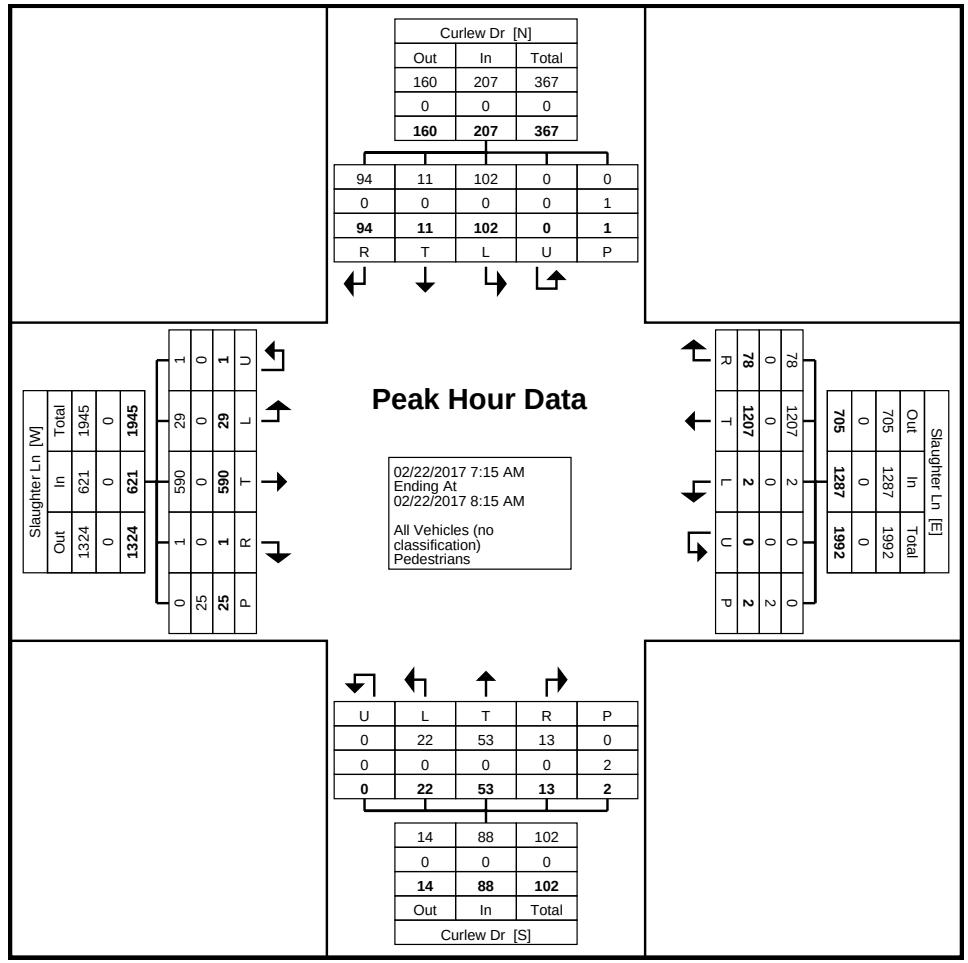
Count Name: 22. Slaughter Ln at Curlew Dr
Site Code: 22
Start Date: 02/22/2017



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Count Name: 22. Slaughter Ln at Curlew Dr
Site Code: 22
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Curlew Dr Southbound						Slaughter Ln Westbound						Curlew Dr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	23	2	19	0	1	44	2	230	23	0	0	255	4	2	6	0	0	12	7	288	1	0	2	296	607
4:30 PM	17	3	21	0	1	41	6	227	12	1	0	246	2	3	6	0	0	11	3	304	1	0	1	308	606
4:45 PM	19	2	19	0	1	40	5	216	18	1	1	240	4	1	8	0	1	13	3	292	2	0	0	297	590
5:00 PM	22	2	21	0	0	45	9	204	15	0	0	228	8	3	1	0	2	12	6	315	1	0	10	322	607
Total	81	9	80	0	3	170	22	877	68	2	1	969	18	9	21	0	3	48	19	1199	5	0	13	1223	2410
Approach %	47.6	5.3	47.1	0.0	-	-	2.3	90.5	7.0	0.2	-	-	37.5	18.8	43.8	0.0	-	-	1.6	98.0	0.4	0.0	-	-	-
Total %	3.4	0.4	3.3	0.0	-	7.1	0.9	36.4	2.8	0.1	-	40.2	0.7	0.4	0.9	0.0	-	2.0	0.8	49.8	0.2	0.0	-	50.7	-
PHF	0.880	0.750	0.952	0.000	-	0.944	0.611	0.953	0.739	0.500	-	0.950	0.563	0.750	0.656	0.000	-	0.923	0.679	0.952	0.625	0.000	-	0.950	0.993
All Vehicles (no classification)	81	9	80	0	-	170	22	877	68	2	-	969	18	9	21	0	-	48	19	1199	5	0	-	1223	2410
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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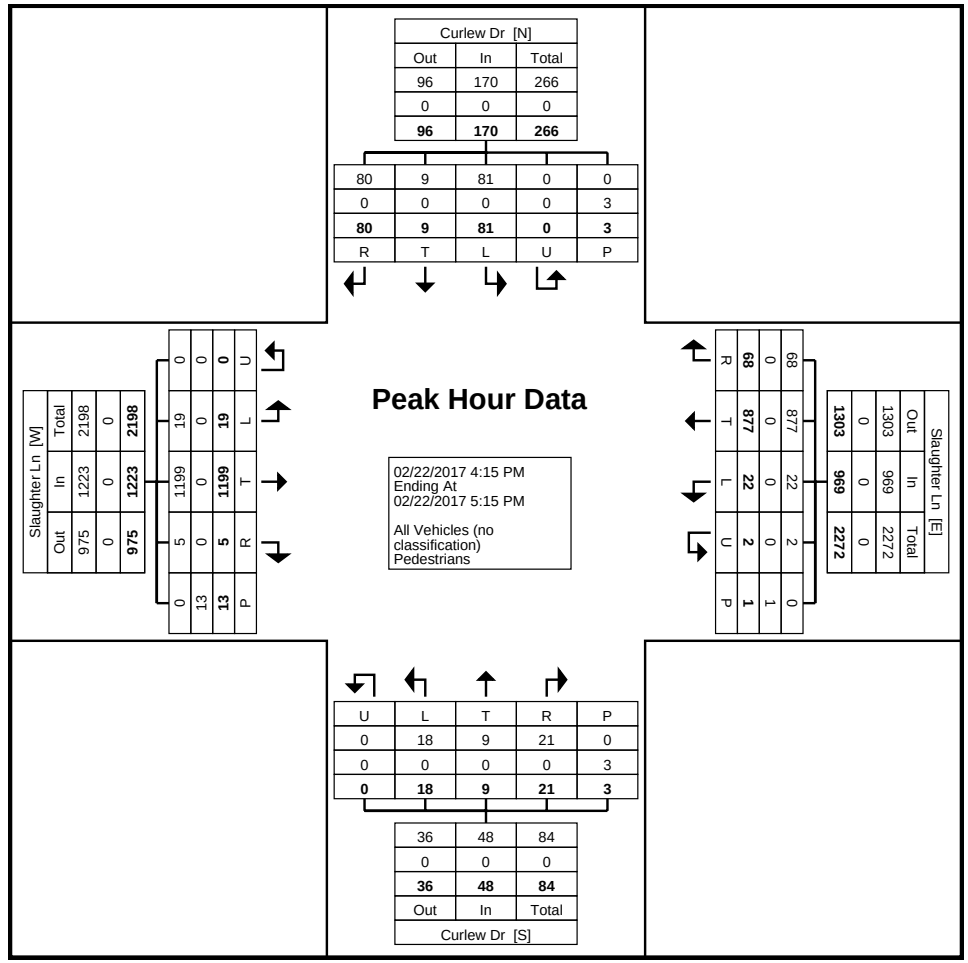
Count Name: 22. Slaughter Ln at Curlew Dr
Site Code: 22
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:15 PM)

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Count Name: 29. Slaughter Ln at Riddle Rd
Site Code: 29
Start Date: 02/22/2017
Page No: 1

Turning Movement Data

Start Time	Shopping Center entr Southbound						Slaughter Ln Westbound						Riddle Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	12	2	24	0	0	38	8	270	11	0	0	289	13	5	15	0	1	33	0	134	0	0	1	134	494
7:15 AM	15	4	21	0	0	40	8	297	10	1	0	316	20	5	23	0	0	48	0	160	1	0	0	161	565
7:30 AM	17	1	16	0	0	34	3	306	14	0	0	323	22	5	29	0	0	56	0	180	3	0	1	183	596
7:45 AM	23	2	18	0	0	43	18	259	11	1	0	289	11	9	20	0	1	40	0	200	0	0	0	200	572
Hourly Total	67	9	79	0	0	155	37	1132	46	2	0	1217	66	24	87	0	2	177	0	674	4	0	2	678	2227
8:00 AM	25	7	20	0	0	52	12	241	18	0	0	271	8	5	11	0	0	24	0	174	0	0	0	174	521
8:15 AM	27	6	27	0	0	60	5	285	18	1	0	309	10	6	20	0	0	36	0	175	1	0	0	176	581
8:30 AM	28	3	29	0	0	60	10	290	15	2	0	317	8	3	12	0	0	23	0	188	2	0	0	190	590
8:45 AM	26	3	35	0	0	64	10	247	15	0	0	272	3	0	18	0	0	21	0	156	0	0	2	156	513
Hourly Total	106	19	111	0	0	236	37	1063	66	3	0	1169	29	14	61	0	0	104	0	693	3	0	2	696	2205
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	54	19	35	0	0	108	22	216	10	2	2	250	4	7	15	0	0	26	0	318	2	0	4	320	704
4:15 PM	55	16	38	0	0	109	18	246	14	5	0	283	2	6	9	0	0	17	0	317	1	0	0	318	727
4:30 PM	62	16	30	0	7	108	27	228	5	7	6	267	2	5	19	0	0	26	0	323	3	0	1	326	727
4:45 PM	55	15	34	0	1	104	35	217	12	9	2	273	6	9	9	0	1	24	0	317	2	0	2	319	720
Hourly Total	226	66	137	0	8	429	102	907	41	23	10	1073	14	27	52	0	1	93	0	1275	8	0	7	1283	2878
5:00 PM	52	12	39	0	0	103	28	191	12	3	0	234	9	12	17	0	0	38	0	306	3	0	1	309	684
5:15 PM	55	25	34	0	1	114	31	199	13	7	0	250	8	4	19	0	2	31	0	310	1	0	1	311	706
5:30 PM	58	10	43	0	3	111	40	210	7	7	0	264	6	8	14	0	0	28	0	316	3	0	0	319	722
5:45 PM	51	19	32	0	0	102	35	208	13	4	1	260	8	5	20	0	2	33	0	302	5	0	0	307	702
Hourly Total	216	66	148	0	4	430	134	808	45	21	1	1008	31	29	70	0	4	130	0	1234	12	0	2	1246	2814
Grand Total	615	160	475	0	12	1250	310	3910	198	49	11	4467	140	94	270	0	7	504	0	3876	27	0	13	3903	10124
Approach %	49.2	12.8	38.0	0.0	-	-	6.9	87.5	4.4	1.1	-	-	27.8	18.7	53.6	0.0	-	-	0.0	99.3	0.7	0.0	-	-	-
Total %	6.1	1.6	4.7	0.0	-	12.3	3.1	38.6	2.0	0.5	-	44.1	1.4	0.9	2.7	0.0	-	5.0	0.0	38.3	0.3	0.0	-	38.6	-
All Vehicles (no classification)	615	160	475	0	-	1250	310	3910	198	49	-	4467	140	94	270	0	-	504	0	3876	27	0	-	3903	10124
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	12	-	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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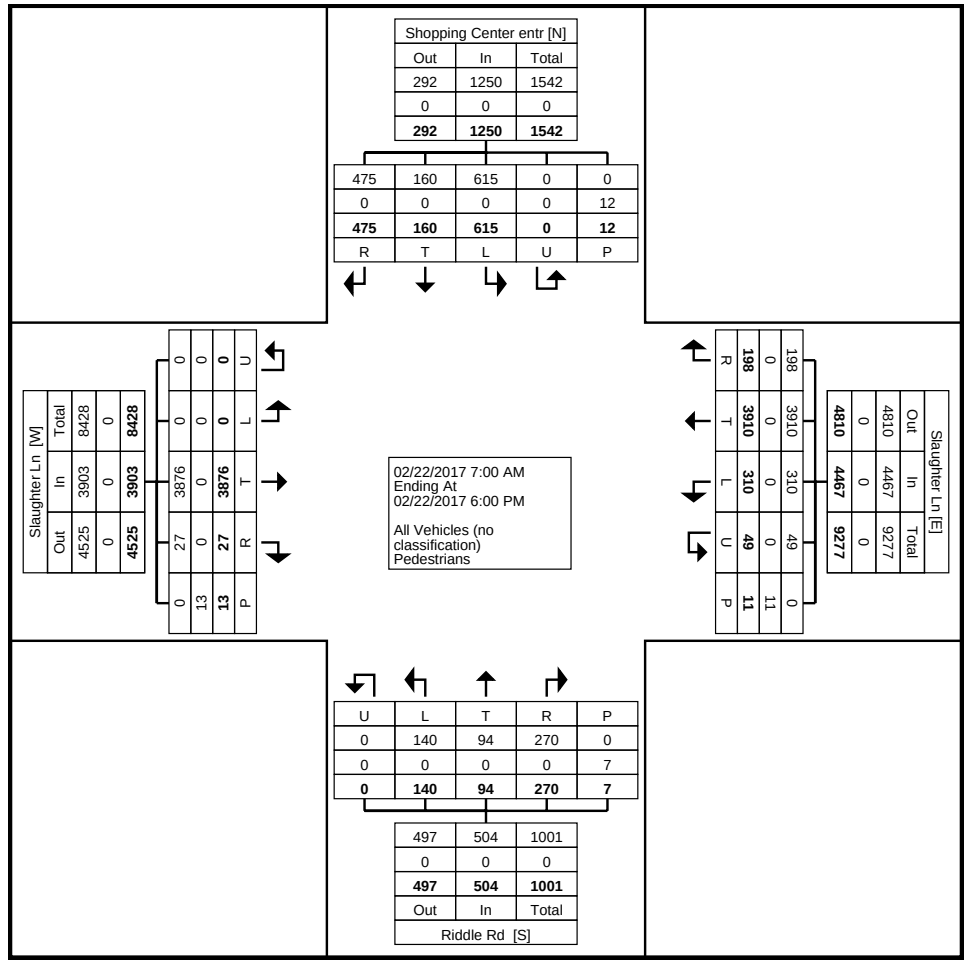
Count Name: 29. Slaughter Ln at Riddle Rd
Site Code: 29
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 29. Slaughter Ln at Riddle Rd
Site Code: 29
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Shopping Center entr Southbound						Slaughter Ln Westbound						Riddle Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	17	1	16	0	0	34	3	306	14	0	0	323	22	5	29	0	0	56	0	180	3	0	1	183	596
7:45 AM	23	2	18	0	0	43	18	259	11	1	0	289	11	9	20	0	1	40	0	200	0	0	0	200	572
8:00 AM	25	7	20	0	0	52	12	241	18	0	0	271	8	5	11	0	0	24	0	174	0	0	0	174	521
8:15 AM	27	6	27	0	0	60	5	285	18	1	0	309	10	6	20	0	0	36	0	175	1	0	0	176	581
Total	92	16	81	0	0	189	38	1091	61	2	0	1192	51	25	80	0	1	156	0	729	4	0	1	733	2270
Approach %	48.7	8.5	42.9	0.0	-	-	3.2	91.5	5.1	0.2	-	-	32.7	16.0	51.3	0.0	-	-	0.0	99.5	0.5	0.0	-	-	-
Total %	4.1	0.7	3.6	0.0	-	8.3	1.7	48.1	2.7	0.1	-	52.5	2.2	1.1	3.5	0.0	-	6.9	0.0	32.1	0.2	0.0	-	32.3	-
PHF	0.852	0.571	0.750	0.000	-	0.788	0.528	0.891	0.847	0.500	-	0.923	0.580	0.694	0.690	0.000	-	0.696	0.000	0.911	0.333	0.000	-	0.916	0.952
All Vehicles (no classification)	92	16	81	0	-	189	38	1091	61	2	-	1192	51	25	80	0	-	156	0	729	4	0	-	733	2270
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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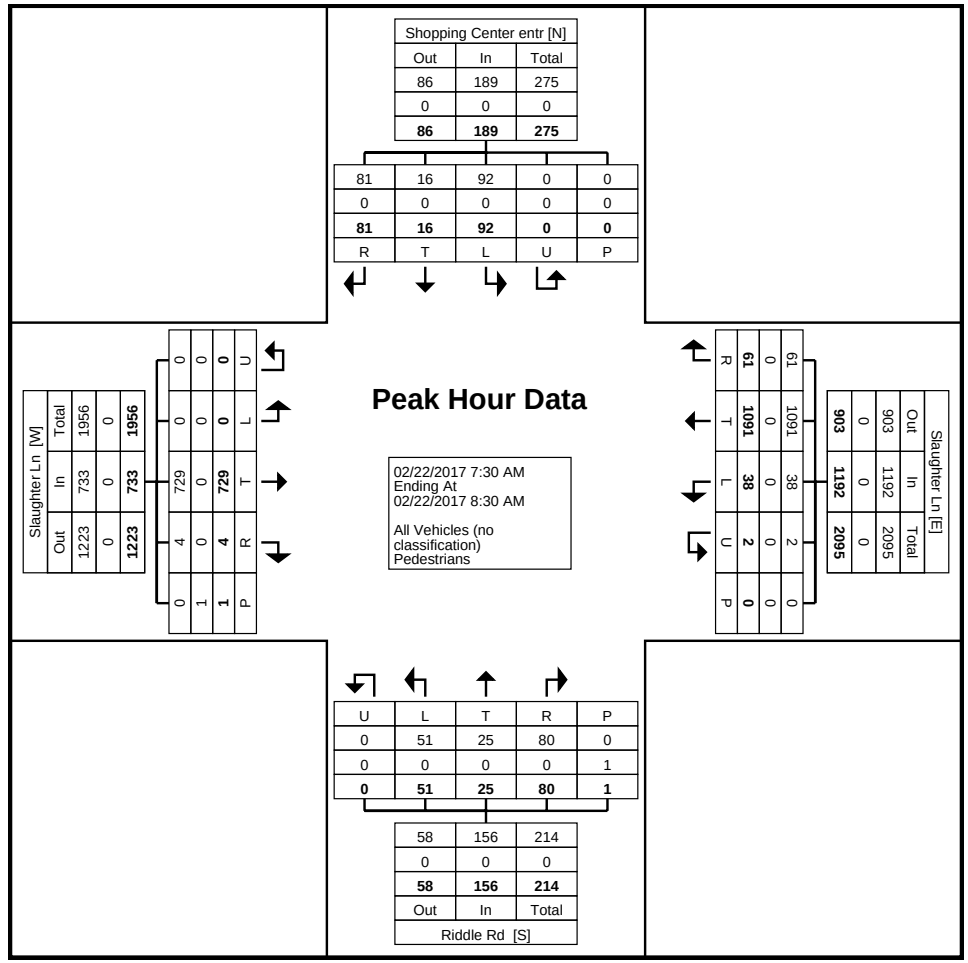
Count Name: 29. Slaughter Ln at Riddle Rd
Site Code: 29
Start Date: 02/22/2017



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

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Count Name: 29. Slaughter Ln at Riddle Rd
Site Code: 29
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Shopping Center entr Southbound						Slaughter Ln Westbound						Riddle Rd Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:00 PM	54	19	35	0	0	108	22	216	10	2	2	250	4	7	15	0	0	26	0	318	2	0	4	320	704
4:15 PM	55	16	38	0	0	109	18	246	14	5	0	283	2	6	9	0	0	17	0	317	1	0	0	318	727
4:30 PM	62	16	30	0	7	108	27	228	5	7	6	267	2	5	19	0	0	26	0	323	3	0	1	326	727
4:45 PM	55	15	34	0	1	104	35	217	12	9	2	273	6	9	9	0	1	24	0	317	2	0	2	319	720
Total	226	66	137	0	8	429	102	907	41	23	10	1073	14	27	52	0	1	93	0	1275	8	0	7	1283	2878
Approach %	52.7	15.4	31.9	0.0	-	-	9.5	84.5	3.8	2.1	-	-	15.1	29.0	55.9	0.0	-	-	0.0	99.4	0.6	0.0	-	-	-
Total %	7.9	2.3	4.8	0.0	-	14.9	3.5	31.5	1.4	0.8	-	37.3	0.5	0.9	1.8	0.0	-	3.2	0.0	44.3	0.3	0.0	-	44.6	-
PHF	0.911	0.868	0.901	0.000	-	0.984	0.729	0.922	0.732	0.639	-	0.948	0.583	0.750	0.684	0.000	-	0.894	0.000	0.987	0.667	0.000	-	0.984	0.990
All Vehicles (no classification)	226	66	137	0	-	429	102	907	41	23	-	1073	14	27	52	0	-	93	0	1275	8	0	-	1283	2878
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	10	-	-	-	-	-	1	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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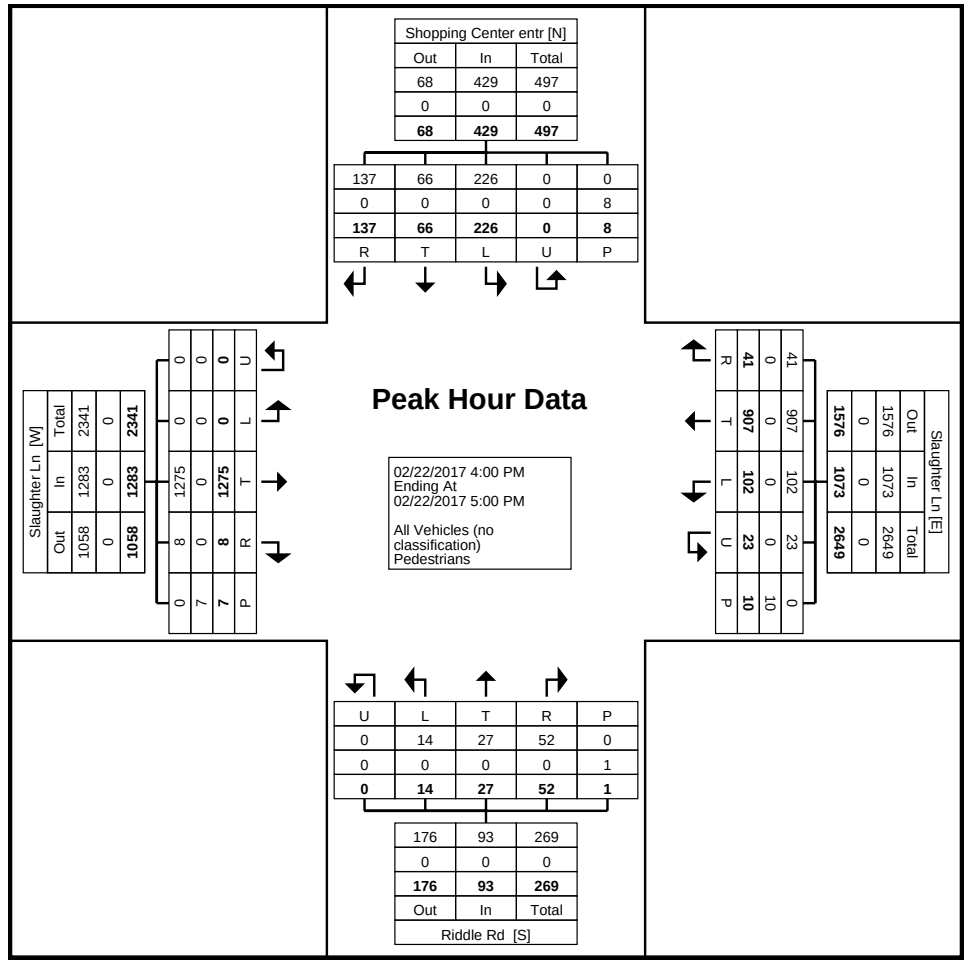
Count Name: 29. Slaughter Ln at Riddle Rd
Site Code: 29
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:00 PM)

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Count Name: 30. Slaughter Ln at HEB Exit
Site Code: 30
Start Date: 02/22/2017

Turning Movement Data

Start Time	HEB Parking Lot Southbound						Slaughter Ln Westbound						Northbound Approach Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	4	0	0	4	0	277	20	0	0	297	0	0	0	0	0	0	12	148	0	0	0	160	461
7:15 AM	0	0	5	0	0	5	0	312	19	0	0	331	0	0	0	0	2	0	15	185	0	0	0	200	536
7:30 AM	0	0	6	0	0	6	0	315	22	0	0	337	0	0	0	0	0	0	23	203	0	0	0	226	569
7:45 AM	0	0	12	0	0	12	0	287	22	0	0	309	0	0	0	0	0	0	24	209	0	0	0	233	554
Hourly Total	0	0	27	0	0	27	0	1191	83	0	0	1274	0	0	0	0	2	0	74	745	0	0	0	819	2120
8:00 AM	0	0	9	0	0	9	0	272	25	0	0	297	0	0	0	0	0	0	10	212	0	0	0	222	528
8:15 AM	0	0	9	0	0	9	0	303	31	0	0	334	0	0	0	0	0	0	23	195	0	0	0	218	561
8:30 AM	0	0	14	0	0	14	0	299	27	0	0	326	0	0	0	0	0	0	23	215	0	0	0	238	578
8:45 AM	0	0	15	0	0	15	0	247	41	0	0	288	0	0	1	0	0	1	16	184	0	0	0	200	504
Hourly Total	0	0	47	0	0	47	0	1121	124	0	0	1245	0	0	1	0	0	1	72	806	0	0	0	878	2171
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	26	0	0	26	0	213	54	0	0	267	0	0	0	0	1	0	37	362	0	0	0	399	692
4:15 PM	0	0	38	0	0	38	0	235	35	0	0	270	0	0	0	0	0	0	38	343	0	0	2	381	689
4:30 PM	0	0	30	0	1	30	0	236	37	0	0	273	0	0	0	0	0	0	35	365	0	0	0	400	703
4:45 PM	0	0	27	0	1	27	0	250	52	0	0	302	0	0	0	0	1	0	33	355	1	0	0	389	718
Hourly Total	0	0	121	0	2	121	0	934	178	0	0	1112	0	0	0	0	2	0	143	1425	1	0	2	1569	2802
5:00 PM	0	0	28	0	0	28	0	210	52	0	0	262	0	0	0	0	0	0	50	358	1	0	1	409	699
5:15 PM	0	0	37	0	0	37	0	215	49	0	0	264	0	0	0	0	2	0	27	362	0	0	0	389	690
5:30 PM	0	0	34	0	3	34	0	234	49	0	0	283	0	0	2	0	2	2	33	366	0	0	0	399	718
5:45 PM	0	0	21	0	0	21	0	246	48	0	0	294	0	0	0	0	3	0	29	348	0	0	1	377	692
Hourly Total	0	0	120	0	3	120	0	905	198	0	0	1103	0	0	2	0	7	2	139	1434	1	0	2	1574	2799
Grand Total	0	0	315	0	5	315	0	4151	583	0	0	4734	0	0	3	0	11	3	428	4410	2	0	4	4840	9892
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	87.7	12.3	0.0	-	-	0.0	0.0	100.0	0.0	-	-	8.8	91.1	0.0	0.0	-	-	-
Total %	0.0	0.0	3.2	0.0	-	3.2	0.0	42.0	5.9	0.0	-	47.9	0.0	0.0	0.0	0.0	-	0.0	4.3	44.6	0.0	0.0	-	48.9	-
All Vehicles (no classification)	0	0	315	0	-	315	0	4151	583	0	-	4734	0	0	3	0	-	3	428	4410	2	0	-	4840	9892
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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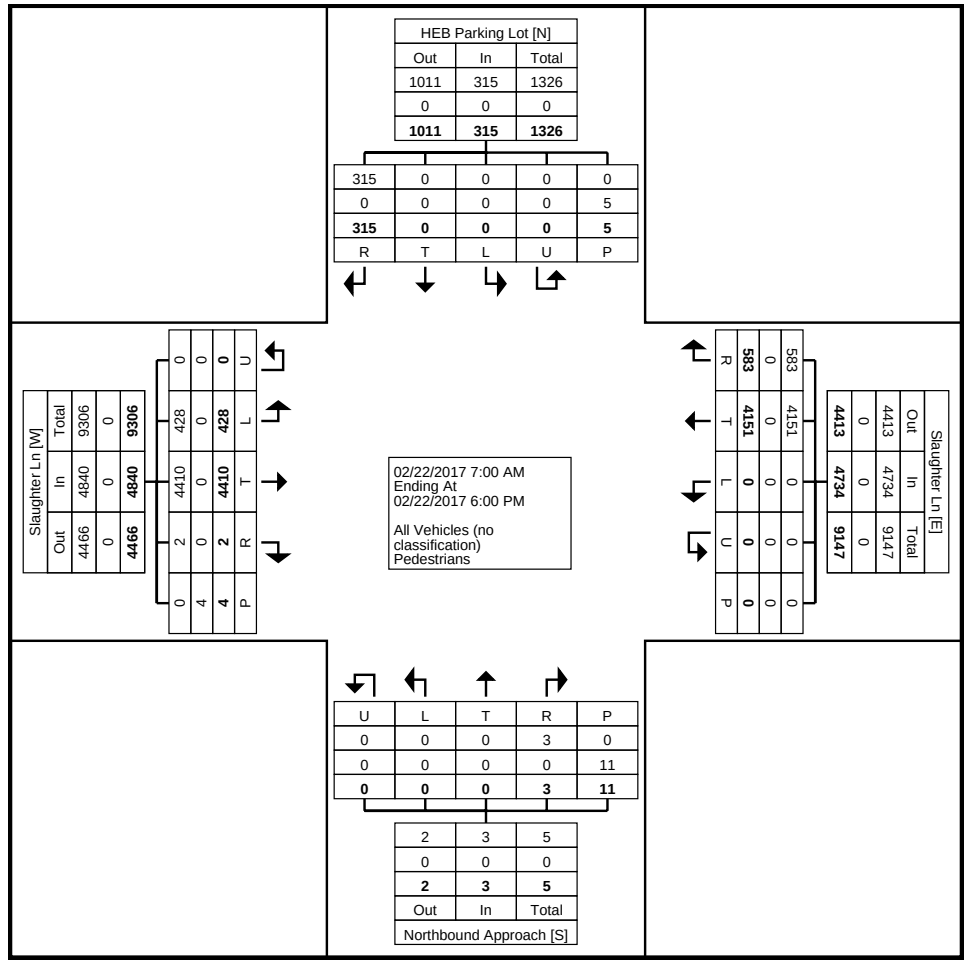
Count Name: 30. Slaughter Ln at HEB Exit
Site Code: 30
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 30. Slaughter Ln at HEB Exit
Site Code: 30
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:45 AM)

Start Time	HEB Parking Lot Southbound						Slaughter Ln Westbound						Northbound Approach Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:45 AM	0	0	12	0	0	12	0	287	22	0	0	309	0	0	0	0	0	0	24	209	0	0	0	233	554
8:00 AM	0	0	9	0	0	9	0	272	25	0	0	297	0	0	0	0	0	0	10	212	0	0	0	222	528
8:15 AM	0	0	9	0	0	9	0	303	31	0	0	334	0	0	0	0	0	0	23	195	0	0	0	218	561
8:30 AM	0	0	14	0	0	14	0	299	27	0	0	326	0	0	0	0	0	0	23	215	0	0	0	238	578
Total	0	0	44	0	0	44	0	1161	105	0	0	1266	0	0	0	0	0	0	80	831	0	0	0	911	2221
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	91.7	8.3	0.0	-	-	NaN	NaN	NaN	NaN	-	-	8.8	91.2	0.0	0.0	-	-	-
Total %	0.0	0.0	2.0	0.0	-	2.0	0.0	52.3	4.7	0.0	-	57.0	0.0	0.0	0.0	0.0	-	0.0	3.6	37.4	0.0	0.0	-	41.0	-
PHF	0.000	0.000	0.786	0.000	-	0.786	0.000	0.958	0.847	0.000	-	0.948	0.000	0.000	0.000	0.000	-	0.000	0.833	0.966	0.000	0.000	-	0.957	0.961
All Vehicles (no classification)	0	0	44	0	-	44	0	1161	105	0	-	1266	0	0	0	0	-	0	80	831	0	0	-	911	2221
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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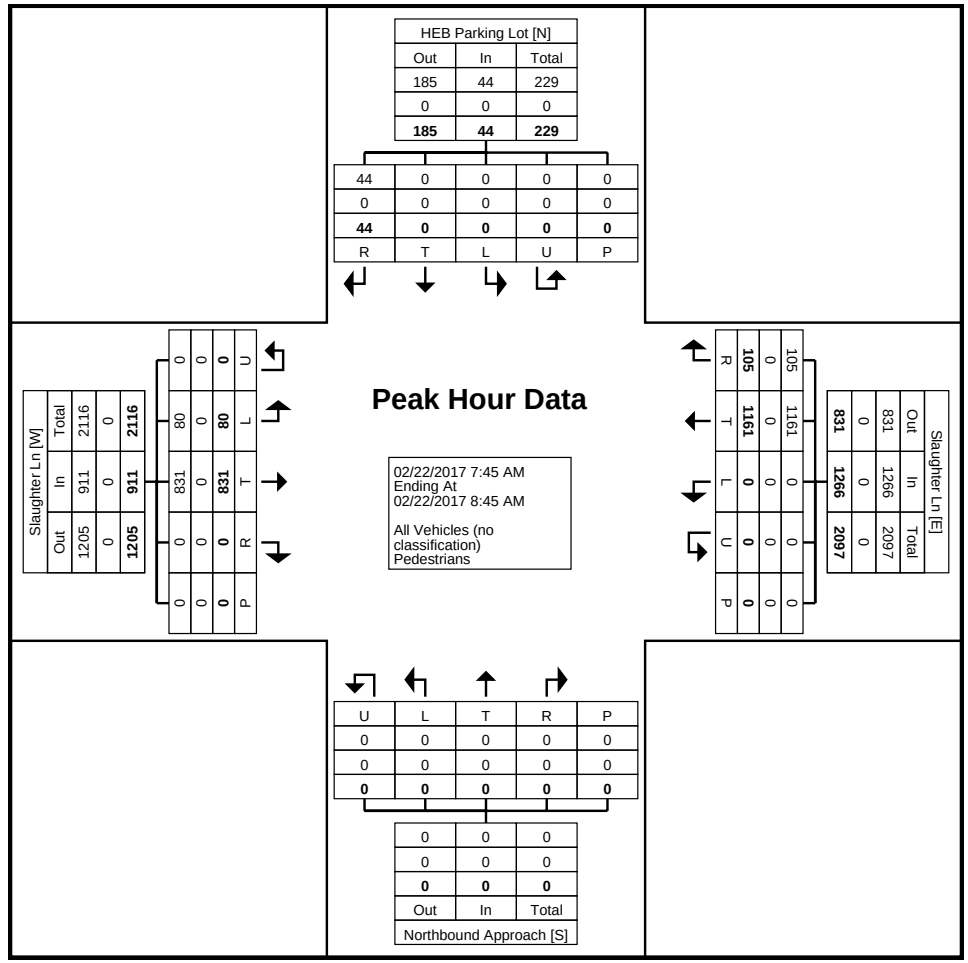
Count Name: 30. Slaughter Ln at HEB Exit
Site Code: 30
Start Date: 02/22/2017



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

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Count Name: 30. Slaughter Ln at HEB Exit
Site Code: 30
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	HEB Parking Lot Southbound						Slaughter Ln Westbound						Northbound Approach Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
4:45 PM	0	0	27	0	1	27	0	250	52	0	0	302	0	0	0	0	1	0	33	355	1	0	0	389	718
5:00 PM	0	0	28	0	0	28	0	210	52	0	0	262	0	0	0	0	0	0	50	358	1	0	1	409	699
5:15 PM	0	0	37	0	0	37	0	215	49	0	0	264	0	0	0	0	2	0	27	362	0	0	0	389	690
5:30 PM	0	0	34	0	3	34	0	234	49	0	0	283	0	0	2	0	2	2	33	366	0	0	0	399	718
Total	0	0	126	0	4	126	0	909	202	0	0	1111	0	0	2	0	5	2	143	1441	2	0	1	1586	2825
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	81.8	18.2	0.0	-	-	0.0	0.0	100.0	0.0	-	-	9.0	90.9	0.1	0.0	-	-	-
Total %	0.0	0.0	4.5	0.0	-	4.5	0.0	32.2	7.2	0.0	-	39.3	0.0	0.0	0.1	0.0	-	0.1	5.1	51.0	0.1	0.0	-	56.1	-
PHF	0.000	0.000	0.851	0.000	-	0.851	0.000	0.909	0.971	0.000	-	0.920	0.000	0.000	0.250	0.000	-	0.250	0.715	0.984	0.500	0.000	-	0.969	0.984
All Vehicles (no classification)	0	0	126	0	-	126	0	909	202	0	-	1111	0	0	2	0	-	2	143	1441	2	0	-	1586	2825
% All Vehicles (no classification)	-	-	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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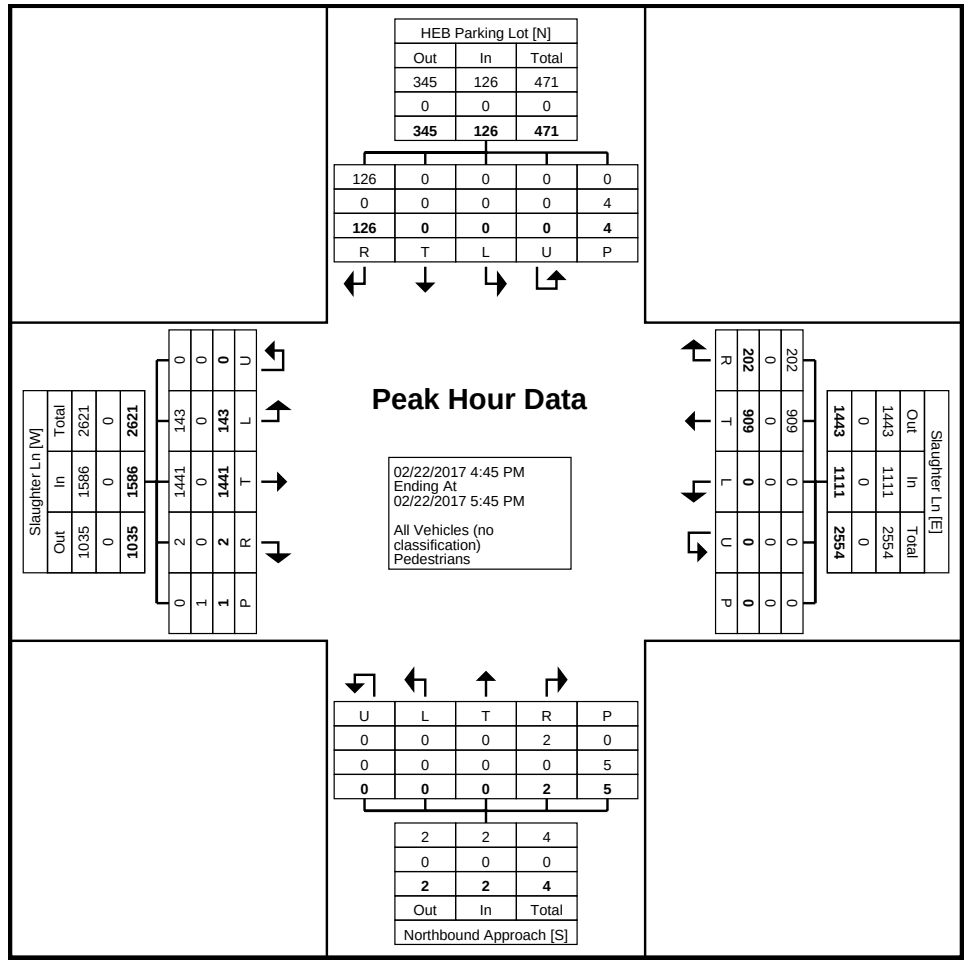
Count Name: 30. Slaughter Ln at HEB Exit
Site Code: 30
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (4:45 PM)

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Count Name: 32.Slaughter Ln at Manchaca Rd
Site Code: 32
Start Date: 02/22/2017

Turning Movement Data

Start Time	Manchaca Rd Southbound						Slaughter Ln Westbound						Manchaca Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	32	56	19	0	1	107	31	202	136	1	1	370	95	294	80	0	1	469	34	92	20	0	0	146	1092
7:15 AM	56	62	25	0	1	143	54	185	145	0	1	384	102	239	67	0	1	408	35	122	18	0	0	175	1110
7:30 AM	64	62	30	0	0	156	35	203	139	1	1	378	110	264	70	0	0	444	41	112	28	0	1	181	1159
7:45 AM	77	85	39	0	1	201	44	170	135	0	1	349	93	235	65	0	2	393	49	122	29	0	0	200	1143
Hourly Total	229	265	113	0	3	607	164	760	555	2	4	1481	400	1032	282	0	4	1714	159	448	95	0	1	702	4504
8:00 AM	55	74	25	0	1	154	51	205	129	0	2	385	78	244	71	0	0	393	32	149	21	0	0	202	1134
8:15 AM	56	67	27	0	1	150	40	209	140	0	1	389	83	242	69	0	5	394	42	127	23	0	2	192	1125
8:30 AM	57	56	26	0	0	139	43	192	96	0	0	331	98	271	67	0	0	436	50	132	21	0	0	203	1109
8:45 AM	56	69	20	0	0	145	40	173	73	0	0	286	80	208	69	0	0	357	36	125	21	0	0	182	970
Hourly Total	224	266	98	0	2	588	174	779	438	0	3	1391	339	965	276	0	5	1580	160	533	86	0	2	779	4338
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	85	172	37	0	1	294	78	190	81	2	0	351	51	99	77	0	3	227	39	253	53	0	1	345	1217
4:15 PM	88	200	43	0	2	331	71	174	71	0	2	316	47	109	71	0	0	227	43	248	63	0	1	354	1228
4:30 PM	72	192	38	0	1	302	76	185	85	1	3	347	60	78	73	1	2	212	54	237	67	0	0	358	1219
4:45 PM	87	214	45	0	4	346	79	174	80	1	0	334	59	104	58	0	3	221	34	219	56	0	0	309	1210
Hourly Total	332	778	163	0	8	1273	304	723	317	4	5	1348	217	390	279	1	8	887	170	957	239	0	2	1366	4874
5:00 PM	101	228	40	0	0	369	81	169	97	1	2	348	57	150	76	0	3	283	40	243	76	0	3	359	1359
5:15 PM	104	226	49	0	1	379	82	172	92	1	2	347	54	125	96	0	3	275	40	253	69	1	1	363	1364
5:30 PM	107	231	44	0	4	382	67	191	100	1	2	359	58	141	84	0	3	283	45	238	72	0	3	355	1379
5:45 PM	90	208	46	0	1	344	77	176	101	1	1	355	60	115	93	0	6	268	54	248	61	0	2	363	1330
Hourly Total	402	893	179	0	6	1474	307	708	390	4	7	1409	229	531	349	0	15	1109	179	982	278	1	9	1440	5432
Grand Total	1187	2202	553	0	19	3942	949	2970	1700	10	19	5629	1185	2918	1186	1	32	5290	668	2920	698	1	14	4287	19148
Approach %	30.1	55.9	14.0	0.0	-	-	16.9	52.8	30.2	0.2	-	-	22.4	55.2	22.4	0.0	-	-	15.6	68.1	16.3	0.0	-	-	-
Total %	6.2	11.5	2.9	0.0	-	20.6	5.0	15.5	8.9	0.1	-	29.4	6.2	15.2	6.2	0.0	-	27.6	3.5	15.2	3.6	0.0	-	22.4	-
All Vehicles (no classification)	1187	2202	553	0	-	3942	949	2970	1700	10	-	5629	1185	2918	1186	1	-	5290	668	2920	698	1	-	4287	19148
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	19	-	-	-	-	-	19	-	-	-	-	-	32	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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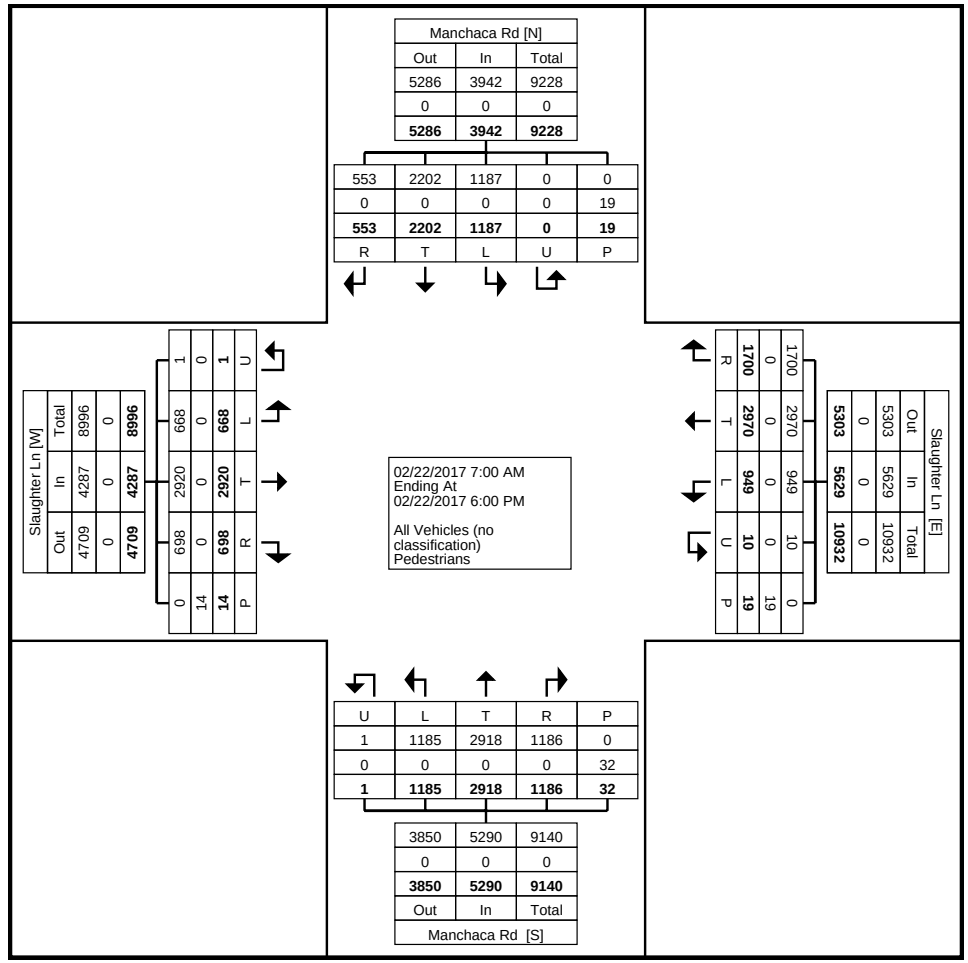
Count Name: 32.Slaughter Ln at Manchaca Rd
Site Code: 32
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 32.Slaughter Ln at Manchaca Rd
Site Code: 32
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Manchaca Rd Southbound						Slaughter Ln Westbound						Manchaca Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	64	62	30	0	0	156	35	203	139	1	1	378	110	264	70	0	0	444	41	112	28	0	1	181	1159
7:45 AM	77	85	39	0	1	201	44	170	135	0	1	349	93	235	65	0	2	393	49	122	29	0	0	200	1143
8:00 AM	55	74	25	0	1	154	51	205	129	0	2	385	78	244	71	0	0	393	32	149	21	0	0	202	1134
8:15 AM	56	67	27	0	1	150	40	209	140	0	1	389	83	242	69	0	5	394	42	127	23	0	2	192	1125
Total	252	288	121	0	3	661	170	787	543	1	5	1501	364	985	275	0	7	1624	164	510	101	0	3	775	4561
Approach %	38.1	43.6	18.3	0.0	-	-	11.3	52.4	36.2	0.1	-	-	22.4	60.7	16.9	0.0	-	-	21.2	65.8	13.0	0.0	-	-	-
Total %	5.5	6.3	2.7	0.0	-	14.5	3.7	17.3	11.9	0.0	-	32.9	8.0	21.6	6.0	0.0	-	35.6	3.6	11.2	2.2	0.0	-	17.0	-
PHF	0.818	0.847	0.776	0.000	-	0.822	0.833	0.941	0.970	0.250	-	0.965	0.827	0.933	0.968	0.000	-	0.914	0.837	0.856	0.871	0.000	-	0.959	0.984
All Vehicles (no classification)	252	288	121	0	-	661	170	787	543	1	-	1501	364	985	275	0	-	1624	164	510	101	0	-	775	4561
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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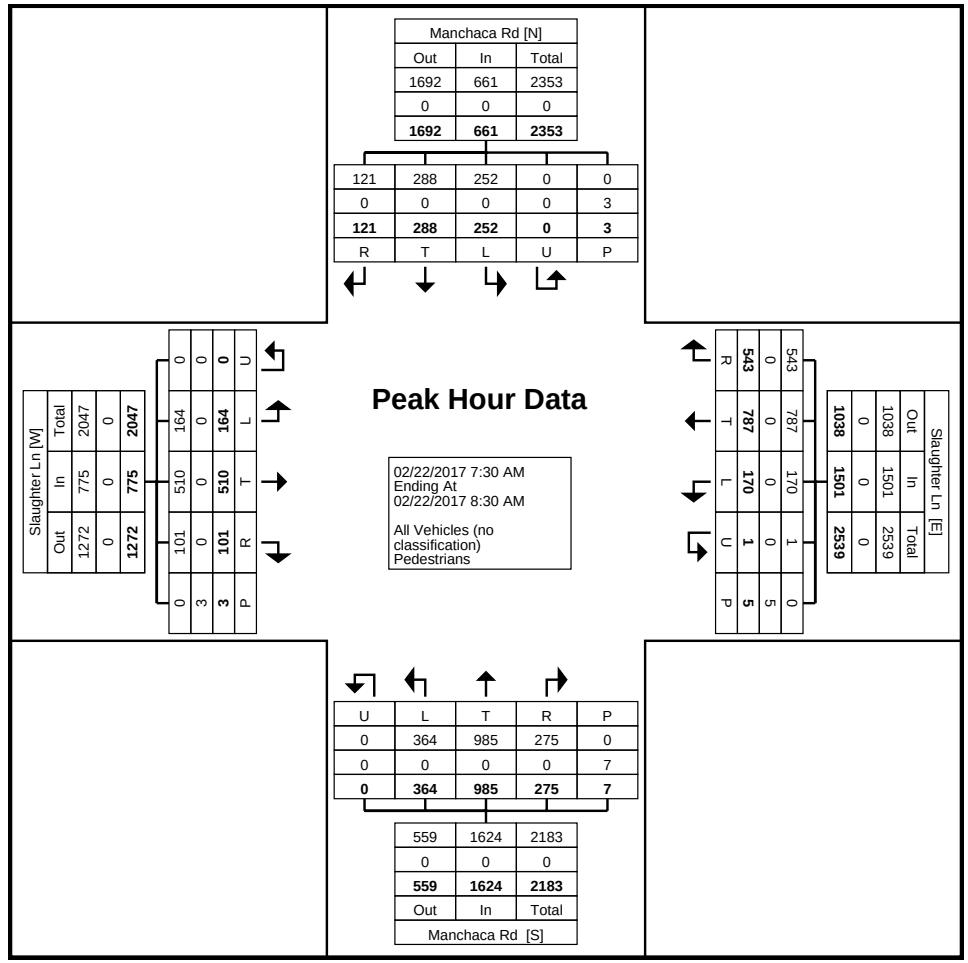
Count Name: 32.Slaughter Ln at Manchaca Rd
Site Code: 32
Start Date: 02/22/2017



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

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Count Name: 32.Slaughter Ln at Manchaca Rd
Site Code: 32
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Manchaca Rd Southbound						Slaughter Ln Westbound						Manchaca Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	101	228	40	0	0	369	81	169	97	1	2	348	57	150	76	0	3	283	40	243	76	0	3	359	1359
5:15 PM	104	226	49	0	1	379	82	172	92	1	2	347	54	125	96	0	3	275	40	253	69	1	1	363	1364
5:30 PM	107	231	44	0	4	382	67	191	100	1	2	359	58	141	84	0	3	283	45	238	72	0	3	355	1379
5:45 PM	90	208	46	0	1	344	77	176	101	1	1	355	60	115	93	0	6	268	54	248	61	0	2	363	1330
Total	402	893	179	0	6	1474	307	708	390	4	7	1409	229	531	349	0	15	1109	179	982	278	1	9	1440	5432
Approach %	27.3	60.6	12.1	0.0	-	-	21.8	50.2	27.7	0.3	-	-	20.6	47.9	31.5	0.0	-	-	12.4	68.2	19.3	0.1	-	-	-
Total %	7.4	16.4	3.3	0.0	-	27.1	5.7	13.0	7.2	0.1	-	25.9	4.2	9.8	6.4	0.0	-	20.4	3.3	18.1	5.1	0.0	-	26.5	-
PHF	0.939	0.966	0.913	0.000	-	0.965	0.936	0.927	0.965	1.000	-	0.981	0.954	0.885	0.909	0.000	-	0.980	0.829	0.970	0.914	0.250	-	0.992	0.985
All Vehicles (no classification)	402	893	179	0	-	1474	307	708	390	4	-	1409	229	531	349	0	-	1109	179	982	278	1	-	1440	5432
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	15	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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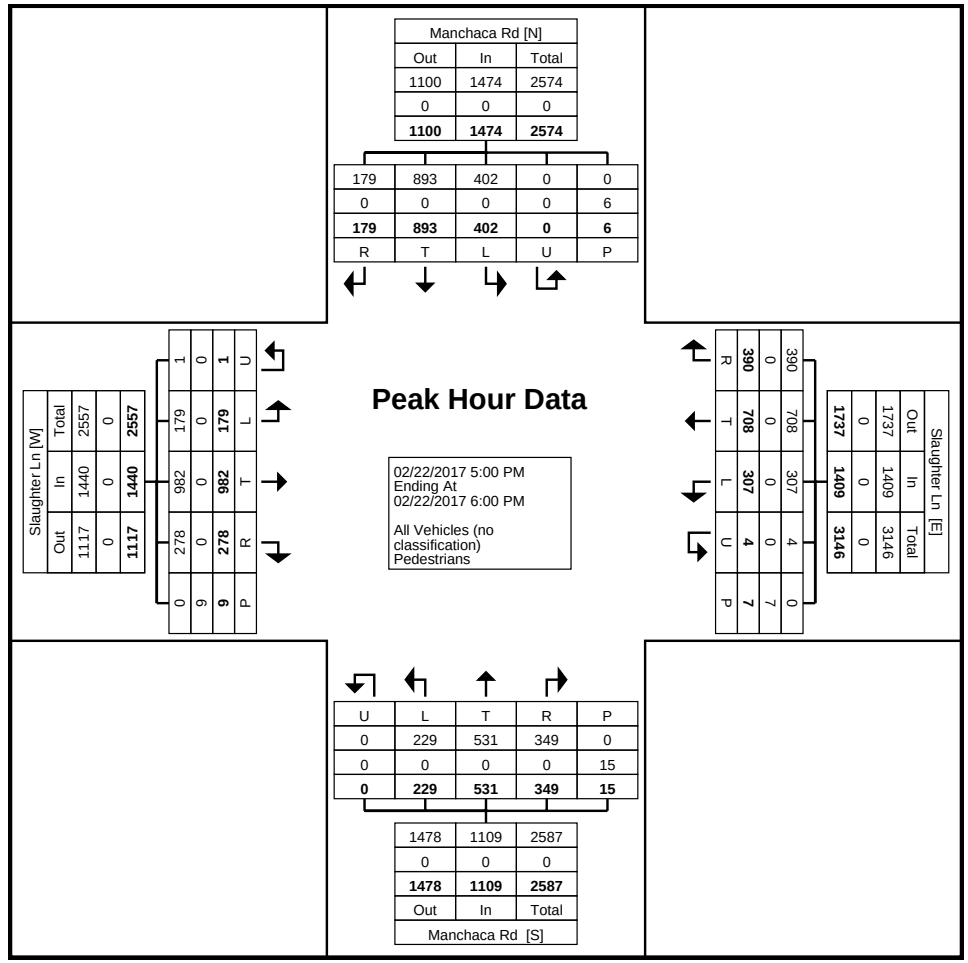
Count Name: 32.Slaughter Ln at Manchaca Rd
Site Code: 32
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 33. Slaughter Ln at Sugarberry Ln / Bilbrook Place
Site Code: 33
Start Date: 02/22/2017

Turning Movement Data

Start Time	Sugarberry Ln Southbound						Slaughter Ln Westbound						Bilbrook Place Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	13	0	12	0	1	25	8	324	1	2	0	335	55	0	34	0	0	89	0	211	5	0	0	216	665
7:15 AM	8	0	9	0	0	17	14	353	1	2	0	370	58	0	69	0	1	127	2	254	12	0	0	268	782
7:30 AM	6	0	3	0	0	9	25	384	2	7	1	418	53	0	64	0	0	117	3	229	17	2	0	251	795
7:45 AM	9	0	10	0	0	19	22	351	2	3	0	378	47	0	45	0	1	92	1	260	27	1	0	289	778
Hourly Total	36	0	34	0	1	70	69	1412	6	14	1	1501	213	0	212	0	2	425	6	954	61	3	0	1024	3020
8:00 AM	1	1	8	0	0	10	15	340	2	3	1	360	56	1	36	0	1	93	3	258	21	0	0	282	745
8:15 AM	8	0	2	0	0	10	14	357	1	3	0	375	56	0	43	0	0	99	1	254	23	2	0	280	764
8:30 AM	6	0	13	0	1	19	15	336	4	4	0	359	43	0	49	0	0	92	2	260	24	3	0	289	759
8:45 AM	6	0	5	0	0	11	17	268	1	5	0	291	41	0	36	0	0	77	3	247	17	1	0	268	647
Hourly Total	21	1	28	0	1	50	61	1301	8	15	1	1385	196	1	164	0	1	361	9	1019	85	6	0	1119	2915
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	0	3	0	0	6	40	342	4	5	0	391	39	0	19	0	1	58	1	319	46	2	0	368	823
4:15 PM	1	2	5	0	2	8	42	339	4	2	0	387	27	0	33	0	0	60	9	372	54	1	0	436	891
4:30 PM	3	0	3	0	1	6	43	339	5	2	1	389	31	0	36	0	0	67	4	357	39	0	0	400	862
4:45 PM	1	0	5	0	2	6	45	366	4	1	0	416	25	1	28	0	2	54	10	333	45	3	0	391	867
Hourly Total	8	2	16	0	5	26	170	1386	17	10	1	1583	122	1	116	0	3	239	24	1381	184	6	0	1595	3443
5:00 PM	0	0	2	0	1	2	57	340	2	2	1	401	37	0	27	0	0	64	6	372	54	1	0	433	900
5:15 PM	2	0	3	0	0	5	57	379	5	3	0	444	27	0	39	0	0	66	7	406	53	1	0	467	982
5:30 PM	4	0	6	0	0	10	49	359	6	4	0	418	35	0	22	0	0	57	10	325	67	0	0	402	887
5:45 PM	7	0	1	0	0	8	55	375	10	9	0	449	37	0	20	0	0	57	7	349	74	1	0	431	945
Hourly Total	13	0	12	0	1	25	218	1453	23	18	1	1712	136	0	108	0	0	244	30	1452	248	3	0	1733	3714
Grand Total	78	3	90	0	8	171	518	5552	54	57	4	6181	667	2	600	0	6	1269	69	4806	578	18	0	5471	13092
Approach %	45.6	1.8	52.6	0.0	-	-	8.4	89.8	0.9	0.9	-	-	52.6	0.2	47.3	0.0	-	-	1.3	87.8	10.6	0.3	-	-	-
Total %	0.6	0.0	0.7	0.0	-	1.3	4.0	42.4	0.4	0.4	-	47.2	5.1	0.0	4.6	0.0	-	9.7	0.5	36.7	4.4	0.1	-	41.8	-
All Vehicles (no classification)	78	3	90	0	-	171	518	5552	54	57	-	6181	667	2	600	0	-	1269	69	4806	578	18	-	5471	13092
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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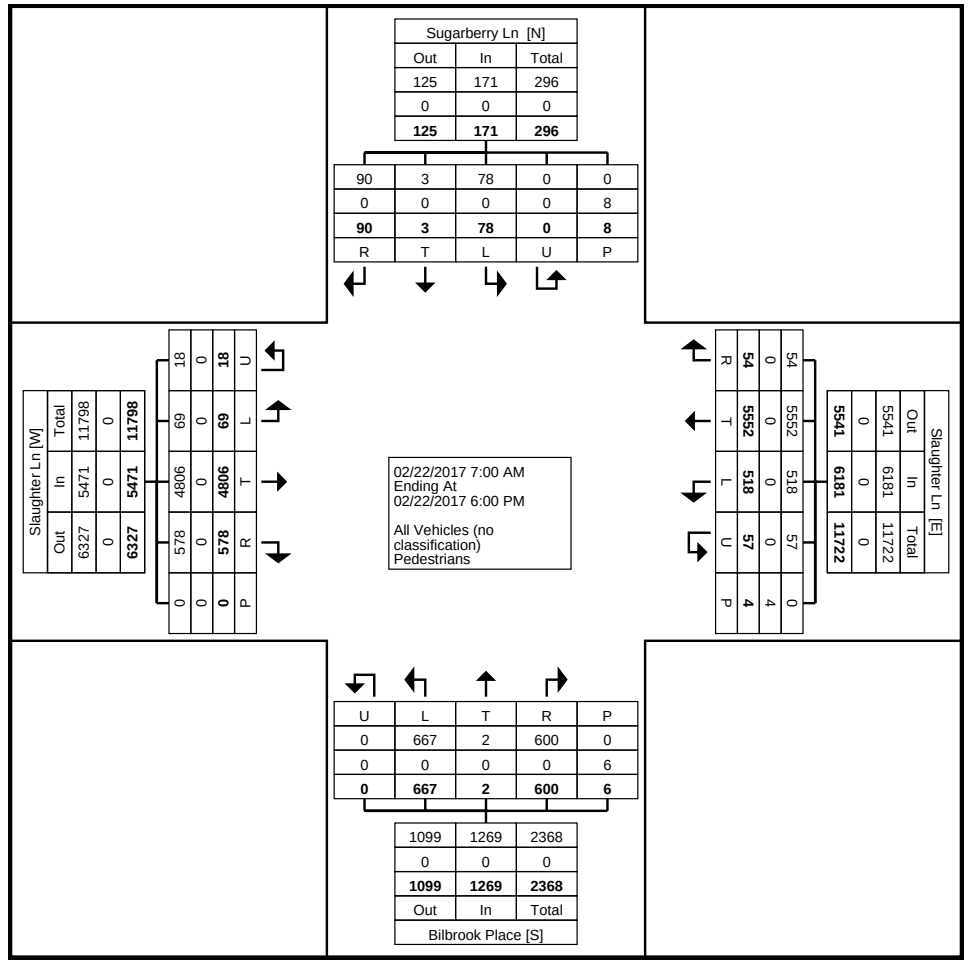
Count Name: 33. Slaughter Ln at Sugarberry Ln / Bilbrook Place
Site Code: 33
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 33. Slaughter Ln at Sugarberry Ln / Bilbrook Place
Site Code: 33
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Sugarberry Ln Southbound						Slaughter Ln Westbound						Bilbrook Place Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	8	0	9	0	0	17	14	353	1	2	0	370	58	0	69	0	1	127	2	254	12	0	0	268	782
7:30 AM	6	0	3	0	0	9	25	384	2	7	1	418	53	0	64	0	0	117	3	229	17	2	0	251	795
7:45 AM	9	0	10	0	0	19	22	351	2	3	0	378	47	0	45	0	1	92	1	260	27	1	0	289	778
8:00 AM	1	1	8	0	0	10	15	340	2	3	1	360	56	1	36	0	1	93	3	258	21	0	0	282	745
Total	24	1	30	0	0	55	76	1428	7	15	2	1526	214	1	214	0	3	429	9	1001	77	3	0	1090	3100
Approach %	43.6	1.8	54.5	0.0	-	-	5.0	93.6	0.5	1.0	-	-	49.9	0.2	49.9	0.0	-	-	0.8	91.8	7.1	0.3	-	-	-
Total %	0.8	0.0	1.0	0.0	-	1.8	2.5	46.1	0.2	0.5	-	49.2	6.9	0.0	6.9	0.0	-	13.8	0.3	32.3	2.5	0.1	-	35.2	-
PHF	0.667	0.250	0.750	0.000	-	0.724	0.760	0.930	0.875	0.536	-	0.913	0.922	0.250	0.775	0.000	-	0.844	0.750	0.963	0.713	0.375	-	0.943	0.975
All Vehicles (no classification)	24	1	30	0	-	55	76	1428	7	15	-	1526	214	1	214	0	-	429	9	1001	77	3	-	1090	3100
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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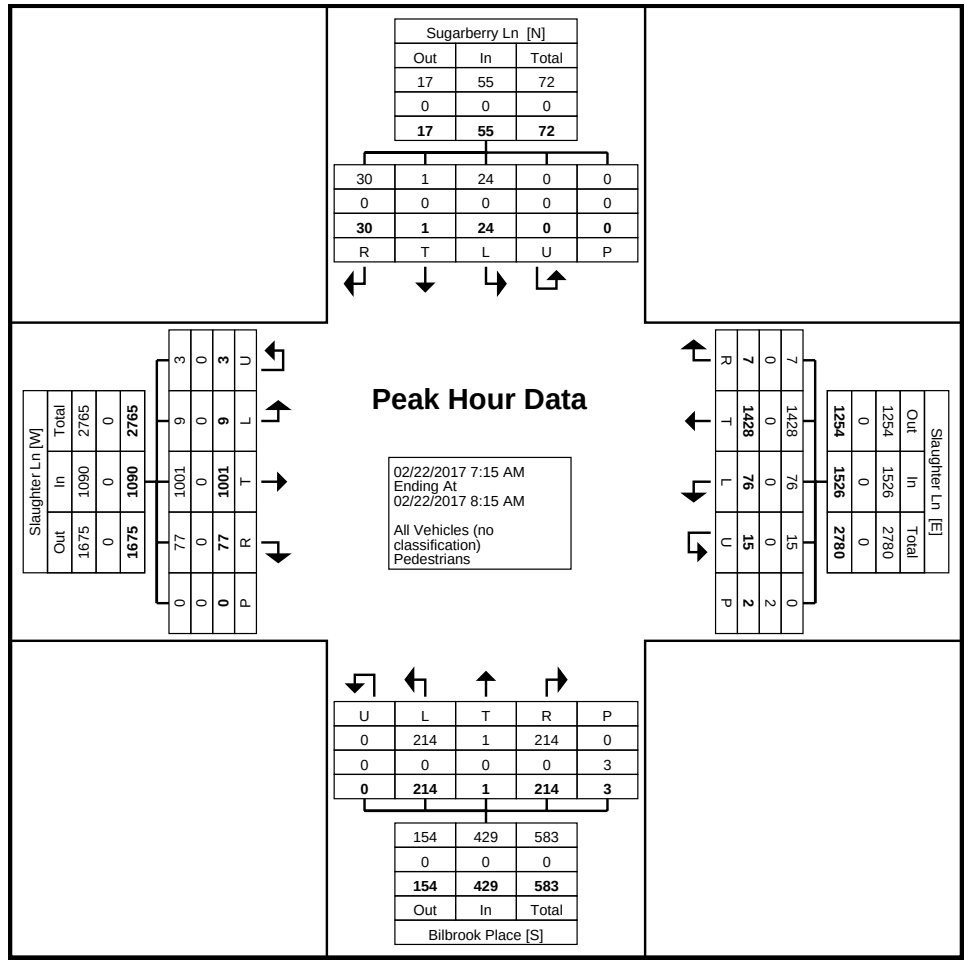
Count Name: 33. Slaughter Ln at Sugarberry Ln / Bilbrook Place
Site Code: 33
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 33. Slaughter Ln at Sugarberry Ln / Bilbrook Place
Site Code: 33
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sugarberry Ln Southbound						Slaughter Ln Westbound						Bilbrook Place Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	0	0	2	0	1	2	57	340	2	2	1	401	37	0	27	0	0	64	6	372	54	1	0	433	900
5:15 PM	2	0	3	0	0	5	57	379	5	3	0	444	27	0	39	0	0	66	7	406	53	1	0	467	982
5:30 PM	4	0	6	0	0	10	49	359	6	4	0	418	35	0	22	0	0	57	10	325	67	0	0	402	887
5:45 PM	7	0	1	0	0	8	55	375	10	9	0	449	37	0	20	0	0	57	7	349	74	1	0	431	945
Total	13	0	12	0	1	25	218	1453	23	18	1	1712	136	0	108	0	0	244	30	1452	248	3	0	1733	3714
Approach %	52.0	0.0	48.0	0.0	-	-	12.7	84.9	1.3	1.1	-	-	55.7	0.0	44.3	0.0	-	-	1.7	83.8	14.3	0.2	-	-	-
Total %	0.4	0.0	0.3	0.0	-	0.7	5.9	39.1	0.6	0.5	-	46.1	3.7	0.0	2.9	0.0	-	6.6	0.8	39.1	6.7	0.1	-	46.7	-
PHF	0.464	0.000	0.500	0.000	-	0.625	0.956	0.958	0.575	0.500	-	0.953	0.919	0.000	0.692	0.000	-	0.924	0.750	0.894	0.838	0.750	-	0.928	0.946
All Vehicles (no classification)	13	0	12	0	-	25	218	1453	23	18	-	1712	136	0	108	0	-	244	30	1452	248	3	-	1733	3714
% All Vehicles (no classification)	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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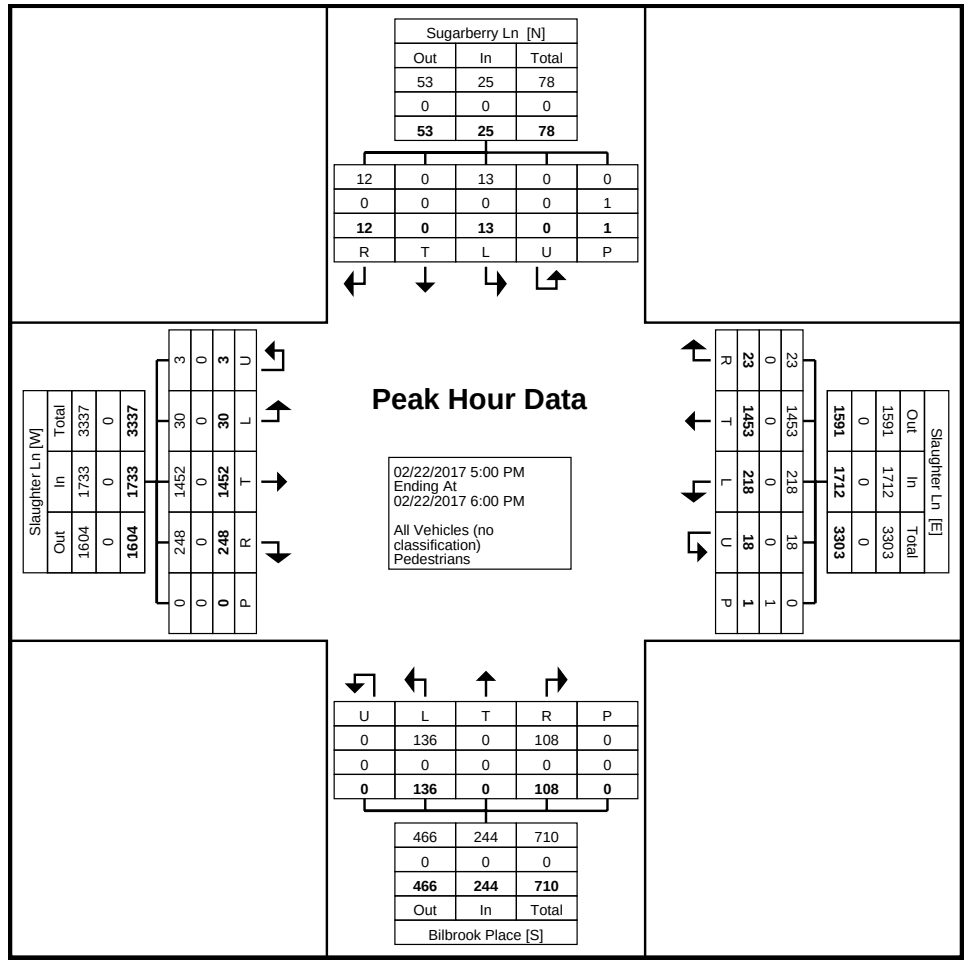
Count Name: 33. Slaughter Ln at Sugarberry Ln / Bilbrook Place
Site Code: 33
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 36. Slaughter Ln at Texas Oaks Dr
Site Code: 36
Start Date: 02/22/2017

Turning Movement Data

Start Time	Texas Oaks Dr Southbound						Slaughter Ln Westbound						Apartment Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	23	0	28	0	1	51	1	290	39	1	1	331	15	6	13	0	2	34	24	231	3	1	1	259	675
7:15 AM	42	2	33	0	0	77	1	343	61	0	0	405	9	7	15	0	4	31	40	279	4	0	6	323	836
7:30 AM	60	13	53	0	2	126	0	326	61	0	0	387	20	15	14	0	0	49	40	286	6	0	0	332	894
7:45 AM	27	0	32	0	1	59	4	336	13	0	0	353	13	1	13	0	0	27	14	274	4	0	0	292	731
Hourly Total	152	15	146	0	4	313	6	1295	174	1	1	1476	57	29	55	0	6	141	118	1070	17	1	7	1206	3136
8:00 AM	10	2	16	0	0	28	5	321	12	0	0	338	9	0	7	0	0	16	10	273	3	2	3	288	670
8:15 AM	11	0	14	0	0	25	1	343	9	0	0	353	10	0	11	0	0	21	7	291	5	1	3	304	703
8:30 AM	13	0	5	0	1	18	2	323	6	0	0	331	8	0	10	0	0	18	7	297	2	0	0	306	673
8:45 AM	7	0	10	0	0	17	3	285	8	1	0	297	3	0	7	0	0	10	6	271	3	2	0	282	606
Hourly Total	41	2	45	0	1	88	11	1272	35	1	0	1319	30	0	35	0	0	65	30	1132	13	5	6	1180	2652
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	3	14	0	0	20	6	358	6	0	0	370	8	0	5	0	1	13	14	358	11	1	2	384	787
4:15 PM	3	1	21	0	0	25	5	346	8	2	0	361	4	2	7	0	0	13	11	395	8	0	0	414	813
4:30 PM	10	1	15	0	0	26	12	379	15	0	0	406	7	1	4	0	0	12	16	392	13	0	1	421	865
4:45 PM	5	1	16	0	5	22	5	404	21	0	0	430	6	2	4	0	0	12	16	339	8	0	2	363	827
Hourly Total	21	6	66	0	5	93	28	1487	50	2	0	1567	25	5	20	0	1	50	57	1484	40	1	5	1582	3292
5:00 PM	34	5	35	0	2	74	9	376	16	3	1	404	5	1	6	0	0	12	9	407	8	2	6	426	916
5:15 PM	10	1	17	0	0	28	18	394	14	0	0	426	5	1	6	0	0	12	20	423	11	1	1	455	921
5:30 PM	13	0	18	0	0	31	17	379	9	1	1	406	8	0	8	0	2	16	10	349	7	3	0	369	822
5:45 PM	7	1	27	0	0	35	11	408	9	1	0	429	6	1	9	0	1	16	11	365	8	1	0	385	865
Hourly Total	64	7	97	0	2	168	55	1557	48	5	2	1665	24	3	29	0	3	56	50	1544	34	7	7	1635	3524
Grand Total	278	30	354	0	12	662	100	5611	307	9	3	6027	136	37	139	0	10	312	255	5230	104	14	25	5603	12604
Approach %	42.0	4.5	53.5	0.0	-	-	1.7	93.1	5.1	0.1	-	-	43.6	11.9	44.6	0.0	-	-	4.6	93.3	1.9	0.2	-	-	-
Total %	2.2	0.2	2.8	0.0	-	5.3	0.8	44.5	2.4	0.1	-	47.8	1.1	0.3	1.1	0.0	-	2.5	2.0	41.5	0.8	0.1	-	44.5	-
All Vehicles (no classification)	278	30	354	0	-	662	100	5611	307	9	-	6027	136	37	139	0	-	312	255	5230	104	14	-	5603	12604
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	12	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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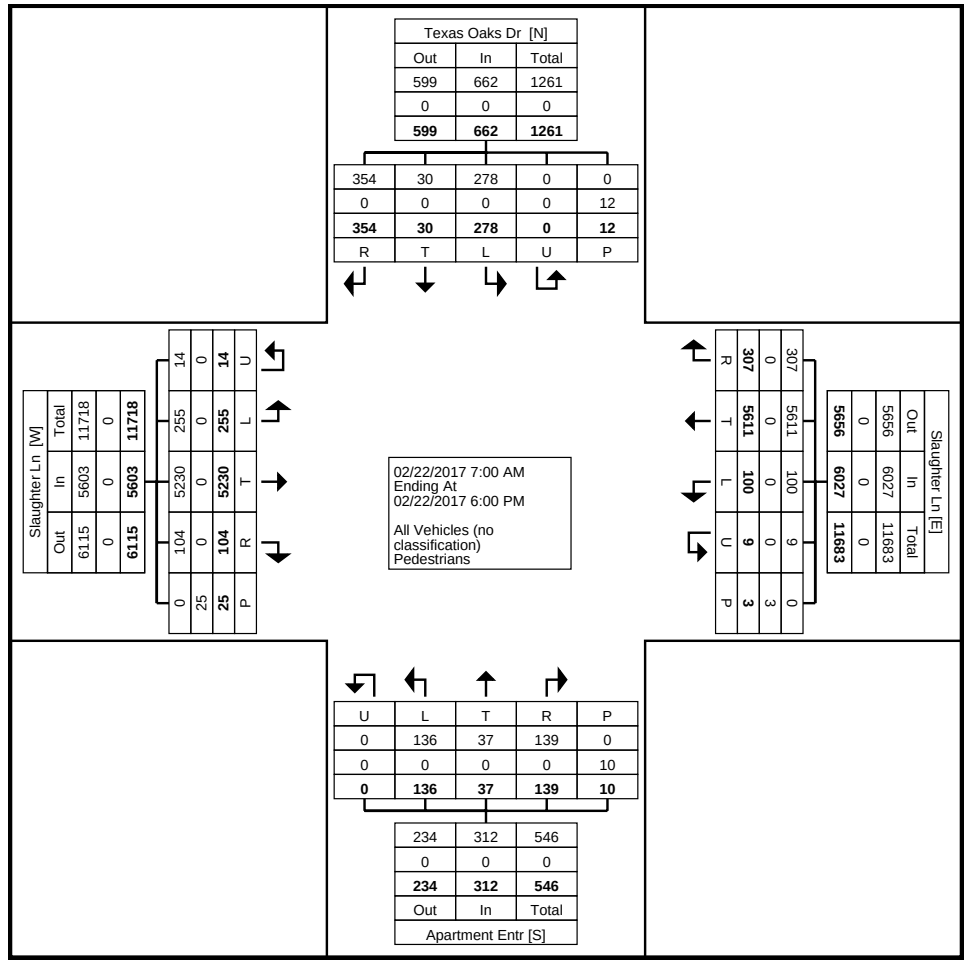
Count Name: 36. Slaughter Ln at Texas Oaks Dr
Site Code: 36
Start Date: 02/22/2017



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Count Name: 36. Slaughter Ln at Texas Oaks Dr
Site Code: 36
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Texas Oaks Dr Southbound						Slaughter Ln Westbound						Apartment Entr Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	23	0	28	0	1	51	1	290	39	1	1	331	15	6	13	0	2	34	24	231	3	1	1	259	675
7:15 AM	42	2	33	0	0	77	1	343	61	0	0	405	9	7	15	0	4	31	40	279	4	0	6	323	836
7:30 AM	60	13	53	0	2	126	0	326	61	0	0	387	20	15	14	0	0	49	40	286	6	0	0	332	894
7:45 AM	27	0	32	0	1	59	4	336	13	0	0	353	13	1	13	0	0	27	14	274	4	0	0	292	731
Total	152	15	146	0	4	313	6	1295	174	1	1	1476	57	29	55	0	6	141	118	1070	17	1	7	1206	3136
Approach %	48.6	4.8	46.6	0.0	-	-	0.4	87.7	11.8	0.1	-	-	40.4	20.6	39.0	0.0	-	-	9.8	88.7	1.4	0.1	-	-	-
Total %	4.8	0.5	4.7	0.0	-	10.0	0.2	41.3	5.5	0.0	-	47.1	1.8	0.9	1.8	0.0	-	4.5	3.8	34.1	0.5	0.0	-	38.5	-
PHF	0.633	0.288	0.689	0.000	-	0.621	0.375	0.944	0.713	0.250	-	0.911	0.713	0.483	0.917	0.000	-	0.719	0.738	0.935	0.708	0.250	-	0.908	0.877
All Vehicles (no classification)	152	15	146	0	-	313	6	1295	174	1	-	1476	57	29	55	0	-	141	118	1070	17	1	-	1206	3136
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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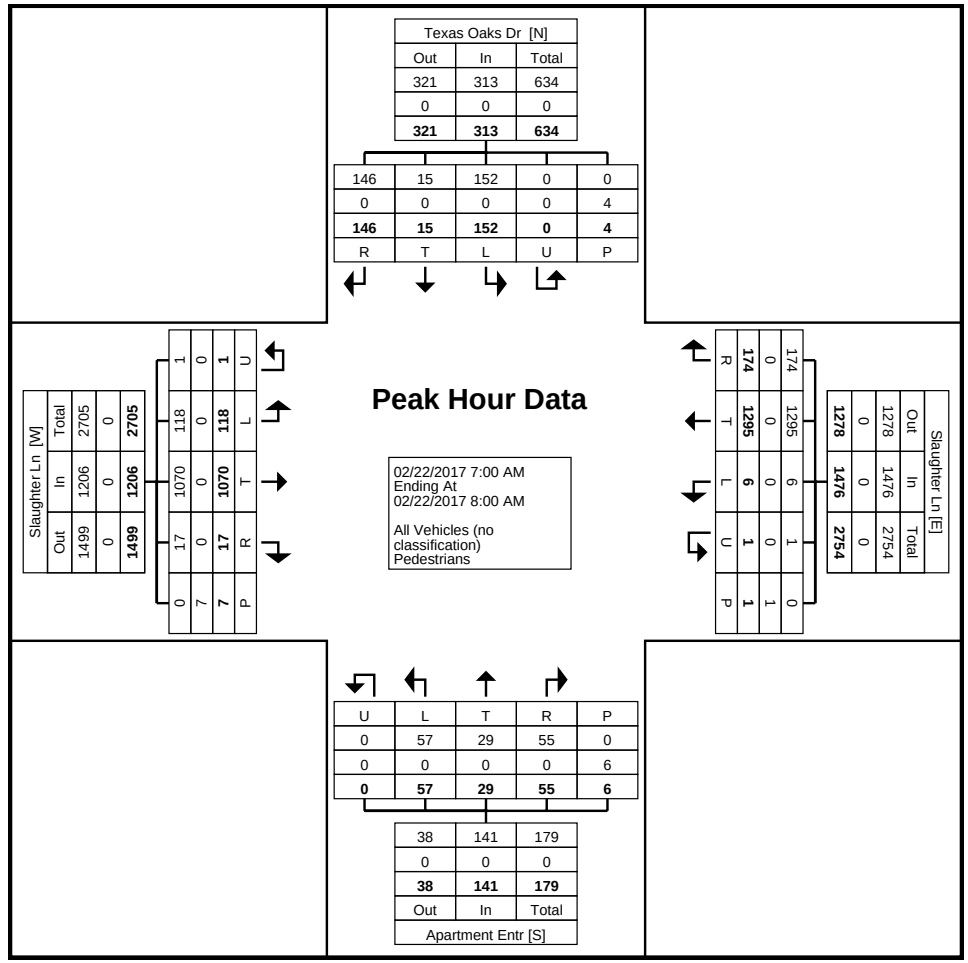
Count Name: 36. Slaughter Ln at Texas Oaks Dr
Site Code: 36
Start Date: 02/22/2017



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Count Name: 36. Slaughter Ln at Texas Oaks Dr
Site Code: 36
Start Date: 02/22/2017

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Texas Oaks Dr Southbound						Slaughter Ln Westbound						Apartment Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	10	1	15	0	0	26	12	379	15	0	0	406	7	1	4	0	0	12	16	392	13	0	1	421	865
4:45 PM	5	1	16	0	5	22	5	404	21	0	0	430	6	2	4	0	0	12	16	339	8	0	2	363	827
5:00 PM	34	5	35	0	2	74	9	376	16	3	1	404	5	1	6	0	0	12	9	407	8	2	6	426	916
5:15 PM	10	1	17	0	0	28	18	394	14	0	0	426	5	1	6	0	0	12	20	423	11	1	1	455	921
Total	59	8	83	0	7	150	44	1553	66	3	1	1666	23	5	20	0	0	48	61	1561	40	3	10	1665	3529
Approach %	39.3	5.3	55.3	0.0	-	-	2.6	93.2	4.0	0.2	-	-	47.9	10.4	41.7	0.0	-	-	3.7	93.8	2.4	0.2	-	-	-
Total %	1.7	0.2	2.4	0.0	-	4.3	1.2	44.0	1.9	0.1	-	47.2	0.7	0.1	0.6	0.0	-	1.4	1.7	44.2	1.1	0.1	-	47.2	-
PHF	0.434	0.400	0.593	0.000	-	0.507	0.611	0.961	0.786	0.250	-	0.969	0.821	0.625	0.833	0.000	-	1.000	0.763	0.923	0.769	0.375	-	0.915	0.958
All Vehicles (no classification)	59	8	83	0	-	150	44	1553	66	3	-	1666	23	5	20	0	-	48	61	1561	40	3	-	1665	3529
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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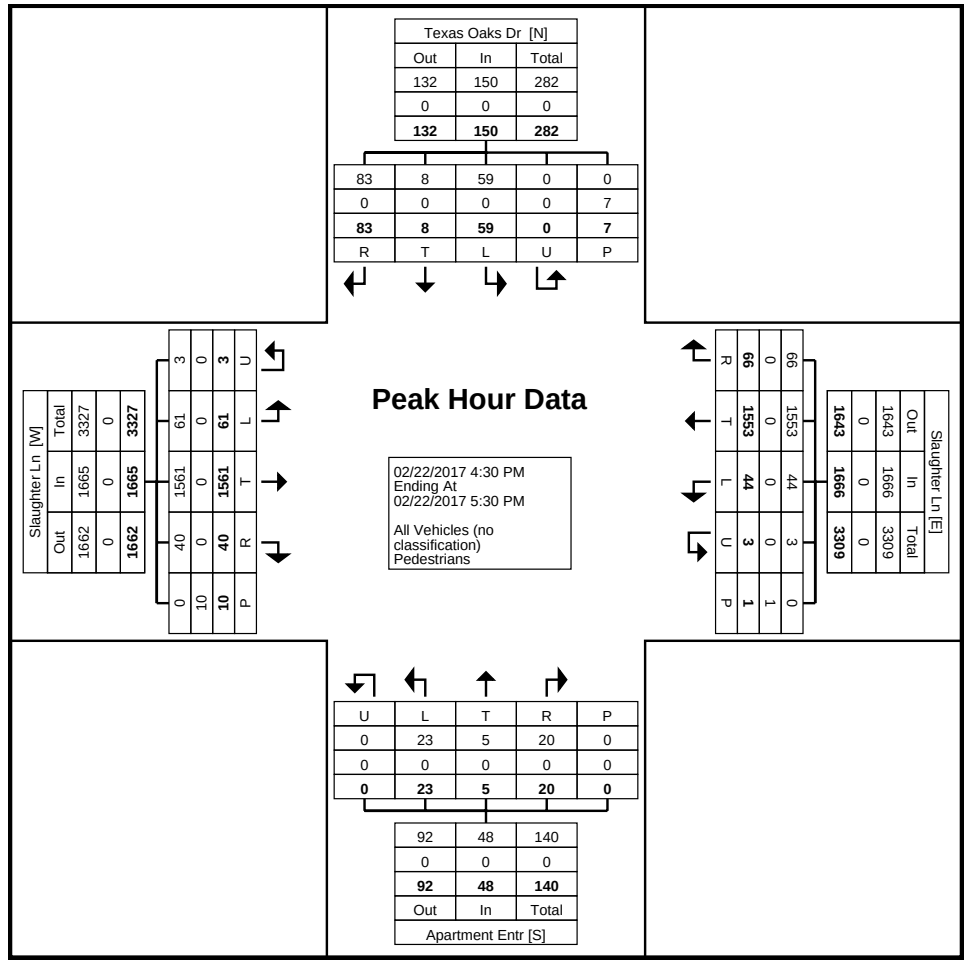

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5215 Sycamore Ave

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Count Name: 39. Slaughter Ln at United Kingdom Dr / Talley Ln
Site Code: 39
Start Date: 02/22/2017
Page No: 1

Turning Movement Data

Start Time	United Kingdom Dr Southbound						Slaughter Ln Westbound						Talley Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	0	3	0	1	7	2	330	2	0	2	334	0	0	5	0	0	5	6	277	0	0	0	283	629
7:15 AM	2	0	5	0	0	7	2	385	2	1	0	390	3	0	4	0	0	7	8	326	0	0	0	334	738
7:30 AM	1	0	7	0	2	8	4	368	6	1	0	379	6	2	5	0	0	13	9	354	0	0	2	363	763
7:45 AM	2	0	9	0	1	11	3	344	1	4	0	352	3	1	3	0	0	7	8	339	1	0	0	348	718
Hourly Total	9	0	24	0	4	33	11	1427	11	6	2	1455	12	3	17	0	0	32	31	1296	1	0	2	1328	2848
8:00 AM	5	0	5	0	0	10	1	348	2	1	0	352	1	1	6	0	0	8	4	305	3	0	0	312	682
8:15 AM	2	0	6	0	0	8	6	352	3	1	0	362	2	0	3	0	0	5	4	326	2	0	0	332	707
8:30 AM	3	1	11	0	1	15	1	323	3	0	0	327	5	0	3	0	0	8	4	326	2	0	0	332	682
8:45 AM	2	0	5	0	0	7	4	297	1	1	0	303	4	0	6	0	0	10	5	284	3	0	0	292	612
Hourly Total	12	1	27	0	1	40	12	1320	9	3	0	1344	12	1	18	0	0	31	17	1241	10	0	0	1268	2683
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	4	0	11	0	0	15	4	364	2	1	0	371	2	1	2	0	1	5	7	352	3	0	0	362	753
4:15 PM	4	1	8	0	0	13	6	345	3	0	1	354	5	1	4	0	1	10	5	406	5	1	0	417	794
4:30 PM	3	3	6	0	0	12	1	393	4	1	0	399	2	1	2	0	1	5	3	384	4	0	0	391	807
4:45 PM	2	0	13	0	0	15	4	415	11	0	0	430	1	0	3	0	1	4	15	320	4	1	0	340	789
Hourly Total	13	4	38	0	0	55	15	1517	20	2	1	1554	10	3	11	0	4	24	30	1462	16	2	0	1510	3143
5:00 PM	6	1	6	0	1	13	3	395	3	0	0	401	3	0	7	0	1	10	14	430	1	0	0	445	869
5:15 PM	5	0	11	0	0	16	4	413	6	1	0	424	2	0	2	0	2	4	7	455	6	0	0	468	912
5:30 PM	5	0	12	0	1	17	4	401	3	1	2	409	2	0	2	0	2	4	7	377	3	0	2	387	817
5:45 PM	3	0	11	0	0	14	4	413	3	3	0	423	5	0	2	0	0	7	10	393	5	0	0	408	852
Hourly Total	19	1	40	0	2	60	15	1622	15	5	2	1657	12	0	13	0	5	25	38	1655	15	0	2	1708	3450
Grand Total	53	6	129	0	7	188	53	5886	55	16	5	6010	46	7	59	0	9	112	116	5654	42	2	4	5814	12124
Approach %	28.2	3.2	68.6	0.0	-	-	0.9	97.9	0.9	0.3	-	-	41.1	6.3	52.7	0.0	-	-	2.0	97.2	0.7	0.0	-	-	-
Total %	0.4	0.0	1.1	0.0	-	1.6	0.4	48.5	0.5	0.1	-	49.6	0.4	0.1	0.5	0.0	-	0.9	1.0	46.6	0.3	0.0	-	48.0	-
All Vehicles (no classification)	53	6	129	0	-	188	53	5886	55	16	-	6010	46	7	59	0	-	112	116	5654	42	2	-	5814	12124
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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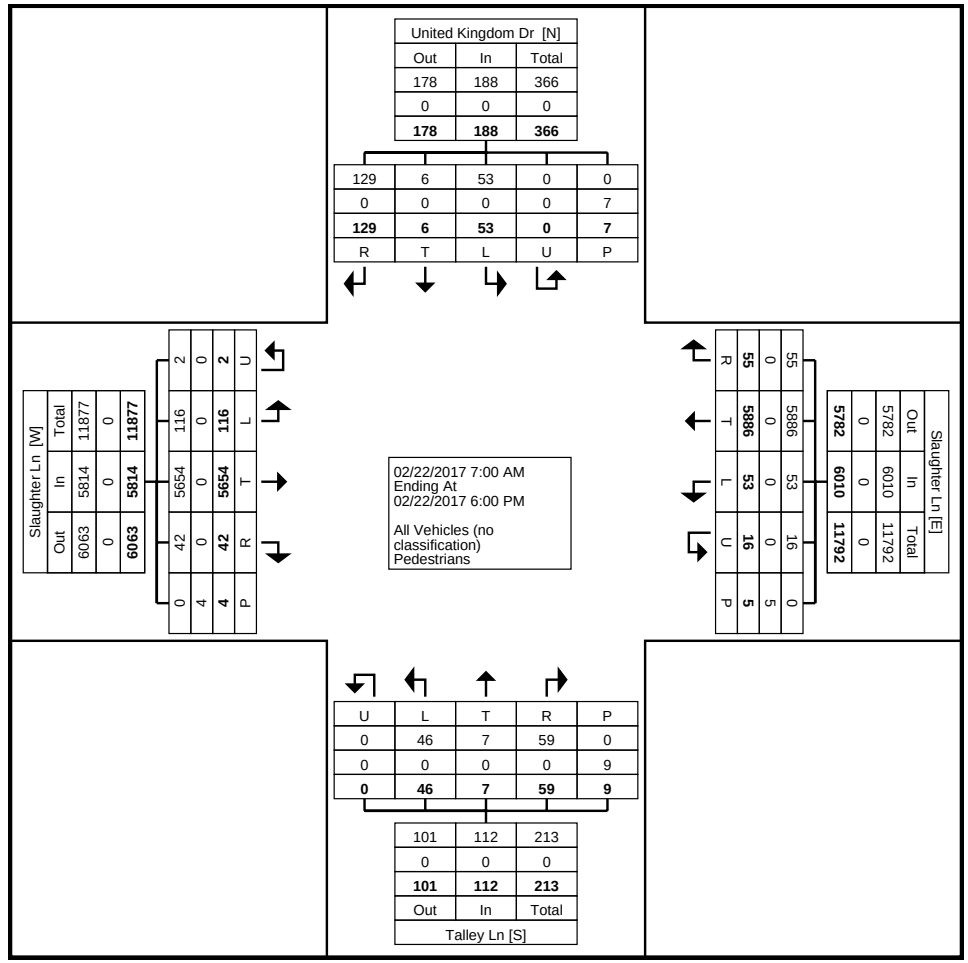
Site Code: 39
Start Date: 02/22/2017



Turning Movement Data Plot

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Turning Movement Peak Hour Data (7:15 AM)

Start Time	United Kingdom Dr Southbound						Slaughter Ln Westbound						Talley Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	2	0	5	0	0	7	2	385	2	1	0	390	3	0	4	0	0	7	8	326	0	0	0	334	738
7:30 AM	1	0	7	0	2	8	4	368	6	1	0	379	6	2	5	0	0	13	9	354	0	0	2	363	763
7:45 AM	2	0	9	0	1	11	3	344	1	4	0	352	3	1	3	0	0	7	8	339	1	0	0	348	718
8:00 AM	5	0	5	0	0	10	1	348	2	1	0	352	1	1	6	0	0	8	4	305	3	0	0	312	682
Total	10	0	26	0	3	36	10	1445	11	7	0	1473	13	4	18	0	0	35	29	1324	4	0	2	1357	2901
Approach %	27.8	0.0	72.2	0.0	-	-	0.7	98.1	0.7	0.5	-	-	37.1	11.4	51.4	0.0	-	-	2.1	97.6	0.3	0.0	-	-	-
Total %	0.3	0.0	0.9	0.0	-	1.2	0.3	49.8	0.4	0.2	-	50.8	0.4	0.1	0.6	0.0	-	1.2	1.0	45.6	0.1	0.0	-	46.8	-
PHF	0.500	0.000	0.722	0.000	-	0.818	0.625	0.938	0.458	0.438	-	0.944	0.542	0.500	0.750	0.000	-	0.673	0.806	0.935	0.333	0.000	-	0.935	0.951
All Vehicles (no classification)	10	0	26	0	-	36	10	1445	11	7	-	1473	13	4	18	0	-	35	29	1324	4	0	-	1357	2901
% All Vehicles (no classification)	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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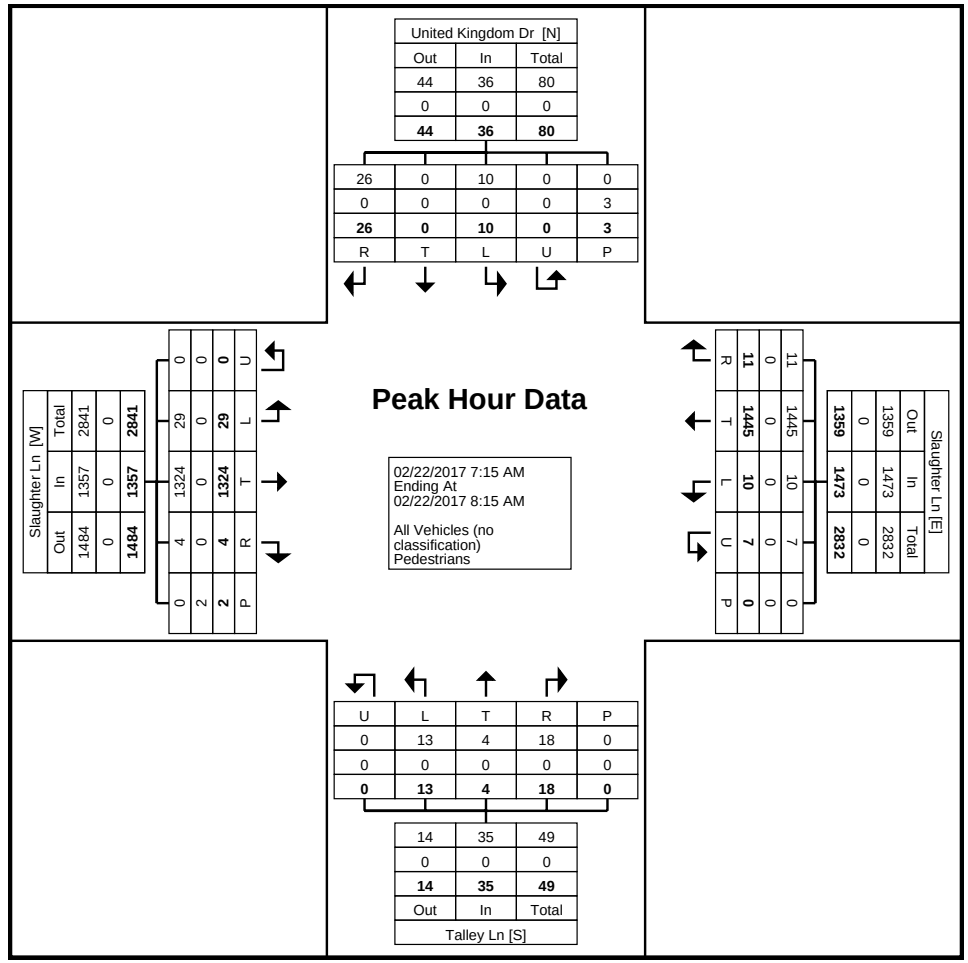

