

Appendix A

Proposed Concept Site Plan



HAMPTON OTB
SITE PLAN

① HAMPTON PARCEL BOUNDARY
1" = 30'-0"



POPULOUS

OCTOBER 8, 2018

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Appendix B

Traffic Count Data

Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-27

Site Code : 32222222

Start Date : 9/27/2018

Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance at Bass Pro From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	14	0	4	0	18	6	160	0	0	166	0	0	0	0	0	0	110	1	0	111	295
04:15 PM	10	0	2	0	12	5	190	0	0	195	0	0	0	0	0	0	134	3	0	137	344
04:30 PM	13	0	1	0	14	6	192	0	0	198	0	0	0	0	0	0	126	3	0	129	341
04:45 PM	6	0	3	0	9	3	196	0	0	199	0	0	0	0	0	0	138	7	0	145	353
Total	43	0	10	0	53	20	738	0	0	758	0	0	0	0	0	0	508	14	0	522	1333
05:00 PM	10	0	3	0	13	1	162	0	0	163	0	0	0	0	0	0	130	7	0	137	313
05:15 PM	7	0	5	0	12	3	199	0	0	202	0	0	0	0	0	0	162	12	0	174	388
05:30 PM	14	0	2	0	16	2	152	0	0	154	0	0	0	0	0	0	128	2	0	130	300
05:45 PM	6	0	3	0	9	4	134	1	0	139	0	0	0	0	0	0	141	4	0	145	293
Total	37	0	13	0	50	10	647	1	0	658	0	0	0	0	0	0	561	25	0	586	1294
06:00 PM	12	0	4	0	16	2	150	0	0	152	0	0	0	0	0	0	118	9	0	127	295
06:15 PM	12	0	5	0	17	6	120	0	0	126	0	0	0	0	0	0	119	8	0	127	270
06:30 PM	8	0	3	0	11	6	134	0	0	140	0	0	0	0	0	0	119	5	0	124	275
06:45 PM	9	0	4	0	13	3	146	0	0	149	0	0	0	0	0	0	114	7	0	121	283
Total	41	0	16	0	57	17	550	0	0	567	0	0	0	0	0	0	470	29	0	499	1123
07:00 PM	13	0	4	0	17	4	122	0	0	126	0	0	0	0	0	0	109	6	0	115	258
07:15 PM	5	0	4	0	9	8	103	1	0	112	0	0	0	0	0	0	112	7	0	119	240
07:30 PM	9	0	6	0	15	1	103	0	0	104	0	0	0	0	0	0	86	4	0	90	209
07:45 PM	7	0	6	0	13	8	86	0	0	94	0	0	0	0	0	0	95	4	0	99	206
Total	34	0	20	0	54	21	414	1	0	436	0	0	0	0	0	0	402	21	0	423	913
08:00 PM	7	0	4	0	11	5	74	0	0	79	0	0	0	0	0	0	90	3	0	93	183
08:15 PM	9	0	5	0	14	3	64	0	0	67	0	0	0	0	0	0	88	3	0	91	172
08:30 PM	11	0	2	0	13	0	65	0	0	65	0	0	0	0	0	0	71	4	0	75	153
08:45 PM	6	0	3	0	9	5	50	0	0	55	0	0	0	0	0	0	50	1	0	51	115
Total	33	0	14	0	47	13	253	0	0	266	0	0	0	0	0	0	299	11	0	310	623
Grand Total	188	0	73	0	261	81	2602	2	0	2685	0	0	0	0	0	0	2240	100	0	2340	5286
Apprch %	72	0	28	0		3	96.9	0.1	0		0	0	0	0	0	0	95.7	4.3	0		
Total %	3.6	0	1.4	0	4.9	1.5	49.2	0	0	50.8	0	0	0	0	0	0	42.4	1.9	0	44.3	
Passenger Veh	188	0	73	0	261	81	2581	2	0	2664	0	0	0	0	0	0	2230	100	0	2330	5255
% Passenger Veh	100	0	100	0	100	100	99.2	100	0	99.2	0	0	0	0	0	0	99.6	100	0	99.6	99.4
Trucks	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	10	0	0	10	31
% Trucks	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0.4	0	0	0.4	0.6

Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-27

Site Code : 32222222

Start Date : 9/27/2018

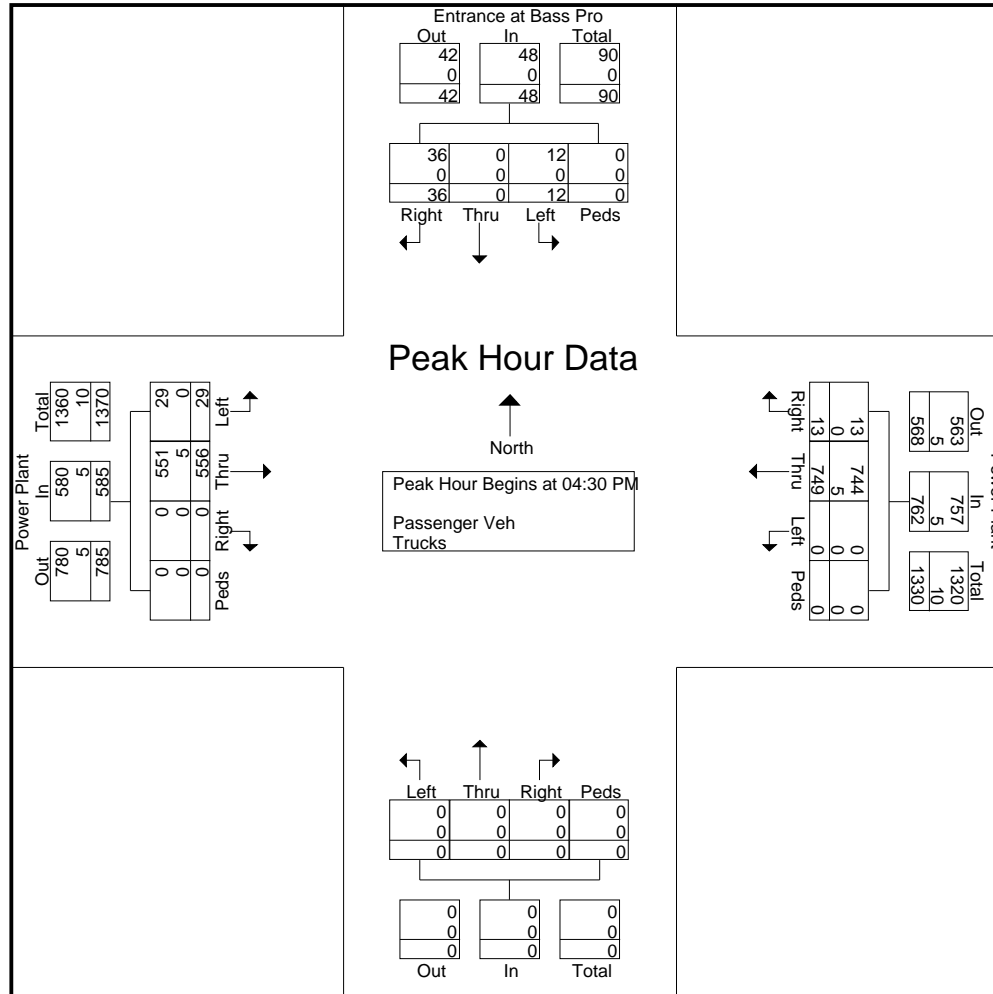
Page No : 2

Start Time	Entrance at Bass Pro From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	0	1	0	14	6	192	0	0	198	0	0	0	0	0	0	126	3	0	129	341
04:45 PM	6	0	3	0	9	3	196	0	0	199	0	0	0	0	0	0	138	7	0	145	353
05:00 PM	10	0	3	0	13	1	162	0	0	163	0	0	0	0	0	0	130	7	0	137	313
05:15 PM	7	0	5	0	12	3	199	0	0	202	0	0	0	0	0	0	162	12	0	174	388
Total Volume	36	0	12	0	48	13	749	0	0	762	0	0	0	0	0	0	556	29	0	585	1395
% App. Total	75	0	25	0		1.7	98.3	0	0		0	0	0	0		0	95	5	0		
PHF	.692	.000	.600	.000	.857	.542	.941	.000	.000	.943	.000	.000	.000	.000	.000	.000	.858	.604	.000	.841	.899
Passenger Veh	36	0	12	0	48	13	744	0	0	757	0	0	0	0	0	0	551	29	0	580	1385
% Passenger Veh	100	0	100	0	100	100	99.3	0	0	99.3	0	0	0	0	0	0	99.1	100	0	99.1	99.3
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% Trucks	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.9	0	0	0.9	0.7

Data Collection Group

757.478.6761
 LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-27
 Site Code : 32222222
 Start Date : 9/27/2018
 Page No : 3



Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-28
 Site Code : 14444444
 Start Date : 9/28/2018
 Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance at Bass Pro From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	14	0	5	0	19	4	182	0	0	186	0	0	0	0	0	0	150	9	0	159	364
04:15 PM	13	0	4	0	17	4	203	0	0	207	0	0	0	0	0	0	148	15	0	163	387
04:30 PM	22	0	2	0	24	4	167	0	0	171	0	0	0	0	0	0	153	15	0	168	363
04:45 PM	17	0	8	0	25	5	283	0	0	288	0	0	0	0	0	0	150	11	0	161	474
Total	66	0	19	0	85	17	835	0	0	852	0	0	0	0	0	0	601	50	0	651	1588
05:00 PM	23	0	8	0	31	3	267	0	0	270	0	0	0	0	0	0	137	11	0	148	449
05:15 PM	18	0	6	0	24	7	288	0	0	295	0	0	0	0	0	0	154	10	0	164	483
05:30 PM	20	0	1	0	21	6	230	0	0	236	0	0	0	0	0	0	154	12	0	166	423
05:45 PM	16	0	5	0	21	3	221	0	0	224	0	0	0	0