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Count Name: 39. Slaughter Ln at United Kingdom Dr / Talley Ln
Site Code: 39
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	United Kingdom Dr Southbound						Slaughter Ln Westbound						Talley Ln Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	6	1	6	0	1	13	3	395	3	0	0	401	3	0	7	0	1	10	14	430	1	0	0	445	869
5:15 PM	5	0	11	0	0	16	4	413	6	1	0	424	2	0	2	0	2	4	7	455	6	0	0	468	912
5:30 PM	5	0	12	0	1	17	4	401	3	1	2	409	2	0	2	0	2	4	7	377	3	0	2	387	817
5:45 PM	3	0	11	0	0	14	4	413	3	3	0	423	5	0	2	0	0	7	10	393	5	0	0	408	852
Total	19	1	40	0	2	60	15	1622	15	5	2	1657	12	0	13	0	5	25	38	1655	15	0	2	1708	3450
Approach %	31.7	1.7	66.7	0.0	-	-	0.9	97.9	0.9	0.3	-	-	48.0	0.0	52.0	0.0	-	-	2.2	96.9	0.9	0.0	-	-	-
Total %	0.6	0.0	1.2	0.0	-	1.7	0.4	47.0	0.4	0.1	-	48.0	0.3	0.0	0.4	0.0	-	0.7	1.1	48.0	0.4	0.0	-	49.5	-
PHF	0.792	0.250	0.833	0.000	-	0.882	0.938	0.982	0.625	0.417	-	0.977	0.600	0.000	0.464	0.000	-	0.625	0.679	0.909	0.625	0.000	-	0.912	0.946
All Vehicles (no classification)	19	1	40	0	-	60	15	1622	15	5	-	1657	12	0	13	0	-	25	38	1655	15	0	-	1708	3450
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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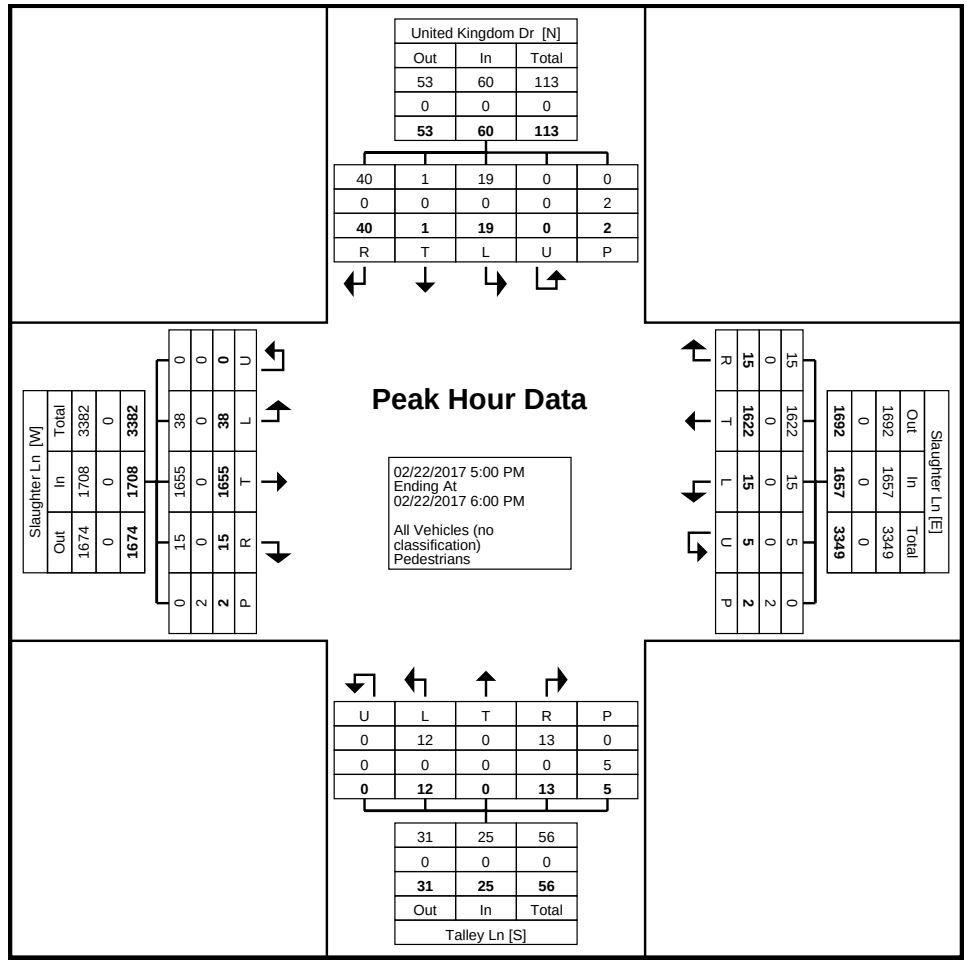

Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 41. Slaughter Ln at Palace Parkway
Site Code: 41
Start Date: 02/22/2017

Turning Movement Data

Start Time	Palace Pkwy Southbound						Slaughter Ln Westbound						Apartment Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	11	0	6	0	1	17	0	332	12	2	0	346	7	2	13	0	2	22	11	295	1	11	0	318	703
7:15 AM	9	0	7	0	1	16	3	381	14	5	1	403	23	3	15	0	2	41	8	341	0	10	0	359	819
7:30 AM	13	1	8	0	0	22	1	395	21	2	0	419	18	5	4	0	2	27	17	378	8	12	0	415	883
7:45 AM	5	1	8	0	0	14	2	379	18	1	1	400	7	1	6	0	3	14	5	314	0	7	3	326	754
Hourly Total	38	2	29	0	2	69	6	1487	65	10	2	1568	55	11	38	0	9	104	41	1328	9	40	3	1418	3159
8:00 AM	18	0	11	0	0	29	4	396	15	1	0	416	11	4	13	0	0	28	7	361	3	9	2	380	853
8:15 AM	5	0	9	0	0	14	1	378	14	0	0	393	2	4	5	0	3	11	3	364	1	7	0	375	793
8:30 AM	9	0	6	0	1	15	1	313	10	1	0	325	5	1	9	0	0	15	6	338	2	8	1	354	709
8:45 AM	11	0	7	0	1	18	4	305	6	0	0	315	4	0	3	0	1	7	8	285	1	1	0	295	635
Hourly Total	43	0	33	0	2	76	10	1392	45	2	0	1449	22	9	30	0	4	61	24	1348	7	25	3	1404	2990
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	12	3	15	0	0	30	8	353	13	1	0	375	2	0	4	0	5	6	6	356	1	2	1	365	776
4:15 PM	21	1	10	0	0	32	5	366	13	3	0	387	7	0	6	0	5	13	9	395	3	7	0	414	846
4:30 PM	16	2	7	0	0	25	4	411	16	1	0	432	2	0	4	0	2	6	9	354	8	4	0	375	838
4:45 PM	18	2	18	0	0	38	15	429	20	4	0	468	5	0	8	0	2	13	5	321	0	6	2	332	851
Hourly Total	67	8	50	0	0	125	32	1559	62	9	0	1662	16	0	22	0	14	38	29	1426	12	19	3	1486	3311
5:00 PM	17	2	7	0	3	26	4	424	17	1	0	446	4	0	3	0	3	7	10	444	7	3	0	464	943
5:15 PM	23	0	13	0	0	36	16	439	17	3	1	475	4	0	4	0	2	8	10	412	4	3	0	429	948
5:30 PM	24	2	12	0	1	38	4	428	13	1	0	446	6	0	2	0	0	8	10	390	3	8	1	411	903
5:45 PM	19	1	10	0	0	30	9	428	23	1	0	461	5	2	6	0	3	13	5	374	8	4	1	391	895
Hourly Total	83	5	42	0	4	130	33	1719	70	6	1	1828	19	2	15	0	8	36	35	1620	22	18	2	1695	3689
Grand Total	231	15	154	0	8	400	81	6157	242	27	3	6507	112	22	105	0	35	239	129	5722	50	102	11	6003	13149
Approach %	57.8	3.8	38.5	0.0	-	-	1.2	94.6	3.7	0.4	-	-	46.9	9.2	43.9	0.0	-	-	2.1	95.3	0.8	1.7	-	-	-
Total %	1.8	0.1	1.2	0.0	-	3.0	0.6	46.8	1.8	0.2	-	49.5	0.9	0.2	0.8	0.0	-	1.8	1.0	43.5	0.4	0.8	-	45.7	-
All Vehicles (no classification)	231	15	154	0	-	400	81	6157	242	27	-	6507	112	22	105	0	-	239	129	5722	50	102	-	6003	13149
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	35	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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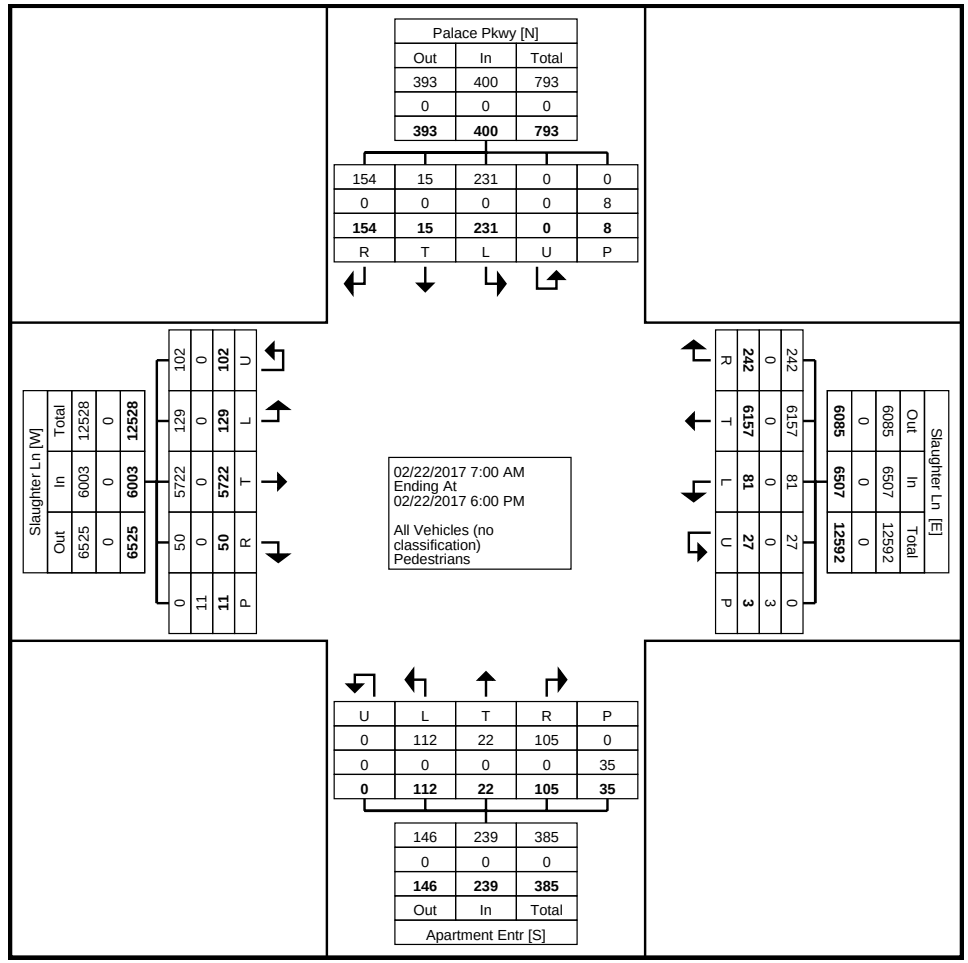

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Start Time	Palace Pkwy Southbound						Slaughter Ln Westbound						Apartment Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	9	0	7	0	1	16	3	381	14	5	1	403	23	3	15	0	2	41	8	341	0	10	0	359	819
7:30 AM	13	1	8	0	0	22	1	395	21	2	0	419	18	5	4	0	2	27	17	378	8	12	0	415	883
7:45 AM	5	1	8	0	0	14	2	379	18	1	1	400	7	1	6	0	3	14	5	314	0	7	3	326	754
8:00 AM	18	0	11	0	0	29	4	396	15	1	0	416	11	4	13	0	0	28	7	361	3	9	2	380	853
Total	45	2	34	0	1	81	10	1551	68	9	2	1638	59	13	38	0	7	110	37	1394	11	38	5	1480	3309
Approach %	55.6	2.5	42.0	0.0	-	-	0.6	94.7	4.2	0.5	-	-	53.6	11.8	34.5	0.0	-	-	2.5	94.2	0.7	2.6	-	-	-
Total %	1.4	0.1	1.0	0.0	-	2.4	0.3	46.9	2.1	0.3	-	49.5	1.8	0.4	1.1	0.0	-	3.3	1.1	42.1	0.3	1.1	-	44.7	-
PHF	0.625	0.500	0.773	0.000	-	0.698	0.625	0.979	0.810	0.450	-	0.977	0.641	0.650	0.633	0.000	-	0.671	0.544	0.922	0.344	0.792	-	0.892	0.937
All Vehicles (no classification)	45	2	34	0	-	81	10	1551	68	9	-	1638	59	13	38	0	-	110	37	1394	11	38	-	1480	3309
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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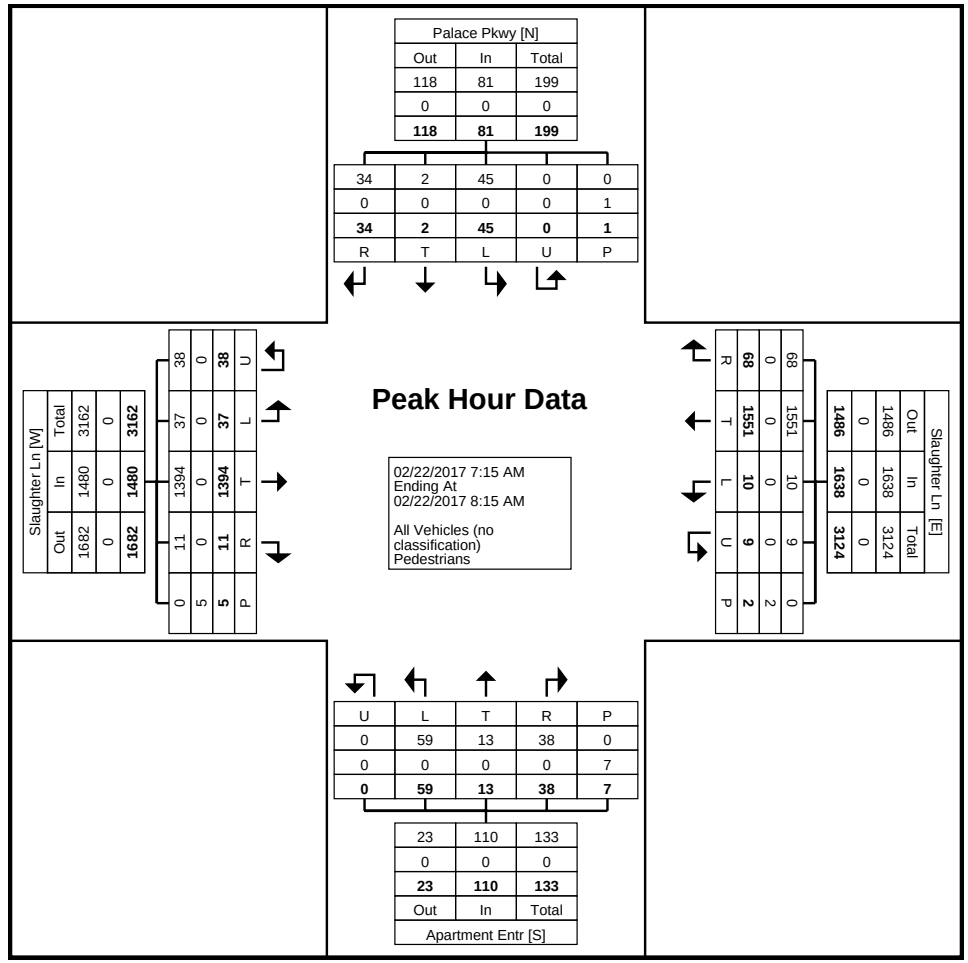
Site Code: 41
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

CJ Hensch & Associates, Inc.
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5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: 41. Slaughter Ln at Palace Parkway
Site Code: 41
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Palace Pkwy Southbound						Slaughter Ln Westbound						Apartment Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	17	2	7	0	3	26	4	424	17	1	0	446	4	0	3	0	3	7	10	444	7	3	0	464	943
5:15 PM	23	0	13	0	0	36	16	439	17	3	1	475	4	0	4	0	2	8	10	412	4	3	0	429	948
5:30 PM	24	2	12	0	1	38	4	428	13	1	0	446	6	0	2	0	0	8	10	390	3	8	1	411	903
5:45 PM	19	1	10	0	0	30	9	428	23	1	0	461	5	2	6	0	3	13	5	374	8	4	1	391	895
Total	83	5	42	0	4	130	33	1719	70	6	1	1828	19	2	15	0	8	36	35	1620	22	18	2	1695	3689
Approach %	63.8	3.8	32.3	0.0	-	-	1.8	94.0	3.8	0.3	-	-	52.8	5.6	41.7	0.0	-	-	2.1	95.6	1.3	1.1	-	-	-
Total %	2.2	0.1	1.1	0.0	-	3.5	0.9	46.6	1.9	0.2	-	49.6	0.5	0.1	0.4	0.0	-	1.0	0.9	43.9	0.6	0.5	-	45.9	-
PHF	0.865	0.625	0.808	0.000	-	0.855	0.516	0.979	0.761	0.500	-	0.962	0.792	0.250	0.625	0.000	-	0.692	0.875	0.912	0.688	0.563	-	0.913	0.973
All Vehicles (no classification)	83	5	42	0	-	130	33	1719	70	6	-	1828	19	2	15	0	-	36	35	1620	22	18	-	1695	3689
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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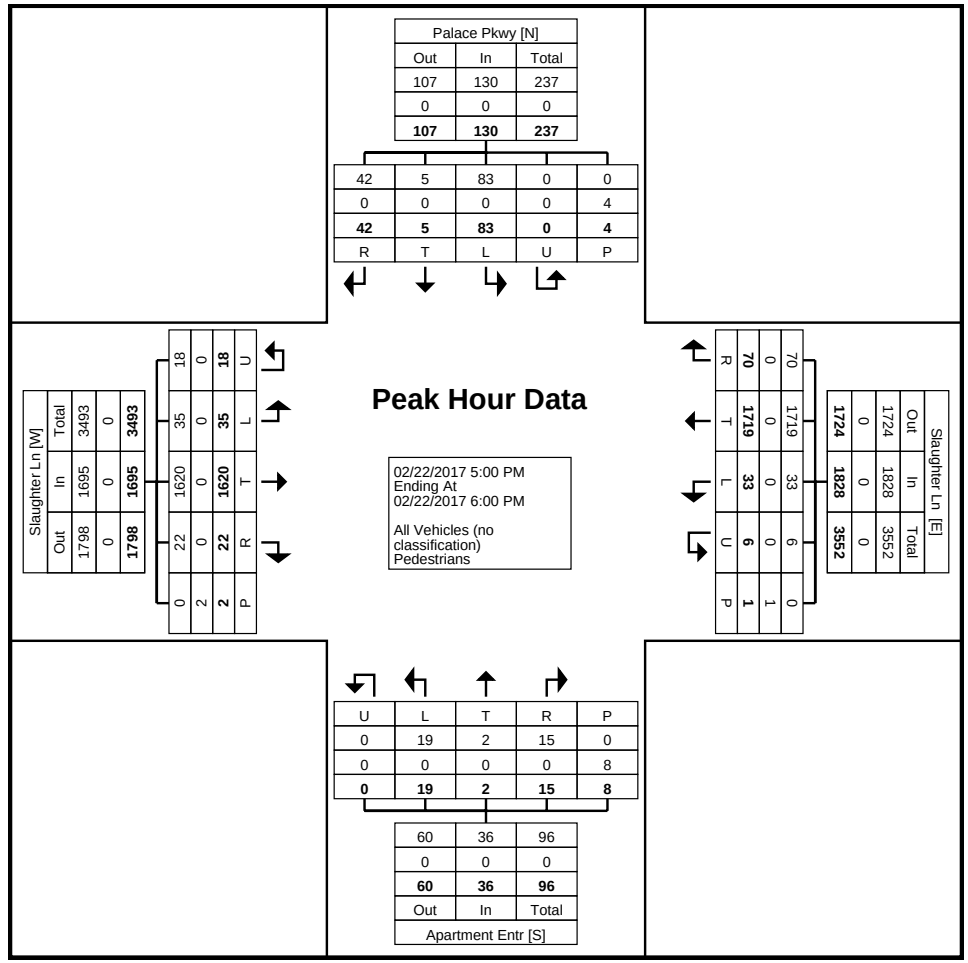
Count Name: 41. Slaughter Ln at Palace Parkway
Site Code: 41
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: Slaughter Ln at S. 1st St
Site Code:
Start Date: 03/07/2017

Turning Movement Data

Start Time	S 1st Southbound						Slaughter Westbound						S 1st Northbound						Slaughter Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	15	16	27	0	2	58	14	236	60	0	3	310	61	220	23	0	0	304	70	269	16	1	0	356	1028
7:15 AM	30	22	19	0	0	71	8	257	50	0	0	315	87	203	19	0	0	309	63	272	24	0	1	359	1054
7:30 AM	21	32	22	0	1	75	15	302	57	0	1	374	80	214	22	0	0	316	56	295	33	0	1	384	1149
7:45 AM	37	37	15	0	1	89	15	301	44	0	2	360	70	178	20	0	0	268	48	274	53	0	0	375	1092
Hourly Total	103	107	83	0	4	293	52	1096	211	0	6	1359	298	815	84	0	0	1197	237	1110	126	1	2	1474	4323
8:00 AM	34	37	24	0	0	95	12	244	58	1	7	315	68	162	34	0	0	264	60	261	51	2	0	374	1048
8:15 AM	25	55	16	0	0	96	22	239	55	0	4	316	69	136	27	0	0	232	42	259	56	0	0	357	1001
8:30 AM	28	57	24	0	0	109	27	232	60	1	0	320	60	139	30	0	0	229	47	263	58	3	0	371	1029
8:45 AM	30	57	25	0	3	112	34	264	51	0	1	349	79	149	43	0	0	271	47	216	59	1	0	323	1055
Hourly Total	117	206	89	0	3	412	95	979	224	2	12	1300	276	586	134	0	0	996	196	999	224	6	0	1425	4133
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	57	124	39	0	0	220	30	269	42	0	0	341	52	66	20	0	0	138	38	311	55	0	3	404	1103
4:15 PM	69	141	44	0	0	254	31	270	40	0	4	341	55	51	24	0	0	130	47	263	74	1	0	385	1110
4:30 PM	73	157	64	0	2	294	37	311	49	1	5	398	66	89	42	0	0	197	27	301	57	0	0	385	1274
4:45 PM	73	144	49	0	1	266	31	296	45	0	8	372	70	94	41	0	0	205	33	247	48	0	1	328	1171
Hourly Total	272	566	196	0	3	1034	129	1146	176	1	17	1452	243	300	127	0	0	670	145	1122	234	1	4	1502	4658
5:00 PM	56	176	53	0	0	285	31	312	51	3	2	397	63	81	29	0	0	173	33	316	57	2	0	408	1263
5:15 PM	85	180	37	0	0	302	29	359	36	2	1	426	66	58	25	0	0	149	33	325	72	0	0	430	1307
5:30 PM	80	152	63	0	0	295	30	348	44	3	1	425	59	70	33	0	0	162	43	326	65	0	0	434	1316
5:45 PM	65	166	40	0	0	271	28	348	58	0	1	434	54	75	27	0	0	156	36	314	58	0	0	408	1269
Hourly Total	286	674	193	0	0	1153	118	1367	189	8	5	1682	242	284	114	0	0	640	145	1281	252	2	0	1680	5155
Grand Total	778	1553	561	0	10	2892	394	4588	800	11	40	5793	1059	1985	459	0	0	3503	723	4512	836	10	6	6081	18269
Approach %	26.9	53.7	19.4	0.0	-	-	6.8	79.2	13.8	0.2	-	-	30.2	56.7	13.1	0.0	-	-	11.9	74.2	13.7	0.2	-	-	-
Total %	4.3	8.5	3.1	0.0	-	15.8	2.2	25.1	4.4	0.1	-	31.7	5.8	10.9	2.5	0.0	-	19.2	4.0	24.7	4.6	0.1	-	33.3	-
All Vehicles (no classification)	778	1553	561	0	-	2892	394	4588	800	11	-	5793	1059	1985	459	0	-	3503	723	4512	836	10	-	6081	18269
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	10	-	-	-	-	-	40	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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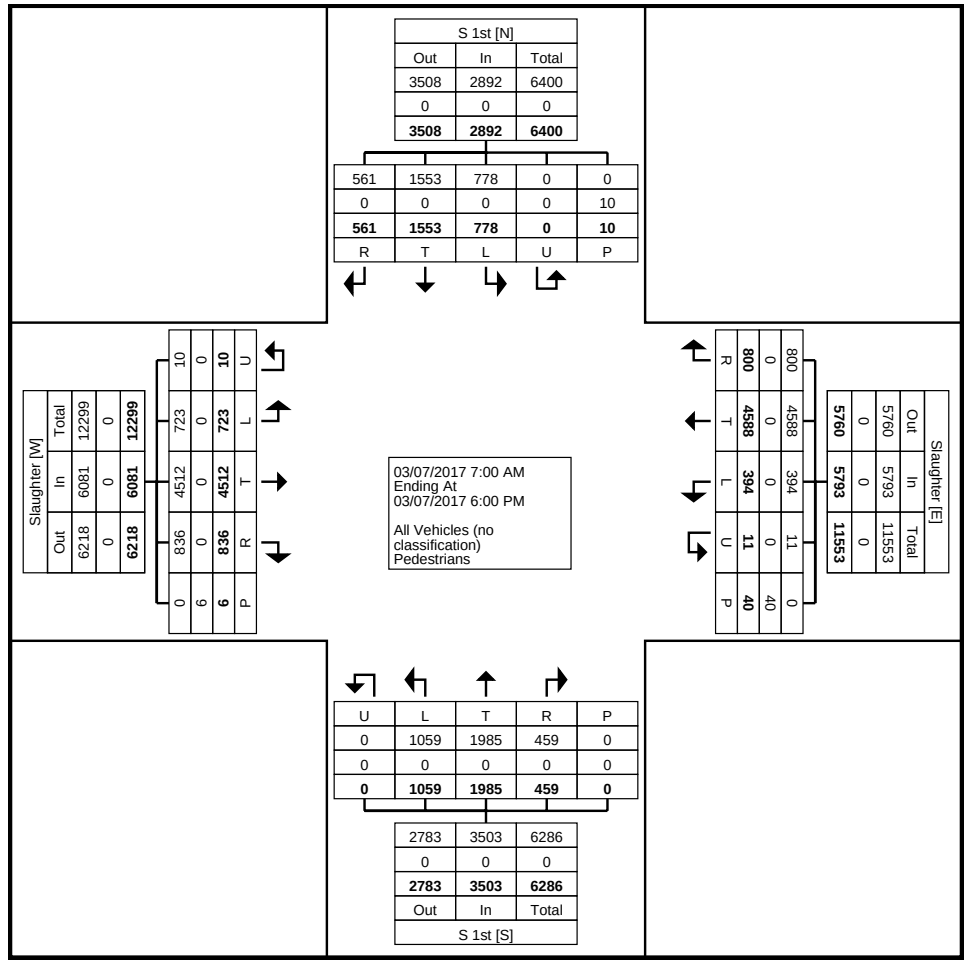
Count Name: Slaughter Ln at S. 1st St
Site Code:
Start Date: 03/07/2017
Page No: 2



Turning Movement Data Plot

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Count Name: Slaughter Ln at S. 1st St
Site Code:
Start Date: 03/07/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	S 1st Southbound						Slaughter Westbound						S 1st Northbound						Slaughter Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	30	22	19	0	0	71	8	257	50	0	0	315	87	203	19	0	0	309	63	272	24	0	1	359	1054
7:30 AM	21	32	22	0	1	75	15	302	57	0	1	374	80	214	22	0	0	316	56	295	33	0	1	384	1149
7:45 AM	37	37	15	0	1	89	15	301	44	0	2	360	70	178	20	0	0	268	48	274	53	0	0	375	1092
8:00 AM	34	37	24	0	0	95	12	244	58	1	7	315	68	162	34	0	0	264	60	261	51	2	0	374	1048
Total	122	128	80	0	2	330	50	1104	209	1	10	1364	305	757	95	0	0	1157	227	1102	161	2	2	1492	4343
Approach %	37.0	38.8	24.2	0.0	-	-	3.7	80.9	15.3	0.1	-	-	26.4	65.4	8.2	0.0	-	-	15.2	73.9	10.8	0.1	-	-	-
Total %	2.8	2.9	1.8	0.0	-	7.6	1.2	25.4	4.8	0.0	-	31.4	7.0	17.4	2.2	0.0	-	26.6	5.2	25.4	3.7	0.0	-	34.4	-
PHF	0.824	0.865	0.833	0.000	-	0.868	0.833	0.914	0.901	0.250	-	0.912	0.876	0.884	0.699	0.000	-	0.915	0.901	0.934	0.759	0.250	-	0.971	0.945
All Vehicles (no classification)	122	128	80	0	-	330	50	1104	209	1	-	1364	305	757	95	0	-	1157	227	1102	161	2	-	1492	4343
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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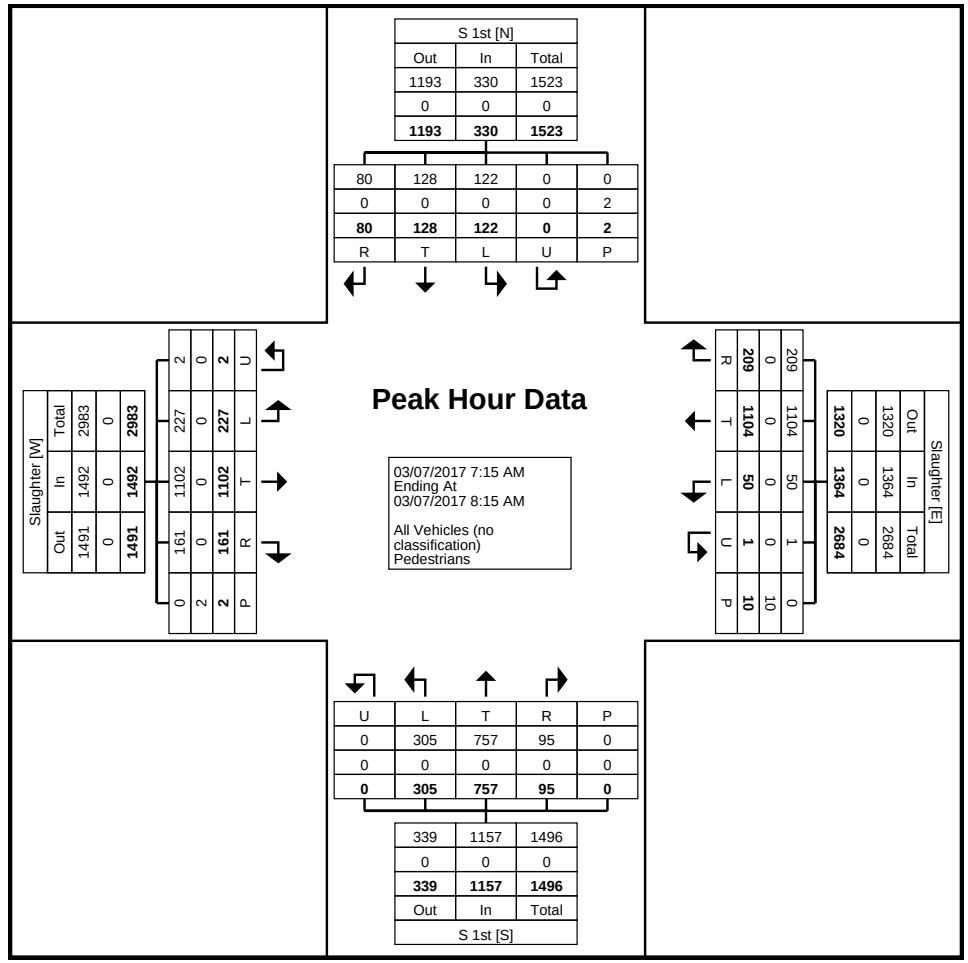
Count Name: Slaughter Ln at S. 1st St
Site Code:
Start Date: 03/07/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: Slaughter Ln at S. 1st St
Site Code:
Start Date: 03/07/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	S 1st Southbound						Slaughter Westbound						S 1st Northbound						Slaughter Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	56	176	53	0	0	285	31	312	51	3	2	397	63	81	29	0	0	173	33	316	57	2	0	408	1263
5:15 PM	85	180	37	0	0	302	29	359	36	2	1	426	66	58	25	0	0	149	33	325	72	0	0	430	1307
5:30 PM	80	152	63	0	0	295	30	348	44	3	1	425	59	70	33	0	0	162	43	326	65	0	0	434	1316
5:45 PM	65	166	40	0	0	271	28	348	58	0	1	434	54	75	27	0	0	156	36	314	58	0	0	408	1269
Total	286	674	193	0	0	1153	118	1367	189	8	5	1682	242	284	114	0	0	640	145	1281	252	2	0	1680	5155
Approach %	24.8	58.5	16.7	0.0	-	-	7.0	81.3	11.2	0.5	-	-	37.8	44.4	17.8	0.0	-	-	8.6	76.3	15.0	0.1	-	-	-
Total %	5.5	13.1	3.7	0.0	-	22.4	2.3	26.5	3.7	0.2	-	32.6	4.7	5.5	2.2	0.0	-	12.4	2.8	24.8	4.9	0.0	-	32.6	-
PHF	0.841	0.936	0.766	0.000	-	0.954	0.952	0.952	0.815	0.667	-	0.969	0.917	0.877	0.864	0.000	-	0.925	0.843	0.982	0.875	0.250	-	0.968	0.979
All Vehicles (no classification)	286	674	193	0	-	1153	118	1367	189	8	-	1682	242	284	114	0	-	640	145	1281	252	2	-	1680	5155
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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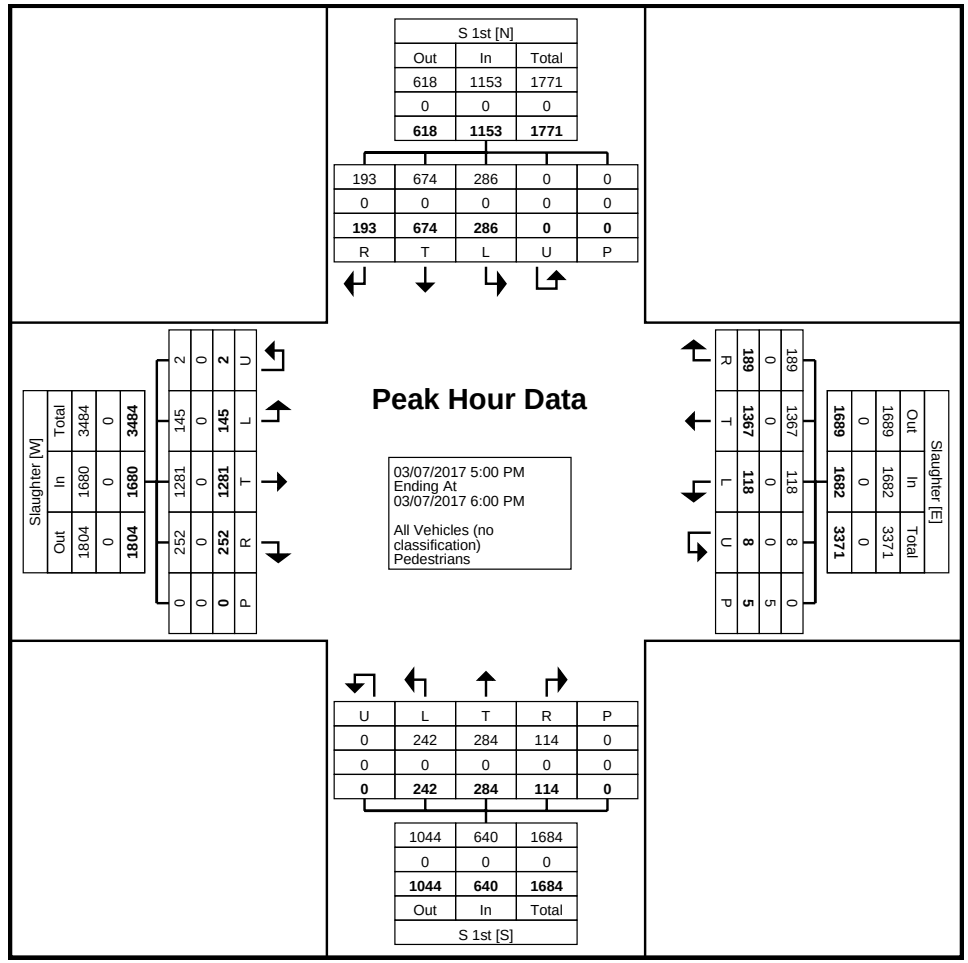
Count Name: Slaughter Ln at S. 1st St
Site Code:
Start Date: 03/07/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 45. Slaughter Ln at South Park Meadows Dr
Site Code: 45
Start Date: 02/22/2017

Turning Movement Data

Start Time	Francia Trail Southbound						Slaughter Ln Westbound						South Park Meadows Dr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	6	3	12	0	0	21	6	300	5	0	1	311	12	10	55	0	1	77	11	283	1	0	0	295	704
7:15 AM	3	5	11	0	0	19	6	312	3	0	0	321	16	17	64	0	1	97	7	345	5	2	0	359	796
7:30 AM	2	5	12	0	0	19	14	329	3	0	0	346	24	10	48	0	0	82	12	321	7	0	0	340	787
7:45 AM	6	4	9	0	0	19	15	324	3	0	0	342	12	13	52	0	2	77	10	304	4	0	0	318	756
Hourly Total	17	17	44	0	0	78	41	1265	14	0	1	1320	64	50	219	0	4	333	40	1253	17	2	0	1312	3043
8:00 AM	3	3	4	0	0	10	21	365	4	1	1	391	13	5	29	0	0	47	5	324	6	0	0	335	783
8:15 AM	2	3	9	0	0	14	20	319	1	0	0	340	16	5	42	0	0	63	4	316	4	0	0	324	741
8:30 AM	6	3	5	0	0	14	23	292	1	0	0	316	12	5	36	0	0	53	4	278	5	0	0	287	670
8:45 AM	3	3	5	0	0	11	15	283	7	0	0	305	12	6	42	0	0	60	4	297	5	1	0	307	683
Hourly Total	14	12	23	0	0	49	79	1259	13	1	1	1352	53	21	149	0	0	223	17	1215	20	1	0	1253	2877
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	4	6	9	0	0	19	17	370	7	3	0	397	24	7	12	0	0	43	5	386	5	1	0	397	856
4:15 PM	9	10	10	0	1	29	26	372	5	5	2	408	20	4	12	0	2	36	2	397	5	0	0	404	877
4:30 PM	12	8	7	0	0	27	30	385	3	1	0	419	31	5	42	0	0	78	9	369	4	2	0	384	908
4:45 PM	10	12	9	0	0	31	11	367	7	2	0	387	30	8	13	0	0	51	4	356	7	0	0	367	836
Hourly Total	35	36	35	0	1	106	84	1494	22	11	2	1611	105	24	79	0	2	208	20	1508	21	3	0	1552	3477
5:00 PM	6	9	21	0	0	36	21	408	15	1	1	445	20	11	18	0	0	49	9	431	14	2	1	456	986
5:15 PM	6	13	8	0	0	27	24	397	12	3	0	436	23	5	12	0	0	40	8	440	3	0	2	451	954
5:30 PM	11	7	16	0	0	34	25	392	8	3	0	428	35	7	17	0	0	59	3	419	2	2	0	426	947
5:45 PM	8	12	15	0	0	35	20	427	13	1	1	461	23	7	14	0	1	44	6	380	6	1	2	393	933
Hourly Total	31	41	60	0	0	132	90	1624	48	8	2	1770	101	30	61	0	1	192	26	1670	25	5	5	1726	3820
Grand Total	97	106	162	0	1	365	294	5642	97	20	6	6053	323	125	508	0	7	956	103	5646	83	11	5	5843	13217
Approach %	26.6	29.0	44.4	0.0	-	-	4.9	93.2	1.6	0.3	-	-	33.8	13.1	53.1	0.0	-	-	1.8	96.6	1.4	0.2	-	-	-
Total %	0.7	0.8	1.2	0.0	-	2.8	2.2	42.7	0.7	0.2	-	45.8	2.4	0.9	3.8	0.0	-	7.2	0.8	42.7	0.6	0.1	-	44.2	-
All Vehicles (no classification)	97	106	162	0	-	365	294	5642	97	20	-	6053	323	125	508	0	-	956	103	5646	83	11	-	5843	13217
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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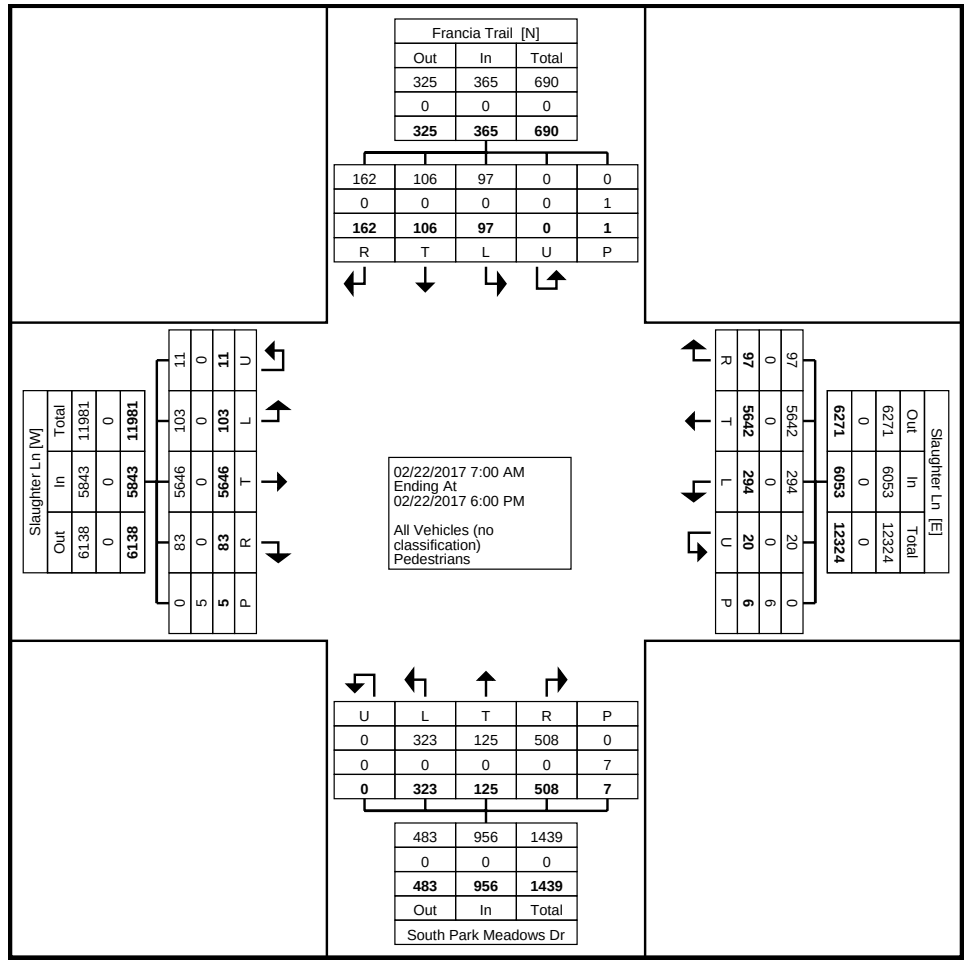
281-487-5417 cwood@browngay.com

Count Name: 45. Slaughter Ln at South Park Meadows Dr
Site Code: 45
Start Date: 02/22/2017



Turning Movement Data Plot

CJ Hensch & Associates, Inc.
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281-487-5417 cwood@browngay.com

Count Name: 45. Slaughter Ln at South Park Meadows Dr
Site Code: 45
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Francia Trail Southbound						Slaughter Ln Westbound						South Park Meadows Dr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	3	5	11	0	0	19	6	312	3	0	0	321	16	17	64	0	1	97	7	345	5	2	0	359	796
7:30 AM	2	5	12	0	0	19	14	329	3	0	0	346	24	10	48	0	0	82	12	321	7	0	0	340	787
7:45 AM	6	4	9	0	0	19	15	324	3	0	0	342	12	13	52	0	2	77	10	304	4	0	0	318	756
8:00 AM	3	3	4	0	0	10	21	365	4	1	1	391	13	5	29	0	0	47	5	324	6	0	0	335	783
Total	14	17	36	0	0	67	56	1330	13	1	1	1400	65	45	193	0	3	303	34	1294	22	2	0	1352	3122
Approach %	20.9	25.4	53.7	0.0	-	-	4.0	95.0	0.9	0.1	-	-	21.5	14.9	63.7	0.0	-	-	2.5	95.7	1.6	0.1	-	-	-
Total %	0.4	0.5	1.2	0.0	-	2.1	1.8	42.6	0.4	0.0	-	44.8	2.1	1.4	6.2	0.0	-	9.7	1.1	41.4	0.7	0.1	-	43.3	-
PHF	0.583	0.850	0.750	0.000	-	0.882	0.667	0.911	0.813	0.250	-	0.895	0.677	0.662	0.754	0.000	-	0.781	0.708	0.938	0.786	0.250	-	0.942	0.981
All Vehicles (no classification)	14	17	36	0	-	67	56	1330	13	1	-	1400	65	45	193	0	-	303	34	1294	22	2	-	1352	3122
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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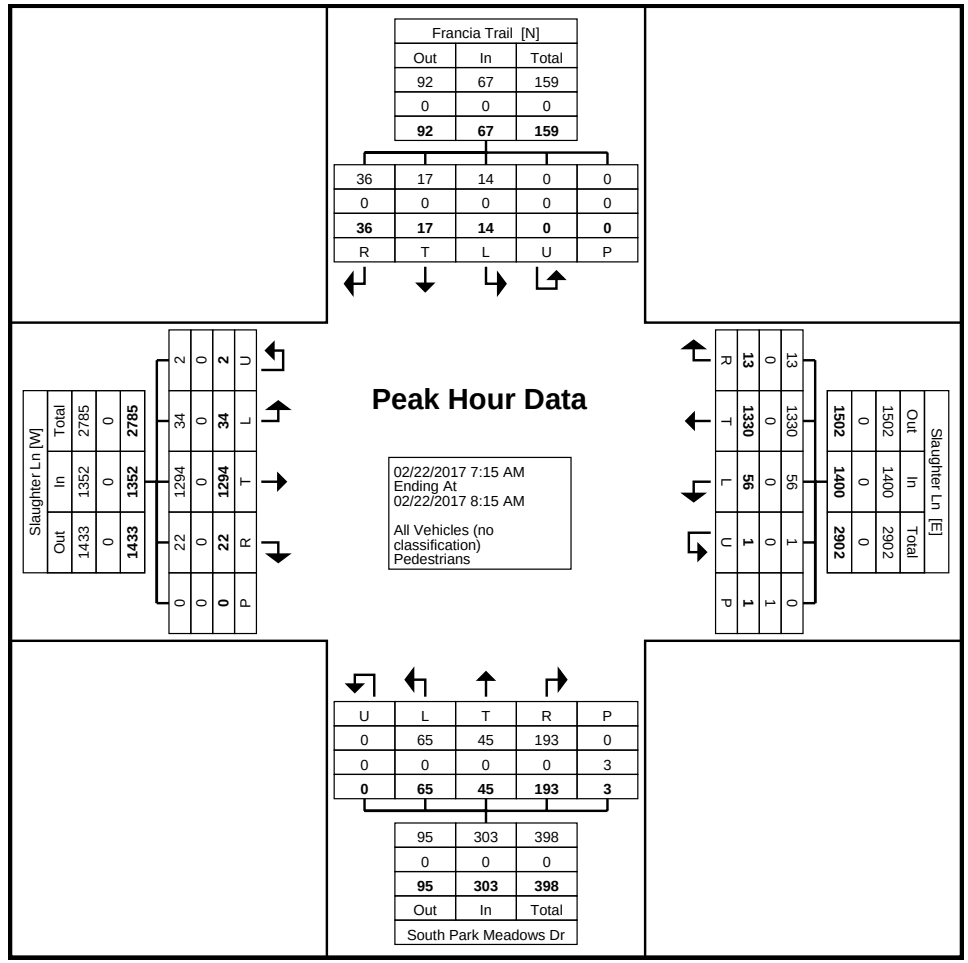
Count Name: 45. Slaughter Ln at South Park Meadows Dr
Site Code: 45
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:15 AM)

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281-487-5417 cwood@browngay.com

Count Name: 45. Slaughter Ln at South Park Meadows Dr
Site Code: 45
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Francia Trail Southbound						Slaughter Ln Westbound						South Park Meadows Dr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	6	9	21	0	0	36	21	408	15	1	1	445	20	11	18	0	0	49	9	431	14	2	1	456	986
5:15 PM	6	13	8	0	0	27	24	397	12	3	0	436	23	5	12	0	0	40	8	440	3	0	2	451	954
5:30 PM	11	7	16	0	0	34	25	392	8	3	0	428	35	7	17	0	0	59	3	419	2	2	0	426	947
5:45 PM	8	12	15	0	0	35	20	427	13	1	1	461	23	7	14	0	1	44	6	380	6	1	2	393	933
Total	31	41	60	0	0	132	90	1624	48	8	2	1770	101	30	61	0	1	192	26	1670	25	5	5	1726	3820
Approach %	23.5	31.1	45.5	0.0	-	-	5.1	91.8	2.7	0.5	-	-	52.6	15.6	31.8	0.0	-	-	1.5	96.8	1.4	0.3	-	-	-
Total %	0.8	1.1	1.6	0.0	-	3.5	2.4	42.5	1.3	0.2	-	46.3	2.6	0.8	1.6	0.0	-	5.0	0.7	43.7	0.7	0.1	-	45.2	-
PHF	0.705	0.788	0.714	0.000	-	0.917	0.900	0.951	0.800	0.667	-	0.960	0.721	0.682	0.847	0.000	-	0.814	0.722	0.949	0.446	0.625	-	0.946	0.969
All Vehicles (no classification)	31	41	60	0	-	132	90	1624	48	8	-	1770	101	30	61	0	-	192	26	1670	25	5	-	1726	3820
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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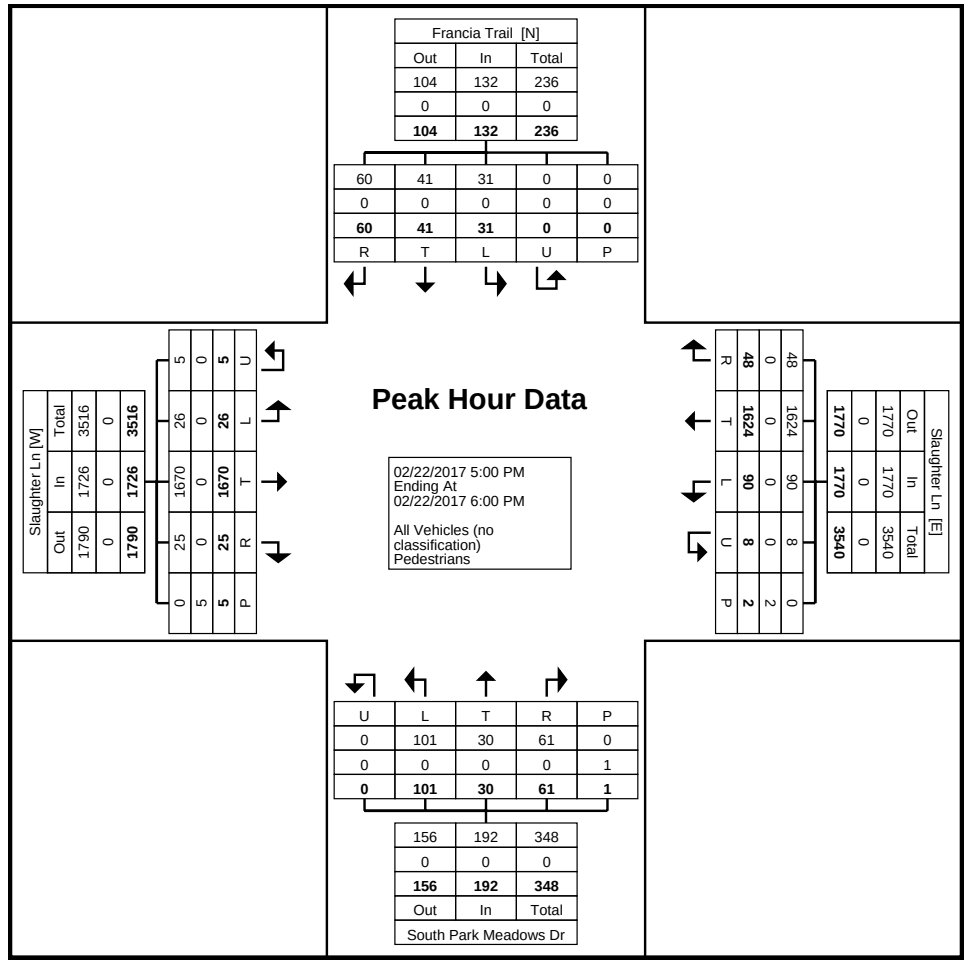
Count Name: 45. Slaughter Ln at South Park Meadows Dr
Site Code: 45
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 47. Slaughter Ln at Cullen Ln
Site Code: 47
Start Date: 02/22/2017

Turning Movement Data

Start Time	Cullen Ln Southbound						Slaughter Ln Westbound						Shopping Center Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	3	5	4	0	0	12	3	294	14	1	0	312	11	13	16	0	0	40	24	348	5	0	0	377	741
7:15 AM	1	4	9	0	0	14	12	301	14	1	1	328	14	4	15	0	1	33	29	369	9	2	0	409	784
7:30 AM	2	7	6	0	0	15	11	332	6	0	1	349	13	10	16	0	1	39	21	338	9	0	0	368	771
7:45 AM	2	3	3	0	0	8	14	335	6	0	0	355	10	8	26	0	0	44	18	330	18	0	0	366	773
Hourly Total	8	19	22	0	0	49	40	1262	40	2	2	1344	48	35	73	0	2	156	92	1385	41	2	0	1520	3069
8:00 AM	2	2	2	0	1	6	12	357	13	1	0	383	10	8	18	0	1	36	8	323	13	0	0	344	769
8:15 AM	4	4	2	0	0	10	9	339	5	2	0	355	12	5	18	0	0	35	19	330	15	1	0	365	765
8:30 AM	7	3	4	0	0	14	16	287	3	0	0	306	13	5	18	0	1	36	12	305	15	1	0	333	689
8:45 AM	6	8	3	0	0	17	17	295	7	2	0	321	11	4	24	0	0	39	17	295	17	1	0	330	707
Hourly Total	19	17	11	0	1	47	54	1278	28	5	0	1365	46	22	78	0	2	146	56	1253	60	3	0	1372	2930
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	6	17	4	0	2	27	43	350	7	1	0	401	33	12	68	0	0	113	11	348	36	4	0	399	940
4:15 PM	11	16	9	0	1	36	38	356	9	2	1	405	37	15	49	0	0	101	10	341	52	2	0	405	947
4:30 PM	10	15	6	0	0	31	29	371	6	1	0	407	45	14	65	0	0	124	14	358	39	1	0	412	974
4:45 PM	7	14	9	0	0	30	38	370	4	3	0	415	41	22	70	0	2	133	17	320	41	2	1	380	958
Hourly Total	34	62	28	0	3	124	148	1447	26	7	1	1628	156	63	252	0	2	471	52	1367	168	9	1	1596	3819
5:00 PM	5	16	7	0	0	28	32	370	4	1	0	407	41	15	74	0	0	130	16	345	33	3	0	397	962
5:15 PM	6	19	7	0	1	32	38	390	7	0	0	435	49	18	62	0	0	129	17	376	28	0	1	421	1017
5:30 PM	2	25	9	0	0	36	34	358	8	2	0	402	42	16	77	0	0	135	17	338	25	1	0	381	954
5:45 PM	5	25	5	0	0	35	38	410	4	1	0	453	47	23	62	0	0	132	19	358	38	3	0	418	1038
Hourly Total	18	85	28	0	1	131	142	1528	23	4	0	1697	179	72	275	0	0	526	69	1417	124	7	1	1617	3971
Grand Total	79	183	89	0	5	351	384	5515	117	18	3	6034	429	192	678	0	6	1299	269	5422	393	21	2	6105	13789
Approach %	22.5	52.1	25.4	0.0	-	-	6.4	91.4	1.9	0.3	-	-	33.0	14.8	52.2	0.0	-	-	4.4	88.8	6.4	0.3	-	-	-
Total %	0.6	1.3	0.6	0.0	-	2.5	2.8	40.0	0.8	0.1	-	43.8	3.1	1.4	4.9	0.0	-	9.4	2.0	39.3	2.9	0.2	-	44.3	-
All Vehicles (no classification)	79	183	89	0	-	351	384	5515	117	18	-	6034	429	192	678	0	-	1299	269	5422	393	21	-	6105	13789
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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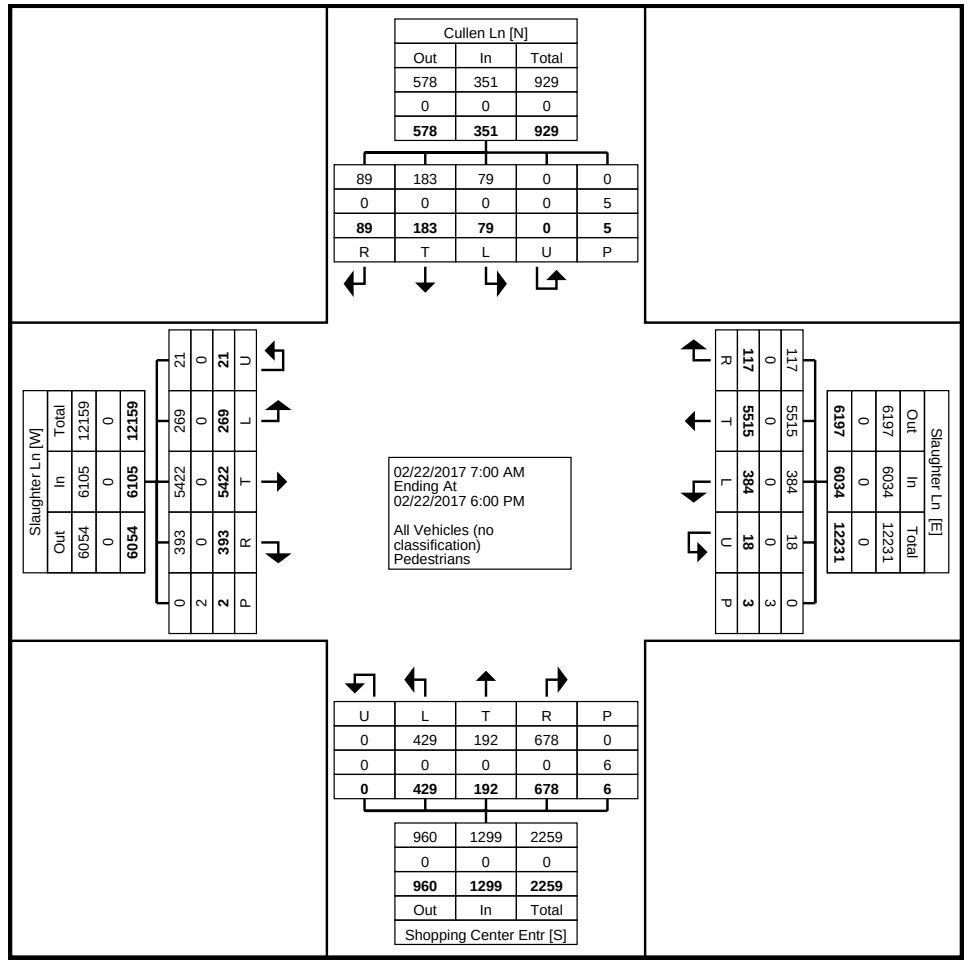
Count Name: 47. Slaughter Ln at Cullen Ln
Site Code: 47
Start Date: 02/22/2017



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Count Name: 47. Slaughter Ln at Cullen Ln
Site Code: 47
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Cullen Ln Southbound						Slaughter Ln Westbound						Shopping Center Entr Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:15 AM	1	4	9	0	0	14	12	301	14	1	1	328	14	4	15	0	1	33	29	369	9	2	0	409	784
7:30 AM	2	7	6	0	0	15	11	332	6	0	1	349	13	10	16	0	1	39	21	338	9	0	0	368	771
7:45 AM	2	3	3	0	0	8	14	335	6	0	0	355	10	8	26	0	0	44	18	330	18	0	0	366	773
8:00 AM	2	2	2	0	1	6	12	357	13	1	0	383	10	8	18	0	1	36	8	323	13	0	0	344	769
Total	7	16	20	0	1	43	49	1325	39	2	2	1415	47	30	75	0	3	152	76	1360	49	2	0	1487	3097
Approach %	16.3	37.2	46.5	0.0	-	-	3.5	93.6	2.8	0.1	-	-	30.9	19.7	49.3	0.0	-	-	5.1	91.5	3.3	0.1	-	-	-
Total %	0.2	0.5	0.6	0.0	-	1.4	1.6	42.8	1.3	0.1	-	45.7	1.5	1.0	2.4	0.0	-	4.9	2.5	43.9	1.6	0.1	-	48.0	-
PHF	0.875	0.571	0.556	0.000	-	0.717	0.875	0.928	0.696	0.500	-	0.924	0.839	0.750	0.721	0.000	-	0.864	0.655	0.921	0.681	0.250	-	0.909	0.988
All Vehicles (no classification)	7	16	20	0	-	43	49	1325	39	2	-	1415	47	30	75	0	-	152	76	1360	49	2	-	1487	3097
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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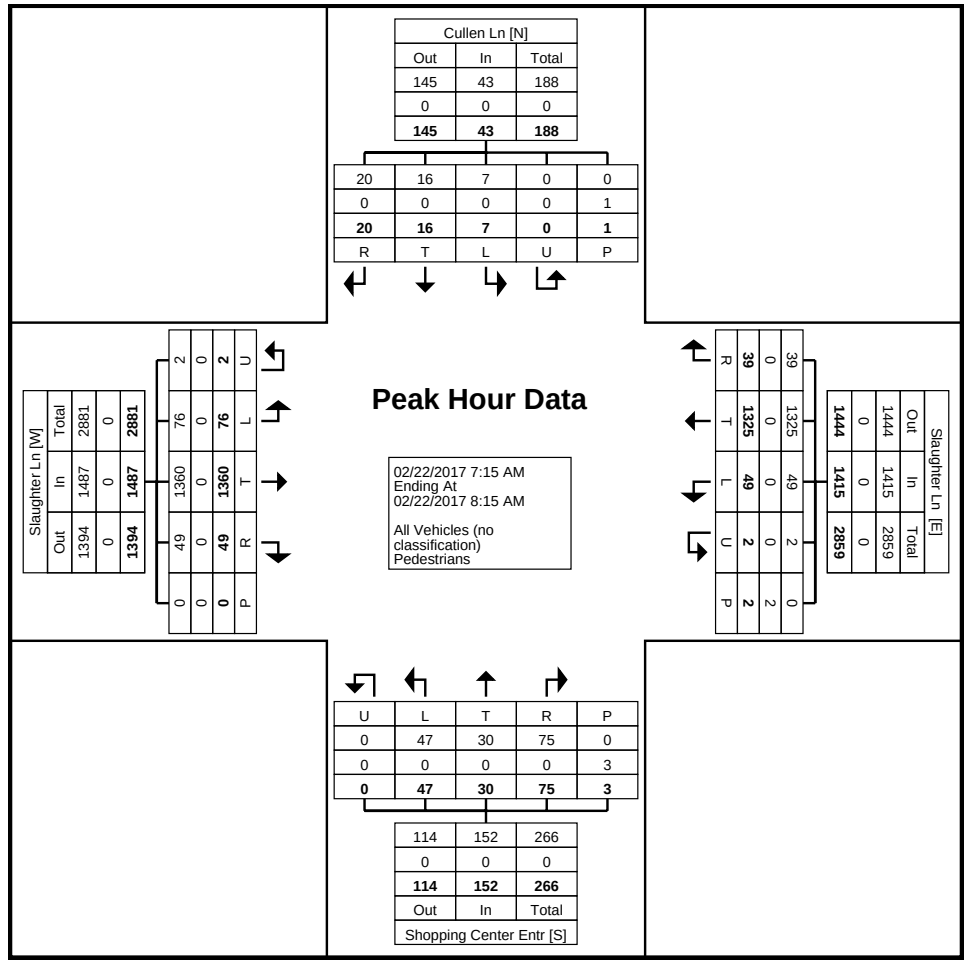
Count Name: 47. Slaughter Ln at Cullen Ln
Site Code: 47
Start Date: 02/22/2017



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Count Name: 47. Slaughter Ln at Cullen Ln
Site Code: 47
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Cullen Ln Southbound						Slaughter Ln Westbound						Shopping Center Entr Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
5:00 PM	5	16	7	0	0	28	32	370	4	1	0	407	41	15	74	0	0	130	16	345	33	3	0	397	962
5:15 PM	6	19	7	0	1	32	38	390	7	0	0	435	49	18	62	0	0	129	17	376	28	0	1	421	1017
5:30 PM	2	25	9	0	0	36	34	358	8	2	0	402	42	16	77	0	0	135	17	338	25	1	0	381	954
5:45 PM	5	25	5	0	0	35	38	410	4	1	0	453	47	23	62	0	0	132	19	358	38	3	0	418	1038
Total	18	85	28	0	1	131	142	1528	23	4	0	1697	179	72	275	0	0	526	69	1417	124	7	1	1617	3971
Approach %	13.7	64.9	21.4	0.0	-	-	8.4	90.0	1.4	0.2	-	-	34.0	13.7	52.3	0.0	-	-	4.3	87.6	7.7	0.4	-	-	-
Total %	0.5	2.1	0.7	0.0	-	3.3	3.6	38.5	0.6	0.1	-	42.7	4.5	1.8	6.9	0.0	-	13.2	1.7	35.7	3.1	0.2	-	40.7	-
PHF	0.750	0.850	0.778	0.000	-	0.910	0.934	0.932	0.719	0.500	-	0.937	0.913	0.783	0.893	0.000	-	0.974	0.908	0.942	0.816	0.583	-	0.960	0.956
All Vehicles (no classification)	18	85	28	0	-	131	142	1528	23	4	-	1697	179	72	275	0	-	526	69	1417	124	7	-	1617	3971
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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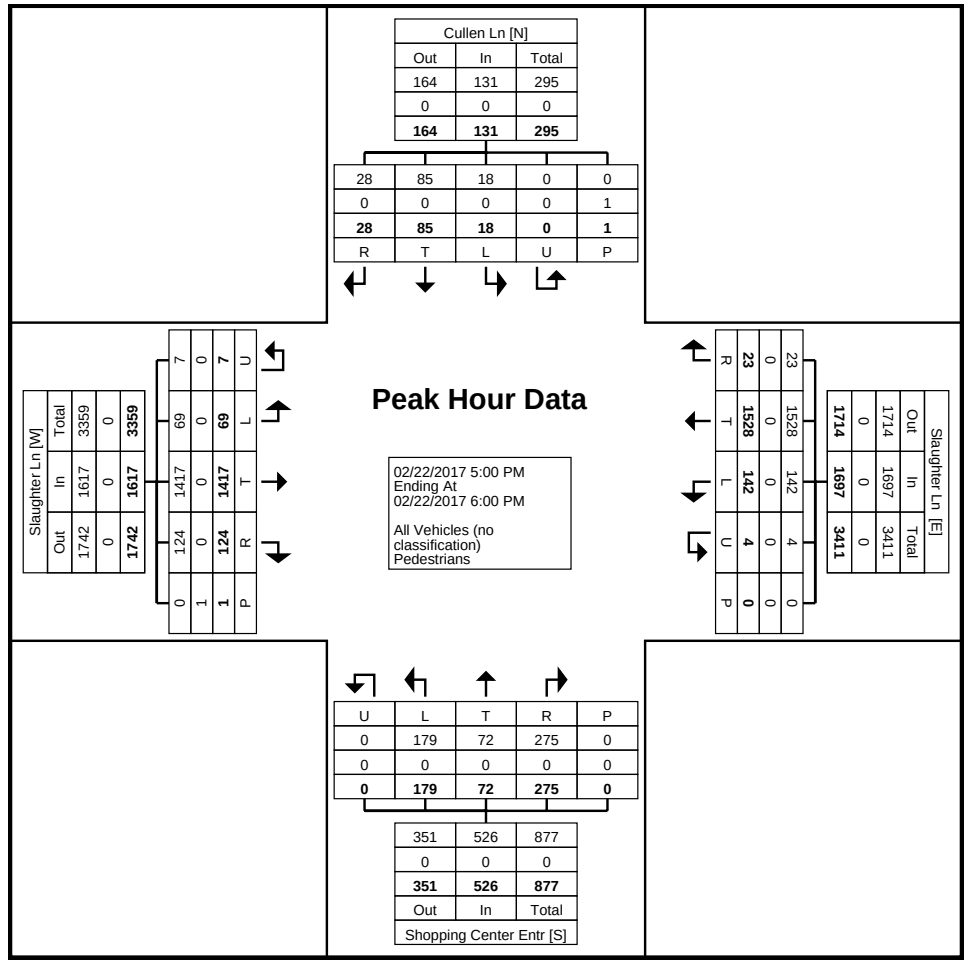
Count Name: 47. Slaughter Ln at Cullen Ln
Site Code: 47
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 48. Slaughter Ln at S Congress Ave
Site Code: 48
Start Date: 02/22/2017

Turning Movement Data

Start Time	S Congress Ave Southbound						Slaughter Ln Westbound						Shopping Center Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	34	6	10	0	0	50	11	283	162	0	0	456	12	19	33	0	0	64	71	286	17	0	0	374	944
7:15 AM	37	4	10	0	1	51	6	311	121	2	0	440	9	24	8	0	1	41	69	309	13	0	1	391	923
7:30 AM	34	9	19	0	1	62	7	326	133	0	0	466	11	21	14	0	0	46	65	275	19	0	0	359	933
7:45 AM	39	13	19	0	0	71	6	346	117	0	0	469	10	12	13	0	0	35	68	273	21	0	2	362	937
Hourly Total	144	32	58	0	2	234	30	1266	533	2	0	1831	42	76	68	0	1	186	273	1143	70	0	3	1486	3737
8:00 AM	41	15	29	0	1	85	8	352	111	0	0	471	14	24	14	0	0	52	56	248	21	0	0	325	933
8:15 AM	35	8	15	0	0	58	11	351	110	0	2	472	15	19	25	0	0	59	63	261	14	0	0	338	927
8:30 AM	36	10	18	0	0	64	17	298	100	0	0	415	12	15	20	0	0	47	50	248	15	5	1	318	844
8:45 AM	29	10	18	0	0	57	11	331	103	0	1	445	13	11	25	0	0	49	50	247	20	1	2	318	869
Hourly Total	141	43	80	0	1	264	47	1332	424	0	3	1803	54	69	84	0	0	207	219	1004	70	6	3	1299	3573
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	96	33	42	0	0	171	19	334	33	0	0	386	15	14	27	0	0	56	38	348	30	1	0	417	1030
4:15 PM	78	19	42	0	1	139	18	341	51	0	0	410	28	9	42	0	0	79	36	326	29	4	0	395	1023
4:30 PM	102	28	41	0	0	171	18	341	48	2	0	409	29	9	51	0	0	89	37	347	18	1	1	403	1072
4:45 PM	102	29	40	0	0	171	15	365	38	0	0	418	18	19	43	0	0	80	27	317	19	1	1	364	1033
Hourly Total	378	109	165	0	1	652	70	1381	170	2	0	1623	90	51	163	0	0	304	138	1338	96	7	2	1579	4158
5:00 PM	92	36	33	0	0	161	18	358	44	0	0	420	18	12	38	0	1	68	26	365	19	2	0	412	1061
5:15 PM	93	24	34	0	0	151	18	383	49	1	0	451	18	16	39	0	0	73	41	383	25	0	1	449	1124
5:30 PM	82	33	42	0	1	157	20	365	48	1	0	434	19	14	43	0	0	76	38	354	24	4	2	420	1087
5:45 PM	78	25	40	0	0	143	17	398	49	0	0	464	18	23	36	0	0	77	37	356	27	1	1	421	1105
Hourly Total	345	118	149	0	1	612	73	1504	190	2	0	1769	73	65	156	0	1	294	142	1458	95	7	4	1702	4377
Grand Total	1008	302	452	0	5	1762	220	5483	1317	6	3	7026	259	261	471	0	2	991	772	4943	331	20	12	6066	15845
Approach %	57.2	17.1	25.7	0.0	-	-	3.1	78.0	18.7	0.1	-	-	26.1	26.3	47.5	0.0	-	-	12.7	81.5	5.5	0.3	-	-	-
Total %	6.4	1.9	2.9	0.0	-	11.1	1.4	34.6	8.3	0.0	-	44.3	1.6	1.6	3.0	0.0	-	6.3	4.9	31.2	2.1	0.1	-	38.3	-
All Vehicles (no classification)	1008	302	452	0	-	1762	220	5483	1317	6	-	7026	259	261	471	0	-	991	772	4943	331	20	-	6066	15845
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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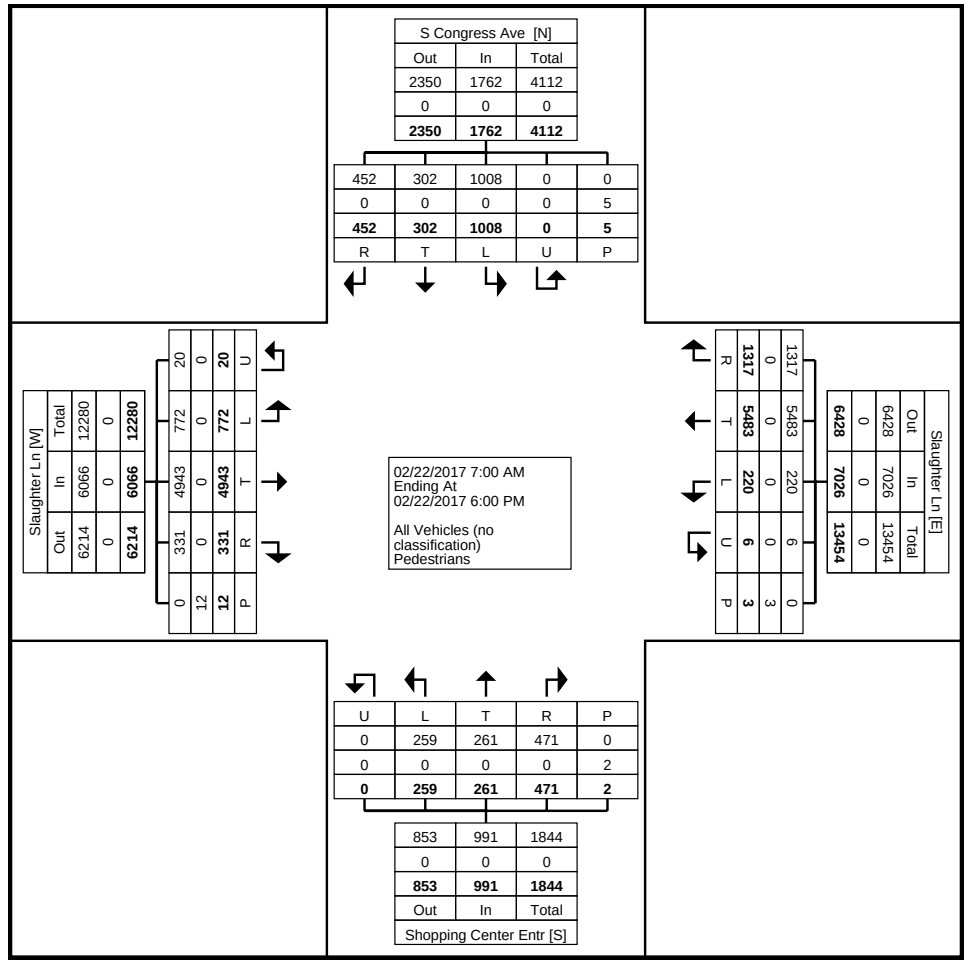
Count Name: 48. Slaughter Ln at S Congress Ave
Site Code: 48
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 48. Slaughter Ln at S Congress Ave
Site Code: 48
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:00 AM)

Start Time	S Congress Ave Southbound						Slaughter Ln Westbound						Shopping Center Entr Northbound						Slaughter Ln Eastbound						
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Int. Total
7:00 AM	34	6	10	0	0	50	11	283	162	0	0	456	12	19	33	0	0	64	71	286	17	0	0	374	944
7:15 AM	37	4	10	0	1	51	6	311	121	2	0	440	9	24	8	0	1	41	69	309	13	0	1	391	923
7:30 AM	34	9	19	0	1	62	7	326	133	0	0	466	11	21	14	0	0	46	65	275	19	0	0	359	933
7:45 AM	39	13	19	0	0	71	6	346	117	0	0	469	10	12	13	0	0	35	68	273	21	0	2	362	937
Total	144	32	58	0	2	234	30	1266	533	2	0	1831	42	76	68	0	1	186	273	1143	70	0	3	1486	3737
Approach %	61.5	13.7	24.8	0.0	-	-	1.6	69.1	29.1	0.1	-	-	22.6	40.9	36.6	0.0	-	-	18.4	76.9	4.7	0.0	-	-	-
Total %	3.9	0.9	1.6	0.0	-	6.3	0.8	33.9	14.3	0.1	-	49.0	1.1	2.0	1.8	0.0	-	5.0	7.3	30.6	1.9	0.0	-	39.8	-
PHF	0.923	0.615	0.763	0.000	-	0.824	0.682	0.915	0.823	0.250	-	0.976	0.875	0.792	0.515	0.000	-	0.727	0.961	0.925	0.833	0.000	-	0.950	0.990
All Vehicles (no classification)	144	32	58	0	-	234	30	1266	533	2	-	1831	42	76	68	0	-	186	273	1143	70	0	-	1486	3737
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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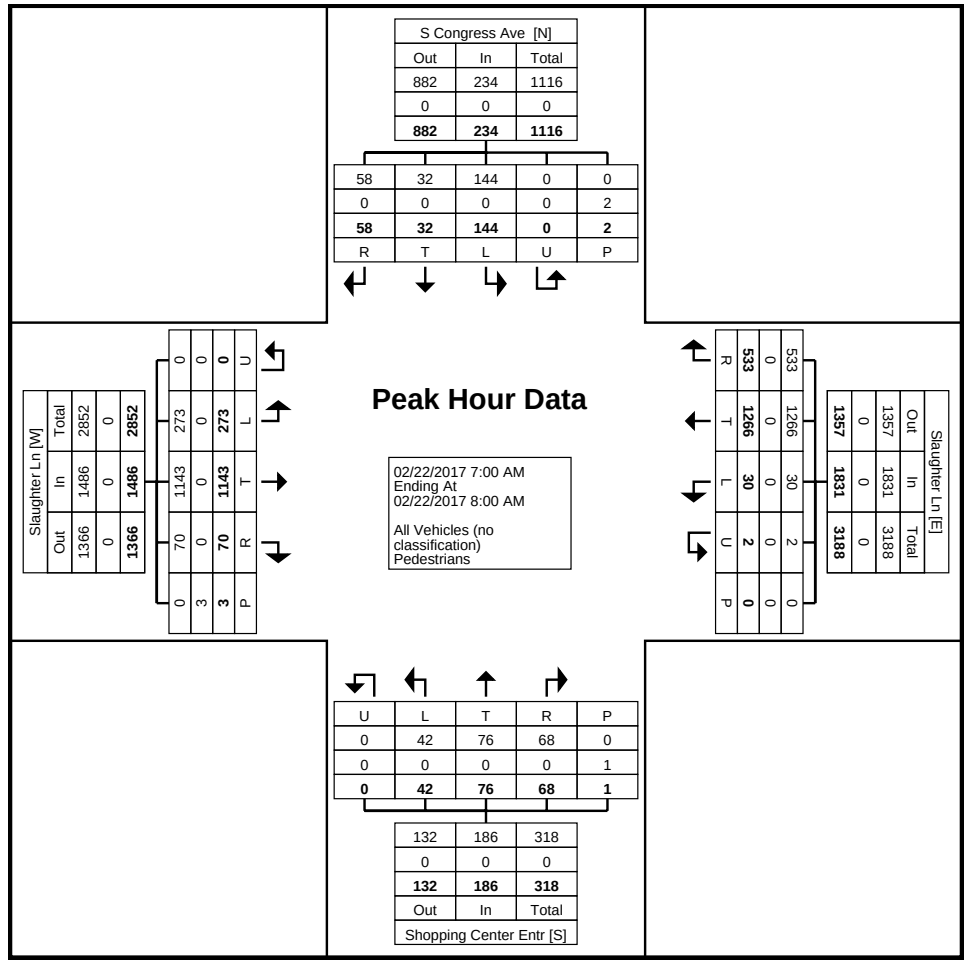
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:00 AM)

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Count Name: 48. Slaughter Ln at S Congress Ave
Site Code: 48
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	S Congress Ave Southbound						Slaughter Ln Westbound						Shopping Center Entr Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	92	36	33	0	0	161	18	358	44	0	0	420	18	12	38	0	1	68	26	365	19	2	0	412	1061
5:15 PM	93	24	34	0	0	151	18	383	49	1	0	451	18	16	39	0	0	73	41	383	25	0	1	449	1124
5:30 PM	82	33	42	0	1	157	20	365	48	1	0	434	19	14	43	0	0	76	38	354	24	4	2	420	1087
5:45 PM	78	25	40	0	0	143	17	398	49	0	0	464	18	23	36	0	0	77	37	356	27	1	1	421	1105
Total	345	118	149	0	1	612	73	1504	190	2	0	1769	73	65	156	0	1	294	142	1458	95	7	4	1702	4377
Approach %	56.4	19.3	24.3	0.0	-	-	4.1	85.0	10.7	0.1	-	-	24.8	22.1	53.1	0.0	-	-	8.3	85.7	5.6	0.4	-	-	-
Total %	7.9	2.7	3.4	0.0	-	14.0	1.7	34.4	4.3	0.0	-	40.4	1.7	1.5	3.6	0.0	-	6.7	3.2	33.3	2.2	0.2	-	38.9	-
PHF	0.927	0.819	0.887	0.000	-	0.950	0.913	0.945	0.969	0.500	-	0.953	0.961	0.707	0.907	0.000	-	0.955	0.866	0.952	0.880	0.438	-	0.948	0.974
All Vehicles (no classification)	345	118	149	0	-	612	73	1504	190	2	-	1769	73	65	156	0	-	294	142	1458	95	7	-	1702	4377
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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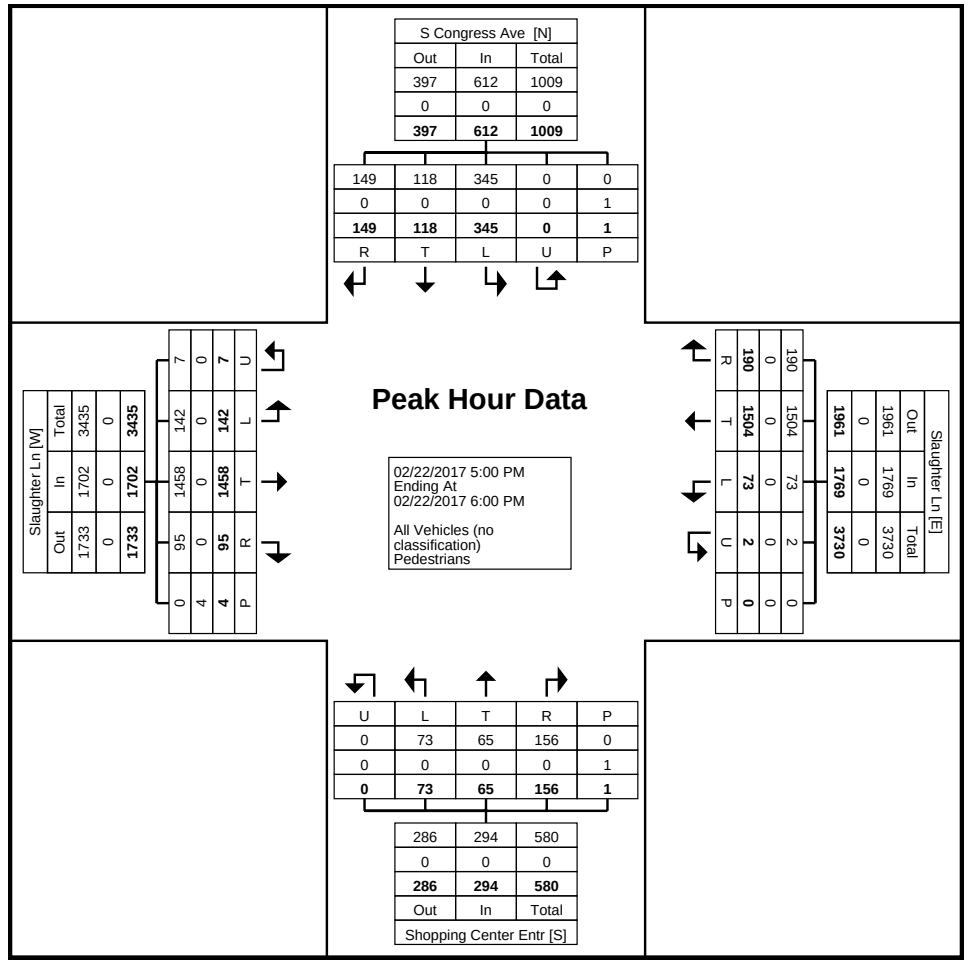
Count Name: 48. Slaughter Ln at S Congress Ave
Site Code: 48
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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281-487-5417 cwood@browngay.com

Count Name: 49. Slaughter Ln at IH 35 SBFR
Site Code: 49
Start Date: 02/22/2017

Turning Movement Data

Start Time	IH 35 SBFR Southbound						Slaughter Ln Westbound						IH 35 SBFR Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	48	33	107	26	0	214	58	364	0	0	0	422	0	0	0	57	0	57	0	248	89	0	0	337	1030
7:15 AM	68	31	122	29	0	250	55	331	0	0	0	386	0	0	0	46	3	46	0	243	105	0	0	348	1030
7:30 AM	61	44	119	30	0	254	68	386	0	0	0	454	0	0	0	51	1	51	0	240	103	0	0	343	1102
7:45 AM	54	41	138	32	0	265	78	350	0	0	0	428	0	0	0	79	1	79	0	228	99	0	0	327	1099
Hourly Total	231	149	486	117	0	983	259	1431	0	0	0	1690	0	0	0	233	5	233	0	959	396	0	0	1355	4261
8:00 AM	30	55	120	30	0	235	73	349	0	0	0	422	0	0	0	68	2	68	0	225	108	0	0	333	1058
8:15 AM	31	42	128	35	0	236	96	329	0	0	0	425	0	0	0	60	4	60	0	232	110	0	0	342	1063
8:30 AM	30	41	107	20	0	198	120	285	0	0	0	405	0	0	0	71	0	71	0	215	90	0	0	305	979
8:45 AM	26	36	137	36	0	235	127	267	0	0	0	394	0	0	0	102	3	102	0	223	72	0	0	295	1026
Hourly Total	117	174	492	121	0	904	416	1230	0	0	0	1646	0	0	0	301	9	301	0	895	380	0	0	1275	4126
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	93	113	183	61	1	450	80	208	0	0	0	288	0	0	0	110	0	110	0	328	164	0	2	492	1340
4:15 PM	72	135	166	67	1	440	98	246	0	0	0	344	2	0	0	94	0	96	0	312	159	0	1	471	1351
4:30 PM	81	99	182	57	0	419	79	229	0	0	0	308	0	0	0	96	1	96	0	335	174	0	1	509	1332
4:45 PM	82	126	164	68	1	440	82	243	0	0	0	325	0	0	0	103	0	103	0	341	167	0	0	508	1376
Hourly Total	328	473	695	253	3	1749	339	926	0	0	0	1265	2	0	0	403	1	405	0	1316	664	0	4	1980	5399
5:00 PM	89	127	157	72	1	445	71	258	0	0	0	329	1	0	0	135	0	136	0	352	140	0	0	492	1402
5:15 PM	74	141	181	73	1	469	95	263	0	0	0	358	0	0	0	103	0	103	0	368	171	0	0	539	1469
5:30 PM	62	118	159	70	0	409	81	267	0	0	0	348	0	0	0	120	0	120	0	384	154	0	0	538	1415
5:45 PM	83	124	171	78	1	456	93	273	0	0	0	366	0	0	0	93	0	93	0	421	145	0	0	566	1481
Hourly Total	308	510	668	293	3	1779	340	1061	0	0	0	1401	1	0	0	451	0	452	0	1525	610	0	0	2135	5767
Grand Total	984	1306	2341	784	6	5415	1354	4648	0	0	0	6002	3	0	0	1388	15	1391	0	4695	2050	0	4	6745	19553
Approach %	18.2	24.1	43.2	14.5	-	-	22.6	77.4	0.0	0.0	-	-	0.2	0.0	0.0	99.8	-	-	0.0	69.6	30.4	0.0	-	-	-
Total %	5.0	6.7	12.0	4.0	-	27.7	6.9	23.8	0.0	0.0	-	30.7	0.0	0.0	0.0	7.1	-	7.1	0.0	24.0	10.5	0.0	-	34.5	-
All Vehicles (no classification)	984	1306	2341	784	-	5415	1354	4648	0	0	-	6002	3	0	0	1388	-	1391	0	4695	2050	0	-	6745	19553
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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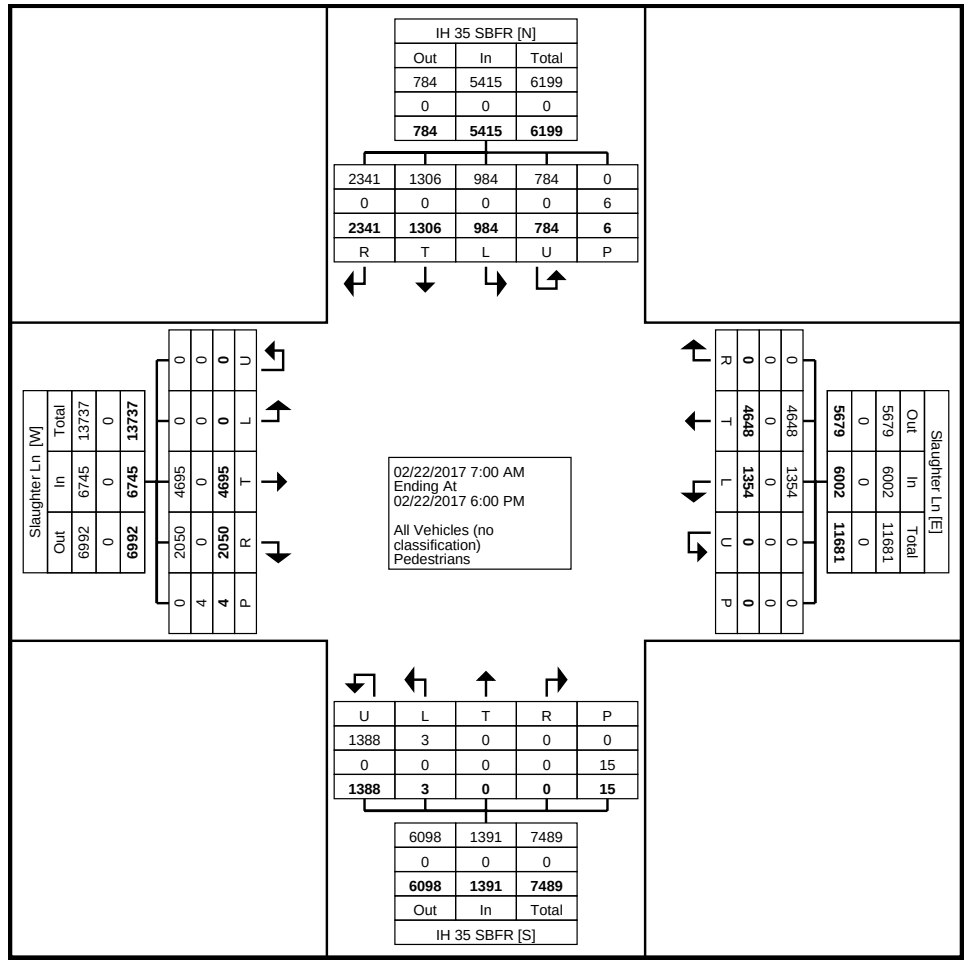
Count Name: 49. Slaughter Ln at IH 35 SBFR
Site Code: 49
Start Date: 02/22/2017



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Count Name: 49. Slaughter Ln at IH 35 SBFR
Site Code: 49
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	IH 35 SBFR Southbound						Slaughter Ln Westbound						IH 35 SBFR Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	61	44	119	30	0	254	68	386	0	0	0	454	0	0	0	51	1	51	0	240	103	0	0	343	1102
7:45 AM	54	41	138	32	0	265	78	350	0	0	0	428	0	0	0	79	1	79	0	228	99	0	0	327	1099
8:00 AM	30	55	120	30	0	235	73	349	0	0	0	422	0	0	0	68	2	68	0	225	108	0	0	333	1058
8:15 AM	31	42	128	35	0	236	96	329	0	0	0	425	0	0	0	60	4	60	0	232	110	0	0	342	1063
Total	176	182	505	127	0	990	315	1414	0	0	0	1729	0	0	0	258	8	258	0	925	420	0	0	1345	4322
Approach %	17.8	18.4	51.0	12.8	-	-	18.2	81.8	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	68.8	31.2	0.0	-	-	-
Total %	4.1	4.2	11.7	2.9	-	22.9	7.3	32.7	0.0	0.0	-	40.0	0.0	0.0	0.0	6.0	-	6.0	0.0	21.4	9.7	0.0	-	31.1	-
PHF	0.721	0.827	0.915	0.907	-	0.934	0.820	0.916	0.000	0.000	-	0.952	0.000	0.000	0.000	0.816	-	0.816	0.000	0.964	0.955	0.000	-	0.980	0.980
All Vehicles (no classification)	176	182	505	127	-	990	315	1414	0	0	-	1729	0	0	0	258	-	258	0	925	420	0	-	1345	4322
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	-	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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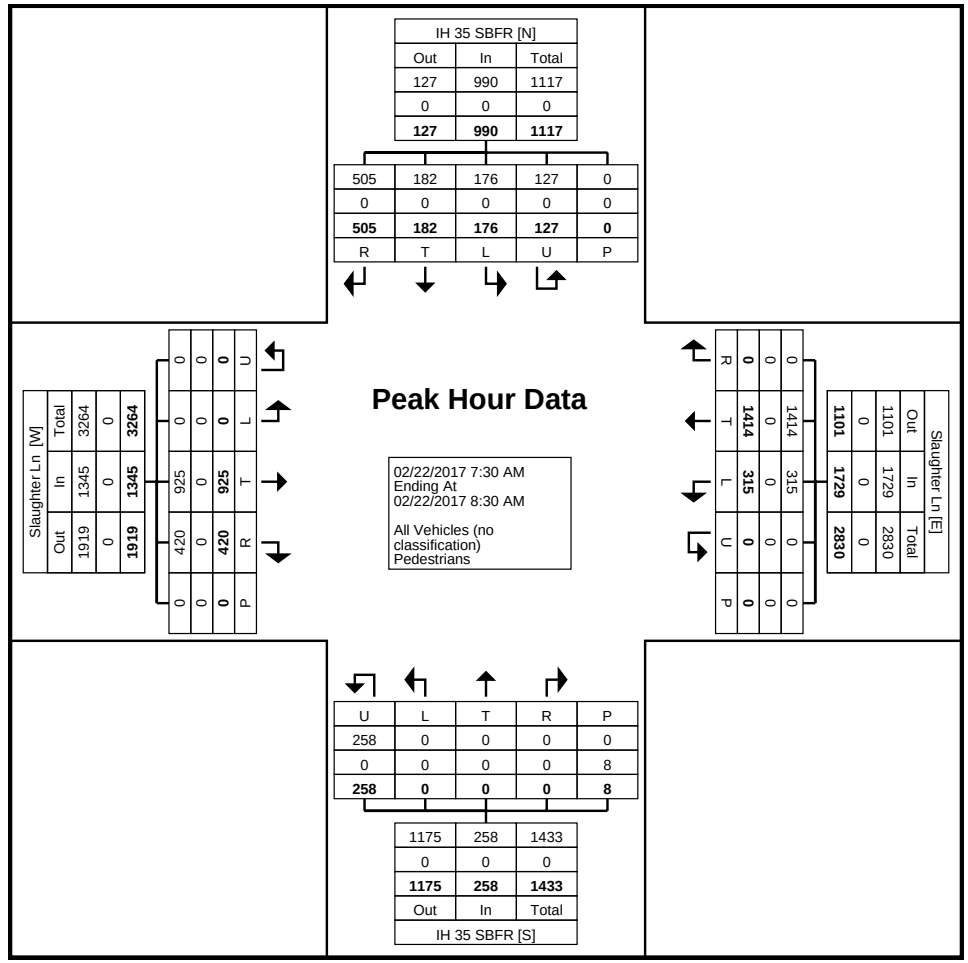
Site Code: 49
Start Date: 02/22/2017



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

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Count Name: 49. Slaughter Ln at IH 35 SBFR
Site Code: 49
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	IH 35 SBFR Southbound						Slaughter Ln Westbound						IH 35 SBFR Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	89	127	157	72	1	445	71	258	0	0	0	329	1	0	0	135	0	136	0	352	140	0	0	492	1402
5:15 PM	74	141	181	73	1	469	95	263	0	0	0	358	0	0	0	103	0	103	0	368	171	0	0	539	1469
5:30 PM	62	118	159	70	0	409	81	267	0	0	0	348	0	0	0	120	0	120	0	384	154	0	0	538	1415
5:45 PM	83	124	171	78	1	456	93	273	0	0	0	366	0	0	0	93	0	93	0	421	145	0	0	566	1481
Total	308	510	668	293	3	1779	340	1061	0	0	0	1401	1	0	0	451	0	452	0	1525	610	0	0	2135	5767
Approach %	17.3	28.7	37.5	16.5	-	-	24.3	75.7	0.0	0.0	-	-	0.2	0.0	0.0	99.8	-	-	0.0	71.4	28.6	0.0	-	-	-
Total %	5.3	8.8	11.6	5.1	-	30.8	5.9	18.4	0.0	0.0	-	24.3	0.0	0.0	0.0	7.8	-	7.8	0.0	26.4	10.6	0.0	-	37.0	-
PHF	0.865	0.904	0.923	0.939	-	0.948	0.895	0.972	0.000	0.000	-	0.957	0.250	0.000	0.000	0.835	-	0.831	0.000	0.906	0.892	0.000	-	0.943	0.973
All Vehicles (no classification)	308	510	668	293	-	1779	340	1061	0	0	-	1401	1	0	0	451	-	452	0	1525	610	0	-	2135	5767
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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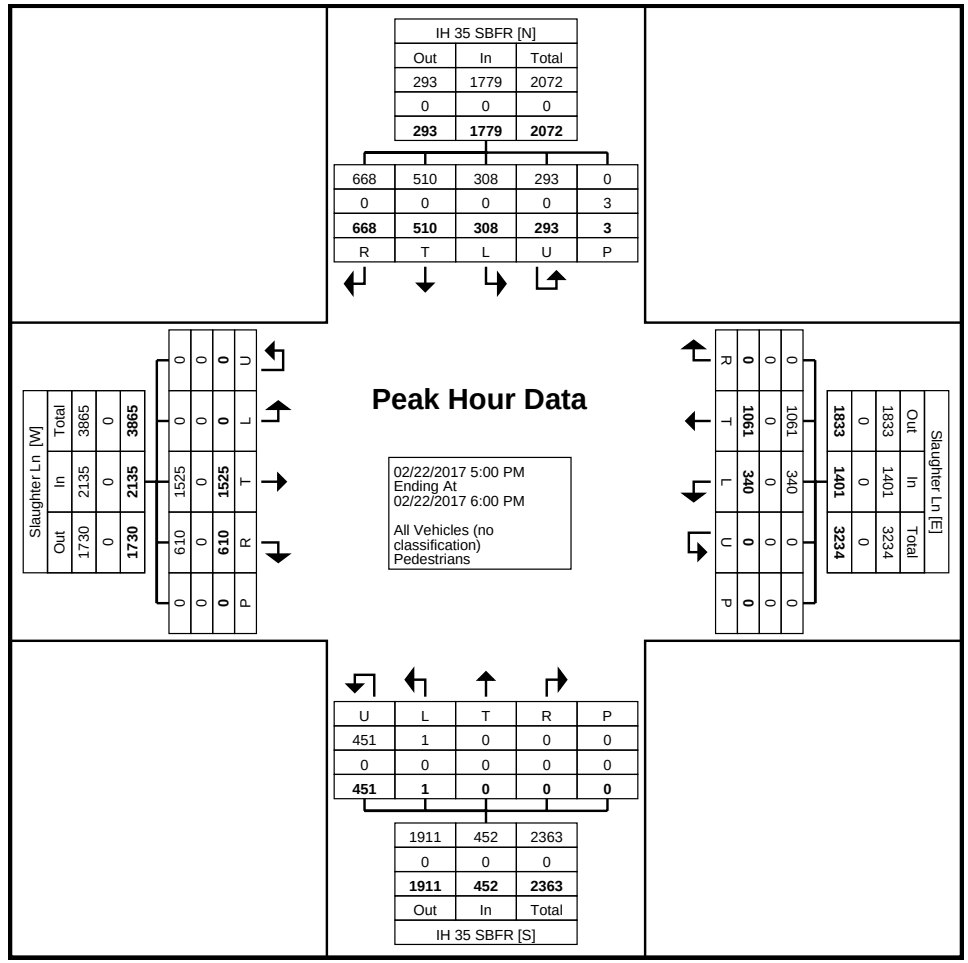
Count Name: 49. Slaughter Ln at IH 35 SBFR
Site Code: 49
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 50. Slaughter Ln at IH 35 NBFR
Site Code: 50
Start Date: 02/22/2017
Page No: 1

Turning Movement Data

Start Time	IH35 NBFR Southbound						Slaughter Ln Westbound						IH35 NBFR Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	26	1	26	0	235	82	0	0	317	181	90	14	60	2	345	175	134	0	0	0	309	997
7:15 AM	1	0	0	28	1	29	0	233	71	0	0	304	162	59	35	48	3	304	128	169	0	0	0	297	934
7:30 AM	0	0	0	33	1	33	0	244	64	0	1	308	153	69	25	51	2	298	186	131	0	0	0	317	956
7:45 AM	0	0	0	33	0	33	0	264	73	0	4	337	161	58	11	77	4	307	162	136	0	0	0	298	975
Hourly Total	1	0	0	120	3	121	0	976	290	0	5	1266	657	276	85	236	11	1254	651	570	0	0	0	1221	3862
8:00 AM	0	0	0	28	1	28	0	264	65	0	1	329	168	72	23	61	1	324	156	113	0	0	0	269	950
8:15 AM	0	0	0	35	3	35	0	248	63	0	1	311	171	90	13	59	5	333	158	88	0	0	0	246	925
8:30 AM	0	0	0	21	0	21	0	238	60	0	0	298	176	85	19	64	1	344	169	92	0	0	0	261	924
8:45 AM	0	0	0	37	0	37	0	220	45	0	1	265	179	88	11	97	1	375	157	100	0	0	0	257	934
Hourly Total	0	0	0	121	4	121	0	970	233	0	3	1203	694	335	66	281	8	1376	640	393	0	0	0	1033	3733
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	63	0	63	0	151	60	0	0	211	127	26	27	114	3	294	212	197	0	0	0	409	977
4:15 PM	1	0	0	66	0	67	0	205	34	1	0	240	143	25	25	93	1	286	196	185	0	0	0	381	974
4:30 PM	0	0	0	58	0	58	0	180	45	0	2	225	130	25	30	97	3	282	200	228	0	0	0	428	993
4:45 PM	0	0	0	67	0	67	0	198	35	0	0	233	137	26	26	98	0	287	191	251	0	0	0	442	1029
Hourly Total	1	0	0	254	0	255	0	734	174	1	2	909	537	102	108	402	7	1149	799	861	0	0	0	1660	3973
5:00 PM	0	0	0	64	2	64	0	175	38	1	1	214	145	22	24	142	1	333	200	258	0	0	0	458	1069
5:15 PM	0	0	0	72	0	72	0	203	55	1	2	259	158	27	23	105	4	313	199	255	0	0	1	454	1098
5:30 PM	0	0	0	67	5	67	0	167	37	0	0	204	158	17	31	121	0	327	185	253	0	0	0	438	1036
5:45 PM	0	0	0	72	1	72	0	170	48	0	1	218	167	27	33	103	0	330	203	262	0	0	0	465	1085
Hourly Total	0	0	0	275	8	275	0	715	178	2	4	895	628	93	111	471	5	1303	787	1028	0	0	1	1815	4288
Grand Total	2	0	0	770	15	772	0	3395	875	3	14	4273	2516	806	370	1390	31	5082	2877	2852	0	0	1	5729	15856
Approach %	0.3	0.0	0.0	99.7	-	-	0.0	79.5	20.5	0.1	-	-	49.5	15.9	7.3	27.4	-	-	50.2	49.8	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	4.9	-	4.9	0.0	21.4	5.5	0.0	-	26.9	15.9	5.1	2.3	8.8	-	32.1	18.1	18.0	0.0	0.0	-	36.1	-
All Vehicles (no classification)	2	0	0	770	-	772	0	3395	875	3	-	4273	2516	806	370	1390	-	5082	2877	2852	0	0	-	5729	15856
% All Vehicles (no classification)	100.0	-	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	15	-	-	-	-	-	14	-	-	-	-	-	31	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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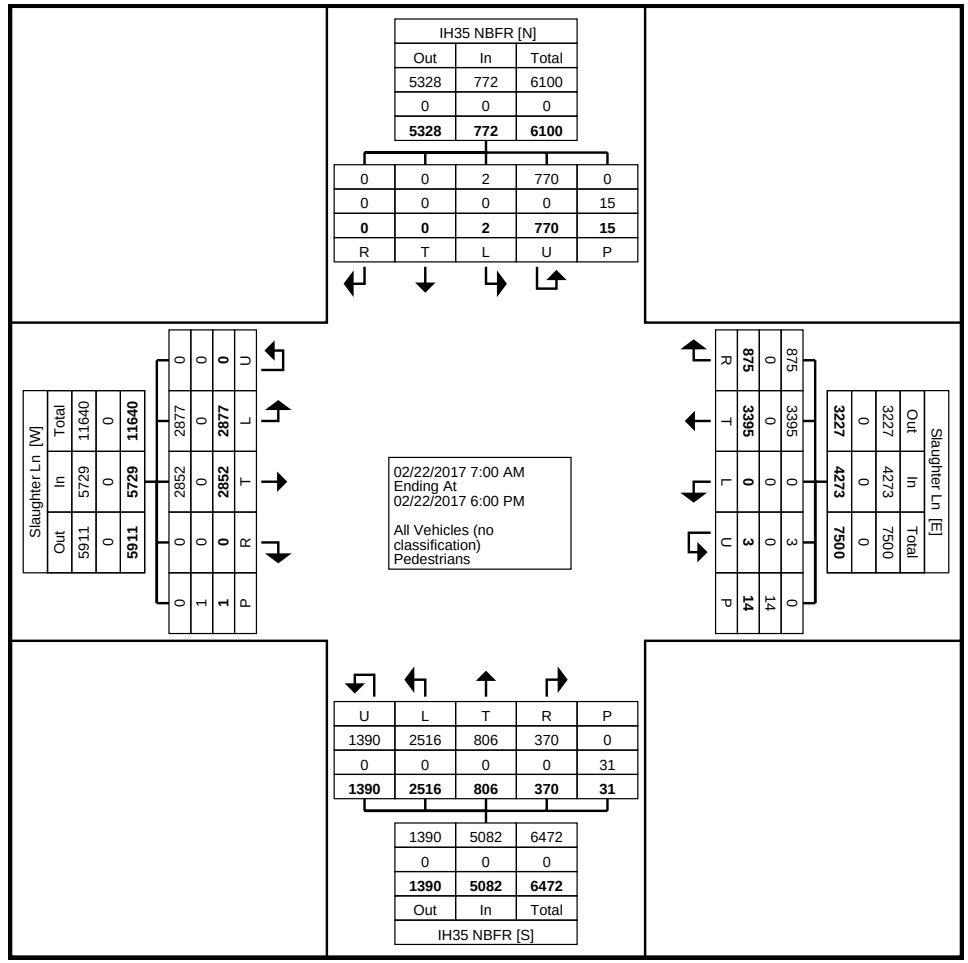
Count Name: 50. Slaughter Ln at IH 35 NBFR
Site Code: 50
Start Date: 02/22/2017



Turning Movement Data Plot

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Count Name: 50. Slaughter Ln at IH 35 NBFR
Site Code: 50
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:00 AM)

Start Time	IH35 NBFR Southbound						Slaughter Ln Westbound						IH35 NBFR Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	26	1	26	0	235	82	0	0	317	181	90	14	60	2	345	175	134	0	0	0	309	997
7:15 AM	1	0	0	28	1	29	0	233	71	0	0	304	162	59	35	48	3	304	128	169	0	0	0	297	934
7:30 AM	0	0	0	33	1	33	0	244	64	0	1	308	153	69	25	51	2	298	186	131	0	0	0	317	956
7:45 AM	0	0	0	33	0	33	0	264	73	0	4	337	161	58	11	77	4	307	162	136	0	0	0	298	975
Total	1	0	0	120	3	121	0	976	290	0	5	1266	657	276	85	236	11	1254	651	570	0	0	0	1221	3862
Approach %	0.8	0.0	0.0	99.2	-	-	0.0	77.1	22.9	0.0	-	-	52.4	22.0	6.8	18.8	-	-	53.3	46.7	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	3.1	-	3.1	0.0	25.3	7.5	0.0	-	32.8	17.0	7.1	2.2	6.1	-	32.5	16.9	14.8	0.0	0.0	-	31.6	-
PHF	0.250	0.000	0.000	0.909	-	0.917	0.000	0.924	0.884	0.000	-	0.939	0.907	0.767	0.607	0.766	-	0.909	0.875	0.843	0.000	0.000	-	0.963	0.968
All Vehicles (no classification)	1	0	0	120	-	121	0	976	290	0	-	1266	657	276	85	236	-	1254	651	570	0	0	-	1221	3862
% All Vehicles (no classification)	100.0	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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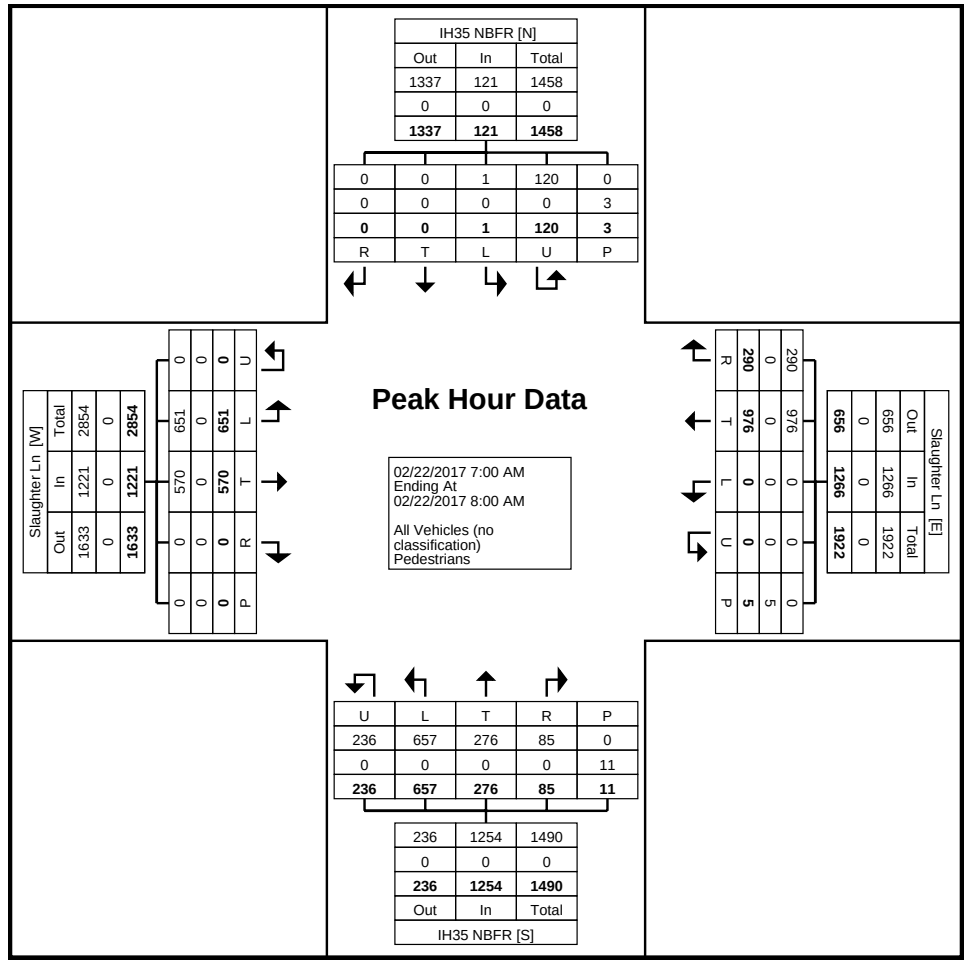
Count Name: 50. Slaughter Ln at IH 35 NBFR
Site Code: 50
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:00 AM)

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Count Name: 50. Slaughter Ln at IH 35 NBFR
Site Code: 50
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	IH35 NBFR Southbound						Slaughter Ln Westbound						IH35 NBFR Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	0	0	0	64	2	64	0	175	38	1	1	214	145	22	24	142	1	333	200	258	0	0	0	458	1069
5:15 PM	0	0	0	72	0	72	0	203	55	1	2	259	158	27	23	105	4	313	199	255	0	0	1	454	1098
5:30 PM	0	0	0	67	5	67	0	167	37	0	0	204	158	17	31	121	0	327	185	253	0	0	0	438	1036
5:45 PM	0	0	0	72	1	72	0	170	48	0	1	218	167	27	33	103	0	330	203	262	0	0	0	465	1085
Total	0	0	0	275	8	275	0	715	178	2	4	895	628	93	111	471	5	1303	787	1028	0	0	1	1815	4288
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	79.9	19.9	0.2	-	-	48.2	7.1	8.5	36.1	-	-	43.4	56.6	0.0	0.0	-	-	-
Total %	0.0	0.0	0.0	6.4	-	6.4	0.0	16.7	4.2	0.0	-	20.9	14.6	2.2	2.6	11.0	-	30.4	18.4	24.0	0.0	0.0	-	42.3	-
PHF	0.000	0.000	0.000	0.955	-	0.955	0.000	0.881	0.809	0.500	-	0.864	0.940	0.861	0.841	0.829	-	0.978	0.969	0.981	0.000	0.000	-	0.976	0.976
All Vehicles (no classification)	0	0	0	275	-	275	0	715	178	2	-	895	628	93	111	471	-	1303	787	1028	0	0	-	1815	4288
% All Vehicles (no classification)	-	-	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	-	100.0	100.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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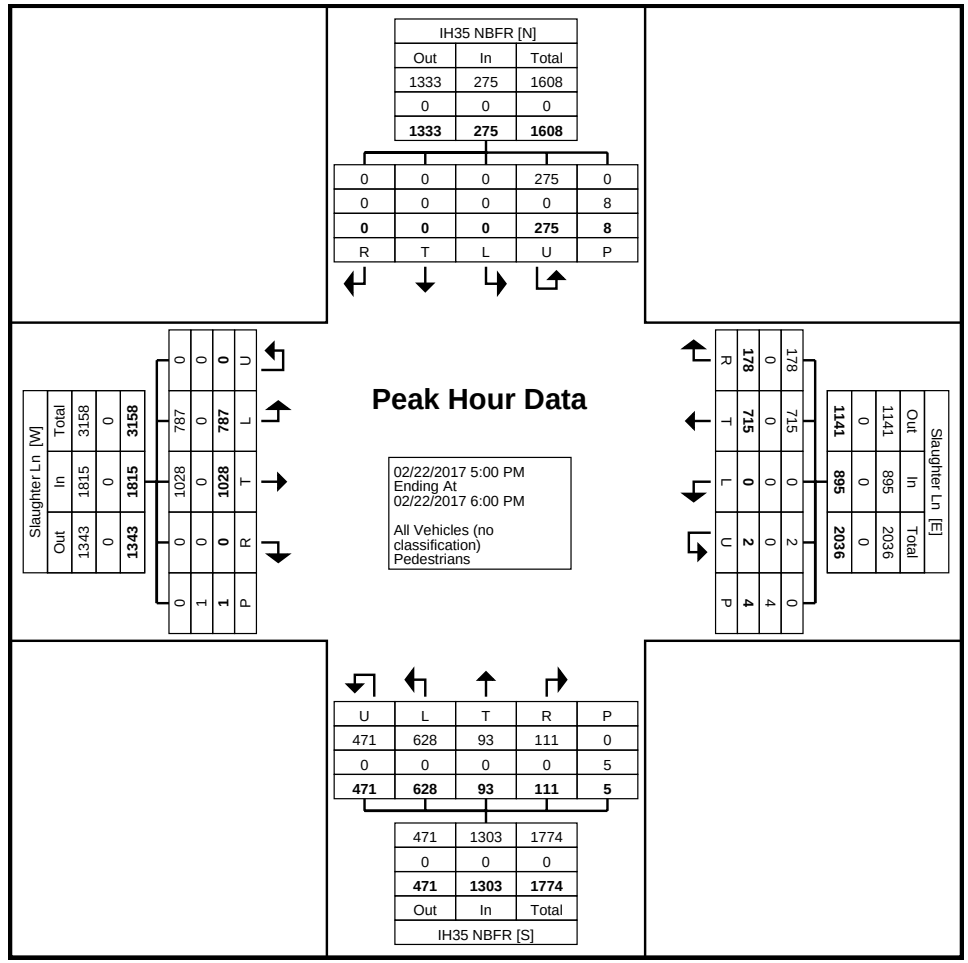
Count Name: 50. Slaughter Ln at IH 35 NBFR
Site Code: 50
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (5:00 PM)

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Count Name: 52. Slaughter Ln at Brandt Rd
Site Code: 52
Start Date: 02/22/2017

Turning Movement Data

Start Time	Apartment Entr Southbound						Slaughter Ln Westbound						Brandt Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	11	4	19	0	0	34	5	215	1	0	0	221	55	1	13	0	0	69	2	113	31	31	1	177	501
7:15 AM	11	5	18	0	0	34	14	247	6	24	0	291	50	2	12	0	0	64	4	139	34	40	3	217	606
7:30 AM	8	2	15	0	0	25	29	261	5	17	0	312	63	4	13	0	0	80	5	147	22	23	2	197	614
7:45 AM	2	1	13	0	0	16	5	247	6	5	0	263	79	1	5	0	0	85	7	80	32	24	0	143	507
Hourly Total	32	12	65	0	0	109	53	970	18	46	0	1087	247	8	43	0	0	298	18	479	119	118	6	734	2228
8:00 AM	5	3	7	0	0	15	1	167	0	0	0	168	62	3	7	0	0	72	5	78	37	20	4	140	395
8:15 AM	1	0	10	0	0	11	2	189	2	1	0	194	55	0	6	0	0	61	3	72	19	29	0	123	389
8:30 AM	0	0	18	0	0	18	5	140	3	0	0	148	67	2	10	0	0	79	4	68	29	17	0	118	363
8:45 AM	0	3	9	0	0	12	3	154	0	0	1	157	59	2	4	0	0	65	3	80	30	13	0	126	360
Hourly Total	6	6	44	0	0	56	11	650	5	1	1	667	243	7	27	0	0	277	15	298	115	79	4	507	1507
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	1	9	0	1	11	21	168	4	18	0	211	34	6	7	0	0	47	14	146	41	12	1	213	482
4:15 PM	3	4	8	0	0	15	8	139	6	0	0	153	45	3	5	0	0	53	11	116	31	12	4	170	391
4:30 PM	1	5	13	0	0	19	7	155	0	1	0	163	45	6	10	0	0	61	12	153	40	10	0	215	458
4:45 PM	3	1	7	0	0	11	4	135	4	0	0	143	35	4	10	0	0	49	12	169	49	12	1	242	445
Hourly Total	8	11	37	0	1	56	40	597	14	19	0	670	159	19	32	0	0	210	49	584	161	46	6	840	1776
5:00 PM	1	2	10	0	0	13	7	153	3	0	0	163	48	7	19	0	0	74	10	176	40	8	7	234	484
5:15 PM	4	1	12	0	0	17	12	159	5	2	0	178	44	2	9	0	0	55	13	166	50	16	0	245	495
5:30 PM	1	2	13	0	2	16	5	198	1	0	0	204	50	10	7	0	0	67	12	170	36	10	3	228	515
5:45 PM	0	3	9	0	0	12	11	163	3	0	0	177	60	3	7	0	2	70	12	187	50	12	2	261	520
Hourly Total	6	8	44	0	2	58	35	673	12	2	0	722	202	22	42	0	2	266	47	699	176	46	12	968	2014
Grand Total	52	37	190	0	3	279	139	2890	49	68	1	3146	851	56	144	0	2	1051	129	2060	571	289	28	3049	7525
Approach %	18.6	13.3	68.1	0.0	-	-	4.4	91.9	1.6	2.2	-	-	81.0	5.3	13.7	0.0	-	-	4.2	67.6	18.7	9.5	-	-	-
Total %	0.7	0.5	2.5	0.0	-	3.7	1.8	38.4	0.7	0.9	-	41.8	11.3	0.7	1.9	0.0	-	14.0	1.7	27.4	7.6	3.8	-	40.5	-
All Vehicles (no classification)	52	37	190	0	-	279	139	2890	49	68	-	3146	851	56	144	0	-	1051	129	2060	571	289	-	3049	7525
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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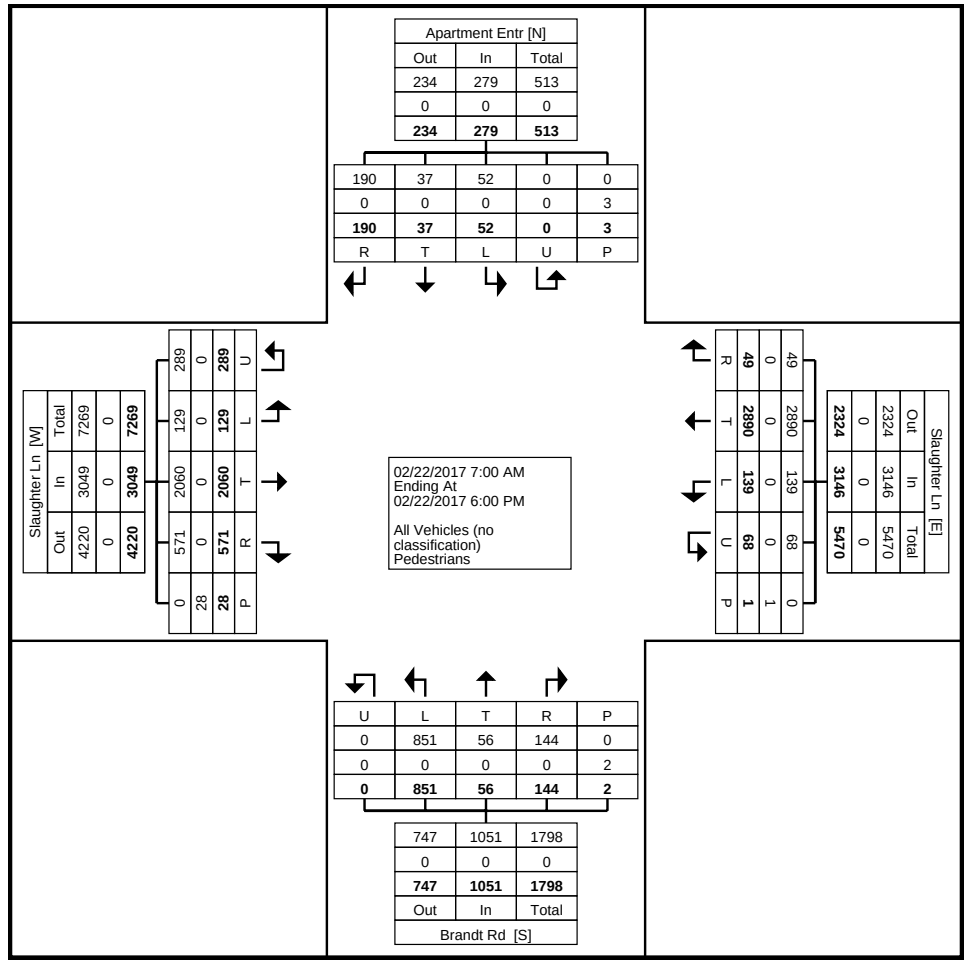
Count Name: 52. Slaughter Ln at Brandt Rd
Site Code: 52
Start Date: 02/22/2017



Turning Movement Data Plot

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Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: 52. Slaughter Ln at Brandt Rd
Site Code: 52
Start Date: 02/22/2017

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Apartment Entr Southbound						Slaughter Ln Westbound						Brandt Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	11	4	19	0	0	34	5	215	1	0	0	221	55	1	13	0	0	69	2	113	31	31	1	177	501
7:15 AM	11	5	18	0	0	34	14	247	6	24	0	291	50	2	12	0	0	64	4	139	34	40	3	217	606
7:30 AM	8	2	15	0	0	25	29	261	5	17	0	312	63	4	13	0	0	80	5	147	22	23	2	197	614
7:45 AM	2	1	13	0	0	16	5	247	6	5	0	263	79	1	5	0	0	85	7	80	32	24	0	143	507
Total	32	12	65	0	0	109	53	970	18	46	0	1087	247	8	43	0	0	298	18	479	119	118	6	734	2228
Approach %	29.4	11.0	59.6	0.0	-	-	4.9	89.2	1.7	4.2	-	-	82.9	2.7	14.4	0.0	-	-	2.5	65.3	16.2	16.1	-	-	-
Total %	1.4	0.5	2.9	0.0	-	4.9	2.4	43.5	0.8	2.1	-	48.8	11.1	0.4	1.9	0.0	-	13.4	0.8	21.5	5.3	5.3	-	32.9	-
PHF	0.727	0.600	0.855	0.000	-	0.801	0.457	0.929	0.750	0.479	-	0.871	0.782	0.500	0.827	0.000	-	0.876	0.643	0.815	0.875	0.738	-	0.846	0.907
All Vehicles (no classification)	32	12	65	0	-	109	53	970	18	46	-	1087	247	8	43	0	-	298	18	479	119	118	-	734	2228
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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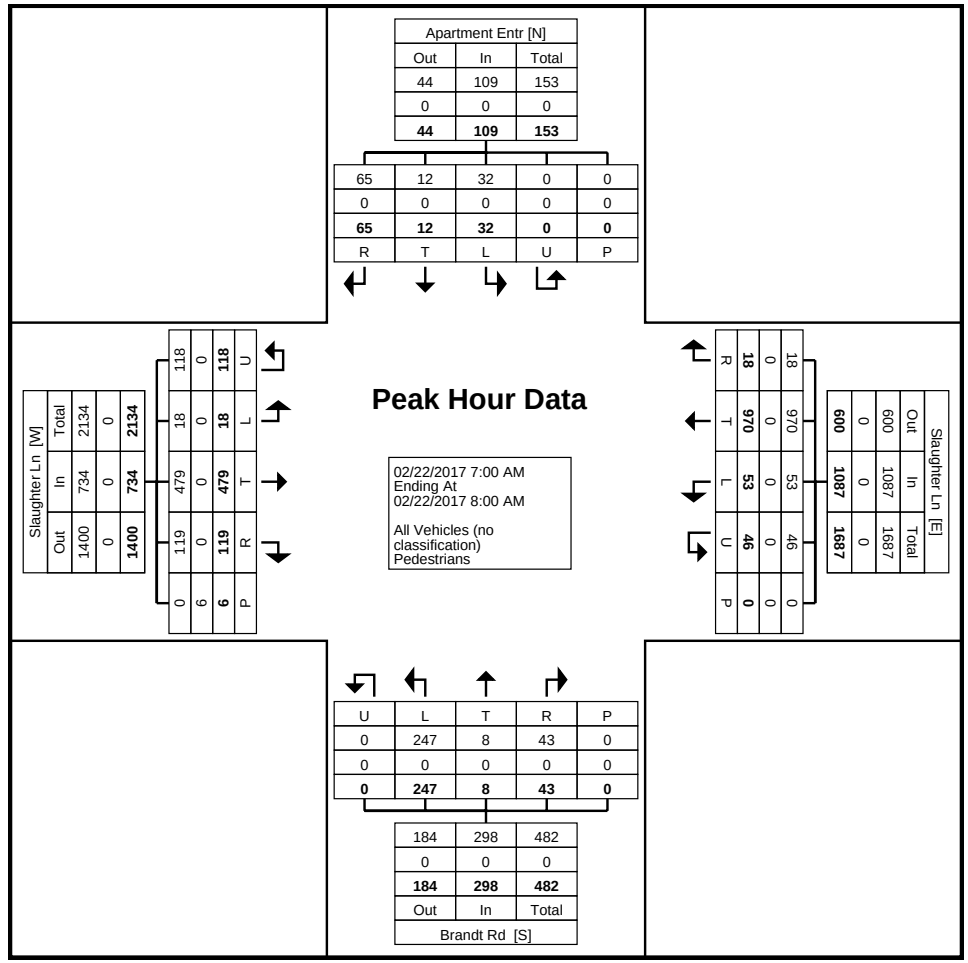
bg@cjhensch.com
5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: 52. Slaughter Ln at Brandt Rd
Site Code: 52
Start Date: 02/22/2017



Turning Movement Peak Hour Data Plot (7:00 AM)

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5215 Sycamore Ave

Pasadena, Texas, United States 77503
281-487-5417 cwood@browngay.com

Count Name: 52. Slaughter Ln at Brandt Rd
Site Code: 52
Start Date: 02/22/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Apartment Entr Southbound						Slaughter Ln Westbound						Brandt Rd Northbound						Slaughter Ln Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	1	2	10	0	0	13	7	153	3	0	0	163	48	7	19	0	0	74	10	176	40	8	7	234	484
5:15 PM	4	1	12	0	0	17	12	159	5	2	0	178	44	2	9	0	0	55	13	166	50	16	0	245	495
5:30 PM	1	2	13	0	2	16	5	198	1	0	0	204	50	10	7	0	0	67	12	170	36	10	3	228	515
5:45 PM	0	3	9	0	0	12	11	163	3	0	0	177	60	3	7	0	2	70	12	187	50	12	2	261	520
Total	6	8	44	0	2	58	35	673	12	2	0	722	202	22	42	0	2	266	47	699	176	46	12	968	2014
Approach %	10.3	13.8	75.9	0.0	-	-	4.8	93.2	1.7	0.3	-	-	75.9	8.3	15.8	0.0	-	-	4.9	72.2	18.2	4.8	-	-	-
Total %	0.3	0.4	2.2	0.0	-	2.9	1.7	33.4	0.6	0.1	-	35.8	10.0	1.1	2.1	0.0	-	13.2	2.3	34.7	8.7	2.3	-	48.1	-
PHF	0.375	0.667	0.846	0.000	-	0.853	0.729	0.850	0.600	0.250	-	0.885	0.842	0.550	0.553	0.000	-	0.899	0.904	0.934	0.880	0.719	-	0.927	0.968
All Vehicles (no classification)	6	8	44	0	-	58	35	673	12	2	-	722	202	22	42	0	-	266	47	699	176	46	-	968	2014
% All Vehicles (no classification)	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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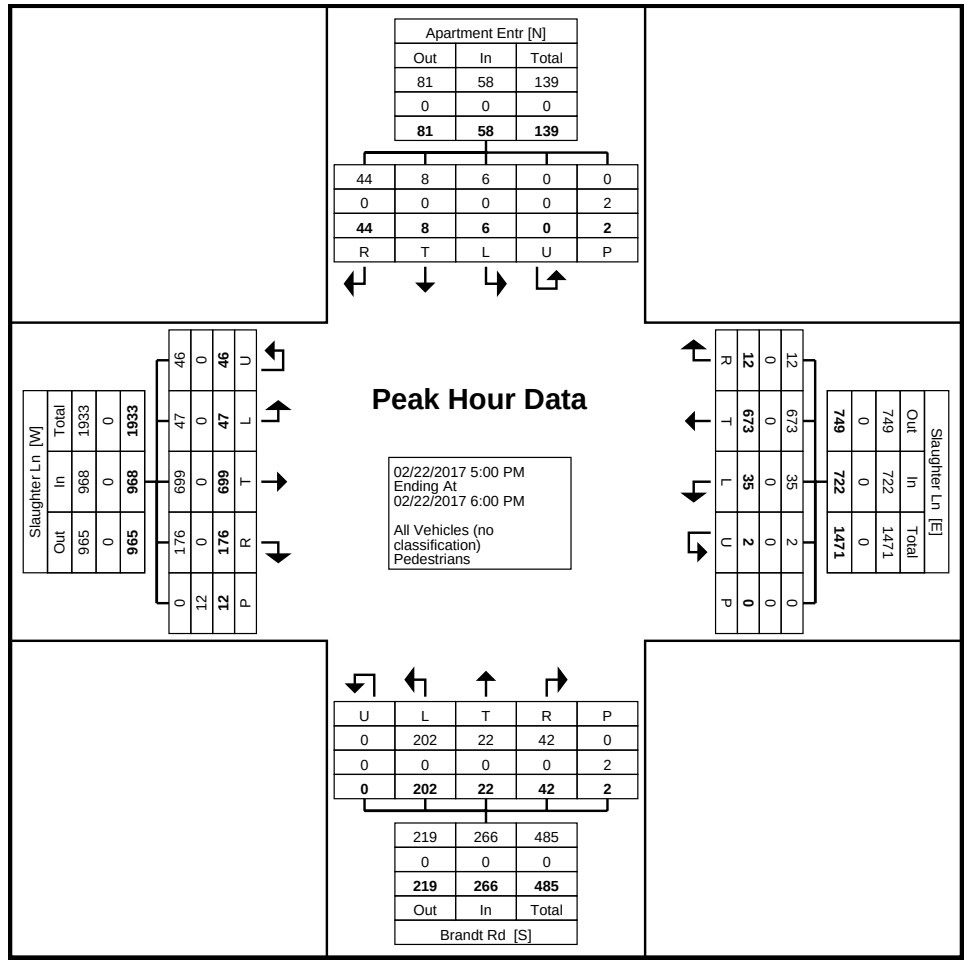
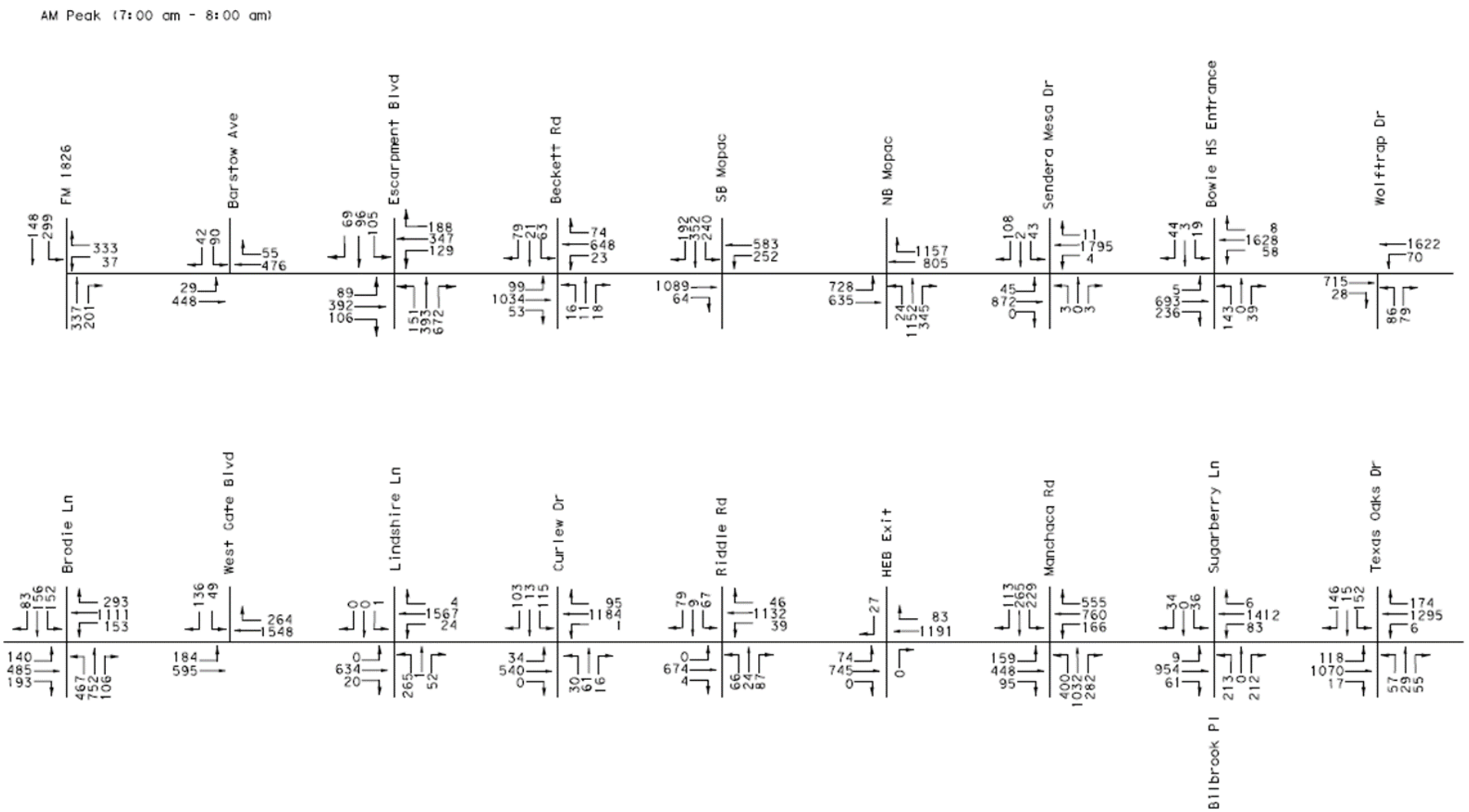
Count Name: 52. Slaughter Ln at Brandt Rd
Site Code: 52
Start Date: 02/22/2017



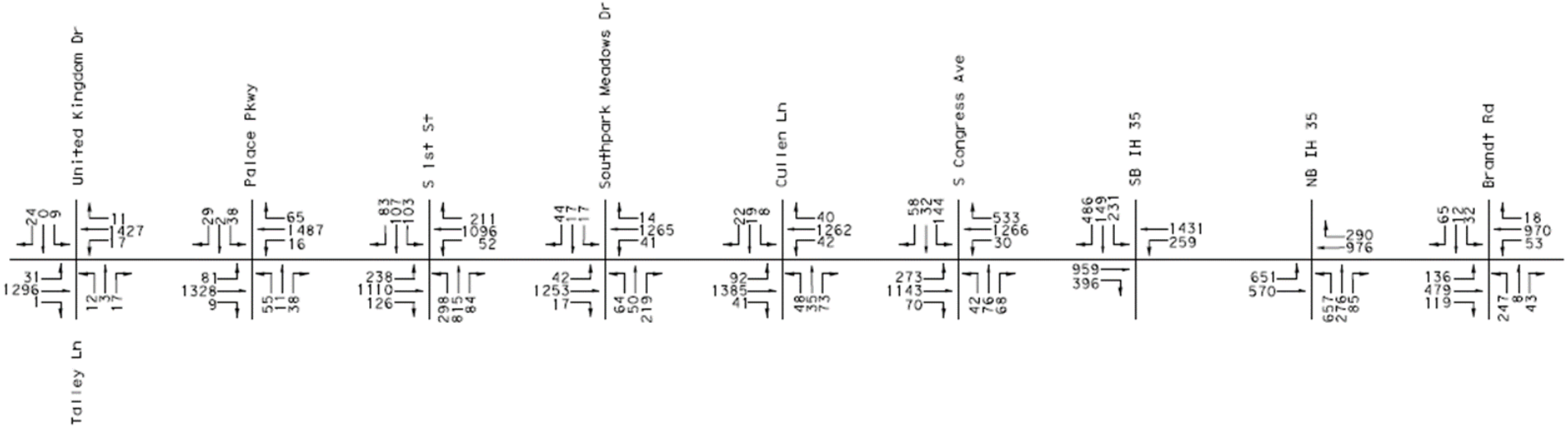
Turning Movement Peak Hour Data Plot (5:00 PM)

AM Peak Turning Movement Counts

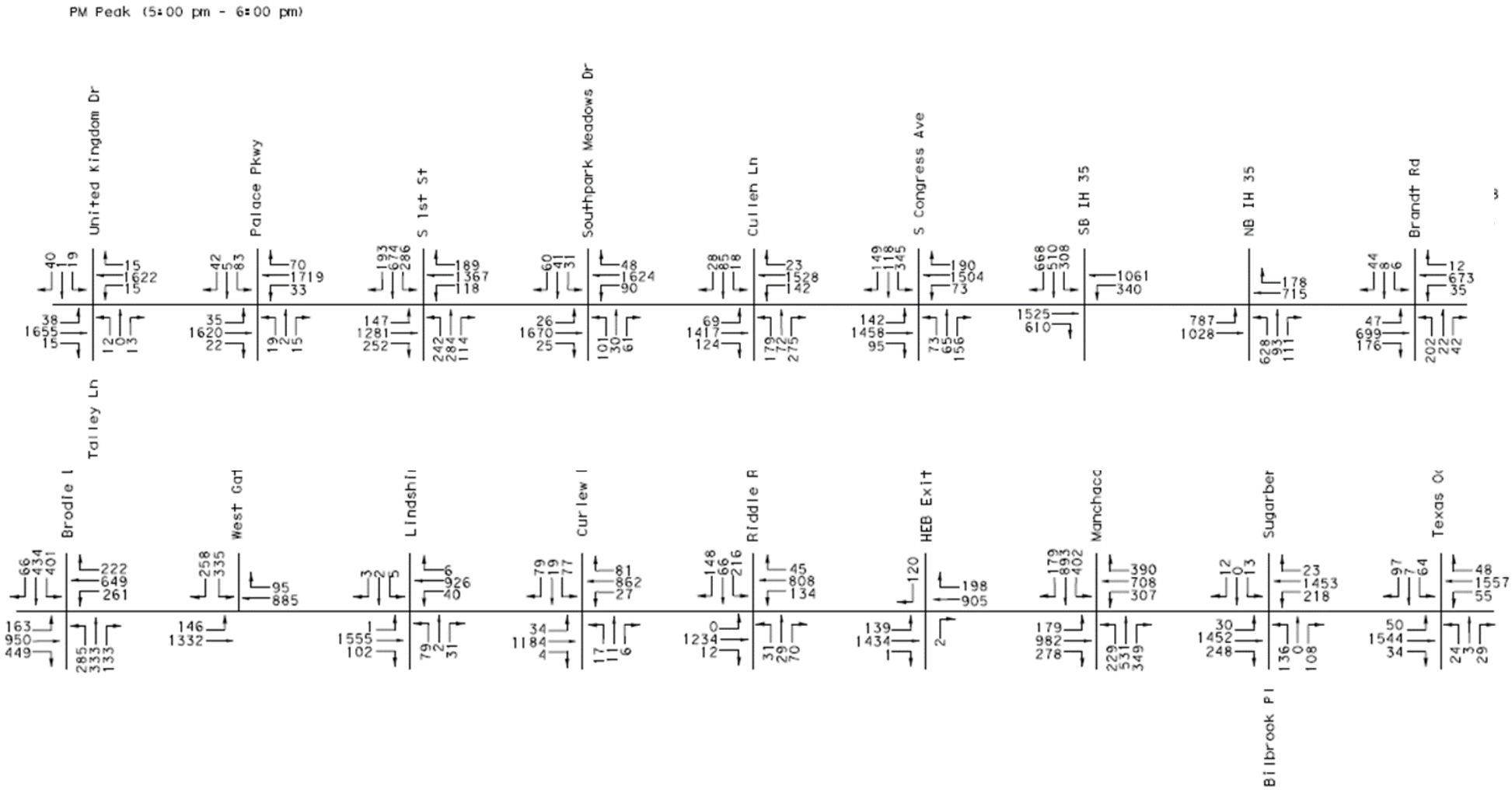


AM Peak Turning Movement Counts

AM Peak (7:00 am - 8:00 am)

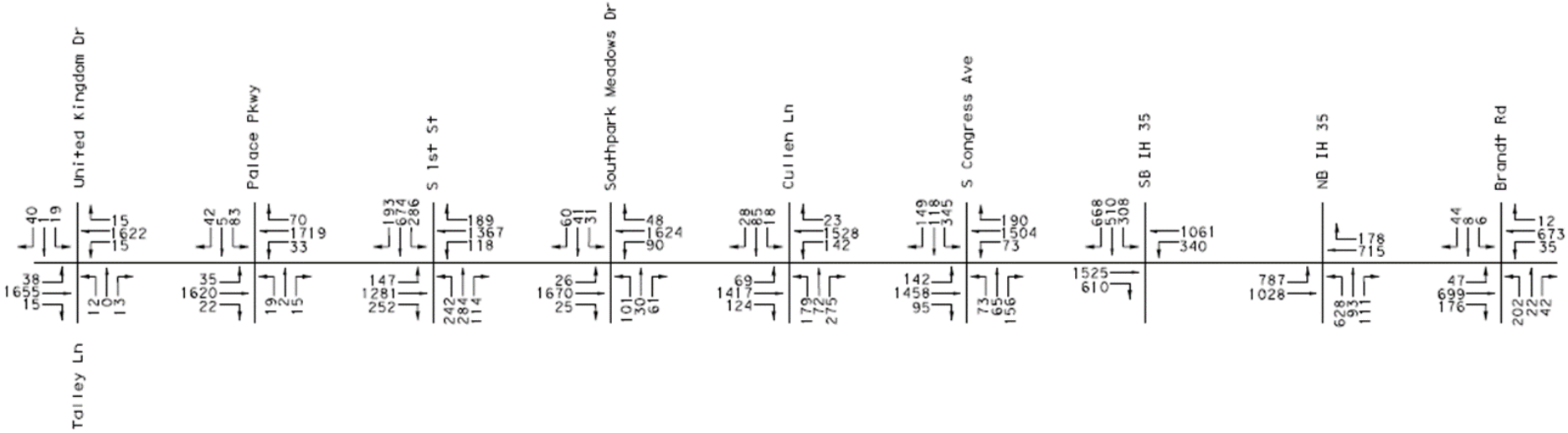


PM Peak Turning Movement Counts



PM Peak Turning Movement Counts

PM Peak (5:00 pm - 6:00 pm)



Existing (2017) Intersection Approach Volumes – AM Peak Hour (7:00 AM – 8:00 AM)

Slaughter Lane Intersection	Approach				Total
	NB	SB	EB	WB	
FM 1826	538	447	-	371	1,356
Barstow Ave	-	132	477	532	1,141
Escarpment Blvd	1,216	270	587	664	2,737
Beckett Rd	45	163	1,186	745	2,139
SB MoPac	-	784	1,153	835	2,772
NB MoPac	1,521	-	1,363	1,962	4,846
Sendera Mesa Dr	6	153	917	1,810	2,886
Bowie HS Entrance	182	66	935	1,694	2,877
Wolftrap Dr	165	-	743	1,692	2,600
Brodie Ln	1,325	391	818	1,557	4,091
West Gate Blvd	-	186	779	1,812	2,777
Lindshire Ln	318	1	654	1,595	2,568
Curlew Dr	107	231	574	1,280	2,192
Riddle Rd	177	155	678	1,217	2,227
HEB Exit	-	27	819	1,274	2,120
Manchaca Rd	1,714	607	702	1,481	4,504
Sugarberry Ln/Billbrook Pl	425	70	1,024	1,501	3,020
Texas Oaks Dr	141	313	1,206	1,476	3,136
United Kingdom Dr/Talley Ln	32	33	1,328	1,466	2,848
Palace Pkwy	104	69	1,418	1,568	3,159
S 1st St	1,197	293	1,474	1,359	4,323
Southpark Meadows Dr	333	78	1,312	1,320	3,043
Cullen Ln	156	49	1,520	1,344	3,069
S Congress Ave	186	234	1,486	1,831	3,737
S IH 35 FR	-	983	1,355	1,690	4,028
N IH 35 FR	1,254	-	1,221	1,266	3,741
Brandt Rd	298	109	734	1,087	2,228

Existing (2017) Intersection Approach Volumes – PM Peak Hour (5:00 PM – 6:00 PM)

Slaughter Lane Intersection	Approach				Total
	NB	SB	EB	WB	
FM 1826	283	800	-	504	1,587
Barstow Ave	-	83	598	545	1,226
Escarpment Blvd	710	782	659	1,097	3,248
Beckett Rd	89	294	935	1,112	2,430
SB MoPac	-	2,812	963	827	4,602
NB MoPac	920	-	2,084	1,271	4,275
Sendera Mesa Dr	74	162	2,040	1,171	3,447
Bowie HS Entrance	329	26	1,984	1,062	3,401
Wolftrap Dr	206	-	1,790	1,045	3,041
Brodie Ln	751	901	1,574	1,147	4,373
West Gate Blvd	-	594	1,482	980	3,056
Lindshire Ln	112	10	1,658	972	2,752
Curlew Dr	34	175	1,222	974	2,405
Riddle Rd	130	430	1,246	1,008	2,814
HEB Exit	-	120	1,574	1,103	2,797
Manchaca Rd	1,109	1,474	1,440	1,409	5,432
Sugarberry Ln/Billbrook Pl	244	25	1,733	1,712	3,714
Texas Oaks Dr	56	168	1,635	1,665	3,524
United Kingdom Dr/Talley Ln	25	60	1,708	1,657	3,450
Palace Pkwy	36	130	1,695	1,682	5,155
S 1st St	640	1,153	1,680	1,682	5,155
Southpark Meadows Dr	192	132	1,726	1,770	3,820
Cullen Ln	526	131	1,617	1,697	3,971
S Congress Ave	295	612	1,702	1,769	4,377
S IH 35 FR	-	1,779	2,135	1,401	5,315
N IH 35 FR	1,303	-	1,815	895	4,013
Brandt Rd	266	58	958	722	2,014

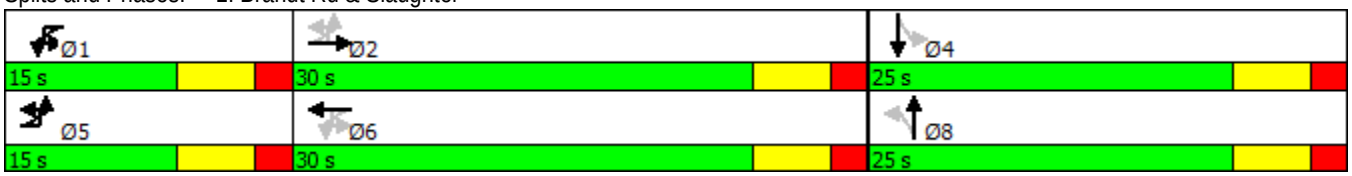
Appendix B

Synchro Output for Existing Conditions

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	118	18	479	119	46	53	970	18	247	8	43	32
Future Volume (vph)	118	18	479	119	46	53	970	18	247	8	43	32
Peak Hour Factor	0.74	0.64	0.81	0.88	0.48	0.46	0.93	0.75	0.78	0.50	0.83	0.73
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	726	0	0	211	1067	0	0	385	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases	2	2			6	6			8			4
Detector Phase	5	5	2		1	1	6		8	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	11.0	11.0	20.0		11.0	11.0	20.0		20.0	20.0		20.0
Total Split (s)	15.0	15.0	30.0		15.0	15.0	30.0		25.0	25.0		25.0
Total Split (%)	21.4%	21.4%	42.9%		21.4%	21.4%	42.9%		35.7%	35.7%		35.7%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	Max		None	None	Max		None	None		None
Act Effct Green (s)		31.7	24.0			32.2	24.3			19.0		
Actuated g/C Ratio		0.46	0.35			0.47	0.35			0.28		
v/c Ratio		0.58	0.41			0.50	0.60			1.05		
Control Delay		16.9	16.0			12.7	20.2			87.6		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		16.9	16.0			12.7	20.2			87.6		
LOS		B	B			B	C			F		
Approach Delay			16.2				18.9			87.6		
Approach LOS			B				B			F		
Stops (vph)		74	381			52	766			231		
Fuel Used(gal)		5	22			1	18			7		
CO Emissions (g/hr)		344	1553			97	1284			496		
NOx Emissions (g/hr)		67	302			19	250			96		
VOC Emissions (g/hr)		80	360			22	298			115		
Dilemma Vehicles (#)		0	43			0	64			0		

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 69	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Brandt Rd & Slaughter



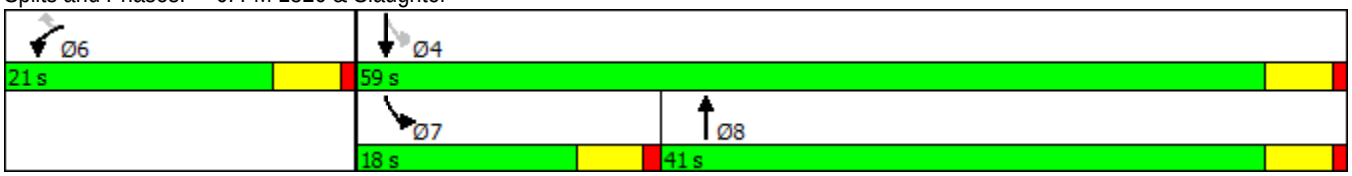
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	12	65
Future Volume (vph)	12	65
Peak Hour Factor	0.60	0.85
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	140	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	20.0	
Total Split (s)	25.0	
Total Split (%)	35.7%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	19.0	
Actuated g/C Ratio	0.28	
v/c Ratio	0.30	
Control Delay	12.3	
Queue Delay	0.0	
Total Delay	12.3	
LOS	B	
Approach Delay	12.3	
Approach LOS	B	
Stops (vph)	44	
Fuel Used(gal)	1	
CO Emissions (g/hr)	55	
NOx Emissions (g/hr)	11	
VOC Emissions (g/hr)	13	
Dilemma Vehicles (#)	0	

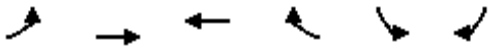
Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	333	337	201	299	148
Future Volume (vph)	37	333	337	201	299	148
Peak Hour Factor	0.40	0.59	0.71	0.56	0.82	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	564	834	0	365	239
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	6		8		7	4
Permitted Phases		6			4	
Detector Phase	6	6	8		7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	20.0	20.0	20.0		10.0	20.0
Total Split (s)	21.0	21.0	41.0		18.0	59.0
Total Split (%)	26.3%	26.3%	51.3%		22.5%	73.8%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	Max
Act Effct Green (s)	16.0	16.0	36.0		54.0	54.0
Actuated g/C Ratio	0.20	0.20	0.45		0.68	0.68
v/c Ratio	0.26	0.79	1.01		0.96	0.19
Control Delay	29.4	15.0	57.4		59.0	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	29.4	15.0	57.4		59.0	5.3
LOS	C	B	E		E	A
Approach Delay	17.0		57.4			37.7
Approach LOS	B		E			D
Stops (vph)	31	62	421		177	50
Fuel Used(gal)	2	11	12		6	1
CO Emissions (g/hr)	110	735	810		416	78
NOx Emissions (g/hr)	21	143	158		81	15
VOC Emissions (g/hr)	26	170	188		96	18
Dilemma Vehicles (#)	0	0	0		0	0

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: FM 1826 & Slaughter





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	448	476	55	90	42
Future Volume (vph)	29	448	476	55	90	42
Peak Hour Factor	0.60	0.68	0.54	0.47	0.63	0.46
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	659	998	0	143	91
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	5.0		5.0	5.0
Minimum Split (s)	10.0	21.0	20.0		20.0	20.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Yellow Time (s)	4.0	5.0	5.0		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		6.2	6.2
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	Min	Min		None	None
Act Effct Green (s)	33.7	32.7	26.1		8.8	8.8
Actuated g/C Ratio	0.62	0.60	0.48		0.16	0.16
v/c Ratio	0.12	0.31	0.59		0.44	0.25
Control Delay	4.6	5.5	13.2		28.3	8.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.6	5.5	13.2		28.3	8.7
LOS	A	A	B		C	A
Approach Delay		5.5	13.2		20.7	
Approach LOS		A	B		C	
Stops (vph)	10	179	346		73	9
Fuel Used(gal)	1	14	22		2	0
CO Emissions (g/hr)	64	1012	1531		108	29
NOx Emissions (g/hr)	12	197	298		21	6
VOC Emissions (g/hr)	15	235	355		25	7
Dilemma Vehicles (#)	0	34	41		0	0

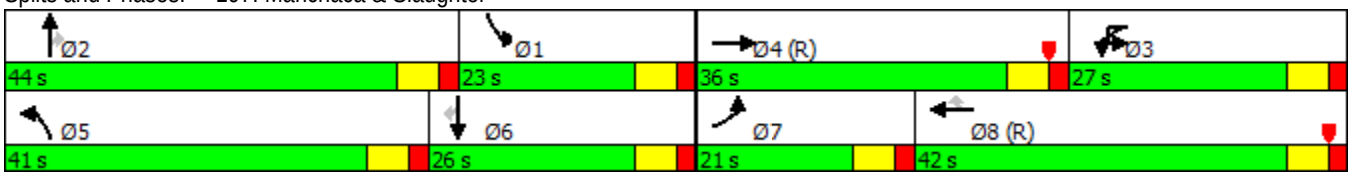
Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 38.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Slaughter & Barstow Ave

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	159	448	95	2	164	760	555	400	1032	282	229	265
Future Volume (vph)	159	448	95	2	164	760	555	400	1032	282	229	265
Peak Hour Factor	0.81	0.92	0.82	0.92	0.76	0.94	0.96	0.91	0.88	0.88	0.74	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	603	0	0	218	809	578	440	1173	320	309	340
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases							8			2		
Detector Phase	7	4		3	3	8	8	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	11.0	8.0		7.0	7.0	12.0	12.0	7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	17.0	14.0		13.0	13.0	18.0	18.0	13.0	20.0	20.0	13.0	20.0
Total Split (s)	21.0	36.0		27.0	27.0	42.0	42.0	41.0	44.0	44.0	23.0	26.0
Total Split (%)	16.2%	27.7%		20.8%	20.8%	32.3%	32.3%	31.5%	33.8%	33.8%	17.7%	20.0%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	15.0	30.0			21.0	36.0	36.0	34.1	38.0	38.0	17.0	20.9
Actuated g/C Ratio	0.12	0.23			0.16	0.28	0.28	0.26	0.29	0.29	0.13	0.16
v/c Ratio	0.96	0.52			0.76	0.83	0.88	0.95	1.09	0.55	1.34	0.60
Control Delay	125.9	33.0			70.3	52.3	36.7	78.1	96.8	20.6	221.1	55.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.9	33.0			70.3	52.3	36.7	78.1	96.8	20.6	221.1	55.9
LOS	F	C			E	D	D	E	F	C	F	E
Approach Delay		55.8				49.2			80.0			109.9
Approach LOS		E				D			E			F
Stops (vph)	132	481			152	694	270	358	909	109	174	242
Fuel Used(gal)	6	10			7	27	15	12	36	5	14	7
CO Emissions (g/hr)	415	719			458	1900	1058	868	2510	326	965	509
NOx Emissions (g/hr)	81	140			89	370	206	169	488	63	188	99
VOC Emissions (g/hr)	96	167			106	440	245	201	582	76	224	118
Dilemma Vehicles (#)	0	51			0	29	0	0	0	0	0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 124 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 71.3	Intersection LOS: E
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 197: Manchaca & Slaughter



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	113
Future Volume (vph)	113
Peak Hour Factor	0.72
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	157
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	14.0
Minimum Split (s)	20.0
Total Split (s)	26.0
Total Split (%)	20.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	20.9
Actuated g/C Ratio	0.16
v/c Ratio	0.39
Control Delay	7.9
Queue Delay	0.0
Total Delay	7.9
LOS	A
Approach Delay	
Approach LOS	
Stops (vph)	11
Fuel Used(gal)	1
CO Emissions (g/hr)	104
NOx Emissions (g/hr)	20
VOC Emissions (g/hr)	24
Dilemma Vehicles (#)	0

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	6	954	61	14	69	1412	6	213	0	212	36
Future Volume (vph)	3	6	954	61	14	69	1412	6	213	0	212	36
Peak Hour Factor	0.50	0.50	0.92	0.56	0.69	0.69	0.92	0.75	0.92	0.92	0.77	0.69
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	1146	0	0	120	1543	0	232	275	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
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)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0
Total Split (s)	10.0	10.0	77.0		17.0	17.0	94.0		36.0	36.0		36.0
Total Split (%)	7.1%	7.1%	55.0%		12.1%	12.1%	67.1%		25.7%	25.7%		25.7%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
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		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Act Effct Green (s)		90.5	85.5			98.8	95.0		31.0	31.0		
Actuated g/C Ratio		0.65	0.61			0.71	0.68		0.22	0.22		
v/c Ratio		0.08	0.37			0.36	0.45		0.78	0.57		
Control Delay		7.2	14.0			9.4	11.3		70.0	23.2		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		7.2	14.0			9.4	11.3		70.0	23.2		
LOS		A	B			A	B		E	C		
Approach Delay			13.9				11.2			44.6		
Approach LOS			B				B			D		
Stops (vph)		3	480			25	626		192	75		
Fuel Used(gal)		0	23			1	19		5	2		
CO Emissions (g/hr)		12	1594			64	1307		346	158		
NOx Emissions (g/hr)		2	310			12	254		67	31		
VOC Emissions (g/hr)		3	369			15	303		80	37		
Dilemma Vehicles (#)		0	36			0	51		0	0		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 65.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 200: Bilbrook/Sugarberry & Slaughter

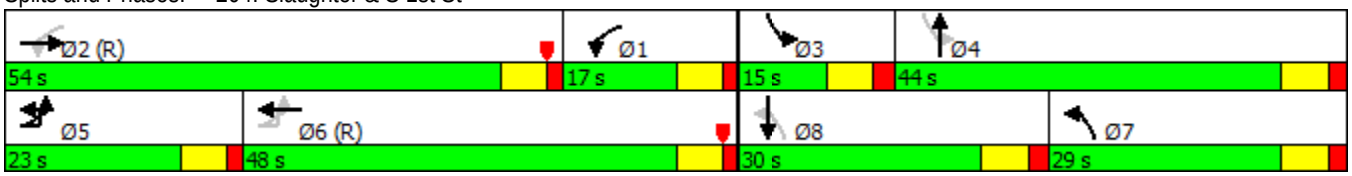
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	34
Future Volume (vph)	0	34
Peak Hour Factor	0.92	0.71
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	52	48
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	23.0	23.0
Total Split (s)	36.0	36.0
Total Split (%)	25.7%	25.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	31.0	31.0
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.41	0.11
Control Delay	57.8	0.5
Queue Delay	0.0	0.0
Total Delay	57.8	0.5
LOS	E	A
Approach Delay	30.3	
Approach LOS	C	
Stops (vph)	31	0
Fuel Used(gal)	1	0
CO Emissions (g/hr)	49	7
NOx Emissions (g/hr)	10	1
VOC Emissions (g/hr)	11	2
Dilemma Vehicles (#)	0	0

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	237	1110	126	52	1096	211	298	815	84	103	107
Future Volume (vph)	1	237	1110	126	52	1096	211	298	815	84	103	107
Peak Hour Factor	0.85	0.85	0.94	0.59	0.87	0.91	0.88	0.86	0.95	0.91	0.70	0.72
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	1395	0	60	1444	0	347	950	0	147	257
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		7	4		3	8
Permitted Phases	6	6			2			8			4	
Detector Phase	5	5	2		1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	11.0	11.0	21.0		11.0	21.0		11.5	14.5		11.5	14.5
Total Split (s)	23.0	23.0	54.0		17.0	48.0		29.0	44.0		15.0	30.0
Total Split (%)	17.7%	17.7%	41.5%		13.1%	36.9%		22.3%	33.8%		11.5%	23.1%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		None	Min		None	Min
Act Effct Green (s)		59.3	51.7		60.5	42.0		45.7	37.2		45.7	11.6
Actuated g/C Ratio		0.46	0.40		0.47	0.32		0.35	0.29		0.35	0.09
v/c Ratio		0.96	0.70		0.30	0.89		0.65	0.95		0.85	0.65
Control Delay		71.8	29.7		14.2	23.2		44.2	63.2		67.6	40.7
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		71.8	29.7		14.2	23.2		44.2	63.2		67.6	40.7
LOS		E	C		B	C		D	E		E	D
Approach Delay			36.7			22.8			58.1			50.5
Approach LOS			D			C			E			D
Stops (vph)		184	1021		20	656		335	814		63	106
Fuel Used(gal)		9	37		1	29		6	21		2	3
CO Emissions (g/hr)		636	2621		68	1999		424	1446		167	232
NOx Emissions (g/hr)		124	510		13	389		82	281		33	45
VOC Emissions (g/hr)		147	607		16	463		98	335		39	54
Dilemma Vehicles (#)		0	40		0	57		0	0		0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 127 (98%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 204: Slaughter & S 1st St



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	83
Future Volume (vph)	83
Peak Hour Factor	0.77
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	1296	1	6	11	1427	11	12	3	17	9	0
Future Volume (vph)	31	1296	1	6	11	1427	11	12	3	17	9	0
Peak Hour Factor	0.86	0.92	0.25	0.69	0.69	0.94	0.46	0.50	0.38	0.85	0.56	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1413	0	0	25	1542	0	24	28	0	16	36
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases	6			2	2			8			4	
Detector Phase	5	2		1	1	6		7	4		3	8
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)	10.0	23.0		10.0	10.0	23.0		10.0	23.0		10.0	23.0
Total Split (s)	12.0	88.0		12.0	12.0	88.0		10.0	30.0		10.0	30.0
Total Split (%)	8.6%	62.9%		8.6%	8.6%	62.9%		7.1%	21.4%		7.1%	21.4%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
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
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		None	Max		None	Max
Act Effct Green (s)	91.0	88.1			92.0	85.8		32.0	31.0		33.0	29.0
Actuated g/C Ratio	0.65	0.63			0.66	0.61		0.23	0.22		0.24	0.21
v/c Ratio	0.17	0.44			0.11	0.50		0.07	0.07		0.05	0.08
Control Delay	9.4	14.4			8.4	16.1		40.8	23.7		40.3	0.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	9.4	14.4			8.4	16.1		40.8	23.7		40.3	0.3
LOS	A	B			A	B		D	C		D	A
Approach Delay		14.3				16.0			31.6			12.6
Approach LOS		B				B			C			B
Stops (vph)	9	643			6	769		11	9		7	0
Fuel Used(gal)	0	26			0	24		0	0		0	0
CO Emissions (g/hr)	35	1783			15	1694		13	13		12	10
NOx Emissions (g/hr)	7	347			3	330		2	2		2	2
VOC Emissions (g/hr)	8	413			4	393		3	3		3	2
Dilemma Vehicles (#)	0	46			0	51		0	0		0	0

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 99 (71%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 271: Slaughter & United Kingdom

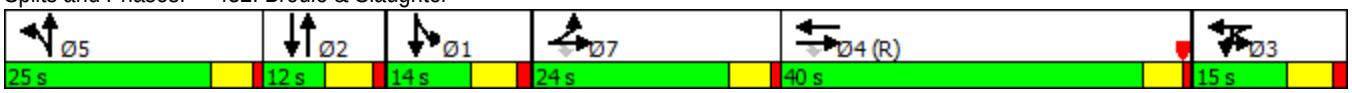
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	24
Future Volume (vph)	24
Peak Hour Factor	0.67
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	485	193	9	144	1111	293	467	752	106	152	156
Future Volume (vph)	140	485	193	9	144	1111	293	467	752	106	152	156
Peak Hour Factor	0.80	0.82	0.91	0.38	0.68	0.89	0.92	0.92	0.92	0.78	0.67	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	591	212	0	236	1566	0	508	953	0	227	320
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	7	4 7		3	3	3 4		5	5 2		1	1 2
Permitted Phases			4 7									
Detector Phase	7	4 7	4 7	3	3	3 4		5	5 2		1	1 2
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0			8.0			7.0	
Minimum Split (s)	10.0			14.0	14.0			13.0			13.0	
Total Split (s)	24.0			15.0	15.0			25.0			14.0	
Total Split (%)	18.5%			11.5%	11.5%			19.2%			10.8%	
Yellow Time (s)	4.0			4.5	4.5			4.0			4.5	
All-Red Time (s)	1.0			1.5	1.5			1.0			1.5	
Lost Time Adjust (s)	0.0				0.0			0.0			0.0	
Total Lost Time (s)	5.0				6.0			5.0			6.0	
Lead/Lag	Lead							Lead				
Lead-Lag Optimize?												
Recall Mode	None			None	None			None			None	
Act Effct Green (s)	18.4	59.0	59.0		9.0	49.6		20.0	32.0		8.0	20.0
Actuated g/C Ratio	0.14	0.45	0.45		0.07	0.38		0.15	0.25		0.06	0.15
v/c Ratio	0.70	0.37	0.25		1.00	1.09		0.96	1.10		1.08	0.57
Control Delay	49.6	24.7	8.1		88.1	74.5		85.4	107.9		139.8	47.7
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	49.6	24.7	8.1		88.1	74.5		85.4	107.9		139.8	47.7
LOS	D	C	A		F	E		F	F		F	D
Approach Delay		25.5				76.3			100.1			85.9
Approach LOS		C				E			F			F
Stops (vph)	131	414	89		135	1239		421	737		127	185
Fuel Used(gal)	5	14	4		8	66		16	33		6	6
CO Emissions (g/hr)	340	972	275		532	4604		1104	2288		453	393
NOx Emissions (g/hr)	66	189	54		103	896		215	445		88	76
VOC Emissions (g/hr)	79	225	64		123	1067		256	530		105	91
Dilemma Vehicles (#)	0	3	0		0	8		0	0		0	0

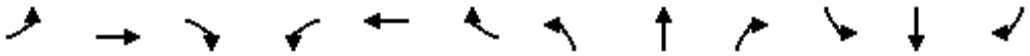
Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 48 (37%), Referenced to phase 4:EBWB, Start of Red		
Natural Cycle: 110		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.10		
Intersection Signal Delay: 74.3	Intersection LOS: E	
Intersection Capacity Utilization 96.2%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 432: Brodie & Slaughter



Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	83		
Future Volume (vph)	83		
Peak Hour Factor	0.83		
Heavy Vehicles (%)	2%		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Turn Type			
Protected Phases		2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)		6.0	8.0
Minimum Split (s)		12.0	13.0
Total Split (s)		12.0	40.0
Total Split (%)		9%	31%
Yellow Time (s)		4.5	4.0
All-Red Time (s)		1.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lag
Lead-Lag Optimize?			
Recall Mode		Max	C-Max
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Stops (vph)			
Fuel Used(gal)			
CO Emissions (g/hr)			
NOx Emissions (g/hr)			
VOC Emissions (g/hr)			
Dilemma Vehicles (#)			

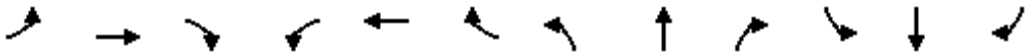
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1034	53	23	648	74	16	11	18	63	21	79
Future Volume (vph)	99	1034	53	23	648	74	16	11	18	63	21	79
Peak Hour Factor	0.56	0.91	0.74	0.72	0.82	0.71	0.67	0.55	0.50	0.63	1.00	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1208	0	32	894	0	24	56	0	100	125	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases							4			8		
Detector Phase	5	2		1	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	30.5		10.5	30.5		10.5	10.5		10.5	10.5	
Total Split (s)	14.0	44.0		14.0	44.0		11.0	11.0		11.0	22.0	
Total Split (%)	17.5%	55.0%		17.5%	55.0%		13.8%	13.8%		13.8%	27.5%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	None	
Act Effct Green (s)	8.5	47.1		6.9	38.5		5.5	5.5		16.5	16.5	
Actuated g/C Ratio	0.11	0.59		0.09	0.48		0.07	0.07		0.21	0.21	
v/c Ratio	0.94	0.58		0.21	0.53		0.26	0.38		0.47	0.30	
Control Delay	91.0	13.1		52.7	13.0		42.6	25.9		34.6	10.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	91.0	13.1		52.7	13.0		42.6	25.9		34.6	10.3	
LOS	F	B		D	B		D	C		C	B	
Approach Delay		23.0			14.4			30.9			21.1	
Approach LOS		C			B			C			C	
Stops (vph)	82	663		22	626		17	15		51	26	
Fuel Used(gal)	4	28		1	16		0	0		1	1	
CO Emissions (g/hr)	308	1976		50	1093		18	20		77	67	
NOx Emissions (g/hr)	60	384		10	213		4	4		15	13	
VOC Emissions (g/hr)	71	458		11	253		4	5		18	16	
Dilemma Vehicles (#)	0	68		0	30		0	0		0	0	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 36 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

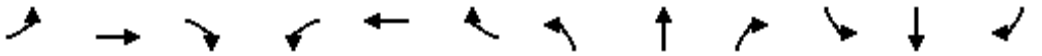
Splits and Phases: 511: Slaughter & Beckett



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	693	236	58	1628	8	143	0	39	19	3	44
Future Volume (vph)	5	693	236	58	1628	8	143	0	39	19	3	44
Peak Hour Factor	0.50	0.78	0.62	0.73	0.95	0.67	0.78	0.25	0.70	0.95	0.38	0.85
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	888	381	79	1726	0	0	183	56	20	60	0
Turn Type	pm+pt	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	5.0	20.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	9.5	25.5	25.5	10.5	25.5		15.5	15.5	15.5	15.5	15.5	
Total Split (s)	15.0	73.0	73.0	22.0	80.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	11.5%	56.2%	56.2%	16.9%	61.5%		26.9%	26.9%	26.9%	26.9%	26.9%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5			5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	80.0	75.4	75.4	11.1	87.2			29.5	29.5	29.5	29.5	
Actuated g/C Ratio	0.62	0.58	0.58	0.09	0.67			0.23	0.23	0.23	0.23	
v/c Ratio	0.06	0.43	0.36	0.52	0.73			0.60	0.13	0.09	0.15	
Control Delay	5.4	14.5	7.7	70.2	13.7			54.6	0.6	41.2	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	5.4	14.5	7.7	70.2	13.7			54.6	0.6	41.2	13.7	
LOS	A	B	A	E	B			D	A	D	B	
Approach Delay		12.4			16.2			41.9			20.6	
Approach LOS		B			B			D			C	
Stops (vph)	2	438	88	56	958			129	0	16	11	
Fuel Used(gal)	0	26	8	2	28			3	0	0	0	
CO Emissions (g/hr)	11	1800	537	135	1956			230	19	19	18	
NOx Emissions (g/hr)	2	350	104	26	381			45	4	4	3	
VOC Emissions (g/hr)	3	417	124	31	453			53	4	4	4	
Dilemma Vehicles (#)	0	16	0	0	117			0	0	0	0	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 532: Bowie HS & Slaughter



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	540	0	1	1184	95	30	61	16	115	13	103
Future Volume (vph)	34	540	0	1	1184	95	30	61	16	115	13	103
Peak Hour Factor	0.57	0.81	0.92	0.25	0.92	0.79	0.75	0.56	0.80	0.80	0.65	0.61
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	667	0	4	1407	0	0	169	0	0	164	169
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	10.0	25.0		10.0	25.0		13.0	13.0		13.5	13.5	13.5
Total Split (s)	11.0	90.0		11.0	90.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	8.5%	69.2%		8.5%	69.2%		22.3%	22.3%		22.3%	22.3%	22.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max
Act Effct Green (s)	95.0	93.8		91.7	87.2			24.0			23.5	23.5
Actuated g/C Ratio	0.73	0.72		0.71	0.67			0.18			0.18	0.18
v/c Ratio	0.25	0.26		0.01	0.60			0.61			0.98	0.42
Control Delay	6.0	1.2		6.0	18.1			57.5			116.6	15.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	6.0	1.2		6.0	18.1			57.5			116.6	15.0
LOS	A	A		A	B			E			F	B
Approach Delay		1.6			18.1			57.5			65.1	
Approach LOS		A			B			E			E	
Stops (vph)	6	27		1	1036			95			109	23
Fuel Used(gal)	0	6		0	36			2			4	1
CO Emissions (g/hr)	34	438		2	2503			138			289	59
NOx Emissions (g/hr)	7	85		0	487			27			56	11
VOC Emissions (g/hr)	8	101		0	580			32			67	14
Dilemma Vehicles (#)	0	4		0	7			0			0	0

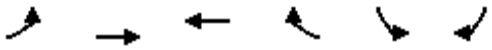
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 533: Slaughter & Curlew

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	715	28	70	1622	86	79
Future Volume (vph)	715	28	70	1622	86	79
Peak Hour Factor	0.87	0.47	0.70	0.94	0.72	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	882	0	100	1726	119	92
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	20.0		5.0	20.0	6.0	6.0
Minimum Split (s)	25.5		10.5	25.5	11.5	11.5
Total Split (s)	85.0		20.0	105.0	25.0	25.0
Total Split (%)	65.4%		15.4%	80.8%	19.2%	19.2%
Yellow Time (s)	4.5		4.5	4.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5	5.5	5.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Max	Max	Max
Act Effct Green (s)	86.7		99.5	99.5	19.5	19.5
Actuated g/C Ratio	0.67		0.77	0.77	0.15	0.15
v/c Ratio	0.38		0.22	0.64	0.45	0.29
Control Delay	4.0		1.1	1.3	56.4	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	4.0		1.1	1.3	56.4	12.0
LOS	A		A	A	E	B
Approach Delay	4.0			1.3	37.1	
Approach LOS	A			A	D	
Stops (vph)	82		4	97	78	14
Fuel Used(gal)	7		1	23	2	1
CO Emissions (g/hr)	479		68	1592	125	43
NOx Emissions (g/hr)	93		13	310	24	8
VOC Emissions (g/hr)	111		16	369	29	10
Dilemma Vehicles (#)	27		0	27	0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 119 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 4.7	Intersection LOS: A
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

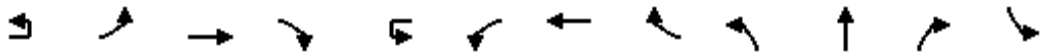
Splits and Phases: 542: Wolftrap & Slaughter



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	595	1548	264	49	136
Future Volume (vph)	184	595	1548	264	49	136
Peak Hour Factor	0.85	0.84	0.91	0.87	0.82	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	708	2004	0	60	179
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	25.0	25.0		8.0	8.0
Minimum Split (s)	10.5	30.5	30.5		14.0	14.0
Total Split (s)	16.0	100.0	84.0		30.0	30.0
Total Split (%)	12.3%	76.9%	64.6%		23.1%	23.1%
Yellow Time (s)	4.5	4.5	4.5		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	94.5	94.5	78.5		24.0	24.0
Actuated g/C Ratio	0.73	0.73	0.60		0.18	0.18
v/c Ratio	1.08	0.28	0.95		0.18	0.43
Control Delay	108.9	7.2	22.4		46.5	14.3
Queue Delay	0.0	0.0	0.3		0.0	0.0
Total Delay	108.9	7.2	22.7		46.5	14.3
LOS	F	A	C		D	B
Approach Delay		31.0	22.7		22.4	
Approach LOS		C	C		C	
Stops (vph)	147	364	622		40	29
Fuel Used(gal)	10	18	26		1	2
CO Emissions (g/hr)	681	1242	1794		74	111
NOx Emissions (g/hr)	132	242	349		14	22
VOC Emissions (g/hr)	158	288	416		17	26
Dilemma Vehicles (#)	0	13	38		0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 563: Slaughter & West Gate



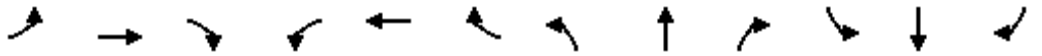
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	92	1385	41	2	40	1262	40	48	35	73	8
Future Volume (vph)	2	92	1385	41	2	40	1262	40	48	35	73	8
Peak Hour Factor	0.79	0.79	0.94	0.57	0.71	0.71	0.94	0.71	0.86	0.67	0.70	0.67
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	1545	0	0	59	1399	0	56	156	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0		5.0	5.0	15.0		8.0	8.0		8.0
Minimum Split (s)	12.0	12.0	22.0		12.0	12.0	22.0		14.0	14.0		14.0
Total Split (s)	18.0	18.0	79.0		18.0	18.0	79.0		33.0	33.0		33.0
Total Split (%)	13.8%	13.8%	60.8%		13.8%	13.8%	60.8%		25.4%	25.4%		25.4%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		7.0	7.0			7.0	7.0		6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		Min
Act Effct Green (s)		99.6	93.3			96.2	89.8		12.8	12.8		
Actuated g/C Ratio		0.77	0.72			0.74	0.69		0.10	0.10		
v/c Ratio		0.39	0.43			0.22	0.40		0.45	0.69		
Control Delay		7.9	4.4			1.4	1.5		65.5	45.8		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		7.9	4.4			1.4	1.5		65.5	45.8		
LOS		A	A			A	A		E	D		
Approach Delay			4.7				1.5			51.0		
Approach LOS			A				A			D		
Stops (vph)		21	369			2	96		44	57		
Fuel Used(gal)		1	22			0	8		1	2		
CO Emissions (g/hr)		104	1548			17	559		77	127		
NOx Emissions (g/hr)		20	301			3	109		15	25		
VOC Emissions (g/hr)		24	359			4	130		18	30		
Dilemma Vehicles (#)		0	25			0	4		0	0		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 78 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 570: Slaughter & Cullen

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	19	22
Future Volume (vph)	19	22
Peak Hour Factor	0.68	0.61
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	76	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Min	
Act Effct Green (s)	12.8	
Actuated g/C Ratio	0.10	
v/c Ratio	0.53	
Control Delay	47.0	
Queue Delay	0.0	
Total Delay	47.0	
LOS	D	
Approach Delay	47.0	
Approach LOS	D	
Stops (vph)	28	
Fuel Used(gal)	1	
CO Emissions (g/hr)	54	
NOx Emissions (g/hr)	11	
VOC Emissions (g/hr)	13	
Dilemma Vehicles (#)	0	

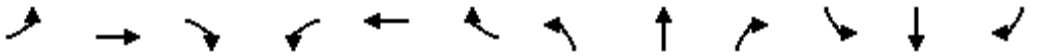
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	634	20	24	1567	4	265	1	52	1	0	0
Future Volume (vph)	0	634	20	24	1567	4	265	1	52	1	0	0
Peak Hour Factor	0.92	0.81	0.71	0.60	0.90	0.92	0.83	0.25	0.76	0.25	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	811	0	40	1745	0	0	323	68	0	4	0
Turn Type		NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases				6			4		4	8		
Detector Phase		2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)		25.0		5.0	25.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		30.5		10.5	30.5		10.5	10.5	10.5	10.5	10.5	
Total Split (s)		90.0		12.0	102.0		28.0	28.0	28.0	28.0	28.0	
Total Split (%)		69.2%		9.2%	78.5%		21.5%	21.5%	21.5%	21.5%	21.5%	
Yellow Time (s)		4.5		4.5	4.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5		5.5	5.5			5.5	5.5		5.5	
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)		86.9		96.5	96.5			22.5	22.5		22.5	
Actuated g/C Ratio		0.67		0.74	0.74			0.17	0.17		0.17	
v/c Ratio		0.34		0.08	0.66			1.03	0.20		0.07	
Control Delay		3.9		2.3	3.6			111.5	12.4		49.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		3.9		2.3	3.6			111.5	12.4		49.0	
LOS		A		A	A			F	B		D	
Approach Delay		3.9			3.5			94.3			49.0	
Approach LOS		A			A			F			D	
Stops (vph)		108		2	212			230	11		2	
Fuel Used(gal)		5		0	21			9	0		0	
CO Emissions (g/hr)		373		21	1442			596	30		2	
NOx Emissions (g/hr)		73		4	281			116	6		0	
VOC Emissions (g/hr)		87		5	334			138	7		0	
Dilemma Vehicles (#)		7		0	28			0	0		0	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 115 (88%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

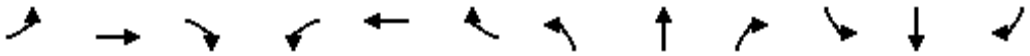
Splits and Phases: 573: Lindshire & Slaughter



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	872	0	4	1795	11	3	0	3	43	2	108
Future Volume (vph)	45	872	0	4	1795	11	3	0	3	43	2	108
Peak Hour Factor	0.55	0.74	0.92	0.50	0.90	0.64	0.38	0.92	0.38	0.63	0.50	0.82
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1178	0	8	2011	0	0	16	0	0	72	132
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	25.5		9.5	25.5		10.5	10.5		11.0	11.0	11.0
Total Split (s)	14.0	85.0		14.0	85.0		31.0	31.0		31.0	31.0	31.0
Total Split (%)	10.8%	65.4%		10.8%	65.4%		23.8%	23.8%		23.8%	23.8%	23.8%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5			5.5			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max
Act Effct Green (s)	92.9	91.2		86.3	80.6			25.5			25.0	25.0
Actuated g/C Ratio	0.71	0.70		0.66	0.62			0.20			0.19	0.19
v/c Ratio	0.53	0.47		0.03	0.92			0.04			0.28	0.33
Control Delay	28.4	9.9		3.5	18.6			0.2			48.2	12.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	28.4	9.9		3.5	18.6			0.2			48.2	12.7
LOS	C	A		A	B			A			D	B
Approach Delay		11.1			18.6			0.2			25.2	
Approach LOS		B			B			A			C	
Stops (vph)	19	373		1	1322			0			38	21
Fuel Used(gal)	1	12		0	71			0			1	1
CO Emissions (g/hr)	57	870		8	4951			1			66	77
NOx Emissions (g/hr)	11	169		2	963			0			13	15
VOC Emissions (g/hr)	13	202		2	1147			0			15	18
Dilemma Vehicles (#)	0	33		0	84			0			0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 48 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

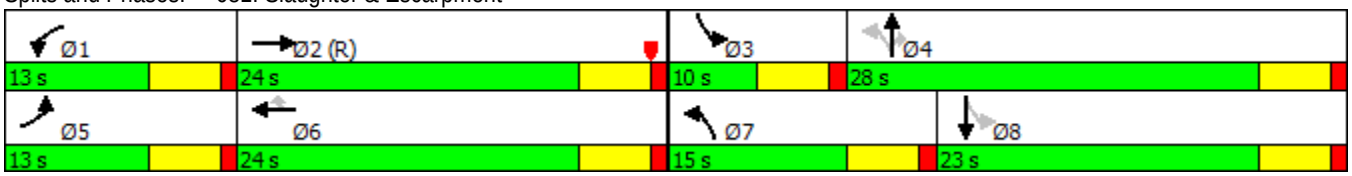
Splits and Phases: 643: Slaughter & Sendera Mesa



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	392	106	129	347	188	151	393	672	105	96	69
Future Volume (vph)	89	392	106	129	347	188	151	393	672	105	96	69
Peak Hour Factor	0.53	0.79	0.47	0.77	0.68	0.68	0.50	0.75	0.97	0.77	0.83	0.51
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	722	0	168	510	276	302	524	693	136	251	0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	
Total Split (s)	13.0	24.0		13.0	24.0	24.0	15.0	28.0	28.0	10.0	23.0	
Total Split (%)	17.3%	32.0%		17.3%	32.0%	32.0%	20.0%	37.3%	37.3%	13.3%	30.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	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	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max	Max	None	Max	Max	None	Max	
Act Effct Green (s)	8.0	19.0		8.0	19.0	19.0	33.0	25.0	25.0	23.1	18.1	
Actuated g/C Ratio	0.11	0.25		0.11	0.25	0.25	0.44	0.33	0.33	0.31	0.24	
v/c Ratio	0.89	0.78		0.89	0.57	0.45	0.67	0.44	0.88	0.42	0.53	
Control Delay	79.4	29.7		79.4	27.4	5.9	23.0	21.8	26.8	18.6	22.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.4	29.7		79.4	27.4	5.9	23.0	21.8	26.8	18.6	22.1	
LOS	E	C		E	C	A	C	C	C	B	C	
Approach Delay		39.1			30.3			24.3			20.9	
Approach LOS		D			C			C			C	
Stops (vph)	74	390		107	292	24	98	299	284	75	101	
Fuel Used(gal)	5	23		5	11	3	2	6	10	1	2	
CO Emissions (g/hr)	354	1609		381	771	244	155	414	667	87	139	
NOx Emissions (g/hr)	69	313		74	150	47	30	80	130	17	27	
VOC Emissions (g/hr)	82	373		88	179	56	36	96	154	20	32	
Dilemma Vehicles (#)	0	33		0	23	0	0	0	0	0	0	

Intersection Summary		
Cycle Length: 75		
Actuated Cycle Length: 75		
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Red		
Natural Cycle: 75		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.89		
Intersection Signal Delay: 29.0	Intersection LOS: C	
Intersection Capacity Utilization 74.1%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 681: Slaughter & Escarpment



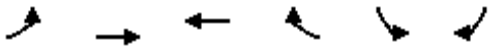
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	41	1328	9	16	1487	65	55	11	38	38	2
Future Volume (vph)	40	41	1328	9	16	1487	65	55	11	38	38	2
Peak Hour Factor	0.83	0.60	0.92	0.28	0.50	0.94	0.77	0.60	0.55	0.63	0.73	0.50
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	1475	0	32	1666	0	0	172	0	0	56
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			8
Permitted Phases	2	2			6			4			8	
Detector Phase	5	5	2		1	6		4	4		8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0		4.0	25.0		9.0	9.0		9.0	9.0
Minimum Split (s)	10.0	10.0	31.0		10.0	31.0		15.0	15.0		15.0	15.0
Total Split (s)	10.0	10.0	90.0		10.0	90.0		30.0	30.0		30.0	30.0
Total Split (%)	7.7%	7.7%	69.2%		7.7%	69.2%		23.1%	23.1%		23.1%	23.1%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0			6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		Max	Max		Max	Max
Act Effct Green (s)		88.0	88.0		84.0	84.0			24.0			24.0
Actuated g/C Ratio		0.68	0.68		0.65	0.65			0.18			0.18
v/c Ratio		0.59	0.43		0.16	0.51			0.62			0.27
Control Delay		34.4	10.4		3.6	3.3			54.4			49.5
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		34.4	10.4		3.6	3.3			54.4			49.5
LOS		C	B		A	A			D			D
Approach Delay			12.2			3.3			54.4			31.6
Approach LOS			B			A			D			C
Stops (vph)		29	579		1	350			86			34
Fuel Used(gal)		1	19		0	27			2			1
CO Emissions (g/hr)		104	1349		17	1898			131			59
NOx Emissions (g/hr)		20	262		3	369			26			12
VOC Emissions (g/hr)		24	313		4	440			30			14
Dilemma Vehicles (#)		0	52		0	33			0			0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 90 (69%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 701: Slaughter & Palace Pkwy

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	29
Future Volume (vph)	29
Peak Hour Factor	0.91
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	32
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0
Total Split (s)	30.0
Total Split (%)	23.1%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	24.0
Actuated g/C Ratio	0.18
v/c Ratio	0.08
Control Delay	0.4
Queue Delay	0.0
Total Delay	0.4
LOS	A
Approach Delay	
Approach LOS	
Stops (vph)	0
Fuel Used(gal)	0
CO Emissions (g/hr)	13
NOx Emissions (g/hr)	3
VOC Emissions (g/hr)	3
Dilemma Vehicles (#)	0

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	74	745	1191	83	0	27	
Future Volume (vph)	74	745	1191	83	0	27	
Peak Hour Factor	0.77	0.89	0.95	0.94	0.92	0.56	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	96	837	1254	88	0	48	
Turn Type	D.P+P	NA	NA	Perm		Prot	
Protected Phases	4	4 6	2			8	6
Permitted Phases	2			2			
Detector Phase	4	4 6	2	2		8	
Switch Phase							
Minimum Initial (s)	5.0		12.0	12.0		5.0	12.0
Minimum Split (s)	10.0		17.0	17.0		9.0	14.0
Total Split (s)	15.0		115.0	115.0		15.0	115.0
Total Split (%)	11.5%		88.5%	88.5%		11.5%	88%
Yellow Time (s)	4.0		4.0	4.0		3.0	2.0
All-Red Time (s)	1.0		1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0		5.0	5.0		4.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		C-Max	C-Max		None	C-Max
Act Effct Green (s)	120.0	130.0	110.7	110.7		10.3	
Actuated g/C Ratio	0.92	1.00	0.85	0.85		0.08	
v/c Ratio	0.21	0.24	0.42	0.06		0.18	
Control Delay	1.3	0.1	0.5	0.1		1.4	
Queue Delay	0.0	0.0	0.2	0.0		0.0	
Total Delay	1.3	0.1	0.8	0.1		1.4	
LOS	A	A	A	A		A	
Approach Delay		0.3	0.7		1.4		
Approach LOS		A	A		A		
Stops (vph)	2	0	28	0		0	
Fuel Used(gal)	0	3	5	0		0	
CO Emissions (g/hr)	23	205	321	20		5	
NOx Emissions (g/hr)	4	40	62	4		1	
VOC Emissions (g/hr)	5	48	74	5		1	
Dilemma Vehicles (#)	0	0	8	0		0	

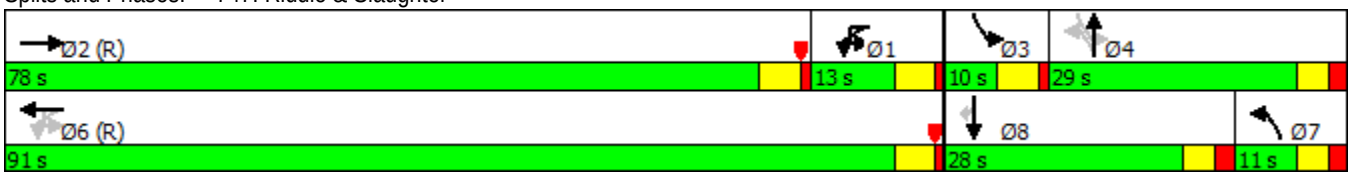
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 74 (57%), Referenced to phase 2:EBWB and 6:EBT, Start of Red	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 0.5	Intersection LOS: A
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 730: Slaughter & HEB

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	674	4	2	37	1132	46	66	24	87	67	9
Future Volume (vph)	0	674	4	2	37	1132	46	66	24	87	67	9
Peak Hour Factor	0.92	0.84	0.33	0.92	1.00	0.92	0.82	0.75	0.67	0.75	0.73	0.56
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	814	0	0	39	1286	0	0	240	0	0	108
Turn Type		NA		pm+pt	pm+pt	NA		pm+pt	NA		D.P+P	NA
Protected Phases		2		1	1	6		7	4		3	8
Permitted Phases				6	6			4			4	
Detector Phase		2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)		20.0		6.0	6.0	20.0		5.0	10.0		5.0	10.0
Minimum Split (s)		25.0		11.0	11.0	25.0		10.0	15.0		10.0	15.0
Total Split (s)		78.0		13.0	13.0	91.0		11.0	29.0		10.0	28.0
Total Split (%)		60.0%		10.0%	10.0%	70.0%		8.5%	22.3%		7.7%	21.5%
Yellow Time (s)		4.0		4.0	4.0	4.0		3.0	3.0		4.0	3.0
All-Red Time (s)		1.0		1.0	1.0	1.0		2.0	2.0		1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0			5.0	5.0			5.0			5.0
Lead/Lag		Lead		Lag	Lag			Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode		C-Max		None	None	C-Max		None	Max		None	Max
Act Effct Green (s)		75.6			86.0	86.0			34.0			34.0
Actuated g/C Ratio		0.58			0.66	0.66			0.26			0.26
v/c Ratio		0.40			0.09	0.55			0.60			0.41
Control Delay		10.5			9.7	12.6			43.4			45.4
Queue Delay		0.0			0.0	0.1			0.0			0.0
Total Delay		10.5			9.7	12.7			43.4			45.4
LOS		B			A	B			D			D
Approach Delay		10.5				12.6			43.4			27.5
Approach LOS		B				B			D			C
Stops (vph)		311			14	412			136			63
Fuel Used(gal)		16			0	12			3			1
CO Emissions (g/hr)		1090			26	815			192			82
NOx Emissions (g/hr)		212			5	159			37			16
VOC Emissions (g/hr)		253			6	189			44			19
Dilemma Vehicles (#)		15			0	12			0			0

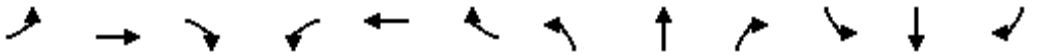
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 29 (22%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 747: Riddle & Slaughter



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Peak Hour Factor	0.82
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	96
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	28.0
Total Split (%)	21.5%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.26
v/c Ratio	0.20
Control Delay	7.3
Queue Delay	0.0
Total Delay	7.3
LOS	A
Approach Delay	
Approach LOS	
Stops (vph)	10
Fuel Used(gal)	0
CO Emissions (g/hr)	21
NOx Emissions (g/hr)	4
VOC Emissions (g/hr)	5
Dilemma Vehicles (#)	0

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1070	17	6	1295	174	57	29	55	152	15	149
Future Volume (vph)	118	1070	17	6	1295	174	57	29	55	152	15	149
Peak Hour Factor	0.74	0.94	0.71	0.38	0.94	0.71	0.71	0.48	0.92	0.63	0.28	0.69
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1162	0	16	1623	0	0	140	60	0	295	216
Turn Type	D.P+P	NA		D.P+P	NA		pm+pt	NA	Perm	D.P+P	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2			4		4	4		8
Detector Phase	5	2		1	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0		10.0	10.0	10.0	10.0	23.0	23.0
Total Split (s)	12.0	85.0		12.0	85.0		9.0	18.0	18.0	15.0	24.0	24.0
Total Split (%)	9.2%	65.4%		9.2%	65.4%		6.9%	13.8%	13.8%	11.5%	18.5%	18.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	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
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	Max	Max	None	Max	Max
Act Effct Green (s)	87.0	87.5		90.0	80.0			28.0	28.0		28.0	28.0
Actuated g/C Ratio	0.67	0.67		0.69	0.62			0.22	0.22		0.22	0.22
v/c Ratio	0.75	0.34		0.05	0.53			0.36	0.13		0.77	0.47
Control Delay	48.7	9.8		6.0	14.5			46.5	0.6		62.2	17.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	48.7	9.8		6.0	14.5			46.5	0.6		62.2	17.4
LOS	D	A		A	B			D	A		E	B
Approach Delay		14.5			14.4			32.7			43.3	
Approach LOS		B			B			C			D	
Stops (vph)	43	440		2	772			71	0		152	42
Fuel Used(gal)	2	14		0	29			1	0		4	1
CO Emissions (g/hr)	164	944		7	2059			93	6		255	97
NOx Emissions (g/hr)	32	184		1	401			18	1		50	19
VOC Emissions (g/hr)	38	219		2	477			22	1		59	22
Dilemma Vehicles (#)	0	42		0	56			0	0		0	0

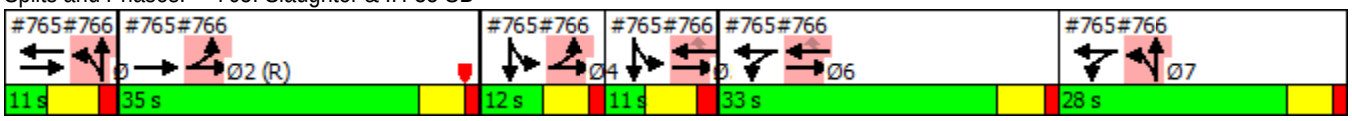
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 28 (22%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 760: Slaughter & Texas Oaks

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	959	396	259	1431	0	0	0	0	231	149	486
Future Volume (vph)	0	959	396	259	1431	0	0	0	0	231	149	486
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1472	0	282	1555	0	0	0	0	251	162	528
Turn Type		NA		Prot	NA					Split	NA	Free
Protected Phases		1 2		6 7	6 7 1					4 5	4 5	
Permitted Phases												Free
Detector Phase		1 2		6 7	6 7 1					4 5	4 5	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		39.0		55.0	66.0					17.0	17.0	130.0
Actuated g/C Ratio		0.30		0.42	0.51					0.13	0.13	1.00
v/c Ratio		0.97		0.38	0.87					1.09	0.35	0.33
Control Delay		46.4		16.1	10.3					136.3	53.9	0.6
Queue Delay		5.5		0.0	11.2					0.0	0.0	0.0
Total Delay		51.9		16.1	21.6					136.3	53.9	0.6
LOS		D		B	C					F	D	A
Approach Delay		51.9			20.7						46.0	
Approach LOS		D			C						D	
Stops (vph)		1349		91	828					192	132	0
Fuel Used(gal)		34		3	18					9	3	2
CO Emissions (g/hr)		2390		204	1290					596	213	160
NOx Emissions (g/hr)		465		40	251					116	41	31
VOC Emissions (g/hr)		554		47	299					138	49	37
Dilemma Vehicles (#)		3		0	72					0	0	0

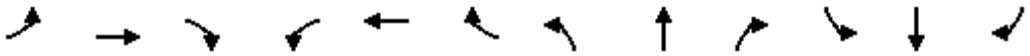
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 87 (67%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 37.1	Intersection LOS: D
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 765: Slaughter & IH-35 SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	7.0	5.0	4.0	7.0	7.0
Minimum Split (s)	11.0	13.0	11.0	11.0	13.0	13.0
Total Split (s)	11.0	35.0	12.0	11.0	33.0	28.0
Total Split (%)	8%	27%	9%	8%	25%	22%
Yellow Time (s)	5.0	4.5	4.5	5.0	4.5	4.5
All-Red Time (s)	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

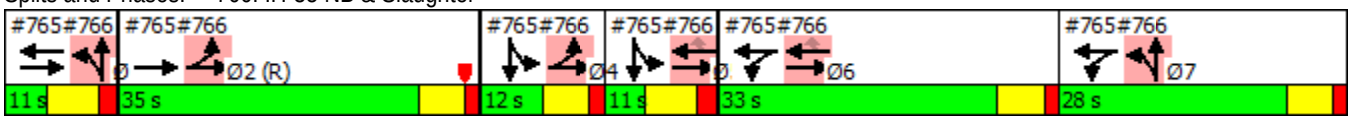
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	651	570	0	0	976	290	657	276	85	0	0	0
Future Volume (vph)	651	570	0	0	976	290	657	276	85	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	708	620	0	0	1061	315	364	742	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						5 6						
Detector Phase	2 4	2 4 5 6			5 6	5 6	1 7	1 7				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	41.0	85.0			37.0	37.0	32.0	32.0				
Actuated g/C Ratio	0.32	0.65			0.28	0.28	0.25	0.25				
v/c Ratio	0.65	0.27			1.05	0.54	0.92	0.92				
Control Delay	20.9	0.8			88.3	19.4	77.0	64.3				
Queue Delay	0.0	0.0			18.4	0.0	0.0	0.0				
Total Delay	20.9	0.8			106.7	19.4	77.0	64.3				
LOS	C	A			F	B	E	E				
Approach Delay		11.5			86.7			68.5				
Approach LOS		B			F			E				
Stops (vph)	355	36			864	104	297	617				
Fuel Used(gal)	10	3			54	10	9	16				
CO Emissions (g/hr)	666	182			3749	697	614	1133				
NOx Emissions (g/hr)	130	35			729	136	119	220				
VOC Emissions (g/hr)	154	42			869	162	142	262				
Dilemma Vehicles (#)	0	2			34	0	0	0				

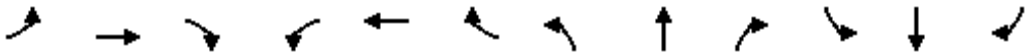
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 87 (67%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 55.2	Intersection LOS: E
Intersection Capacity Utilization 81.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 766: IH-35 NB & Slaughter



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	4.0	7.0	5.0	4.0	7.0	7.0
Minimum Split (s)	11.0	13.0	11.0	11.0	13.0	13.0
Total Split (s)	11.0	35.0	12.0	11.0	33.0	28.0
Total Split (%)	8%	27%	9%	8%	25%	22%
Yellow Time (s)	5.0	4.5	4.5	5.0	4.5	4.5
All-Red Time (s)	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

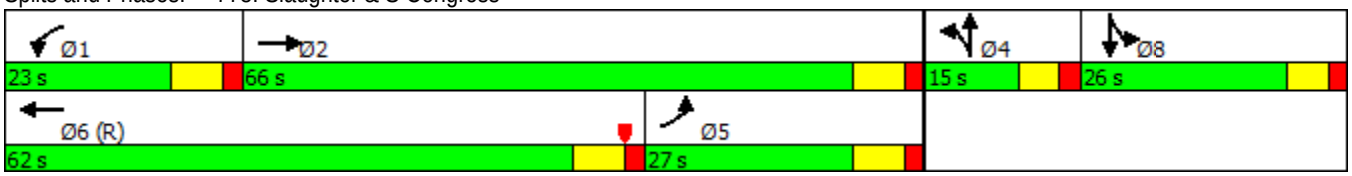
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	1143	70	30	1266	533	42	76	68	144	32	58
Future Volume (vph)	273	1143	70	30	1266	533	42	76	68	144	32	58
Peak Hour Factor	0.96	0.92	0.83	0.68	0.92	0.82	0.88	0.79	0.52	0.92	0.61	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	1326	0	44	2026	0	48	227	0	157	128	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Total Split (s)	27.0	66.0		23.0	62.0		15.0	15.0		26.0	26.0	
Total Split (%)	20.8%	50.8%		17.7%	47.7%		11.5%	11.5%		20.0%	20.0%	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	C-Max		Max	Max		Max	Max	
Act Effct Green (s)	20.0	59.0		16.0	55.0		9.0	9.0		20.0	20.0	
Actuated g/C Ratio	0.15	0.45		0.12	0.42		0.07	0.07		0.15	0.15	
v/c Ratio	1.04	0.58		0.20	0.96		0.20	0.66		0.30	0.43	
Control Delay	109.4	15.4		65.6	27.8		59.4	34.8		50.5	35.6	
Queue Delay	0.0	0.3		0.0	3.2		0.0	0.1		0.0	0.0	
Total Delay	109.4	15.7		65.6	31.0		59.4	34.9		50.5	35.6	
LOS	F	B		E	C		E	C		D	D	
Approach Delay		32.2			31.7			39.2			43.8	
Approach LOS		C			C			D			D	
Stops (vph)	239	1028		25	1370		39	60		126	50	
Fuel Used(gal)	10	23		1	33		1	2		3	1	
CO Emissions (g/hr)	727	1577		57	2331		58	121		203	96	
NOx Emissions (g/hr)	141	307		11	454		11	23		39	19	
VOC Emissions (g/hr)	168	365		13	540		13	28		47	22	
Dilemma Vehicles (#)	0	15		0	115		0	0		0	0	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 50 (38%), Referenced to phase 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

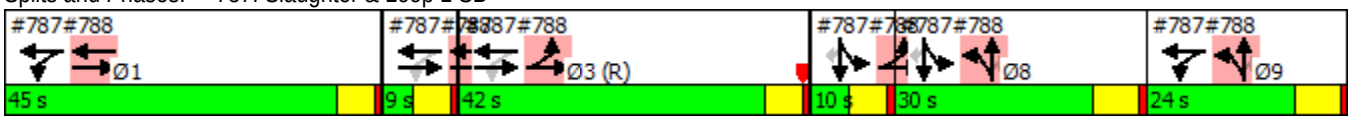
Splits and Phases: 778: Slaughter & S Congress



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1089	64	252	583	0	0	0	0	240	352	192
Future Volume (vph)	0	1089	64	252	583	0	0	0	0	240	352	192
Peak Hour Factor	0.92	0.85	0.57	0.80	0.86	0.92	0.92	0.92	0.92	0.85	0.85	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	0	1393	0	315	678	0	0	0	0	226	470	229
Turn Type		NA		D.P+P	NA					Split	NA	Perm
Protected Phases		2 3		1 9	1 2 3 9					4 8	4 8	
Permitted Phases				2 3								4 8
Detector Phase		2 3		1 9	1 2 3 9					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		45.5		109.0	114.5					34.5	34.5	34.5
Actuated g/C Ratio		0.28		0.68	0.72					0.22	0.22	0.22
v/c Ratio		0.97		0.42	0.27					0.65	0.65	0.44
Control Delay		65.3		3.3	0.5					67.2	62.0	8.6
Queue Delay		2.9		0.1	0.1					0.0	0.0	0.0
Total Delay		68.2		3.4	0.6					67.2	62.0	8.6
LOS		E		A	A					E	E	A
Approach Delay		68.2			1.5						50.1	
Approach LOS		E			A						D	
Stops (vph)		1069		23	12					174	360	19
Fuel Used(gal)		38		1	2					4	9	1
CO Emissions (g/hr)		2663		86	140					302	598	82
NOx Emissions (g/hr)		518		17	27					59	116	16
VOC Emissions (g/hr)		617		20	32					70	138	19
Dilemma Vehicles (#)		22		0	0					0	0	0

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 54 (34%), Referenced to phase 3:EBWB, Start of Red	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 787: Slaughter & Loop 1 SB



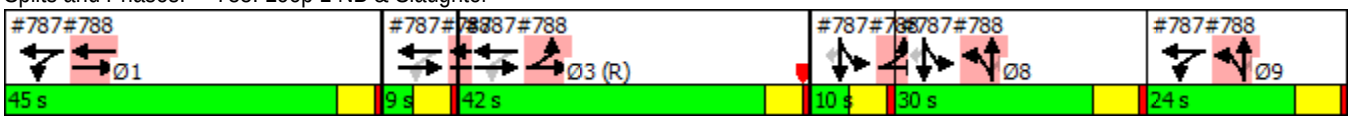
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	3	4	8	9
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	12.0	3.0	14.0	4.0	8.0	8.0
Minimum Split (s)	17.5	8.5	19.5	9.5	14.5	14.5
Total Split (s)	45.0	9.0	42.0	10.0	30.0	24.0
Total Split (%)	28%	6%	26%	6%	19%	15%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	728	635	0	0	805	1157	24	1152	345	0	0	0
Future Volume (vph)	728	635	0	0	805	1157	24	1152	345	0	0	0
Peak Hour Factor	0.91	0.78	0.92	0.92	0.85	0.85	0.67	0.89	0.63	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	800	814	0	0	947	1361	0	1330	548	0	0	0
Turn Type	Prot	NA			NA	Free	Split	NA	Perm			
Protected Phases	3 4	1 2 3 4			1 2		8 9	8 9				
Permitted Phases						Free			8 9			
Detector Phase	3 4	1 2 3 4			1 2		8 9	8 9	8 9			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	46.5	100.5			48.5	160.0		47.5	47.5			
Actuated g/C Ratio	0.29	0.63			0.30	1.00		0.30	0.30			
v/c Ratio	0.80	0.37			0.61	0.86		1.18	0.92			
Control Delay	25.6	9.1			49.8	6.4		138.1	59.1			
Queue Delay	5.1	0.5			0.0	0.0		0.0	0.0			
Total Delay	30.7	9.5			49.8	6.4		138.1	59.1			
LOS	C	A			D	A		F	E			
Approach Delay		20.0			24.2			115.1				
Approach LOS		C			C			F				
Stops (vph)	460	120			674	2		997	230			
Fuel Used(gal)	12	5			22	10		42	7			
CO Emissions (g/hr)	821	322			1547	667		2959	456			
NOx Emissions (g/hr)	160	63			301	130		576	89			
VOC Emissions (g/hr)	190	75			358	155		686	106			
Dilemma Vehicles (#)	0	2			25	0		0	0			

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 54 (34%), Referenced to phase 3:EBWB, Start of Red	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 788: Loop 1 NB & Slaughter



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	3	4	8	9
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	12.0	3.0	14.0	4.0	8.0	8.0
Minimum Split (s)	17.5	8.5	19.5	9.5	14.5	14.5
Total Split (s)	45.0	9.0	42.0	10.0	30.0	24.0
Total Split (%)	28%	6%	26%	6%	19%	15%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

Intersection Summary

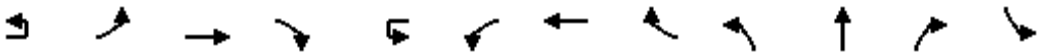
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	42	1253	17	41	1265	14	64	50	219	17	17
Future Volume (vph)	2	42	1253	17	41	1265	14	64	50	219	17	17
Peak Hour Factor	0.88	0.88	0.91	0.61	0.68	0.96	0.70	0.67	0.74	0.86	0.71	0.85
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	1405	0	60	1338	0	0	164	255	24	68
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	D.P+P	NA
Protected Phases	5	5	2		1	6			4		3	8
Permitted Phases	6	6			2			4		4	4	
Detector Phase	5	5	2		1	6		4	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	20.0		8.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0	11.0	26.0		11.0	26.0		14.0	14.0	14.0	10.0	14.0
Total Split (s)	12.0	12.0	83.0		12.0	83.0		25.0	25.0	25.0	10.0	35.0
Total Split (%)	9.2%	9.2%	63.8%		9.2%	63.8%		19.2%	19.2%	19.2%	7.7%	26.9%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Act Effct Green (s)		89.7	84.8		89.7	84.9			17.5	17.5	21.5	23.5
Actuated g/C Ratio		0.69	0.65		0.69	0.65			0.13	0.13	0.17	0.18
v/c Ratio		0.18	0.42		0.23	0.40			0.84	0.72	0.14	0.20
Control Delay		3.2	4.0		15.8	29.2			87.7	31.4	41.8	17.9
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0
Total Delay		3.2	4.0		15.8	29.2			87.7	31.4	41.8	17.9
LOS		A	A		B	C			F	C	D	B
Approach Delay			4.0			28.6			53.4			24.2
Approach LOS			A			C			D			C
Stops (vph)		5	191		27	1047			105	82	15	20
Fuel Used(gal)		1	17		1	35			3	3	0	1
CO Emissions (g/hr)		40	1208		65	2461			217	193	22	45
NOx Emissions (g/hr)		8	235		13	479			42	38	4	9
VOC Emissions (g/hr)		9	280		15	570			50	45	5	10
Dilemma Vehicles (#)		0	9		0	103			0	0	0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 34 (26%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 922: Slaughter & Francia Tr

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	44
Future Volume (vph)	44
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

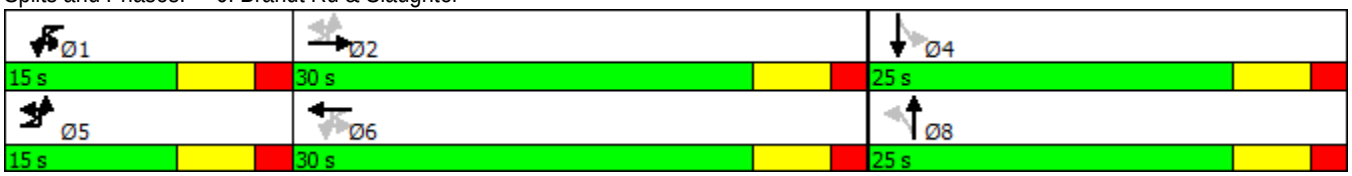
Intersection Summary



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	46	47	699	176	2	35	673	12	202	22	42	6
Future Volume (vph)	46	47	699	176	2	35	673	12	202	22	42	6
Confl. Peds. (#/hr)									42			
Peak Hour Factor	0.72	0.90	0.93	0.88	0.25	0.73	0.85	0.60	0.84	0.55	0.55	0.38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	952	0	0	56	812	0	0	356	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases	2	2			6	6			8			4
Detector Phase	5	5	2		1	1	6		8	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	11.0	11.0	30.0		11.0	11.0	30.0		15.0	15.0		15.0
Total Split (s)	15.0	15.0	30.0		15.0	15.0	30.0		25.0	25.0		25.0
Total Split (%)	21.4%	21.4%	42.9%		21.4%	21.4%	42.9%		35.7%	35.7%		35.7%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	Min		None	None	Min		None	None		None
Act Effct Green (s)		24.7	20.1			21.7	16.7			19.0		
Actuated g/C Ratio		0.42	0.34			0.37	0.28			0.32		
v/c Ratio		0.31	0.54			0.17	0.56			0.81		
Control Delay		10.6	15.7			9.4	19.9			38.6		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		10.6	15.7			9.4	19.9			38.6		
LOS		B	B			A	B			D		
Approach Delay			15.2				19.2			38.6		
Approach LOS			B				B			D		
Stops (vph)		46	575			20	528			191		
Fuel Used(gal)		3	33			1	13			4		
CO Emissions (g/hr)		222	2279			36	914			248		
NOx Emissions (g/hr)		43	443			7	178			48		
VOC Emissions (g/hr)		52	528			8	212			57		
Dilemma Vehicles (#)		0	63			0	46			0		

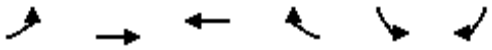
Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 58.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Brandt Rd & Slaughter



Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	8	44
Future Volume (vph)	8	44
Confl. Peds. (#/hr)		
Peak Hour Factor	0.67	0.85
Shared Lane Traffic (%)		
Lane Group Flow (vph)	80	0
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	15.0	
Total Split (s)	25.0	
Total Split (%)	35.7%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	19.0	
Actuated g/C Ratio	0.32	
v/c Ratio	0.15	
Control Delay	9.7	
Queue Delay	0.0	
Total Delay	9.7	
LOS	A	
Approach Delay	9.7	
Approach LOS	A	
Stops (vph)	22	
Fuel Used(gal)	0	
CO Emissions (g/hr)	22	
NOx Emissions (g/hr)	4	
VOC Emissions (g/hr)	5	
Dilemma Vehicles (#)	0	

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	559	475	69	46	37
Future Volume (vph)	39	559	475	69	46	37
Peak Hour Factor	0.75	0.92	0.93	0.86	0.72	0.84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	608	591	0	64	44
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0		5.0	5.0
Minimum Split (s)	11.0	21.0	21.0		20.0	20.0
Total Split (s)	26.0	67.0	67.0		32.0	32.0
Total Split (%)	20.8%	53.6%	53.6%		25.6%	25.6%
Yellow Time (s)	5.0	5.0	5.0		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	Max	Max		None	None
Act Effct Green (s)	68.4	65.8	65.8		7.7	7.7
Actuated g/C Ratio	0.76	0.73	0.73		0.09	0.09
v/c Ratio	0.08	0.24	0.23		0.43	0.25
Control Delay	3.0	6.0	5.8		48.6	15.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.0	6.0	5.8		48.6	15.9
LOS	A	A	A		D	B
Approach Delay		5.8	5.8		35.3	
Approach LOS		A	A		D	
Stops (vph)	10	184	175		42	11
Fuel Used(gal)	1	18	19		1	0
CO Emissions (g/hr)	82	1229	1358		57	20
NOx Emissions (g/hr)	16	239	264		11	4
VOC Emissions (g/hr)	19	285	315		13	5
Dilemma Vehicles (#)	0	26	25		0	0

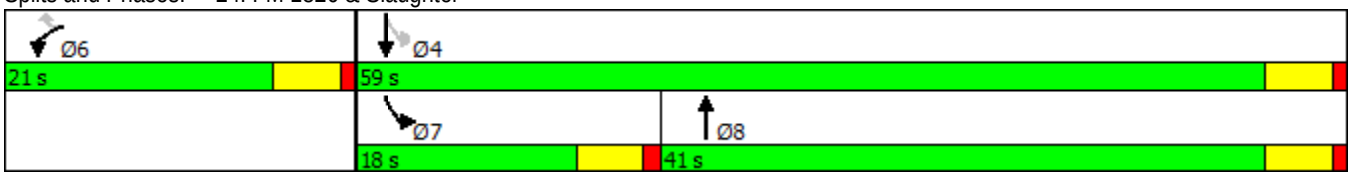
Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 90.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Slaughter & Barstow

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	176	328	166	117	469	330
Future Volume (vph)	176	328	166	117	469	330
Peak Hour Factor	0.85	0.89	0.85	0.79	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	369	343	0	510	359
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	6		8		7	4
Permitted Phases		6			4	
Detector Phase	6	6	8		7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	20.0	20.0	20.0		10.0	20.0
Total Split (s)	21.0	21.0	41.0		18.0	59.0
Total Split (%)	26.3%	26.3%	51.3%		22.5%	73.8%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	Max
Act Effct Green (s)	16.0	16.0	36.3		54.0	54.0
Actuated g/C Ratio	0.20	0.20	0.45		0.68	0.68
v/c Ratio	0.58	0.60	0.41		0.75	0.29
Control Delay	36.6	8.0	13.8		14.3	6.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	36.6	8.0	13.8		14.3	6.0
LOS	D	A	B		B	A
Approach Delay	18.3		13.8			10.8
Approach LOS	B		B			B
Stops (vph)	156	42	151		197	122
Fuel Used(gal)	8	10	4		5	3
CO Emissions (g/hr)	549	673	307		361	209
NOx Emissions (g/hr)	107	131	60		70	41
VOC Emissions (g/hr)	127	156	71		84	48
Dilemma Vehicles (#)	0	0	0		0	0

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

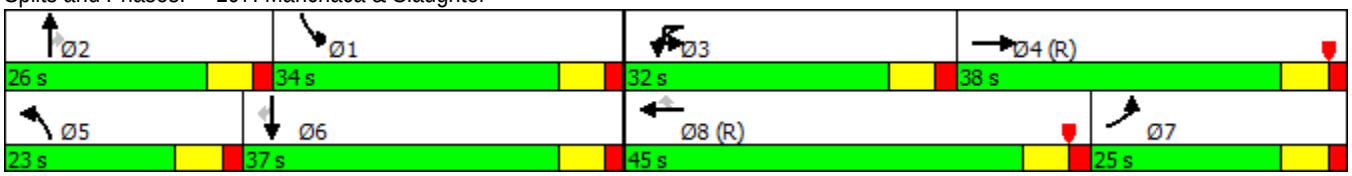
Splits and Phases: 24: FM 1826 & Slaughter



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	180	982	278	4	307	708	390	229	531	349	402	893
Future Volume (vph)	180	982	278	4	307	708	390	229	531	349	402	893
Peak Hour Factor	0.83	0.97	0.91	1.00	0.94	0.93	0.96	0.95	0.88	0.91	0.94	0.97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1317	0	0	331	761	406	241	603	384	428	921
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases							8			2		
Detector Phase	7	4		3	3	8	8	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	11.0	8.0		7.0	7.0	12.0	12.0	7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	17.5	14.5		13.5	13.5	18.5	18.5	13.5	20.5	20.5	13.5	20.5
Total Split (s)	25.0	38.0		32.0	32.0	45.0	45.0	23.0	26.0	26.0	34.0	37.0
Total Split (%)	19.2%	29.2%		24.6%	24.6%	34.6%	34.6%	17.7%	20.0%	20.0%	26.2%	28.5%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	18.5	31.6			25.4	38.5	38.5	16.5	19.5	19.5	27.5	30.5
Actuated g/C Ratio	0.14	0.24			0.20	0.30	0.30	0.13	0.15	0.15	0.21	0.23
v/c Ratio	0.86	1.07			0.96	0.73	0.54	1.08	1.14	0.81	1.14	1.11
Control Delay	65.9	72.6			83.2	30.5	7.3	134.5	131.9	30.0	137.6	111.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	72.6			83.2	30.5	7.3	134.5	131.9	30.0	137.6	111.5
LOS	E	E			F	C	A	F	F	C	F	F
Approach Delay		71.7				35.9			100.5			105.5
Approach LOS		E				D			F			F
Stops (vph)	153	1029			259	514	138	192	451	103	336	775
Fuel Used(gal)	5	33			13	21	8	10	22	6	18	34
CO Emissions (g/hr)	318	2317			892	1434	535	676	1549	438	1228	2406
NOx Emissions (g/hr)	62	451			174	279	104	131	301	85	239	468
VOC Emissions (g/hr)	74	537			207	332	124	157	359	101	285	558
Dilemma Vehicles (#)	0	60			0	40	0	0	0	0	0	0

Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 45 (35%), Referenced to phase 4:EBT and 8:WBT, Start of Red		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.14		
Intersection Signal Delay: 77.6	Intersection LOS: E	
Intersection Capacity Utilization 108.0%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 197: Manchaca & Slaughter



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	179
Future Volume (vph)	179
Peak Hour Factor	0.91
Shared Lane Traffic (%)	
Lane Group Flow (vph)	197
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	14.0
Minimum Split (s)	20.5
Total Split (s)	37.0
Total Split (%)	28.5%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	30.5
Actuated g/C Ratio	0.23
v/c Ratio	0.38
Control Delay	8.1
Queue Delay	0.0
Total Delay	8.1
LOS	A
Approach Delay	
Approach LOS	
Stops (vph)	23
Fuel Used(gal)	2
CO Emissions (g/hr)	168
NOx Emissions (g/hr)	33
VOC Emissions (g/hr)	39
Dilemma Vehicles (#)	0

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	30	1452	248	18	218	1453	23	136	0	108	13
Future Volume (vph)	3	30	1452	248	18	218	1453	23	136	0	108	13
Peak Hour Factor	0.75	0.75	0.89	0.84	0.50	0.96	0.96	0.57	0.92	0.92	0.69	0.46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	1926	0	0	263	1554	0	148	157	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
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)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0
Total Split (s)	10.0	10.0	76.0		21.0	21.0	87.0		33.0	33.0		33.0
Total Split (%)	7.7%	7.7%	58.5%		16.2%	16.2%	66.9%		25.4%	25.4%		25.4%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
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		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Act Effct Green (s)		76.0	71.0			92.0	84.0		28.0	28.0		
Actuated g/C Ratio		0.58	0.55			0.71	0.65		0.22	0.22		
v/c Ratio		0.21	0.70			0.96	0.47		0.50	0.36		
Control Delay		6.7	18.9			85.7	13.8		51.6	14.0		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		6.7	18.9			85.7	13.8		51.6	14.0		
LOS		A	B			F	B		D	B		
Approach Delay			18.6				24.2			32.2		
Approach LOS			B				C			C		
Stops (vph)		8	1376			212	489		119	25		
Fuel Used(gal)		1	47			8	18		3	1		
CO Emissions (g/hr)		42	3285			561	1270		184	61		
NOx Emissions (g/hr)		8	639			109	247		36	12		
VOC Emissions (g/hr)		10	761			130	294		43	14		
Dilemma Vehicles (#)		0	87			0	113		0	0		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 14 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 200: Bilbrook/Sugarberry & Slaughter

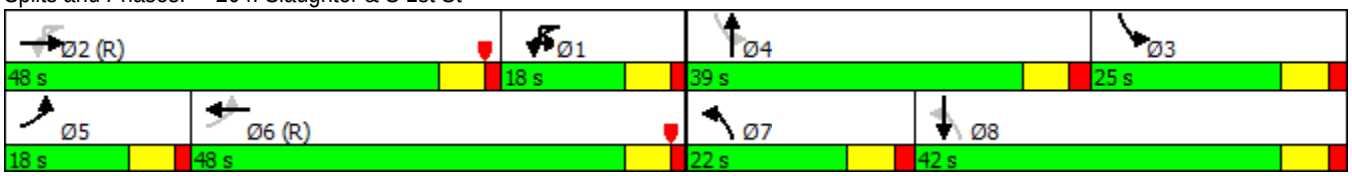
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	12
Future Volume (vph)	0	12
Peak Hour Factor	0.92	0.50
Shared Lane Traffic (%)		
Lane Group Flow (vph)	28	24
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	23.0	23.0
Total Split (s)	33.0	33.0
Total Split (%)	25.4%	25.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	28.0	28.0
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.13	0.06
Control Delay	43.2	0.2
Queue Delay	0.0	0.0
Total Delay	43.2	0.2
LOS	D	A
Approach Delay	23.4	
Approach LOS	C	
Stops (vph)	11	0
Fuel Used(gal)	0	0
CO Emissions (g/hr)	15	3
NOx Emissions (g/hr)	3	0
VOC Emissions (g/hr)	3	1
Dilemma Vehicles (#)	0	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	147	1281	252	8	118	1367	189	242	284	114	286	674
Future Volume (vph)	147	1281	252	8	118	1367	189	242	284	114	286	674
Peak Hour Factor	0.84	0.98	0.88	0.67	0.95	0.95	0.81	0.92	0.88	0.86	0.84	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	175	1593	0	0	136	1672	0	263	456	0	340	968
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases	6			2	2			8			4	
Detector Phase	5	2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	11.0	21.0		11.0	11.0	21.0		11.5	14.5		11.5	14.5
Total Split (s)	18.0	48.0		18.0	18.0	48.0		22.0	39.0		25.0	42.0
Total Split (%)	13.8%	36.9%		13.8%	13.8%	36.9%		16.9%	30.0%		19.2%	32.3%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		None	Min		None	Min
Act Effct Green (s)	54.0	42.0			54.0	42.4		51.0	21.6		51.0	35.5
Actuated g/C Ratio	0.42	0.32			0.42	0.33		0.39	0.17		0.39	0.27
v/c Ratio	0.82	0.98			0.62	1.02		0.98	0.76		0.71	1.01
Control Delay	52.3	43.7			40.8	55.7		86.6	54.6		49.3	77.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	52.3	43.7			40.8	55.7		86.6	54.6		49.3	77.5
LOS	D	D			D	E		F	D		D	E
Approach Delay		44.6				54.6			66.3			70.1
Approach LOS		D				D			E			E
Stops (vph)	114	1385			105	1286		162	336		294	753
Fuel Used(gal)	5	52			4	51		6	8		6	23
CO Emissions (g/hr)	353	3660			261	3541		448	584		436	1616
NOx Emissions (g/hr)	69	712			51	689		87	114		85	314
VOC Emissions (g/hr)	82	848			60	821		104	135		101	374
Dilemma Vehicles (#)	0	5			0	70		0	0		0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 57 (44%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 97.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 204: Slaughter & S 1st St



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	193
Future Volume (vph)	193
Peak Hour Factor	0.77
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	38	1655	15	5	15	1622	15	12	0	13	19	1
Future Volume (vph)	38	1655	15	5	15	1622	15	12	0	13	19	1
Peak Hour Factor	0.68	0.90	0.62	0.42	0.94	0.95	0.63	0.60	0.92	0.46	0.79	0.25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	1863	0	0	28	1731	0	20	28	0	24	4
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	6			2	2			4			8	
Detector Phase	5	2		1	1	6		4	4		8	8
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)	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0	23.0
Total Split (s)	17.0	87.0		12.0	12.0	82.0		31.0	31.0		31.0	31.0
Total Split (%)	13.1%	66.9%		9.2%	9.2%	63.1%		23.8%	23.8%		23.8%	23.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
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	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		Max	Max		Max	Max
Act Effct Green (s)	90.0	87.2			91.0	84.5		26.0	26.0		26.0	0.0
Actuated g/C Ratio	0.69	0.67			0.70	0.65		0.20	0.20		0.20	0.00
v/c Ratio	0.27	0.55			0.15	0.52		0.07	0.07		0.09	no cap
Control Delay	6.8	4.4			2.4	2.2		43.2	0.4		43.5	
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay	6.8	4.4			2.4	2.2		43.2	0.4		43.5	Error
LOS	A	A			A	A		D	A		D	F
Approach Delay		4.5				2.2			18.2			Err
Approach LOS		A				A			B			F
Stops (vph)	5	229			1	84		10	0		17	0
Fuel Used(gal)	1	22			0	13		0	0		0	0
CO Emissions (g/hr)	36	1540			11	915		13	2		26	0
NOx Emissions (g/hr)	7	300			2	178		2	0		5	0
VOC Emissions (g/hr)	8	357			3	212		3	0		6	0
Dilemma Vehicles (#)	0	81			0	39		0	0		0	0

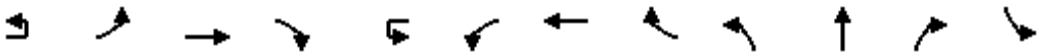
Intersection Summary		
Cycle Length: 130		
Actuated Cycle Length: 130		
Offset: 22 (17%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: Err		
Intersection Signal Delay: Err	Intersection LOS: F	
Intersection Capacity Utilization Err%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 271: Slaughter & United Kingdom

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Peak Hour Factor	0.83
Shared Lane Traffic (%)	
Lane Group Flow (vph)	48
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	23.0
Total Split (s)	31.0
Total Split (%)	23.8%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	26.0
Actuated g/C Ratio	0.20
v/c Ratio	0.13
Control Delay	8.5
Queue Delay	0.0
Total Delay	8.5
LOS	A
Approach Delay	
Approach LOS	
Stops (vph)	6
Fuel Used(gal)	0
CO Emissions (g/hr)	24
NOx Emissions (g/hr)	5
VOC Emissions (g/hr)	6
Dilemma Vehicles (#)	0

Intersection Summary

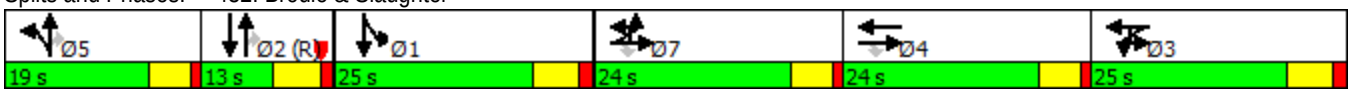
432: Brodie & Slaughter



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	12	163	950	449	15	261	649	222	285	333	133	401
Future Volume (vph)	12	163	950	449	15	261	649	222	285	333	133	401
Peak Hour Factor	0.75	0.91	0.95	0.88	0.75	0.92	0.97	0.99	0.93	0.86	0.88	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	1000	510	0	304	893	0	306	387	151	451
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Prot	NA	Perm	Prot
Protected Phases	7	7	4 7		3	3	3 4		5	5 2		1
Permitted Phases				4 7							5 2	
Detector Phase	7	7	4 7	4 7	3	3	3 4		5	5 2	5 2	1
Switch Phase												
Minimum Initial (s)	5.0	5.0			8.0	8.0			8.0			7.0
Minimum Split (s)	10.0	10.0			14.0	14.0			13.0			13.0
Total Split (s)	24.0	24.0			25.0	25.0			19.0			25.0
Total Split (%)	18.5%	18.5%			19.2%	19.2%			14.6%			19.2%
Yellow Time (s)	4.0	4.0			4.5	4.5			4.0			4.5
All-Red Time (s)	1.0	1.0			1.5	1.5			1.0			1.5
Lost Time Adjust (s)		0.0				0.0			0.0			0.0
Total Lost Time (s)		5.0				6.0			5.0			6.0
Lead/Lag	Lead	Lead							Lead			
Lead-Lag Optimize?												
Recall Mode	None	None			None	None			None			None
Act Effct Green (s)		19.0	43.0	43.0		18.0	42.0		14.0	28.0	28.0	19.0
Actuated g/C Ratio		0.15	0.33	0.33		0.14	0.32		0.11	0.22	0.22	0.15
v/c Ratio		0.76	0.85	0.72		0.64	0.79		0.83	0.51	0.32	0.90
Control Delay		61.7	27.9	9.5		52.0	36.5		75.8	48.0	7.6	76.5
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		61.7	27.9	9.5		52.0	36.5		75.8	48.0	7.6	76.5
LOS		E	C	A		D	D		E	D	A	E
Approach Delay			26.3				40.4			50.9		
Approach LOS			C				D			D		
Stops (vph)		151	773	203		268	799		265	289	15	369
Fuel Used(gal)		6	27	9		12	35		9	9	2	12
CO Emissions (g/hr)		444	1915	646		838	2414		638	606	127	847
NOx Emissions (g/hr)		86	372	126		163	470		124	118	25	165
VOC Emissions (g/hr)		103	444	150		194	559		148	140	29	196
Dilemma Vehicles (#)		0	51	0		0	24		0	0	0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:NBSB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 42.9	Intersection LOS: D
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 432: Brodie & Slaughter



Lane Group	SBT	SBR	Ø2	Ø4
Lane Configurations				
Traffic Volume (vph)	434	66		
Future Volume (vph)	434	66		
Peak Hour Factor	0.66	0.72		
Shared Lane Traffic (%)				
Lane Group Flow (vph)	750	0		
Turn Type	NA			
Protected Phases	1 2		2	4
Permitted Phases				
Detector Phase	1 2			
Switch Phase				
Minimum Initial (s)			6.0	8.0
Minimum Split (s)			12.0	13.0
Total Split (s)			13.0	24.0
Total Split (%)			10%	18%
Yellow Time (s)			4.5	4.0
All-Red Time (s)			1.5	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lag	Lag
Lead-Lag Optimize?				
Recall Mode			C-Max	None
Act Effct Green (s)	33.0			
Actuated g/C Ratio	0.25			
v/c Ratio	0.84			
Control Delay	55.6			
Queue Delay	0.0			
Total Delay	55.6			
LOS	E			
Approach Delay	63.4			
Approach LOS	E			
Stops (vph)	451			
Fuel Used(gal)	13			
CO Emissions (g/hr)	905			
NOx Emissions (g/hr)	176			
VOC Emissions (g/hr)	210			
Dilemma Vehicles (#)	0			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	818	41	11	18	995	88	37	18	34	102	17
Future Volume (vph)	76	818	41	11	18	995	88	37	18	34	102	17
Peak Hour Factor	0.77	0.94	0.85	0.69	0.64	0.91	0.92	0.66	0.90	0.65	0.85	0.71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	918	0	0	44	1189	0	56	72	0	120	240
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt	NA
Protected Phases	5	2		1	1	6			4		3	8
Permitted Phases								4			8	
Detector Phase	5	2		1	1	6		4	4		3	8
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)	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0	20.0
Total Split (s)	15.0	42.0		15.0	15.0	42.0		13.0	13.0		10.0	23.0
Total Split (%)	18.8%	52.5%		18.8%	18.8%	52.5%		16.3%	16.3%		12.5%	28.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
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
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		Max	Max		Max	None
Act Effct Green (s)	8.8	43.9			7.5	40.4		8.0	8.0		18.0	18.0
Actuated g/C Ratio	0.11	0.55			0.09	0.50		0.10	0.10		0.22	0.22
v/c Ratio	0.51	0.48			0.27	0.67		0.50	0.34		0.50	0.45
Control Delay	45.7	9.4			42.6	16.6		50.3	19.6		33.8	8.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	45.7	9.4			42.6	16.6		50.3	19.6		33.8	8.5
LOS	D	A			D	B		D	B		C	A
Approach Delay		12.9				17.5			33.0			16.9
Approach LOS		B				B			C			B
Stops (vph)	74	323			27	797		34	22		83	36
Fuel Used(gal)	3	19			1	22		1	1		2	2
CO Emissions (g/hr)	198	1345			58	1570		48	35		124	118
NOx Emissions (g/hr)	38	262			11	305		9	7		24	23
VOC Emissions (g/hr)	46	312			13	364		11	8		29	27
Dilemma Vehicles (#)	0	46			0	48		0	0		0	0

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 55 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 511: Slaughter & Beckett

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	175
Future Volume (vph)	175
Peak Hour Factor	0.81
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	27	1745	209	77	968	17	268	0	60	12	1
Future Volume (vph)	3	27	1745	209	77	968	17	268	0	60	12	1
Peak Hour Factor	0.75	0.61	0.95	0.66	0.80	0.85	0.96	0.66	0.92	0.80	0.50	0.25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1837	317	96	1157	0	0	406	75	24	24
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			4			8
Permitted Phases	2	2		2				4		4	8	
Detector Phase	5	5	2	2	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	5.0	20.0		10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	9.5	25.5	25.5	10.5	25.5		15.5	15.5	15.5	15.5	15.5
Total Split (s)	17.0	17.0	70.0	70.0	24.0	77.0		36.0	36.0	36.0	36.0	36.0
Total Split (%)	13.1%	13.1%	53.8%	53.8%	18.5%	59.2%		27.7%	27.7%	27.7%	27.7%	27.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5			5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max	C-Max	None	C-Max		Max	Max	Max	Max	Max
Act Effct Green (s)		77.3	70.6	70.6	12.4	78.6			30.5	30.5	30.5	30.5
Actuated g/C Ratio		0.59	0.54	0.54	0.10	0.60			0.23	0.23	0.23	0.23
v/c Ratio		0.17	0.96	0.35	0.57	0.54			0.94	0.16	0.42	0.06
Control Delay		9.0	41.3	11.3	84.0	6.9			78.8	2.8	67.4	18.0
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay		9.0	41.3	11.3	84.0	6.9			78.8	2.8	67.4	18.0
LOS		A	D	B	F	A			E	A	E	B
Approach Delay			36.3			12.8			66.9			42.7
Approach LOS			D			B			E			D
Stops (vph)		12	1461	71	76	243			238	2	12	6
Fuel Used(gal)		1	79	7	3	11			7	0	0	0
CO Emissions (g/hr)		70	5509	480	196	792			521	32	17	7
NOx Emissions (g/hr)		14	1072	93	38	154			101	6	3	1
VOC Emissions (g/hr)		16	1277	111	45	183			121	7	4	2
Dilemma Vehicles (#)		0	64	0	0	12			0	0	0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 14 (11%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 532: Bowie HS & Slaughter

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Peak Hour Factor	0.65
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	34	1184	4	4	27	862	81	17	11	6	77	19
Future Volume (vph)	34	1184	4	4	27	862	81	17	11	6	77	19
Peak Hour Factor	0.71	0.94	0.50	0.50	0.75	0.84	0.70	0.53	0.92	0.50	0.80	0.43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1268	0	0	44	1142	0	0	56	0	0	140
Turn Type	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	2			6	6			4			8	
Detector Phase	5	2		1	1	6		4	4		8	8
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	3.0	20.0		5.0	5.0		5.0	5.0
Minimum Split (s)	8.0	25.0		8.0	8.0	25.0		10.0	10.0		10.5	10.5
Total Split (s)	15.0	85.0		15.0	15.0	85.0		30.0	30.0		30.0	30.0
Total Split (%)	11.5%	65.4%		11.5%	11.5%	65.4%		23.1%	23.1%		23.1%	23.1%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0			5.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		Max	Max		Max	Max
Act Effct Green (s)	91.1	85.7			90.9	85.7			25.0			24.5
Actuated g/C Ratio	0.70	0.66			0.70	0.66			0.19			0.19
v/c Ratio	0.15	0.54			0.15	0.50			0.20			0.51
Control Delay	6.0	7.4			3.7	6.5			39.5			54.9
Queue Delay	0.0	0.0			0.0	0.0			0.0			0.0
Total Delay	6.0	7.4			3.7	6.5			39.5			54.9
LOS	A	A			A	A			D			D
Approach Delay		7.4				6.4			39.5			37.4
Approach LOS		A				A			D			D
Stops (vph)	7	190			4	320			24			85
Fuel Used(gal)	0	17			1	20			0			2
CO Emissions (g/hr)	34	1180			40	1385			33			134
NOx Emissions (g/hr)	7	230			8	269			6			26
VOC Emissions (g/hr)	8	274			9	321			8			31
Dilemma Vehicles (#)	0	78			0	25			0			0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 5 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 533: Slaughter & Curlew

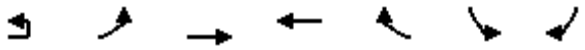
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Peak Hour Factor	0.86
Shared Lane Traffic (%)	
Lane Group Flow (vph)	92
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.5
Total Split (s)	30.0
Total Split (%)	23.1%
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	24.5
Actuated g/C Ratio	0.19
v/c Ratio	0.25
Control Delay	11.0
Queue Delay	0.0
Total Delay	11.0
LOS	B
Approach Delay	
Approach LOS	
Stops (vph)	14
Fuel Used(gal)	1
CO Emissions (g/hr)	39
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	9
Dilemma Vehicles (#)	0

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1453	336	77	968	93	113
Future Volume (vph)	1453	336	77	968	93	113
Peak Hour Factor	0.97	0.88	0.92	0.92	0.65	0.74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1880	0	84	1052	143	153
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	20.0		5.0	20.0	6.0	6.0
Minimum Split (s)	25.5		10.5	25.5	11.5	11.5
Total Split (s)	83.0		21.0	104.0	26.0	26.0
Total Split (%)	63.8%		16.2%	80.0%	20.0%	20.0%
Yellow Time (s)	4.5		4.5	4.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5	5.5	5.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Max	Max	Max
Act Effct Green (s)	85.1		98.5	98.5	20.5	20.5
Actuated g/C Ratio	0.65		0.76	0.76	0.16	0.16
v/c Ratio	0.83		0.51	0.39	0.51	0.40
Control Delay	9.3		38.4	1.0	57.5	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	9.3		38.4	1.0	57.5	10.6
LOS	A		D	A	E	B
Approach Delay	9.3			3.7	33.2	
Approach LOS	A			A	C	
Stops (vph)	245		72	41	85	16
Fuel Used(gal)	19		3	13	2	1
CO Emissions (g/hr)	1328		175	931	137	57
NOx Emissions (g/hr)	258		34	181	27	11
VOC Emissions (g/hr)	308		41	216	32	13
Dilemma Vehicles (#)	97		0	11	0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 542: Wolftrap & Slaughter



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	4	146	1332	885	95	335	258
Future Volume (vph)	4	146	1332	885	95	335	258
Peak Hour Factor	0.50	0.96	0.92	0.97	0.79	0.89	0.90
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	160	1448	1032	0	376	287
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	25.0	25.0		8.0	8.0
Minimum Split (s)	10.5	10.5	30.5	30.5		14.0	14.0
Total Split (s)	16.0	16.0	96.0	80.0		34.0	34.0
Total Split (%)	12.3%	12.3%	73.8%	61.5%		26.2%	26.2%
Yellow Time (s)	4.5	4.5	4.5	4.5		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5		6.0	6.0
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	C-Max		Max	Max
Act Effct Green (s)		90.5	90.5	75.8		28.0	28.0
Actuated g/C Ratio		0.70	0.70	0.58		0.22	0.22
v/c Ratio		0.45	0.59	0.51		0.99	0.54
Control Delay		9.8	20.0	10.2		93.8	12.8
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		9.8	20.0	10.2		93.8	12.8
LOS		A	B	B		F	B
Approach Delay			19.0	10.2		58.7	
Approach LOS			B	B		E	
Stops (vph)		62	1270	375		294	49
Fuel Used(gal)		4	49	12		11	3
CO Emissions (g/hr)		293	3420	833		739	203
NOx Emissions (g/hr)		57	665	162		144	40
VOC Emissions (g/hr)		68	793	193		171	47
Dilemma Vehicles (#)		0	5	2		0	0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 17 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 24.2	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 563: Slaughter & West Gate

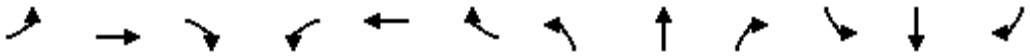
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	69	1417	124	4	142	1528	23	179	72	275	18
Future Volume (vph)	7	69	1417	124	4	142	1528	23	179	72	275	18
Peak Hour Factor	0.58	0.91	0.94	0.82	0.50	0.93	0.93	0.72	0.91	0.78	0.89	0.75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	1658	0	0	161	1675	0	197	401	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA		Perm
Protected Phases	5	5	2		1	1	6		7	4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		7	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0		5.0	5.0	15.0		5.0	8.0		8.0
Minimum Split (s)	12.0	12.0	22.0		12.0	12.0	22.0		11.0	14.0		14.0
Total Split (s)	21.0	21.0	82.0		27.0	27.0	88.0		16.0	41.0		25.0
Total Split (%)	14.0%	14.0%	54.7%		18.0%	18.0%	58.7%		10.7%	27.3%		16.7%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		7.0	7.0			7.0	7.0		6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		Min
Act Effct Green (s)		91.3	83.2			100.5	88.0		33.9	33.9		
Actuated g/C Ratio		0.61	0.55			0.67	0.59		0.23	0.23		
v/c Ratio		0.44	0.59			0.65	0.56		0.95	0.89		
Control Delay		16.8	23.8			45.1	13.0		103.7	62.8		
Queue Delay		0.0	0.0			0.0	0.6		0.0	0.0		
Total Delay		16.8	23.8			45.1	13.6		103.7	62.8		
LOS		B	C			D	B		F	E		
Approach Delay			23.4				16.4			76.3		
Approach LOS			C				B			E		
Stops (vph)		30	991			112	1342		139	245		
Fuel Used(gal)		2	37			3	28		5	7		
CO Emissions (g/hr)		105	2610			241	1987		376	517		
NOx Emissions (g/hr)		20	508			47	387		73	100		
VOC Emissions (g/hr)		24	605			56	461		87	120		
Dilemma Vehicles (#)		0	51			0	2		0	0		

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 30.5	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 570: Slaughter & Cullen

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	85	28
Future Volume (vph)	85	28
Peak Hour Factor	0.85	0.78
Shared Lane Traffic (%)		
Lane Group Flow (vph)	160	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	25.0	
Total Split (%)	16.7%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Recall Mode	Min	
Act Effct Green (s)	17.9	
Actuated g/C Ratio	0.12	
v/c Ratio	0.86	
Control Delay	98.9	
Queue Delay	0.0	
Total Delay	98.9	
LOS	F	
Approach Delay	98.9	
Approach LOS	F	
Stops (vph)	115	
Fuel Used(gal)	4	
CO Emissions (g/hr)	257	
NOx Emissions (g/hr)	50	
VOC Emissions (g/hr)	60	
Dilemma Vehicles (#)	0	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1555	102	40	926	6	79	2	31	5	2	3
Future Volume (vph)	0	1555	102	40	926	6	79	2	31	5	2	3
Peak Hour Factor	0.92	0.93	0.94	0.77	0.98	0.50	0.79	0.50	0.78	0.63	0.50	0.38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1781	0	52	957	0	0	104	40	0	20	0
Turn Type		NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases				6			4		4	8		
Detector Phase		2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)		25.0		7.0	25.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		30.5		12.5	30.5		10.5	10.5	10.5	10.5	10.5	
Total Split (s)		85.0		16.0	101.0		29.0	29.0	29.0	29.0	29.0	
Total Split (%)		65.4%		12.3%	77.7%		22.3%	22.3%	22.3%	22.3%	22.3%	
Yellow Time (s)		4.5		4.5	4.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5		5.5	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)		85.3		95.5	95.5			23.5	23.5		23.5	
Actuated g/C Ratio		0.66		0.73	0.73			0.18	0.18		0.18	
v/c Ratio		0.77		0.30	0.37			0.43	0.12		0.07	
Control Delay		4.3		22.7	2.6			53.6	4.2		32.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		4.3		22.7	2.6			53.6	4.2		32.0	
LOS		A		C	A			D	A		C	
Approach Delay		4.3			3.6			39.9			32.0	
Approach LOS		A			A			D			C	
Stops (vph)		330		23	108			72	2		7	
Fuel Used(gal)		14		1	12			2	0		0	
CO Emissions (g/hr)		1005		63	826			116	13		8	
NOx Emissions (g/hr)		196		12	161			23	2		2	
VOC Emissions (g/hr)		233		15	191			27	3		2	
Dilemma Vehicles (#)		4		0	17			0	0		0	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 2 (2%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 573: Lindshire & Slaughter

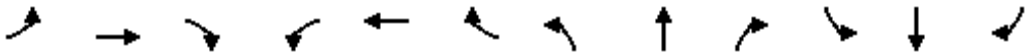
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	78	1946	4	11	1124	36	31	5	38	84	5
Future Volume (vph)	12	78	1946	4	11	1124	36	31	5	38	84	5
Peak Hour Factor	0.60	0.72	0.96	0.33	0.69	0.86	0.75	0.78	0.42	0.86	0.72	0.62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	2039	0	16	1355	0	0	96	0	0	125
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			8
Permitted Phases	2	2			6			4			8	
Detector Phase	5	5	2		1	6		4	4		8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0		4.0	20.0		5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	9.5	25.5		9.5	25.5		10.5	10.5		11.0	11.0
Total Split (s)	20.0	20.0	112.0		20.0	112.0		28.0	28.0		28.0	28.0
Total Split (%)	12.5%	12.5%	70.0%		12.5%	70.0%		17.5%	17.5%		17.5%	17.5%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0		2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.5	5.5		5.5	5.5			5.5			6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		Max	Max		Max	Max
Act Effct Green (s)		125.5	121.9		118.7	112.9			22.5			22.0
Actuated g/C Ratio		0.78	0.76		0.74	0.71			0.14			0.14
v/c Ratio		0.44	0.76		0.12	0.55			0.51			0.80
Control Delay		5.5	5.3		5.6	12.3			58.8			99.7
Queue Delay		0.0	0.1		0.0	0.0			0.0			0.0
Total Delay		5.5	5.4		5.6	12.3			58.8			99.7
LOS		A	A		A	B			E			F
Approach Delay			5.4			12.2			58.8			70.9
Approach LOS			A			B			E			E
Stops (vph)		8	355		3	527			52			81
Fuel Used(gal)		1	20		0	40			1			3
CO Emissions (g/hr)		58	1400		24	2797			93			199
NOx Emissions (g/hr)		11	272		5	544			18			39
VOC Emissions (g/hr)		13	324		6	648			22			46
Dilemma Vehicles (#)		0	63		0	36			0			0

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 87 (54%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 643: Slaughter & Sendera Mesa

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
Peak Hour Factor	0.83
Shared Lane Traffic (%)	
Lane Group Flow (vph)	88
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	28.0
Total Split (%)	17.5%
Yellow Time (s)	3.5
All-Red Time (s)	2.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	22.0
Actuated g/C Ratio	0.14
v/c Ratio	0.33
Control Delay	30.1
Queue Delay	0.0
Total Delay	30.1
LOS	C
Approach Delay	
Approach LOS	
Stops (vph)	29
Fuel Used(gal)	1
CO Emissions (g/hr)	76
NOx Emissions (g/hr)	15
VOC Emissions (g/hr)	18
Dilemma Vehicles (#)	0

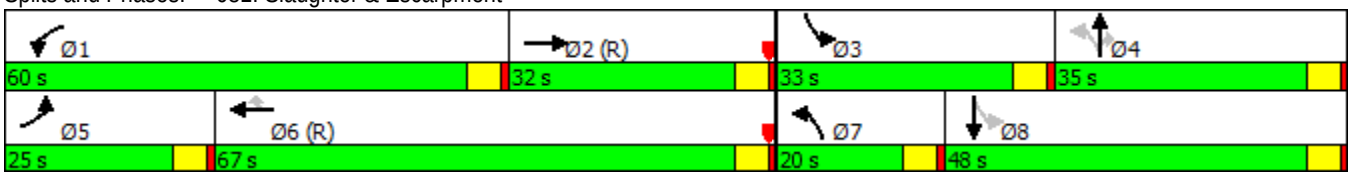
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	432	123	483	460	154	152	287	271	200	437	145
Future Volume (vph)	103	432	123	483	460	154	152	287	271	200	437	145
Peak Hour Factor	0.86	0.89	0.79	0.89	0.89	0.76	0.81	0.89	0.82	0.91	0.93	0.72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	641	0	543	517	203	188	322	330	220	671	0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	25.0	32.0		60.0	67.0	67.0	20.0	35.0	35.0	33.0	48.0	
Total Split (%)	15.6%	20.0%		37.5%	41.9%	41.9%	12.5%	21.9%	21.9%	20.6%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	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	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	Max	None	Max	
Act Effct Green (s)	15.7	29.9		52.1	66.3	66.3	53.4	38.6	38.6	61.0	43.2	
Actuated g/C Ratio	0.10	0.19		0.33	0.41	0.41	0.33	0.24	0.24	0.38	0.27	
v/c Ratio	0.69	0.98		0.94	0.35	0.26	0.90	0.38	0.52	0.54	1.37	
Control Delay	89.7	90.8		84.2	22.4	5.9	83.4	53.2	8.2	39.1	221.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	89.7	90.8		84.2	22.4	5.9	83.4	53.2	8.2	39.1	221.4	
LOS	F	F		F	C	A	F	D	A	D	F	
Approach Delay		90.6			46.3			42.3			176.4	
Approach LOS		F			D			D			F	
Stops (vph)	100	457		407	205	31	103	237	25	136	435	
Fuel Used(gal)	6	33		21	12	3	4	6	2	3	31	
CO Emissions (g/hr)	438	2299		1467	833	210	276	414	141	222	2172	
NOx Emissions (g/hr)	85	447		285	162	41	54	81	27	43	423	
VOC Emissions (g/hr)	102	533		340	193	49	64	96	33	51	503	
Dilemma Vehicles (#)	0	16		0	6	0	0	0	0	0	0	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 19 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 85.3	Intersection LOS: F
Intersection Capacity Utilization 99.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 681: Slaughter & Escarpment



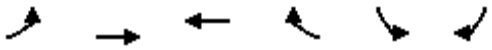
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	35	1620	22	6	33	1719	70	19	2	15	83
Future Volume (vph)	18	35	1620	22	6	33	1719	70	19	2	15	83
Peak Hour Factor	0.56	0.88	0.91	0.69	0.50	0.52	0.80	0.76	0.79	0.25	0.62	0.86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	1812	0	0	75	2241	0	0	56	0	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0		4.0	4.0	25.0		9.0	9.0		9.0
Minimum Split (s)	10.0	10.0	31.0		10.0	10.0	31.0		15.0	15.0		15.0
Total Split (s)	10.0	10.0	85.0		10.0	10.0	85.0		35.0	35.0		35.0
Total Split (%)	7.7%	7.7%	65.4%		7.7%	7.7%	65.4%		26.9%	26.9%		26.9%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Act Effct Green (s)		81.0	81.0			81.0	81.0			29.0		
Actuated g/C Ratio		0.62	0.62			0.62	0.62			0.22		
v/c Ratio		0.65	0.57			0.56	0.71			0.16		
Control Delay		50.9	13.8			27.5	10.6			26.9		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		50.9	13.8			27.5	10.6			26.9		
LOS		D	B			C	B			C		
Approach Delay			15.2				11.2			26.9		
Approach LOS			B				B			C		
Stops (vph)		48	492			18	1284			18		
Fuel Used(gal)		2	22			1	45			0		
CO Emissions (g/hr)		106	1542			69	3140			27		
NOx Emissions (g/hr)		21	300			13	611			5		
VOC Emissions (g/hr)		24	357			16	728			6		
Dilemma Vehicles (#)		0	131			0	47			0		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 11 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 701: Slaughter & Palace Pkwy

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	42
Future Volume (vph)	5	42
Peak Hour Factor	0.62	0.81
Shared Lane Traffic (%)		
Lane Group Flow (vph)	105	52
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0
Total Split (s)	35.0	35.0
Total Split (%)	26.9%	26.9%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.34	0.12
Control Delay	46.3	0.5
Queue Delay	0.0	0.0
Total Delay	46.3	0.5
LOS	D	A
Approach Delay	31.1	
Approach LOS	C	
Stops (vph)	73	0
Fuel Used(gal)	2	0
CO Emissions (g/hr)	126	19
NOx Emissions (g/hr)	25	4
VOC Emissions (g/hr)	29	5
Dilemma Vehicles (#)	0	0

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	139	1434	905	198	0	120	
Future Volume (vph)	139	1434	905	198	0	120	
Peak Hour Factor	0.70	0.98	0.92	0.95	0.92	0.81	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	199	1463	984	208	0	148	
Turn Type	D.P+P	NA	NA	Perm		Prot	
Protected Phases	4	4 6	2			8	6
Permitted Phases	2			2			
Detector Phase	4	4 6	2	2		8	
Switch Phase							
Minimum Initial (s)	5.0		12.0	12.0		5.0	12.0
Minimum Split (s)	10.0		17.0	17.0		9.0	14.0
Total Split (s)	18.0		112.0	112.0		18.0	112.0
Total Split (%)	13.8%		86.2%	86.2%		13.8%	86%
Yellow Time (s)	4.0		4.0	4.0		3.0	2.0
All-Red Time (s)	1.0		1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0		5.0	5.0		4.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		C-Max	C-Max		None	C-Max
Act Effct Green (s)	120.0	130.0	107.0	107.0		14.0	
Actuated g/C Ratio	0.92	1.00	0.82	0.82		0.11	
v/c Ratio	0.33	0.41	0.34	0.16		0.39	
Control Delay	1.2	0.3	2.6	0.8		3.1	
Queue Delay	0.0	0.0	0.2	0.0		0.0	
Total Delay	1.2	0.3	2.8	0.8		3.1	
LOS	A	A	A	A		A	
Approach Delay		0.4	2.5		3.1		
Approach LOS		A	A		A		
Stops (vph)	1	0	206	15		0	
Fuel Used(gal)	1	6	6	1		0	
CO Emissions (g/hr)	41	397	397	61		26	
NOx Emissions (g/hr)	8	77	77	12		5	
VOC Emissions (g/hr)	10	92	92	14		6	
Dilemma Vehicles (#)	0	0	5	0		0	

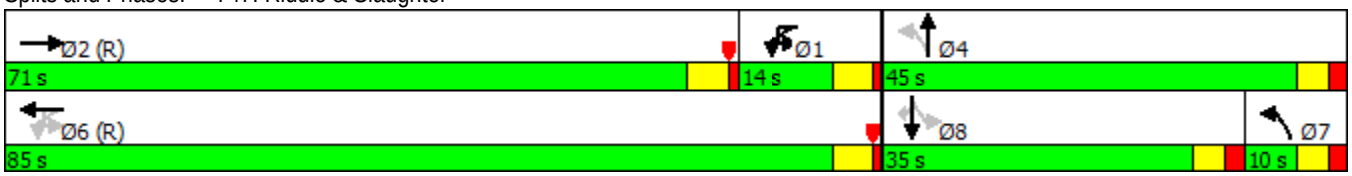
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 74 (57%), Referenced to phase 2:EBWB and 6:EBT, Start of Red	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 1.3	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 730: Slaughter & HEB

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1234	12	21	134	808	45	31	29	70	216	66
Future Volume (vph)	0	1234	12	21	134	808	45	31	29	70	216	66
Peak Hour Factor	0.92	0.98	0.60	0.75	0.84	0.96	0.87	0.86	0.60	0.88	0.93	0.66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1279	0	0	188	894	0	0	164	0	0	332
Turn Type		NA		pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA
Protected Phases		2		1	1	6		7	4			8
Permitted Phases				6	6			4			8	
Detector Phase		2		1	1	6		7	4		8	8
Switch Phase												
Minimum Initial (s)		20.0		6.0	6.0	20.0		5.0	10.0		10.0	10.0
Minimum Split (s)		25.0		11.0	11.0	25.0		10.0	15.0		15.0	15.0
Total Split (s)		71.0		14.0	14.0	85.0		10.0	45.0		35.0	35.0
Total Split (%)		54.6%		10.8%	10.8%	65.4%		7.7%	34.6%		26.9%	26.9%
Yellow Time (s)		4.0		4.0	4.0	4.0		3.0	3.0		3.0	3.0
All-Red Time (s)		1.0		1.0	1.0	1.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0			5.0	5.0			5.0			5.0
Lead/Lag		Lead		Lag	Lag			Lag			Lead	Lead
Lead-Lag Optimize?												
Recall Mode		C-Max		None	None	C-Max		None	Max		Max	Max
Act Effct Green (s)		66.0			80.0	80.0			40.0			40.0
Actuated g/C Ratio		0.51			0.62	0.62			0.31			0.31
v/c Ratio		0.71			0.79	0.41			0.38			0.90
Control Delay		22.9			56.8	9.3			29.9			72.0
Queue Delay		0.0			0.0	0.2			0.0			0.0
Total Delay		22.9			56.8	9.5			29.9			72.0
LOS		C			E	A			C			E
Approach Delay		22.9				17.7			29.9			49.5
Approach LOS		C				B			C			D
Stops (vph)		1106			124	261			78			246
Fuel Used(gal)		37			4	8			2			6
CO Emissions (g/hr)		2589			253	526			108			416
NOx Emissions (g/hr)		504			49	102			21			81
VOC Emissions (g/hr)		600			59	122			25			96
Dilemma Vehicles (#)		3			0	4			0			0

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 74 (57%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 747: Riddle & Slaughter



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	148
Future Volume (vph)	148
Peak Hour Factor	0.86
Shared Lane Traffic (%)	
Lane Group Flow (vph)	172
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	35.0
Total Split (%)	26.9%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	40.0
Actuated g/C Ratio	0.31
v/c Ratio	0.28
Control Delay	5.9
Queue Delay	0.0
Total Delay	5.9
LOS	A
Approach Delay	
Approach LOS	
Stops (vph)	15
Fuel Used(gal)	1
CO Emissions (g/hr)	35
NOx Emissions (g/hr)	7
VOC Emissions (g/hr)	8
Dilemma Vehicles (#)	0

Intersection Summary

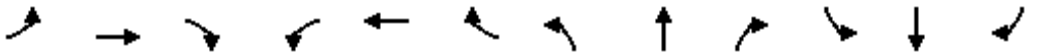
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	50	1544	34	5	55	1557	48	24	3	29	64
Future Volume (vph)	7	50	1544	34	5	55	1557	48	24	3	29	64
Peak Hour Factor	0.58	0.63	0.91	0.77	0.42	0.76	0.95	0.75	0.75	0.75	0.81	0.47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	1741	0	0	84	1703	0	0	36	36	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA	Perm	D.P+P
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases	2	2			6	6			4		4	4
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	23.0		10.0	10.0	23.0		10.0	10.0	10.0	10.0
Total Split (s)	19.0	19.0	76.0		14.0	14.0	71.0		11.0	21.0	21.0	19.0
Total Split (%)	14.6%	14.6%	58.5%		10.8%	10.8%	54.6%		8.5%	16.2%	16.2%	14.6%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	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	
Total Lost Time (s)		5.0	5.0			5.0	5.0			5.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	Max	Max	None
Act Effct Green (s)		71.0	71.0			71.1	71.1			35.0	35.0	
Actuated g/C Ratio		0.55	0.55			0.55	0.55			0.27	0.27	
v/c Ratio		0.51	0.63			0.40	0.62			0.10	0.07	
Control Delay		45.2	8.9			18.1	9.0			36.7	0.2	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		45.2	8.9			18.1	9.0			36.7	0.2	
LOS		D	A			B	A			D	A	
Approach Delay			10.7				9.4			18.5		
Approach LOS			B				A			B		
Stops (vph)		49	302			20	271			20	0	
Fuel Used(gal)		1	15			1	23			0	0	
CO Emissions (g/hr)		101	1058			77	1628			27	6	
NOx Emissions (g/hr)		20	206			15	317			5	1	
VOC Emissions (g/hr)		23	245			18	377			6	1	
Dilemma Vehicles (#)		0	20			0	75			0	0	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 10 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 760: Slaughter & Texas Oaks

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	7	97
Future Volume (vph)	7	97
Peak Hour Factor	0.35	0.69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	156	141
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	23.0	23.0
Total Split (s)	29.0	29.0
Total Split (%)	22.3%	22.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	35.0	35.0
Actuated g/C Ratio	0.27	0.27
v/c Ratio	0.43	0.27
Control Delay	43.6	6.8
Queue Delay	0.0	0.0
Total Delay	43.6	6.8
LOS	D	A
Approach Delay	26.2	
Approach LOS	C	
Stops (vph)	58	12
Fuel Used(gal)	1	1
CO Emissions (g/hr)	87	42
NOx Emissions (g/hr)	17	8
VOC Emissions (g/hr)	20	10
Dilemma Vehicles (#)	0	0

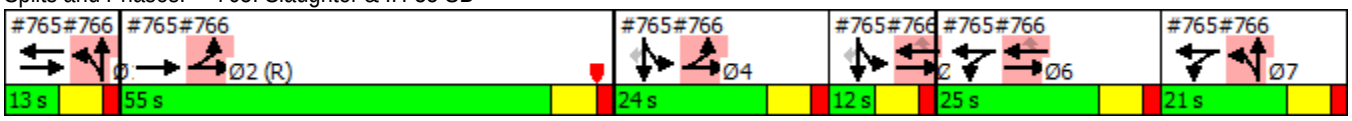
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1525	610	340	1061	0	0	0	0	308	510	668
Future Volume (vph)	0	1525	610	340	1061	0	0	0	0	308	510	668
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2321	0	370	1153	0	0	0	0	335	554	726
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		1 2		6 7	6 7 1					4 5	4 5	
Permitted Phases												4 5
Detector Phase		1 2		6 7	6 7 1					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		61.0		39.0	52.0					29.0	29.0	29.0
Actuated g/C Ratio		0.41		0.26	0.35					0.19	0.19	0.19
v/c Ratio		1.15		0.80	0.94					0.98	0.81	0.91
Control Delay		96.0		45.6	20.5					103.1	68.2	25.8
Queue Delay		0.0		0.9	46.1					0.0	0.0	14.7
Total Delay		96.0		46.5	66.7					103.1	68.2	40.5
LOS		F		D	E					F	E	D
Approach Delay		96.0			61.8						63.0	
Approach LOS		F			E						E	
Stops (vph)		1728		278	680					273	476	135
Fuel Used(gal)		71		8	17					9	12	7
CO Emissions (g/hr)		4930		548	1167					656	841	510
NOx Emissions (g/hr)		959		107	227					128	164	99
VOC Emissions (g/hr)		1143		127	270					152	195	118
Dilemma Vehicles (#)		63		0	83					0	0	0

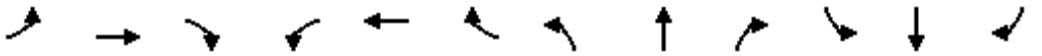
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 134 (89%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 76.7	Intersection LOS: E
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 765: Slaughter & IH-35 SB



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	7.0	7.0	3.0	5.0	7.0
Minimum Split (s)	12.0	14.0	14.0	10.0	12.0	14.0
Total Split (s)	13.0	55.0	24.0	12.0	25.0	21.0
Total Split (%)	9%	37%	16%	8%	17%	14%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

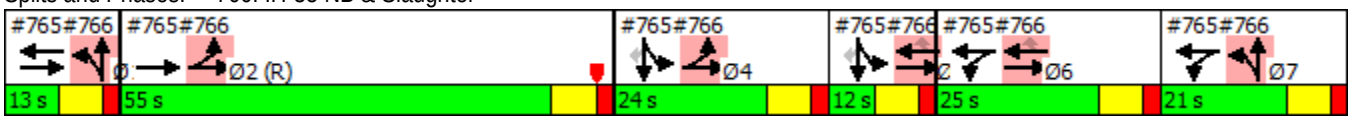
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	787	1028	0	0	715	178	628	93	111	0	0	0
Future Volume (vph)	787	1028	0	0	715	178	628	93	111	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	855	1117	0	0	777	193	341	564	0	0	0	0
Turn Type	Prot	NA			NA	Perm	Split	NA				
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						5 6						
Detector Phase	2 4	2 4 5 6			5 6	5 6	1 7	1 7				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	72.0	109.0			30.0	30.0	27.0	27.0				
Actuated g/C Ratio	0.48	0.73			0.20	0.20	0.18	0.18				
v/c Ratio	0.52	0.43			1.10	0.42	1.18	1.08dl				
Control Delay	10.1	0.7			118.4	11.0	162.3	86.3				
Queue Delay	1.3	2.0			0.5	0.0	0.3	3.0				
Total Delay	11.5	2.7			119.0	11.0	162.6	89.3				
LOS	B	A			F	B	F	F				
Approach Delay		6.5			97.5			116.9				
Approach LOS		A			F			F				
Stops (vph)	249	105			625	26	257	460				
Fuel Used(gal)	8	5			44	5	14	15				
CO Emissions (g/hr)	527	359			3042	372	948	1020				
NOx Emissions (g/hr)	103	70			592	72	185	198				
VOC Emissions (g/hr)	122	83			705	86	220	236				
Dilemma Vehicles (#)	0	1			21	0	0	0				

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 134 (89%), Referenced to phase 2:EBT, Start of Red	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 55.4	Intersection LOS: E
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	
dl Defacto Left Lane. Recode with 1 though lane as a left lane.	

Splits and Phases: 766: IH-35 NB & Slaughter



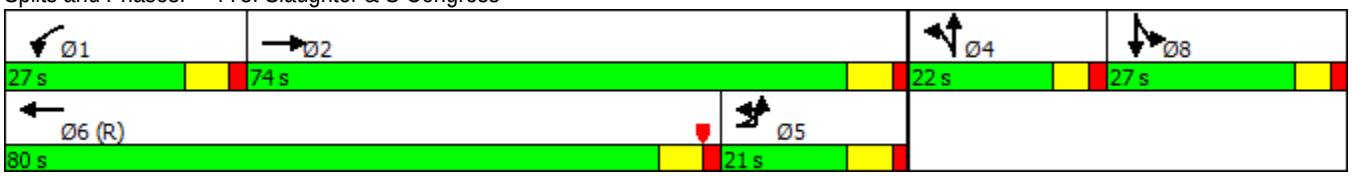
Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	7.0	7.0	3.0	5.0	7.0
Minimum Split (s)	12.0	14.0	14.0	10.0	12.0	14.0
Total Split (s)	13.0	55.0	24.0	12.0	25.0	21.0
Total Split (%)	9%	37%	16%	8%	17%	14%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	142	1458	95	75	1504	190	73	65	156	345	118
Future Volume (vph)	7	142	1458	95	75	1504	190	73	65	156	345	118
Peak Hour Factor	0.48	0.87	0.95	0.88	0.91	0.94	0.97	0.96	0.71	0.91	0.93	0.82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	1643	0	82	1796	0	76	263	0	371	311
Turn Type	Prot	Prot	NA		Prot	NA		Split	NA		Split	NA
Protected Phases	5	5	2		1	6		4	4		8	8
Permitted Phases												
Detector Phase	5	5	2		1	6		4	4		8	8
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)	12.0	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0
Total Split (s)	21.0	21.0	74.0		27.0	80.0		22.0	22.0		27.0	27.0
Total Split (%)	14.0%	14.0%	49.3%		18.0%	53.3%		14.7%	14.7%		18.0%	18.0%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max		Max	C-Max		Max	Max		Max	Max
Act Effct Green (s)		14.0	67.0		20.0	73.0		16.0	16.0		21.0	21.0
Actuated g/C Ratio		0.09	0.45		0.13	0.49		0.11	0.11		0.14	0.14
v/c Ratio		1.08	0.73		0.35	0.73		0.21	0.53		0.77	1.16
Control Delay		133.7	21.0		50.1	24.5		62.8	26.5		74.0	155.8
Queue Delay		0.0	4.3		0.0	48.3		0.0	0.1		0.0	0.0
Total Delay		133.7	25.3		50.1	72.9		62.8	26.6		74.0	155.8
LOS		F	C		D	E		E	C		E	F
Approach Delay			35.9			71.9			34.7			111.3
Approach LOS			D			E			C			F
Stops (vph)		124	855		59	1585		67	75		326	197
Fuel Used(gal)		6	25		2	34		2	2		9	11
CO Emissions (g/hr)		443	1743		123	2374		108	163		610	762
NOx Emissions (g/hr)		86	339		24	462		21	32		119	148
VOC Emissions (g/hr)		103	404		28	550		25	38		141	177
Dilemma Vehicles (#)		0	45		0	19		0	0		0	0

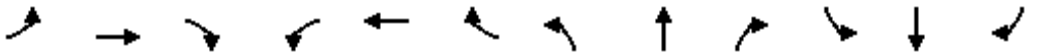
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 123 (82%), Referenced to phase 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 61.0	Intersection LOS: E
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 778: Slaughter & S Congress



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Peak Hour Factor	0.89
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	

Intersection Summary



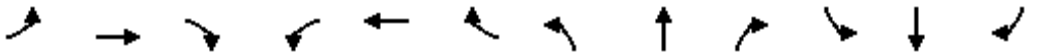
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	902	61	293	534	0	0	0	0	1146	1027	639
Future Volume (vph)	0	902	61	293	534	0	0	0	0	1146	1027	639
Peak Hour Factor	0.92	0.87	0.80	0.89	0.95	0.92	0.92	0.92	0.92	0.94	0.95	0.87
Shared Lane Traffic (%)										39%		
Lane Group Flow (vph)	0	1113	0	329	562	0	0	0	0	744	1556	734
Turn Type		NA		D.P+P	NA					Split	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases				1 2								4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		36.5		74.0	79.5					69.5	69.5	69.5
Actuated g/C Ratio		0.23		0.46	0.50					0.43	0.43	0.43
v/c Ratio		0.97		0.71	0.32					1.06	1.07	0.89
Control Delay		79.3		6.1	2.8					95.4	88.8	40.6
Queue Delay		33.0		4.3	3.0					0.0	0.0	0.0
Total Delay		112.2		10.4	5.8					95.4	88.8	40.6
LOS		F		B	A					F	F	D
Approach Delay		112.2			7.5						78.7	
Approach LOS		F			A						E	
Stops (vph)		908		176	276					605	1308	419
Fuel Used(gal)		35		3	5					20	39	10
CO Emissions (g/hr)		2428		241	375					1367	2755	700
NOx Emissions (g/hr)		472		47	73					266	536	136
VOC Emissions (g/hr)		563		56	87					317	638	162
Dilemma Vehicles (#)		37		0	0					0	0	0

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 99 (62%), Referenced to phase 6:WBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 73.5	Intersection LOS: E
Intersection Capacity Utilization 118.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 787: Slaughter & Loop 1 SB

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	1.0	3.0	4.0	1.0	12.0	5.0
Minimum Split (s)	6.5	8.5	9.5	6.5	17.5	10.0
Total Split (s)	11.0	31.0	64.0	11.0	23.0	20.0
Total Split (%)	7%	19%	40%	7%	14%	13%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	None	None	C-Max	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	1811	0	0	800	471	31	523	366	0	0	0
Future Volume (vph)	273	1811	0	0	800	471	31	523	366	0	0	0
Peak Hour Factor	0.86	0.96	0.92	0.92	0.88	0.88	0.78	0.91	0.96	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	1886	0	0	909	535	0	615	381	0	0	0
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases	5 6					5 6			1 7			
Detector Phase	2 4	2 4 5 6			5 6	5 6	1 7	1 7	1 7			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	118.0	123.5			28.5	28.5		25.5	25.5			
Actuated g/C Ratio	0.74	0.77			0.18	0.18		0.16	0.16			
v/c Ratio	0.16	0.69			1.00	0.83		1.09	1.06			
Control Delay	0.7	3.3			86.0	36.6		126.5	103.3			
Queue Delay	0.0	47.9			6.2	0.0		0.8	0.0			
Total Delay	0.7	51.2			92.2	36.6		127.3	103.3			
LOS	A	D			F	D		F	F			
Approach Delay		43.9			71.6			118.1				
Approach LOS		D			E			F				
Stops (vph)	16	807			735	241		484	211			
Fuel Used(gal)	1	17			29	10		19	10			
CO Emissions (g/hr)	75	1174			2006	683		1308	701			
NOx Emissions (g/hr)	15	228			390	133		254	136			
VOC Emissions (g/hr)	17	272			465	158		303	163			
Dilemma Vehicles (#)	0	0			23	0		0	0			

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 99 (62%), Referenced to phase 6:WBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 68.5	Intersection LOS: E
Intersection Capacity Utilization 118.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 788: Loop 1 NB & Slaughter

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	1.0	3.0	4.0	1.0	12.0	5.0
Minimum Split (s)	6.5	8.5	9.5	6.5	17.5	10.0
Total Split (s)	11.0	31.0	64.0	11.0	23.0	20.0
Total Split (%)	7%	19%	40%	7%	14%	13%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	None	None	C-Max	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Stops (vph)						
Fuel Used(gal)						
CO Emissions (g/hr)						
NOx Emissions (g/hr)						
VOC Emissions (g/hr)						
Dilemma Vehicles (#)						

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	26	1670	25	8	90	1624	48	101	30	61	31
Future Volume (vph)	5	26	1670	25	8	90	1624	48	101	30	61	31
Peak Hour Factor	0.62	0.72	0.95	0.45	0.67	0.90	0.95	0.80	0.72	0.98	0.85	0.70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	1814	0	0	112	1769	0	0	171	72	0
Turn Type	D.P+P	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA	Perm	D.P+P
Protected Phases	5	5	2		1	1	6			4		3
Permitted Phases	6	6			2	2			4		4	4
Detector Phase	5	5	2		1	1	6		4	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		8.0	8.0	8.0	4.0
Minimum Split (s)	11.0	11.0	26.0		11.0	11.0	26.0		14.0	14.0	14.0	10.0
Total Split (s)	19.0	19.0	75.0		20.0	20.0	76.0		25.0	25.0	25.0	10.0
Total Split (%)	14.6%	14.6%	57.7%		15.4%	15.4%	58.5%		19.2%	19.2%	19.2%	7.7%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5		4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5	1.5		2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0	6.0	
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Act Effct Green (s)		89.3	78.8			88.1	78.9			23.9	23.9	
Actuated g/C Ratio		0.69	0.61			0.68	0.61			0.18	0.18	
v/c Ratio		0.18	0.59			0.51	0.58			0.72	0.17	
Control Delay		7.1	10.5			19.4	17.9			66.1	0.8	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		7.1	10.5			19.4	17.9			66.1	0.8	
LOS		A	B			B	B			E	A	
Approach Delay			10.5				18.0			46.7		
Approach LOS			B				B			D		
Stops (vph)		7	799			36	991			121	0	
Fuel Used(gal)		0	32			2	38			3	0	
CO Emissions (g/hr)		33	2244			137	2621			208	18	
NOx Emissions (g/hr)		6	437			27	510			40	4	
VOC Emissions (g/hr)		8	520			32	608			48	4	
Dilemma Vehicles (#)		0	20			0	64			0	0	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 86 (66%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 922: Slaughter & Francia Tr

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	41	60
Future Volume (vph)	41	60
Peak Hour Factor	0.79	0.71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	96	85
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	35.0	35.0
Total Split (%)	26.9%	26.9%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	23.9	23.9
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.42	0.22
Control Delay	51.5	3.2
Queue Delay	0.0	0.0
Total Delay	51.5	3.2
LOS	D	A
Approach Delay	28.8	
Approach LOS	C	
Stops (vph)	62	2
Fuel Used(gal)	1	0
CO Emissions (g/hr)	102	25
NOx Emissions (g/hr)	20	5
VOC Emissions (g/hr)	24	6
Dilemma Vehicles (#)	0	0

Intersection Summary

Appendix C

Intersection LOS Summary
Tables for Existing Conditions

Slaughter Lane Corridor

Dealy, Level of Service (LOS) and Volume/Capacity (v/c) Ratio Results

Existing Conditions (AM Peak Period)

FM 1826								Int: 39 / D
Direction	EBL (ϕ)	EBT (ϕ)	WBL (ϕ6)	WBR (ϕ6)	NBL (ϕ)	NBT (ϕ8)	SBL (ϕ7)	SBT (ϕ4)
Delay			29.4	15		57.4	59	5.3
LOS			C	B		E	E	A
v/c			0.26	0.79		1.01	0.96	0.19

BARSTOW AVE								Int: 11 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4)	SBT (ϕ4)
Delay	4.6	5.5		13.2			28.3	8.7
LOS	A	A		B			C	A
v/c	0.12	0.31		0.59			0.44	0.25

ESCARPMENT BLVD								Int: 29 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ7)	NBT (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	79.4	29.7	79.4	27.4	23	21.8	18.6	22.1
LOS	E	C	E	C	C	C	B	C
v/c	0.89	0.78	0.89	0.57	0.67	0.44	0.42	0.53

BECKETT RD								Int: 20 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBL (ϕ8)	SBT (ϕ8)
Delay	91	13.1	52.7	13	42.6	25.9	34.6	21.1
LOS	F	B	D	B	D	C	C	C
v/c	0.94	0.58	0.21	0.53	0.26	0.38	0.47	0.3

MOPAC SBFR								Int: 43 / D
Direction	EBL (ϕ)	EBT (ϕ2, 3)	WBL (ϕ1, 9)	WBT (ϕ1, 2, 3, 9)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4, 8)	SBT (ϕ4, 8)
Delay		68.2	3.4	0.6			67.2	62
LOS		E	A	A			E	E
v/c		0.97	0.42	0.27			0.65	0.65

MOPAC NBFR								Int: 53 / D
Direction	EBL (ϕ3, 4)	EBT (ϕ1, 2, 3, 4)	WBL (ϕ)	WBL (ϕ1, 2)	NBL (ϕ)	NBT (ϕ8, 9)	SBL (ϕ)	SBT (ϕ)
Delay	30.7	9.5		24.2		115.1		
LOS	C	A		C		F		
v/c	0.8	0.37		0.61		1.18		

Existing Conditions (AM Peak Period)

SENDERA MESA DR								Int: 16 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	28.4	9.9	3.5	18.6		0.2		48.2
LOS	C	A	A	B		A		D
v/c	0.53	0.47	0.03	0.92		0.04		0.28

BOWIE HS								Int: 17 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	5.4	14.5	70.2	13.7		41.9		20.6
LOS	A	B	E	B		D		C
v/c	0.06	0.43	0.52	0.73		0.6		0.15

WOLFTRAP DR								Int: 5 / A
Direction	EBL (ϕ)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBR (ϕ4)	SBL (ϕ)	SBT (ϕ)
Delay		4	1.1	1.3	56.4	12		
LOS		A	A	A	E	B		
v/c		0.38	0.22	0.64	0.45	0.29		

BRODIE LN								Int: 74 / F
Direction	EBL (ϕ7)	EBT (ϕ4)	WBL (ϕ3)	WBT (ϕ4)	NBL (ϕ7)	NBT (ϕ2)	SBL (ϕ1)	SBT (ϕ2)
Delay	49.6	24.7	88.1	74.5	85.4	107.9	139.8	47.7
LOS	D	C	F	E	F	F	F	D
v/c	0.7	0.37	1.00	1.09	0.96	1.10	1.08	0.57

WEST GATE BLVD								Int:25 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4)	SBR (ϕ4)
Delay	108.9	7.2		22.7			46.5	14.3
LOS	F	A		C			D	B
v/c	1.08	0.28		0.95			0.18	0.43

LINDSHIRE LN								Int: 16 / B
Direction	EBL (ϕ)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay		3.9	2.3	3.6		111.5		49
LOS		A	A	A		F		D
v/c		0.34	0.08	0.66		1.03		0.07

Slaughter Lane Corridor

Dealy, Level of Service (LOS) and Volume/Capacity (v/c) Ratio Results

Existing Conditions (AM Peak Period)

CURLEW DR								Int: 22 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	6	1.6	6	18.1		57.5		117
LOS	A	A	A	B		E		F
v/c	0.25	0.26	0.01	0.6		0.61		0.98

RIDDLE RD								Int: 16 / B
Direction	EBL (ϕ)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT/L (ϕ8)
Delay		10.5	9.7	12.6		43.4		27.5
LOS		B	A	B		D		C
v/c		0.4	0.09	0.55		0.6		0.41

HEB SIGNAL								Int: 0.5 / A
Direction	EBL (ϕ4)	EBT (ϕ4/6)	WBL (ϕ)	WBT (ϕ2)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ)	SBR (ϕ8)
Delay	1.3	0.1		0				1.4
LOS	A	A		A				A
v/c	0.21	0.24		0.42				0.18

MANCHACA RD								Int: 71 / E
Direction	EBL (ϕ7)	EBT (ϕ4)	WBL (ϕ3)	WBT (ϕ8)	NBL (ϕ5)	NBT (ϕ2)	SBL (ϕ1)	SBT (ϕ6)
Delay	125.9	33	70.3	52.3	78.1	96.8	221.1	55.9
LOS	F	E	E	D	E	F	F	E
v/c	0.96	0.52	0.76	0.83	0.95	1.09	1.34	0.6

SUGARBERRY LN/ BILLBROOK PI								Int: 18 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBT/L (ϕ8)	SBR (ϕ8)
Delay	7.2	14	9.4	11.3	70	23.2	57.8	0.5
LOS	A	B	A	B	E	C	E	A
v/c	0.08	0.37	0.36	0.45	0.78	0.57	0.41	0.11

TEXAS OAKS DR								Int: 19 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBT/L (ϕ7)	NBR (ϕ4)	SBT/L (ϕ3)	SBR (ϕ8)
Delay	48.7	9.8	6	14.5	46.5	0.6	62.2	17.4
LOS	D	A	A	B	D	A	E	B
v/c	0.75	0.34	0.05	0.53	0.36	0.13	0.77	0.47

Existing Conditions (AM Peak Period)

UNITED KINGDOM DR/ TALLEY LN								Int: 15 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ7)	NBT (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	9.4	14.4	8.4	16.1	40.8	23.7	40.3	12.6
LOS	A	B	A	B	D	C	D	B
v/c	0.17	0.44	0.11	0.5	0.07	0.07	0.05	0.08

PALACE PKWY								Int: 11 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NB (ϕ4)	SBL (ϕ)	SB (ϕ8)
Delay	34.4	10.4	3.6	3.3		54.4		49.5
LOS	C	B	A	A		D		D
v/c	0.59	0.43	0.16	0.51		0.62		0.27

S. 1ST ST								Int: 39 / D
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ7)	NBT (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	71.8	29.7	14.2	22.8	44.2	58.1	67.6	50.5
LOS	E	C	B	C	D	E	E	D
v/c	0.96	0.7	0.3	0.89	0.65	0.95	0.85	0.65

SOUTHPARK MEADOWS DR/ FRANCIA TR								Int: 21 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBT/L (ϕ4)	NBR (ϕ4)	SBT/L (ϕ3)	SBR (ϕ8)
Delay	3.2	4	15.8	29.2	87.7	31.4	41.8	17.9
LOS	A	A	B	C	F	C	D	B
v/c	0.18	0.42	0.23	0.4	0.84	0.72	0.14	0.2

CULLEN LN								Int: 7 / A
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBL (ϕ)	SB (ϕ8)
Delay	7.9	4.4	1.4	1.5	65.5	45.8		47
LOS	A	A	A	A	E	D		D
v/c	0.39	0.43	0.22	0.4	0.45	0.69		0.53

S CONGRESS AVE								Int: 33 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NB (ϕ4) (SPLIT)		SBL (ϕ8)	
Delay	109.4	15.7	65.6	31	59.4	34.9	50.5	35.6
LOS	F	B	E	C	E	D	D	D
v/c	1.04	0.58	0.2	0.96	0.2	0.66	0.3	0.43

Slaughter Lane Corridor

Dealy, Level of Service (LOS) and Volume/Capacity (v/c) Ratio Results

Existing Conditions (AM Peak Period)								
IH-35 SBFR								Int: 37 / D
Direction	EBL (ϕ)	EBT (ϕ1, 2)	WBL (ϕ6, 7)	WBT (ϕ6, 7, 1)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4, 5)	SBT (ϕ4, 5)
Delay		51.9	16.1	21.6			136.3	53.9
LOS		D	B	C			F	D
v/c		0.97	0.38	0.87			1.09	0.35
IH-35 NBFR								Int: 55 / E
Direction	EBL (ϕ2, 4)	EBT (ϕ2, 4, 5, 6)	WBL (ϕ)	WBT (ϕ5, 6)	NBL (ϕ1, 7)	NBT (ϕ1, 7)	SBL (ϕ)	SBT (ϕ)
Delay	20.9	0.8		106.7	77	64.3		
LOS	C	A		F	E	E		
v/c	0.65	0.27		1.05	0.92	0.92		
BRANDT RD								Int: 27 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	16.9	16	12.7	20.2		87.6		12.3
LOS	B	B	B	C		F		B
v/c	0.58	0.41	0.5	0.6		1.05		0.3

Slaughter Lane Corridor

Dealy, Level of Service (LOS) and Volume/Capacity (v/c) Ratio Results

Existing Conditions (PM Peak Period)

FM 1826								Int: 14 / B
Direction	EBL (ϕ)	EBT (ϕ)	WBL (ϕ)	WBR (ϕ)	NBL (ϕ)	NBT (ϕ)	SBL	SBT
Delay			36.6	8		13.8	14.3	6
LOS			D	A		B	B	A
v/c			0.58	0.6		0.41	0.75	0.29

BARSTOW AVE								Int: 8 / A
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4)	SBT (ϕ4)
Delay	3	6		5.8			48.6	15.9
LOS	A	A		A			D	B
v/c	0.08	0.24		0.23			0.43	0.25

ESCARPMENT BLVD								Int: 85 / F
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ7)	NBT (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	89.7	90.8	84.2	22.4	83.4	53.2	39.1	221.4
LOS	F	F	F	C	F	D	D	F
v/c	0.69	0.98	0.94	0.35	0.9	0.38	0.54	1.37

BECKETT RD								Int: 17 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	45.7	9.4	42.6	17.5	50.3	19.6	33.8	8.5
LOS	D	A	D	B	D	B	C	A
v/c	0.51	0.48	0.27	0.67	0.5	0.34	0.5	0.45

MOPAC SBFR								Int: 74 / E
Direction	EBL (ϕ)	EBT (ϕ1, 2)	WBL (ϕ6, 7)	WBT (ϕ1, 2 6, 7)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4, 5)	SBT (ϕ4, 5)
Delay		112.2	10.4	5.8			95.4	88.8
LOS		F	B	A			F	F
v/c		0.97	0.71	0.32			1.06	1.07

MOPAC NBFR								Int: 69 / E
Direction	EBL (ϕ2, 4)	EBT (ϕ2, 4, 5, 6)	WBT (ϕ5, 6)	WBR (ϕ5, 6)	NB T/L (ϕ1, 7)	NBR (ϕ1, 7)	SBL (ϕ)	SBT (ϕ)
Delay	0.7	51.2	92.2	36.6	127.3	103.3		
LOS	A	D	F	D	F	F		
v/c	0.16	0.69	1.00	0.83	1.09	1.06		

Existing Conditions (PM Peak Period)

SENDERA MESA DR								Int: 13 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	5.5	5.4	5.6	12.3		58.8		70.9
LOS	A	A	A	B		E		E
v/c	0.44	0.76	0.12	0.55		0.51		0.8

BOWIE HS								Int: 33 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBT/L (ϕ4)	NBR (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	9	41.3	84	6.9	78.8	2.8	67.4	18
LOS	A	D	F	B	E	A	E	B
v/c	0.17	0.96	0.57	0.54	0.94	0.16	0.42	0.06

WOLFTRAP DR								Int: 10 / A
Direction	EBL (ϕ)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ)	NBL (ϕ4)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ)
Delay		9.3	38.4	1	57.5	10.6		
LOS		A	D	A	E	B		
v/c		0.83	0.51	0.39	0.51	0.4		

BRODIE LN								Int: 43 / D
Direction	EBL (ϕ7)	EBT (ϕ4)	WBL (ϕ3)	WBT (ϕ4)	NBL (ϕ5)	NBT (ϕ2)	SBL (ϕ1)	SBT (ϕ2)
Delay	61.7	27.9	52	36.5	75.8	48	76.5	55.6
LOS	E	C	D	D	E	D	E	E
v/c	0.76	0.85	0.64	0.79	0.83	0.51	0.9	0.84

WEST GATE BLVD								Int: 24 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4)	SBR (ϕ4)
Delay	9.8	20		10.2			93.8	12.8
LOS	A	B		B			F	B
v/c	0.45	0.59		0.51			0.99	0.54

LINDSHIRE LN								Int: 6 / A
Direction	EBL (ϕ)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay		4.3	22.7	3.6		53.6		32
LOS		A	C	A		D		C
v/c		0.77	0.3	0.37		0.43		0.07

Slaughter Lane Corridor

Dealy, Level of Service (LOS) and Volume/Capacity (v/c) Ratio Results

Existing Conditions (PM Peak Period)

CURLEW DR								Int: 10 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	6	7.4	3.7	6.5		39.5		54.9
LOS	A	A	A	A		D		D
v/c	0.15	0.54	0.15	0.5		0.2		0.51

RIDDLE RD								Int: 26 / C
Direction	EBL (ϕ)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT/L (ϕ8)
Delay		22.9	56.8	9.5		29.9		72
LOS		C	E	A		C		E
v/c		0.71	0.79	0.41		0.38		0.9

HEB SIGNAL								Int: 1.3 / A
Direction	EBL (ϕ4)	EBT (ϕ4/6)	WBL (ϕ)	WBT (ϕ2)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ)	SBR (ϕ8)
Delay	1.2	0.3		2.5				3.1
LOS	A	A		A				A
v/c	0.33	0.41		0.34				0.39

MANCHACA RD								Int: 78 / E
Direction	EBL (ϕ7)	EBT (ϕ4)	WBL (ϕ3)	WBT (ϕ8)	NBL (ϕ5)	NBT (ϕ2)	SBL (ϕ1)	SBT (ϕ6)
Delay	65.9	72.6	83.2	30.5	134.5	131.9	137.6	111.5
LOS	E	E	F	D	F	F	F	F
v/c	0.86	1.07	0.96	0.73	1.08	1.14	1.14	1.11

SUGARBERRY/ BILLBROOK PI								Int: 22 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBT/L (ϕ8)	SBR (ϕ8)
Delay	6.7	18.9	85.7	13.8	51.6	14	43.2	0.2
LOS	A	B	F	C	D	B	D	A
v/c	0.21	0.7	0.96	0.47	0.5	0.36	0.13	0.06

TEXAS OAKS DR								Int: 11 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBT/L (ϕ7)	NBR (ϕ4)	SBT/L (ϕ3)	SBR (ϕ8)
Delay	45.2	8.9	18.1	9	36.7	0.2	43.6	6.8
LOS	D	A	B	A	D	A	D	A
v/c	0.51	0.63	0.4	0.62	0.1	0.07	0.43	0.27

Existing Conditions (PM Peak Period)

UNITED KINGDOM DR/ TALLEY LN								Int: 4 / A
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBL (ϕ8)	SBR (ϕ8)
Delay	6.8	4.4	2.4	2.2	43.2	0.4	43.5	8.5
LOS	A	A	A	A	D	A	D	A
v/c	0.27	0.55	0.15	0.5	0.07	0.07	0.09	0.13

PALACE PKWY								Int: 14 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NB (ϕ4)	SBL (ϕ)	SB (ϕ8)
Delay	50.9	13.8	27.5	10.6		26.9		46.3
LOS	D	B	C	B		C		D
v/c	0.65	0.57	0.56	0.71		0.16		0.34

S. 1ST ST								Int: 57 / E
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ7)	NBT (ϕ4)	SBL (ϕ3)	SBT (ϕ8)
Delay	52.3	43.7	40.8	55.7	86.6	54.6	49.3	77.5
LOS	D	D	D	E	F	E	D	E
v/c	0.82	0.98	0.62	1.02	0.98	0.76	0.71	1.01

SOUTHPARK MEADOWS DR/ FRANCIA TR								Int: 17 / B
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBT/L (ϕ4)	NBR (ϕ4)	SBT/L (ϕ3)	SBR (ϕ8)
Delay	7.1	10.5	19.4	17.9	66.1	0.8	51.5	3.2
LOS	A	B	B	B	E	A	D	A
v/c	0.18	0.59	0.51	0.58	0.72	0.17	0.42	0.22

CULLEN LN								Int: 31 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ4)	NBT (ϕ4)	SBL (ϕ)	SB (ϕ8)
Delay	16.8	23.8	45.1	13.6	103.7	62.8		98.9
LOS	B	C	D	B	F	E		F
v/c	0.44	0.59	0.65	0.56	0.95	0.89		0.86

S CONGRESS AVE								Int: 62 / E
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NB (ϕ4) (SPLIT)		SBL (ϕ8)	
Delay	133.7	25.3	50.1	72.9	62.8	26.6	74	155.8
LOS	F	D	D	E	E	C	E	F
v/c	1.08	0.73	0.35	0.73	0.21	0.53	0.77	1.16

Slaughter Lane Corridor

Dealy, Level of Service (LOS) and Volume/Capacity (v/c) Ratio Results

Existing Conditions (PM Peak Period)

IH-35 SBFR								Int: 77 / E
Direction	EBL (ϕ)	EBT (ϕ1, 2)	WBL (ϕ6, 7)	WBT (ϕ6, 7, 1)	NBL (ϕ)	NBT (ϕ)	SBL (ϕ4, 5)	SBT (ϕ4, 5)
Delay		96	46.5	66.7			103.1	68.2
LOS		F	D	E			F	E
v/c		1.15	0.8	0.94			0.98	0.81

IH-35 NBFR								Int: 55 / E
Direction	EBL (ϕ2, 4)	EBT (ϕ2, 4, 5, 6)	WBL (ϕ)	WBT (ϕ5, 6)	NBL (ϕ1, 7)	NBT (ϕ1, 7)	SBL (ϕ)	SBT (ϕ)
Delay	11.3	6.5		97.4	162.5	108.9		
LOS	B	A		F	F	F		
v/c	0.52	0.43		1.1	1.18	1.13		

BRANDT RD								Int: 20 / C
Direction	EBL (ϕ5)	EBT (ϕ2)	WBL (ϕ1)	WBT (ϕ6)	NBL (ϕ)	NBT (ϕ4)	SBL (ϕ)	SBT (ϕ8)
Delay	10.6	15.7	9.4	19.9		38.6		9.7
LOS	B	B	A	B		D		A
v/c	0.31	0.54	0.17	0.56		0.81		0.15

Appendix D

Syncrho Output for Proposed Conditions

1: Brandt Rd & Slaughter

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	118	18	479	119	46	53	970	18	247	8	43	32
Future Volume (vph)	118	18	479	119	46	53	970	18	247	8	43	32
Peak Hour Factor	0.74	0.64	0.81	0.88	0.48	0.46	0.93	0.75	0.78	0.50	0.83	0.73
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases	2	2		2	6	6			8			4
Detector Phase	5	5	2	2	1	1	6		8	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	11.0	11.0	20.0	20.0	11.0	11.0	20.0		20.0	20.0		20.0
Total Split (s)	15.0	15.0	30.0	30.0	15.0	15.0	30.0		25.0	25.0		25.0
Total Split (%)	21.4%	21.4%	42.9%	42.9%	21.4%	21.4%	42.9%		35.7%	35.7%		35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0			6.0		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	Max	Max	None	None	Max		None	None		None
Act Effct Green (s)		31.7	24.0	24.0		32.2	24.3			19.0		
Actuated g/C Ratio		0.46	0.35	0.35		0.47	0.35			0.28		
v/c Ratio		0.58	0.48	0.21		0.48	0.60			1.05		
Control Delay		16.9	19.4	4.1		12.1	20.2			87.6		
Queue Delay		0.0	0.0	0.0		0.0	0.0			0.0		
Total Delay		16.9	19.4	4.1		12.1	20.2			87.6		
LOS		B	B	A		B	C			F		
Approach Delay			16.6				18.8			87.6		
Approach LOS			B				B			F		

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 69	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Brandt Rd & Slaughter

1: Brandt Rd & Slaughter

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	12	65
Future Volume (vph)	12	65
Peak Hour Factor	0.60	0.85
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	20.0	
Total Split (s)	25.0	
Total Split (%)	35.7%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	19.0	
Actuated g/C Ratio	0.28	
v/c Ratio	0.30	
Control Delay	12.3	
Queue Delay	0.0	
Total Delay	12.3	
LOS	B	
Approach Delay	12.3	
Approach LOS	B	

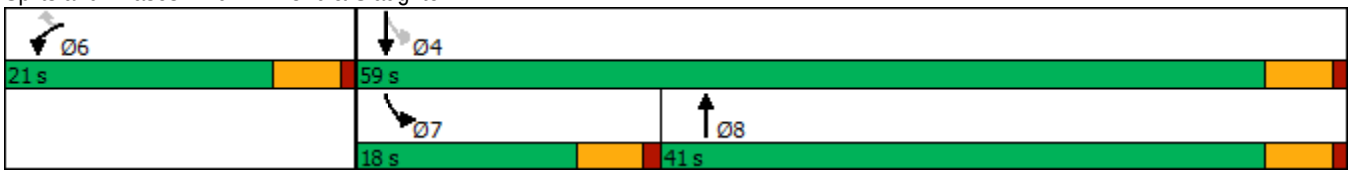
Intersection Summary

6: FM 1826 & Slaughter

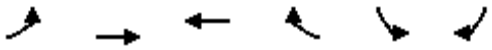
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	333	337	201	299	148
Future Volume (vph)	37	333	337	201	299	148
Peak Hour Factor	0.40	0.59	0.71	0.56	0.82	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	6		8		7	4
Permitted Phases		6			4	
Detector Phase	6	6	8		7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	20.0	20.0	20.0		10.0	20.0
Total Split (s)	21.0	21.0	41.0		18.0	59.0
Total Split (%)	26.3%	26.3%	51.3%		22.5%	73.8%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	Max
Act Effct Green (s)	16.0	16.0	36.0		54.0	54.0
Actuated g/C Ratio	0.20	0.20	0.45		0.68	0.68
v/c Ratio	0.26	0.79	1.01		0.96	0.19
Control Delay	29.4	15.0	57.4		59.0	5.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	29.4	15.0	57.4		59.0	5.3
LOS	C	B	E		E	A
Approach Delay	17.0		57.4			37.7
Approach LOS	B		E			D

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: FM 1826 & Slaughter



24: Slaughter & Barstow Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	448	476	55	90	42
Future Volume (vph)	29	448	476	55	90	42
Peak Hour Factor	0.60	0.68	0.54	0.47	0.63	0.46
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	5.0		5.0	5.0
Minimum Split (s)	10.0	21.0	20.0		20.0	20.0
Total Split (s)	15.0	95.0	80.0		25.0	25.0
Total Split (%)	12.5%	79.2%	66.7%		20.8%	20.8%
Yellow Time (s)	4.0	5.0	5.0		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0		6.2	6.2
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	Min	Min		None	None
Act Effct Green (s)	33.7	32.7	26.1		8.8	8.8
Actuated g/C Ratio	0.62	0.60	0.48		0.16	0.16
v/c Ratio	0.12	0.31	0.59		0.44	0.25
Control Delay	4.6	5.5	13.2		28.3	8.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	4.6	5.5	13.2		28.3	8.7
LOS	A	A	B		C	A
Approach Delay		5.5	13.2		20.7	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 38.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Slaughter & Barstow Ave

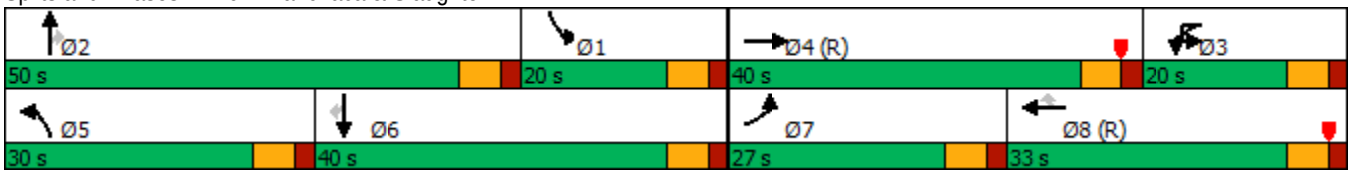
197: Manchaca & Slaughter

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	159	448	95	2	164	760	555	400	1032	282	229	265
Future Volume (vph)	159	448	95	2	164	760	555	400	1032	282	229	265
Peak Hour Factor	0.81	0.92	0.82	0.92	0.76	0.94	0.96	0.91	0.88	0.88	0.74	0.78
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases							8			2		
Detector Phase	7	4		3	3	8	8	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	11.0	8.0		7.0	7.0	12.0	12.0	7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	17.0	14.0		13.0	13.0	18.0	18.0	13.0	20.0	20.0	13.0	20.0
Total Split (s)	27.0	40.0		20.0	20.0	33.0	33.0	30.0	50.0	50.0	20.0	40.0
Total Split (%)	20.8%	30.8%		15.4%	15.4%	25.4%	25.4%	23.1%	38.5%	38.5%	15.4%	30.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	13.1	34.0			14.0	34.9	34.9	21.2	44.0	44.0	14.0	36.8
Actuated g/C Ratio	0.10	0.26			0.11	0.27	0.27	0.16	0.34	0.34	0.11	0.28
v/c Ratio	0.57	0.46			0.59	0.85	0.92	0.79	0.94	0.49	0.84	0.34
Control Delay	85.5	30.4			62.4	55.1	45.2	62.8	56.1	17.5	76.8	38.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	30.4			62.4	55.1	45.2	62.8	56.1	17.5	76.8	38.7
LOS	F	C			E	E	D	E	E	B	E	D
Approach Delay		43.9				52.5			51.2			46.8
Approach LOS		D				D			D			D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 124 (95%), Referenced to phase 4:EBT and 8:WBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 49.8 — Intersection LOS: D
Intersection Capacity Utilization 87.1% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 197: Manchaca & Slaughter



197: Manchaca & Slaughter

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	113
Future Volume (vph)	113
Peak Hour Factor	0.72
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	14.0
Minimum Split (s)	20.0
Total Split (s)	40.0
Total Split (%)	30.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	36.8
Actuated g/C Ratio	0.28
v/c Ratio	0.27
Control Delay	5.0
Queue Delay	0.0
Total Delay	5.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

200: Bilbrook/Sugarberry & Slaughter

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	6	954	61	14	69	1412	6	213	0	212	36
Future Volume (vph)	3	6	954	61	14	69	1412	6	213	0	212	36
Peak Hour Factor	0.50	0.50	0.92	0.56	0.69	0.69	0.92	0.75	0.92	0.92	0.77	0.69
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
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)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0
Total Split (s)	10.0	10.0	77.0		17.0	17.0	94.0		36.0	36.0		36.0
Total Split (%)	7.1%	7.1%	55.0%		12.1%	12.1%	67.1%		25.7%	25.7%		25.7%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
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		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Act Effct Green (s)		90.5	85.5			98.8	95.0		31.0	31.0		
Actuated g/C Ratio		0.65	0.61			0.71	0.68		0.22	0.22		
v/c Ratio		0.08	0.37			0.36	0.45		0.78	0.57		
Control Delay		7.2	14.0			9.4	11.3		70.0	23.2		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		7.2	14.0			9.4	11.3		70.0	23.2		
LOS		A	B			A	B		E	C		
Approach Delay			13.9				11.2			44.6		
Approach LOS			B				B			D		

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 65.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 200: Bilbrook/Sugarberry & Slaughter

200: Bilbrook/Sugarberry & Slaughter

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	34
Future Volume (vph)	0	34
Peak Hour Factor	0.92	0.71
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	23.0	23.0
Total Split (s)	36.0	36.0
Total Split (%)	25.7%	25.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	31.0	31.0
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.41	0.11
Control Delay	57.8	0.5
Queue Delay	0.0	0.0
Total Delay	57.8	0.5
LOS	E	A
Approach Delay	30.3	
Approach LOS	C	

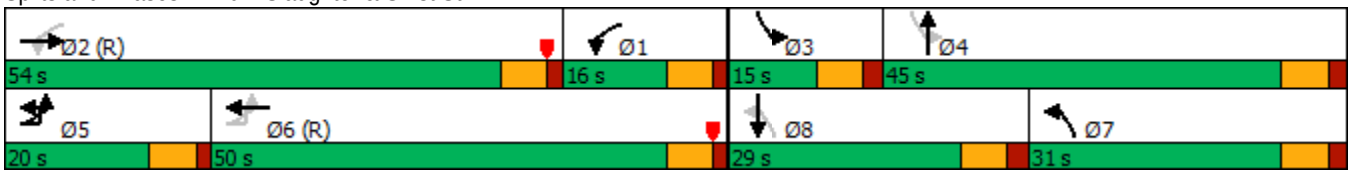
Intersection Summary

204: Slaughter & S 1st St

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	237	1110	126	52	1096	211	298	815	84	103	107
Future Volume (vph)	1	237	1110	126	52	1096	211	298	815	84	103	107
Peak Hour Factor	0.85	0.85	0.94	0.59	0.87	0.91	0.88	0.86	0.95	0.91	0.70	0.72
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases	5	5	2		1	6		7	4		3	8
Permitted Phases	6	6			2			8			4	
Detector Phase	5	5	2		1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0		5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	11.0	11.0	21.0		11.0	21.0		11.5	14.5		11.5	14.5
Total Split (s)	20.0	20.0	54.0		16.0	50.0		31.0	45.0		15.0	29.0
Total Split (%)	15.4%	15.4%	41.5%		12.3%	38.5%		23.8%	34.6%		11.5%	22.3%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		None	Min		None	Min
Act Effct Green (s)		58.6	51.8		59.8	47.0		46.4	37.9		46.4	11.6
Actuated g/C Ratio		0.45	0.40		0.46	0.36		0.36	0.29		0.36	0.09
v/c Ratio		0.67	0.70		0.16	0.80		0.64	0.93		0.85	0.65
Control Delay		25.9	29.6		9.7	18.3		43.1	60.0		66.7	40.7
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		25.9	29.6		9.7	18.3		43.1	60.0		66.7	40.7
LOS		C	C		A	B		D	E		E	D
Approach Delay			29.0			18.0			55.5			50.1
Approach LOS			C			B			E			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 127 (98%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 204: Slaughter & S 1st St



204: Slaughter & S 1st St

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	83
Future Volume (vph)	83
Peak Hour Factor	0.77
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

271: Slaughter & United Kingdom

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	1296	1	6	11	1427	11	12	3	17	9	0
Future Volume (vph)	31	1296	1	6	11	1427	11	12	3	17	9	0
Peak Hour Factor	0.86	0.92	0.25	0.69	0.69	0.94	0.46	0.50	0.38	0.85	0.56	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases	6			2	2			8			4	
Detector Phase	5	2		1	1	6		7	4		3	8
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)	10.0	23.0		10.0	10.0	23.0		10.0	23.0		10.0	23.0
Total Split (s)	12.0	88.0		12.0	12.0	88.0		10.0	30.0		10.0	30.0
Total Split (%)	8.6%	62.9%		8.6%	8.6%	62.9%		7.1%	21.4%		7.1%	21.4%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
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
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		None	Max		None	Max
Act Effct Green (s)	91.0	88.1			92.0	85.8		32.0	31.0		33.0	29.0
Actuated g/C Ratio	0.65	0.63			0.66	0.61		0.23	0.22		0.24	0.21
v/c Ratio	0.17	0.44			0.11	0.50		0.07	0.07		0.05	0.08
Control Delay	9.4	14.4			8.4	16.1		40.8	23.7		40.3	0.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	9.4	14.4			8.4	16.1		40.8	23.7		40.3	0.3
LOS	A	B			A	B		D	C		D	A
Approach Delay		14.3				16.0			31.6			12.6
Approach LOS		B				B			C			B

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 99 (71%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 271: Slaughter & United Kingdom

271: Slaughter & United Kingdom

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	24
Future Volume (vph)	24
Peak Hour Factor	0.67
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

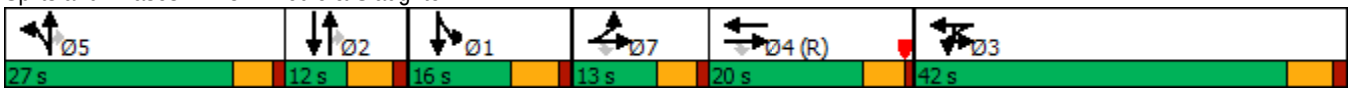
Intersection Summary

432: Brodie & Slaughter

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	485	193	9	144	1111	293	467	752	106	152	156
Future Volume (vph)	140	485	193	9	144	1111	293	467	752	106	152	156
Peak Hour Factor	0.80	0.82	0.91	0.38	0.68	0.89	0.92	0.92	0.92	0.78	0.67	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Prot	NA	Perm	Prot	NA
Protected Phases	7	4 7		3	3	3 4		5	5 2		1	1 2
Permitted Phases			4 7							5 2		
Detector Phase	7	4 7	4 7	3	3	3 4		5	5 2	5 2	1	1 2
Switch Phase												
Minimum Initial (s)	5.0			8.0	8.0			8.0			7.0	
Minimum Split (s)	10.0			14.0	14.0			13.0			13.0	
Total Split (s)	13.0			42.0	42.0			27.0			16.0	
Total Split (%)	10.0%			32.3%	32.3%			20.8%			12.3%	
Yellow Time (s)	4.0			4.5	4.5			4.0			4.5	
All-Red Time (s)	1.0			1.5	1.5			1.0			1.5	
Lost Time Adjust (s)	0.0				0.0			0.0			0.0	
Total Lost Time (s)	5.0				6.0			5.0			6.0	
Lead/Lag	Lead							Lead				
Lead-Lag Optimize?												
Recall Mode	None			None	None			None			None	
Act Effct Green (s)	8.0	28.0	28.0		36.0	56.0		22.0	34.0	34.0	10.0	22.0
Actuated g/C Ratio	0.06	0.22	0.22		0.28	0.43		0.17	0.26	0.26	0.08	0.17
v/c Ratio	0.83	0.78	0.42		0.25	0.97		0.88	0.88	0.26	0.86	0.52
Control Delay	69.1	35.6	9.5		24.4	32.8		69.7	58.4	4.7	88.0	44.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	35.6	9.5		24.4	32.8		69.7	58.4	4.7	88.0	44.9
LOS	E	D	A		C	C		E	E	A	F	D
Approach Delay		36.0				31.7			57.3			62.8
Approach LOS		D				C			E			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 19 (15%), Referenced to phase 4:EBWB, Start of Red	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 432: Brodie & Slaughter



432: Brodie & Slaughter

Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	83		
Future Volume (vph)	83		
Peak Hour Factor	0.83		
Heavy Vehicles (%)	2%		
Shared Lane Traffic (%)			
Turn Type			
Protected Phases		2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)		6.0	8.0
Minimum Split (s)		12.0	13.0
Total Split (s)		12.0	20.0
Total Split (%)		9%	15%
Yellow Time (s)		4.5	4.0
All-Red Time (s)		1.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lag
Lead-Lag Optimize?			
Recall Mode		Max	C-Max
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

511: Slaughter & Beckett

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1034	53	23	648	74	16	11	18	63	21	79
Future Volume (vph)	99	1034	53	23	648	74	16	11	18	63	21	79
Peak Hour Factor	0.56	0.91	0.74	0.72	0.82	0.71	0.67	0.55	0.50	0.63	1.00	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases							4			8		
Detector Phase	5	2		1	6		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	30.5		10.5	30.5		10.5	10.5		10.5	10.5	
Total Split (s)	14.0	44.0		14.0	44.0		11.0	11.0		11.0	22.0	
Total Split (%)	17.5%	55.0%		17.5%	55.0%		13.8%	13.8%		13.8%	27.5%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	None	
Act Effct Green (s)	8.5	47.1		6.9	38.5		5.5	5.5		16.5	16.5	
Actuated g/C Ratio	0.11	0.59		0.09	0.48		0.07	0.07		0.21	0.21	
v/c Ratio	0.94	0.58		0.21	0.53		0.26	0.38		0.47	0.30	
Control Delay	91.0	13.1		52.7	13.0		42.6	25.9		34.6	10.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	91.0	13.1		52.7	13.0		42.6	25.9		34.6	10.3	
LOS	F	B		D	B		D	C		C	B	
Approach Delay		23.0			14.4			30.9			21.1	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 36 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 511: Slaughter & Beckett

532: Bowie HS & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	693	236	58	1628	8	143	0	39	19	3	44
Future Volume (vph)	5	693	236	58	1628	8	143	0	39	19	3	44
Peak Hour Factor	0.50	0.78	0.62	0.73	0.95	0.67	0.78	0.25	0.70	0.95	0.38	0.85
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2				4		4	8		
Detector Phase	5	2	2	1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	5.0	20.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	9.5	25.5	25.5	10.5	25.5		15.5	15.5	15.5	15.5	15.5	
Total Split (s)	13.0	65.0	65.0	20.0	72.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	10.0%	50.0%	50.0%	15.4%	55.4%		34.6%	34.6%	34.6%	34.6%	34.6%	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5			5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)	70.3	65.5	65.5	10.9	77.1			39.5	39.5	39.5	39.5	
Actuated g/C Ratio	0.54	0.50	0.50	0.08	0.59			0.30	0.30	0.30	0.30	
v/c Ratio	0.06	0.35	0.39	0.53	0.57			0.45	0.10	0.06	0.11	
Control Delay	10.0	21.6	11.0	84.8	13.9			40.8	0.4	33.0	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	10.0	21.6	11.0	84.8	13.9			40.8	0.4	33.0	10.9	
LOS	A	C	B	F	B			D	A	C	B	
Approach Delay		18.4			17.0			31.4			16.5	
Approach LOS		B			B			C			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 532: Bowie HS & Slaughter

533: Slaughter & Curlew

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	540	0	1	1184	95	30	61	16	115	13	103
Future Volume (vph)	34	540	0	1	1184	95	30	61	16	115	13	103
Peak Hour Factor	0.57	0.81	0.92	0.25	0.92	0.79	0.75	0.56	0.80	0.80	0.65	0.61
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	10.0	25.0		10.0	25.0		13.0	13.0		13.5	13.5	13.5
Total Split (s)	11.0	90.0		11.0	90.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	8.5%	69.2%		8.5%	69.2%		22.3%	22.3%		22.3%	22.3%	22.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max
Act Effct Green (s)	95.0	93.8		91.7	87.2			24.0			23.5	23.5
Actuated g/C Ratio	0.73	0.72		0.71	0.67			0.18			0.18	0.18
v/c Ratio	0.25	0.26		0.01	0.60			0.61			0.98	0.42
Control Delay	6.2	1.4		6.0	16.4			57.5			116.6	15.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	6.2	1.4		6.0	16.4			57.5			116.6	15.0
LOS	A	A		A	B			E			F	B
Approach Delay		1.8			16.4			57.5			65.1	
Approach LOS		A			B			E			E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 119 (92%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 533: Slaughter & Curlew

542: Wolftrap & Slaughter

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	715	28	70	1622	86	79
Future Volume (vph)	715	28	70	1622	86	79
Peak Hour Factor	0.87	0.47	0.70	0.94	0.72	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	20.0		5.0	20.0	6.0	6.0
Minimum Split (s)	25.5		10.5	25.5	11.5	11.5
Total Split (s)	85.0		20.0	105.0	25.0	25.0
Total Split (%)	65.4%		15.4%	80.8%	19.2%	19.2%
Yellow Time (s)	4.5		4.5	4.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5	5.5	5.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Max	Max	Max
Act Effct Green (s)	86.7		99.5	99.5	19.5	19.5
Actuated g/C Ratio	0.67		0.77	0.77	0.15	0.15
v/c Ratio	0.26		0.21	0.44	0.45	0.29
Control Delay	3.7		1.4	1.2	56.4	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	3.7		1.4	1.2	56.4	12.0
LOS	A		A	A	E	B
Approach Delay	3.7			1.2	37.1	
Approach LOS	A			A	D	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 119 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Red
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 4.5 Intersection LOS: A
Intersection Capacity Utilization 45.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 542: Wolftrap & Slaughter

563: Slaughter & West Gate

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	595	1548	264	49	136
Future Volume (vph)	184	595	1548	264	49	136
Peak Hour Factor	0.85	0.84	0.91	0.87	0.82	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	25.0	25.0		8.0	8.0
Minimum Split (s)	10.5	30.5	30.5		14.0	14.0
Total Split (s)	16.0	100.0	84.0		30.0	30.0
Total Split (%)	12.3%	76.9%	64.6%		23.1%	23.1%
Yellow Time (s)	4.5	4.5	4.5		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	94.5	94.5	78.5		24.0	24.0
Actuated g/C Ratio	0.73	0.73	0.60		0.18	0.18
v/c Ratio	1.08	0.28	0.95		0.18	0.43
Control Delay	113.8	4.0	22.4		46.5	14.3
Queue Delay	0.0	0.0	0.3		0.0	0.0
Total Delay	113.8	4.0	22.7		46.5	14.3
LOS	F	A	C		D	B
Approach Delay		29.7	22.7		22.4	
Approach LOS		C	C		C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 563: Slaughter & West Gate

570: Slaughter & Cullen

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	92	1385	41	2	40	1262	40	48	35	73	8
Future Volume (vph)	2	92	1385	41	2	40	1262	40	48	35	73	8
Peak Hour Factor	0.79	0.79	0.94	0.57	0.71	0.71	0.94	0.71	0.86	0.67	0.70	0.67
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0		5.0	5.0	15.0		8.0	8.0		8.0
Minimum Split (s)	12.0	12.0	22.0		12.0	12.0	22.0		14.0	14.0		14.0
Total Split (s)	18.0	18.0	79.0		18.0	18.0	79.0		33.0	33.0		33.0
Total Split (%)	13.8%	13.8%	60.8%		13.8%	13.8%	60.8%		25.4%	25.4%		25.4%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		7.0	7.0			7.0	7.0		6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		Min
Act Effct Green (s)		99.6	93.3			96.2	89.8		12.8	12.8		
Actuated g/C Ratio		0.77	0.72			0.74	0.69		0.10	0.10		
v/c Ratio		0.39	0.43			0.22	0.40		0.45	0.69		
Control Delay		7.9	4.4			1.4	1.3		65.5	45.8		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		7.9	4.4			1.4	1.3		65.5	45.8		
LOS		A	A			A	A		E	D		
Approach Delay			4.7				1.3			51.0		
Approach LOS			A				A			D		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 78 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 570: Slaughter & Cullen

570: Slaughter & Cullen

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	19	22
Future Volume (vph)	19	22
Peak Hour Factor	0.68	0.61
Heavy Vehicles (%)	2%	2%
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	33.0	
Total Split (%)	25.4%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Min	
Act Effct Green (s)	12.8	
Actuated g/C Ratio	0.10	
v/c Ratio	0.53	
Control Delay	47.0	
Queue Delay	0.0	
Total Delay	47.0	
LOS	D	
Approach Delay	47.0	
Approach LOS	D	

Intersection Summary

573: Lindshire & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	634	20	24	1567	4	265	1	52	1	0	0
Future Volume (vph)	0	634	20	24	1567	4	265	1	52	1	0	0
Peak Hour Factor	0.92	0.81	0.71	0.60	0.90	0.92	0.83	0.25	0.76	0.25	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases				6			4		4	8		
Detector Phase		2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)		25.0		5.0	25.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		30.5		10.5	30.5		10.5	10.5	10.5	10.5	10.5	
Total Split (s)		90.0		12.0	102.0		28.0	28.0	28.0	28.0	28.0	
Total Split (%)		69.2%		9.2%	78.5%		21.5%	21.5%	21.5%	21.5%	21.5%	
Yellow Time (s)		4.5		4.5	4.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5		5.5	5.5			5.5	5.5		5.5	
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)		86.9		96.5	96.5			22.5	22.5		22.5	
Actuated g/C Ratio		0.67		0.74	0.74			0.17	0.17		0.17	
v/c Ratio		0.34		0.08	0.66			1.03	0.20		0.07	
Control Delay		2.7		2.3	3.6			111.5	12.4		49.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		2.7		2.3	3.6			111.5	12.4		49.0	
LOS		A		A	A			F	B		D	
Approach Delay		2.7			3.5			94.3			49.0	
Approach LOS		A			A			F			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 115 (88%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 573: Lindshire & Slaughter

643: Slaughter & Sendera Mesa

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	872	0	4	1795	11	3	0	3	43	2	108
Future Volume (vph)	45	872	0	4	1795	11	3	0	3	43	2	108
Peak Hour Factor	0.55	0.74	0.92	0.50	0.90	0.64	0.38	0.92	0.38	0.63	0.50	0.82
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	25.5		9.5	25.5		10.5	10.5		11.0	11.0	11.0
Total Split (s)	19.0	94.0		11.0	86.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	14.6%	72.3%		8.5%	66.2%		19.2%	19.2%		19.2%	19.2%	19.2%
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5			5.5			6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max
Act Effct Green (s)	99.4	97.3		92.0	86.5			19.5			19.0	19.0
Actuated g/C Ratio	0.76	0.75		0.71	0.67			0.15			0.15	0.15
v/c Ratio	0.45	0.31		0.02	0.59			0.05			0.37	0.40
Control Delay	15.0	5.9		2.2	5.3			0.3			56.1	16.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	15.0	5.9		2.2	5.3			0.3			56.1	16.3
LOS	B	A		A	A			A			E	B
Approach Delay		6.5			5.3			0.3			30.3	
Approach LOS		A			A			A			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 48 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 643: Slaughter & Sendera Mesa

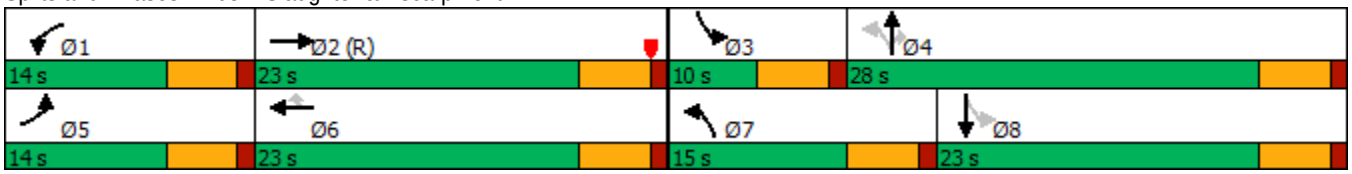
681: Slaughter & Escarpment

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	392	106	129	347	188	151	393	672	105	96	69
Future Volume (vph)	89	392	106	129	347	188	151	393	672	105	96	69
Peak Hour Factor	0.53	0.79	0.47	0.77	0.68	0.68	0.50	0.75	0.97	0.77	0.83	0.51
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0	
Total Split (s)	14.0	23.0		14.0	23.0	23.0	15.0	28.0	28.0	10.0	23.0	
Total Split (%)	18.7%	30.7%		18.7%	30.7%	30.7%	20.0%	37.3%	37.3%	13.3%	30.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	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	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	Max	Max	None	Max	Max	None	Max	
Act Effct Green (s)	8.3	18.7		8.3	18.7	18.7	33.0	25.0	25.0	23.1	18.1	
Actuated g/C Ratio	0.11	0.25		0.11	0.25	0.25	0.44	0.33	0.33	0.31	0.24	
v/c Ratio	0.44	0.79		0.44	0.58	0.46	0.60	0.44	0.87	0.42	0.28	
Control Delay	34.8	31.0		34.8	28.0	6.1	20.0	21.8	23.7	18.6	11.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.8	31.0		34.8	28.0	6.1	20.0	21.8	23.7	18.6	11.9	
LOS	C	C		C	C	A	C	C	C	B	B	
Approach Delay		31.7			22.9			22.3			14.2	
Approach LOS		C			C			C			B	

Intersection Summary

Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Red
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.9 — Intersection LOS: C
Intersection Capacity Utilization 74.1% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 681: Slaughter & Escarpment



701: Slaughter & Palace Pkwy

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	41	1328	9	16	1487	65	55	11	38	38	2
Future Volume (vph)	40	41	1328	9	16	1487	65	55	11	38	38	2
Peak Hour Factor	0.83	0.60	0.92	0.28	0.50	0.94	0.77	0.60	0.55	0.63	0.73	0.50
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			8
Permitted Phases	2	2			6			4			8	
Detector Phase	5	5	2		1	6		4	4		8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0		4.0	25.0		9.0	9.0		9.0	9.0
Minimum Split (s)	10.0	10.0	31.0		10.0	31.0		15.0	15.0		15.0	15.0
Total Split (s)	10.0	10.0	90.0		10.0	90.0		30.0	30.0		30.0	30.0
Total Split (%)	7.7%	7.7%	69.2%		7.7%	69.2%		23.1%	23.1%		23.1%	23.1%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0			6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		Max	Max		Max	Max
Act Effct Green (s)		88.0	88.0		84.0	84.0			24.0			24.0
Actuated g/C Ratio		0.68	0.68		0.65	0.65			0.18			0.18
v/c Ratio		0.59	0.43		0.16	0.51			0.62			0.27
Control Delay		34.4	10.4		3.8	5.9			54.4			49.5
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		34.4	10.4		3.8	5.9			54.4			49.5
LOS		C	B		A	A			D			D
Approach Delay			12.2			5.8			54.4			31.6
Approach LOS			B			A			D			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 90 (69%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 701: Slaughter & Palace Pkwy

701: Slaughter & Palace Pkwy

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	29
Future Volume (vph)	29
Peak Hour Factor	0.91
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	9.0
Minimum Split (s)	15.0
Total Split (s)	30.0
Total Split (%)	23.1%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	24.0
Actuated g/C Ratio	0.18
v/c Ratio	0.08
Control Delay	0.4
Queue Delay	0.0
Total Delay	0.4
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

730: Slaughter & HEB

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	74	745	1191	83	0	27	
Future Volume (vph)	74	745	1191	83	0	27	
Peak Hour Factor	0.77	0.89	0.95	0.94	0.92	0.56	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Shared Lane Traffic (%)							
Turn Type	D.P+P	NA	NA	Perm		Prot	
Protected Phases	4	4 6	2			8	6
Permitted Phases	2			2			
Detector Phase	4	4 6	2	2		8	
Switch Phase							
Minimum Initial (s)	5.0		12.0	12.0		5.0	12.0
Minimum Split (s)	10.0		17.0	17.0		9.0	14.0
Total Split (s)	15.0		115.0	115.0		15.0	115.0
Total Split (%)	11.5%		88.5%	88.5%		11.5%	88%
Yellow Time (s)	4.0		4.0	4.0		3.0	2.0
All-Red Time (s)	1.0		1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0		5.0	5.0		4.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		C-Max	C-Max		None	C-Max
Act Effct Green (s)	120.0	130.0	110.7	110.7		10.3	
Actuated g/C Ratio	0.92	1.00	0.85	0.85		0.08	
v/c Ratio	0.21	0.24	0.42	0.06		0.18	
Control Delay	1.3	0.1	0.5	0.1		1.4	
Queue Delay	0.0	0.0	0.2	0.0		0.0	
Total Delay	1.3	0.1	0.7	0.1		1.4	
LOS	A	A	A	A		A	
Approach Delay		0.3	0.7		1.4		
Approach LOS		A	A		A		

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 74 (57%), Referenced to phase 2:EBWB and 6:EBT, Start of Red
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 0.5 — Intersection LOS: A
Intersection Capacity Utilization 45.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 730: Slaughter & HEB

747: Riddle & Slaughter

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	674	4	2	37	1132	46	66	24	87	67	9
Future Volume (vph)	0	674	4	2	37	1132	46	66	24	87	67	9
Peak Hour Factor	0.92	0.84	0.33	0.92	1.00	0.92	0.82	0.75	0.67	0.75	0.73	0.56
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	pm+pt	NA		pm+pt	NA		D.P+P	NA
Protected Phases		2		1	1	6		7	4		3	8
Permitted Phases				6	6			4			4	
Detector Phase		2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)		20.0		6.0	6.0	20.0		5.0	10.0		5.0	10.0
Minimum Split (s)		25.0		11.0	11.0	25.0		10.0	15.0		10.0	15.0
Total Split (s)		78.0		13.0	13.0	91.0		11.0	29.0		10.0	28.0
Total Split (%)		60.0%		10.0%	10.0%	70.0%		8.5%	22.3%		7.7%	21.5%
Yellow Time (s)		4.0		4.0	4.0	4.0		3.0	3.0		4.0	3.0
All-Red Time (s)		1.0		1.0	1.0	1.0		2.0	2.0		1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0			5.0	5.0			5.0			5.0
Lead/Lag		Lead		Lag	Lag			Lag	Lag		Lead	Lead
Lead-Lag Optimize?												
Recall Mode		C-Max		None	None	C-Max		None	Max		None	Max
Act Effct Green (s)		75.6			86.0	86.0			34.0			34.0
Actuated g/C Ratio		0.58			0.66	0.66			0.26			0.26
v/c Ratio		0.40			0.09	0.55			0.60			0.41
Control Delay		9.6			10.7	12.1			43.4			45.4
Queue Delay		0.0			0.0	0.1			0.0			0.0
Total Delay		9.6			10.7	12.2			43.4			45.4
LOS		A			B	B			D			D
Approach Delay		9.6				12.2			43.4			27.5
Approach LOS		A				B			D			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 29 (22%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 747: Riddle & Slaughter

747: Riddle & Slaughter

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Peak Hour Factor	0.82
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	28.0
Total Split (%)	21.5%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.26
v/c Ratio	0.20
Control Delay	7.3
Queue Delay	0.0
Total Delay	7.3
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

760: Slaughter & Texas Oaks

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1070	17	6	1295	174	57	29	55	152	15	149
Future Volume (vph)	118	1070	17	6	1295	174	57	29	55	152	15	149
Peak Hour Factor	0.74	0.94	0.71	0.38	0.94	0.71	0.71	0.48	0.92	0.63	0.28	0.69
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		pm+pt	NA	Perm	D.P+P	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	6			2			4		4	4		8
Detector Phase	5	2		1	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0		10.0	23.0		10.0	10.0	10.0	10.0	23.0	23.0
Total Split (s)	12.0	85.0		12.0	85.0		9.0	18.0	18.0	15.0	24.0	24.0
Total Split (%)	9.2%	65.4%		9.2%	65.4%		6.9%	13.8%	13.8%	11.5%	18.5%	18.5%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	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
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max		None	Max	Max	None	Max	Max
Act Effct Green (s)	87.0	87.5		90.0	80.0			28.0	28.0		28.0	28.0
Actuated g/C Ratio	0.67	0.67		0.69	0.62			0.22	0.22		0.22	0.22
v/c Ratio	0.75	0.34		0.05	0.53			0.36	0.13		0.77	0.47
Control Delay	48.7	9.8		6.0	14.5			46.5	0.6		62.2	17.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	48.7	9.8		6.0	14.5			46.5	0.6		62.2	17.4
LOS	D	A		A	B			D	A		E	B
Approach Delay		14.5			14.4			32.7			43.3	
Approach LOS		B			B			C			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 28 (22%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

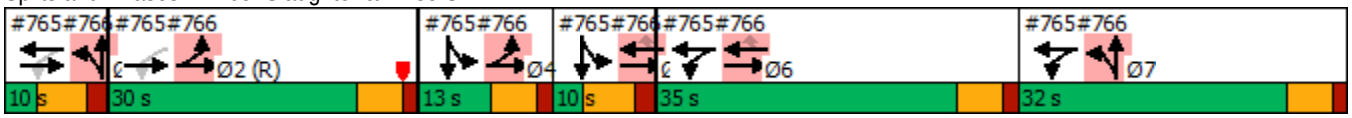
Splits and Phases: 760: Slaughter & Texas Oaks

765: Slaughter & IH-35 SB

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	959	396	259	1431	0	0	0	0	231	149	486
Future Volume (vph)	0	959	396	259	1431	0	0	0	0	231	149	486
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type		NA		custom	NA					Split	NA	Free
Protected Phases		1 2		6 7	6 7 1					4 5	4 5	
Permitted Phases				6 7 1 2								Free
Detector Phase		1 2		6 7	6 7 1					4 5	4 5	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		33.0		95.0	71.0					17.0	17.0	130.0
Actuated g/C Ratio		0.25		0.73	0.55					0.13	0.13	1.00
v/c Ratio		0.91		0.31	0.80					1.09	0.35	0.33
Control Delay		47.9		1.0	8.6					136.3	53.9	0.6
Queue Delay		0.0		0.0	1.2					0.0	0.0	0.0
Total Delay		47.9		1.0	9.8					136.3	53.9	0.6
LOS		D		A	A					F	D	A
Approach Delay		47.9			8.4						46.0	
Approach LOS		D			A						D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 87 (67%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 765: Slaughter & IH-35 SB



765: Slaughter & IH-35 SB

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	1.0	7.0	5.0	1.0	7.0	7.0
Minimum Split (s)	8.0	13.0	11.0	8.0	13.0	13.0
Total Split (s)	10.0	30.0	13.0	10.0	35.0	32.0
Total Split (%)	8%	23%	10%	8%	27%	25%
Yellow Time (s)	5.0	4.5	4.5	5.0	4.5	4.5
All-Red Time (s)	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

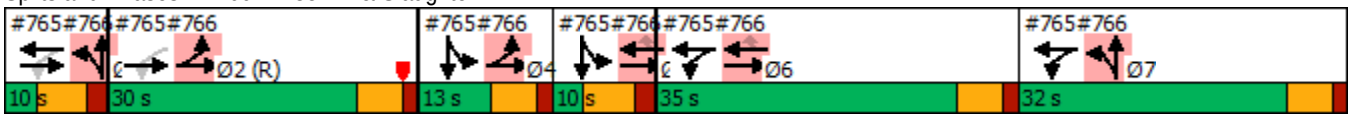
Intersection Summary

766: IH-35 NB & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	651	570	0	0	976	290	657	276	85	0	0	0
Future Volume (vph)	651	570	0	0	976	290	657	276	85	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)							50%					
Turn Type	Prot	NA			NA	Perm	Split	NA	NA			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						5 6						
Detector Phase	2 4	2 4 5 6			5 6	5 6	1 7	1 7				
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	37.0	82.0			38.0	38.0	35.0	35.0	0.0			
Actuated g/C Ratio	0.28	0.63			0.29	0.29	0.27	0.27	0.00			
v/c Ratio	0.72	0.28			0.71	0.53	0.82	0.74	0.31			
Control Delay	23.2	0.8			44.4	18.9	61.5	49.2	2.8			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	23.2	0.8			44.4	18.9	61.5	49.2	2.8			
LOS	C	A			D	B	E	D	A			
Approach Delay		12.7			38.5			49.3				
Approach LOS		B			D			D				

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 87 (67%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 32.7	Intersection LOS: C
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 766: IH-35 NB & Slaughter



766: IH-35 NB & Slaughter

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	1.0	7.0	5.0	1.0	7.0	7.0
Minimum Split (s)	8.0	13.0	11.0	8.0	13.0	13.0
Total Split (s)	10.0	30.0	13.0	10.0	35.0	32.0
Total Split (%)	8%	23%	10%	8%	27%	25%
Yellow Time (s)	5.0	4.5	4.5	5.0	4.5	4.5
All-Red Time (s)	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

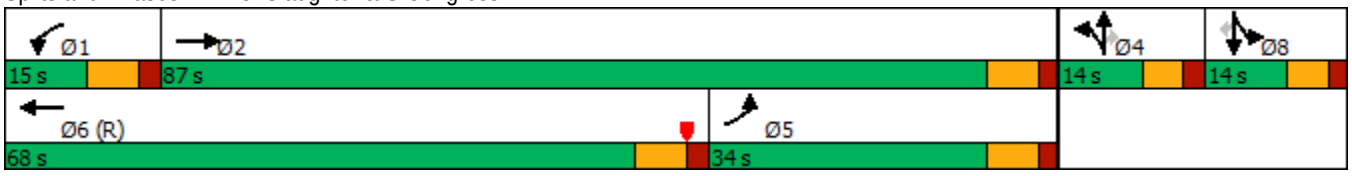
Intersection Summary

778: Slaughter & S Congress

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	1143	70	30	1266	533	42	76	68	144	32	58
Future Volume (vph)	273	1143	70	30	1266	533	42	76	68	144	32	58
Peak Hour Factor	0.96	0.92	0.83	0.68	0.92	0.82	0.88	0.79	0.52	0.92	0.61	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases									4			8
Detector Phase	5	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	34.0	87.0		15.0	68.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	26.2%	66.9%		11.5%	52.3%		10.8%	10.8%	10.8%	10.8%	10.8%	10.8%
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	C-Max		Max	Max	Max	Max	Max	Max
Act Effct Green (s)	27.0	80.0		8.0	61.0		8.0	8.0	8.0	8.0	8.0	8.0
Actuated g/C Ratio	0.21	0.62		0.06	0.47		0.06	0.06	0.06	0.06	0.06	0.06
v/c Ratio	0.40	0.43		0.41	0.87		0.44	0.44	0.46	0.74	0.46	0.27
Control Delay	40.0	3.9		89.6	23.1		72.3	65.6	5.8	81.1	72.2	2.3
Queue Delay	0.0	0.0		0.0	0.5		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	3.9		89.6	23.7		72.3	65.6	5.8	81.1	72.2	2.3
LOS	D	A		F	C		E	E	A	F	E	A
Approach Delay		10.3			25.1			38.3			58.5	
Approach LOS		B			C			D			E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 50 (38%), Referenced to phase 6:WBT, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 778: Slaughter & S Congress

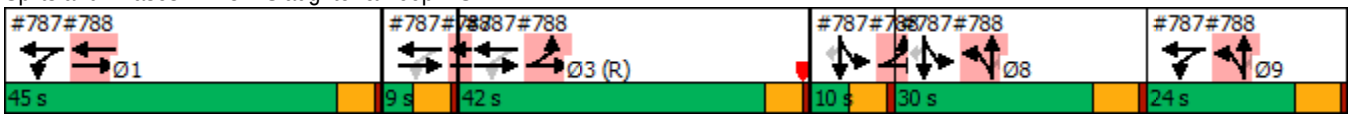


787: Slaughter & Loop 1 SB

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1089	64	252	583	0	0	0	0	240	352	192
Future Volume (vph)	0	1089	64	252	583	0	0	0	0	240	352	192
Peak Hour Factor	0.92	0.85	0.57	0.80	0.86	0.92	0.92	0.92	0.92	0.85	0.85	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)										20%		
Turn Type		NA		D.P+P	NA					Split	NA	Perm
Protected Phases		2 3		1 9	1 2 3 9					4 8	4 8	
Permitted Phases				2 3								4 8
Detector Phase		2 3		1 9	1 2 3 9					4 8	4 8	4 8
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		45.5		109.0	114.5					34.5	34.5	34.5
Actuated g/C Ratio		0.28		0.68	0.72					0.22	0.22	0.22
v/c Ratio		0.97		0.42	0.27					0.65	0.65	0.44
Control Delay		65.3		3.3	0.5					67.2	62.0	8.6
Queue Delay		2.9		0.1	0.1					0.0	0.0	0.0
Total Delay		68.2		3.4	0.6					67.2	62.0	8.6
LOS		E		A	A					E	E	A
Approach Delay		68.2			1.5						50.1	
Approach LOS		E			A						D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 54 (34%), Referenced to phase 3:EBWB, Start of Red	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 43.2	Intersection LOS: D
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 787: Slaughter & Loop 1 SB



787: Slaughter & Loop 1 SB

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	3	4	8	9
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	12.0	3.0	14.0	4.0	8.0	8.0
Minimum Split (s)	17.5	8.5	19.5	9.5	14.5	14.5
Total Split (s)	45.0	9.0	42.0	10.0	30.0	24.0
Total Split (%)	28%	6%	26%	6%	19%	15%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

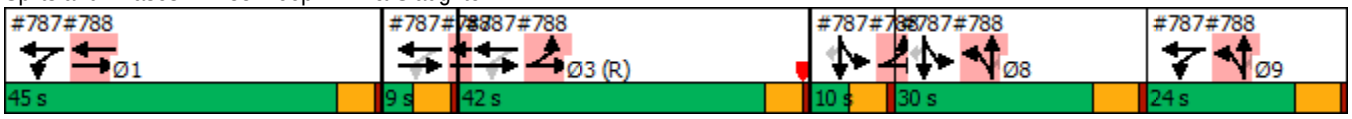
Intersection Summary

788: Loop 1 NB & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	728	635	0	0	805	1157	24	1152	345	0	0	0
Future Volume (vph)	728	635	0	0	805	1157	24	1152	345	0	0	0
Peak Hour Factor	0.91	0.78	0.92	0.92	0.85	0.85	0.67	0.89	0.63	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA			NA	Free	Split	NA	Perm			
Protected Phases	3 4	1 2 3 4			1 2		8 9	8 9				
Permitted Phases						Free			8 9			
Detector Phase	3 4	1 2 3 4			1 2		8 9	8 9	8 9			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	46.5	100.5			48.5	160.0		47.5	47.5			
Actuated g/C Ratio	0.29	0.63			0.30	1.00		0.30	0.30			
v/c Ratio	0.80	0.37			0.61	0.86		1.18	0.92			
Control Delay	25.6	9.1			49.8	6.4		138.1	59.1			
Queue Delay	5.1	0.5			0.0	0.0		0.0	0.0			
Total Delay	30.7	9.5			49.8	6.4		138.1	59.1			
LOS	C	A			D	A		F	E			
Approach Delay		20.0			24.2			115.1				
Approach LOS		C			C			F				

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 54 (34%), Referenced to phase 3:EBWB, Start of Red	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 788: Loop 1 NB & Slaughter



788: Loop 1 NB & Slaughter

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø8	Ø9
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Heavy Vehicles (%)						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	3	4	8	9
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	12.0	3.0	14.0	4.0	8.0	8.0
Minimum Split (s)	17.5	8.5	19.5	9.5	14.5	14.5
Total Split (s)	45.0	9.0	42.0	10.0	30.0	24.0
Total Split (%)	28%	6%	26%	6%	19%	15%
Yellow Time (s)	4.5	4.5	4.5	4.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?						
Recall Mode	None	Max	C-Max	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

922: Slaughter & Francia Tr

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	42	1253	17	41	1265	14	64	50	219	17	17
Future Volume (vph)	2	42	1253	17	41	1265	14	64	50	219	17	17
Peak Hour Factor	0.88	0.88	0.91	0.61	0.68	0.96	0.70	0.67	0.74	0.86	0.71	0.85
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	D.P+P	D.P+P	NA		D.P+P	NA		Perm	NA	Perm	D.P+P	NA
Protected Phases	5	5	2		1	6			4		3	8
Permitted Phases	6	6			2			4		4	4	
Detector Phase	5	5	2		1	6		4	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	20.0		8.0	8.0	8.0	5.0	8.0
Minimum Split (s)	11.0	11.0	26.0		11.0	26.0		14.0	14.0	14.0	10.0	14.0
Total Split (s)	12.0	12.0	83.0		12.0	83.0		25.0	25.0	25.0	10.0	35.0
Total Split (%)	9.2%	9.2%	63.8%		9.2%	63.8%		19.2%	19.2%	19.2%	7.7%	26.9%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0			6.0	6.0	5.0	6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Act Effct Green (s)		89.7	84.8		89.7	84.9			17.5	17.5	21.5	23.5
Actuated g/C Ratio		0.69	0.65		0.69	0.65			0.13	0.13	0.17	0.18
v/c Ratio		0.18	0.42		0.23	0.40			0.84	0.72	0.14	0.20
Control Delay		3.3	4.1		15.2	26.2			87.7	31.4	41.8	17.9
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0
Total Delay		3.3	4.1		15.2	26.2			87.7	31.4	41.8	17.9
LOS		A	A		B	C			F	C	D	B
Approach Delay			4.1			25.7			53.4			24.2
Approach LOS			A			C			D			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 34 (26%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 922: Slaughter & Francia Tr

922: Slaughter & Francia Tr

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	44
Future Volume (vph)	44
Peak Hour Factor	0.92
Heavy Vehicles (%)	2%
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

6: Brandt Rd & Slaughter

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	46	47	699	176	2	35	673	12	202	22	42	6
Future Volume (vph)	46	47	699	176	2	35	673	12	202	22	42	6
Confl. Peds. (#/hr)									42			
Peak Hour Factor	0.72	0.90	0.93	0.88	0.25	0.73	0.85	0.60	0.84	0.55	0.55	0.38
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases	2	2		2	6	6			8			4
Detector Phase	5	5	2	2	1	1	6		8	8		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	11.0	11.0	30.0	30.0	11.0	11.0	30.0		15.0	15.0		15.0
Total Split (s)	15.0	15.0	30.0	30.0	15.0	15.0	30.0		25.0	25.0		25.0
Total Split (%)	21.4%	21.4%	42.9%	42.9%	21.4%	21.4%	42.9%		35.7%	35.7%		35.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0			6.0		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	Min	Min	None	None	Min		None	None		None
Act Effct Green (s)		26.0	21.5	21.5		23.0	18.0			19.0		
Actuated g/C Ratio		0.43	0.36	0.36		0.38	0.30			0.32		
v/c Ratio		0.31	0.59	0.29		0.16	0.53			0.83		
Control Delay		10.3	18.9	4.1		9.0	19.3			41.1		
Queue Delay		0.0	0.0	0.0		0.0	0.0			0.0		
Total Delay		10.3	18.9	4.1		9.0	19.3			41.1		
LOS		B	B	A		A	B			D		
Approach Delay			15.2				18.6			41.1		
Approach LOS			B				B			D		

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 60	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Brandt Rd & Slaughter

6: Brandt Rd & Slaughter

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	8	44
Future Volume (vph)	8	44
Confl. Peds. (#/hr)		
Peak Hour Factor	0.67	0.85
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	15.0	
Total Split (s)	25.0	
Total Split (%)	35.7%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	19.0	
Actuated g/C Ratio	0.32	
v/c Ratio	0.15	
Control Delay	10.0	
Queue Delay	0.0	
Total Delay	10.0	
LOS	B	
Approach Delay	10.0	
Approach LOS	B	

Intersection Summary

15: Slaughter & Barstow

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	559	475	69	46	37
Future Volume (vph)	39	559	475	69	46	37
Peak Hour Factor	0.75	0.92	0.93	0.86	0.72	0.84
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	Prot
Protected Phases	5	2	6		4	4
Permitted Phases	2					4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0		5.0	5.0
Minimum Split (s)	11.0	21.0	21.0		20.0	20.0
Total Split (s)	26.0	67.0	67.0		32.0	32.0
Total Split (%)	20.8%	53.6%	53.6%		25.6%	25.6%
Yellow Time (s)	5.0	5.0	5.0		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	Max	Max		None	None
Act Effct Green (s)	68.4	65.8	65.8		7.7	7.7
Actuated g/C Ratio	0.76	0.73	0.73		0.09	0.09
v/c Ratio	0.08	0.24	0.23		0.43	0.25
Control Delay	3.0	6.0	5.8		48.6	15.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.0	6.0	5.8		48.6	15.9
LOS	A	A	A		D	B
Approach Delay		5.8	5.8		35.3	
Approach LOS		A	A		D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 90.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

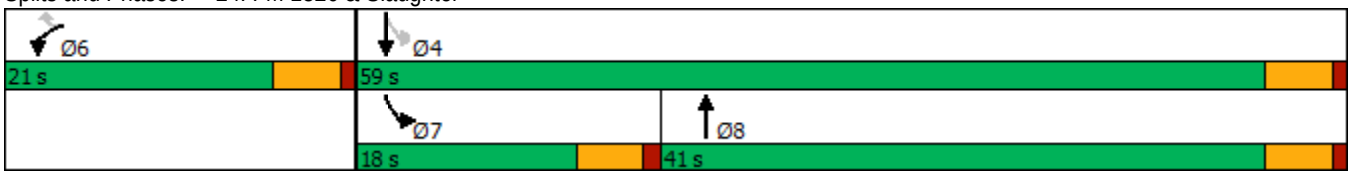
Splits and Phases: 15: Slaughter & Barstow

24: FM 1826 & Slaughter

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	176	328	166	117	469	330
Future Volume (vph)	176	328	166	117	469	330
Peak Hour Factor	0.85	0.89	0.85	0.79	0.92	0.92
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	6		8		7	4
Permitted Phases		6			4	
Detector Phase	6	6	8		7	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	20.0	20.0	20.0		10.0	20.0
Total Split (s)	21.0	21.0	41.0		18.0	59.0
Total Split (%)	26.3%	26.3%	51.3%		22.5%	73.8%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max		None	Max
Act Effct Green (s)	16.0	16.0	36.3		54.0	54.0
Actuated g/C Ratio	0.20	0.20	0.45		0.68	0.68
v/c Ratio	0.58	0.60	0.41		0.75	0.29
Control Delay	36.6	8.0	13.8		14.3	6.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	36.6	8.0	13.8		14.3	6.0
LOS	D	A	B		B	A
Approach Delay	18.3		13.8			10.8
Approach LOS	B		B			B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 24: FM 1826 & Slaughter

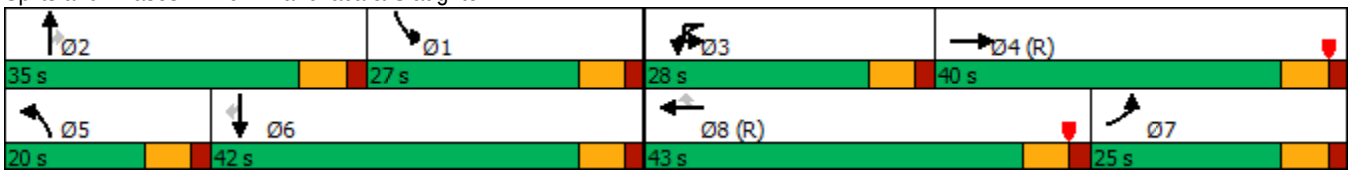


197: Manchaca & Slaughter

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	180	982	278	4	307	708	390	229	531	349	402	893
Future Volume (vph)	180	982	278	4	307	708	390	229	531	349	402	893
Peak Hour Factor	0.83	0.97	0.91	1.00	0.94	0.93	0.96	0.95	0.88	0.91	0.94	0.97
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases							8			2		
Detector Phase	7	4		3	3	8	8	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	11.0	8.0		7.0	7.0	12.0	12.0	7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	17.5	14.5		13.5	13.5	18.5	18.5	13.5	20.5	20.5	13.5	20.5
Total Split (s)	25.0	40.0		28.0	28.0	43.0	43.0	20.0	35.0	35.0	27.0	42.0
Total Split (%)	19.2%	30.8%		21.5%	21.5%	33.1%	33.1%	15.4%	26.9%	26.9%	20.8%	32.3%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	Max	Max	None	Max
Act Effct Green (s)	18.5	37.4			17.6	36.5	36.5	12.8	28.5	28.5	20.5	36.2
Actuated g/C Ratio	0.14	0.29			0.14	0.28	0.28	0.10	0.22	0.22	0.16	0.28
v/c Ratio	0.44	0.91			0.71	0.77	0.55	0.72	0.78	0.66	0.79	0.93
Control Delay	35.6	33.6			60.5	33.2	7.9	69.2	55.7	16.7	64.3	62.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	33.6			60.5	33.2	7.9	69.2	55.7	16.7	64.3	62.6
LOS	D	C			E	C	A	E	E	B	E	E
Approach Delay		33.9				32.4			46.2			56.0
Approach LOS		C				C			D			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 45 (35%), Referenced to phase 4:EBT and 8:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 197: Manchaca & Slaughter



197: Manchaca & Slaughter

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	179
Future Volume (vph)	179
Peak Hour Factor	0.91
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	14.0
Minimum Split (s)	20.5
Total Split (s)	42.0
Total Split (%)	32.3%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	36.2
Actuated g/C Ratio	0.28
v/c Ratio	0.34
Control Delay	7.0
Queue Delay	0.0
Total Delay	7.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

200: Bilbrook/Sugarberry & Slaughter

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	30	1452	248	18	218	1453	23	136	0	108	13
Future Volume (vph)	3	30	1452	248	18	218	1453	23	136	0	108	13
Peak Hour Factor	0.75	0.75	0.89	0.84	0.50	0.96	0.96	0.57	0.92	0.92	0.69	0.46
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
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)	10.0	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0
Total Split (s)	10.0	10.0	76.0		21.0	21.0	87.0		33.0	33.0		33.0
Total Split (%)	7.7%	7.7%	58.5%		16.2%	16.2%	66.9%		25.4%	25.4%		25.4%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0
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		
Total Lost Time (s)		5.0	5.0			5.0	5.0		5.0	5.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Act Effct Green (s)		76.0	71.0			92.0	84.0		28.0	28.0		
Actuated g/C Ratio		0.58	0.55			0.71	0.65		0.22	0.22		
v/c Ratio		0.21	0.70			0.96	0.47		0.50	0.36		
Control Delay		10.0	27.9			85.5	13.9		51.6	14.0		
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		
Total Delay		10.0	27.9			85.5	13.9		51.6	14.0		
LOS		B	C			F	B		D	B		
Approach Delay			27.5				24.2			32.2		
Approach LOS			C				C			C		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 14 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 200: Bilbrook/Sugarberry & Slaughter

200: Bilbrook/Sugarberry & Slaughter

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	12
Future Volume (vph)	0	12
Peak Hour Factor	0.92	0.50
Shared Lane Traffic (%)		
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	23.0	23.0
Total Split (s)	33.0	33.0
Total Split (%)	25.4%	25.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	28.0	28.0
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.13	0.06
Control Delay	43.2	0.2
Queue Delay	0.0	0.0
Total Delay	43.2	0.2
LOS	D	A
Approach Delay	23.4	
Approach LOS	C	

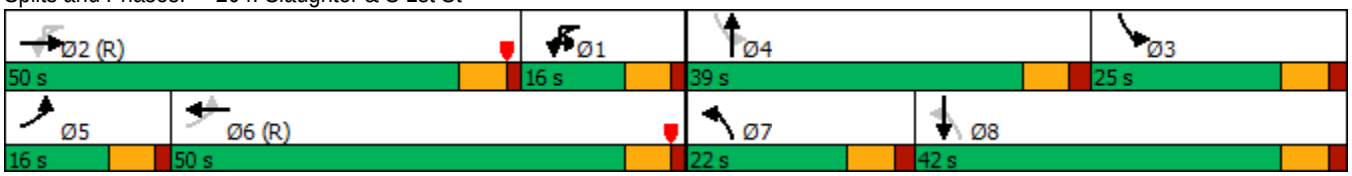
Intersection Summary

204: Slaughter & S 1st St

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	147	1281	252	8	118	1367	189	242	284	114	286	674
Future Volume (vph)	147	1281	252	8	118	1367	189	242	284	114	286	674
Peak Hour Factor	0.84	0.98	0.88	0.67	0.95	0.95	0.81	0.92	0.88	0.86	0.84	0.94
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA		D.P+P	NA
Protected Phases	5	2		1	1	6		7	4		3	8
Permitted Phases	6			2	2			8			4	
Detector Phase	5	2		1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0		5.0	8.0		5.0	8.0
Minimum Split (s)	11.0	21.0		11.0	11.0	21.0		11.5	14.5		11.5	14.5
Total Split (s)	16.0	50.0		16.0	16.0	50.0		22.0	39.0		25.0	42.0
Total Split (%)	12.3%	38.5%		12.3%	12.3%	38.5%		16.9%	30.0%		19.2%	32.3%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.5	6.5		6.5	6.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		None	Min		None	Min
Act Effct Green (s)	54.0	44.0			54.0	45.0		51.0	21.6		51.0	35.5
Actuated g/C Ratio	0.42	0.34			0.42	0.35		0.39	0.17		0.39	0.27
v/c Ratio	0.50	0.94			0.36	0.96		0.98	0.76		0.71	1.01
Control Delay	18.2	35.0			25.7	41.3		86.6	54.6		49.3	77.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	18.2	35.0			25.7	41.3		86.6	54.6		49.3	77.5
LOS	B	D			C	D		F	D		D	E
Approach Delay		33.4				40.1			66.3			70.1
Approach LOS		C				D			E			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 57 (44%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 48.4	Intersection LOS: D
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 204: Slaughter & S 1st St



204: Slaughter & S 1st St

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	193
Future Volume (vph)	193
Peak Hour Factor	0.77
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

271: Slaughter & United Kingdom

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	38	1655	15	5	15	1622	15	12	0	13	19	1
Future Volume (vph)	38	1655	15	5	15	1622	15	12	0	13	19	1
Peak Hour Factor	0.68	0.90	0.62	0.42	0.94	0.95	0.63	0.60	0.92	0.46	0.79	0.25
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	6			2	2			4			8	
Detector Phase	5	2		1	1	6		4	4		8	8
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)	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0	23.0
Total Split (s)	17.0	87.0		12.0	12.0	82.0		31.0	31.0		31.0	31.0
Total Split (%)	13.1%	66.9%		9.2%	9.2%	63.1%		23.8%	23.8%		23.8%	23.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
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
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		Max	Max		Max	Max
Act Effct Green (s)	90.0	87.2			91.0	84.5		26.0	26.0		26.0	26.0
Actuated g/C Ratio	0.69	0.67			0.70	0.65		0.20	0.20		0.20	0.20
v/c Ratio	0.27	0.55			0.15	0.52		0.07	0.07		0.09	0.14
Control Delay	8.1	6.0			2.4	2.2		43.2	0.4		43.5	14.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.1	6.0			2.4	2.2		43.2	0.4		43.5	14.2
LOS	A	A			A	A		D	A		D	B
Approach Delay		6.1				2.2			18.2			23.4
Approach LOS		A				A			B			C

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 22 (17%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 4.8	Intersection LOS: A
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 271: Slaughter & United Kingdom

271: Slaughter & United Kingdom

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Peak Hour Factor	0.83
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

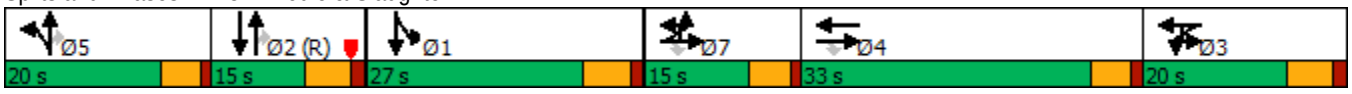
Intersection Summary

432: Brodie & Slaughter

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	12	163	950	449	15	261	649	222	285	333	133	401
Future Volume (vph)	12	163	950	449	15	261	649	222	285	333	133	401
Peak Hour Factor	0.75	0.91	0.95	0.88	0.75	0.92	0.97	0.99	0.93	0.86	0.88	0.89
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Prot	NA	Perm	Prot
Protected Phases	7	7	4 7		3	3	3 4		5	5 2		1
Permitted Phases				4 7							5 2	
Detector Phase	7	7	4 7	4 7	3	3	3 4		5	5 2	5 2	1
Switch Phase												
Minimum Initial (s)	5.0	5.0			8.0	8.0			8.0			7.0
Minimum Split (s)	10.0	10.0			14.0	14.0			13.0			13.0
Total Split (s)	15.0	15.0			20.0	20.0			20.0			27.0
Total Split (%)	11.5%	11.5%			15.4%	15.4%			15.4%			20.8%
Yellow Time (s)	4.0	4.0			4.5	4.5			4.0			4.5
All-Red Time (s)	1.0	1.0			1.5	1.5			1.0			1.5
Lost Time Adjust (s)		0.0				0.0			0.0			0.0
Total Lost Time (s)		5.0				6.0			5.0			6.0
Lead/Lag	Lead	Lead							Lead			
Lead-Lag Optimize?												
Recall Mode	None	None			None	None			None			None
Act Effct Green (s)		10.2	43.2	43.2		14.0	47.0		14.8	30.0	30.0	20.8
Actuated g/C Ratio		0.08	0.33	0.33		0.11	0.36		0.11	0.23	0.23	0.16
v/c Ratio		0.72	0.85	0.70		0.82	0.49		0.78	0.47	0.31	0.82
Control Delay		66.7	28.5	10.9		66.2	21.5		70.6	45.5	7.0	66.1
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		66.7	28.5	10.9		66.2	21.5		70.6	45.5	7.0	66.1
LOS		E	C	B		E	C		E	D	A	E
Approach Delay			27.6				32.9			47.7		
Approach LOS			C				C			D		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 105 (81%), Referenced to phase 2:NBSB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 39.1	Intersection LOS: D
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 432: Brodie & Slaughter



432: Brodie & Slaughter

Lane Group	SBT	SBR	Ø2	Ø4
Lane Configurations				
Traffic Volume (vph)	434	66		
Future Volume (vph)	434	66		
Peak Hour Factor	0.66	0.72		
Shared Lane Traffic (%)				
Turn Type	NA			
Protected Phases	1 2		2	4
Permitted Phases				
Detector Phase	1 2			
Switch Phase				
Minimum Initial (s)			6.0	8.0
Minimum Split (s)			12.0	13.0
Total Split (s)			15.0	33.0
Total Split (%)			12%	25%
Yellow Time (s)			4.5	4.0
All-Red Time (s)			1.5	1.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag			Lag	Lag
Lead-Lag Optimize?				
Recall Mode			C-Max	None
Act Effct Green (s)	36.0			
Actuated g/C Ratio	0.28			
v/c Ratio	0.77			
Control Delay	48.9			
Queue Delay	0.0			
Total Delay	48.9			
LOS	D			
Approach Delay	55.3			
Approach LOS	E			

Intersection Summary

511: Slaughter & Beckett

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	818	41	11	18	995	88	37	18	34	102	17
Future Volume (vph)	76	818	41	11	18	995	88	37	18	34	102	17
Peak Hour Factor	0.77	0.94	0.85	0.69	0.64	0.91	0.92	0.66	0.90	0.65	0.85	0.71
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		pm+pt	NA
Protected Phases	5	2		1	1	6			4		3	8
Permitted Phases								4			8	
Detector Phase	5	2		1	1	6		4	4		3	8
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)	10.0	23.0		10.0	10.0	23.0		23.0	23.0		23.0	20.0
Total Split (s)	15.0	42.0		15.0	15.0	42.0		13.0	13.0		10.0	23.0
Total Split (%)	18.8%	52.5%		18.8%	18.8%	52.5%		16.3%	16.3%		12.5%	28.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
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
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		Max	Max		Max	None
Act Effct Green (s)	8.8	43.9			7.5	40.4		8.0	8.0		18.0	18.0
Actuated g/C Ratio	0.11	0.55			0.09	0.50		0.10	0.10		0.22	0.22
v/c Ratio	0.51	0.48			0.27	0.67		0.50	0.34		0.50	0.45
Control Delay	51.1	9.3			42.4	16.6		50.3	19.6		33.8	8.5
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	51.1	9.3			42.4	16.6		50.3	19.6		33.8	8.5
LOS	D	A			D	B		D	B		C	A
Approach Delay		13.4				17.5			33.0			16.9
Approach LOS		B				B			C			B

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 55 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 511: Slaughter & Beckett

511: Slaughter & Beckett

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	175
Future Volume (vph)	175
Peak Hour Factor	0.81
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

532: Bowie HS & Slaughter

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	27	1745	209	77	968	17	268	0	60	12	1
Future Volume (vph)	3	27	1745	209	77	968	17	268	0	60	12	1
Peak Hour Factor	0.75	0.61	0.95	0.66	0.80	0.85	0.96	0.66	0.92	0.80	0.50	0.25
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA		Perm	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6			4			8
Permitted Phases	2	2		2				4		4	8	
Detector Phase	5	5	2	2	1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	5.0	20.0		10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	9.5	25.5	25.5	10.5	25.5		15.5	15.5	15.5	15.5	15.5
Total Split (s)	17.0	17.0	70.0	70.0	24.0	77.0		36.0	36.0	36.0	36.0	36.0
Total Split (%)	13.1%	13.1%	53.8%	53.8%	18.5%	59.2%		27.7%	27.7%	27.7%	27.7%	27.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5			5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max	C-Max	None	C-Max		Max	Max	Max	Max	Max
Act Effct Green (s)		77.3	70.6	70.6	12.4	78.6			30.5	30.5	30.5	30.5
Actuated g/C Ratio		0.59	0.54	0.54	0.10	0.60			0.23	0.23	0.23	0.23
v/c Ratio		0.15	0.66	0.33	0.57	0.38			0.94	0.16	0.42	0.06
Control Delay		8.7	23.2	5.7	89.4	6.2			78.8	2.8	67.4	18.0
Queue Delay		0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay		8.7	23.2	5.7	89.4	6.2			78.8	2.8	67.4	18.0
LOS		A	C	A	F	A			E	A	E	B
Approach Delay			20.3			12.6			66.9			42.7
Approach LOS			C			B			E			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 14 (11%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 532: Bowie HS & Slaughter

532: Bowie HS & Slaughter

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Peak Hour Factor	0.65
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

533: Slaughter & Curlew

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	34	1184	4	4	27	862	81	17	11	6	77	19
Future Volume (vph)	34	1184	4	4	27	862	81	17	11	6	77	19
Peak Hour Factor	0.71	0.94	0.50	0.50	0.75	0.84	0.70	0.53	0.92	0.50	0.80	0.43
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	5	2		1	1	6			4			8
Permitted Phases	2			6	6			4			8	
Detector Phase	5	2		1	1	6		4	4		8	8
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	3.0	20.0		5.0	5.0		5.0	5.0
Minimum Split (s)	8.0	25.0		8.0	8.0	25.0		10.0	10.0		10.5	10.5
Total Split (s)	15.0	85.0		15.0	15.0	85.0		30.0	30.0		30.0	30.0
Total Split (%)	11.5%	65.4%		11.5%	11.5%	65.4%		23.1%	23.1%		23.1%	23.1%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		3.0	3.0		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0			5.0			5.5
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	None	C-Max		Max	Max		Max	Max
Act Effct Green (s)	91.1	85.7			90.9	85.7			25.0			24.5
Actuated g/C Ratio	0.70	0.66			0.70	0.66			0.19			0.19
v/c Ratio	0.15	0.54			0.15	0.50			0.20			0.51
Control Delay	6.0	7.4			3.7	6.3			39.5			54.9
Queue Delay	0.0	0.0			0.0	0.0			0.0			0.0
Total Delay	6.0	7.4			3.7	6.3			39.5			54.9
LOS	A	A			A	A			D			D
Approach Delay		7.4				6.2			39.5			37.4
Approach LOS		A				A			D			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 5 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 10.0	Intersection LOS: B
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 533: Slaughter & Curlew

533: Slaughter & Curlew

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Peak Hour Factor	0.86
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.5
Total Split (s)	30.0
Total Split (%)	23.1%
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	24.5
Actuated g/C Ratio	0.19
v/c Ratio	0.25
Control Delay	11.0
Queue Delay	0.0
Total Delay	11.0
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

542: Wolftrap & Slaughter

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1453	336	77	968	93	113
Future Volume (vph)	1453	336	77	968	93	113
Peak Hour Factor	0.97	0.88	0.92	0.92	0.65	0.74
Shared Lane Traffic (%)						
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Detector Phase	2		1	6	4	4
Switch Phase						
Minimum Initial (s)	20.0		5.0	20.0	6.0	6.0
Minimum Split (s)	25.5		10.5	25.5	11.5	11.5
Total Split (s)	83.0		21.0	104.0	26.0	26.0
Total Split (%)	63.8%		16.2%	80.0%	20.0%	20.0%
Yellow Time (s)	4.5		4.5	4.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5	5.5	5.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max		None	C-Max	Max	Max
Act Effct Green (s)	85.7		98.5	98.5	20.5	20.5
Actuated g/C Ratio	0.66		0.76	0.76	0.16	0.16
v/c Ratio	0.57		0.43	0.27	0.51	0.40
Control Delay	2.7		11.8	1.8	57.5	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	2.7		11.8	1.8	57.5	10.6
LOS	A		B	A	E	B
Approach Delay	2.7			2.5	33.2	
Approach LOS	A			A	C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 25 (19%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 5.4	Intersection LOS: A
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 542: Wolftrap & Slaughter

563: Slaughter & West Gate

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	4	146	1332	885	95	335	258
Future Volume (vph)	4	146	1332	885	95	335	258
Peak Hour Factor	0.50	0.96	0.92	0.97	0.79	0.89	0.90
Shared Lane Traffic (%)							
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	5	2	6		4	
Permitted Phases	2	2					4
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	25.0	25.0		8.0	8.0
Minimum Split (s)	10.5	10.5	30.5	30.5		14.0	14.0
Total Split (s)	16.0	16.0	96.0	80.0		34.0	34.0
Total Split (%)	12.3%	12.3%	73.8%	61.5%		26.2%	26.2%
Yellow Time (s)	4.5	4.5	4.5	4.5		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		5.5	5.5	5.5		6.0	6.0
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?							
Recall Mode	None	None	C-Max	C-Max		Max	Max
Act Effct Green (s)		90.5	90.5	75.8		28.0	28.0
Actuated g/C Ratio		0.70	0.70	0.58		0.22	0.22
v/c Ratio		0.45	0.59	0.51		0.99	0.54
Control Delay		9.8	18.9	10.2		93.8	12.8
Queue Delay		0.0	0.0	0.0		0.0	0.0
Total Delay		9.8	18.9	10.2		93.8	12.8
LOS		A	B	B		F	B
Approach Delay			18.0	10.2		58.7	
Approach LOS			B	B		E	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 17 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Red	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 563: Slaughter & West Gate

570: Slaughter & Cullen

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	69	1417	124	4	142	1528	23	179	72	275	18
Future Volume (vph)	7	69	1417	124	4	142	1528	23	179	72	275	18
Peak Hour Factor	0.58	0.91	0.94	0.82	0.50	0.93	0.93	0.72	0.91	0.78	0.89	0.75
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA		Perm
Protected Phases	5	5	2		1	1	6		7	4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		7	4		8
Switch Phase												
Minimum Initial (s)	5.0	5.0	15.0		5.0	5.0	15.0		5.0	8.0		8.0
Minimum Split (s)	12.0	12.0	22.0		12.0	12.0	22.0		11.0	14.0		14.0
Total Split (s)	21.0	21.0	82.0		27.0	27.0	88.0		16.0	41.0		25.0
Total Split (%)	14.0%	14.0%	54.7%		18.0%	18.0%	58.7%		10.7%	27.3%		16.7%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		
Total Lost Time (s)		7.0	7.0			7.0	7.0		6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		Min
Act Effct Green (s)		91.3	83.2			100.5	88.0		33.9	33.9		
Actuated g/C Ratio		0.61	0.55			0.67	0.59		0.23	0.23		
v/c Ratio		0.44	0.59			0.65	0.56		0.95	0.89		
Control Delay		16.8	23.8			54.8	4.9		103.7	62.8		
Queue Delay		0.0	0.0			0.0	0.5		0.0	0.0		
Total Delay		16.8	23.8			54.8	5.4		103.7	62.8		
LOS		B	C			D	A		F	E		
Approach Delay			23.4				9.7			76.3		
Approach LOS			C				A			E		

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 7 (5%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 570: Slaughter & Cullen

570: Slaughter & Cullen

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	85	28
Future Volume (vph)	85	28
Peak Hour Factor	0.85	0.78
Shared Lane Traffic (%)		
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	14.0	
Total Split (s)	25.0	
Total Split (%)	16.7%	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?		
Recall Mode	Min	
Act Effct Green (s)	17.9	
Actuated g/C Ratio	0.12	
v/c Ratio	0.86	
Control Delay	98.9	
Queue Delay	0.0	
Total Delay	98.9	
LOS	F	
Approach Delay	98.9	
Approach LOS	F	

Intersection Summary

573: Lindshire & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1555	102	40	926	6	79	2	31	5	2	3
Future Volume (vph)	0	1555	102	40	926	6	79	2	31	5	2	3
Peak Hour Factor	0.92	0.93	0.94	0.77	0.98	0.50	0.79	0.50	0.78	0.63	0.50	0.38
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases				6			4		4	8		
Detector Phase		2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)		25.0		7.0	25.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)		30.5		12.5	30.5		10.5	10.5	10.5	10.5	10.5	
Total Split (s)		85.0		16.0	101.0		29.0	29.0	29.0	29.0	29.0	
Total Split (%)		65.4%		12.3%	77.7%		22.3%	22.3%	22.3%	22.3%	22.3%	
Yellow Time (s)		4.5		4.5	4.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)		1.0		1.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)		5.5		5.5	5.5			5.5	5.5		5.5	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max		Max	Max	Max	Max	Max	
Act Effct Green (s)		85.3		95.5	95.5			23.5	23.5		23.5	
Actuated g/C Ratio		0.66		0.73	0.73			0.18	0.18		0.18	
v/c Ratio		0.77		0.30	0.37			0.43	0.12		0.07	
Control Delay		4.3		22.4	2.6			53.6	4.2		32.0	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		4.3		22.4	2.6			53.6	4.2		32.0	
LOS		A		C	A			D	A		C	
Approach Delay		4.3			3.6			39.9			32.0	
Approach LOS		A			A			D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 2 (2%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 573: Lindshire & Slaughter

643: Slaughter & Sendera Mesa

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	78	1946	4	11	1124	36	31	5	38	84	5
Future Volume (vph)	12	78	1946	4	11	1124	36	31	5	38	84	5
Peak Hour Factor	0.60	0.72	0.96	0.33	0.69	0.86	0.75	0.78	0.42	0.86	0.72	0.62
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	5	5	2		1	6			4			8
Permitted Phases	2	2			6			4			8	
Detector Phase	5	5	2		1	6		4	4		8	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0		4.0	20.0		5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	9.5	25.5		9.5	25.5		10.5	10.5		11.0	11.0
Total Split (s)	20.0	20.0	112.0		20.0	112.0		28.0	28.0		28.0	28.0
Total Split (%)	12.5%	12.5%	70.0%		12.5%	70.0%		17.5%	17.5%		17.5%	17.5%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		2.0	2.0		2.5	2.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0			0.0
Total Lost Time (s)		5.5	5.5		5.5	5.5			5.5			6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag						
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	C-Max		Max	Max		Max	Max
Act Effct Green (s)		125.5	121.9		118.7	112.9			22.5			22.0
Actuated g/C Ratio		0.78	0.76		0.74	0.71			0.14			0.14
v/c Ratio		0.42	0.53		0.10	0.38			0.51			0.80
Control Delay		5.0	3.7		5.0	9.8			58.8			99.7
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		5.0	3.7		5.0	9.8			58.8			99.7
LOS		A	A		A	A			E			F
Approach Delay			3.8			9.8			58.8			70.9
Approach LOS			A			A			E			E

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 87 (54%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 643: Slaughter & Sendera Mesa

643: Slaughter & Sendera Mesa

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
Peak Hour Factor	0.83
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	28.0
Total Split (%)	17.5%
Yellow Time (s)	3.5
All-Red Time (s)	2.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	22.0
Actuated g/C Ratio	0.14
v/c Ratio	0.33
Control Delay	30.1
Queue Delay	0.0
Total Delay	30.1
LOS	C
Approach Delay	
Approach LOS	

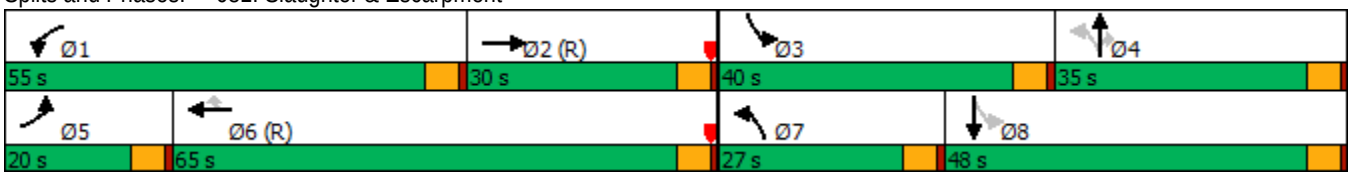
Intersection Summary

681: Slaughter & Escarpment

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	432	123	483	460	154	152	287	271	200	437	145
Future Volume (vph)	103	432	123	483	460	154	152	287	271	200	437	145
Peak Hour Factor	0.86	0.89	0.79	0.89	0.89	0.76	0.81	0.89	0.82	0.91	0.93	0.72
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Total Split (s)	20.0	30.0		55.0	65.0	65.0	27.0	35.0	35.0	40.0	48.0	
Total Split (%)	12.5%	18.8%		34.4%	40.6%	40.6%	16.9%	21.9%	21.9%	25.0%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	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	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	Max	None	Max	
Act Effct Green (s)	10.9	44.0		31.0	64.1	64.1	62.9	46.6	46.6	67.1	48.7	
Actuated g/C Ratio	0.07	0.28		0.19	0.40	0.40	0.39	0.29	0.29	0.42	0.30	
v/c Ratio	0.51	0.67		0.82	0.36	0.28	0.62	0.31	0.47	0.48	0.63	
Control Delay	79.3	54.6		90.5	23.3	7.7	38.3	46.1	6.8	32.8	48.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.3	54.6		90.5	23.3	7.7	38.3	46.1	6.8	32.8	48.7	
LOS	E	D		F	C	A	D	D	A	C	D	
Approach Delay		58.5			49.7			28.9			44.8	
Approach LOS		E			D			C			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 19 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 681: Slaughter & Escarpment



701: Slaughter & Palace Pkwy

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	35	1620	22	6	33	1719	70	19	2	15	83
Future Volume (vph)	18	35	1620	22	6	33	1719	70	19	2	15	83
Peak Hour Factor	0.56	0.88	0.91	0.69	0.50	0.52	0.80	0.76	0.79	0.25	0.62	0.86
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases	2	2			6	6			4			8
Detector Phase	5	5	2		1	1	6		4	4		8
Switch Phase												
Minimum Initial (s)	4.0	4.0	25.0		4.0	4.0	25.0		9.0	9.0		9.0
Minimum Split (s)	10.0	10.0	31.0		10.0	10.0	31.0		15.0	15.0		15.0
Total Split (s)	10.0	10.0	85.0		10.0	10.0	85.0		35.0	35.0		35.0
Total Split (%)	7.7%	7.7%	65.4%		7.7%	7.7%	65.4%		26.9%	26.9%		26.9%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0	5.0		4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0		2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0		
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0		
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		Max	Max		Max
Act Effct Green (s)		81.0	81.0			81.0	81.0			29.0		
Actuated g/C Ratio		0.62	0.62			0.62	0.62			0.22		
v/c Ratio		0.65	0.57			0.56	0.71			0.16		
Control Delay		52.1	14.5			25.4	12.6			26.9		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		52.1	14.5			25.4	12.6			26.9		
LOS		D	B			C	B			C		
Approach Delay			15.9				13.0			26.9		
Approach LOS			B				B			C		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 11 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 701: Slaughter & Palace Pkwy

701: Slaughter & Palace Pkwy

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	5	42
Future Volume (vph)	5	42
Peak Hour Factor	0.62	0.81
Shared Lane Traffic (%)		
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	9.0	9.0
Minimum Split (s)	15.0	15.0
Total Split (s)	35.0	35.0
Total Split (%)	26.9%	26.9%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.34	0.12
Control Delay	46.3	0.5
Queue Delay	0.0	0.0
Total Delay	46.3	0.5
LOS	D	A
Approach Delay	31.1	
Approach LOS	C	

Intersection Summary

730: Slaughter & HEB

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	139	1434	905	198	0	120	
Future Volume (vph)	139	1434	905	198	0	120	
Peak Hour Factor	0.70	0.98	0.92	0.95	0.92	0.81	
Shared Lane Traffic (%)							
Turn Type	D.P+P	NA	NA	Perm		Prot	
Protected Phases	4	4 6	2			8	6
Permitted Phases	2			2			
Detector Phase	4	4 6	2	2		8	
Switch Phase							
Minimum Initial (s)	5.0		12.0	12.0		5.0	12.0
Minimum Split (s)	10.0		17.0	17.0		9.0	14.0
Total Split (s)	18.0		112.0	112.0		18.0	112.0
Total Split (%)	13.8%		86.2%	86.2%		13.8%	86%
Yellow Time (s)	4.0		4.0	4.0		3.0	2.0
All-Red Time (s)	1.0		1.0	1.0		1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	5.0		5.0	5.0		4.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None		C-Max	C-Max		None	C-Max
Act Effct Green (s)	120.0	130.0	107.0	107.0		14.0	
Actuated g/C Ratio	0.92	1.00	0.82	0.82		0.11	
v/c Ratio	0.33	0.41	0.34	0.16		0.39	
Control Delay	1.2	0.3	3.2	1.4		3.1	
Queue Delay	0.0	0.0	0.2	0.0		0.0	
Total Delay	1.2	0.3	3.4	1.4		3.1	
LOS	A	A	A	A		A	
Approach Delay		0.4	3.1		3.1		
Approach LOS		A	A		A		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 74 (57%), Referenced to phase 2:EBWB and 6:EBT, Start of Red	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 1.6	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

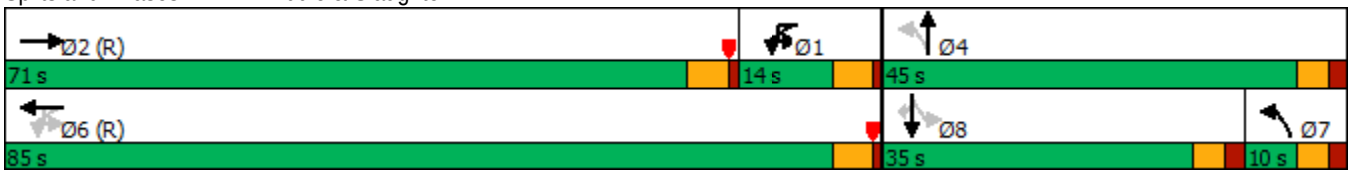
Splits and Phases: 730: Slaughter & HEB

747: Riddle & Slaughter

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1234	12	21	134	808	45	31	29	70	216	66
Future Volume (vph)	0	1234	12	21	134	808	45	31	29	70	216	66
Peak Hour Factor	0.92	0.98	0.60	0.75	0.84	0.96	0.87	0.86	0.60	0.88	0.93	0.66
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA
Protected Phases		2		1	1	6		7	4			8
Permitted Phases				6	6			4			8	
Detector Phase		2		1	1	6		7	4		8	8
Switch Phase												
Minimum Initial (s)		20.0		6.0	6.0	20.0		5.0	10.0		10.0	10.0
Minimum Split (s)		25.0		11.0	11.0	25.0		10.0	15.0		15.0	15.0
Total Split (s)		71.0		14.0	14.0	85.0		10.0	45.0		35.0	35.0
Total Split (%)		54.6%		10.8%	10.8%	65.4%		7.7%	34.6%		26.9%	26.9%
Yellow Time (s)		4.0		4.0	4.0	4.0		3.0	3.0		3.0	3.0
All-Red Time (s)		1.0		1.0	1.0	1.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0			0.0			0.0
Total Lost Time (s)		5.0			5.0	5.0			5.0			5.0
Lead/Lag		Lead		Lag	Lag			Lag			Lead	Lead
Lead-Lag Optimize?												
Recall Mode		C-Max		None	None	C-Max		None	Max		Max	Max
Act Effct Green (s)		66.0			80.0	80.0			40.0			40.0
Actuated g/C Ratio		0.51			0.62	0.62			0.31			0.31
v/c Ratio		0.71			0.79	0.41			0.38			0.90
Control Delay		22.9			55.8	9.3			29.9			72.0
Queue Delay		0.0			0.0	0.2			0.0			0.0
Total Delay		22.9			55.8	9.5			29.9			72.0
LOS		C			E	A			C			E
Approach Delay		22.9				17.6			29.9			49.5
Approach LOS		C				B			C			D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 74 (57%), Referenced to phase 2:EBT and 6:WBTL, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 25.8	Intersection LOS: C
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 747: Riddle & Slaughter



747: Riddle & Slaughter

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	148
Future Volume (vph)	148
Peak Hour Factor	0.86
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	15.0
Total Split (s)	35.0
Total Split (%)	26.9%
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	40.0
Actuated g/C Ratio	0.31
v/c Ratio	0.28
Control Delay	5.9
Queue Delay	0.0
Total Delay	5.9
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

760: Slaughter & Texas Oaks

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	50	1544	34	5	55	1557	48	24	3	29	64
Future Volume (vph)	7	50	1544	34	5	55	1557	48	24	3	29	64
Peak Hour Factor	0.58	0.63	0.91	0.77	0.42	0.76	0.95	0.75	0.75	0.75	0.81	0.47
Shared Lane Traffic (%)												
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA	Perm	D.P+P
Protected Phases	5	5	2		1	1	6		7	4		3
Permitted Phases	2	2			6	6			4		4	4
Detector Phase	5	5	2		1	1	6		7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	23.0		10.0	10.0	23.0		10.0	10.0	10.0	10.0
Total Split (s)	19.0	19.0	76.0		14.0	14.0	71.0		11.0	21.0	21.0	19.0
Total Split (%)	14.6%	14.6%	58.5%		10.8%	10.8%	54.6%		8.5%	16.2%	16.2%	14.6%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	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	
Total Lost Time (s)		5.0	5.0			5.0	5.0			5.0	5.0	
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	Max	Max	None
Act Effct Green (s)		71.0	71.0			71.1	71.1			35.0	35.0	
Actuated g/C Ratio		0.55	0.55			0.55	0.55			0.27	0.27	
v/c Ratio		0.51	0.63			0.40	0.62			0.10	0.07	
Control Delay		45.8	5.9			18.0	8.7			36.7	0.2	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		45.8	5.9			18.0	8.7			36.7	0.2	
LOS		D	A			B	A			D	A	
Approach Delay			7.9				9.1			18.5		
Approach LOS			A				A			B		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 10 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 760: Slaughter & Texas Oaks

760: Slaughter & Texas Oaks

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	7	97
Future Volume (vph)	7	97
Peak Hour Factor	0.35	0.69
Shared Lane Traffic (%)		
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	23.0	23.0
Total Split (s)	29.0	29.0
Total Split (%)	22.3%	22.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	Max
Act Effct Green (s)	35.0	35.0
Actuated g/C Ratio	0.27	0.27
v/c Ratio	0.43	0.27
Control Delay	43.6	6.8
Queue Delay	0.0	0.0
Total Delay	43.6	6.8
LOS	D	A
Approach Delay	26.2	
Approach LOS	C	

Intersection Summary

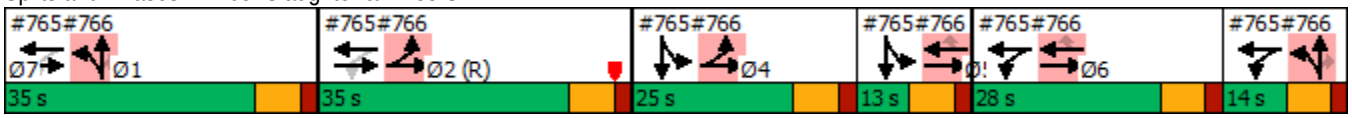
765: Slaughter & IH-35 SB

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1525	610	340	1061	0	0	0	0	308	510	668
Future Volume (vph)	0	1525	610	340	1061	0	0	0	0	308	510	668
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type		NA		pm+pt	NA					Split	NA	Free
Protected Phases		1 2		6 7	6 7 1 2					4 5	4 5	
Permitted Phases				6 7 1 2								Free
Detector Phase		1 2		6 7	6 7 1 2					4 5	4 5	
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		63.0		98.0	105.0					31.0	31.0	150.0
Actuated g/C Ratio		0.42		0.65	0.70					0.21	0.21	1.00
v/c Ratio		0.92dr		0.80	0.47					0.92	0.76	0.46
Control Delay		26.9		19.4	2.3					88.3	63.6	1.0
Queue Delay		2.8		0.0	0.3					0.0	0.0	0.1
Total Delay		29.7		19.4	2.5					88.3	63.6	1.0
LOS		C		B	A					F	E	A
Approach Delay		29.7			6.6						40.6	
Approach LOS		C			A						D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 134 (89%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 765: Slaughter & IH-35 SB



765: Slaughter & IH-35 SB

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	7.0	7.0	3.0	5.0	7.0
Minimum Split (s)	12.0	14.0	14.0	10.0	12.0	14.0
Total Split (s)	35.0	35.0	25.0	13.0	28.0	14.0
Total Split (%)	23%	23%	17%	9%	19%	9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

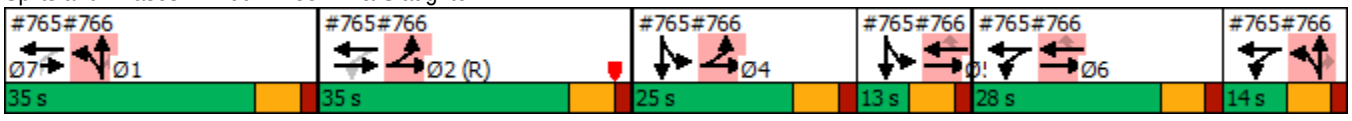
Intersection Summary

766: IH-35 NB & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	787	1028	0	0	715	178	628	93	111	0	0	0
Future Volume (vph)	787	1028	0	0	715	178	628	93	111	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)							50%					
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases						5 6			1 7			
Detector Phase	2 4	2 4 5 6			5 6	5 6	1 7	1 7	1 7			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	53.0	94.0			34.0	34.0	42.0	42.0	42.0			
Actuated g/C Ratio	0.35	0.63			0.23	0.23	0.28	0.28	0.28			
v/c Ratio	0.71	0.50			0.67	0.38	0.76	0.48	0.21			
Control Delay	27.0	15.2			56.4	8.2	61.5	47.1	1.4			
Queue Delay	5.8	26.9			0.0	0.0	0.0	0.0	0.0			
Total Delay	32.8	42.1			56.4	8.2	61.5	47.1	1.4			
LOS	C	D			E	A	E	D	A			
Approach Delay		38.1			46.8			46.4				
Approach LOS		D			D			D				

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 134 (89%), Referenced to phase 2:EBWB, Start of Red	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 42.2	Intersection LOS: D
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 766: IH-35 NB & Slaughter



766: IH-35 NB & Slaughter

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	5.0	7.0	7.0	3.0	5.0	7.0
Minimum Split (s)	12.0	14.0	14.0	10.0	12.0	14.0
Total Split (s)	35.0	35.0	25.0	13.0	28.0	14.0
Total Split (%)	23%	23%	17%	9%	19%	9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag	Lead	Lag
Lead-Lag Optimize?						
Recall Mode	Max	C-Max	Max	None	Max	Max
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

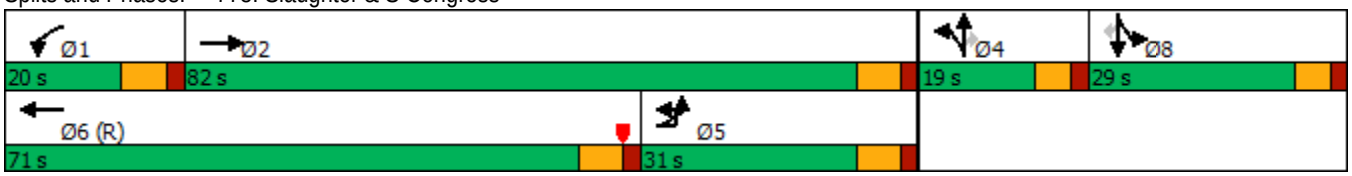
Intersection Summary

778: Slaughter & S Congress

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	142	1458	95	75	1504	190	73	65	156	345	118
Future Volume (vph)	7	142	1458	95	75	1504	190	73	65	156	345	118
Peak Hour Factor	0.48	0.87	0.95	0.88	0.91	0.94	0.97	0.96	0.71	0.91	0.93	0.82
Shared Lane Traffic (%)												
Turn Type	Prot	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	5	5	2		1	6		4	4		8	8
Permitted Phases										4		
Detector Phase	5	5	2		1	6		4	4	4	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	11.0	11.0	11.0
Total Split (s)	31.0	31.0	82.0		20.0	71.0		19.0	19.0	19.0	29.0	29.0
Total Split (%)	20.7%	20.7%	54.7%		13.3%	47.3%		12.7%	12.7%	12.7%	19.3%	19.3%
Yellow Time (s)	5.0	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max		Max	C-Max		Max	Max	Max	Max	Max
Act Effct Green (s)		24.0	75.0		13.0	64.0		13.0	13.0	13.0	23.0	23.0
Actuated g/C Ratio		0.16	0.50		0.09	0.43		0.09	0.09	0.09	0.15	0.15
v/c Ratio		0.32	0.65		0.54	0.84		0.50	0.30	0.58	0.71	0.51
Control Delay		42.9	15.4		87.2	26.9		77.2	67.1	16.2	68.4	65.2
Queue Delay		0.0	0.1		0.0	0.5		0.0	0.0	0.1	0.0	0.0
Total Delay		42.9	15.5		87.2	27.5		77.2	67.1	16.3	68.4	65.2
LOS		D	B		F	C		E	E	B	E	E
Approach Delay			18.2			30.1			43.7			53.4
Approach LOS			B			C			D			D

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 123 (82%), Referenced to phase 6:WBT, Start of Red	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 29.8	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 778: Slaughter & S Congress



778: Slaughter & S Congress

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Peak Hour Factor	0.89
Shared Lane Traffic (%)	
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	11.0
Total Split (s)	29.0
Total Split (%)	19.3%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	23.0
Actuated g/C Ratio	0.15
v/c Ratio	0.43
Control Delay	10.0
Queue Delay	0.0
Total Delay	10.0
LOS	B
Approach Delay	
Approach LOS	

Intersection Summary

787: Slaughter & Loop 1 SB

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	902	61	293	534	0	0	0	0	1146	1027	639
Future Volume (vph)	0	902	61	293	534	0	0	0	0	1146	1027	639
Peak Hour Factor	0.92	0.87	0.80	0.89	0.95	0.92	0.92	0.92	0.92	0.94	0.95	0.87
Shared Lane Traffic (%)										39%		
Turn Type		NA		D.P+P	NA					Split	NA	Perm
Protected Phases		1 2		6 7	1 2 6 7					4 5	4 5	
Permitted Phases				1 2								4 5
Detector Phase		1 2		6 7	1 2 6 7					4 5	4 5	4 5
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		36.5		74.0	79.5					69.5	69.5	69.5
Actuated g/C Ratio		0.23		0.46	0.50					0.43	0.43	0.43
v/c Ratio		0.97		0.71	0.32					1.06	1.07	0.89
Control Delay		82.9		6.1	2.8					95.4	88.8	40.6
Queue Delay		33.0		4.3	3.0					0.0	0.0	0.0
Total Delay		115.9		10.4	5.8					95.4	88.8	40.6
LOS		F		B	A					F	F	D
Approach Delay		115.9			7.5						78.7	
Approach LOS		F			A						E	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 99 (62%), Referenced to phase 6:WBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 74.4	Intersection LOS: E
Intersection Capacity Utilization 118.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 787: Slaughter & Loop 1 SB

787: Slaughter & Loop 1 SB

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	1.0	3.0	4.0	1.0	12.0	5.0
Minimum Split (s)	6.5	8.5	9.5	6.5	17.5	10.0
Total Split (s)	11.0	31.0	64.0	11.0	23.0	20.0
Total Split (%)	7%	19%	40%	7%	14%	13%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	None	None	C-Max	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

Intersection Summary

788: Loop 1 NB & Slaughter

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	1811	0	0	800	471	31	523	366	0	0	0
Future Volume (vph)	273	1811	0	0	800	471	31	523	366	0	0	0
Peak Hour Factor	0.86	0.96	0.92	0.92	0.88	0.88	0.78	0.91	0.96	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Perm			
Protected Phases	2 4	2 4 5 6			5 6		1 7	1 7				
Permitted Phases	5 6					5 6			1 7			
Detector Phase	2 4	2 4 5 6			5 6	5 6	1 7	1 7	1 7			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	118.0	123.5			28.5	28.5		25.5	25.5			
Actuated g/C Ratio	0.74	0.77			0.18	0.18		0.16	0.16			
v/c Ratio	0.16	0.69			1.00	0.83		1.09	1.06			
Control Delay	0.7	3.3			88.9	39.2		126.5	103.3			
Queue Delay	0.0	47.9			6.5	0.0		0.8	0.0			
Total Delay	0.7	51.2			95.4	39.2		127.3	103.3			
LOS	A	D			F	D		F	F			
Approach Delay		43.9			74.6			118.1				
Approach LOS		D			E			F				

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 99 (62%), Referenced to phase 6:WBTL, Start of Red	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 69.4	Intersection LOS: E
Intersection Capacity Utilization 118.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 788: Loop 1 NB & Slaughter

788: Loop 1 NB & Slaughter

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Turn Type						
Protected Phases	1	2	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	1.0	3.0	4.0	1.0	12.0	5.0
Minimum Split (s)	6.5	8.5	9.5	6.5	17.5	10.0
Total Split (s)	11.0	31.0	64.0	11.0	23.0	20.0
Total Split (%)	7%	19%	40%	7%	14%	13%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag			Lead	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Max	None	None	C-Max	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						

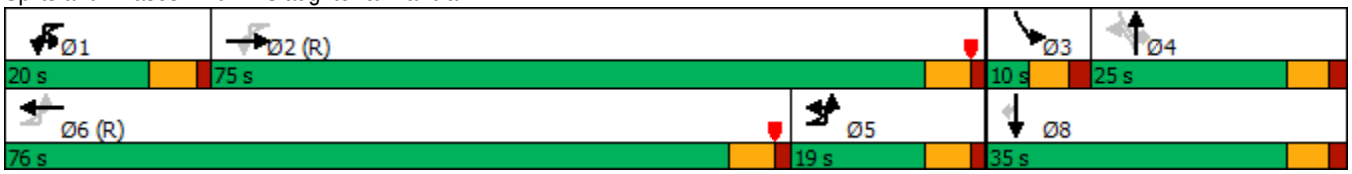
Intersection Summary

922: Slaughter & Francia Tr

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	26	1670	25	8	90	1624	48	101	30	61	31
Future Volume (vph)	5	26	1670	25	8	90	1624	48	101	30	61	31
Peak Hour Factor	0.62	0.72	0.95	0.45	0.67	0.90	0.95	0.80	0.72	0.98	0.85	0.70
Shared Lane Traffic (%)												
Turn Type	D.P+P	D.P+P	NA		D.P+P	D.P+P	NA		Perm	NA	Perm	D.P+P
Protected Phases	5	5	2		1	1	6			4		3
Permitted Phases	6	6			2	2			4		4	4
Detector Phase	5	5	2		1	1	6		4	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0		5.0	5.0	20.0		8.0	8.0	8.0	4.0
Minimum Split (s)	11.0	11.0	26.0		11.0	11.0	26.0		14.0	14.0	14.0	10.0
Total Split (s)	19.0	19.0	75.0		20.0	20.0	76.0		25.0	25.0	25.0	10.0
Total Split (%)	14.6%	14.6%	57.7%		15.4%	15.4%	58.5%		19.2%	19.2%	19.2%	7.7%
Yellow Time (s)	4.5	4.5	4.5		4.5	4.5	4.5		4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5	1.5		2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0	
Total Lost Time (s)		6.0	6.0			6.0	6.0			6.0	6.0	
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead		Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Act Effct Green (s)		89.3	78.8			88.1	78.9			23.9	23.9	
Actuated g/C Ratio		0.69	0.61			0.68	0.61			0.18	0.18	
v/c Ratio		0.18	0.59			0.51	0.58			0.72	0.17	
Control Delay		7.1	11.1			19.4	17.9			66.1	0.8	
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0	
Total Delay		7.1	11.1			19.4	17.9			66.1	0.8	
LOS		A	B			B	B			E	A	
Approach Delay			11.0				18.0			46.7		
Approach LOS			B				B			D		

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 86 (66%), Referenced to phase 2:EBWB and 6:EBWB, Start of Red	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 922: Slaughter & Francia Tr



922: Slaughter & Francia Tr

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	41	60
Future Volume (vph)	41	60
Peak Hour Factor	0.79	0.71
Shared Lane Traffic (%)		
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	35.0	35.0
Total Split (%)	26.9%	26.9%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	None
Act Effct Green (s)	23.9	23.9
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.42	0.22
Control Delay	51.5	3.2
Queue Delay	0.0	0.0
Total Delay	51.5	3.2
LOS	D	A
Approach Delay	28.8	
Approach LOS	C	

Intersection Summary

Appendix E

Health Impact Assessment Report

austin MOTION | THE CORRIDOR PROGRAM

SLAUGHTER LANE CORRIDOR

HEALTH IMPACT ASSESSMENT

December 2017

FINAL

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CHAPTER 5 – ASSESSMENT OF RECOMMENDATIONS

CHAPTER 6 – STRENGTHS AND LIMITATIONS

EXECUTIVE SUMMARY

BGE, Inc. (BGE) performed an analysis on the existing conditions of the vehicle, pedestrian, and bicycle paths along the Slaughter Lane Corridor in the City of Austin (City). This analysis was completed as part of the Corridor Mobility Development Program, which is sponsored and managed by the Austin Transportation Department (ATD). As a result of this analysis, a Corridor Mobility Plan will be presented along with this Health Impact Assessment (HIA) with the goal of the Corridor Mobility Plan being the development of recommendations to enhance safety, access, and mobility in order to design a roadway that serves all users – whether they drive, bike, walk, or take public transit. Corridor Mobility Plans are preliminary engineering documents that provide a basis for further analysis and development of potential projects.

The City of Austin's 2016 Mobility Bond Election Proposition 1 was approved by Austin voters on November 8, 2016, authorizing the City to issue $720 million in general obligation bonds to fund transportation and mobility improvements. The Slaughter Lane Corridor analysis is one of the projects funded by the Mobility Bond Program.

This HIA is part of the master scope of services for the Slaughter Lane Corridor Mobility Plan and presents potential health impacts of the existing conditions along the corridor as well as potential solutions for better general health of those who frequent Slaughter Lane. The transportation environment affects public health by influencing people's decision to participate in physical activity via walking or bicycling and by creating exposure to traffic hazards or vehicle emissions.

The steps in an HIA include screening, scoping, conducting a preliminary assessment, assessing the Corridor Mobility Plan, and recommending solutions with the HIA in mind. Throughout this HIA, existing conditions of the Slaughter Lane corridor are evaluated for potential health improvements. These existing conditions include location of green space, sidewalks, bicycle lanes, and hazardous traffic conditions.

As a result of this HIA, proposed improvements along the Slaughter Lane corridor include intersection improvements, additional travel lanes, construction of green space, and continuation of sidewalks and bike lanes. These proposed improvements will improve connectivity along the corridor and provide a more convenient and safe route for people to participate in exercise or active transit.

CHAPTER 1 – INTRODUCTION

HIA COMPONENTS

The City and ATD recognize that the built environment which surrounds citizens affects their social, physical, and mental health. This has caused a more common focus of including health in engineering design and development. The HIA is intended to address potential health impacts of projects, policies, and programs in the community. The general structure of an HIA, as defined in the project scope, includes screening, scoping, assessing existing conditions, assessing the Corridor Mobility Plan recommendations, and reporting of HIA recommendations. These five aspects will be described more in-depth throughout this report.

OVERVIEW OF THE SLAUGHTER LANE CORRIDOR HIA

While some HIAs are conducted in conjunction with new development, this HIA was conducted alongside a preliminary engineering analysis to update the existing thoroughfare of Slaughter Lane. The findings of the technical memorandum, the Corridor Mobility Plan, and the HIA will all help mold the final recommendations for improving public health and mobility along the Slaughter Lane corridor.

CHAPTER 2 – SCREENING

BACKGROUND AND PURPOSE OF HIA

In 2016, the City passed the Mobility Bond Election Proposition 1, which provides funding for some transportation and mobility improvements through the Corridor Mobility Development Program. The Slaughter Lane corridor is one of the projects funded through this Mobility Bond Program. As part of a 2017 contract with BGE, an HIA is to be included in the PER for Slaughter Lane. The HIA will help the corridor study team to consider impacts on public health during the development process of this project. The HIA will also help provide stakeholders and the public with information on the potential health impacts of the existing and proposed infrastructure along the Slaughter Lane corridor.

HIA JUSTIFICATION

The first HIA component is the screening process, which determines the feasibility of an HIA. The PER will analyze how people currently travel to destinations and interact with others along the corridor and how that will be impacted by the proposed infrastructure improvements. The Slaughter Lane corridor is growing, resulting in an increasing density of people and destinations as well as an increasing need for transportation and public resources. The HIA will help integrate health considerations into future development and policy implementation. Therefore, an HIA is warranted and feasible for this corridor.

CHAPTER 3 – SCOPING

The scoping component of the HIA is to identify the study area and population, key public health issues, and assessment methods. The other aspect of scoping includes determining what type of HIA is required. For this project, a condensed HIA has been requested by the City. Methods of research will include a traffic study, public meetings, resident surveys, and an overall evaluation of existing conditions.

STUDY AREA AND POPULATION

STUDY AREA

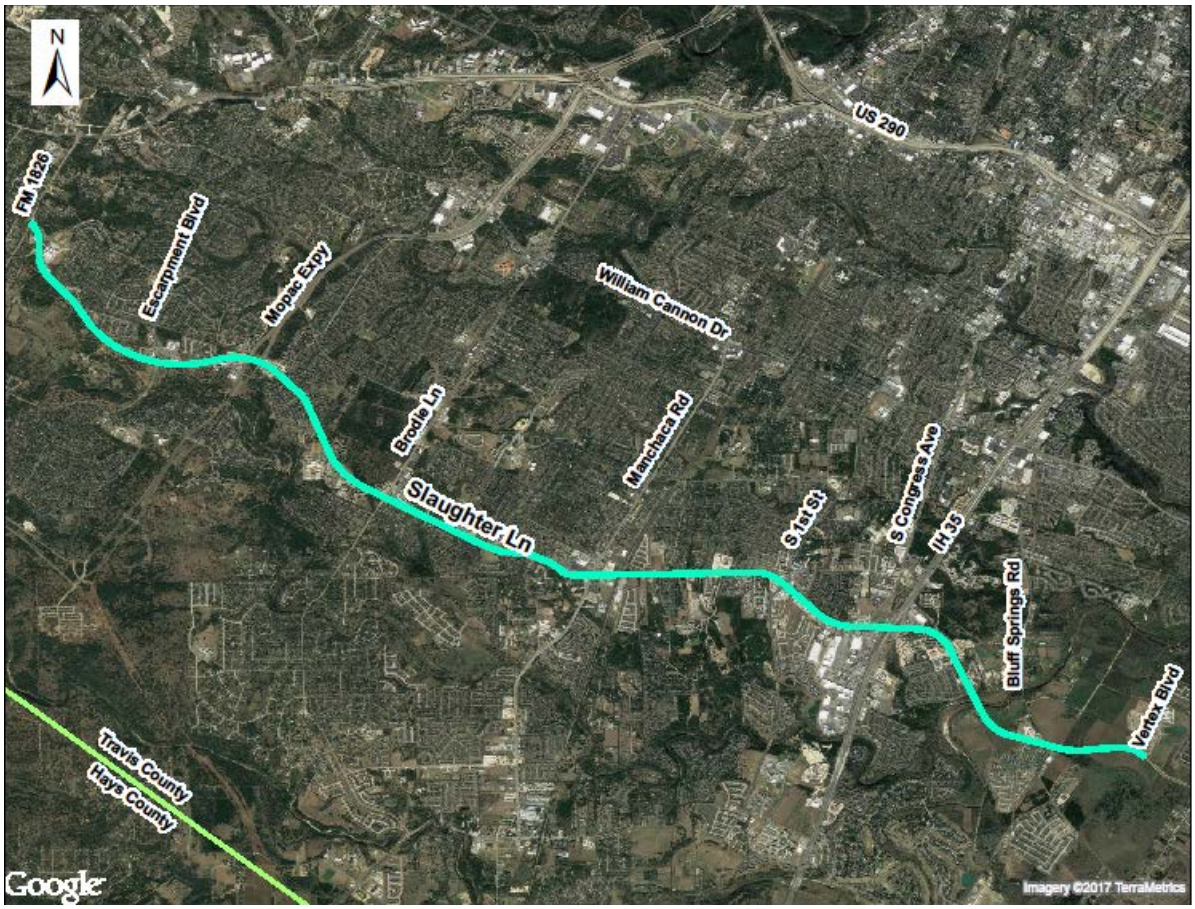
The Slaughter Lane corridor extends from FM 1826 on the northwest end to Vertex Boulevard on the southeast end, totaling 10.6 miles in length along the southern part of Travis County. It runs north of Slaughter Creek and crosses Onion Creek before connecting to Vertex Boulevard. The limits of the HIA study area include a 1/8 mile offset on either side of the centerline of Slaughter Lane. There are multiple sections along the Slaughter Lane corridor; Table 1 summarizes the number of lanes, median width, and existence of bike lanes and sidewalks for each section of the corridor. This data was collected for the Technical Memo during the preliminary stages of this project.

Table 1: Existing Roadway Sections

Roadway Section	No. of Lanes	Median Width (feet)	Bike Lanes	Sidewalks
FM 1826 to Mopac	4	37	No	Yes [1]
Mopac to Brodie Ln	4	37	No	Yes
Brodie Ln to Manchaca Rd	4	13	Yes	Yes
Railroad Bridge	6	4	Yes	Yes
Railroad Bridge to S 1st St	6	13	Yes	Yes
S 1st to IH 35	6	13	Yes	Yes
IH 35 to Narrow Glen Pkwy	6	13	No	Yes
Narrow Glen Pkwy to Brandt Rd	6	13	No	Yes
Onion Creek Bridge	6	4	No	Yes
Onion Creek Bridge to Bluff Springs Rd	4	15	No	No
Old Lockhart Hwy Junction	4	45	Yes	No
Old Lockhart Hwy to Vertex Blvd	2	0	Yes	Yes

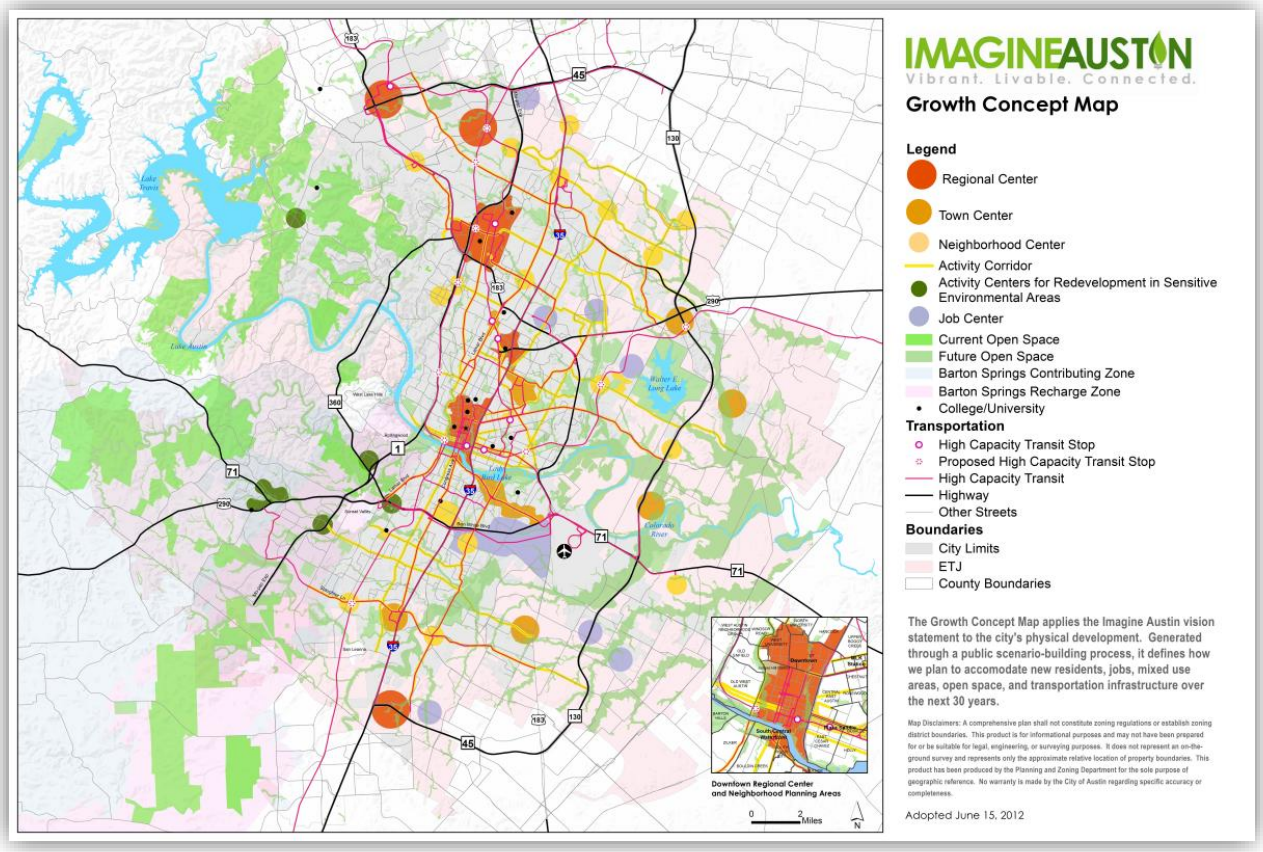
[1] Except for a few short segments where sidewalks are missing as identified in Chapter 4.

Figure 1: Project Area



The Imagine Austin Comprehensive Plan envisions Austin to be a complete community and "the most livable in the country." The plan was originally adopted by the Austin City Council in 2012 but has been updated with several reports since then, with the most recent update released as a draft in 2016. In the 2012 Comprehensive Plan, parts of the Slaughter Lane corridor were identified as an Activity Corridor and a High Capacity Transit route. Along this corridor are three activity centers: South Park Meadows Center, Slaughter Lane Station, and Goodnight Ranch. South Park Meadows Center is labeled as a "Town Center," and Slaughter Lane Station and Goodnight Ranch are both labeled as a "Neighborhood Center" in Appendix D of the Imagine Austin Comprehensive Plan. The activity centers and activity corridors are shown in the Imagine Austin Growth Concept Map in Figure 2. It is important to continue to improve mobility in these areas by means of road improvements, public transportation, sidewalks, and bicycle lanes because of the volume of people that frequent these areas.

Figure 2: Imagine Austin Growth Concept Map



GENERAL POPULATION

Before proposing transportation and health improvements, the number of people and the demographics that frequent the selected area must be identified. The United States Census Bureau, as of 2016, estimates the total population of Austin to be 947,890, which is a significant increase from the 2010 census population of 790,390. The American Community Survey (ACS) is an ongoing survey that collects data every year, filling the gaps between the standard 10-year censuses. Table 2 shows the 2011-2015 ACS 5-Year estimate for the demographics of the City of Austin compared to the Slaughter Lane corridor. This data shows the age and ethnicity of people living in the area as well as percentages for employment, commuting, disabled households, and SNAP benefits recipients. Supplemental Nutrition Assistance Program (SNAP) provides nutrition assistance to the low-income families and vulnerable population within the corridor and throughout the country.

Table 2: Demographics of Austin

Variables	Slaughter Lane		Austin, Texas	
	# of people	% of pop	# of people	% of pop
Population	77,061		887,061	
Households	29,257		351,195	
Age				
Under 5	5,356	7.0%	60,830	6.9%
Age 5-14	9,773	12.7%	103,877	11.7%
Age 15-19	3,853	5.0%	52,751	5.9%
Age 20-34	21,378	27.7%	274,849	31.0%
Age 35-54	21,962	28.5%	243,984	27.5%
Age 55-64	8,484	11.0%	83,972	9.5%
Age 65+	6,255	8.1%	66,798	7.5%
Race				
White	39,274	51.0%	431,789	48.7%
Black	3,338	4.3%	65,233	7.4%
Hispanic	29,399	38.2%	306,072	34.5%
Asian	2,921	3.8%	59,571	6.7%
Other	2,129	2.8%	24,396	2.8%
Employed	43,527	56.5%	490,632	55.3%
Commuter	42,970		482,341	
Drove Alone	34,757	80.9%	354,821	73.6%
Carpooled	3,970	9.2%	48,121	10.0%
Public Trans	1,024	2.4%	20,111	4.2%
Walked	317	0.7%	11,944	2.5%
Other Means	549	1.3%	13,922	2.9%
Worked from Home	2,353	5.5%	33,422	6.9%
Disabled (Household)	5,326	18.2%	58,256	16.6%
SNAP Benefits (Household)	2,387	8.2%	35,107	10.0%

VULNERABLE POPULATIONS

In assessing the health impacts of an area, the most vulnerable groups in the study area must be considered. For a corridor-related HIA, the most vulnerable groups are children and others with mobility limitations; this includes children who walk, bike, or ride the bus to school, adults who cannot drive or do not own a car, and people with disabilities. In the Slaughter Lane corridor study area, children attending local schools and families in public housing were identified as vulnerable populations. There are several private and public schools that are within walking distance of families in the area.

Figure 3 shows the Austin ISD schools along the corridor; there are two elementary schools, two middle schools, and one high school that all reside along Slaughter Lane. These schools are Kocurek Elementary School, Casey Elementary School, Peredes Middle School, Gorzycki Middle School, and Bowie High School.

Figure 3: Austin ISD locations

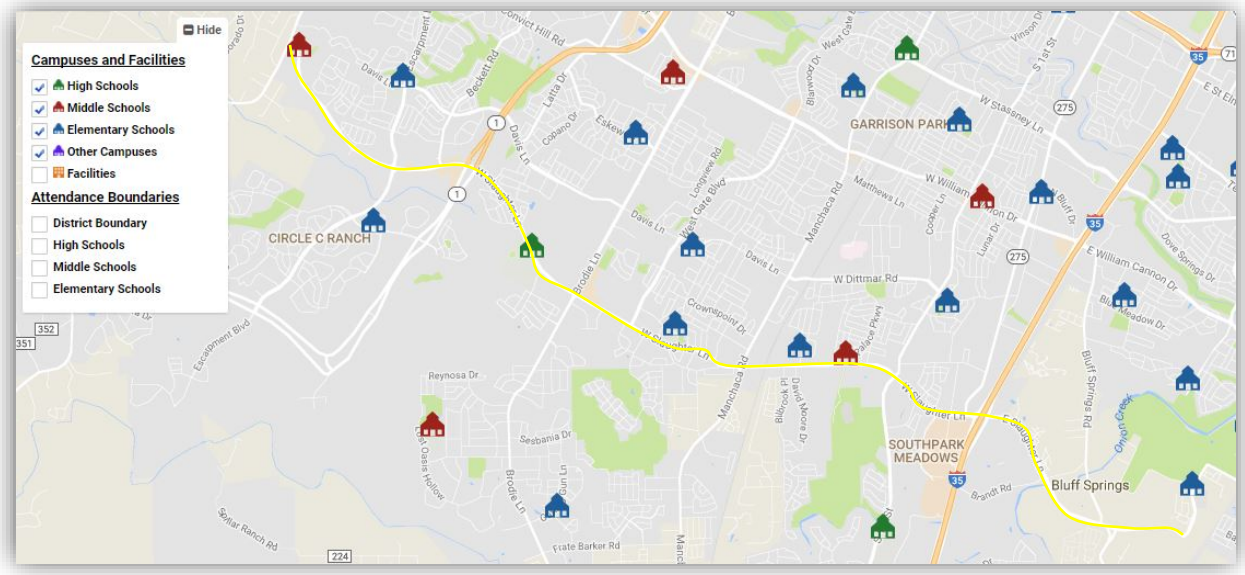
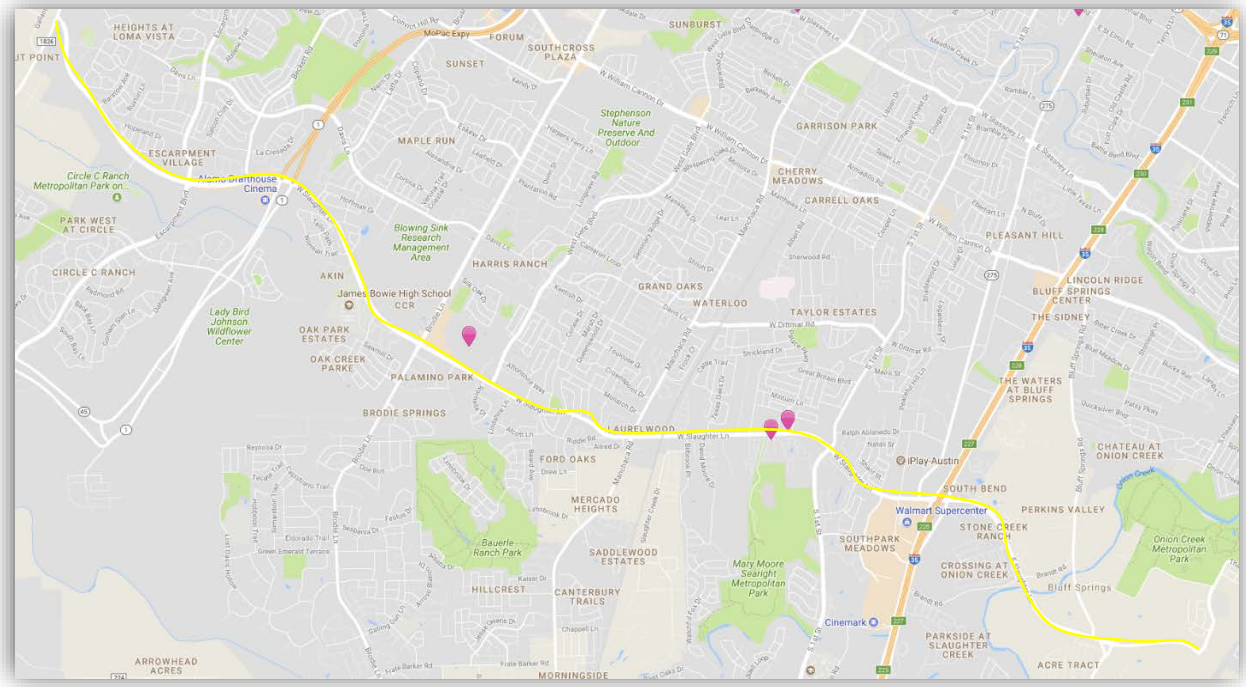


Figure 4 shows the Affordable Housing locations along the Slaughter Lane corridor. These locations house low-income or at-risk families.

Figure 4: Affordable Housing



POTENTIAL HEALTH IMPACTS

Many outside factors can contribute to public health; in this HIA, elements of the built environment were evaluated to link proposed modifications of the Slaughter Lane corridor to the health of the people living in the area. Health of the population in relation to the built environment is measured by people's accessibility to physical activity and active transportation, as well as their safety while doing these activities.

PHYSICAL ACTIVITY AND HEALTH

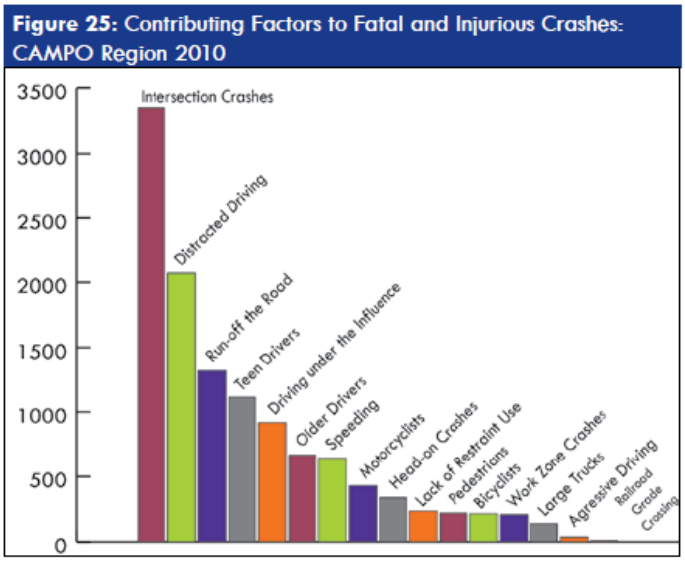
One of the best ways to promote health is through exercise. The American Heart Association recommends 150 minutes per week of moderate exercise or 75 minutes per week of vigorous exercise. People are more likely to exercise when it's convenient. According to the Austin Public Health: Critical Health Indicators Report, published in 2017, heart disease and accidents are two of the top three leading causes of death in Travis County. Access to safe sidewalks, bike lanes, and public transportation can help make it more convenient for people to exercise and be safe while doing it, therefore minimizing the risk of both heart disease and accidents.

Active transportation is defined as being active while traveling to a destination. This can include walking, running, or biking to transit stops or all the way to a desired destination. 30 minutes of biking or walking to and from a destination can add up to 150 minutes of exercise over the course of 5 days per week, thus meeting the moderate exercise recommendation of the American Heart Association.

SAFETY AND ACCESS TO PUBLIC GREEN SPACES

A big component to any project is safety; motor vehicles, motorcycles, pedestrians, and bicycles could have potentially harmful interactions with each other when traffic flow is not planned effectively. The Capital Area Metropolitan Planning Organization (CAMPO) reports intersection crashes as the number one contributing factor to fatal and injurious crashes in Travis and surrounding counties. Figure 5 shows the 2010 values for vehicle crashing causes in the CAMPO region.

Figure 5: Contributing Factors to Fatal and Injurious Crashes: CAMPO Region 2010



Looking more specifically at the study area, TxDOT data confirms the CAMPO data; the higher volume of crashes along Slaughter Lane occur at intersections. Figures 6 and 7 show the number of crashes in specific locations during 2016 along W Slaughter Lane and E Slaughter Lane, respectively. This data was published by the TxDOT Crash Records Information System (CRIS) website.

Figure 6: Volume and Location of Crashes along W Slaughter Lane

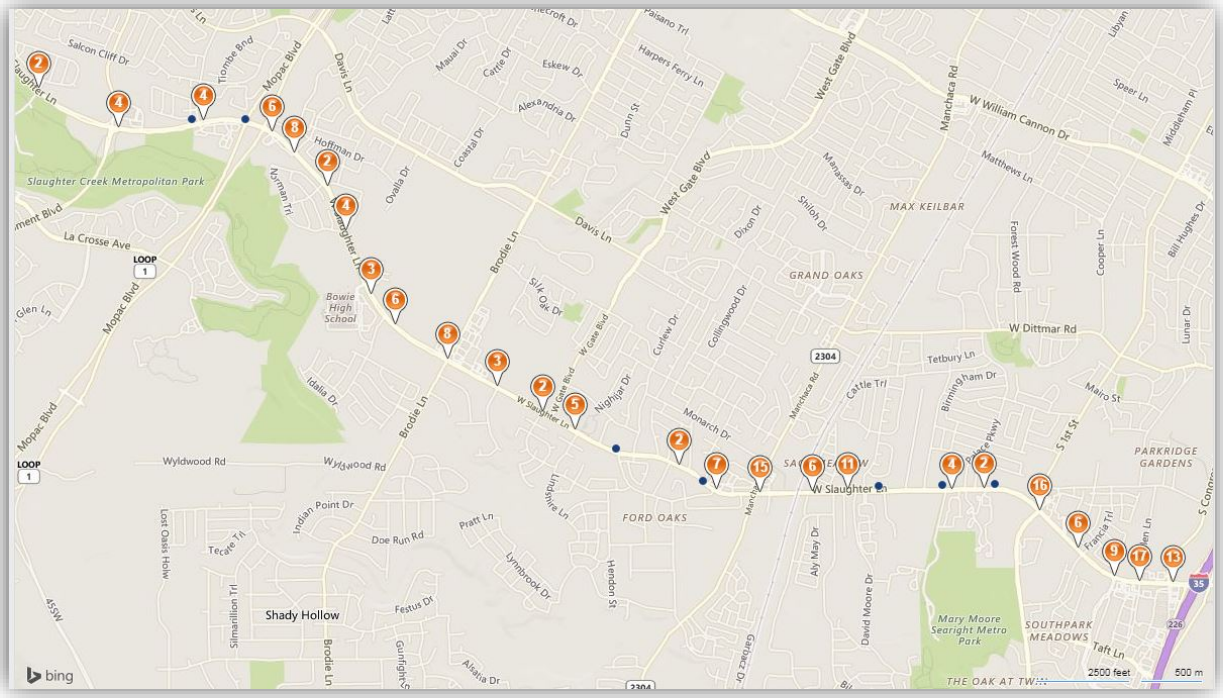
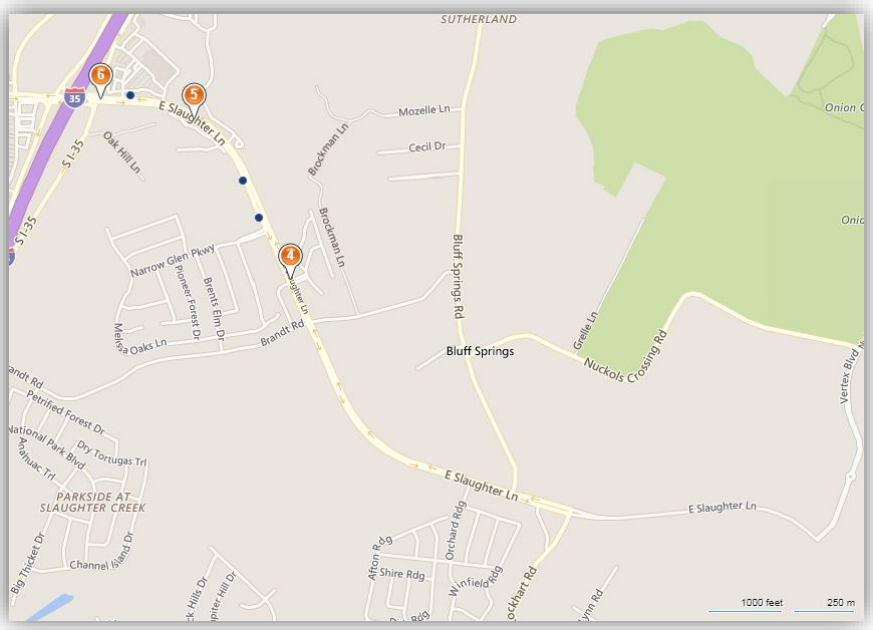


Figure 7: Volume and Location of Crashes along E Slaughter Lane



The top accident locations for Slaughter Lane between 2012 and 2016 are shown in Table 3 and verified by the data shown in Figure 5.

Table 3: Top Accident Locations on Slaughter Lane (2012-2016)

Rank	Intersecting Road	# of Crashes
1	Manchaca Rd	107
2	S. 1st Street	105
3	Cullen Ln	86
4	IH-35 Ftg. Rds.	68
5	S. Congress Ave	60
6	Escarpment Blvd.	51
TOTAL CORRIDOR CRASHES		1,176

The 2016 crash frequencies for Slaughter Lane, by vehicle type, are shown below in Table 4. This data was provided by the City to show which crashes included fatalities, injury, or property damage only (PDO). This study strives to improve all crash numbers shown in the HIA with the resulting recommendations.

Table 4: 2016 Slaughter Lane Crashes by Vehicle Type

Vehicle Type	Severity			Total
	Fatal	Injury	PDO	
Motor Vehicle	3	574	529	1106
Motorcycle	1	33	2	36
Pedestrian	1	18	1	20
Bike	0	12	1	13

Another way the built environment can influence health is by providing safe and accessible spaces for people to be outside and exercising. Parks provide a common area for people to interact with each other and exercise together, away from car exhaust and potentially hazardous traffic. Vehicles cause vibration, noise, and air pollution, which can all impede public health. Table 5 shows the fuel consumption and emissions for 27 intersections along the corridor for the AM and PM peak times.

Table 5: Fuel Consumption and Emissions

Network Totals	AM Peak	PM Peak
Fuel Consumed (gal)	1728.0	2138.0
Fuel Economy (mpg)	12.8	11.8
CO Emissions (kg)	120.8	149.5
NOx Emissions (kg)	23.5	29.1
VOC Emissions (kg)	28.0	34.6

People are more likely to bike or walk when they see others doing the same in a common area large enough to accommodate the activity level. Even small spaces such as pocket parks can benefit the residents in the area by providing a place to walk their dogs and breathe fresh air. The local parks are identified in Chapter 4.

CHAPTER 4 – PRELIMINARY ASSESSMENT

The first phase of the HIA includes the preliminary assessment of health impacts in the Slaughter Lane corridor. This assessment was conducted after the technical memorandum but concurrently with the PER. The results of this phase were shared with the corridor study team throughout the process in order to include health impacts in the PER.

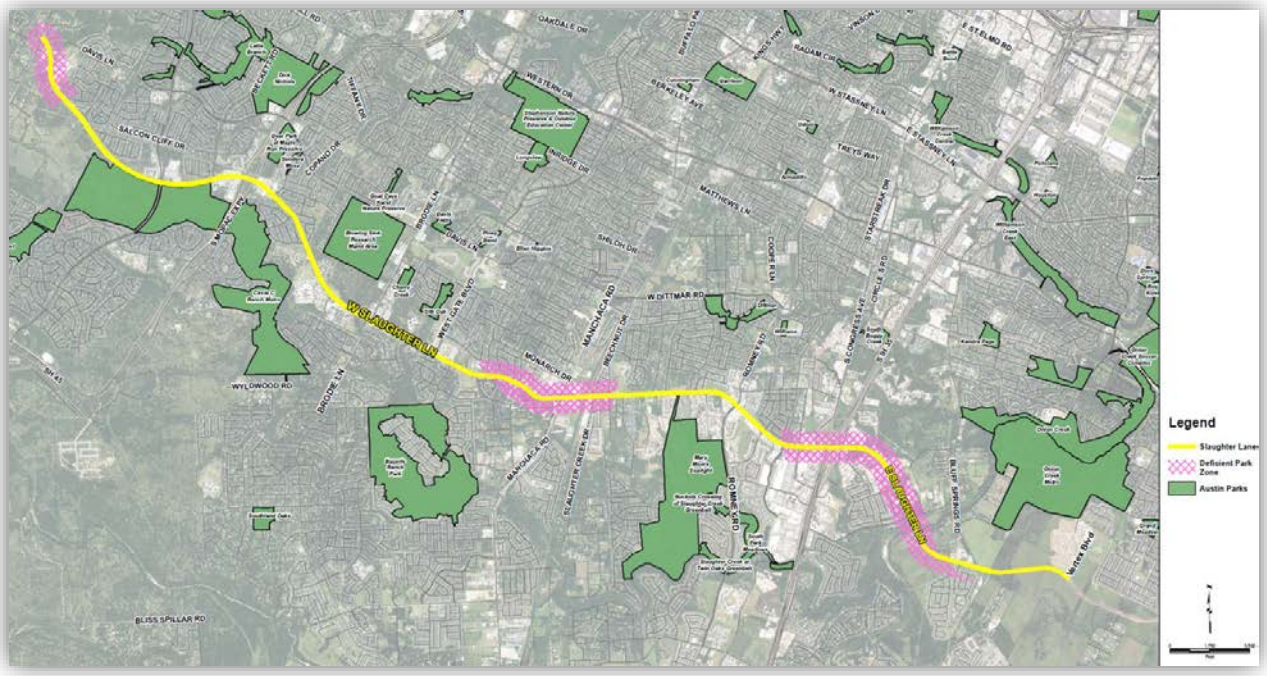
EXISTING CONDITIONS

Many aspects of the existing corridor were evaluated throughout the process; these include locations of parks and their proximity to residents living in the Slaughter Lane corridor, locations of pedestrian and bicycle facilities, and public transit usage. It is important that all residents in the corridor, including vulnerable populations, have access to public transit and can travel to a park with relative ease.

LOCAL PARKS

The Parkland Dedication Ordinance was passed by the Austin City Council in 2014. Criteria laid out in this ordinance state that new developments shall have dedicated parkland area or pay a fee in lieu of it. The ordinance also states that residents living farther than 1/2 mile from a park are considered to be in a Deficient Park Area. Figure 8 shows the existing City parks in the area along with the Deficient Park Areas within a 1/8 mile buffer from the centerline of the Slaughter Lane corridor.

Figure 8: Deficient Park Zones



BICYCLE AND PEDESTRIAN FACITLITIES

If families within the Slaughter Lane corridor are going to participate in active transportation, the proper infrastructure should be in place to facilitate it. This includes bike lanes and sidewalks for people to travel safely and separately from motorized vehicles.

Bicycle lanes in the corridor are consistently 6 feet wide, running from Brodie Lane to IH-35. These lanes are located on both sides of the street, separated from traffic with a single or double white stripe, depending on location. Bike lanes are not present west of Brodie Lane or east of South Congress Street.

Sidewalks are present throughout most of the Slaughter Lane corridor, with minor gaps in various places. The locations of missing sidewalks are shown below in Table 5.

Table 5: Absent Sidewalks

Location	Linear Feet of Missing Sidewalk (LF)	Side of Street (North or South)
FM 1826 to Barstow Ave	2300	South
MOPAC Interchange	1600	North
IH 35 Interchange	500	North
IH 35 Interchange	500	South
IH 35 to Onion Creek Bridge	3300	North
IH 35 to Onion Creek Bridge	2900	South
Onion Creek Bridge to Vertex Rd	7400	North
Onion Creek Bridge to Vertex Rd	3200	South

PUBLIC TRANSIT

Public transit is also an important part of public mobility. Capital Metro plays a big role in this category, serving over 2 million people monthly in various forms of transit. The number or riders using Capital Metro service on or near Slaughter Lane is shown below in Table 6.

Table 6: Capital Metro Ridership in Study Area

Route Number	Route Type	Number of Riders (Fall 2016)			Major Stops in Proximity to Slaughter Lane
		Weekday	Saturday	Sunday	
3	Local (Major Roads)	4,127	3,212	2,310	0.3 mi S (Turk/Cullen)
10	Local (Major Roads)	4,378	3,056	2,303	0.3 mi S (Turk/Cullen)
103	Flyer Route	109	-	-	on Slaughter Lane near Manchaca
110	Flyer Route	66	-	-	0.3 mi N (United Kingdom/Miniturn)
201	Local (Major Roads)	436	273	181	0.3 mi S (Turk/Cullen)
238	Local (Major Roads)	298	231	164	0.3 mi N (United Kingdom/Miniturn)
801	Metro Rapid	5,868	2,905	1,957	0.3 mi S (Southpark Meadows)

The Capital Metro routes referenced in Table 6 that include portions of the Slaughter Lane corridor are shown below in Figure 9. These routes include only the busier and more centrally located portions of the corridor, leaving limited access west of Mopac and no access to public transit east of IH-35.

Figure 9: Capital Metro Routes on Slaughter Lane

The Slaughter Lane corridor is at the southern edge of the CapMetro service area, so there is a possibility of more connectivity when CapMetro expands its service in the future. With more parks, bike lanes, sidewalks, and bus routes, residents could enjoy even more mobility along Slaughter Lane.

PLANNED DEVELOPMENT

The Slaughter Lane HIA will propose improvements to safety, connectivity, and transportation for users, regardless of the type of transportation they choose. Some important factors in making this a reality are constructing diverse destinations in the corridor and providing the opportunity for residents to travel to these destinations.

As this corridor continues to develop, many improvements will be made along the way. Residential and commercial developers will continue to work with the City to add appealing destinations throughout the corridor that attract people. Several new developments in the Slaughter Lane corridor are listed in Table 7.

Table 7: Slaughter Lane Development Projects

Project Name	Proposed Land Use	Street Crossing Slaughter Ln.
Circle C Apartments	Residential - Multifamily	RM 1826
Parkway Village	Commercial	Mopac Blvd
Bowie High School Practice Fields	Open Space	Wolftrap Dr
Parkside Community School	Civic	Rocking Horse Rd
Laurelwood Commons	Retail	Manchaca Rd
Texas Oaks Three Resubdivision of Lot 1 BlkA: Amended Plat	Commercial	Bilbrook Pl
Chisolm Trail Single Family Condominiums	Residential - Single family	S Mary Moore Searight Dr
Buckingham Estates Condominiums	Residential - Single family	S Mary Moore Searight Dr
Southpark Meadows	Mixed Use	Southpark Meadows Dr
Still Waters	Residential - Multifamily	Narrow Glen Pkwy
Slaughter Lane Retail Center W/R SP-2015-0362C	Retail	Narrow Glen Pkwy
Duke's Adventure Golf	Commercial	Orchard Rdg
Goodnight Ranch	PUD	Vertex Blvd

Parkside Village, which was built on the corner of Slaughter Lane and Mopac Boulevard, is an example of development that has occurred in the last 10 years. Figure 10 shows the street view from before and after development. Parkside Village was built over existing greenspace, but it added a desirable destination to the corridor.

Figure 10: Parkside Village Development – 2011 and 2015

Goodnight Ranch is another example of an even larger development that is currently in the planning process, and is located at the intersection of East Slaughter Lane and Vertex Boulevard. Figure 11 shows the existing aerial image and the ultimate vision of the 703-acre planned unit development. This space includes multiple types of housing, retail, and a 120-acre park on the north end of the development.

Figure 11: Goodnight Ranch – Current (2017) and Future

PRELIMINARY ANALYSIS SUMMARY

A preliminary analysis indicates that improvements on sidewalks, bike lanes, public green space, and intersections with high accident rates should be implemented. Improving this infrastructure can help public health along Slaughter Lane by providing outdoor activities to the corridor residents.

From 2012 to 2016, the two intersections with the highest number of crashes along the Slaughter Lane corridor were Manchaca Road and South 1st Street. Table 3 on page 10 shows that over 100 crashes occurred in each intersection in the five year span of the study. In order to improve the safety of those travelling along the corridor, these will be improved to help lower the crash rate at those locations.

To improve the vitality of the residents in the area, more green space should be made available. Along the Slaughter Lane corridor, there are currently 419 residential parcels located more than 1/2 mile from a park. Some of these parcels are near a school or future development project, so many of them either have access to a nearby school playground or practice field or will soon have access to a development with potential green space incorporated into it. However, these deficient park zones should be addressed as development continues in the corridor.

Table 5 on page 13 indicates that there are 21,700 linear feet of sidewalk that is not connected along the corridor. The east and west sections of Slaughter Lane are also lacking bicycle lanes. In order for residents to participate in active transportation, these missing links should be constructed, and pedestrian and bicyclist pathways should be accessible throughout the corridor.

CHAPTER 5 – ASSESSMENT OF RECOMMENDATIONS

OVERALL ASSESSMENT

The Slaughter Lane PER team has developed infrastructure recommendations to improve public health by creating a safe environment for people who travel in the corridor. This safe environment includes space for people to walk, run, ride bikes, take public transit, or drive cars. Recommendations for the corridor include improvements to the roadway corridor, street crossings, sidewalk placement, bicycle lane connectivity, public transit, and green space locations.

IMPROVEMENTS TO ROADWAY CORRIDOR AND CROSSINGS

There are several roadway and intersection recommendations that could benefit various portions of the Slaughter Lane corridor. These recommendations include traffic signal installations, addition of left turn lanes, widening of the road, installation of ADA ramps, and changing crosswalk markings to a continental style. All of these proposed improvements are within the existing right-of-way and do not require any land acquisition by the City.

Some intersections in the corridor already have improvements planned or are currently under construction by the City. Safety and operational improvements are being added at the Slaughter Lane intersections of Manchaca Road and South First Street. Traffic signals are being installed at the Slaughter Lane intersections of Alice Mae and South Park Meadows. The PER also recommends a signal warrant analysis for the intersection of Slaughter Lane and Vinemont Drive.

The addition of left turn lanes will help with congestion and safety at intersections. Dual left turn lanes are proposed for the Slaughter Lane intersections of Escarpment Boulevard, Mopac, Brodie Lane, and IH-35. The layout of these intersections are shown in the PER.

Another proposed improvement to Slaughter Lane is widening sections of the road. The Slaughter Lane section from Mopac to Brodie Lane will transform from two to three lanes in each direction. The existing median will reduce in size to allow for the lane additions, and the footprint of the road will remain the same. Protected bike lanes or shared use paths will be added on both sides of the roadway.

Throughout the corridor, ADA compliant ramps and pedestrian crossings with continental markings are proposed at intersections. The ADA ramps will provide ease of access to pedestrians, strollers, and those with disabilities through intersections. The continental markings on the pedestrian crossings will be more easily seen by pedestrians and vehicles; this will provide a safer space at street crossings for all involved. The

improvement of vehicle movement will also lessen the effect of emissions in the area and improve the level of service along the corridor. When intersections are safer and emissions are less, public health improves because fewer people become sick or injured.

IMPROVEMENTS TO SIDEWALKS AND BIKE LANES

Bicycle lanes currently exist from Brodie Lane to South Congress Street, but they are missing elsewhere along the corridor. There are also gaps in sidewalks along Slaughter Lane. Filling these gaps can provide more connectivity along the corridor as well as encouraging more active transportation.

Proposed improvements include continuous sidewalks and bike lanes from FM 1826 to Vertex Road. Sidewalks and bike lanes are proposed in various forms, depending on the section of the corridor. Between FM 1826 and Mopac, a shared-use path with a width of 12 feet is proposed behind the curb. Sections between Mopac and Brodie Lane, bike and pedestrian lanes will both exist behind the curb, but with green space separating the two. Between Brodie Lane and IH-35, the existing section of bike lane in the street and sidewalk against the back of curb will remain but will be provided with barrier protection; this typical section will continue in the proposed area between IH-35 and Brandt Road, with the addition of a 4 -foot buffer zone and barrier protection between the bike lane and vehicle traffic. Between the Onion Creek bridge and Bluff Springs Road, a shared use path is proposed 3 feet from the edge of pavement. It is not feasible to add on to the existing Onion Creek bridge, but there are existing sidewalks on both sides of the street for the length of the bridge. Each typical section is shown more clearly in the PER.

These improvements will provide more accessibility and safer paths along the corridor. Bikes and pedestrians will have more clearly defined paths with more separation distance from vehicles, providing safer routes for all. The wider separation also provides a higher comfort level for those that want to ride a bike or run but are worried about the proximity of high volume traffic.

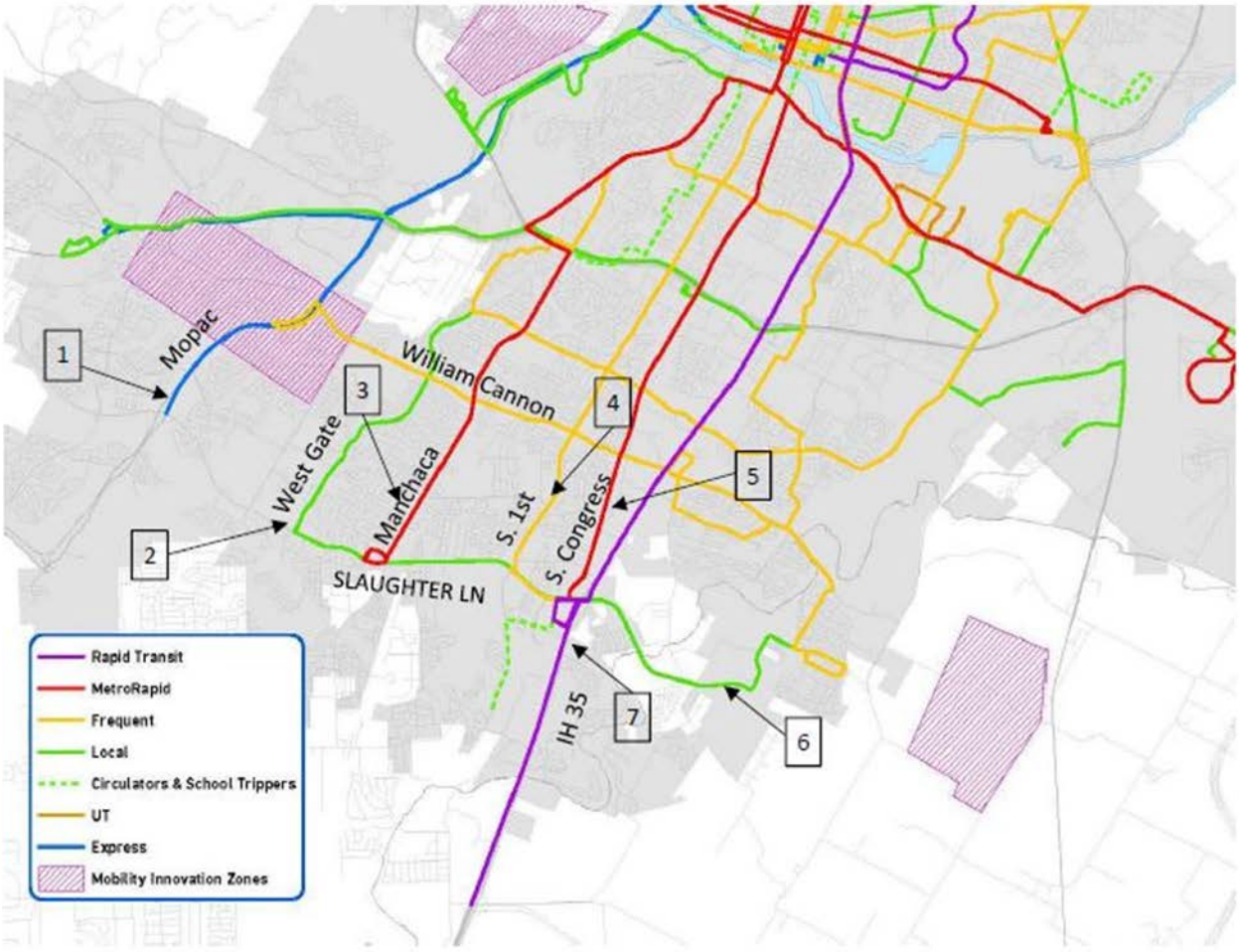
The health correlations to these proposed recommendations are that people would have more access to bike lanes and sidewalks and would be more comfortable and safe while using them. This would provide more of an opportunity for people to participate in active transportation as well as physical activity along the corridor.

ADDITIONAL RECOMMENDATIONS

PUBLIC TRANSIT

In January of 2017, CapMetro released the Capital Metro Transit Development Plan, showing the proposed network map for the year 2025. This vision will provide more routes between Mopac and Vertex Boulevard as well as an increase in stop frequency along these routes. The Connections 2025 Network Map shows these routes in Figure 12. If more people participated in public transportation instead of driving personal vehicles, emissions would reduce, and public health would improve as a result.

Figure 12: Connections 2025 Network Map



1. New express transit with "Park & Ride" at Slaughter/Mopac intersection
2. New service line along Slaughter Lane
3. Change MetroBus to MetroRapid route
4. Increased route frequency from 30 minutes to under 15 minutes
5. Change MetroBus to MetroRapid route
6. First route to extend to East Slaughter Lane
7. Rapid transit running to downtown with frequency under 15 minutes

GREENSPACE

There are three major park deficient zones along the Slaughter Lane corridor; these zones were shown in Figure 8 on page 13. The HIA recommends that parks are constructed in those areas so that residents and those who frequent the corridor will have a park within 1/2 mile of them. Some of the proposed park development could come in the form of new development projects along the corridor that could potentially include parks or green space; this is a new requirement in the Parkland Dedication Ordinance. Another option for the park deficient zones could be additions of pocket parks; these would not require large areas of land but could still provide green space for the surrounding residents.

Another method to achieve greenspace is adding trees and landscaping along the corridor. These would provide shade and protection from the sun to pedestrians, bicyclists, and those waiting for the bus. It would also cool down the immediate area and help offset the effects of the summer sun and urban heat island. Installing more trees and parks along the corridor can also provide more desirable locations for people to gather and exercise, making the corridor more pleasant and health-conscious for all who travel along it.

SUMMARY

Proposed improvements along the Slaughter Lane corridor include ADA ramps and more visible pedestrian crossings at intersections, continuously connected sidewalks and bike lanes, left turn lane additions at various intersections, construction of greenspace, and usage of continually improving public transportation. These recommendations will be evaluated based on cost and amount of impact along the corridor, and they will then be prioritized once the PER is complete. The proposed improvements will improve connectivity along the corridor as well as providing a more convenient and safe route for people to participate in exercise or active transportation. This will in turn improve the health of those who travel along the improved corridor of Slaughter Lane.

CHAPTER 6 – STRENGTHS AND LIMITATIONS

All projects have strengths and limitations; this project is no different. The strengths of this project are the increase of connectivity along Slaughter Lane and the improved health of those who travel the corridor. Traffic will be reduced, and intersections will be safer. Another strength of the project is that no land acquisition is needed for the corridor improvements; all improvements are within the existing right-of-way with the exception of potentially acquiring more greenspace. Some limitations of the project are the inconvenience of construction while improvements are made as well as the amount that the proposed improvements will cost. The purpose of this HIA is to help facilitate the improvement of health in and around the Slaughter Lane corridor; with the improvements recommended in this HIA, better public health can be a reality.

Appendix F

Cost Estimates for Recommended Improvements

ESTIMATED PROJECT COSTS
Slaughter Lane
Corridor Summary

TOTAL CORRIDOR COST (2017)				
FM 1826 to Barstow		$1,118,800.00		
Barstow to Escarpment		$624,100.00		
Escarpment Intersection		$776,400.00		
Escarpment to Mopac		$862,400.00	$5,546,600.00	sidewalk proj
Mopac to Brodie Sidewalks		$1,075,300.00		
Mopac to Brodie Travel Lane		$5,791,500.00	$11,671,600.00	roadway
Brodie Intersection		$2,053,200.00		
Manchaca to IH 35		$389,200.00		
S. Congress & IH 35 Intersection		$3,050,500.00		
IH 35 to Narrow Glen		$221,200.00		
Narrow Glen to Brandt		$108,700.00		
Brandt to Old Lockhart		$1,146,900.00		
	TOTAL	**$17,218,200.00**		

TOTAL CORRIDOR COST (2021)		
FM 1826 to Barstow		$1,163,600.00
Barstow to Escarpment		$649,000.00
Escarpment Intersection		$807,400.00
Escarpment to Mopac		$896,800.00
Mopac to Brodie Sidewalks		$1,118,300.00
Mopac to Brodie Travel Lane		$6,023,100.00
Brodie Intersection		$2,135,300.00
Manchaca to IH 35		$404,800.00
S. Congress & IH 35 Intersection		$3,172,500.00
IH 35 to Narrow Glen		$230,000.00
Narrow Glen to Brandt		$113,100.00
Brandt to Old Lockhart		$1,192,800.00
	TOTAL	**$17,906,700.00**

ESTIMATED PROJECT COSTS
Slaughter Lane
FM 1826 to Barstow
Adding sidewalk to create a shared use path on both sides of the road

I. PROJECT DATA					
A	PROJECT LENGTH	4000	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	4000	LF	$3.00	$12,000.00
B	6' CONCRETE SIDEWALK	4000	LF	$37.00	$148,000.00
C	12' CONCRETE SUP	4000	LF	$74.00	$296,000.00
D	4' RETAINING WALLS	1000	LF	$140.00	$140,000.00
E	SIDEWALK RECONSTRUCTION	400	LF	$42.00	$16,800.00
F	PEDESTRIAN HYBRID BEACON	1	EA	$75,000.00	$75,000.00
G	STRIPING FOR SUP	5%			$30,640.00
				SUBTOTAL	$718,440.00
H	CONSTRUCTION CONTINGENCY	15%			$107,766.00
				SUBTOTAL	$826,206.00
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$95,013.69
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$82,620.60
C	MATERIAL TESTING	1%			$8,262.06
D	PROJECT MANAGEMENT	9%			$74,358.54
				SUBTOTAL	$260,254.89
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$18,589.64
B	MISCELLANEOUS	1.66%			$13,715.02
				SUBTOTAL	$32,304.65
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$1,118,765.54
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$1,163,516.17

ESTIMATED PROJECT COSTS
Slaughter Lane
Barstow to Escarpment
Adding sidewalk to create a shared use path on both sides of the road

I. PROJECT DATA					
A	PROJECT LENGTH	4700	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	4700	LF	$3.00	$14,100.00
B	6' CONCRETE SIDEWALK	9400	LF	$37.00	$347,800.00
C	SIDEWALK RECONSTRUCTION	470	LF	$42.00	$19,740.00
D	STRIPING FOR SUP	5%			$19,082.00
				SUBTOTAL	$400,722.00
E	CONSTRUCTION CONTINGENCY	15%			$60,108.30
				SUBTOTAL	$460,830.30
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$52,995.48
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$46,083.03
C	MATERIAL TESTING	1%			$4,608.30
D	PROJECT MANAGEMENT	9%			$41,474.73
				SUBTOTAL	$145,161.54
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$10,368.68
B	MISCELLANEOUS	1.66%			$7,649.78
				SUBTOTAL	$18,018.46
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$624,010.31
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$648,970.72

ESTIMATED PROJECT COSTS

Slaughter Lane

Escarpment Intersection

Adding left turn lanes and extending two lanes south excluding sidewalk improvements

I. PROJECT DATA					
A	PROJECT LENGTH	1800	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	1800	LF	$30.00	$54,000.00
B	ASPHALT PAVEMENT (11' LANE)	1800	LF	$102.00	$183,600.00
C	CONCRETE CURB & GUTTER	1700	LF	$20.00	$34,000.00
D	LANDSCAPING	1	LS	$5,000.00	$5,000.00
E	TREES	1	LS	$10,000.00	$10,000.00
F	SIGNALIZED INTERSECTIONS - MODIFICATIONS	1	EA	$50,000.00	$50,000.00
G	DRAINAGE SYSTEMS - ADJUSTMENTS	1	LS	$50,000.00	$50,000.00
H	BARRICADES, SIGNS, AND TRAFFIC HANDLING	8	MO	$6,000.00	$48,000.00
I	WATER QUALITY ALLOWANCE	1800	LF	$15.00	$27,000.00
J	SIGNING AND PAVEMENT MARKINGS	5%			$23,080.00
K	TEMPORARY/PERMANENT EROSION CONTROL	3%			$13,848.00
				SUBTOTAL	$498,528.00
L	CONSTRUCTION CONTINGENCY	15%			$74,779.20
				SUBTOTAL	$573,307.20
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$65,930.33
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$57,330.72
C	MATERIAL TESTING	1%			$5,733.07
D	PROJECT MANAGEMENT	9%			$51,597.65
				SUBTOTAL	$180,591.77
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$12,899.41
B	MISCELLANEOUS	1.66%			$9,516.90
				SUBTOTAL	$22,416.31
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$776,315.28
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$807,367.89

ESTIMATED PROJECT COSTS

Slaughter Lane

Escarpment to Mopac

Adding a shared use path on each side and removing existing sidewalk as needed

I. PROJECT DATA					
A	PROJECT LENGTH	3500	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	3500	LF	$3.00	$10,500.00
B	12' CONCRETE SUP	7000	LF	$74.00	$518,000.00
C	EXISTING SIDEWALK REMOVAL	3500	LF	$5.00	$17,500.00
D	STRIPING FOR SUP	5%			$27,300.00
				SUBTOTAL	$573,300.00
E	CONSTRUCTION CONTINGENCY	15%			$85,995.00
				SUBTOTAL	$659,295.00
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$65,929.50
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$57,330.00
C	MATERIAL TESTING	1%			$5,733.00
D	PROJECT MANAGEMENT	9%			$51,597.00
				SUBTOTAL	$180,589.50
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$12,899.25
B	MISCELLANEOUS	1.66%			$9,516.78
				SUBTOTAL	$22,416.03
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$862,300.53
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$896,792.55

ESTIMATED PROJECT COSTS
Slaughter Lane
Mopac to Brodie Sidewalks
Adding a separate sidewalk on each side

I. PROJECT DATA					
A	PROJECT LENGTH	8000	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	8000	LF	$3.00	$24,000.00
B	6' CONCRETE SIDEWALK	16000	LF	$37.00	$592,000.00
C	AWU UTILITY RELOCATIONS/ADJUSTMENTS (FIRE HYDRANT)	8	EA	$1,000.00	$8,000.00
D	SIDEWALK RECONSTRUCTION	800	LF	$42.00	$33,600.00
E	STRIPING FOR SUP	5%			$32,880.00
				SUBTOTAL	$690,480.00
F	CONSTRUCTION CONTINGENCY	15%			$103,572.00
				SUBTOTAL	$794,052.00
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$91,315.98
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$79,405.20
C	MATERIAL TESTING	1%			$7,940.52
D	PROJECT MANAGEMENT	9%			$71,464.68
				SUBTOTAL	$250,126.38
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$17,866.17
B	MISCELLANEOUS	1.66%			$13,181.26
				SUBTOTAL	$31,047.43
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$1,075,225.81
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$1,118,234.85

ESTIMATED PROJECT COSTS
Slaughter Lane
Mopac to Brodie Travel Lane
Adding a travel lane in each direction (excluding the intersection of Brodie)

I. PROJECT DATA					
A	PROJECT LENGTH	7400	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	7400	LF	$30.00	$222,000.00
B	ASPHALT PAVEMENT (11' LANE)	14800	LF	$102.00	$1,509,600.00
C	CONCRETE CURB & GUTTER (2 LINES)	14800	LF	$10.00	$148,000.00
D	LANDSCAPING	1	LS	$25,000.00	$25,000.00
E	TREES	1	LS	$50,000.00	$50,000.00
F	SIGNALIZED INTERSECTIONS	3	EA	$300,000.00	$900,000.00
G	DRAINAGE SYSTEMS (INLET RELOCATIONS & CONNECTIONS)	1	LS	$250,000.00	$250,000.00
H	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	$12,000.00	$144,000.00
I	WATER QUALITY ALLOWANCE	8000	LF	$15.00	$120,000.00
J	PEDESTRIAN HYBRID BEACON	1	EA	$75,000.00	$75,000.00
K	SIGNING AND PAVEMENT MARKINGS	5%			$172,180.00
L	TEMPORARY/PERMANENT EROSION CONTROL	3%			$103,308.00
				SUBTOTAL	$3,719,088.00
M	CONSTRUCTION CONTINGENCY	15%			$557,863.20
				SUBTOTAL	$4,276,951.20
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$491,849.39
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$427,695.12
C	MATERIAL TESTING	1%			$42,769.51
D	PROJECT MANAGEMENT	9%			$384,925.61
				SUBTOTAL	$1,347,239.63
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$96,231.40
B	MISCELLANEOUS	1.66%			$70,997.39
				SUBTOTAL	$167,228.79
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$5,791,419.62
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$6,023,076.40

ESTIMATED PROJECT COSTS

Slaughter Lane

Brodie Intersection

Adding turn lanes, a travel lane in each direction, and completing connectivity of bike and pedestrian facilities throughout

I. PROJECT DATA					
A	PROJECT LENGTH	1720	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	1720	LF	$30.00	$51,600.00
B	ASPHALT PAVEMENT (11' LANE)	3140	LF	$102.00	$320,280.00
C	CONCRETE CURB & GUTTER	1420	LF	$20.00	$28,400.00
D	CONCRETE MEDIAN	370	SY	$85.00	$31,450.00
E	12' CONCRETE SUP	1720	LF	$74.00	$127,280.00
F	LANDSCAPING	1	LS	$20,000.00	$20,000.00
G	TREES	1	LS	$20,000.00	$20,000.00
H	SIGNALIZED INTERSECTIONS	1	EA	$300,000.00	$300,000.00
I	DRAINAGE SYSTEMS	1	LS	$200,000.00	$200,000.00
J	BARRICADES, SIGNS, AND TRAFFIC HANDLING	8	MO	$12,000.00	$96,000.00
K	WATER QUALITY ALLOWANCE	1720	LF	$15.00	$25,800.00
L	SIGNING AND PAVEMENT MARKINGS	5%			$61,040.50
M	TEMPORARY/PERMANENT EROSION CONTROL	3%			$36,624.30
				SUBTOTAL	$1,318,474.80
N	CONSTRUCTION CONTINGENCY	15%			$197,771.22
				SUBTOTAL	$1,516,246.02
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$174,368.29
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$151,624.60
C	MATERIAL TESTING	1%			$15,162.46
D	PROJECT MANAGEMENT	9%			$136,462.14
				SUBTOTAL	$477,617.50
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$34,115.54
B	MISCELLANEOUS	1.66%			$25,169.68
				SUBTOTAL	$59,285.22
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$2,053,148.74
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$2,135,274.69

ESTIMATED PROJECT COSTS
Slaughter Lane
Brodie to Manchaca
Adding physical barriers to bike lane buffer zone on each side

I. PROJECT DATA					
A	PROJECT LENGTH	8100	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	BICYCLE BARRIER	16200	LF	$10.00	$162,000.00
B	PEDESTRIAN HYBRID BEACON	1	EA	$75,000.00	$75,000.00
C	STRIPING FOR BIKE LANE	20%			$47,400.00
				SUBTOTAL	$284,400.00
D	CONSTRUCTION CONTINGENCY	15%			$42,660.00
				SUBTOTAL	$327,060.00
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$37,611.90
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$32,706.00
C	MATERIAL TESTING	1%			$3,270.60
D	PROJECT MANAGEMENT	9%			$29,435.40
				SUBTOTAL	$103,023.90
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$7,358.85
B	MISCELLANEOUS	1.66%			$5,429.20
				SUBTOTAL	$12,788.05
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$442,871.95
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$460,586.82

ESTIMATED PROJECT COSTS
Slaughter Lane
Manchaca to IH 35
Adding physical barriers to bike lane buffer zone on each side

I. PROJECT DATA					
A	PROJECT LENGTH	11900	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	BICYCLE BARRIER	23800	LF	$10.00	$238,000.00
B	STRIPING FOR BIKE LANE	5%			$11,900.00
				SUBTOTAL	$249,900.00
C	CONSTRUCTION CONTINGENCY	15%			$37,485.00
				SUBTOTAL	$287,385.00
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$33,049.28
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$28,738.50
C	MATERIAL TESTING	1%			$2,873.85
D	PROJECT MANAGEMENT	9%			$25,864.65
				SUBTOTAL	$90,526.28
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$6,466.16
B	MISCELLANEOUS	1.66%			$4,770.59
				SUBTOTAL	$11,236.75
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$389,148.03
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$404,713.95

ESTIMATED PROJECT COSTS

Slaughter Lane

S. Congress & IH 35 Intersection

Adding turn lanes and completing connectivity of bike and pedestrian facilities throughout

I. PROJECT DATA					
A	PROJECT LENGTH	2500	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	1850	LF	$30.00	$55,500.00
B	ASPHALT PAVEMENT (11' LANE)	2500	LF	$102.00	$255,000.00
C	EXCAVATION	2500	LF	$45.00	$112,500.00
D	EMBANKMENT	2500	LF	$12.00	$30,000.00
E	CONCRETE CURB & GUTTER	1950	LF	$20.00	$39,000.00
F	CONCRETE MEDIAN	320	SY	$85.00	$27,200.00
G	6' CONCRETE SIDEWALK	3600	LF	$37.00	$133,200.00
H	12' CONCRETE SUP	1400	LF	$74.00	$103,600.00
I	LANDSCAPING	1	LS	$25,000.00	$25,000.00
J	TREES	1	LS	$50,000.00	$50,000.00
K	SIGNALIZED INTERSECTIONS	2	EA	$300,000.00	$600,000.00
L	DRAINAGE SYSTEMS	1	LS	$141,800.00	$141,800.00
M	BARRICADES, SIGNS, AND TRAFFIC HANDLING	12	MO	$12,000.00	$144,000.00
N	WATER QUALITY ALLOWANCE	250	LF	$15.00	$3,750.00
O	8' RETAINING WALL	3	LF	$280.00	$700.00
P	UNTILITY ADJUSTMENTS AND RELOCATIONS	1	LS	$100,000.00	$100,000.00
Q	SIGNING AND PAVEMENT MARKINGS	5%			$86,027.50
R	TEMPORARY/PERMANENT EROSION CONTROL	3%			$51,616.50
				SUBTOTAL	$1,958,894.00
S	CONSTRUCTION CONTINGENCY	15%			$293,834.10
				SUBTOTAL	$2,252,728.10
III. RIGHT OF WAY					
A	LAND COST	**NOT INCLUDED**			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$259,063.73
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$225,272.81
C	MATERIAL TESTING	1%			$22,527.28
D	PROJECT MANAGEMENT	9%			$202,745.53
				SUBTOTAL	$709,609.35
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$50,686.38
B	MISCELLANEOUS	1.66%			$37,395.29
				SUBTOTAL	$88,081.67
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$3,050,419.12
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$3,172,435.89

ESTIMATED PROJECT COSTS

Slaughter Lane

IH 35 to Narrow Glen

Adding sidewalk on one side and converting a travel lane on each side to a bike lane

I. PROJECT DATA					
A	PROJECT LENGTH	3000	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	6' CONCRETE SIDEWALK	1000	LF	$37.00	$37,000.00
B	PAVEMENT STRIPING (FOR BIKE LANE)	6000	LF	$5.00	$30,000.00
C	PEDESTRIAN HYBRID BEACON	1	EA	$75,000.00	$75,000.00
				SUBTOTAL	$142,000.00
D	CONSTRUCTION CONTINGENCY	15%			$21,300.00
				SUBTOTAL	$163,300.00
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$18,779.50
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$16,330.00
C	MATERIAL TESTING	1%			$1,633.00
D	PROJECT MANAGEMENT	9%			$14,697.00
				SUBTOTAL	$51,439.50
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$3,674.25
B	MISCELLANEOUS	1.66%			$2,710.78
				SUBTOTAL	$6,385.03
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$221,124.53
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$229,969.51

ESTIMATED PROJECT COSTS

Slaughter Lane

Narrow Glen to Brandt

Adding sidewalk on one side and converting a travel lane on each side to a bike lane

I. PROJECT DATA					
A	PROJECT LENGTH	1400	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	1400	LF	$2.84	$3,976.00
B	12' CONCRETE SIDEWALK	1400	LF	$37.00	$51,800.00
C	PAVEMENT STRIPING (FOR BIKE LANE)	2800	LF	$5.00	$14,000.00
				SUBTOTAL	$69,776.00
D	CONSTRUCTION CONTINGENCY	15%			$10,466.40
				SUBTOTAL	$80,242.40
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$9,227.88
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$8,024.24
C	MATERIAL TESTING	1%			$802.42
D	PROJECT MANAGEMENT	9%			$7,221.82
				SUBTOTAL	$25,276.36
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$1,805.45
B	MISCELLANEOUS	1.66%			$1,332.02
				SUBTOTAL	$3,137.48
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$108,656.23
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$113,002.48

ESTIMATED PROJECT COSTS
Slaughter Lane
Brandt to Old Lockhart
Adding a shared use path on both sides

I. PROJECT DATA					
A	PROJECT LENGTH	4650	FEET		
B	BRIDGE LENGTH	0	FEET		
II. CONSTRUCTION		QUANTITY		PRICE	TOTAL COST
A	PREPARING ROW	4650	LF	$2.84	$13,206.00
B	12' SHARED USE PATH	9300	LF	$74.00	$688,200.00
C	STRIPING FOR SUP	5%			$35,070.30
				SUBTOTAL	$736,476.30
D	CONSTRUCTION CONTINGENCY	15%			$110,471.45
				SUBTOTAL	$846,947.75
III. RIGHT OF WAY					
A	LAND COST	NO ROW NEEDED			
IV. UTILITIES					
A	UNDERGROUND OR OVERHEAD ELECTRIC RELOCATION	NOT NEEDED			
V. DESIGN AND MANAGEMENT					
A	ENGINEERING & DESIGN	11.50%			$97,398.99
B	CONSTRUCTION ENGINEERING & INSPECTION	10%			$84,694.77
C	MATERIAL TESTING	1%			$8,469.48
D	PROJECT MANAGEMENT	9%			$76,225.30
				SUBTOTAL	$266,788.54
VI. ROCIP &MISC					
A	ROLLING OWNER CONTROLLED INSURANCE PROGRAM (ROCIP)	2.25%			$19,056.32
B	MISCELLANEOUS	1.66%			$14,059.33
				SUBTOTAL	$33,115.66
VII. TOTAL PROJECT COST (2017)				**TOTAL**	$1,146,851.94
VIII. TOTAL PROJECT COST (2021)		4%		**TOTAL**	$1,192,726.02

Appendix G

Public Involvement Report

APPENDIX G – PUBLIC INVOLVEMENT

PROMOTION AND MATERIALS

ROUND 1- MEETING PROMOTION

- Postcard
- Signage

ROUND 1- MEETING MATERIALS

- Handout
- Exhibit Boards
- Survey English
- Survey Spanish

ROUND 1- PHOTOS

ROUND 2- MEETING PROMOTION

- Postcard
- Flyer
- Flyer 2
- Signage

ROUND 2- MEETING MATERIALS

- Handout
- Handout Spanish
- Exhibit Boards
- Exhibit Boards Spanish
- Survey English
- Survey Spanish

ROUND 2- PHOTOS

PUBLIC INPUT

ROUND 1

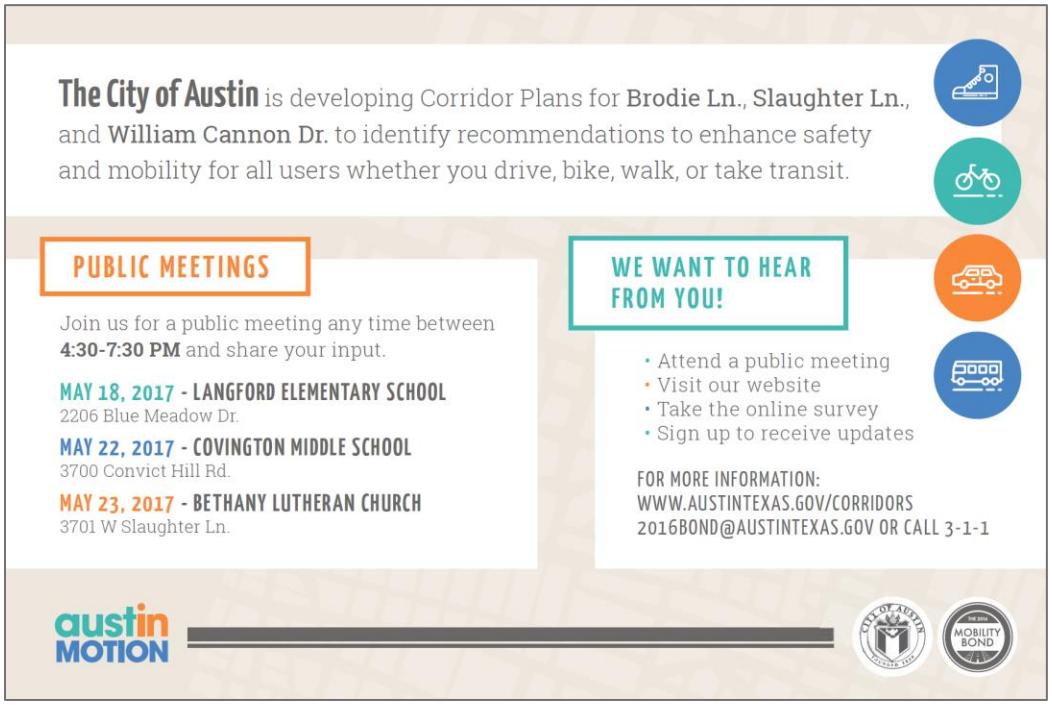
- Survey results
- Wikimap results
- General comments

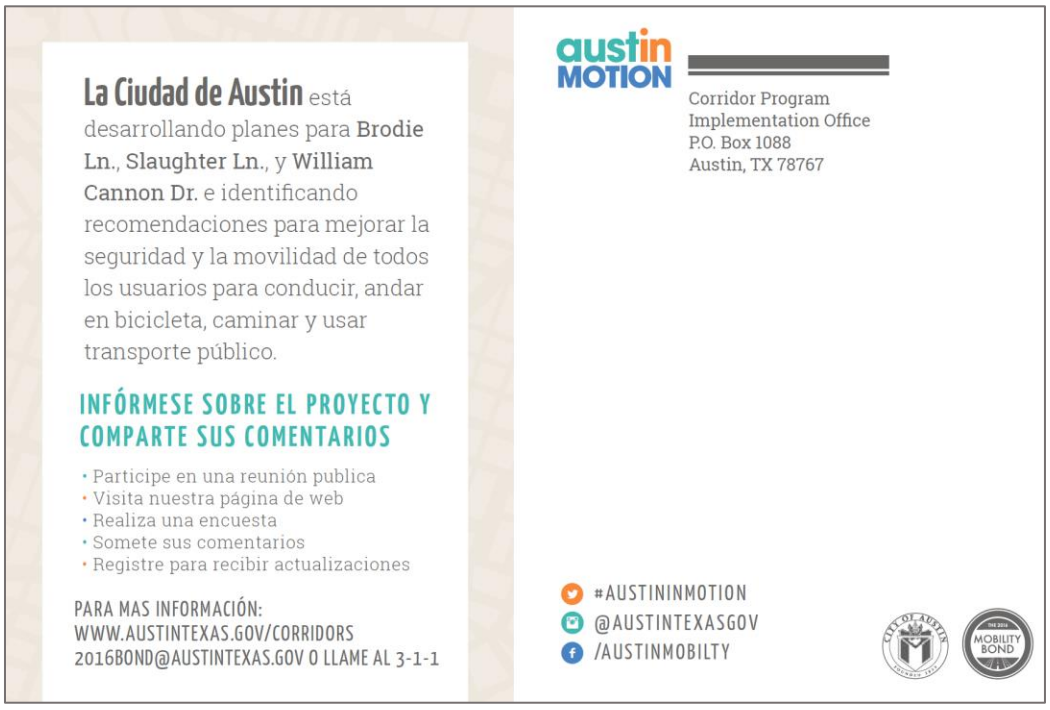
ROUND 2

- Survey results
- General comments

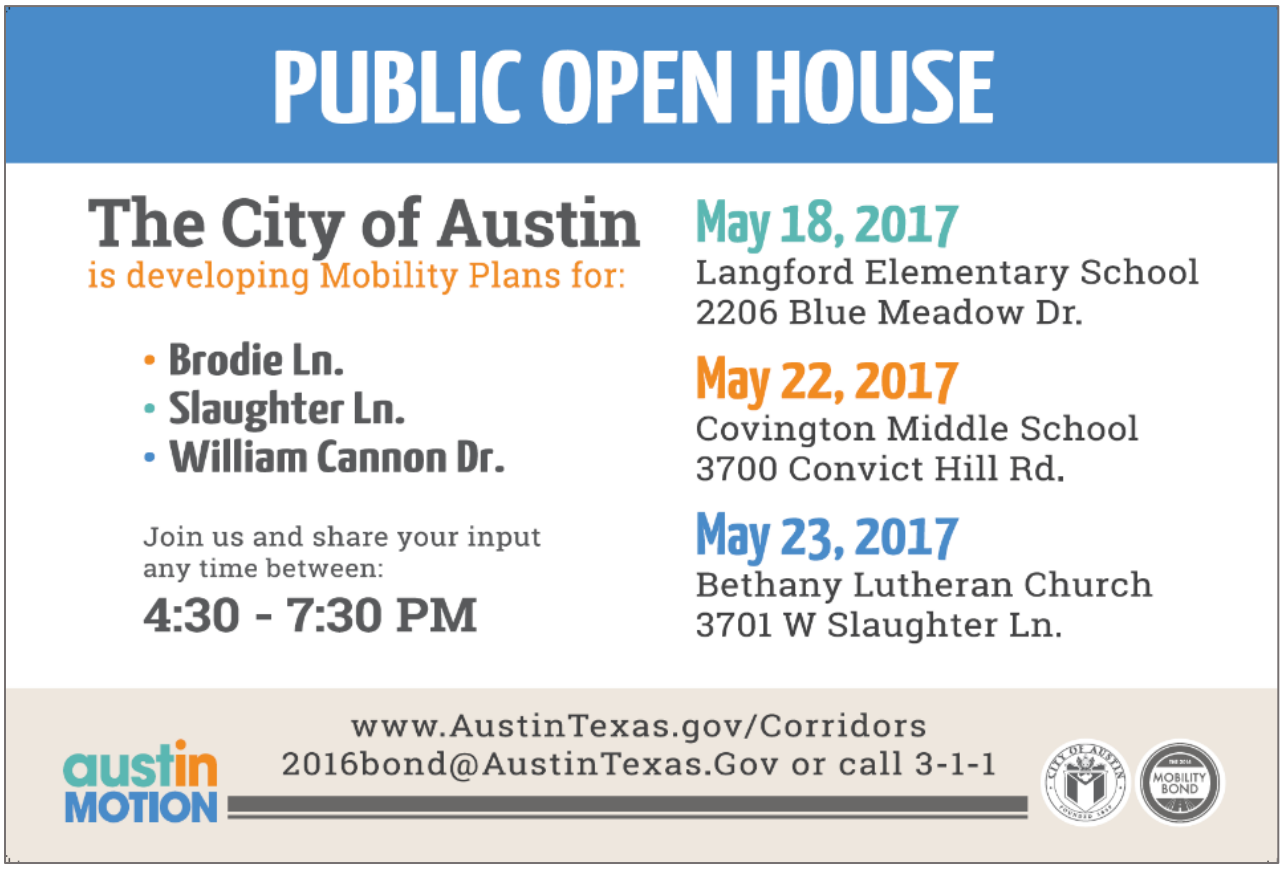
ROUND 1- MEETING PROMOTION

Postcard





Signage


PUBLIC OPEN HOUSE
The City of Austin
is developing Mobility Plans for:
• Brodie Ln.
• Slaughter Ln.
• William Cannon Dr.
Join us and share your input
any time between:
4:30 - 7:30 PM
May 18, 2017
Langford Elementary School
2206 Blue Meadow Dr.
May 22, 2017
Covington Middle School
3700 Convict Hill Rd.
May 23, 2017
Bethany Lutheran Church
3701 W Slaughter Ln.
www.AustinTexas.gov/Corridors
2016bond@AustinTexas.Gov or call 3-1-1
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MOBILITY BOND

ROUND 1- MEETING MATERIALS

Handout

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WHAT'S NEXT?

- We will continue to meet with stakeholders and collect input via the website at AustinTexas.gov/BSWcorridors
- We will provide updates as information is available via our website and e-newsletter
- The input you provide will be used to inform the development of draft recommendations for improvements
- We will come back and ask for feedback on draft recommendations for improvements in late summer

Please take the survey, map your comments, and submit any additional comments by:

June 18, 2017

WE WANT TO HEAR FROM YOU!

- Attend a public meeting
- Visit our website at AustinTexas.gov/BSWCorridors
- Take the online survey
- Map your comments
- Sign up to receive updates at AustinTexas.gov/BSWCorridors

FOR MORE INFORMATION:

AustinTexas.gov/2016bond
2016bond@AustinTexas.Gov
or call (512) 974-7840

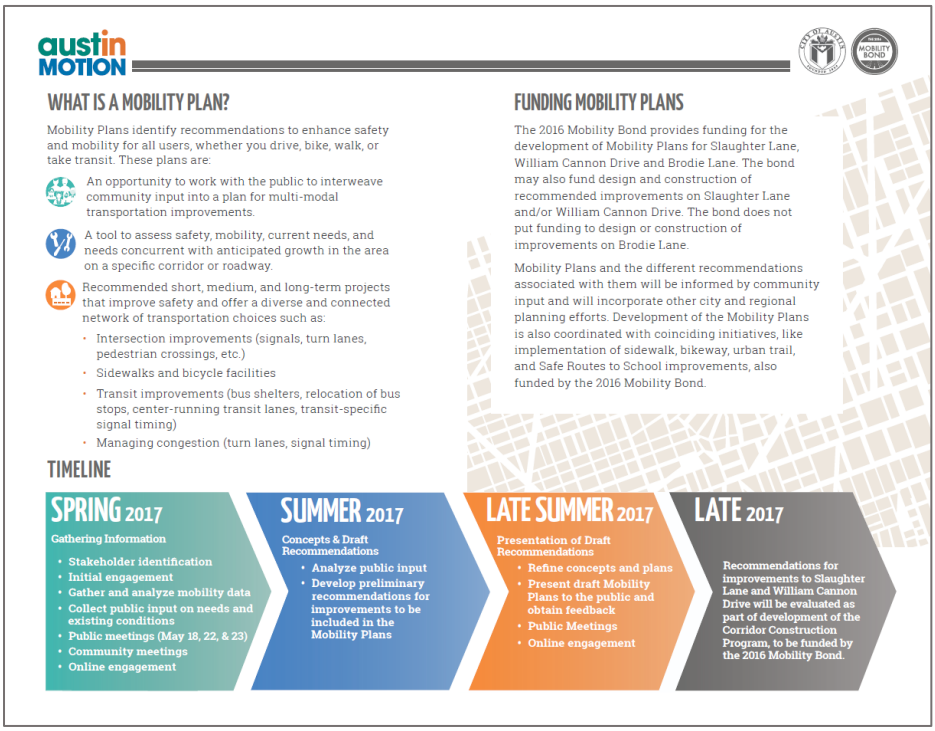
#2016BOND
@AUSTINTEXASGOV
/AUSTINMOBILTY

Last year, Austin voters approved the 2016 Mobility Bond, which provides $720 million for transportation and mobility improvements. As part of the bond program, the City of Austin is working closely with the community to develop Mobility Plans for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.

SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626



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WHAT IS A MOBILITY PLAN?

Mobility Plans identify recommendations to enhance safety and mobility for all users, whether you drive, bike, walk, or take transit. These plans are:

- An opportunity to work with the public to interweave community input into a plan for multi-modal transportation improvements.
- A tool to assess safety, mobility, current needs, and needs concurrent with anticipated growth in the area on a specific corridor or roadway.
- Recommended short, medium, and long-term projects that improve safety and offer a diverse and connected network of transportation choices such as:
  - Intersection improvements (signals, turn lanes, pedestrian crossings, etc.)
  - Sidewalks and bicycle facilities
  - Transit improvements (bus shelters, relocation of bus stops, center-running transit lanes, transit-specific signal timing)
  - Managing congestion (turn lanes, signal timing)

FUNDING MOBILITY PLANS

The 2016 Mobility Bond provides funding for the development of Mobility Plans for Slaughter Lane, William Cannon Drive and Brodie Lane. The bond may also fund design and construction of recommended improvements on Slaughter Lane and/or William Cannon Drive. The bond does not put funding to design or construction of improvements on Brodie Lane.

Mobility Plans and the different recommendations associated with them will be informed by community input and will incorporate other city and regional planning efforts. Development of the Mobility Plans is also coordinated with coinciding initiatives, like implementation of sidewalk, bikeway, urban trail, and Safe Routes to School improvements, also funded by the 2016 Mobility Bond.

TIMELINE

SPRING 2017
Gathering Information
- Stakeholder identification
- Initial engagement
- Gather and analyze mobility data
- Collect public input on needs and existing conditions
- Public meetings (May 18, 22, & 23)
- Community meetings
- Online engagement

SUMMER 2017
Concepts & Draft Recommendations
- Analyze public input
- Develop preliminary recommendations for improvements to be included in the Mobility Plans

LATE SUMMER 2017
Presentation of Draft Recommendations
- Refine concepts and plans
- Present draft Mobility Plans to the public and obtain feedback
- Public Meetings
- Online engagement

LATE 2017
Recommendations for improvements to Slaughter Lane and William Cannon Drive will be evaluated as part of development of the Corridor Construction Program, to be funded by the 2016 Mobility Bond.

MOBILITY PLAN PUBLIC OPEN HOUSE

The City of Austin is developing Mobility Plans for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.

SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626

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BRODIE LANE (SLAUGHTER LANE TO FM 1626)

EXISTING CONDITIONS

TRAFFIC VOLUMES

Slaughter Ln. to Green Emerald Terrace
28,806 DAILY 2,017 AM PEAK TRIPS 2,325 PM PEAK

Green Emerald Terrace to Frate Barker Rd.
18,823 DAILY 1,205 AM PEAK TRIPS 1,559 PM PEAK

Frate Barker Rd. to FM 1626
18,141 DAILY 980 AM PEAK TRIPS 1,225 PM PEAK

AM PEAK : 7:15 - 8:15
PM PEAK : 5:00 - 6:00

BETWEEN SHADY HOLLOW DR AND FRATE BARKER RD
- No bicycle or pedestrian facilities

NORTH OF FM 1626
- Bicycle facilities

AT FRATE BARKER ROAD
- Intersection

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SLAUGHTER LANE (FM 1826 TO VERTEX ROAD)

EXISTING CONDITIONS

TRAFFIC VOLUMES

Between Escarpment Blvd. and Beckett Rd.
24,800 DAILY 1,810 AM PEAK TRIPS 2,020 PM PEAK

Between Bremner Dr. and James Bowie HS
36,200 DAILY 2,720 PM PEAK TRIPS 2,500 PM PEAK

Between Texas Oaks Dr. and Chisholm Ln.
40,200 DAILY 2,380 AM PEAK TRIPS 2,810 PM PEAK

East of I-35
23,000 DAILY 1,730 AM PEAK TRIPS 1,800 PM PEAK

AM PEAK : 8:00 - 9:00
PM PEAK : 5:00 - 6:00

BETWEEN WOODSHIRE DR. AND ROXANNA DR.
- Bicycle and pedestrian facilities

AT I-35
- Bicycle and pedestrian facilities

EAST OF I-35
- Intersection

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WILLIAM CANNON DRIVE (SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.)

EXISTING CONDITIONS

TRAFFIC VOLUMES

Between Beckett Rd. and Brush County Rd.
23,066 DAILY 1,405 AM PEAK TRIPS 2,045 PM PEAK

Between Manchaca Rd. and Woodhue Dr.
28,539 DAILY 1,737 PM PEAK TRIPS 2,200 PM PEAK

Between South 1st Street and S. Congress Ave.
28,119 DAILY 1,641 AM PEAK TRIPS 2,235 PM PEAK

Between Elm Creek Dr. and Stoneleigh Pl.
28,096 DAILY 1,814 AM PEAK TRIPS 2,083 PM PEAK

Between Brodie Ln. and West Gate Blvd.
33,473 DAILY 2,013 AM PEAK TRIPS 2,582 PM PEAK

AM PEAK : 7:00 - 8:00
PM PEAK : 5:00 - 6:00

BETWEEN PLEASANT VALLEY AND BITTER CREEK DR.
- Bicycle and pedestrian facilities

BETWEEN MCCARTY AND RIDGE OAK ROAD
- Pedestrian facilities

AT ESCARPMENT
- Intersection

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LOCAL PUBLIC TRANSIT

WHAT'S NEXT

- We will continue to meet with stakeholders and collect input via the website at AustinTexas.gov/BSWCorridors and our newsletter. Sign up with any staff member.
- We will provide updates as information is available via the web and email messages.
- The input you provide will be used to inform the development of draft recommendations for improvements.
- We will come back and ask for feedback on draft recommendations for improvements in late summer.

SPRING 2017
Gathering Information
- Stakeholder identification
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Presentation of Draft Recommendations
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- Online engagement

LATE 2017
Recommendations for improvements to Slaughter Lane and William Cannon Drive will be evaluated as part of development of the Corridor Construction Program, to be funded by the 2016 Mobility Bond.

CITY OF AUSTIN PLANS AND INITIATIVES

The Mobility Plans will incorporate other city and regional planning efforts. Development of the Mobility Plans is also coordinated with coinciding initiatives, like implementation of sidewalk, bikeway, and Safe Routes to School improvements also funded by the 2016 Mobility Bond.

IMAGINEAUSTIN
Vibrant. Livable. Connected.

- The purpose of the South Austin Combined Neighborhood Plan, adopted in November 2014, is to shape change as Austin continues to grow, maintaining and enhancing the area's character. The Neighborhood Plan fits into the larger framework established by the Imagine Austin Comprehensive Plan.

GETTING THERE TOGETHER ASMP

- The **Austin Strategic Mobility Plan** takes a comprehensive look at Austin's overall network of transportation needs and will identify policies, programs and projects to guide future investment.

CODE NEXT

- CodeNEXT is the City of Austin's initiative to rewrite the City's Land Development Code. The Land Development Code sets requirements for what, where, and how much can be built in Austin. CodeNEXT will change how developers contribute to transportation and mobility improvements when building new facilities.

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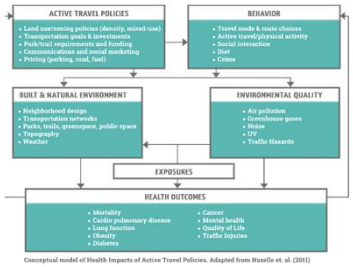
- The 2016 Mobility Bond puts $137 million to many of the City's ongoing programs like Sidewalks, Bikeways, Urban Trails, and Safe Routes to School. These projects will be coordinated with corridor recommendations.

HEALTH IMPACT CONSIDERATIONS

Thoughtful transportation planning can have positive impacts on the health of the population that lives, works, plays, and attends school in the area. The Mobility Plans will look for opportunities to:

- Identify recommendations to minimize negative health impacts and maximize opportunities to improve health
- Create environments that are supportive of physical activity and social interaction to contribute to a healthier population



Conceptual model of Health Impacts of Active Travel Policies. Adapted from Nazelle et. al. (2011)

ENCUESTA

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, AND BRODIE LANE

Do you prefer to respond to this survey in English or Spanish? ¿Prefiere responder a esta encuesta en inglés o español?

- ☐ English
- ☐ Español

For which corridor would you like to complete this survey? If you would like to complete the survey for multiple corridors, choose the survey you would like to complete first.

- ☐ **Brodie Lane** from Slaughter Lane to FM 1626
- ☐ **Slaughter Lane** from FM 1826 to Vertex Parkway
- ☐ **William Cannon Drive** from Southwest Parkway to McKinney Falls Parkway

How do you use the corridor? (select all that apply)

- ☐ I work along the corridor
- ☐ I live along the corridor
- ☐ I commute through the corridor
- ☐ I or my children attend school along the corridor
- ☐ I shop, eat, use recreational facilities on the corridor
- ☐ Other _____

In what zip code do you live? _____

In what zip code do you work or attend school? _____

What mode of transportation do you use in this corridor? How many times per week?

	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week
Drive a personal vehicle	☐	☐	☐	☐	☐	☐	☐
Transit rider	☐	☐	☐	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐	☐	☐
Carpool/rideshare	☐	☐	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐	☐	☐

This Mobility Plan will consider several topics, some of which are listed below.
Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5	6	7
Creating a safer and more supportive environment for walking	☐	☐	☐	☐	☐	☐	☐
Creating a safer and more supportive environment for cycling	☐	☐	☐	☐	☐	☐	☐
Creating attractive public spaces in strategic locations along the corridor	☐	☐	☐	☐	☐	☐	☐
Calming traffic in residential neighborhoods	☐	☐	☐	☐	☐	☐	☐
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	☐	☐	☐	☐	☐	☐	☐
Improving transit service	☐	☐	☐	☐	☐	☐	☐
Managing congestion	☐	☐	☐	☐	☐	☐	☐

Which of the following improvements are most important for people who walk along this corridor?
Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5	6	7	8
Wider sidewalks	☐	☐	☐	☐	☐	☐	☐	☐
Continuous sidewalks	☐	☐	☐	☐	☐	☐	☐	☐
Sidewalk maintenance	☐	☐	☐	☐	☐	☐	☐	☐
Sidewalks with separation from traffic	☐	☐	☐	☐	☐	☐	☐	☐
Safer pedestrian crossings	☐	☐	☐	☐	☐	☐	☐	☐
ADA rehabilitation	☐	☐	☐	☐	☐	☐	☐	☐
Opportunities for shade	☐	☐	☐	☐	☐	☐	☐	☐
I am not interested in improvements related to walking	☐							

Which of the following improvements are most important for people who ride a bike along this corridor? Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5
Wider bike lanes	☐	☐	☐	☐	☐
Separated and/or protected bike lanes	☐	☐	☐	☐	☐
Bike parking	☐	☐	☐	☐	☐
Intersection and signal enhancements	☐	☐	☐	☐	☐
I am not interested in improvements related to biking	☐				

Which of the following improvements are most important for people who ride transit along this corridor? Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5
More transit options	☐	☐	☐	☐	☐
More frequent bus service	☐	☐	☐	☐	☐
Upgraded bus stops (shelters, benches, better signage, safer)	☐	☐	☐	☐	☐
Improved turning options	☐	☐	☐	☐	☐
I am not interested in improvements related to transit	☐				

Which of the following improvements are most important for people who drive along this corridor? Please rank these, according to importance to you, with 1 being the most important:

	1	2	3	4	5
Slower speed limits	☐	☐	☐	☐	☐
Safer intersections	☐	☐	☐	☐	☐
Fewer driveways or consolidated driveways	☐	☐	☐	☐	☐
Improved turning options	☐	☐	☐	☐	☐
Improved signal timing	☐	☐	☐	☐	☐
I am not interested in improvements related to driving	☐				

Is there anything else you think we should know about this corridor?

The questions on this page are optional.
We would like to know more about who is participating to help us ensure that we are getting input from a variety of participants.

What is your age? (optional)

☐ 18-34 ☐ 35-44 ☐ 45-54
☐ 55-64 ☐ 65+ ☐ Prefer not to answer

What is your gender? (optional)

☐ Female ☐ Male ☐ Other ☐ Prefer not to answer

What City Council District do you live in? (optional)

☐ District 1 – Ora Houston
☐ District 2 – Delia Garza
☐ District 3- Sabino "Pio Renteria
☐ District 4 – Gregorio "Greg" Casar
☐ District 5 – Ann Kitchen
☐ District 6 – Jimmy Flannigan
☐ District 7 – Leslie Pool
☐ District 8 – Ellen Troxclair
☐ District 9 – Kathie Tovo
☐ District 10 – Allison Alter
☐ I don't know
☐ I prefer not to answer

Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional).

ENCUESTA

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, Y BRODIE LANE

Do you prefer to respond to this survey in English or Spanish? ¿Prefiere responder a esta encuesta en inglés o español?

- ☐ English
- ☐ Español

¿Para cual carretera desea completar esta encuesta? *(seleccione uno)*

- ☐ **William Cannon Drive** desde Southwest Parkway hasta McKinney Falls Parkway
- ☐ **Slaughter Lane** desde FM 1826 hasta Vertex Parkway
- ☐ **Brodie Lane** desde Slaughter Lane hasta FM 1626

¿Cómo usa usted la carretera? *(seleccione todas las que correspondan)*

- ☐ Trabajo a lo largo de la carretera
- ☐ Vivo a lo largo de la carretera
- ☐ Viajo a través de la carretera
- ☐ Yo o mis hijos estamos matriculados en una escuela a lo largo de la carretera

¿En cual código postal vive usted? _____

¿En cuál código postal trabaja o asiste a la escuela? _____

¿Cuál modo de transporte usa en este corredor? ¿Cuántas veces por semana?

	7 dias a la semana	6 dias a la semana	5 dias a la semana	4 dias a la semana	3 dias a la semana	2 dias a la semana	1 dia a la semana
Coche Personal	☐	☐	☐	☐	☐	☐	☐
Transito Publico	☐	☐	☐	☐	☐	☐	☐
Bicicleta	☐	☐	☐	☐	☐	☐	☐
Andar	☐	☐	☐	☐	☐	☐	☐
Coche COmpartido	☐	☐	☐	☐	☐	☐	☐
Otro	☐	☐	☐	☐	☐	☐	☐

El Plan de Movilidad del corredor considerará varios temas, algunos de los cuales se enumeran a continuación. Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5	6	7
Crear un entorno más seguro y más propicio para caminar	☐	☐	☐	☐	☐	☐	☐
Crear un entorno más seguro y más propicio para el ciclismo	☐	☐	☐	☐	☐	☐	☐
Crear espacios públicos atractivos en lugares estratégicos a lo largo del corredor	☐	☐	☐	☐	☐	☐	☐
Tranquilidad en los barrios residenciales	☐	☐	☐	☐	☐	☐	☐
Mejorar el acceso desde los destinos y barrios que rodean el corredor	☐	☐	☐	☐	☐	☐	☐
Mejorar el servicio de tránsito	☐	☐	☐	☐	☐	☐	☐
Gestión de la congestión	☐	☐	☐	☐	☐	☐	☐

¿Cuáles de las siguientes mejoras son más importantes para las personas que caminan el corredor? Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante

Aceras amplias	1	2	3	4	5	6	7	8
Aceras continuos	☐	☐	☐	☐	☐	☐	☐	☐
Banquetas continuos	☐	☐	☐	☐	☐	☐	☐	☐
Mantenimiento de banquetas	☐	☐	☐	☐	☐	☐	☐	☐
Aceras con separación del tráfico	☐	☐	☐	☐	☐	☐	☐	☐
Cruces peatonales más seguros	☐	☐	☐	☐	☐	☐	☐	☐
Rehabilitación para personas con incapacidades (ADA por sus siglas en inglés)	☐	☐	☐	☐	☐	☐	☐	☐
Oportunidades para sentarse y sombra	☐	☐	☐	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con andar	☐							

¿Cuáles de las siguientes mejoras son más importantes para las personas que andan en bicicleta por el corredor? Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5
Carriles para bicicletas más amplios	☐	☐	☐	☐	☐
Carriles de bicicleta separados y/o protegidos	☐	☐	☐	☐	☐
Estacionamiento de bicicletas	☐	☐	☐	☐	☐
Mejoras de cruces para bicicletas y señales	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con el ciclismo	☐				

¿Cuáles de las siguientes mejoras son más importantes para las personas que usan tránsito público por el corredor. Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5
Más opciones de tránsito publico	☐	☐	☐	☐	☐
Servicio de autobús más frecuente	☐	☐	☐	☐	☐
Paradas de autobús adicionales	☐	☐	☐	☐	☐
Paradas de autobuses mejoradas (refugios, bancos, mejor señalización, más seguras)	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con el tránsito publico	☐	☐	☐	☐	☐

¿Cuáles de las siguientes mejoras son más importantes para las personas que conducen por el corredor? Por favor clasifíquelas, de acuerdo a su importancia, con 1 siendo el más importante:

	1	2	3	4	5
Límites de velocidad más lentos	☐	☐	☐	☐	☐
Intersecciones más seguras	☐	☐	☐	☐	☐
Menos caminos de acceso o entradas de Automóviles consolidadas	☐	☐	☐	☐	☐
Opciones de torneado mejoradas	☐	☐	☐	☐	☐
Señalización mejorada	☐	☐	☐	☐	☐
No me interesan las mejoras relacionadas con la conducción					

¿Hay algo más que crea que debemos saber sobre el corredor?

Las preguntas siguientes son opcionales. Nos gustaría saber más sobre quién participa en la encuesta para ayudarnos a asegurar que recibimos la contribución de una variedad de participantes.

¿Cuál es su edad? (opcional)

☐ 18-34 ☐ 35-44 ☐ 45-54
☐ 55-64 ☐ 65+ ☐ Prefiero no responder

¿Con cuál genero identifica usted? (opcional)

☐ Mujer ☐ Hombre ☐ Otro ☐ Prefiero no responder

¿En cuál distrito vive usted? (opcional)

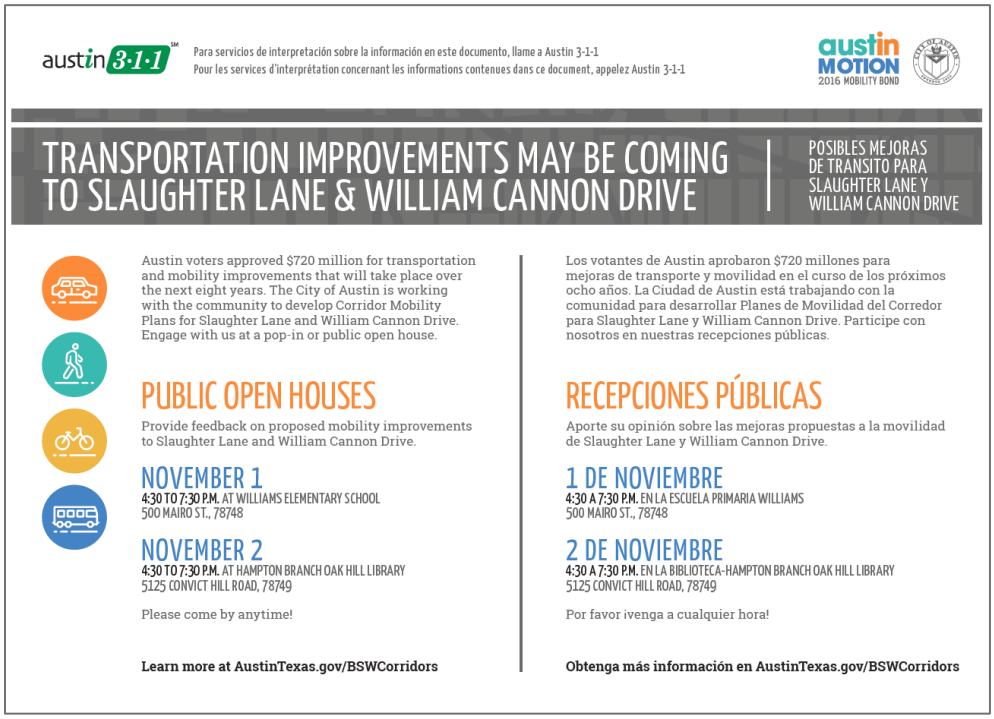
☐ Distrito 1 – Ora Houston
☐ Distrito 2 – Delia Garza
☐ Distrito 3- Sabino "Pio Renteria
☐ Distrito 4 – Gregorio "Greg" Casar
☐ Distrito 5 – Ann Kitchen
☐ Distrito 6 – Jimmy Flannigan
☐ Distrito 7 – Leslie Pool
☐ Distrito 8 – Ellen Troxclair
☐ Distrito 9 – Kathie Tovo
☐ Distrito 10 – Allison Alter
☐ No se
☐ Prefiero no responder

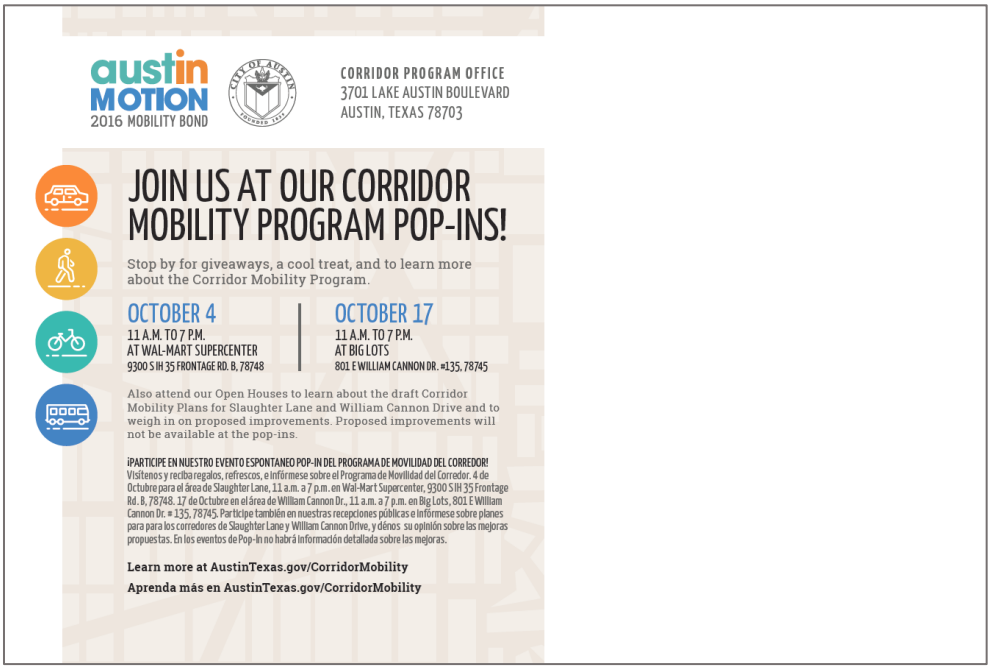
Proporcione su dirección de correo electrónico si desea recibir actualizaciones sobre el Plan de Movilidad a medida que nueva información esté disponible o para recibir información sobre otras oportunidades para participar. (opcional).

ROUND 1- PHOTOS

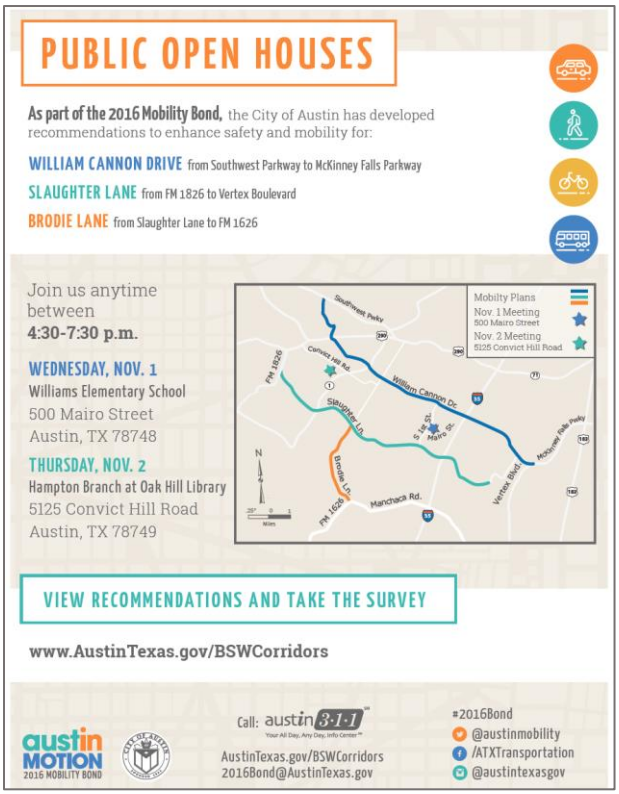
ROUND 2- MEETING PROMOTION

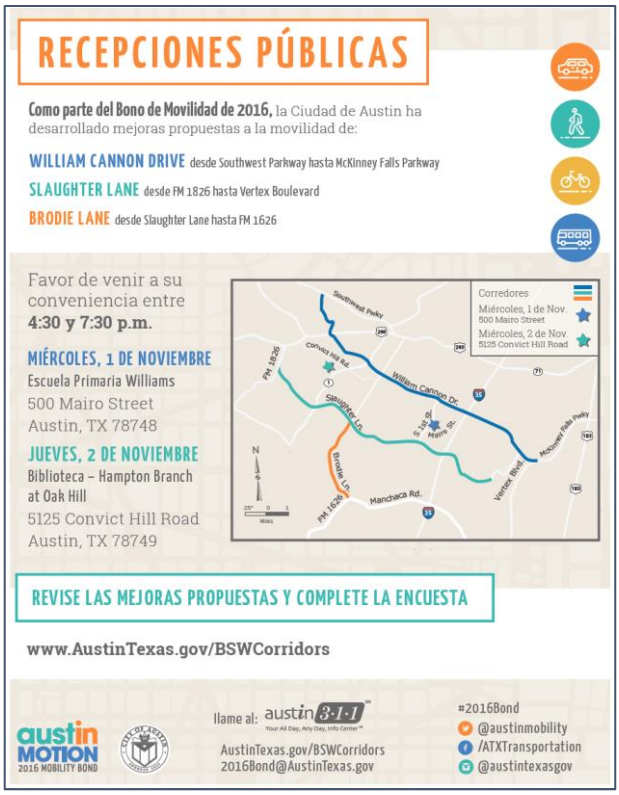
Postcard



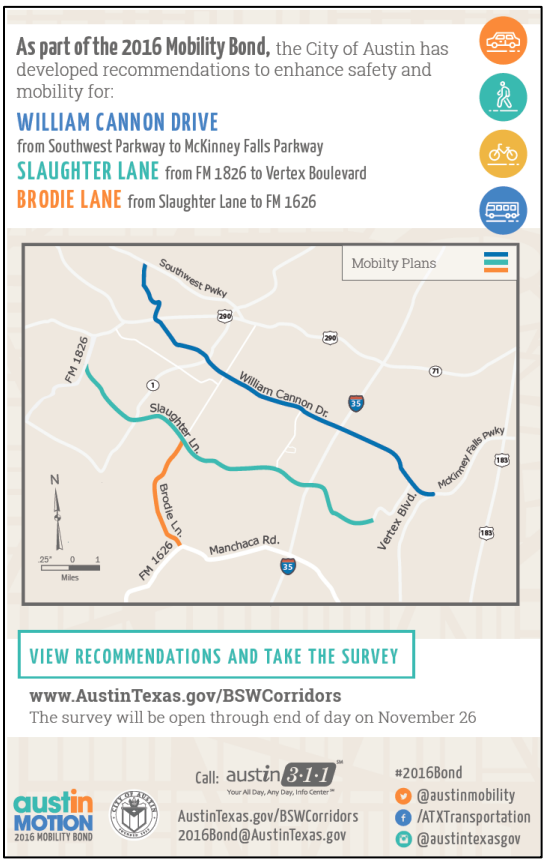


Flyer


PUBLIC OPEN HOUSES
As part of the 2016 Mobility Bond, the City of Austin has developed recommendations to enhance safety and mobility for:
WILLIAM CANNON DRIVE from Southwest Parkway to McKinney Falls Parkway
SLAUGHTER LANE from FM 1826 to Vertex Boulevard
BRODIE LANE from Slaughter Lane to FM 1626
Join us anytime between
4:30-7:30 p.m.
WEDNESDAY, NOV. 1
Williams Elementary School
500 Mairo Street
Austin, TX 78748
THURSDAY, NOV. 2
Hampton Branch at Oak Hill Library
5125 Convict Hill Road
Austin, TX 78749
Mobility Plans
Nov. 1 Meeting
500 Mairo Street
Nov. 2 Meeting
5125 Convict Hill Road
Southwest Pwky
Convict Hill Rd.
FM 1826
William Cannon Dr.
Slaughter Ln.
S. 1st St.
Mairo St.
Brodie Ln.
FM 1626
Manchaca Rd.
Vertex Blvd
Mopac Expy
VIEW RECOMMENDATIONS AND TAKE THE SURVEY
www.AustinTexas.gov/BSWCorridors
austin MOTION 2016 MOBILITY BOND
Call: austin 3-1-1
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov


RECEPCIONES PÚBLICAS
Como parte del Bono de Movilidad de 2016, la Ciudad de Austin ha desarrollado mejoras propuestas a la movilidad de:
WILLIAM CANNON DRIVE desde Southwest Parkway hasta McKinney Falls Parkway
SLAUGHTER LANE desde FM 1826 hasta Vertex Boulevard
BRODIE LANE desde Slaughter Lane hasta FM 1626
Favor de venir a su conveniencia entre
4:30 y 7:30 p.m.
MIÉRCOLES, 1 DE NOVIEMBRE
Escuela Primaria Williams
500 Mairo Street
Austin, TX 78748
JUEVES, 2 DE NOVIEMBRE
Biblioteca – Hampton Branch at Oak Hill
5125 Convict Hill Road
Austin, TX 78749
Corredores
Miércoles, 1 de Nov.
500 Mairo Street
Miércoles, 2 de Nov.
5125 Convict Hill Road
Southwest Pwky
Convict Hill Rd.
FM 1826
William Cannon Dr.
Slaughter Ln.
S. 1st St.
Mairo St.
Brodie Ln.
FM 1626
Manchaca Rd.
Vertex Blvd
Mopac Expy
REVISE LAS MEJORAS PROPUESTAS Y COMPLETE LA ENCUESTA
www.AustinTexas.gov/BSWCorridors
austin MOTION 2016 MOBILITY BOND
llame al: austin 3-1-1
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov

Flyer 2


As part of the 2016 Mobility Bond, the City of Austin has developed recommendations to enhance safety and mobility for:
WILLIAM CANNON DRIVE
from Southwest Parkway to McKinney Falls Parkway
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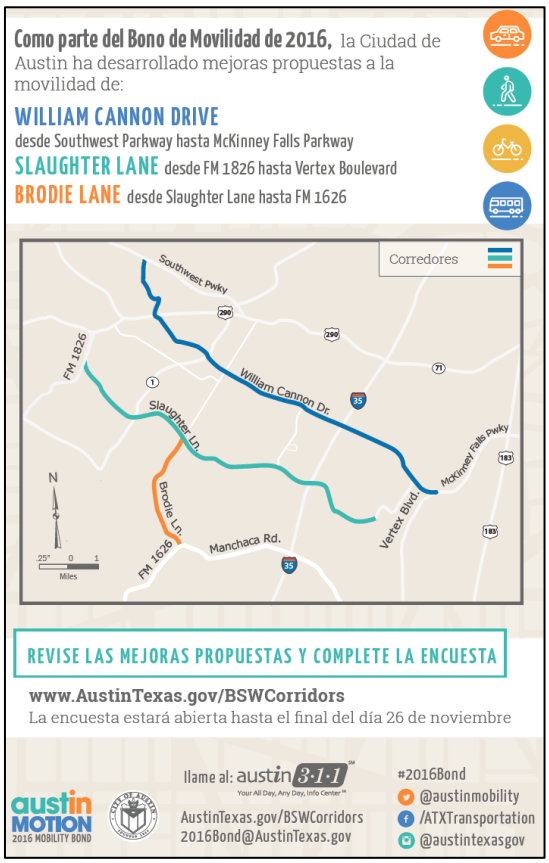
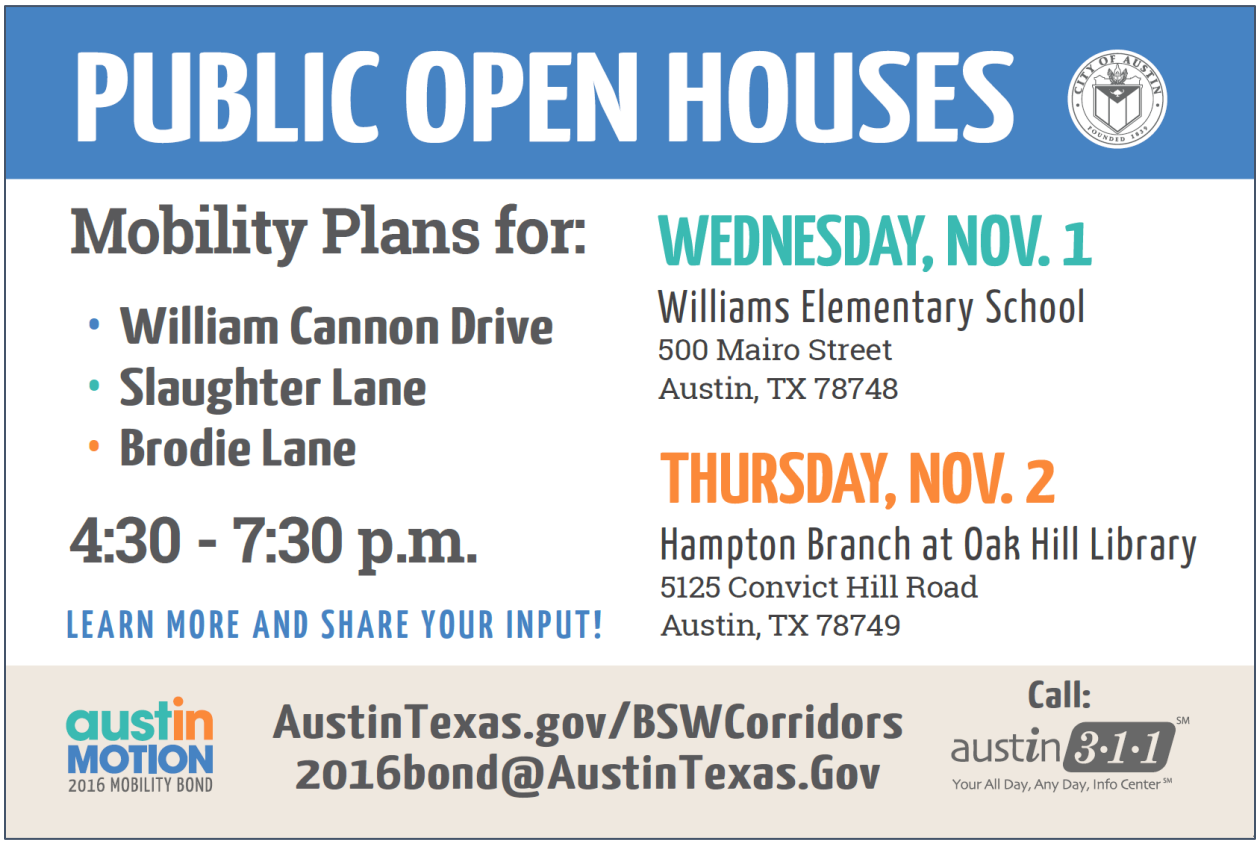
BRODIE LANE from Slaughter Lane to FM 1626
Mobilty Plans
Southwest Pwky
FM 1826
William Cannon Dr.
Slaughter Ln.
Brodie Ln.
FM 1626
Manchaca Rd.
Vertex Blvd.
McKinney Falls Pwky
N
Miles
VIEW RECOMMENDATIONS AND TAKE THE SURVEY
www.AustinTexas.gov/BSWCorridors
The survey will be open through end of day on November 26
Call: austin 3-1-1
Your All Day, Any Day, Info Center
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov
austin MOTION
2016 MOBILITY BOND


Como parte del Bono de Movilidad de 2016, la Ciudad de Austin ha desarrollado mejoras propuestas a la movilidad de:
WILLIAM CANNON DRIVE
desde Southwest Parkway hasta McKinney Falls Parkway
SLAUGHTER LANE desde FM 1826 hasta Vertex Boulevard
BRODIE LANE desde Slaughter Lane hasta FM 1626
Corredores
Southwest Pwky
FM 1826
William Cannon Dr.
Slaughter Ln.
Brodie Ln.
FM 1626
Manchaca Rd.
Vertex Blvd.
McKinney Falls Pwky
N
Miles
REVISE LAS MEJORAS PROPUESTAS Y COMPLETE LA ENCUESTA
www.AustinTexas.gov/BSWCorridors
La encuesta estará abierta hasta el final del día 26 de noviembre
llame al: austin 3-1-1
Your All Day, Any Day, Info Center
AustinTexas.gov/BSWCorridors
2016Bond@AustinTexas.gov
#2016Bond
@austinmobility
/ATXTransportation
@austintexasgov
austin MOTION
2016 MOBILITY BOND

Signage


PUBLIC OPEN HOUSES
Mobility Plans for:
• William Cannon Drive
• Slaughter Lane
• Brodie Lane
4:30 - 7:30 p.m.
LEARN MORE AND SHARE YOUR INPUT!
WEDNESDAY, NOV. 1
Williams Elementary School
500 Mairo Street
Austin, TX 78748
THURSDAY, NOV. 2
Hampton Branch at Oak Hill Library
5125 Convict Hill Road
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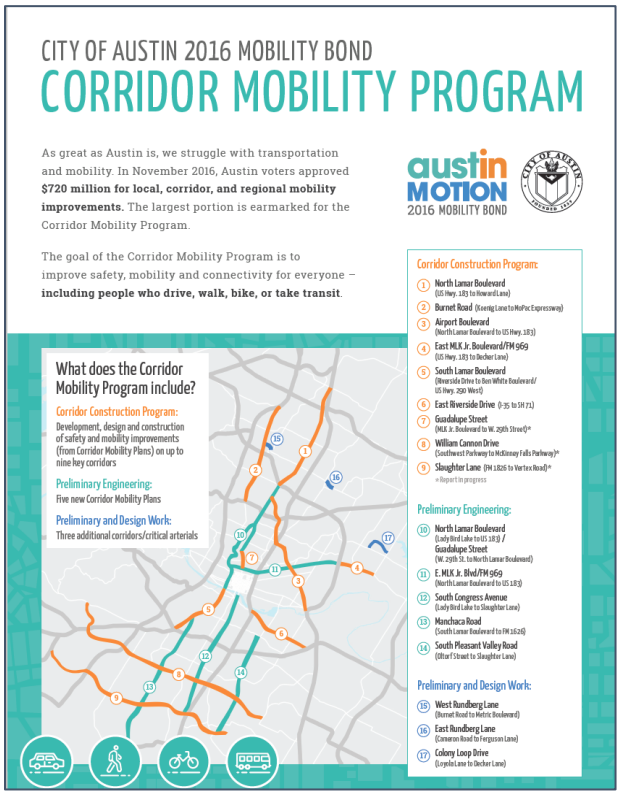
austin MOTION
2016 MOBILITY BOND
AustinTexas.gov/BSWCorridors
2016bond@AustinTexas.Gov
Call:
austin 3-1-1
Your All Day, Any Day, Info Center

ROUND 2- MEETING MATERIALS

Handout



CITY OF AUSTIN 2016 MOBILITY BOND

CORRIDOR MOBILITY PROGRAM

As great as Austin is, we struggle with transportation and mobility. In November 2016, Austin voters approved **$720 million for local, corridor, and regional mobility improvements.** The largest portion is earmarked for the Corridor Mobility Program.

The goal of the Corridor Mobility Program is to improve safety, mobility and connectivity for everyone – **including people who drive, walk, bike, or take transit**.

austin MOTION 2016 MOBILITY BOND

What does the Corridor Mobility Program include?

Corridor Construction Program:
Development, design and construction of safety and mobility improvements (from Corridor Mobility Plans) on up to nine key corridors

Preliminary Engineering:
Five new Corridor Mobility Plans

Preliminary and Design Work:
Three additional corridors/critical arterials

Corridor Construction Program:

1. North Lamar Boulevard (US Hwy. 183 to Howard Lane)
2. Burnet Road (Koenig Lane to MoPac Expressway)
3. Airport Boulevard (North Lamar Boulevard to US Hwy. 183)
4. East MLK Jr. Boulevard/FM 969 (US Hwy. 183 to Decker Lane)
5. South Lamar Boulevard (Riverside Drive to Ben White Boulevard/ US Hwy. 290 West)
6. East Riverside Drive (I-35 to SH 71)
7. Guadalupe Street (MLK Jr. Boulevard to W. 35th Street)*
8. William Cannon Drive (Southwest Parkway to McKinney Falls Parkway)*
9. Slaughter Lane (FM 1826 to Vortex Road)*

* Report in progress

Preliminary Engineering:

10. North Lamar Boulevard (Lady Bird Lake to US 183) / Guadalupe Street (W. 29th St. to North Lamar Boulevard)
11. E. MLK Jr. Blvd/FM 969 (North Lamar Boulevard to US 183)
12. South Congress Avenue (Lady Bird Lake to Slaughter Lane)
13. Manchaca Road (South Lamar Boulevard to FM 1626)
14. South Pleasant Valley Road (Ollie/7 Street to Slaughter Lane)

Preliminary and Design Work:

15. West Rundberg Lane (Burnet Road to Metric Boulevard)
16. East Rundberg Lane (Cameron Road to Ferguson Lane)
17. Colony Loop Drive (Loyola Lane to Decker Lane)

POTENTIAL SAFETY AND MOBILITY IMPROVEMENTS

Since 2011, the City of Austin has been working with the community to develop Corridor Mobility Plans for nine corridors. The Plans identify short-, medium-, and long-term safety and mobility improvements. The recommended improvements in the Corridor Mobility Plans include:

- **INTERSECTION IMPROVEMENTS** signals / turn lanes / pedestrian crossings
- **TRANSIT-SUPPORTIVE IMPROVEMENTS** connectivity to bus stops / transit priority signalization
- **SIDEWALKS AND CURB RAMPS** accessibility / crosswalks
- **COMPLETE STREETS** improvements along corridor segments that accommodate all modes of transportation / streetscape improvements
- **BICYCLE FACILITIES** separated and protected bike lanes

HOW WILL IMPROVEMENTS BE PRIORITIZED?

The cost to construct all recommended improvements in the nine Corridor Mobility Plans exceeds the amount of funding available. As a result, the recommended improvements must be prioritized for inclusion in a proposed Corridor Construction Program as required by the City Council's Contract With Voters. The Contract With Voters also outlines Mobility Priorities and Community Considerations for evaluating the recommended improvements.

MOBILITY PRIORITIES
- connectivity
- reduction in congestion
- improved level-of-service for all modes of travel
- improved effectiveness of transit operations

COMMUNITY CONSIDERATIONS
- preservation of existing local businesses
- promotes healthy, equitable and complete communities
- emphasizes livable, walkable, safe and transit-supportive corridors
- preservation of existing affordable housing
- opportunities for development of new affordable housing
- opportunities to facilitate increased supply of mixed-income housing

YOU'VE SPOKEN, AND WE LISTENED!

Community input has played an important role in helping shape Austin's mobility future. By voter passage of the 2016 Mobility Bond and through input provided during development of the Corridor Mobility Plans, the Mobility Talks public engagement effort, and other relevant planning processes during the past few years, **thousands have provided input that is being considered to develop the Corridor Construction Program.**

CONTACT US

WEBSITE: AUSTINTEXAS.GOV/CORRIDORS
EMAIL: CORRIDORS@AUSTINTEXAS.GOV
PHONE: 512-974-7840 OR AUSTIN 3-1-1

@AUSTINMOBILITY
@AUSTINTEXASGOV
/ATXTRANSPORTATION

austin 3-1-1™ Your All Day, Any Day, Info Center™

Handout Spanish

MOBILITY PLANS

The City of Austin has developed recommended improvements for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY

SLAUGHTER LANE FROM FM 1826 TO VERTEX BOULEVARD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626

WILLIAM CANNON DRIVE

Southwest Parkway to McKinney Falls Parkway

Existing Conditions

TRAFFIC VOLUMES

Between Beckett Rd. and Brush County Rd.
23,066 DAILY TRIPS 1,450 AM PEAK 2,045 PM PEAK

Between Manchaca Rd. and Woodhue Dr.
28,539 DAILY TRIPS 1,787 PM PEAK 2,200 PM PEAK

Between South 1st Street and S. Congress Ave.
28,119 DAILY TRIPS 1,641 AM PEAK 2,230 PM PEAK

Between Elm Creek Dr. and Stoneleigh Pl.
28,096 DAILY TRIPS 1,804 AM PEAK 2,083 PM PEAK

Between Brodie Ln. and West Gate Blvd.
33,473 DAILY TRIPS 2,011 AM PEAK 2,682 PM PEAK

AM PEAK : 7:00 - 8:00
PM PEAK : 5:00 - 6:00

BETWEEN PLEASANT VALLEY AND BITTER CREEK DR.
- Bicycle and pedestrian facilities

BETWEEN MCCARTY AND RIDGE OAK ROAD
- Pedestrian facilities

AT ESCARPMENT
- Intersection

SLAUGHTER LANE

FM 1826 to Vertex Boulevard

Existing Conditions

TRAFFIC VOLUMES

Between Escarpment Blvd. and Beckett Rd.
24,800 DAILY TRIPS 1,810 AM PEAK 2,020 PM PEAK

Between Bremner Dr. and James Bowie HS
36,200 DAILY TRIPS 2,720 PM PEAK 2,600 PM PEAK

Between Texas Oaks Dr. and Chisholm Ln.
40,200 DAILY TRIPS 2,330 AM PEAK 2,810 PM PEAK

East of I-35
23,000 DAILY TRIPS 1,730 AM PEAK 1,800 PM PEAK

AM PEAK : 8:00 - 9:00
PM PEAK : 5:00 - 6:00

BETWEEN WOODSHIRE DR. AND ROXANNA DR.
- Bicycle and pedestrian facilities

AT I-35
- Bicycle and pedestrian facilities

EAST OF I-35
- Intersection

BRODIE LANE

Slaughter Lane to FM 1626

Existing Conditions

TRAFFIC VOLUMES

Slaughter Ln. to Green Emerald Terrace
28,806 DAILY TRIPS 2,017 AM PEAK 2,325 PM PEAK

Green Emerald Terrace to Frate Barker Rd.
18,823 DAILY TRIPS 1,205 AM PEAK 1,559 PM PEAK

Frate Barker Rd. to FM 1626
18,141 DAILY TRIPS 980 AM PEAK 1,225 PM PEAK

AM PEAK : 7:15 - 8:15
PM PEAK : 5:00 - 6:00

BETWEEN SHADY HOLLOW DR AND FRATE BARKER RD
- No bicycle or pedestrian facilities

NORTH OF FM 1626
- Bicycle facilities

AT FRATE BARKER ROAD
- Intersection

PROCESS

Many factors are considered to develop corridor recommendations.

TIMELINE

WHAT WE HEARD

PUBLIC INPUT RECEIVED SPRING 2017

866 Surveys
235 for Slaughter Lane
323 for William Cannon Drive
308 for Brodie Lane

HOW DO YOU USE THESE CORRIDORS?

- Live here, commute, recreation and shopping

WHAT ARE THE MOST IMPORTANT CONSIDERATIONS FOR THE CORRIDORS?

- Managing congestion, Improving accessibility (to destinations and neighborhoods), Safer walking environments

DRIVING IMPROVEMENTS

- Improved signal timing
- Improved turning options
- Safer intersections

TRANSIT IMPROVEMENTS

- Efficient transit operations
- Upgraded bus stops (shelters, benches)

BIKING IMPROVEMENTS

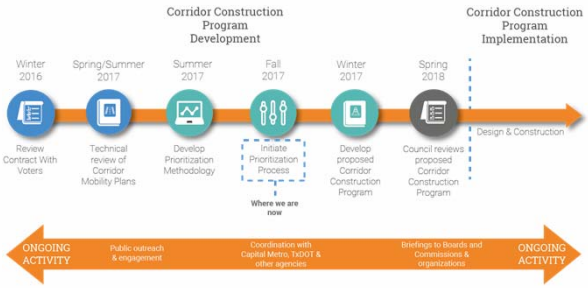
- Separated or protected bike lanes
- Wider bike lanes
- Intersection and signal enhancements

WALKING IMPROVEMENTS

- Continuous sidewalks
- Safer pedestrian crossings
- Sidewalks with separation from traffic

A full report of public input received is available.

CORRIDOR CONSTRUCTION PROGRAM



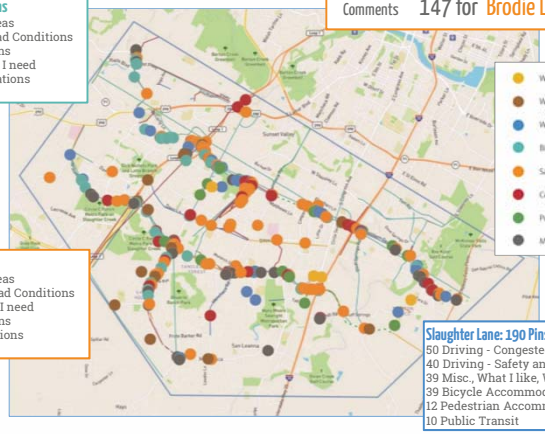
- The cost to construct all recommended improvements in the Corridor Mobility Plans exceeds the amount of funding available. As a result, recommended improvements must be prioritized for inclusion in the proposed Corridor Construction Program, which City Council must approve before the improvements are constructed.
- While all of the recommendations in the Corridor Mobility Plans are important and aim to improve mobility, improvements with the highest mobility outcomes, along with community considerations, will be prioritized for inclusion in the proposed Corridor Construction Program.
- Our goal is to complete the corridor improvement projects funded by the 2016 Mobility Bond within eight years.

WHAT WE HEARD

PUBLIC INPUT RECEIVED SPRING 2017

639 Mapped Comments
190 for Slaughter Lane
302 for William Cannon Drive
147 for Brodie Lane

William Cannon Drive: 302 Pins
88 Driving - Congested Areas
71 Driving - Safety and Road Conditions
56 Bicycle Accommodations
49 Misc., What I like, What I need
27 Pedestrian Accommodations
11 Public Transit



Brodie Lane: 147 Pins
48 Driving - Congested Areas
34 Driving - Safety and Road Conditions
31 Misc., What I like, What I need
29 Bicycle Accommodations
3 Pedestrian Accommodations
2 Public Transit

Slaughter Lane: 190 Pins
50 Driving - Congested Areas
40 Driving - Safety and Road Conditions
39 Misc., What I like, What I need
39 Bicycle Accommodations
12 Pedestrian Accommodations
10 Public Transit

A full report of public input received is available.

PLANES DE MOVILIDAD

La ciudad de Austin ha desarrollado mejoras propuestas a la movilidad para:

WILLIAM CANNON DRIVE DE SOUTHWEST PARKWAY A MCKINNEY FALLS PARKWAY

SLAUGHTER LANE DE FM 1826 A VERTEX PARKWAY

BRODIE LANE DE SLAUGHTER LANE A FM 1626

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SLAUGHTER LANE

Condiciones Existentes

FM 1826 a Vertex Road

VOLUMEN DE TRÁFICO

Entre Escarpment Blvd. y Beckett Rd
24,800 VIAJES 1,812 AM HORA PUNTA
DIARIOS 2,020 PM HORA PUNTA

Entre Bremmer Dr. y James Bowie HS
36,200 VIAJES 2,720 AM HORA PUNTA
DIARIOS 2,500 PM HORA PUNTA

Entre Texas Oaks y Chisolm Ln
40,200 VIAJES 2,380 AM HORA PUNTA
DIARIOS 2,810 PM HORA PUNTA

Este de I-35
23,000 VIAJES 1,730 AM HORA PUNTA
DIARIOS 1,800 PM HORA PUNTA

AM HORA PUNTA : 8:00 - 9:00
PM HORA PUNTA : 5:00 - 6:00

ENTRE WOODSHIRE DR. Y ROXANNA DR.
- Acomodaciones de bicicleta y peatones

EN I-35
- Acomodaciones de bicicleta y peatones

ESTE DE I-35
- Intersección

austin MOTION 2035 MOBILITY BOND

BRODIE LANE

Condiciones Existentes

Slaughter Lane a FM 1626

VOLUMEN DE TRÁFICO

Entre Slaughter Ln. y Green Emerald Terrace
28,806 VIAJES 2,017 AM HORA PUNTA
DIARIOS 2,325 PM HORA PUNTA

Entre Green Emerald Terrace y Frate Barker Rd.
18,823 VIAJES 1,205 AM HORA PUNTA
DIARIOS 1,559 PM HORA PUNTA

Entre Frate Barker Rd. y FM 1626
18,141 VIAJES 980 AM HORA PUNTA
DIARIOS 1,225 PM HORA PUNTA

AM HORA PUNTA : 7:15 - 8:15
PM HORA PUNTA : 5:00 - 6:00

ENTRE SHADY HOLLOW DR. Y FRATE BARKER RD
- No hay acomodaciones de bicicleta o peatones

NORTE DE FM 1626
- Acomodaciones de bicicleta

FRATE BARKER ROAD
- Intersección

austin MOTION 2035 MOBILITY BOND

WILLIAM CANNON DRIVE

Condiciones Existentes

Southwest Parkway a McKinney Falls Parkway

VOLUMEN DE TRÁFICO

Entre Beckett Rd. y Brush County Rd.
23,066 VIAJES 1,495 AM HORA PUNTA
DIARIOS 2,045 PM HORA PUNTA

Entre Manchaca Rd. y Woodhue Dr.
28,539 VIAJES 1,787 AM HORA PUNTA
DIARIOS 2,200 PM HORA PUNTA

Entre South 1st Street y S. Congress Ave.
28,119 VIAJES 1,541 AM HORA PUNTA
DIARIOS 2,229 PM HORA PUNTA

Entre Elm Creek Dr. y Stoneleigh Pl.
28,096 VIAJES 1,804 AM HORA PUNTA
DIARIOS 2,083 PM HORA PUNTA

Entre Brodie Ln. y West Gate Blvd.
33,473 VIAJES 2,611 AM HORA PUNTA
DIARIOS 2,882 PM HORA PUNTA

AM HORA PUNTA : 7:00 - 8:00
PM HORA PUNTA : 5:00 - 6:00

ENTRE PLEASANT VALLEY Y BITTER CREEK DR.
- Acomodaciones de bicicleta y peatones

ENTRE MCCARTY Y RIDGE OAK ROAD
- Acomodaciones de peatones

EN ESCARPMENT
- Intersección

austin MOTION 2035 MOBILITY BOND

PROCEDIMIENTO

Se consideran varios factores para desarrollar planes de movilidad

CALENDARIO

LO QUE HEMOS ESCUCHADO

APORTACIONES RECIBIDAS DEL PÚBLICO EN LA PRIMAVERA DE 2017

866 Encuestas
235 para Slaughter Lane
323 para William Cannon Drive
308 para Brodie Lane

¿COMO USA USTED LOS CORREDORES?

- Vivo en el corredor, viajo a través del corredor, utilizo instalaciones recreativas

¿CUÁLES SON LAS CONSIDERACIONES MÁS IMPORTANTES PARA LOS CORREDORES?

- Gestionar la congestión, Mejorar el acceso (a destinos y barrios), Crear un entorno más seguro

MEJORAS DE CONDUCCIÓN

- Señalización mejorada
- Opciones de torneado mejoradas
- Intersecciones más seguras

MEJORAS DE TRÁNSITO

- Más opciones de transporte público
- Paradas de autobúses adicionales
- Paradas de autobúses mejoradas (refugios, bancos)

MEJORAS EN BICICLETAS

- Carriles de bicicleta separados y/o protegidos
- Carriles para bicicletas más amplios
- Mejoras de cruces para bicicleta y señales

MEJORAS A CAMINAR

- Aceras continuos
- Cruces peatonales más seguros
- Aceras con separación del tráfico

EL PROGRAMA DE CONSTRUCCIÓN DE LOS CORREDORES

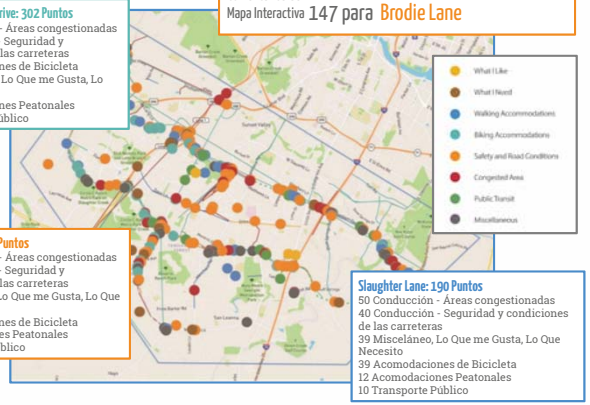
- El costo para construir todas las mejoras recomendadas en los Planes de Movilidad de los Corredores excede los fondos disponibles. Por ese razón las mejoras recomendadas se darán prioridad para ser incluidos en el Programa de Construcción de los Corredores. El Consejo Municipal debe aprobar las mejoras antes de ser construidos.
- Aunque todas las recomendaciones en los Planes de Movilidad de los Corredores son importantes con el fin de mejorar movilidad, mejoras que resultarán en efectos mayores para movilidad, junto con las consideraciones de la comunidad, se darán prioridad para ser incluidos en el Programa Propuesto de Construcción del Corredor.
- Nuestra objetivo es completar el proyecto de mejoras de los corredores, financiado por el Bono de Movilidad de 2016, dentro 8 años.

LO QUE HEMOS ESCUCHADO

APORTACIONES RECIBIDAS DEL PÚBLICO EN LA PRIMAVERA DE 2017

639 Comentarios del Mapa Interactivo
302 para William Cannon Drive
190 para Slaughter Lane
147 para Brodie Lane

William Cannon Drive: 302 Puntos
88 Conducción - Áreas congestionadas
71 Conducción - Seguridad y condiciones de las carreteras
56 Acomodaciones de Bicicleta
49 Misceláneo , Lo Que me Gusta, Lo Que Necesito
27 Acomodaciones Peatonales
11 Transporte Público



Brodie Lane: 147 Puntos
48 Conducción - Áreas congestionadas
34 Conducción - Seguridad y condiciones de las carreteras
31 Misceláneo, Lo Que me Gusta, Lo Que Necesito
29 Acomodaciones de Bicicleta
3 Acomodaciones Peatonales
2 Transporte Público

Slaughter Lane: 190 Puntos
50 Conducción - Áreas congestionadas
40 Conducción - Seguridad y condiciones de las carreteras
39 Misceláneo, Lo Que me Gusta, Lo Que Necesito
39 Acomodaciones de Bicicleta
12 Acomodaciones Peatonales
10 Transporte Público

SURVEY

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, AND BRODIE LANE

For which corridor would you like to complete this survey? (select one)

- ☐ **William Cannon Drive** from Southwest Parkway to McKinney Falls Parkway
- ☐ **Slaughter Lane** from FM 1826 to Vertex Parkway
- ☐ **Brodie Lane** from Slaughter Lane to FM 1626

How do you use the corridor? (select all that apply)

- ☐ I work along the corridor
- ☐ I live along the corridor
- ☐ I commute through the corridor
- ☐ I or my children attend school along the corridor
- ☐ I shop, eat, use recreational facilities on the corridor
- ☐ Other _____

How do you get around? (select all that apply)

- ☐ Driving
- ☐ Walking
- ☐ Biking
- ☐ Transit
- ☐ Other:_____

With the proposed improvements, do you think you would: (select all that apply)

- ☐ Save time driving
- ☐ Walk more
- ☐ Feel safer while walking or cycling
- ☐ Have more access to community resources (parks and recreation areas, health services, school, etc.)
- ☐ Feel safer while driving in residential neighborhoods
- ☐ Bike more
- ☐ Take transit more often
- ☐ See no change

After reviewing the proposed improvements, did we get it right in our recommendations for:

Driving	☐ Yes	☐ No	☐ If no, why not: _____
Walking	☐ Yes	☐ No	☐ If no, why not: _____
Biking	☐ Yes	☐ No	☐ If no, why not: _____
Transit	☐ Yes	☐ No	☐ If no, why not: _____
Safety	☐ Yes	☐ No	☐ If no, why not: _____
Mobility	☐ Yes	☐ No	☐ If no, why not: _____

Do you support the recommendations? (5 highest, 1 lowest)

☐ 5 ☐ 4 ☐ 3 ☐ 2 ☐ 1

Do you have any additional comments?
Topic

☐ Driving ☐ Walking ☐ Biking ☐ Transit ☐ Safety ☐ Mobility ☐ Other

Did you participate in the first round of outreach conducted in Spring 2017? (select all that apply)

☐ Online ☐ Public Meeting ☐ I did not participate ☐ Not Sure

☐ Other: _____

How did you hear about this survey? (select all that apply)

☐ Email ☐ Mail ☐ Social Media ☐ NextDoor ☐ Sign ☐ News

☐ Meeting ☐Other:_____

Please share your email address if you wish to receive updates._____

What is your City Council district? (optional)_____

What is your ZIP code? (optional)_____

What is your race/ethnicity? (optional)

☐ Caucasian/White ☐ African American or Black ☐ American Indian

☐ Hispanic, Latino or Spanish ancestry ☐ Asian/Pacific Islander

☐ Other ☐ Prefer not to answer

What is your age? (optional)

☐ Under 24 ☐ 25-34 ☐ 35-44

☐ 45-54 ☐ 55-64 ☐ Over 65

☐ Prefer not to answer

ENCUESTA

austin MOTION 2016 MOBILITY BOND

WILLIAM CANNON DRIVE, SLAUGHTER LANE, Y BRODIE LANE

¿Para cual carretera desea completar esta encuesta? *(seleccione uno)*

- ☐ **William Cannon Drive** desde Southwest Parkway hasta McKinney Falls Parkway
- ☐ **Slaughter Lane** desde FM 1826 hasta Vertex Parkway
- ☐ **Brodie Lane** desde Slaughter Lane hasta FM 1626

¿Cómo usa usted la carretera? *(seleccione todas las que correspondan)*

- ☐ Trabajo a lo largo de la carretera
- ☐ Vivo a lo largo de la carretera
- ☐ Viajo a través de la carretera
- ☐ Yo o mis hijos estamos matriculados en una escuela a lo largo de la carretera
- ☐ Visito centros comerciales, restaurantes, o centros recreativos a lo largo de la carretera
- ☐ Otro _____

¿Cuál modo de transporte usa usted? *(seleccione todas las que correspondan)*

- ☐ Automóvil
- ☐ Andar
- ☐ Bicicleta
- ☐ Tránsito público
- ☐ Ningún

Con las mejoras propuestas, cree usted que: *(seleccione todas las que correspondan)*

- ☐ Conservaría tiempo conduciendo
- ☐ Caminaría más
- ☐ Andaría en bicicleta más
- ☐ Usaría el tránsito público más a menudo
- ☐ Se sentiría más seguro al caminar o andar en bicicleta
- ☐ Se sentiría más seguro conduciendo por los barrios residenciales
- ☐ Tendría más acceso a los recursos de la comunidad (centros recreativos, servicios de salud, escuelas, etc.)
- ☐ Vería ningún cambio

Después de revisar las mejoras propuestas, acertamos en nuestras recomendaciones para:

Conducir	☐ Sí	☐ No	☐ Si no, porque no: _____
Caminar	☐ Sí	☐ No	☐ Si no, porque no: _____
Andar en bicicleta	☐ Sí	☐ No	☐ Si no, porque no: _____
Tránsito público	☐ Sí	☐ No	☐ Si no, porque no: _____
Seguridad vial	☐ Sí	☐ No	☐ Si no, porque no: _____
Movilidad	☐ Sí	☐ No	☐ Si no, porque no: _____

¿Apoya las recomendaciones? (Indique su nivel de apoyo, 5 siendo el más alto)

☐ 5 ☐ 4 ☐ 3 ☐ 2 ☐ 1

¿Quiere añadir algo más?

Tema: ☐ Conducir ☐ Caminar ☐ Andar en bicicleta ☐ Tránsito público ☐ Seguridad vial ☐ Movilidad ☐ Otro

¿Participó en el programa de movilidad de transporte en la primavera de 2017?

☐ En línea ☐ Reunión pública ☐ No participe ☐ No se

☐ Otro _____

¿Cómo se enteró de esta encuesta? (seleccione todas las que correspondan)

☐ Correo electrónico ☐ Correo ☐ Facebook/Twitter ☐ NextDoor ☐ Letrero ☐ Periódico

☐ Reunión ☐ Otro:_____

Favor de compartir su correo electrónico si desea recibir actualizaciones:_____

¿En cuál distrito municipal vive usted? (opcional)_____

¿Cuál es su código postal? (opcional)_____

¿Cuál es su raza/etnicidad? (opcional)

☐ Blanco ☐ Afroamericano o Negro ☐ Indio Americano

☐ Hispano/Latino ☐ Asiático ☐ Otro

☐ Niego declarar

¿Cuál es su edad? (opcional)

☐ menos de 24 ☐ 25-34 ☐ 35-44

☐ 45-54 ☐ 55-64 ☐ más de 65

☐ Prefiero no responder

ROUND 2- PHOTOS

SLAUGHTER LANE

SURVEY REPORT

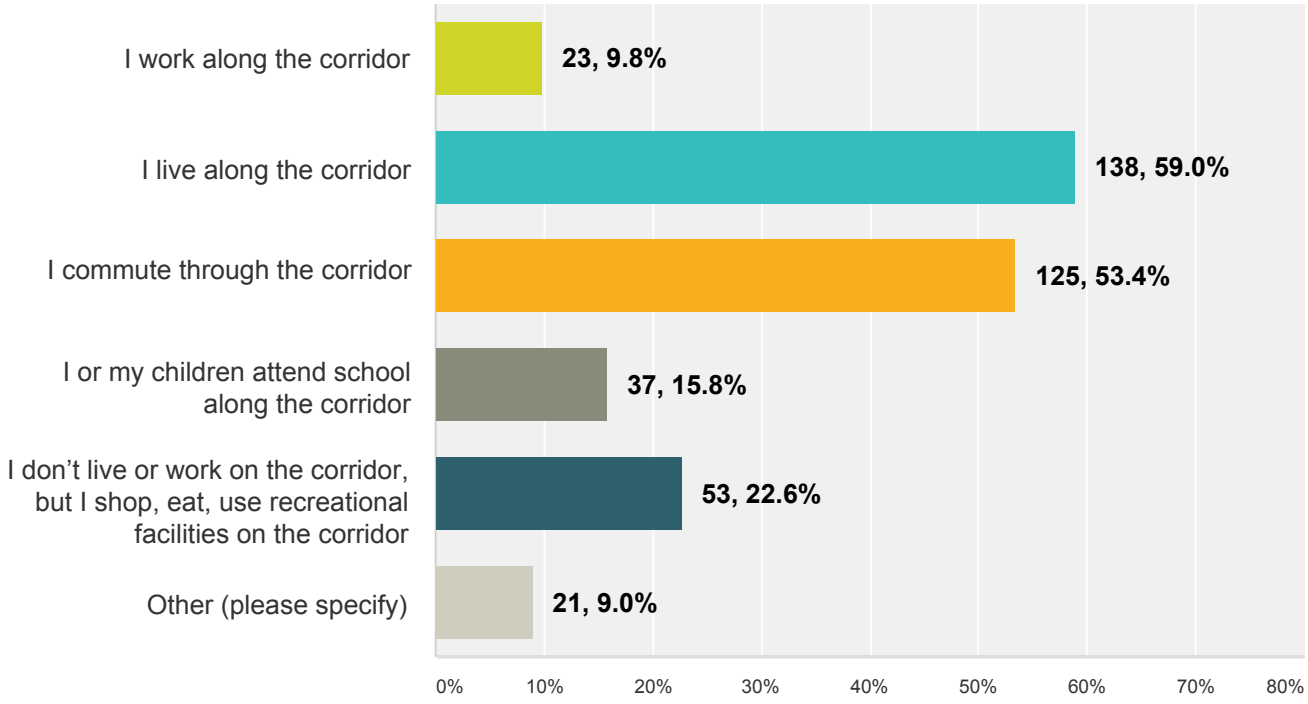
Summer 2017

austin MOTION
2016 MOBILITY BOND

How do you use the Slaughter Ln. corridor (select all that apply)?

Answered: 234 (231 English, 3 Spanish)

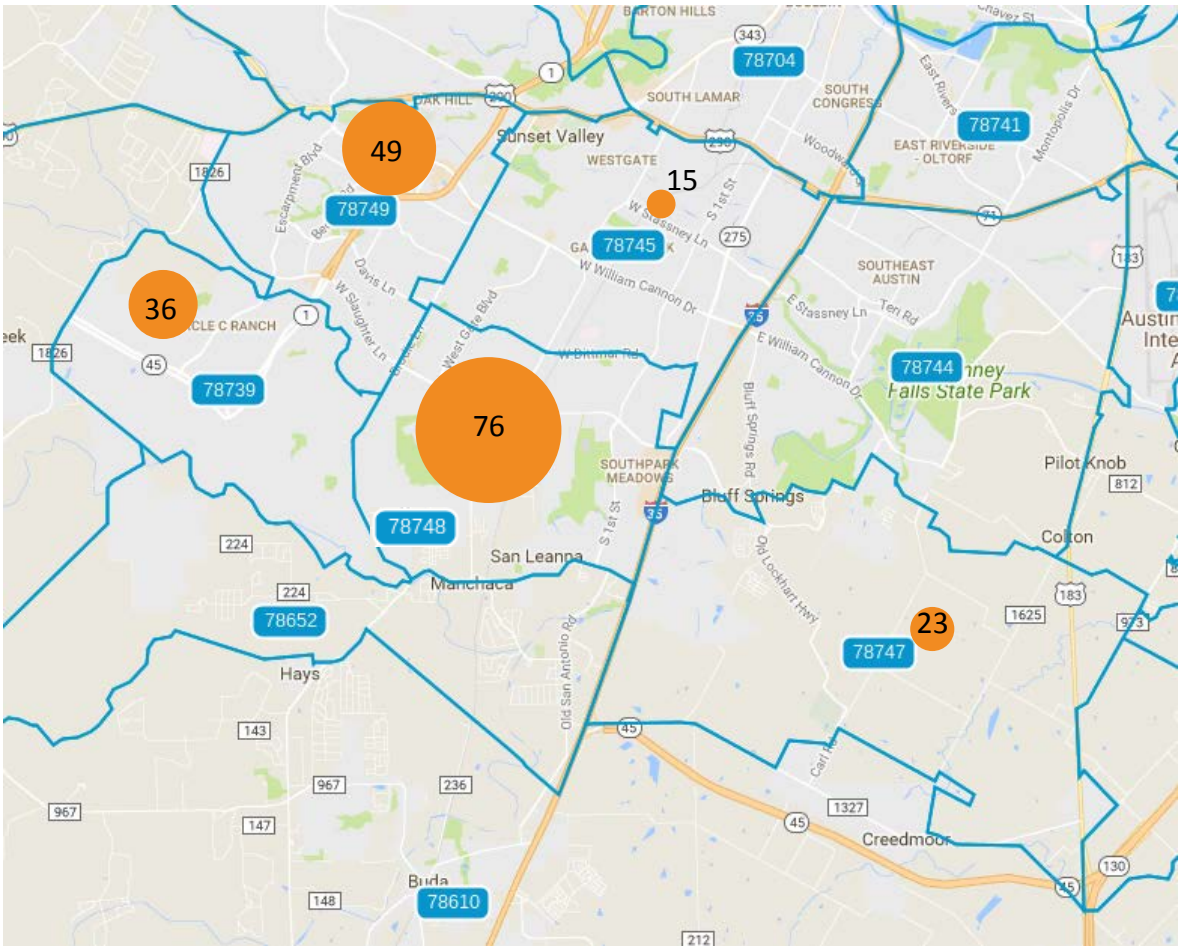
Several respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
Do not currently live on corridor/ moving to corridor in a few months
Take my son to work
Family lives nearby
Recreational Cyclist
I want to walk along this corridor in complete safety, which is impossible right now
Eat & Shop- Southpark Meadows
Live close to corridor and use for many reasons
Cycling
Make it safe and pleasant for people on foot and on bike
Cars use West Gate as a short cut to William Cannon
Recreational biking
Use it move around parts of town
I patronize businesses along the corridor
Children live and work in corridor
Drive corridor to visit family
I ride my bike through the corridor
My mother lives in this corridor
I live near the corridor in Onion Creek subdivision
I ingress and egress from my home.
I don't live or work on the corridor, but generally travel in Austin.
I shop at multiple merchants on Slaughter Lane

In what zip code do you live?

Answered: 234 (231 English, 3 Spanish)

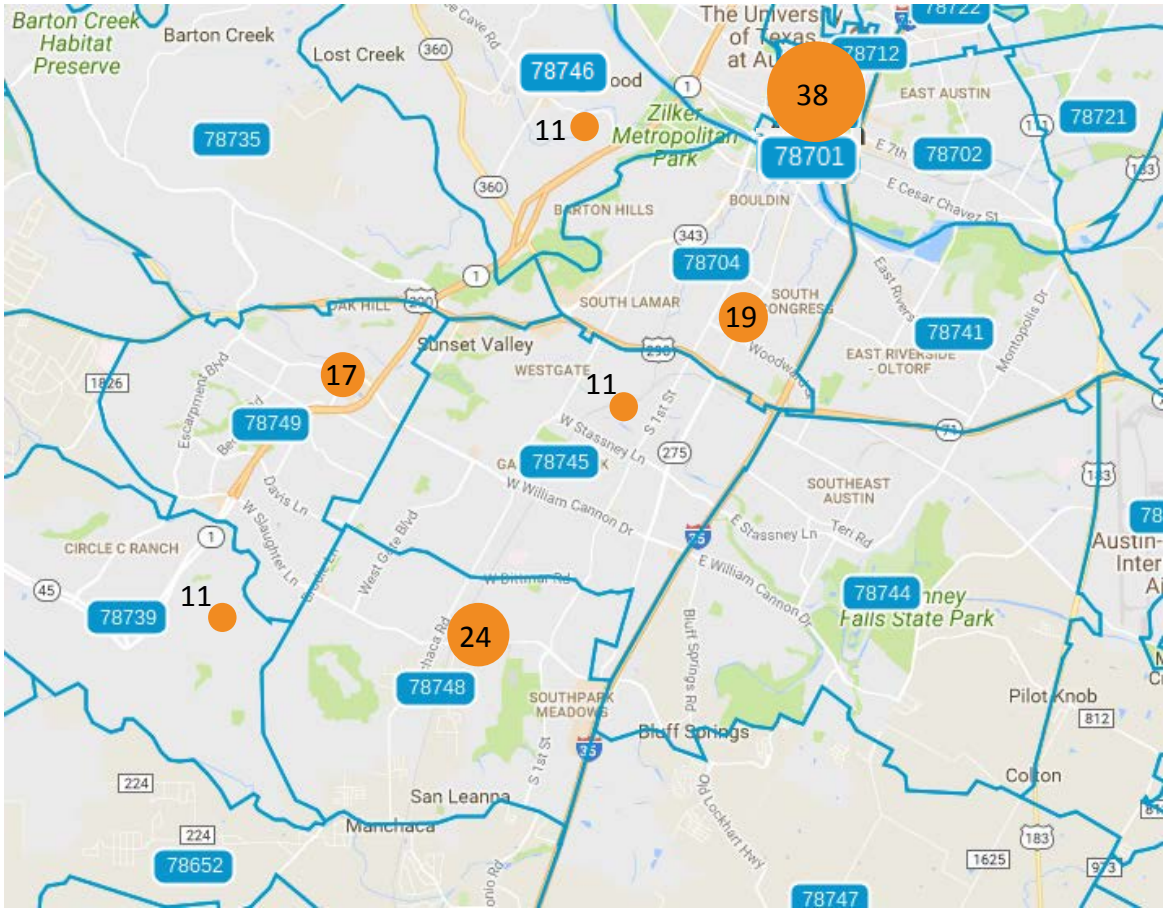


Zip Codes Mapped	No. of Responses
78748	76
78749	49
78739	36
78747	23
78745	15

Zip Codes Not Mapped	No. of Responses
78744, 78737	6
78735	4
78704	3
78759, 78757, 78736, 78727, 78702, 78652	2
78754, 78746, 78740, 78610	1

In what zip code do you work or attend school?

Answered: 213 (210 English, 3 Spanish)

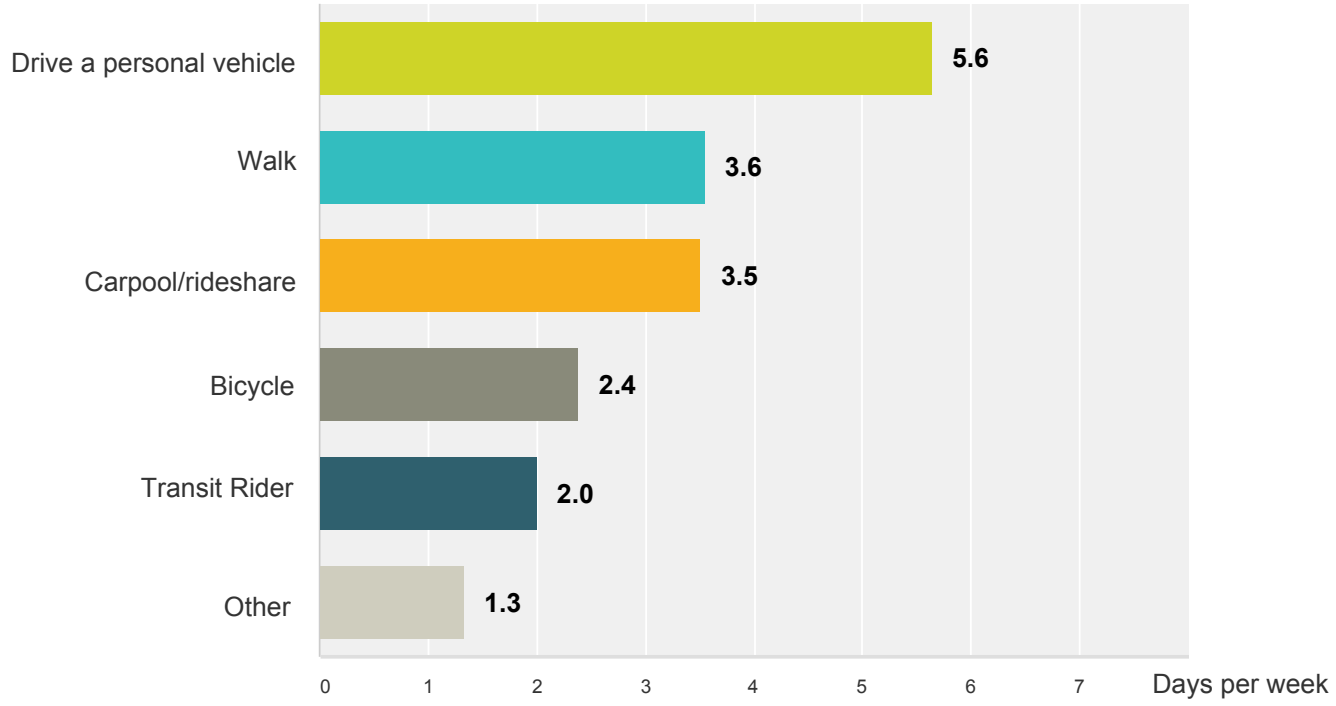


Zip Codes Mapped	No. of Responses
78701	38
78748	24
78704	19
78749	17
78739	11

Zip Codes Not Mapped	No. of Responses
78705, 78735	9
78744	7
78703	6
78741	5
78702, 78759	4
78722, 78731, 78736, 78747	3
78610, 78666, 78713, 78723, 78737, 78753, 78754	2
78612, 78640, 78652, 78711, 78712, 78750, 78752, 78756, 78757, 78767, 78778, 79701	1

What mode of transportation do you use in this corridor? How many times per week?

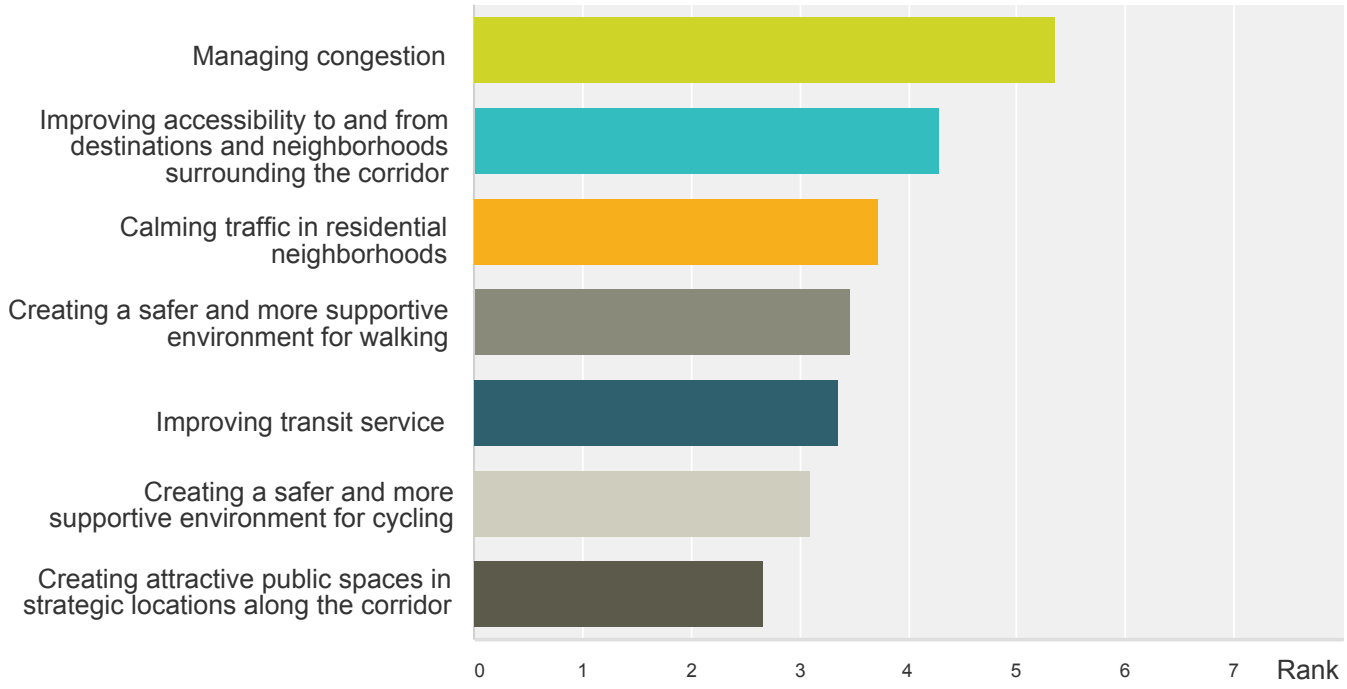
Answered: 232 (228 English, 4 Spanish)



	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week	Total	Weighted Average
Drive a personal vehicle	121	14	42	14	14	11	9	225	5.64
Walk	4	3	8	6	5	8	8	42	3.55
Carpool/rideshare	0	2	4	0	3	3	2	14	3.50
Bicycle	1	1	2	4	11	11	16	46	2.39
Transit Rider	0	0	2	0	0	1	6	9	2.00
Other	0	0	0	0	0	1	2	3	1.33

The Slaughter Ln. Mobility Plan will consider several topics, some of which are listed below. Please rank these, according to importance to you, with 1 being the most important:

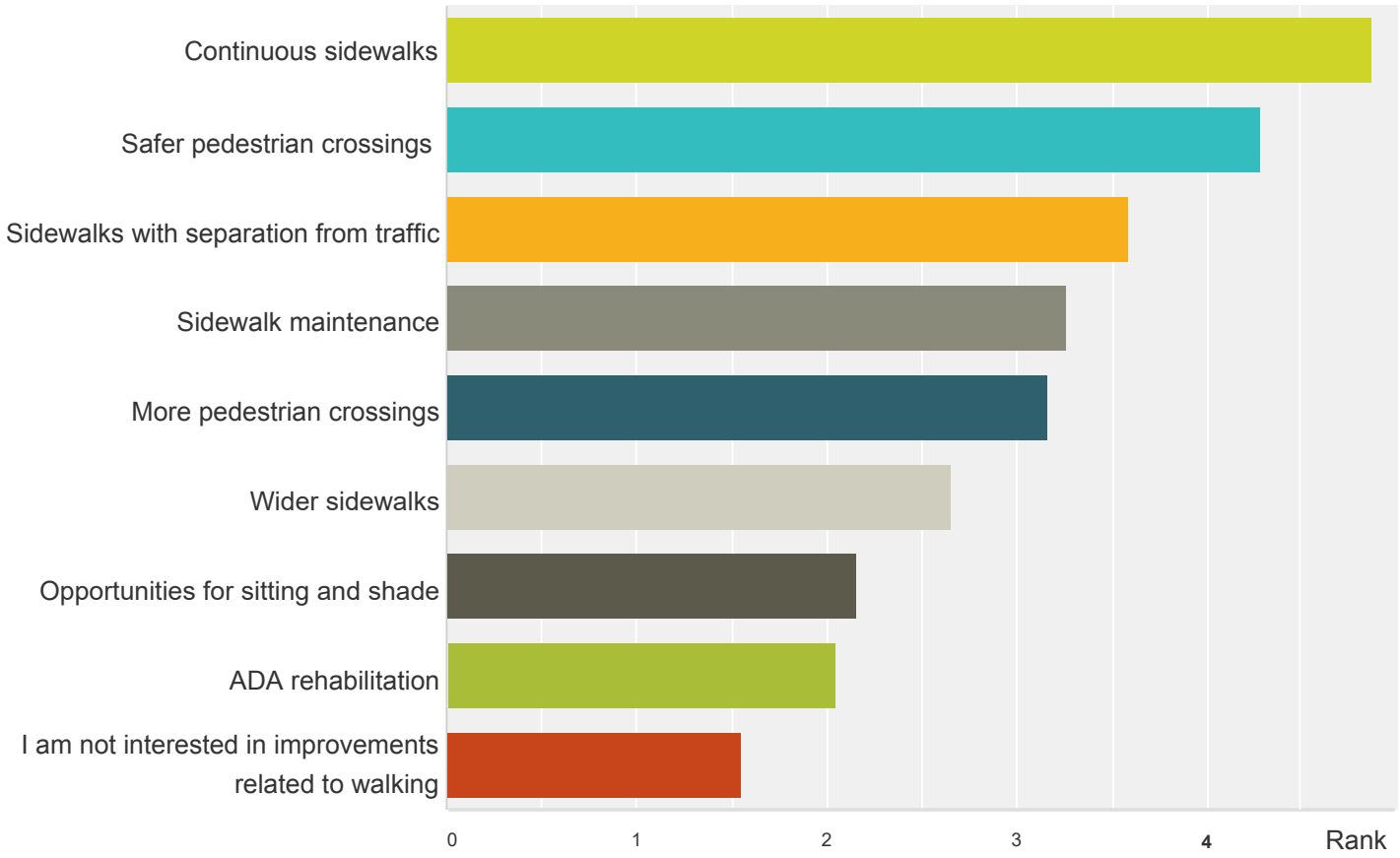
Answered: 232 (230 English, 2 Spanish)



	1	2	3	4	5	6	7	Total	Weighted Average
Managing congestion	118	24	24	14	15	9	19	223	5.29
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	23	64	47	23	17	18	12	204	4.19
Calming traffic in residential neighborhoods	22	28	43	37	23	32	21	206	3.62
Creating a safer and more supportive environment for walking	21	28	24	32	40	43	14	202	3.38
Improving transit service	12	37	29	35	22	28	42	205	3.25
Creating a safer and more supportive environment for cycling	26	24	15	31	23	37	44	200	3.07
Creating attractive public spaces in strategic locations along the corridor	7	9	28	30	54	25	46	199	2.68

Which of the following improvements are most important for people who walk along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

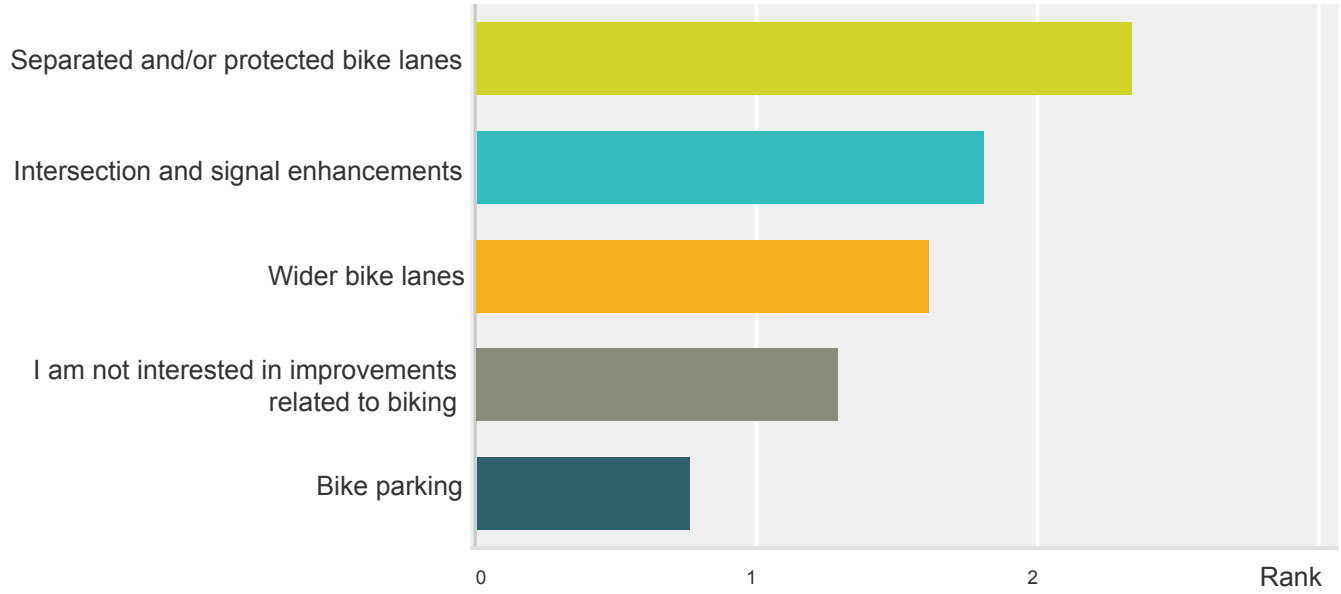
Answered: 223 (221 English, 2 Spanish)



	1	2	3	4	5	6	7	8	Total	Weighted Average
Continuous sidewalks	77	27	21	18	11	6	2	1	163	4.88
Safer pedestrian crossings	24	48	34	18	23	8	3	3	161	4.25
Sidewalks with separation from traffic	27	32	20	23	16	10	12	5	145	3.58
Sidewalk maintenance	13	29	18	22	20	28	15	7	152	3.26
More pedestrian crossings	10	15	34	29	14	30	13	6	151	3.19
Wider sidewalks	6	11	21	18	26	26	25	16	149	1.53
Opportunities for sitting and shade	9	5	9	15	25	16	30	35	144	2.15
ADA rehabilitation	8	5	9	18	16	19	35	26	136	2.06
I am not interested in improvements related to walking	37	0	0	2	0	6	1	25	71	1.57

Which of the following improvements are most important for people who ride a bike along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

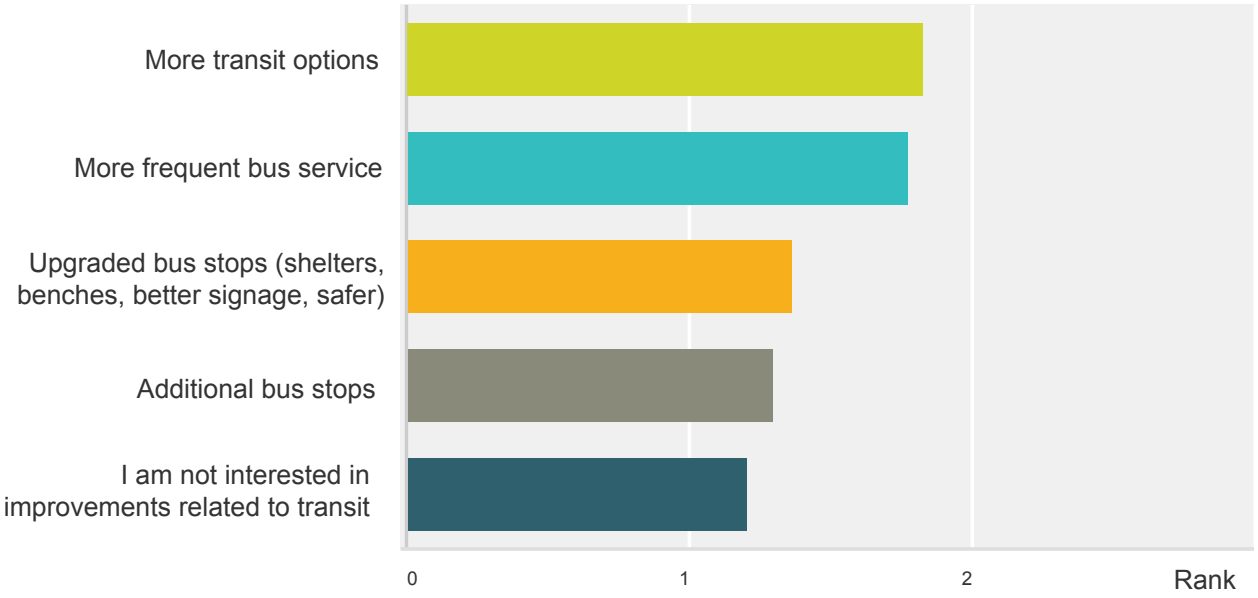
Answered: 225 (223 English, 2 Spanish)



	1	2	3	4	Total	Weighted Average
Separated and/or protected bike lanes	94	33	16	9	152	1.78
Intersection and signal enhancements	29	53	54	17	153	1.56
Wider bike lanes	20	55	42	22	139	1.25
I am not interested in improvements related to biking	66	0	1	16	83	2.29
Bike parking	2	10	26	78	116	.75

Which of the following improvements are most important for people who ride transit along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

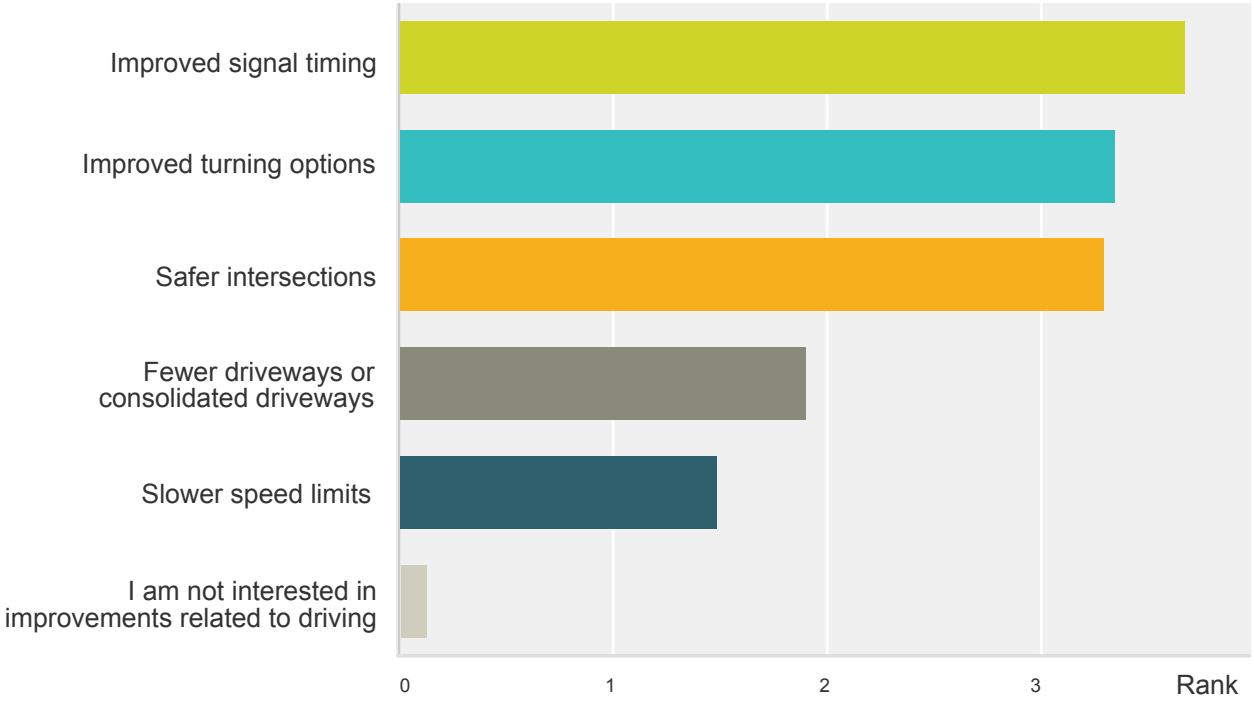
Answered: 224 (222 English, 2 Spanish)



	1	2	3	4	Total	Weighted Average
More transit options	61	30	27	17	135	1.81
More frequent bus service	44	46	40	9	139	1.80
Upgraded bus stops (shelters, benches, better signage, safer)	27	26	26	60	139	1.33
Additional bus stops	16	34	41	39	130	1.28
I am not interested in improvements related to transit	58	3	0	18	79	1.16

Which of the following improvements are most important for people who drive along Slaughter Ln.? Please rank these, according to importance to you, with 1 being the most important:

Answered: 231 (229 English, 2 Spanish)



	1	2	3	4	5	Total	Weighted Average
Improved signal timing	91	53	34	17	12	207	3.64
Improved turning options	35	89	46	21	14	205	3.24
Safer intersections	59	40	64	35	3	201	3.21
Fewer driveways or consolidated driveways	13	11	39	82	28	173	1.87
Slower speed limits	23	11	11	25	103	173	1.54
I am not interested in improvements related to driving	5	1	0	0	3	9	0.14

Is there anything else you think we should know about the Slaughter Ln. Corridor?

Answered: 110 (110 English, 0 Spanish)

110 general comments were shared in the survey. Below is a brief summary of common themes identified in the comments. Full responses are included below.

Slaughter Lane Comment Themes	No. of Comments
Traffic and Congestion	24
Safety	22
Speed Limits and Speed Calming	16
Bicycle Accommodations	15
Signal Timing	13
Pedestrian Accommodations	12
Transit	12
Turn Lanes	11
Traffic Lights	9
Additional Lanes/Widening	8
Against Bicycle Accommodations	8
Intersections	8
Slaughter at MoPac Intersection	6
Pedestrian Crossing	4
Noise and Sound	4
Connectivity	3
Green Space	1
Public Amenities	1
Shoulders	1
Parking	1
Bike Storage	1

Full Responses

The first light west of I-35 on Slaughter is a heavily congested area. Are there opportunities to adjust the light timing to allow a quicker flow.
It should be widened to 3 lanes in each direction wherever possible. Buses should have Pull Out Lanes so they do not block traffic. More dedicated right turn lanes and busy intersections.
There is no sidewalk across Goresky high school to the Stor place even though lots of walkers, runners, and cyclist need one.
A pedestrian crossing signal is needed at Vineland to cross into the park.
Want to reemphasize transit options and slower speeds.
Mopac overpass needs to be done yesterday
This road is sadly, aptly named. I live in Sendera, and I hear crashes near my neighborhood regularly. My car was totalled by a driver running a red light right by my neighborhood. I'm hoping for the underpass at the Mopac/Slaughter intersection, and I'm hoping that when TX 45 connects areas south of Austin to Mopac, fewer cars will travel Slaughter/cut through the neighborhoods. But I'm sure that's naive thinking, given the unrelenting growth everywhere. My hope now is that if Slaughter Lane turns into yet another ugly, congested, multi-lane wide corridor road, that my neighborhood is protected from noise, cars and lower property values, by the installation of some noise-calming walls. We've staved off the once proposed Super Walmart at the Slaughter/Mopac intersection. The environment is very important to people who chose to move to this area. I hope the green spaces (even the one in the middle of Mopac, just north of Slaughter Lane) can be preserved. It's important for the aquifer recharge zone and the Wildflower Center, and the mental health of residents who face long commutes to and from downtown every day.
any possibility of creating a right-turn only lane from Slaughter eastbound onto onto S. 1st St.? It would reduce congestion considerably.
Intersection at Slaughter and Manchaca is dangerous. Need better turn lanes.
Difficult to turn left off of S. 1st. I don't understand the flashing yellow lights- people are confused by them.
the light going up just north of slaughter/manchaca is horrible, and you should feel bad for putting a light there.
Develop better transportation options east of 35, particularly putting a bus stop or light rail at Brandt Rd. & Slaughter.
Improvements to the signal timing and lanes around Slaughter at Southpark Meadows (especially adjacent to Walmart/Congress intersection) and I35.
Protect existing trees especially protected and heritage trees, including protecting their critical root zone and canopy. Reduce traffic speed thru residential neighborhoods. Increasing traffic volume in corridors will increase noise and air polution in adjacent residential areas and decrease quality of life.
Consistent turning lanes; and land WARNING ahead of the arrival.
MUST add special bus only entrance and driveway on east Slaughter by Bowie High to reduce massive AM congestion (since the busses can't turn right on red at main entrance.
There are several sections that have no bike lanes. From MOPAC to Brodie and from the South bound frontage road for IH35 onward down East Slaughter.
Safer and better intersection work. PLEASE
Slaughter Ln especially east of IH-35 is like a raceway. People drive 60 mph. There large lots with no public sidewalks, huge blind spots on the hills, and unprotected public sidewalks (where they actually have them). I work for the city and was hoping that this area would be walkable and it absolutely is not, despite being located less than a mile from Southpark Meadows. I have no public transit options, the BRT transit stop at Southpark Meadows has only 20 spots dedicated to park and ride (which is wholly inadequate to support BRT!) and there are NO public amenities anywhere on this side of Slaughter Ln. The Onion Creek Regional Park will still be over 2 miles away from my neighborhood and even if there are bike lanes installed along Slaughter on the east side of IH-35. I also think there would be a high probability of being struck by a car if bike lanes were installed. We need public transit stops, complete the sidewalk infrastructure on this VERY busy major road and install a public amenity this area (even a pocket park), and slow the traffic. I've seen people pushing baby strollers in the road on Slaughter Lane several times bc there is no public sidewalks to Southpark Meadows. The traffic light is wholly inadequate at the IH-35 intersection and Slaughter Ln. People in cars do no pause to allow pedestrians to cross the road on both sides (Home Depot, Walmart, HEB lot, and UHaul corners.) This entire portion of the city is completely devoted to cars, and getting the cars through the intersection at Southpark Meadow and IH-35 as quickly as possible while deny little if any in the way of safe pedestrian access or adequate public transit service. The city should have analyzed this area b4 Southpark Meadows became the beast that it is. I'd love to see a pedestrian walkway that would go over IH-35.

Concerned about the traffic - vehicles, bikes, and large # of high school kids walking - in such a tight spot near Bowie HS in both directions (towards Brodie and also towards Mopac/Circle C)
This comment relates to the William Cannon Survey as well. Suburbs around Vertex/Slaughter Ln, Mckinney Falls Parkway and William Cannon (within Austin City limits) are booming. And it seems like City Management is refusing to acknowledge the growth on the edges of Austin. Tons of families rapidly moving into these neighborhoods, and new desirable single family houses being built in the dozens. From the traffic up-tic over the 6 months - a good portion of these families work or have children that go to school downtown (I do, on both accounts). And are all forced to use the same couple of transit corridors that are either unfinished, or unable to handle the large number of cars and buses. Early morning commutes are a nightmare in this area (all the way from 6:45am until 8:30am every morning during the school year). With only 4 ways out of this area. It is safety hazard to have dozens of cars attempting to turn onto unfinished Slaughter Road - and more over hundreds of cars trying to turn through cross traffic onto William Cannon (speed limit 45 mph) from residential roads WITHOUT traffic lights. It's the same scenario on Mckinney Falls, and leaves commuters and drivers boxed in. Discussion here about walking or ride bikes is just laughable. There are children at Blazer Elementary that cannot walk or ride their bikes 3-6 blocks because there are no sidewalks - and no money for them. They have to be driven or ride the bus to a school that is literally right next to their homes; further congesting the roads. The City needs to take immediate steps to acknowledge the travel/traffic/transit needs of these suburbs before people get hurt. Summer is not terrible to bus or drive, but I'm afraid for September as these neighborhood continue to grow at staggering rates. Austin pricing has pushed middle working class families out to the South East neighborhoods, and now they they are full of families (with more houses built each day - and promises of a new High School, businesses, and shopping centers). If you expect professionals to continue to work downtown, afford Austin pricing, and provide transportation so their children can attend the underpopulated schools downtown (which AISD is all but begging us to do), the City needs to work on planning to allow people access.
It's designed as a highway. It's an urban street. The improvements needed should be pretty intuitive to figure out. :-) And remember - design dictates the speed people drive, not the speed limit.
Update traffic studies at intersections to provide better signaling and shorter wait times.
There needs to be an overpass at Slaughter and MoPac I spend way too much time sitting at this light trying to go north on MoPac .... EVEN on the WEEKENDS!!!
It's impossible for a car to pull over for emergency and remain safe. I always fear hitting cyclists or getting hit from behind while slowing down.
Get traffic moving more smoothly at peak times
Cycling support is horrible and very dangerous throughout the corridor. It is not rideable at all between Escarpment and Brodie, and very unsafe between Brodie and I-35.
Get it done!
Add speed limit postings and barriers. to help prevent wrong turns like the posts that were finally placed at MANCHACA and Slaughter. Make the observations to determine where dangerous shortcuts are or can be taken, and redesign.
I'd like to see three lanes both ways between Mopac and IH-35, as well as the median-separated cycle tracks.
Congestion at Slaughter Brodie intersection needs to be improved. Brodie south of Slaughter needs to be widened to accommodate number of cars turning
The REAL (and ignored) problems in our zone are our N-S routes, Manchaca, S 1st, Brodie, Congress and Westgate in that order. How can you not complete the grid?? CapMetro has several upcoming projects...you have got to be able to connect people on foot and on bike to those hubs, not only safely, but PLEASANTLY. So, so much bang for the buck if you include Manchaca from (the Hays County line to S. Lamar) and S 1st from 1826 to Barton Springs. One change, biggest impact: Lower speed limit to 20mph. 20isplenty.org grassroots campaign. Then people WILL walk and ride bikes and our coordinated efforts will create lasting change for the entire zone. Let's move us in that direction for the future of South Austin. Why? Because then it becomes a place people could imagine aging in place. We have to Slow Down Austin. And "Improving accessibility to and from destinations and neighborhoods surrounding the corridor" - only if it's for people on foot and on bike, separate from auto traffic.
Please stop pushing an agenda based on the belief that everyone will be walking, biking, and taking the bus. This is not reality! Please concentrate on fixing the roads. Give us back the car lanes taken for the weekend bikers or turn them into bus lanes. Require off road parking. Synchronize signal lights and reduce the cost of riding the bus.

Reduce the volume of cars that access West Gate Blvd..Cars travel too fast between Manassas and William Cannon. Need to install traffic light at Manassas and other intersections o calming devices from Manassas to Wm. Cannon. According to the January 2017 traffic study conducted by Austin Transportation Department, the volume of traffic at 7300 West gate increased by 30.4%(16,293cars per day) and car speeds exceed by 10 miles the posted speed limit of 35mph. Also, reduce the speed limit to 30mph.
Slower speed limits, safer intersections, quality and separate bicycle/pedestrian facilities, smart and sync'ed traffic signals, police presence and enforcement of speed limits, traffic light violations, blocking the box, school zone speed limits enforced as well as 1.5 mile radius surrounding neighborhood schools, lower neighborhood speed limits, provide bicycle and pedestrian connectivity through surrounding residential areas to access the corridor, not more auto access through the neighborhoods from the corridor. Include Manchaca Rd and S 1st St in this study !!!!
Spend money creating bike lanes that are separate from roadways like those in Europe. Walkers and bike riders should not be on roads with such heavy traffic - they need other options.
Need safe N-S connections to all of these E-W improvements also CapMetro needs to redo routes to better serve commuters from Hays County and SW Hill country area.
Narrow the streets to 10' or 11' on bus routes. Make them safer for all users.
Please improve the full length of Davis/Dittmar to make it a viable alternative for cyclists and pets. Urgent attention is needed to the hilly section directly east of Brodie: No sidewalks, no bike lanes, extremely poor lighting. And, yes, I do see cyclists and peds trying to use that section at considerable risk to themselves. Thanks.
The biggest problem is Mopac and Slaughter. That intersection is a congestion nightmare for drivers. We need to develop an underpass or alternative rather than forcing all Mopac to stop at that light. We also need to provide a safe passage for pedestrians and cyclists through that intersection. I won't let my teenage son walk or ride through it as it is way too dangerous.
The biggest impacts one could make for this corridor is improving the timing of the signals, adding turning lanes and keeping the medians.
Do not add bike lanes. Tgey slow traffic down and we lose car lanes. Let tgem use tge sidewalks, they're wide enough!
I avoid driving on Slaughter, especially near my neighborhood close to Mopac, because it's such a congested nightmare and the traffic signals are not timed properly so that you can drive the speed limit and not have to stop at every single stoplight. I live on Hoffman Drive in Deer Haven, and people use my corner to cut from Davis to Slaughter to avoid the backups at Brodie/Slaughter and Mopac/Slaughter. I'd also like to see improvements so that we could bike and walk more safely over to the restaurants and shopping at Mopac and Slaughter. Lastly, many kids who live in our neighborhood and Sendera walk to Bowie High School. Another pedestrian crosswalk closer to Sendera and Slaughter would be nice.
Slaughter Lane at Vinemont. The exit from our neighborhood and Circle C Community Park. I have witnessed many close calls 8n this area.
Traffic congestion has gotten really bad, especially near larger intersection. It might be time for more lanes.
Traffic has so dramatically increased that many of the side streets which need to access Slaughter face dangerous conditions due to lack of traffic calming solutions and different rates of speed/congestion between inside and outside lanes of traffic on Slaughter. I would suggest analysis be performed primarily during AM and PM drive time to judge safety of 'left turn' onto Slaughter along this cooridor for intersections with out lights.
Add guard rails, increase separation between pedestrians and traffic, and reduce the speed limit. The access in and out of Vintage Place and the Metro Park is in dire need of a light and is a fatal accident waiting to happen.
Make improvements to South Austin a priority for a change!
Simply improving the traffic signal timing would make a HUGE difference. It is just comical right now.
During soccer seasons, traffic into out and of Slaughter Metropolitan Park makes it a very dangerous intersection and difficult for Vintage Place residents to exit there neighborhood.
I would like more lanes, South Park Meadows needs better ways to get into the shopping center. slaughter at IH 35 is to congested.
Given the construction of new homes in the area consideration should be made regarding projected traffic counts.
There needs to be a pedestrian crossing installed at the intersection of slaughter lane and vinemont drive, as many residents of the neighborhood cross slaughter ln here to enter the circle c metropolitan park and it's a very dangerous divided highway to cross.

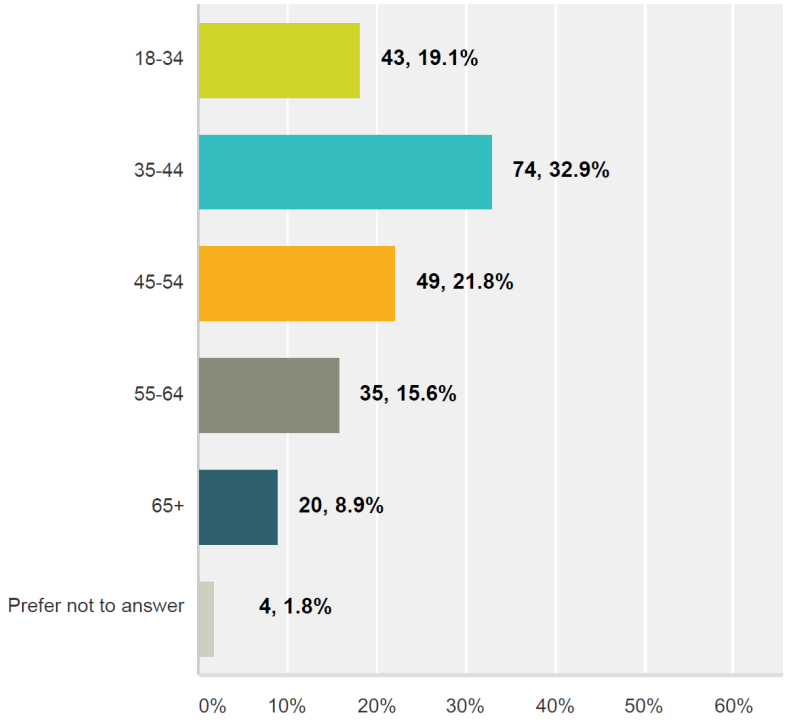
Slaughter and Manchaca is very dangerous so the intersection needs to be improved a lot! The traffic to turn East onto Slaughter from Manchaca is usually backed up. It's also hard to turn into our neighborhood, Tanglewood Forest, when traveling North from Slaughter Lane on Manchaca since there are so many cars in the turning lanes that are leaving businesses along Manchaca and they block us from being able to turn left into our neighborhood.
There needs to be a pedestrian bridge or signal for crossing at the Circle C Metropolitan Park. Otherwise it is about a half mile to the nearest crossing so I always see people running across four lanes of traffic. There should also be pedestrian access into the park, I.e sidewalk or walking trail - not just walking along the same road as cars use.
Let's get real. The bike lanes result in a reduction of the space available to separate cars. 40,000 cars a day driving Slaughter and every car endangered because the unsend bondoggle of bike lanes.
The bike lanes that were added between Manchaca and South First are rarely used, and they have caused the main traffic lanes to be narrower - dangerously narrower.
The speed limit along most of Slaughter Lane is 45 miles per hour. Nine times out of 10, vehicles are speeding on Slaughter at 55 mph or faster, very dangerous to other drivers.
I live near the intersection of Slaughter and Manchaca. Something MUST be done about the people crossing through oncoming traffic to turn into Walgreen's, HEB, etc. I myself have been in a terrible wreck due to this.
Something must be done to lower speed limits and improve awareness for Slaughter Lane near the neighborhoods across from the Circle C Metro park. It is crazy our kids are not safe in that area at all. The speed limit is ridiculous and sidewalks are pretty much in the road!! Thank you for looking into new options,
I live on Palace Parkway and it has become very busy -- I am assuming some is due to the increase of condos, but also as it is used as a thruway. People tend to race down it and even pass slower moving cars.
All bus stops need to be offset so as not to interrupt the flow of traffic by stopping in the lane.
the intersection of slaughter and manchaca is a nightmare. please consider allowing two left turn lanes from southbound manchaca to eastbound slaughter.
We need a light or pedestrian crossing at Vinemont and Slaughter across from the Metro Park. It's a dangerous intersection for residents, park users and commuters that pass through the intersection.
Concerned about intersection on Vinemont and Slaughter--which is across from the park entrance. Lots of traffic congestion, coupled with a 50 mph speed limit and sidewalks without protection is just another accident waiting to happen. A jogger from our neighborhood has already died after being hit by a speeding car that came up onto the sidewalk. Thank you for this survey and your attention to this area.
Light or speed bumps at slaughter and vinemont. Entrance to park and exiting Vintage place dangerous.
Bus service should go east of 35 all the way to vertex. Parking at sp meadows to ride the bus is not very safe or practical. Also. Cyclists on Slaughter (and Old Lockhart) are a huge safety concern.
We need a signal light at Slaughter and Vinemont, which is the entrance to Slaughter Metropolitan Park with all of the ciry soccer fields, and also the entrance to the Circle C Vintage Place neighborhood. It is dangerous to cross Slaughter there because of the slight curve and the high speed of cars along Slaughter Lane.
Extreme congestion at slaughter and bluff springs/ old Lockhart. Intersection improvements are not keeping up with the growth of residential area
A signal at Slaughter and Old Bradshaw. The traffic there between 7-8 weekday mornings is awful. There are zero bus stops east of the 35 on Slaughter.
The north bound Old Lockhart traffic that intersects with Slaughter gets incredibly congested in the morning. Some days the wait to turn onto Slaughter in either direction is 20 + minutes. Widening the intersection on Old Lockhart would greatly assist with the backup. With neighborhoods growing on all sides of that intersection, it would be ideal to head off the eve increasing congestion there.
Slaughter at IH35 is overloaded with cars making crossing IH35 awful via car. It's also pretty much impossible to navigate that area/entire road via bicycle. Some areas of slaughter do have a bike lane but it is too narrow for such a busy/fast street.
Residential neighborhoods (especially Palace Parkway between Slaughter and Dittmar) need better traffic control. Turning right onto Palace Parkway from Dittmar is also dangerous.
There are several schools along slaughter (including Gorzycki Middle, where my daughter is in 6th grade) that are not accessible by bike.
Don't waste space on bikes, they need alternative routes off the roadway. Mix use sidewalk/bike. Maximize roadway for motor vehicle use.
Improve the Slaughter/Mopac intersection congestion.

Manchaca and Slaughter is deadly because of limited options turning in and out of businesses and from manchaca to slaughter in general. Please prevent more deaths by fixing these issues. TOP PRIORITY
Separated movements at intersections, right-turn deceleration lanes for major driveway and intersections
There is a dedicated right turn lane that takes cars from westbound Slaughter to northbound MoPac. This turn lane regularly and needlessly backs up because cars stop and yield unnecessarily to northbound traffic on MoPac. There is a long, dedicated merge lane and no yield sign. But, cars stop and yield anyway. There needs to be a "keep moving" sign and/or pylons separating the merge lane from MoPac traffic so that people will feel safe making the turn without stopping. This would eliminate a lot of congestion on westbound Slaughter.
From Slaughter/West Gate, it is a 1/2 mile to major shopping centers in both directions, but dangerous to walk or ride a bike. Families should be able to ride their bikes to both of these centers (Brodie & Manchaca)
needs continuous bike lanes
The speed limit on this road needs to be reduced or the road needs to be right sized to discourage speeding. While the actual speed limit is 45MPH for most of the corridor, most motor vehicles drive much faster and the openness of the road lends itself to cars weaving in and out of lanes at high rates of speed. Additionally the traffic signals tend to cause significant back ups.
What needs to be addressed is automobile congestion. Adding bike and/or pedestrian access isn't going to help that. No one is Texas, much less in the remote parts of Austin, are going to bike and/or walk instead of driving when they have to go more than a mile. So, wasting valuable land on bikes lanes and/or sidewalks is a fool's game that won't address the problem.
Would really prefer to reduce traffic and speeds on Slaughter west of Mopac due to high walking and biking usage. Road noise is definitely an issue as well.
The biggest issue I see, like many corridors in Austin, is that the city has not upgraded the intersections to account for the growth. In particular, the left turn lanes have both permissive and protected turns which should not be the case. Traffic is about 50 mph with 3 lanes each direction, and you can't even see oncoming traffic due to the left turners on the other side. So if you are upgrading the corridor, need to incorporate protected lefts only.
All bus stops need pull over spaces to not block traffic.
The intersection at Slaughter and Congress is a nightmare to navigate in the pm rush hour. Buses have an extreme problem with turning east from Congress. The timing of the lights at the I35 frontage roads seem to not allow for enough traffic to go that would allow for cars/buses to turn eastbound. One suggestion is to make no right turn on red during rush hour to control cars jamming the intersection.
Timing of lights, longer turn lane from slaughter going east to turn south on brodie, if had designated turn lane that was longer it would help congestion for tjose not turning. Similar issue on slaughter coming west to go south mopac, need longer turn lane
Way too much congestion around peak hours.
There are few bus routes into the neighborhoods on the West end of William Cannon, nearer Escarpment and Convict Hill Roads. I work downtown and it makes getting to work or living there difficult. I've had to turn down places to live in that area because the transit is so difficult & minimal via biking and busing.
Add traffic light at Norman Trail/Bremner
There should be room to write comments and you are not addressing some basic issues. How about park and rides? Having bike lanes WITHOUT LOSING any car lanes? Survey is rigged to get answers you want, not to really find out what we want/need.
Need faster auto transit not more bike lanes or sidewalks
I live in the Parkside at Slaughter Creek neighborhood and there is no way to safely walk or ride my bike to any Southpark Meadows business because there are no sidewalks or bikelanes leading out of my neighborhood to slaughter lane. If I did ride my bike, where do I safely store it while shopping?
The speed limit on Slaughter Ln is too fast between Escarpment and Mopac. Traffic exiting the HEB to go east on Slaughter must "beat" westbound traffic that is going 50mph.
More density in some locations allowing for mixed use. Structures along roadway with parking in rear.
I would like to see more options, transit, bus lanes, signals, on the areas of Slaughter that are east of IH 35.
Yes, build 45 like we asked to be done at least 25 years ago. We have enough ways for bicycling and walk if you want to do it. WE NEED ROADS TO MOVE TRAFFIC! IF YOU WANT THE TO ECONOMY TO STAY HEALTHY THEY NEED TO KEEP COMING. BUILD ROADS!
We need an over/underpass at the Slaughter/Mopac intersection. Offering this will tremendously decrease gridlock.

Uninterrupted safe speed traffic flow during AM & PM work surge commutes on Slaughter Ln. will decrease the back up "accordian effect" of start/stop traffic patterns. Used in combination with smart technology traffic signal controls, commute surges pass through quicker.
There should be a bike lane, safer sidewalks, and a pedestrian signal/light at Slaughter and Vinemont by the park and neighborhood. Lost of pedestrians are on the sidewalks in this area as well as bikers because they are afraid to bike in Slaughter as it currently is laid out. Additionally it is not safe to get from one side to the other, particularly from the neighborhood side to the park. Access to the park for walkers and bikers should be high importance as well as controller vehicle traffic on busy soccer days.
There is a lot of congestion on Slaughter starting at about South First and continuing eastward until I-35 during peak rush hour times, including on the weekend. Sometimes I have to sit through a few light cycles because the traffic is too congested. Something needs to be done to improve the merging onto I-35 from Slaughter as this seems to be the cause of the backed up traffic.
Fix the intersections at S 1st and at Brodie. More turning lanes. Put up barriers to stop cars cutting over.
The "Slaughter Corridor" covers a lot of ground, both physically and socio-economically. I expect the people in Circle C and Bluff Springs have very different needs and expectations for transit options. Please consider dividing your survey and plans into west, central, and eastern portions.
Safe design speed of the roadway is the most important aspect for all modes of travel. Should be designed for operating speeds of 20 or 25 mph.
Good God if we could actually get lights synchronized, and stay that way, it would be a miracle. There are a couple of lights that are red way too long along the corridor, as the cross traffic only leads into neighborhoods which are not major thoroughfares. In addition, the lights at Southpark Meadows are ridiculous. I would like to see the one at Congress not lead into the shopping center and have that blocked off in order for traffic flow - and have entrances and exits to the shopping center in the remaining places. That would help facilitate traffic flow better there.
MAJOR issues @ Manchaca & Slaughter intersection with multiple wrecks every week. The congestion around Bowie HS area is extremely frustrating and dangerous.
The lack of intelligent timing / sensor control is the most obvious issue I encounter. Timing is horrible at the Slaughter and Mopac intersection. When trying to drive east on Slaughter, the lights are not synced, so traffic bottlenecks the closer one gets to I-35
Expand roadway to minimum of 4 lanes in both directions
Please make it safer. Need a light on the other side of Riddle and Slaughter. Intersection at Slaughter and Manchaca needs to be safer.

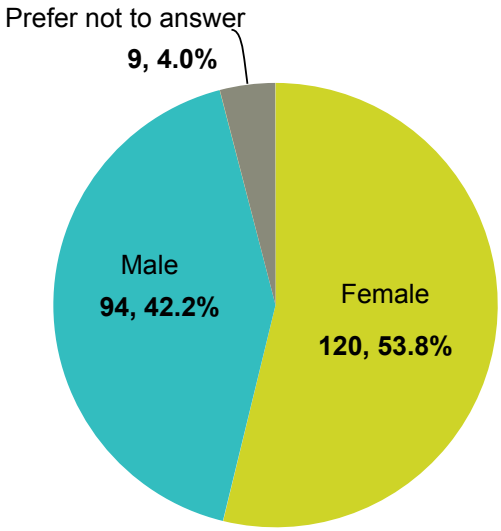
What is your age? (optional)

Answered: 225 (221 English, 4 Spanish)



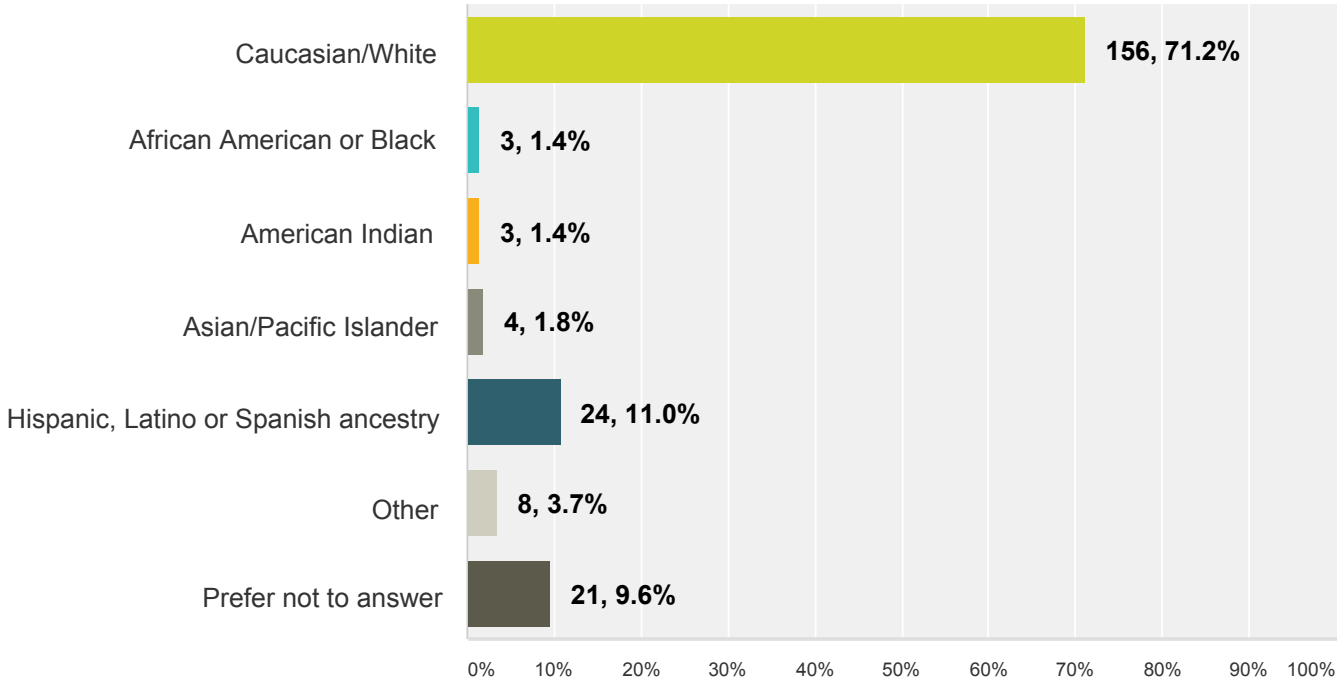
What is your gender? (optional)

Answered: 223 (220 English, 3 Spanish)



What is your race/ethnicity? (optional)

Answered: 219 (215 English, 4 Spanish)

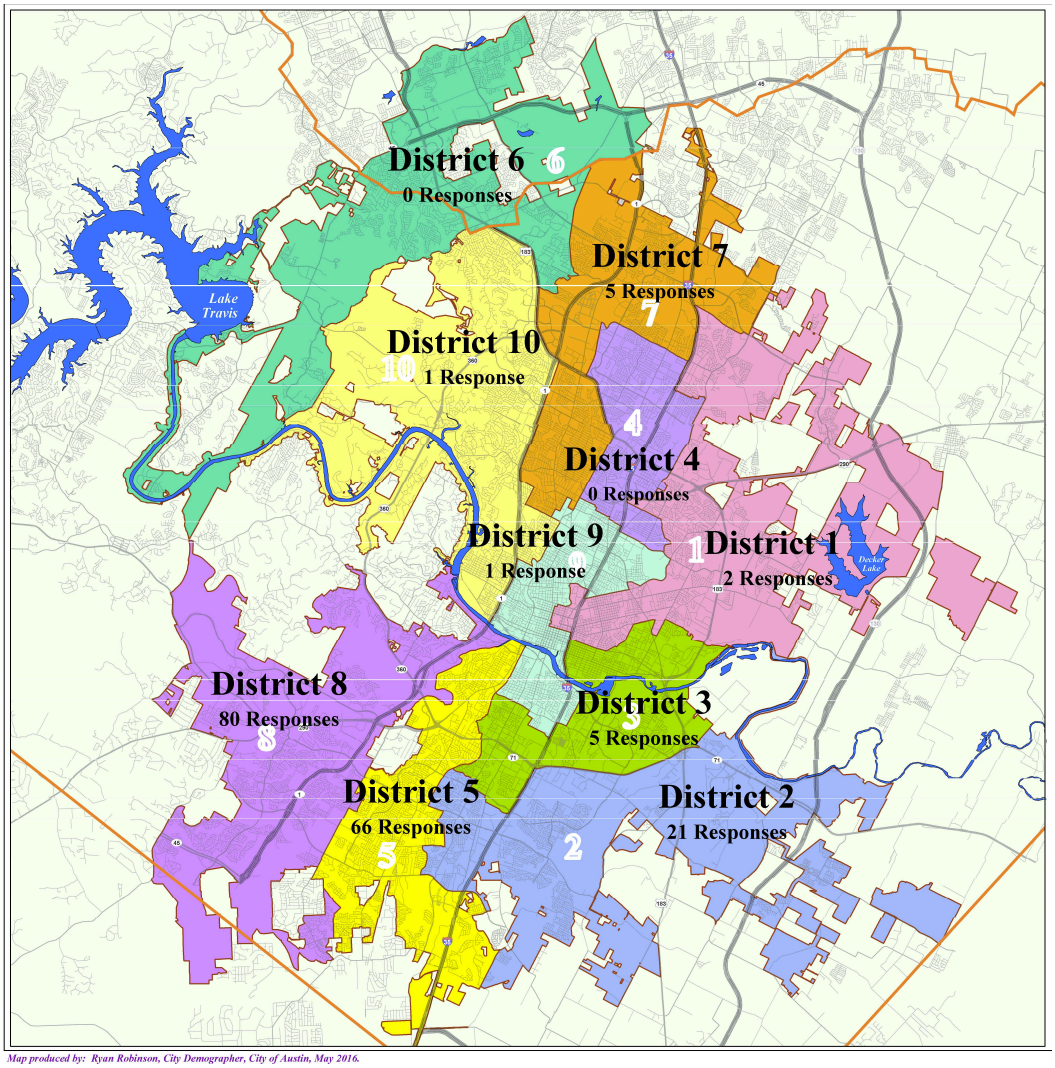


Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional)

Answered: 86 (86 English)

What City Council District do you live in? Click here to see a district map. (optional)

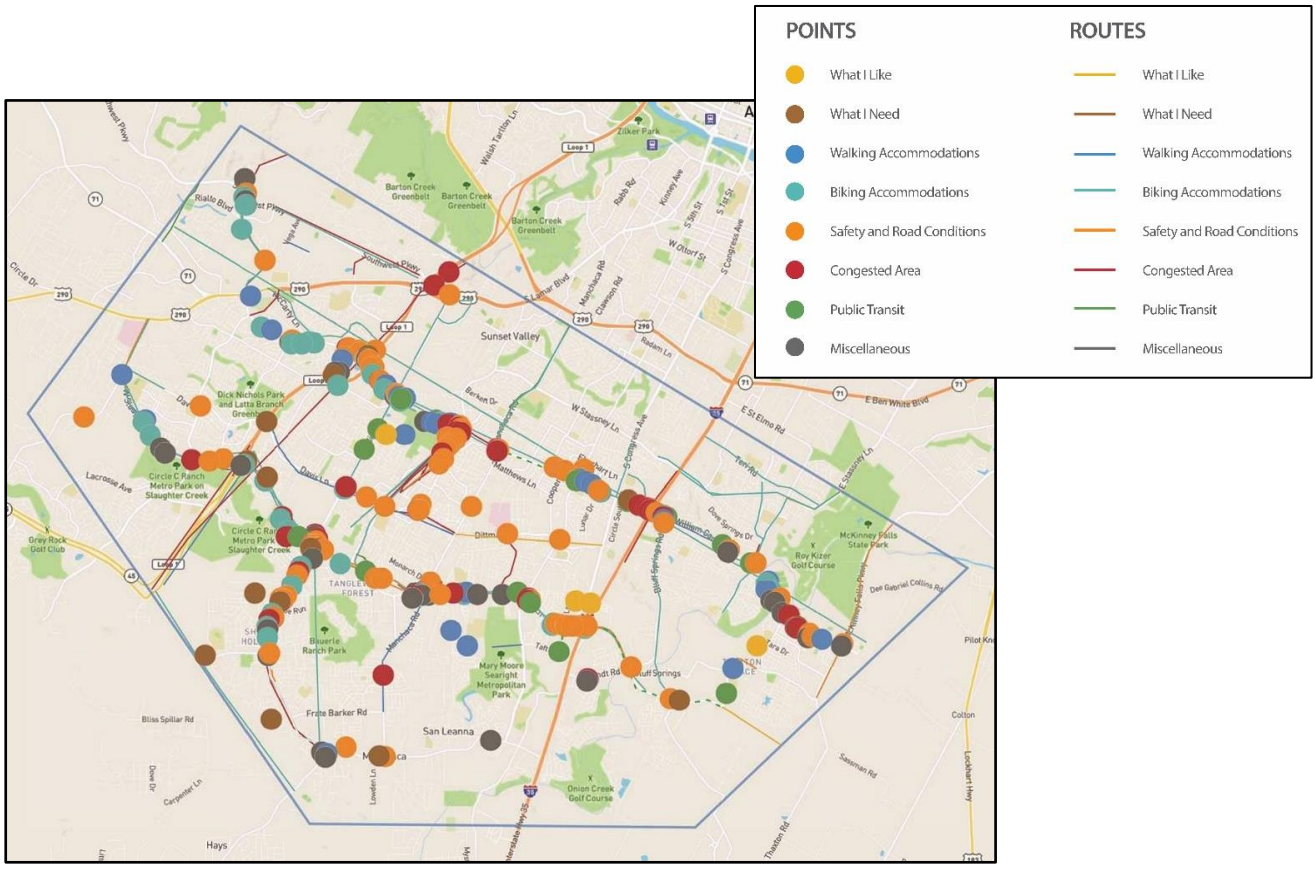
Answered: 211 (209 English, 2 Spanish)



District	No. of Responses	Percentage of Total
District 1 - Ora Houston	2	0.9%
District 2 - Delia Garza	21	10.0%
District 2 - Sabino "Pio" Renteria	5	2.4%
District 4 - Gregorio "Greg" Casar	0	0.0%
District 5 - Ann Kitchen	66	31.3%
District 6 - Jimmy Flannigan	0	0.0%
District 7 - Leslie Pool		
District 8 - Ellen Troxclair	80	37.9%
District 9 - Kathie Tovo	1	0.5%
District 10 - Alliston Alter	1	0.5%
I don't know	18	8.5%
I prefer not to answer	12	5.7%

WIKIMAP REPORT

An online WikiMapping page was created to allow stakeholders to give location-specific input and feedback on the corridors. This interactive tool provided a legend of icons and color-coded lines to indicate input categories, such as: Public Transit, Driving Conditions (Congested Areas, and Safety and Road Conditions), Bicycle Accommodations, Pedestrian Accommodations, and Miscellaneous including "What I Like" and "What I Need". Users had the opportunity to mark routes or points on and around the corridors, add written comments, as well as see and respond to input from other users.



OVERVIEW OF SLAUGHTER LANE WIKIMAP COMMENTS

Comment Category	No. of Comments
Driving Conditions - Congested Area	50
Driving Conditions - Safety and Road Conditions	40
Miscellaneous, What I like, What I need	39
Bicycle Accommodations	39
Pedestrian Accommodations	12
Public Transit	10
Total	**190**

WIKIMAP RESPONSE SUMMARY

Users were provided a set of questions related to the category of their choosing. Responses are summarized here.

Driving Conditions

Which of the following driving improvements would you like to see here? (Select all that apply) (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways, Improved turning options, Other)	**No. of Responses**
Improved turning options	51
Other	8
Uncategorized/unanswered	25

Themes in 'Other' and Uncategorized Driving Conditions Comments
• Traffic calming in neighborhoods • Congestion and need for expanded/additional lanes • Need for smart infrastructure and synchronized signal timing • Roadway maintenance needed • Safer pedestrian crossings needed near busy roadway • Better traffic flow plan needed to accommodate school pickup traffic

Bicycle Accommodations

Which of the following biking accommodations would you like to see here? (Select all that apply) (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	**No. of Responses**
Separate and/or protected bike lanes	32
Bike parking	1
Other	8
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Bicycle Accommodations Comments
• Additional bike lanes and trails needed • Biking facilities separate from roadway preferred • Desire for access to Violet Crown Trail from roadway • Additional turning and crossing signals at intersections needed for cyclists' safety • Opposition to added bike facilities

Pedestrian Accommodations

Which of the following pedestrian accommodations would you like to see here? (Select all that apply) (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	**No. of Responses**
Wider sidewalks	3
Continuous sidewalks	6
Sidewalk maintenance	1
Other	4
Uncategorized/unanswered	2

Themes in 'Other' and Uncategorized Pedestrian Accommodations Comments
• Need for crosswalks and continuous, connected pedestrian facilities • Safe pedestrian routes to and from schools needed • Pedestrian facilities separate from roadway preferred

Public Transit

Which of the following transit improvements would you like to see here? (Select all that apply) (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	**No. of Responses**
Other	2
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Public Transit Comments
• Need for park-and-ride stations • Preference for bus stops located near pedestrian crossings and intersections • Need for additional service routes

Additional Comment Categories

Additional Comment Categories	**No. of Responses**
Miscellaneous, What I like, What I need	39

Themes
• Need mitigation for increased traffic volume on side streets • Need for signals and traffic calming devices • Improved turning options needed • Congestion and need for expanded/additional lanes • Safety concerns • Concern for flooding in the area • Improved pedestrian facilities near schools needed • Need for bike lockers • Improved access to driveways and recreational locations needed for drivers

- Desire to maintain natural features of area
- Need to match grade
- Intersection improvements

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.184606	-97.792482	point			Adding road bumps or some sort of barrier to the bike lane. The bike lane is constantly used as an additional lane by cars.	
30.200871	-97.871082	point	Improved turning options		Allow permissive lefts onto Beckett	
30.15882	-97.775788	point			Blind intersection @ cut through on Brandt	
30.206973	-97.815399	point	Improved turning options; Other	West Gate Blvd., from Manassas to William Cannon	Cars from Slaughter, Brodie, Davis and Manassas use West Gate Blvd. as a short cut to MoPac, down town, and William Cannon. There no traffic lights, stop signs, or calming devices from Manassas to Wm. Cannon. The volume of traffic has increased bby 30% since 2013 when West Gate was extended to Slaughter. Car speeds exceed the posted speed limit of 35mph by almost 10 mph. Need to limit access to West Gate and install traffic lights and calming devices. Need to install bike lanes. West gate was originally built as a one lane in each direction with a bike lane.	
30.205179	-97.818719	point	Improved turning options		Cars speed 10 miles above posted speed of 35mph on West Gate between Manassas and Wm. Cannon. Cars the car volume increased by 30% (16, 293 per day) since 2012 when West Gate was extended south of Cameron Loop. There are no lights, stop signs, or calming devices on West Gate,from Cameron loop to Wm. Cannon. There no protected turn lanes southbound from Wm. Cannon to Manassas. Need to reduce speed limit, install lights, stop signs and calming devices from Manassas to Wm. Cannon. Driveways of homes on the east side of West Gate face the street and is very dangerous . Also, people living on the alphabet streets (westside of West Gate face danger in trying to cross unprotected turns	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
					and dodge speeding cars to go north on West Gate. Need to reduce speed limit and install lights, stop signs, and calming devices.	
30.182862	-97.847983	point	Improved turning options		Cars turning into this area tend to cause accidents since it is very congested. Signage about left lane turning into a turn only lane causes a lot of congestion. Initiating a right lane turn only lane would help with congestion. Consolidating the lanes that come from the shopping center to one that is further from the interestion could help with dangerous driving conditions.	
30.190667	-97.82523	point			Cars use Leo as a short cut to Cameron Loop , Seminary Ridge, Manassas and West Gate. Speeding cars and increase volume of traffic create a dangerous environment for the neighborhoods.	
30.190511	-97.825293	point			close the round about and install a light. People get confused. Danger of collisions.	
30.173847	-97.817116	point			Congestion at this intersection as area continues to develop	
30.167113	-97.786024	point			Congress and Slaughter need more spacing for west bound Slaughter traffic to turn N bound on Congress. Get caught in I-35 traffic flow	
30.167132	-97.787901	point			Coordinate stop lights @ I-35 with lights @ S. Congress	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.200222	-97.865546	point			Coordinate timing of light at MoPac with the light at Sendera Mesa.	
30.202093	-97.819765	point	Improved turning options		Dangerous intersection at Harleyhill and West Gate. No protected turn lane or protected pedestrian crossing. Speeding cars and high volume during commute hours make it impossible for people living on the west side of West Gate to cross and go north on West Gate. Need a stop sign or traffic calming devices. Cars from Manchaca, Brodie, Manassas, Slaughter, and Wm. Cannon use West south of Wm. cannon as s short cut . There are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon.	
30.200222	-97.865546	point	Improved turning options		Divergent diamond or similar would greatly improve traffic backup on Slaughter at Loop 1	
30.200222	-97.865546	point	Other	The light for traffice heading north on Highway 1 is far too short.	Drivers have to sit through several light changes to be able to pass through this intersection, because the green light for those driving north Loop 1 is so very short.	
30.172456	-97.799327	point	Improved turning options		Eastbound signal from Southbound S 1st would clear alot of congestion	
30.182547	-97.847688	point	Improved turning options		Exiting at Whataburger left turn dangerous	I Agree by on 06/01/2017 Left turn from Brodie west to slaughter is a nightmare during rush hour. Also drivers making a u-turn to get to the Valero from west Brodie is very unsafe. by on 06/01/2017
30.167419	-97.791833	point	Improved turning options		exiting to go west on slaughter from this business complex has poor visibility because of the shrubs	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.175076	-97.823344	point	Improved turning options		Extend left turn to go SB on Manchaca from WB Slaughter. Would also eliminate the people going EB that try to turn left into Walgreens.	
30.173111	-97.826509	point	Improved turning options		far too congested and unsafe	Slaughter and Manchaca
30.140711	-97.833209	point	Other	Build OverPass through Manchaca	FM1626 is dangerous and needs an overpass over the RR Crossing and local intersections	
30.200778	-97.878227	point	Improved turning options		HEB + the left turn onto Slaughter creates bad traffic and impatient drivers that run lights.	
30.16715	-97.789521	point			I would like to see fewer lights as this is a major bottle neck for ALL of slaught getting to and coming from I35	
30.183011	-97.849603	point	Improved turning options		If you stop at the Valero it's almost impossible to go West on Slaughter - can't turn	
30.206258	-97.815421	point	Improved turning options		Improve traffic safety on West Gate between William Cannon and Manassas by reducing speed limit and adding lights and /or stop signs at intersections with the alphabet streets.	
30.185162	-97.85604	point	Other	This street needs traffic calming and eningeering solutions to stop cut throu traffic through the neighborhood.	Improvements to Brodie and Slaughter are needed to fix this problem. The cut thru traffic on Wolftrap and Aspen Creek Parkway is extremely dangerous for the people in that neighborhood.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.200958	-97.81959	point	Improved turning options		Install light or stop sign. Dangerous intersection at Inridge and West Gate Blvd. Blind corner at this point makes it very dangerous to enter West Gate since cars go too fast and there are no lights or stop signs from Cameron Loop to Wm. Cannon. Also, need to install calming devices .Volume of traffic is high since cars use West Gate as a short cut from Slaughter, Manchaca, and Brodie. We had colissions in the past , cars run into mail boxes and homes. A child died when a car hit a tree in the median.	
30.203001	-97.818961	point	Improved turning options		Install light, stop sign, and traffic calming devices. reduce speed limit	I Agree by Anonymous on 06/14/2017 Dangerous intersection at Fentonridge and West Gate. No protected southbound turn lane for people living on the east side of West Gate. Similarly, people living on west side of West Gate (alphabet streets) have difficulty crossing to go northbound. Speeding cars and high volume , especially during commute hours. Need to install light or stop sign, and calming devices. Also need to have pedestrian crossing signal installed. by Anonymous on 06/14/2017
30.199839	-97.820593	point	Improved turning options		Install light. Many cars use Manassas as a short cut from Manchaca and other streets to enter West Gate. Also, reduce speed limit.	I Agree by on 06/16/2017 add calming devices from Manassas to Wm. Cannon. Install stop signs at Inridge and Fentonridge. by Anonymous on 06/18/2017
30.202093	-97.819765	point	Improved turning options		install lights and calming devices between Manassas and WM. Cannon	
30.205179	-97.818719	point	Improved turning options; Other	High volume of traffic and speeding cars over vbthe posted limit of 35mph.West Gate Blvd. has became a short cut fer cars froem Slaughter, Brodie, Mnchaca, and Davis Lane.	Install traffic light at Manassas and West Gate and calming devices to slow down cars and and improve safety for people living along West gate.	Reduce speed limit to 30mph and install calming devices between Wm. Cannon and Manassas. Install traffic signal at Manassas and West Gate and Fentonridge and West Gate. by Anonymous on 05/16/2017 reduce West Gate blvd between Manassas and William Cannon from two lanes to one lane in each direction and add a bicycle lane. by Anonymous on 05/16/2017 I Disagree, this is a main cooridor by Anonymous on 05/17/2017

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	-97.819765	point	Improved turning options		Install traffic lighy or stop signs. Install calming devices and lights from Manassas to Wm. Cannon. Install turn lanes.	
30.214158	-97.830473	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	
30.191293	-97.833277	point	Improved turning options		Intersection of Cameron Loop and Davis is dangerous. Also, cars from Brodie and Wm. Cannon use Cameron Loop as a short cut. Close Cameron Loop.	
30.191251	-97.813063	point	Improved turning options		Intersection of Shiloh and Manchaca is dangerous . Cars use Shiloh as a short cut from Manchaca to access West Gate through Manassas.	
30.209346	-97.903569	point	Other	Need a Bridge / None Exists	Low Water Crossing should be replaced with MAD4 bridge with bike / ped protected crossing. TXDOT says technically there is no bridge here over Slaughter Creek.	
30.17675	-97.835559	point			Maintain road surface by school please	
30.183567	-97.850182	point	Improved turning options		Need congestion right at Brodie and Slaughter and Brodie Southbend	
30.183595	-97.849603	point	Improved turning options		Need longer right turn lane @ Brodie/Slaughter heading east	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.207862	-97.818253	point	Improved turning options		NO bike lanes	
30.207362	-97.815785	point	Improved turning options		NO bike lanes for the limited number of bike riders.	
30.185162	-97.85604	point	Other	You have to expand lanes. NOT BIKE LANES.	NOBODY RIDES THEIR BIKE. You need to expand to more car lanes on Brodie. This is the main location of traffic back up. Cars are backed up for miles down Brodie in the morning and evening.	
30.185793	-97.804585	point	Improved turning options; Other	Need a stop sign or traffic light here; no one drives 35 and while trying to turn from Dittmar to Palace Parkway, I have almost been rear-ended several times.	Once, there was a bicycle in the bicycle lane at the Dittmar / Palace Parkway intersection when I was trying to turn. The bicycle wouldn't slow down so I could turn, while the person behind me wouldn't slow down either. If I had gotten rear-ended, the bicyclist might have gotten injured also.	I Agree by on 05/23/2017; Dittmar and Palace Parkway
30.206258	-97.815421	point	Improved turning options		Reduce speed limit and add protected turn lanes on West Gate Blvd., from William Cannon to Manassas.	
30.206258	-97.815421	point	Improved turning options		Reduse speed limit ; Install calming devices and traffic lights from Manassas to Wm. Cannon.	
30.191768	-97.824861	point	Improved turning options		Restrict access to Cameron Loop . Reduce to one lane and install a bike lane. Cars use Cameron Loop as a short cut to access West Gate Blvd. Speeding cars and high volume create unsafe conditions. Also, there is no sidewalk.	
30.167308	-97.790954	point			Sight line issues on Cullen at Slaughter make the intersection very dangerousThanks	
30.167127	-97.790873	point			Signal timing at Cullen and Slaughter is very bad. Few cars can make the turn. Always backed up	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.167113	-97.786024	point			Signal timing I-35 @ Slaughter	
30.173787	-97.824352	point			Signal timing is awful Slaughter & Manchaca Delineators tors have helped eliminate people going /leaving HEB but has not stopped all the drivers from stopping that maneuver	
30.157151	-97.833424	point	Improved turning options	The turning lane should be two lanes	Slaughter going from 3 down to two lanes at Manchaca is not good for the flow of traffic. There should be 3 lanes all the way to Mopac.	
30.18563	-97.849354	point		Need more lanes	South Austin is growing too fast and ATX is not keeping up with the growth. We need more lanes...	
30.18563	-97.849354	point	Improved turning options		THe congestion at this intersection is causing dangerous cut thru traffic through the Oak Parke neighborhood.	
30.172289	-97.799698	point	Improved turning options		the left turn lane turning west on slaughter from the 1st on the south, always has too many cars. the turn lane backs up into the left lane causing congestion and causing people to go into the right lane, which backs up the right lane	
30.190511	-97.825293	point	Improved turning options		The round about at Leo and Davis confuses drivers. Install stop sign or light.	
30.190511	-97.825293	point	Improved turning options		The runabout at Leo and Davis confuses drivers. Cars enter Seminary Ridge or Cameron Loop as shortcut to West Gate, Install light or stop sign	
30.200222	-97.865546	point	Improved turning options		There shold be two lanes to turn left from westbound Slaughter to northbound MoPac	
30.173801	-97.823617	point			This intersection is a terrible intersection for pedestrians and vehicles. I would like to see a BIG traffic circle here.	I Agree. The left turn lane, going south, has too many cars by on 06/16/2017

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.173439	-97.820377	point			this is the only pedestrian access across the railroad. I would love to see more pedestrian crossings other than Slaughter lane due to the size of traffic that slaughter handles. If more pedestrian access points are not possible, I would like to see large improvements to encourage pedestrian traffic.	
30.189196	-97.857038	point			This is where Bowie High School students walk from Sendera neighborhoods to the school. Their parents are forced to park alongside the neighborhood curbs, in order to pick the kids up from school in the afternoon. Perhaps there could be a better process of getting the parents up to the school and on their way, instead of congesting the neighborhood roads and Slaughter Lane.	
30.182681	-97.847865	point	Improved turning options		this is where the left lane turns into a left turn only lane. this intersection has two left turn lanes. is that needed? this forces a bunch of traffic to change lanes if you are still going west.	
30.202093	-97.819765	point	Improved turning options		Too many cars from Manchaca, Slaughter, and Brodie use West Gate as a short cut, since there are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon. Need to add lights, stop signs, and calming devices to slow down cars that on the average travel 10 miles faster than the posted speed of 35mph. Need to protected turn lanes southbound from WM. Cannon to Manassas.	
30.18563	-97.849354	point	Improved turning options		Too many people block this intersection during high traffic times. Make safe and bigger as well as install red light cameras that strictly enforce running of red lights and blocking of the intersection.	unsafe, need more lanes, people run red lights, people block intersection
30.167526	-97.793217	point			Traffic signals at Alice Mae/Slaughter	
30.172678	-97.799392	point			turning east from the north, not enough left turn signal for all cars to proceed, causes congestion around rush hour	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.176685	-97.834003	point	Improved turning options		Turning left is hair-raising... too hard to see the light is at Curlew. Riddle is the thru-road... why direct traffic through neighborhood?	
30.176008	-97.82262	point	Improved turning options		Vehicles headed north on Manchaca wanting to turn left onto Monarch risk head-on collisions in the "suicide lane" with vehicles headed southbound on Manchaca that intend to turn left onto Slaughter.	
30.156407	-97.785641	point			very congested w/ cars	
30.190511	-97.825293	point	Improved turning options		Widen street to two lanes in each direction.	
30.152327	-97.76639	point			With all the new development @ this intersection please put in a traffic light @ Bluff Springs & Slaughter & Old Lockhart	
30.200222	-97.865546	point	Improved turning options			
30.203544	-97.81836	point	Improved turning options			Dangerous intersection with no protected turn lane or stop sign to allow safe crossing from the west site of West Gate to go north. High volume of cars and cars speeding need to addressed. by Anonymous on 06/14/2017 dangerous intersection at Deeringhill and West Gate Blvd. No protected turn for cars to go north on West Gate. High volume and speeding cars create a hazardous environment. Need to install lights , stop signs, and calming devices at Manassas, Inridge, and Fentonridge to slow down traffic, Also , lower the speed limit. by Anonymous on 06/17/2017

SLAUGHTER LANE WIKIMAP - DRIVING CONDITIONS

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.173111	-97.826509	point	Improved turning options			Slaughter and Manchaca
30.173111	-97.826509	point	Improved turning options			Slaughter and Manchaca
30.173111	-97.826509	point	Improved turning options			Slaughter and Manchaca
30.157151	-97.833424	point	Improved turning options			
30.18563	-97.849354	point	Improved turning options			unsafe, need more lanes, people run red lights, people block intersection
30.18563	-97.849354	point	Improved turning options			
30.200445	-97.874215	point		Maintain roads surface here		
30.15882	-97.775788	point	Improved turning options			

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		Add bike lane on West Gate from Manassas to Wm. Cannon. Reduce West Gate to one lane in each direction and a protected bike lane. Also install lights, stop signs and calming devices reduce speeding cars.	I Agree. The left turn lane, going south, has too many cars by on 06/16/2017
30.196865	-97.860707	point	Separated and/or protected bike lanes			
30.179514	-97.852467	point	Other	more traffic lanes. NOT BIKE LANES.	stop adding bike lanes and bike improvements! we need more lanes. Not bike lanes. Nobody rides there bike to go to work.	
		line	Walking	add bike lanes.	There no bike lanes from Cameron Loop to Wm. Cannon. West Gate was originally built as one lane in each direction with a bike lane. The City converted the bike lane into another car lane in late 1990s. Cyclists are in danger because of the speeding cars and the heavy volume of cars. Need to add lights and stop signs from Manassas to Wm. Cannon. Another option is to make this section of West Gate into one lane with a bike lane in each direction.	Install bike lane from Manassas to Wm. Cannon.
30.195252	-97.842264	point			Expand to two lanes in each direction from West Gate to Brodie. Construct side walks.	
30.170026	-97.859216	point			Install bike lanes from Cameron loop to Wm. Cannon. Install light at Manassas and Fenton ridge.Reduce speed limit.	
		line		install light at bCohoba and West Gate.		

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes; Other	Bike / Ped Trail parallel to SH45SW	Build an Urban Trail along SH45SW between 1626 and RM1826	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Complete bike lanes from Brodie to Mopac -Bowie teacher and bike commuter	
		line	Separated and/or protected bike lanes		Pleasant Valley bike lanes stop at St. Elmo (more or less) making further N/S travel to/from William Cannon very dangerous.	
		line	Separated and/or protected bike lanes		this area nearly impossible to access via bicycle	
		line	Separated and/or protected bike lanes		Add bike lanes on Slaughter from 1826 to Brodie	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.20618	-97.887513	point	Separated and/or protected bike lanes		Add protected bike lanes for students and people on bikes â€“ Bowie HS alum	
		line	Separated and/or protected bike lanes		Install protected bike lanes entire length of Slaughter on both north & south sides. Thanks	
30.196865	-97.860707	point	Separated and/or protected bike lanes			
30.196865	-97.860707	point	Separated and/or protected bike lanes		Bike lane needed! or repurpose for mixed use ped/bike use. Not many peds in this area	
30.186627	-97.855171	point	Separated and/or protected bike lanes		Need bike lanes or separate path so students can bike to Bowie-it is growing and it will not be able to handle anymore traffic	
30.189196	-97.857038	point	Separated and/or protected bike lanes		ADD protected bike lanes for students and people on bikes -Brodie High School alumni/native Austinite	
30.173801	-97.823617	point	Separated and/or protected bike lanes		Suicidal intersections for bikes. Please add safe/protected passage	
30.174144	-97.81527	point	Separated and/or protected bike lanes		Protected bike lanes	
30.173866	-97.814219	point	Separated and/or protected bike lanes		Consider ways to separate bike & ped infrastructure from center travel way - make student travel from apts to elem @ Tx Oaks	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		No safe passage for bikes through this whole area! Please add protected passage	
30.167113	-97.786024	point	Separated and/or protected bike lanes		Protected bike lanes for people on bikes!	
30.167637	-97.793528	point	Separated and/or protected bike lanes			
30.173866	-97.814219	point	Separated and/or protected bike lanes			
30.180117	-97.843294	point	Separated and/or protected bike lanes			
		line	Bike parking		Install bike lanes or repurpose side lanes for peds and bikes	
30.208808	-97.889299	point	Other		No fence! Mtn bikers use that trail to access Slaughter Creek Trail on 1826	
30.180117	-97.843294	point	Other		Lets get real. Remove bike lanes. They are rarely used vs 40,000 cars	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.200222	-97.865546	point	Other	This is such a busy intersection, and now the Violet Crown Trail runs parallel. People on bikes have to navigate this horrible intersection to get to the Veloway. It would be safer to have some kind of elevated bike bridge to get people to all points south, instead of having to risk this dangerous intersection on a bike. Picture the kids on bikes at this major intersection...		
30.200222	-97.865546	point			Critical shortage of safe transit for bikes	
30.173921	-97.811322	point			Please add bike lanes fall length by Slaughter -especially to provide/create access to the Veloway Thombs	
30.180117	-97.843294	point			The left turn lane into the Gymnastics center is often confused for the left hand turn lane onto Westgate. This section here can be a mess whenever a gymnastics class lets out.	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.189196	-97.857038	point			It would be GREAT if there was a way to cut through here to the Veloway and the Violet Crown Trail, instead of having to risk your life, and go through the Slaughter/Mopac intersection. Back in the day, there was a path behind Bowie HS that people used for just this purpose. The area is fenced now.	
30.208122	-97.821214	point	Wider sidewalks; Continuous sidewalks			
30.141277	-97.846867	point	Wider sidewalks; Continuous sidewalks		Terrible intersection for bikes and pedestrians.	
30.205804	-97.828542	point	Continuous sidewalks		This is a popular stretch for walker and bikers because of people entering and exiting the nature preserve and travelling to the park, but there are no sidewalks at all, the street is narrow, visibility is limited because of the trees, and cars are traveling on high speed. Help!	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Contninuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208122	-97.821214	point	Wider sidewalks; Continuous sidewalks			
		line	Wider sidewalks; Continuous sidewalks; Sidewalk maintenance		It takes 20 minutes to walk from the gas station at SE corner of Slaughter/Manchaca to the HEB at the NW corner, because of terrible sidewalks and not enough pedestrian crossings.	
		line	Wider sidewalks		Sidewalks are back of curb and outdated/unsafe.	
30.173782	-97.824368	point	Continuous sidewalks; Other	Continuous connections to various neighborhoods nearby.		
30.156407	-97.785641	point	Continuous sidewalks		This road has no sidewalks and it is the safest route from the parkside at slaughter creek comminty to slaughter lane. It wohld be great to see sidewalks added	
30.16305	-97.814069	point	Continuous sidewalks			
30.166278	-97.817717	point	Continuous sidewalks			
30.208808	-97.889299	point	Other		Fence? Pushes people to Slaughter and off the trail	
		line	Other	More connections to major hubs off street.	This connection would provide off street access to South Park Meadows without the use of a vehicle. Helps Promote walkability/park and "ride" or bike.	
		line	Other	More connections to major hubs off street.	This connection would provide off street access to South Park Meadows without the use of a vehicle. Helps Promote walkability/park and "ride" or bike.	
30.218061	-97.894707	point			Build a trail with abandoned Davis Ln ROW connects to/from middle school	
30.173866	-97.814219	point			Consider ways to separate bike & ped infrastructure from center travel way - make student travel from apts to elem @ Tx Oaks	

Latitude	Longitude	Feature Type	Which of the following transit improvements would you like to see here? (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.185162	-97.853336	point			*Consider A Joint use park and ride with church to provide direct transit to CBD	
30.178276	-97.83756	point		Park-and-ride	Consider community Park & Ride with Church witih direct Transit to CBD	Yes! Consider Park & Ride with Direct Transit - light rail maybe? Thanks
30.173782	-97.824368	point	Other	Move bus stop	Bus stop not at intersection move so aligns with signalized intersection x-walk.	
30.173968	-97.802052	point			Bus stop not at intersection. Move to protected crosswalk location	
30.171909	-97.799081	point			Midblock bus move to intersection	
30.167637	-97.793528	point			Bus stop location. So a pair exists E-W at protected sidewalk	
30.161826	-97.792482	point	Other		I would like to see this as a park and ride location and a nice bus stop with todays amenities/technologies.	
		line			A line to connect to the BRT stop at Southpark Meadows for growing Goodnight community and surrounding communities.	
30.153366	-97.753172	point			Public transit stop	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.158152	-97.745984	point	Turning lane needed from Thaxton eastbound to salt springs north bound	
		line	Single lane roads are full of cracks, holes, and have shifted	
		line	Street lights	
		line	More lanes please. Two lanes to not cut it during high traffic times.	
30.175153	-97.822231	point	A bike locker attached to the bus stop would be helpful here.	
		line	Students walk between the apartments at Aftonshire/West Gate and Koucrek elementary. There is no sidewalk West of Nightjar on Aftonshire.	
		line	Sidewalk needed because kids walk to/from Kocurek and the apartments	
		line	Walking in this residential area	
30.156407	-97.785641	point	Why is East Slaughter going down to only two lanes and then one lane at you get into the GoodNight Hood? East 35/Slaughter area is exploding! 1s needs to be at the bare minimum 3 lanes going from Mopac to the other side of 35 where all the new building is occuring. I suggested 5 years ago that 1 turn into what they did to Ben White Freeway 30 years ago, but I gather that is impossible now.	
30.144459	-97.808232	point	1626 to 35 is only one lane going both ways? Why? At the bare minimum it should be two lanes both way with a turning lane. It would be better 3 lanes wide both ways, but doubt ATX would do that without charging a toll. There is too much traffic on 1626 from Manchaca to 35.	
		line	This turn (turning from Zuniga DR to West bound 1) is dangerous, especially during morning and evening commute. Need some traffic calming.	
		line	Austin drivers appear to be unfamiliar with protected right turns. This intersection is congested and dangerous. Need drivers to 'flow' through the protected turn and not stop	
30.203648	-97.885314	point	Circle C Dog Park location an entrance	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.202503	-97.884305	point	Recreation Pickleball Courts, volleyball courts, dog bark! Swimming pool for area	
30.208159	-97.860847	point	Please work with TcDOT to fix EB Davis @ Mopac. No SB access from Davis to Mopac. Thanks	
30.200018	-97.866517	point	Save these ancient oak trees please	
		line	Lanes between Manchaca and Brodie are not equal. Seem as if 3 lanes could fit almost or provide at turn lanes for EB Slaughter	
30.173111	-97.826509	point	Changing the lane designations has helped Slaughter @Riddle	
30.173111	-97.826509	point	Come to grade about here	
30.173111	-97.826509	point	OMG - this exit from the shopping center is not good	
30.173111	-97.826509	point	Come to grade about here	
30.174311	-97.825752	point	Work with HEB and other businesses to redesign traffic flow in parking lot -- flow to Riddle Rd	
30.174441	-97.824095	point	Grade separation Slaughter Traffic will overpass	
30.173782	-97.824368	point	Corner of Slaughter and Manchaca â€“ This is one of the most deadly intersections in Austin for walkers/bikers/drivers. Tell us why this cant be fixed!?	
30.17374	-97.822834	point	Main lanes/local/local	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	Traffic on Slaughter westbound backs up from Manchaca to the Union Pacific Bridge - cars don't know what lane they are in. Add better signage/road markings	
30.17394	-97.805443	point	Switch bike lanes into auto self driving shuttle routes electric cars	
		line	Slaughter between I-35 & Onion Creek bridge - EB routes in # of lanes and speed limit. Please harmonize the lanes & speed. Thanks	
		line	Slaughter between I-35 & Onion Creek bridge - EB routes in # of lanes and speed limit. Please harmonize the lanes & speed. Thanks	
30.151826	-97.764373	point	intersection to allow both lanes to head west from east on slaughter not just dedicated left turn	
		line	Double lane	
30.166779	-97.785085	point	Dedicated right turn from frontage 35 to east slaughter	
30.167215	-97.788534	point	Dedicated right turn from south congress to east slaughter	
		line	I love how undeveloped this area is. There is a tremendous amount of nature in this area and I hope it stays that way.	
		line	Reduce the volume of cars using West Gate as a short cut. The volume of cars at 7300 West Gate has increased 30.4 % since 2013 when West Gate was extended to Slaughter. Over 16,000 cars were counted on January 16, 2017 at 7300 West Gate. Car speeds are almost 10 mph above the posted limit of 35 mph.	
		line	West Gate Blvd. has be come a short cut for cars from Slaughter. Manchaca, Davis Lane, since there are no traffic lights , stop signs, or calming devices from Cameron Loop tp Wm. Cannon.Brodie	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	According to the January 16, 2017 traffic counts at 7300 West Gate Blvd., car volumes have increased by 30% since 2013, and cars are speeding at about 10mph above the posted limit of 35mph. Especially dangerous conditions exist between Manassas and Wm. Cannon because the driveways of homes on the east side of West Gate face West Gate and there no protected turn lanes. Need to install traffic lights and calming devices between Manassas and Wm. Cannon. Also , need to discourage access to West Gate Gate as a short cut from Slaughter, Brodie, Manchaca, and Wm. Cannon.	
		line	No bike lanes and narrow one lane between Manchaca and Brodie. Need to expand street to two lanes each way with a bike lane.	
		line	Cars use West gate as a short cut from Manchaca, Brodie and Davis Lane. Northbound traffic, from Manassas to 1, has increased 30.4% to 16,293 cars per day.	

ROUND 1- GENERAL COMMENTS

The following written comments were received at the public meetings.

Written Comments
How might we have better transit connections to downtown?
I live on Brodie. We need better signal timing during peak hours to allow people turning into/out of the neighborhood a safer access. Study the traffic after 45 is completed. We don't want a 5 lane road in our neighborhood.
I really want to use transit more but the options forgetting downtown/north have discouraged me--too few, too long, too unsafe. Help!
School light at Congress and Circle S--no protection at Circle S for kids crossing Everhart & Congress-School Crossing light not enough direction time. S 1st & William Cannon--not audible lights.
Haston School -pinch point because of new bike/walking lanes-too wide and can't go around where people are turning-request to reduce width of bike lane

The following comments were emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
Planners, to complete the most success out of this effort, it is critical that you construct a rubric of accountability. Determine how you will measure the level of success that the proposed changes to each street make. What will success look like? And please share that rubric.	June 6, 2017
So glad to hear about This! When I had young children, I walked several blocks trying to get my neighbors to pay half the cost of the wished -for sidewalks and lacked only one signature to make it happen. That was when I lived on Laurel Grove Drive in the early 1970s. I use your disabled Metro Access program, which I appreciate greatly, but wish you had a bus route and sidewalks near my home at 7507 Downridge Dr. Number 14 (I think that is the number) goes by my house, but does not stop in my immediate neighborhood and usually looks pretty empty. I am capable of climbing onto the bus. For some reason my house is the only one on the block where I now live that has a sidewalk. Maybe because it was built as a model home. I realize that there probably are not enough school age children walking to and from school to qualify this neighborhood for the installation of a side walk, though one would make traveling with the aid of a walker or wheel chair as I do, much easier. Hope your funding continues.	June 18, 2017
I've always wondered if it would be feasible to set up small van/buses in neighborhoods that would feed into large bus routes like Wm Canon and Slaughter. They could be an on-call as needed. Or have a defined time/route. Perhaps be cost effective? Perhaps be more convenient? Supplement larger buses during off-peak times when larger buses would not need to run. And when people need to go to neighborhood places instead of downtown. And don't need to be sitting out in the heat. Especially older folks, like me.	June 19, 2017

SLAUGHTER LANE

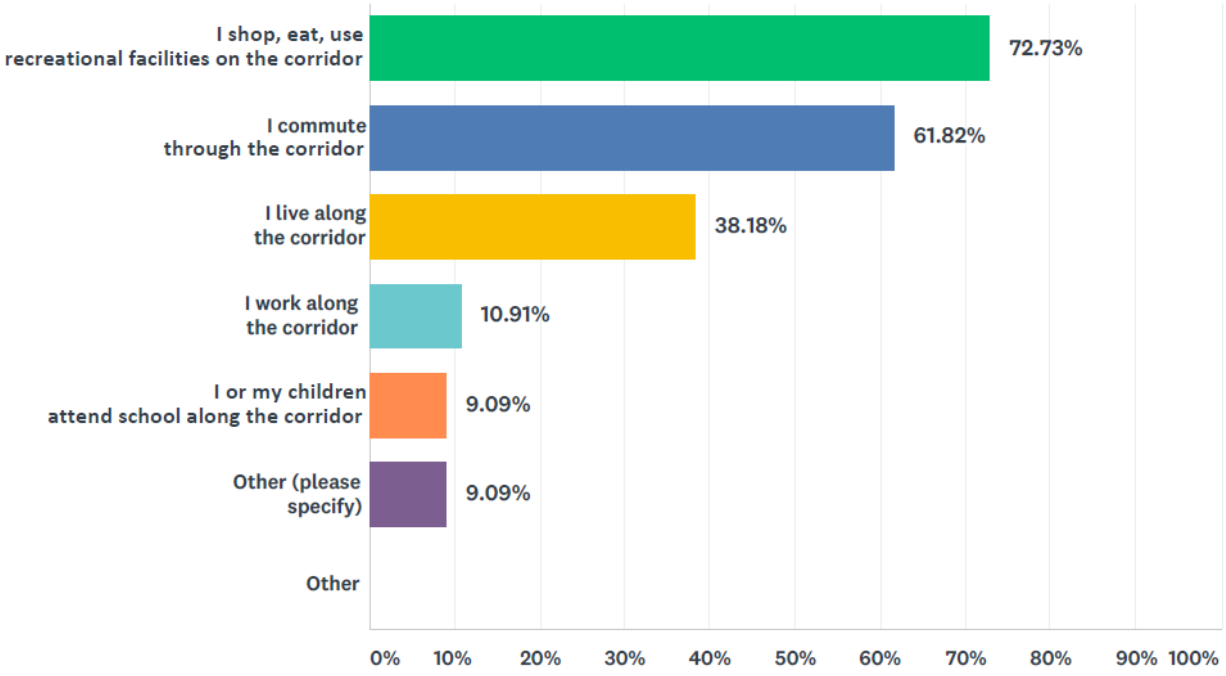
SURVEY REPORT
Fall 2017

austin MOTION
2016 MOBILITY BOND

How do you use the corridor? (select all that apply)

Answered: 55

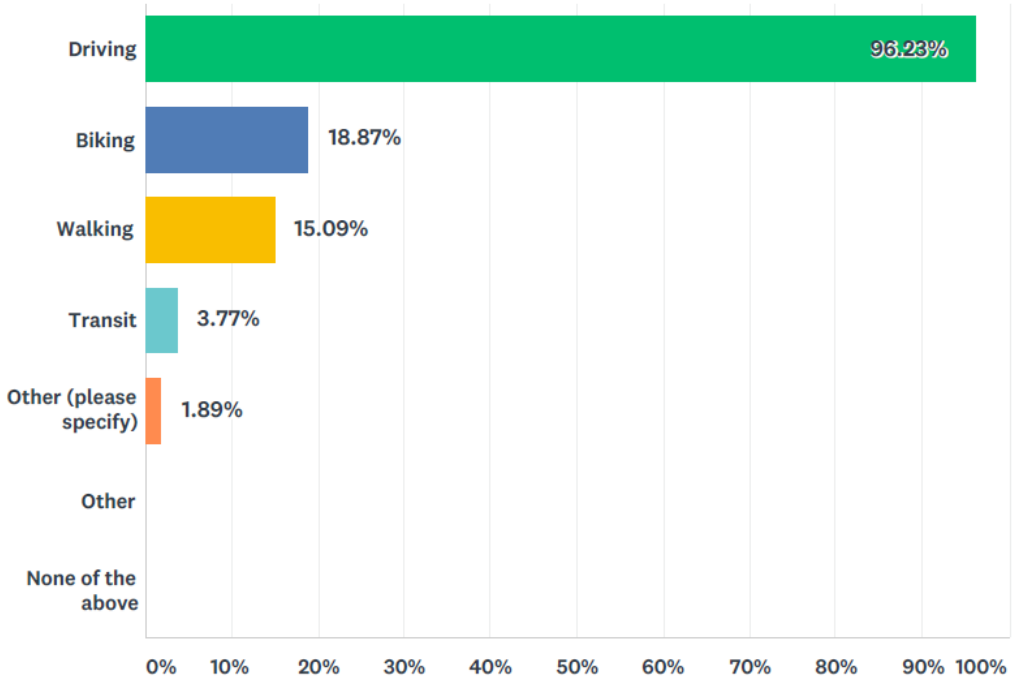
Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
My grandson commutes to school at Bowie along the corridor
Access to almost everything we do including access to Dr.
I have rental property along the corridor
I run on slaughter 5 days a week and also bike
Live east of Bowie

How do you get around? (select all that apply)

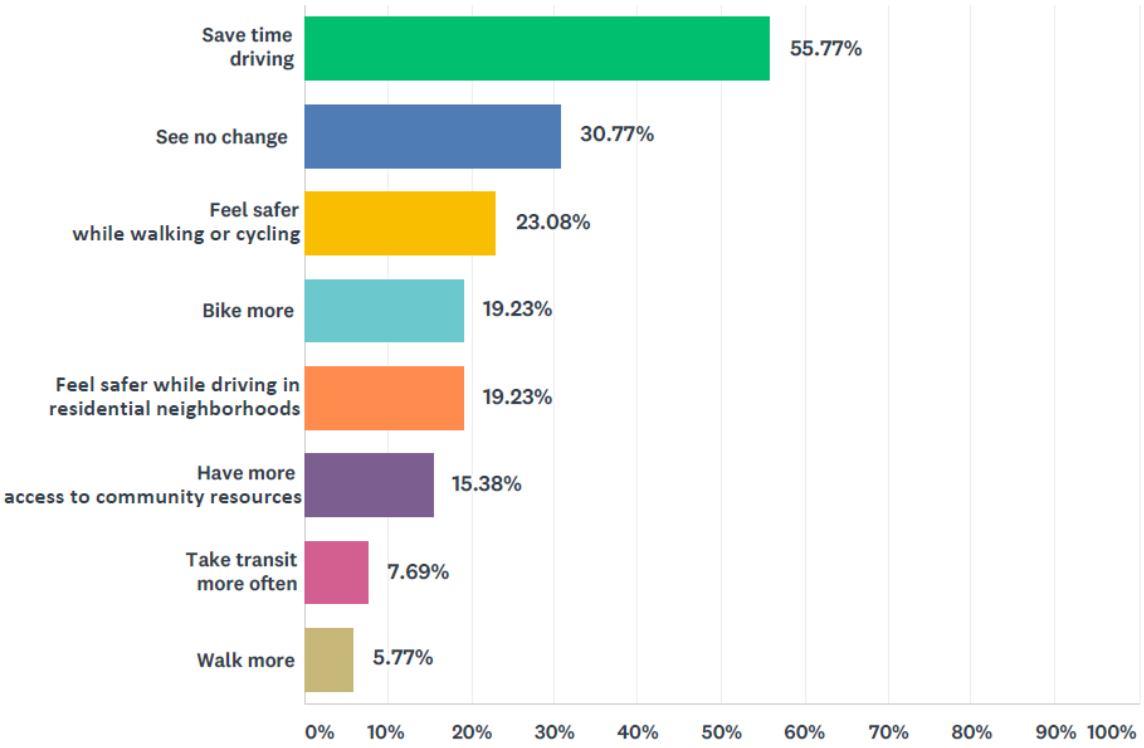
Answered: 53



Other (please specify)
Run

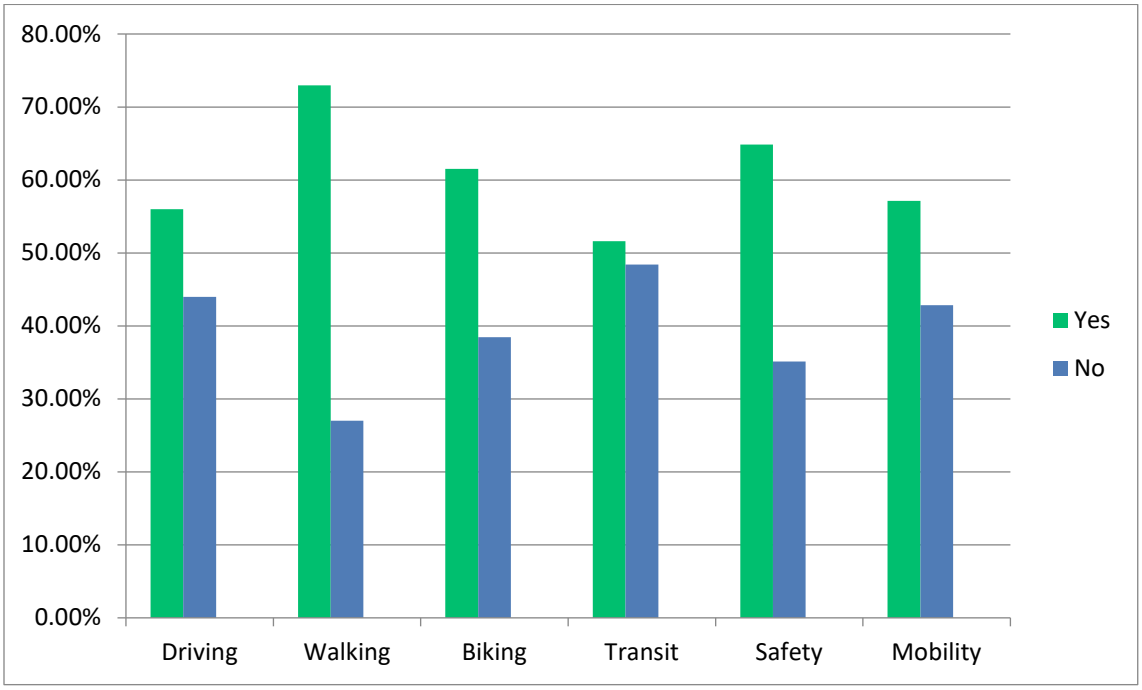
With the proposed improvements, do you think you would: (select all that apply)

Answered: 52



After reviewing the proposed improvements, did we get it right in our recommendations for:

Answered: 53



If no, why not?
Less driving lanes and more others for lower percentage of the population
Transit has no priority treatment. The focus seems almost exclusively on vehicular traffic improvements. Without off-street multiuse trails along the full length or protected bike lane, I don't see many folks using them along this corridor. Isn't this a core transit corridor? Why are there so few transit related improvements? Like queue jump lanes and more PHB's.
The speed limit on Slaughter ln between Mopac and Brodie is already too high. Adding a 3rd lane will probably mean traffic closer to the houses on each side. Cars have slammed into the walls and destroyed them in the past 2 years. Speed limit needs to be reduced, guardrails added, school zone added (for Bowie High School), lights added for night traffic, trees added, safer exiting from side roads, etc.
Too much focus is on bikers and not car driving.
Slaughter stops at Mopac. It should continue on to Circle C. Also, we need to retain at least as many lanes for traffic along the road as before and not lose space to bikes. Expand the road if we are to add bike lanes. Recognize need to alleviate traffic congestion.
I think Slaughter Ln. should be 3 lanes in both directions from Brodie to Manchaca Rd. There is no reason for bottle necking when the road is going to be 3 lanes Brodie to Mopac and 3 lanes Manchaca to I-35.
just build overpasses at busiest intersections

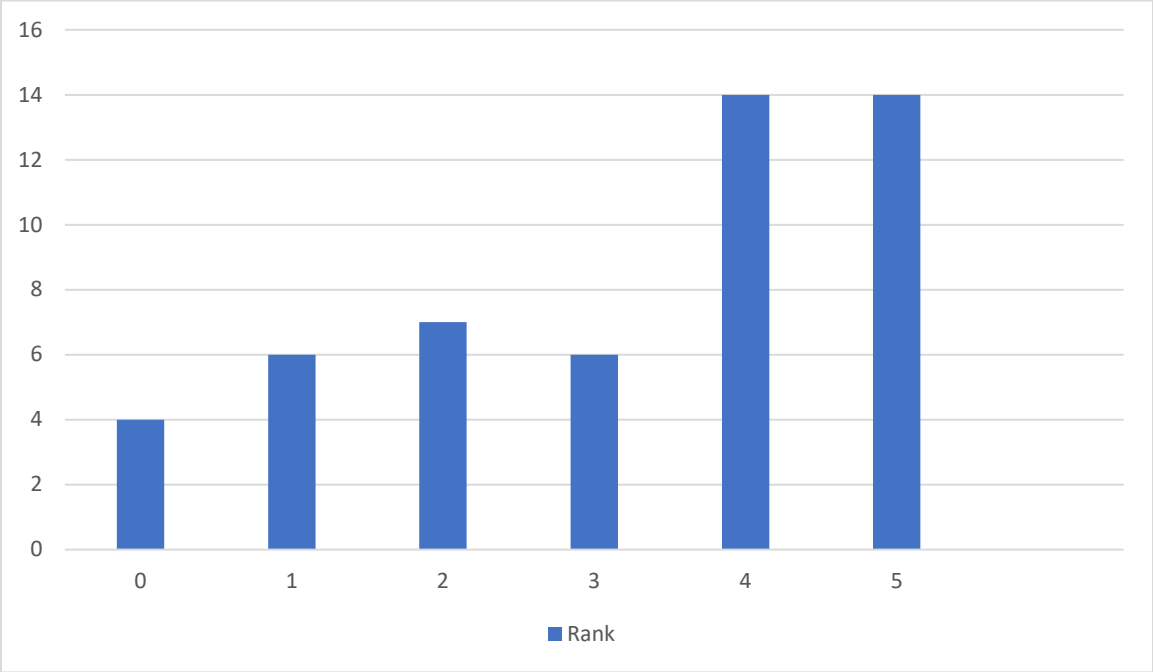
If no, why not?
Goodnight Ranch and nearby development will significantly increase traffic on Slaughter east of 35. How does removing car lanes help? We need at least three lanes in both directions all the way on the east side of 35. Yes, all the way to Vertex and Blazier Elementary.
The problem is traffic congestion - too many cars - inadequate roads to handle them. The proposals make minor changes to the driving conditions, and add walkers and bicyclers to the already congested areas - creating an even more unsafe condition for all. Why not address the EXISTING problem - and get the traffic moving before creating more walking and bicycling traffic in the same area? This might be an ok plan once MoPac is connected to I35 and the thru traffic is directed onto that road - letting Slaughter revert back to a neighborhood roadway. Then the foot and bicycle accommodations might make sense. But creating walkways and bicycle lanes in an already overly congested area simply draws those traveler into a dangerous situation.
Narrowing down the lanes on Slaughter, W of I-35 to 2 lanes would create more congestion than currently. It sometimes takes 3-4 light changes to turn left from Slaughter on to I-35
Slaughter ln between Manchaca and I35 is a total parking lot during peak traffic times. They are continuing to build and open more high density residential areas in this area. It's just going to get worse.
There needs to be more turn-outs in the plan to allow buses to get out of the flow of traffic for pick-up and drop off of riders. Biking improvements need physical barriers like a concrete curb or concrete wall / barricade. Plastic barriers (aka along the toll lanes on North Mopac) will not protect bicyclists from the harm of an accident with a vehicle. Would like to see more to promote safety.
Anywhere that you took out a lane a person could drive in to make a bike lane, you are creating traffic. It's too hot 9 months out of the year to be commuting via bicycle. No one is EVER going to take it up because you made more bike lanes because we'll all be fired for looking like crap because we biked to work.
This is a plan to make life easier for drivers, with token safety or improvements for other mode options. Our roads belong to everyone. Where's the protected bike lane? Where's the dedicated transit lane? Is there enough separation from the road and sidewalk to making walking attractive? C'mon guys. Don't give us another generation of car dependency. I'm sure you already know this, but are too afraid to actually make these recommendations?
The addition of physical barriers between bike lanes and vehicular travel lanes along Slaugher between Manchaca and I-35 will degrade the appearance of the neighborhood while failing to increase mobility. The barriers will be graffiti magnets and cast an industrial shadow over what is already a dismal corridor. The vehicular travel lanes are already constricted along Slaughter from Manchaca to I-35 without the additional limitation of cement barriers. Further, such barriers will eliminate the use of the bike lanes for right hand turns out of the path of through traffic thus reducing traffic flow even further. Too often the City of Austin's approach to solving traffic is to reduce vehicular travel lanes and efficiency in favor of increasing the installation of more underutilized bike lanes.
Want to see more public transits in 5is corridor.

If no, why not?
For the most part the Shared Use lanes are a great addition. I question whether it makes sense to remove lanes of traffic to install a bike lane when it's likely the traffic lane will be added back.
This change will only increase commute time, add to traffic congestion and air pollution. Stupid idea! What percentage of Austin ride bikes to work, shopping?
The proposed cross-sections are laughably bad for multi-modal safety. The Brodie to Manchaca section shows 14' (!!) travel lanes and 4' bike lanes, which do not even meet AASHTO minimums. We were promised protected bike lanes on the corridors. Another thing: the corridor program needs accurate and up-to-date survey information! Slaughter lane widths have been greatly changed over the past few years and your existing cross sections are very much out of date. For example, west of Manchaca, you show an existing bike lane of 6' with no buffer. It is actually currently 6' bike lane, 2' buffer, 10-11' travel lanes. So what you are showing is actually a reduction in bike safety.
I appreciate the addition of a physical barrier between the bike lanes and vehicular traffic from I-35 to Brodie, but the lanes are going to be too narrow to be comfortable to use. A shared use path, such as the one planned for the wealthier neighborhoods from FM 1826 to Mopac, is preferable and would encourage more cycling and walking. It does appear the right of way already exists to support this project.
The plan to create more lanes, turn lanes , and bike lanes looks good. However , when you have so many traffic lights and intersections, mobility will not improve much. You need to build overpasses at Brodie and Manchaca. Furthermore, you are not improving safety in neighborhoods within the Wm. Cannon and Slaughter. Cars will continue to take short-cut thru West Gate Blvd. from Slaughter to Wm. Cannon. You are not addressing this issue in your recommendations. Many citizens provided comments on traffic issues on West Gate. You have ignored them. As a courtesy, you should at least lists these issues in your report and recommend to the City Council actions to taken and use funds to alleviate these problems caused by speeding and high volume of cars on West Gate. Even though West Gate is listed as a major arterial, like Manchaca and Brodie, you are not developing a plan for this arterial. You should respond to the comments and input provided regarding West Gate .
need better lighting on slaughter, some parts have none and it is dangerous for people on sidewalks when it is dark and also cars cannot see people as well when it is dark
Reducing driving lanes will lead to more traffic not reduce it. (East of I35). More traffic will lead to more accidents and more danger to bikers or walkers.
I wish it was three lanes between Manchaca and Brodie. The Manchaca/Slaughter intersection going west is always backed up as people move from three to two lanes.
CapMetro lack of service
Just a thought - Bowie HS is proposed to expand. More traffic. Please consider a 2 LT on Wolftrap (going into the 3 new lanes on Slaughter - should back) - consider 2 LT at Bowie driveway (school entrance)
See back (additional comments)
Driving - could add to cutthrough traffic on Wolftrap & Aspen Creek Walking - see previous answer Biking - see previous

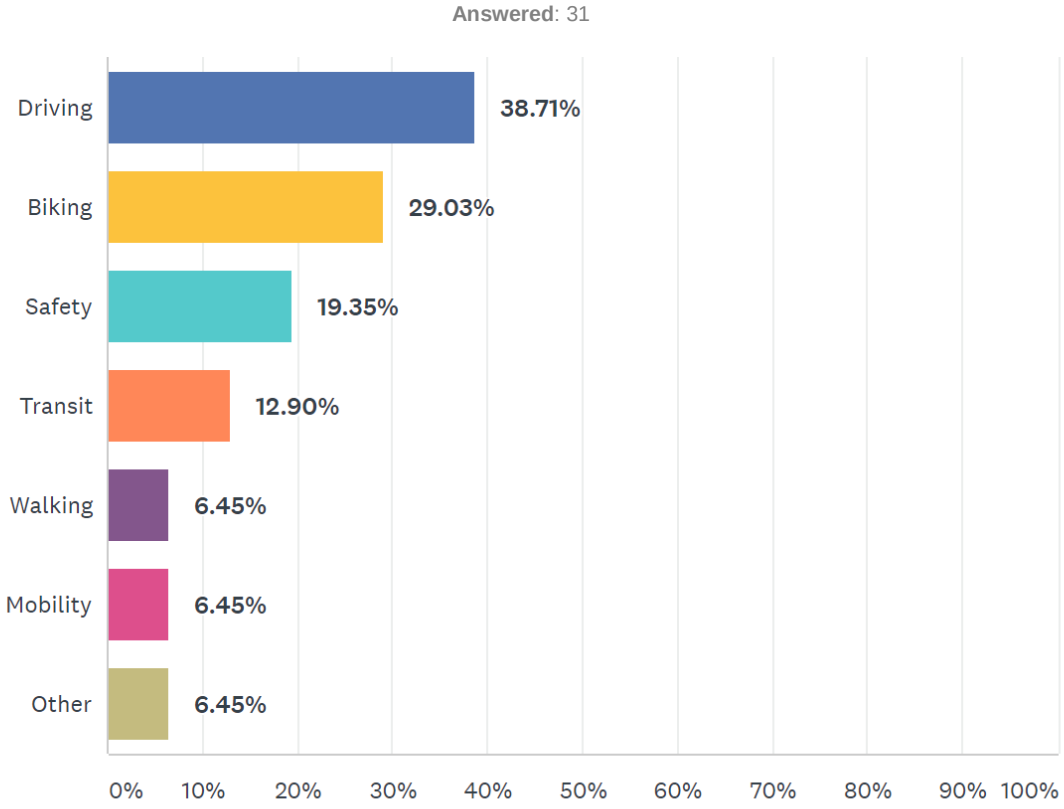
If no, why not?
Walking: Not sure I like the shade component Biking: I think bike lanes are only part of the challenge. Overall safety, bike racks, security, and police presence need consideration
Traffic lights are part of the problem not the solution. The city can't seem to understand simple things such as timing. By the time any improvements are made, it will Already be too late.

Do you support the recommendations? (5 highest, 1 lowest)

Answered: 51



Do you have any additional comments?



Please leave your additional comments here

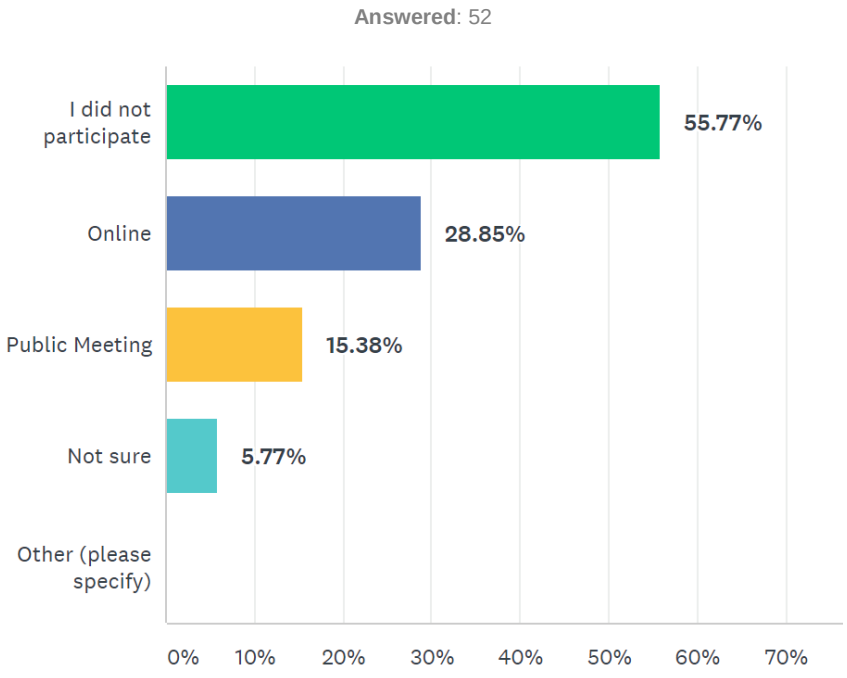
see above for safety. The rest of the plan seems pretty good though I would probably put bike lanes on the other side of the trees, not next to the 3 lane road...
Additional bikes are important for safety, but shouldn't be added at the expense of existing traffic lanes. We've already lost some of those. Extend the corridor at least to Circle C. We have students who attend Bowie and aren't currently served by city buses.
I'm not sure why you go from shared bike/walk lanes to putting the cyclists on the street from Brodie to 1-35. Putting cyclists closer to traffic is always more dangerous.
My concern is by the time the improvements are complete, Austin will have grown substantially which means additional vehicular traffic resulting in no noticeable improvement in transit time.
I think it is too dangerous to bike or walk on these streets because of the high speeds. I would not want to cross any of these intersection while walking or driving,
expand the roads. Too much traffic.
Need long dedicated turn lanes at Slaughter and I-35
on slaughter ln eastbound between Manchaca and 1 street, the road is wavy (not flat) and full of potholes

Please leave your additional comments here

There needs to be more turn-outs in the plan to allow buses to get out of the flow of traffic for pick-up and drop off of riders. Biking improvements need physical barriers like a concrete curb or concrete wall / barricade. Plastic barriers (aka along the toll lanes on North Mopac) will not protect bicyclists from the harm of an accident with a vehicle. Would like to see more to promote safety.
in certain areas there is a reduction from 6 to 4 driving lanes. not sure reducing the number of driving lanes is ever a good idea here.
Cutouts at bus stops are essential for the proposed improvements to have the desired effect.
Stop acting like if you make enough bike lanes we'll all bike to work. I will NEVER be able to bike to work because I work in a client-facing role and there are not showers at my job. Until you can CHANGE THE CLIMATE BY 20-30 DEGREES I will be driving a car to work. So let me know when THAT'S on the referendum to vote for.
You're smart city staff, you know that this plan stil puts the car above all. Why are we planning for that?
The biggest question is...why is Mopac still 2 lanes?? The congestion at Slaughter and Mopac would improve if Mopac moved faster and more efficiently.
The proposed improvements specified for 1826 to MoPac are appropriate and necessary. The existing pedestrian and bike paths are inadequate given the location of Gorzycki middle school The Addition of vehicular traffic lanes from MoPac to Brodie Lane will not be necessary once the SW 45 connection from MoPac to 1626 is completed AND the underpasses at Slaughter and La Cross are completed. The issue for this stretch of Slaughter is inefficiency of the intersections at Brodie and MoPac. The proposed "improvements" at Slaughter and Escarpment are horrific. The only improvements should be limited to properly timing the traffic lights, extending the Southbound turn lane from Slaughter to Escarpment and adding a Southbound turn lane from Slaughter to Escarpment. Anything more would degrade the neighborhood and increase through traffic at the expense of safety.
More public transits are needed to decrease the cars on the road.
Very stupid and unsafe change!
I cannot stress enough that you need more accurate and up-to-date survey. There are currently 6'+ bike lanes with 2' buffers through most of the corridor length. Some of this was completed less than a year ago. You are showing old cross sections and you are proposing reductions in the existing bike lane width.
See comments above.
i believe wider sidewalks along slaugher that run near Bowie high school down to sendera mesa would be helpful. the sidewalks on the opposite side of the road that bowie is on are much wider and it does not feel like a car is going to take you out as they pass you.
Access to new Barton Creek bike/ped bridge is unsafe
Oops I wrote on front about more LT for Bowie exiting traffic. Also with added traffic lanes there is more imp. cover. Please consider importing biofiltration pools in the median. Realize the improvements stretch out and fill the current ROW. So wherever there is any veg. areas, please try to make them into bio filter away as well. Thanks

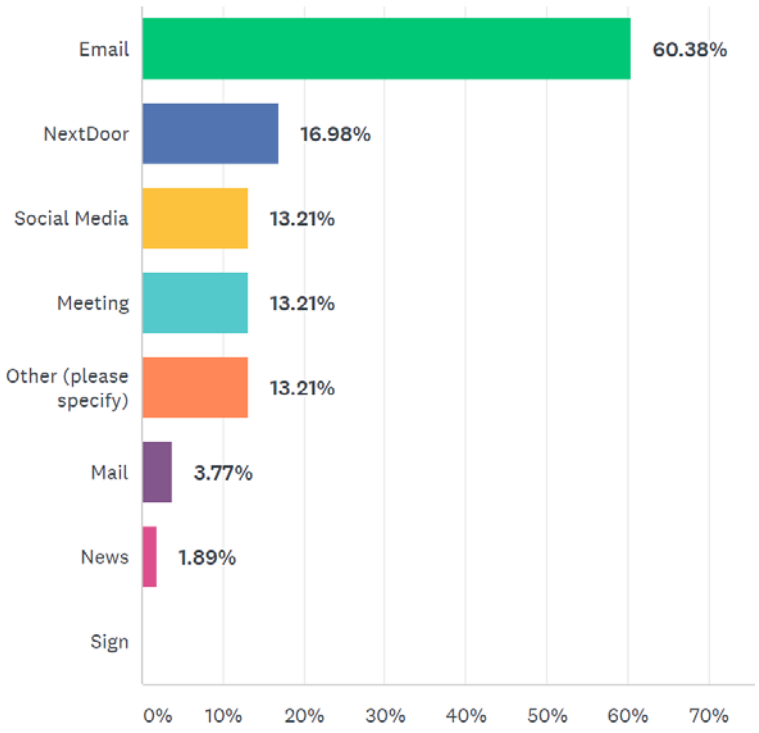
Please leave your additional comments here
People could try to hop curb at UFCU east on Slaughter Consider stop lights at malls instead (Slaughter & Brodie)
Please address cut through traffic on Wolftrap (Oak Park Subdivision)
Use separated bike line wherever possible
Improvements of lanes at Cullen
I believe an analysis of the Cullen/Slaughter intersection would help out a lot in the mobility of Slaughter and the exit/entry of Southpark shopping center. Would like to see Cap Metro work on increasing the safety and overall appeal of the transit stops, especially the Southpark Meadows stop.
Pleased with continuous flow at Slaughter to I-35 frontage and enhancements to Congress intersection. Need additional attention to Cullen Lane and Cap Metro stop/intersections on Turk Lane.
I think there are some demographic considerations, even homeless. Overall security and safety need to be incorporated to planning (panhandling is an existing issue) on existing medians
Between Brodie and Manchaca lanes should be narrowed 14' and 13' is way to wide. The area for adding a bike buffer should come from the lane width not the bike lane.

Did you participate in the first round of outreach conducted in Spring 2017? (select all that apply)



How did you hear about this survey? (select all that apply)

Answered: 53



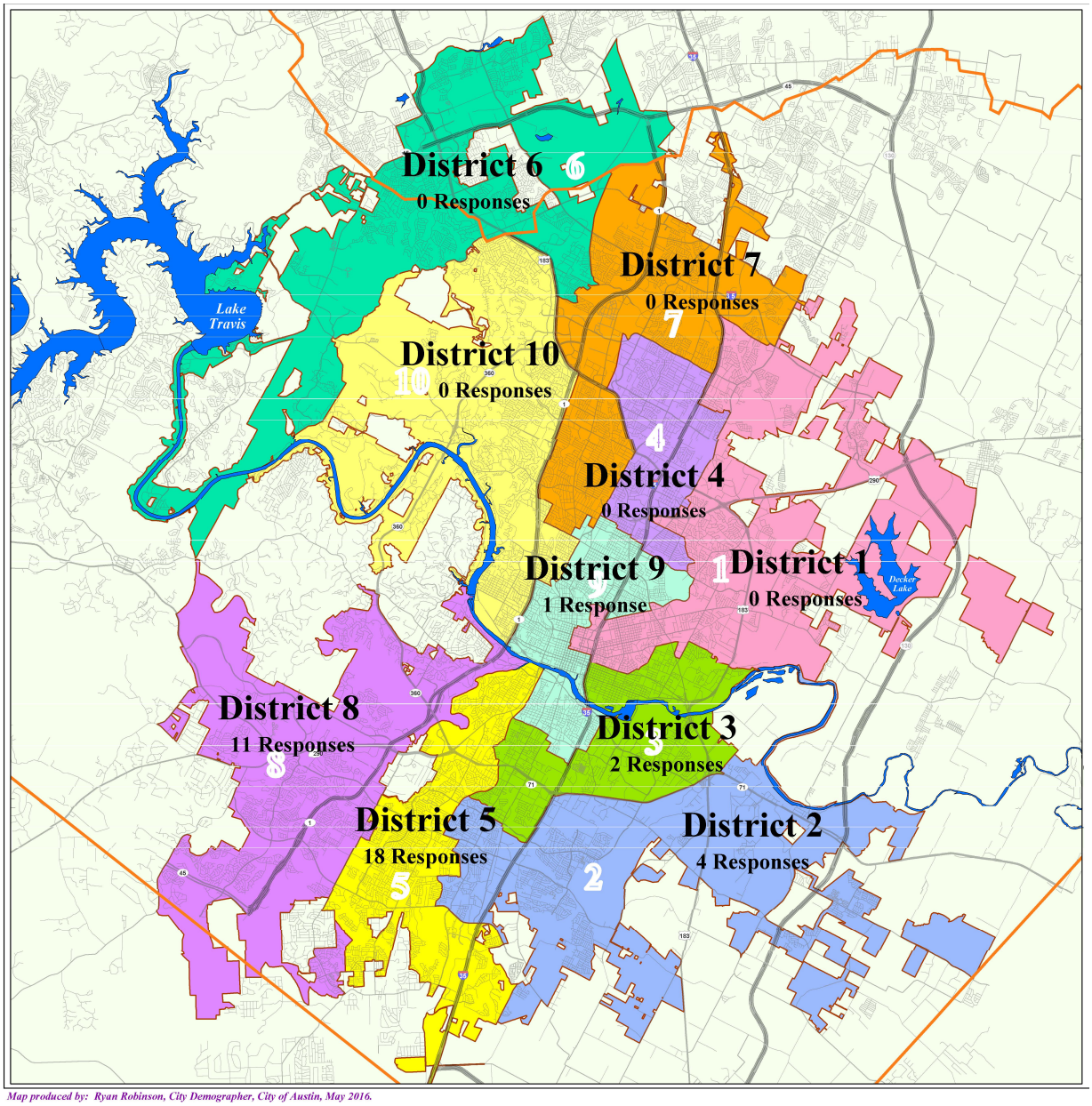
Other (please specify)
HOA notice
OCHOA meeting
Onion Creek HOA
HOA
Onion Creek HOA
Circle C Community HOA announcement via email
HOA

Please share your email address if you wish to receive updates.

21 respondents shared email addresses.:

What City Council District do you live in? Click here to see a district map. (Optional)

Answered: 40

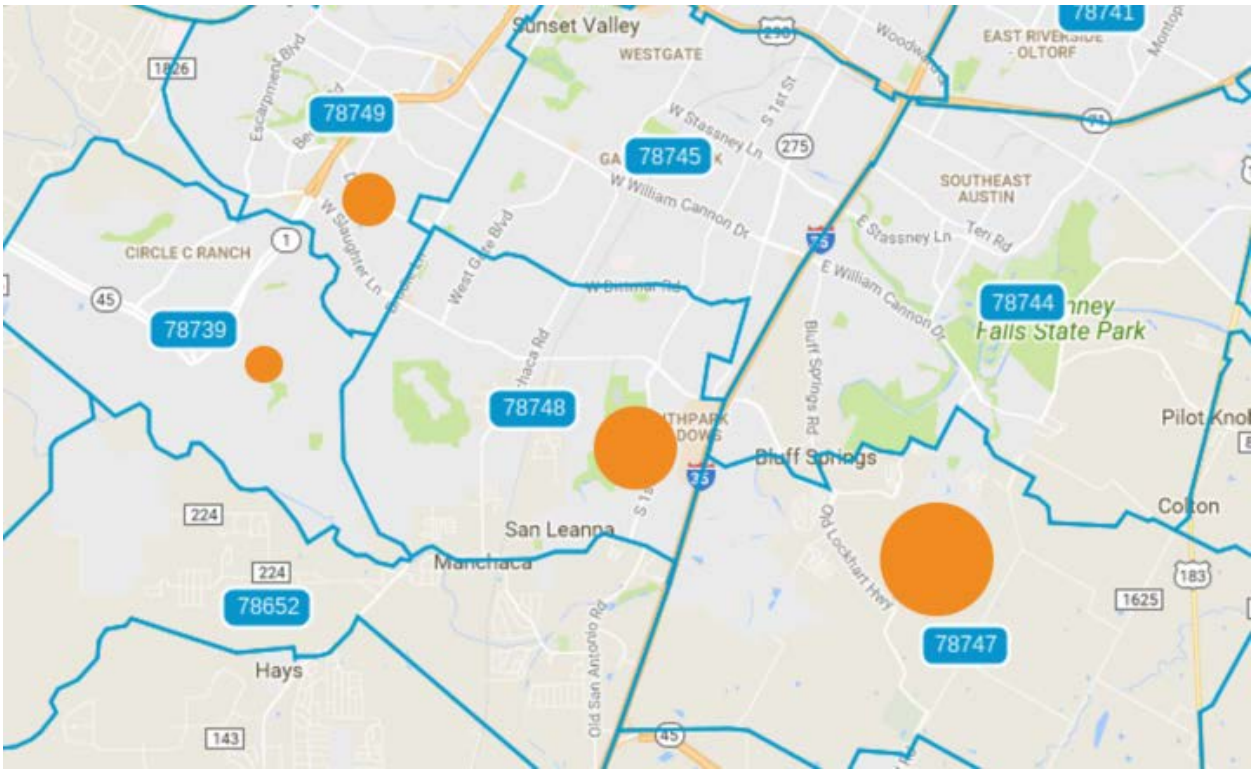


Map produced by: Ryan Robinson, City Demographer, City of Austin, May 2016.

District	No. of Responses	Percentage of Total
District 1 - Ora Houston	0	0.00%
District 2 - Delia Garza	4	10.00%
District 3 - Sabino "Pio" Renteria	2	5.00%
District 4 - Gregorio "Greg" Casar	0	0.00%
District 5 - Ann Kitchen	18	45.00%
District 6 - Jimmy Flannigan	0	0.00%
District 7 - Leslie Pool	0	0.00%
District 8 - Ellen Troxclair	11	27.50%
District 9 - Kathie Tovo	1	2.50%
District 10 - Alliston Alter	0	0.00%
I don't know	3	7.50%
I prefer not to answer	1	2.50%

What is your ZIP code? (optional)

Answered: 48

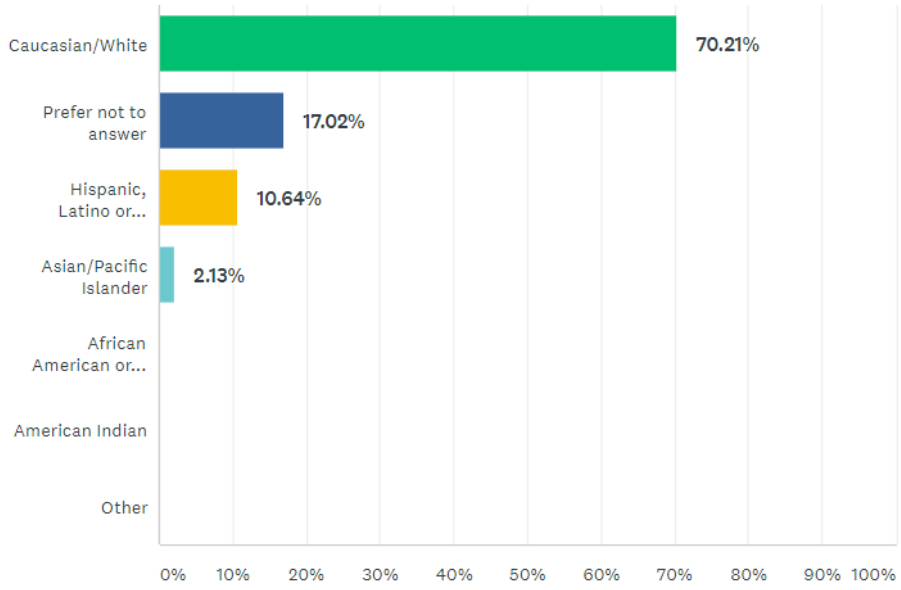


Zip Codes Mapped	No. of Responses
78747	15
78748	11
78749	7
78739	5

Zip Codes Not Mapped	No. of Responses
78745	4
78702, 78704, 78735, 78736, 78744 78746	1

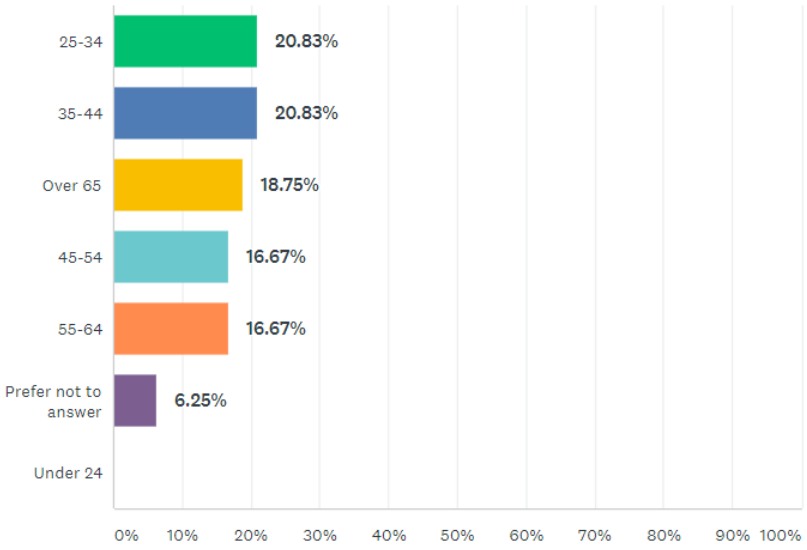
What is your race/ethnicity? (optional)

Answered: 47



What is your age? (optional)

Answered: 48



ROUND 2- GENERAL COMMENTS

The following comment was emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
I'm happy to see the proposed recommendations for Brodie, William Cannon, and Slaughter along with what ideas have already been submitted by the public. I looked through the three proposal documents and have a few general thoughts on what I'm seeing. Note that I live in north Austin, but have spent a lot of time (mostly) as a driver on each of these roads for work and visiting friends. Things I love: - Ample use of wide shared use paths on both sides of corridor and along entire length of these arterials - Generally narrower vehicular lanes (10.5' and 11') Wherever possible, each corridor should include: - Raised crosswalks to increase visibility of pedestrians crossing (every vertical inch counts for safety!) - Physical buffer (ideally grass median) must exist between sidewalks / shared use paths / bike lanes, and vehicular traffic - Shared use paths and bike lanes should be protected and raised relative to vehicular traffic (every inch counts!) - Where there are pedestrian crossings with >3 lanes of vehicular traffic, include a pedestrian refuge - Include designated pedestrian crossing infrastructure near any public transit stops and schools, with maximum distance between crossings of X ft (not sure what is appropriate, but shouldn't be more that a few blocks length) - All road sections with >3 vehicular lanes should be divided with physical, raised median - Non-glare lighting should be provided for, and of, pedestrians and bicyclists along entire length of these arterials - Trees or at least shrubs like agave in medians, between opposite-direction vehicular lanes, as well as between bike/ped infrastructure and vehicular lanes - Minimize number and length of curb cuts along arterials (when possible, should be eliminated, shifted to side streets, or combined) - Minimize opportunities for uncontrolled left-turns onto or off of arterials using physical barrier Specific location: - Would William Cannon crossing of I-35 be appropriate location for diverging diamond? If you have any questions regarding these suggestions, please contact me. Thank you!	Nov. 9, 2017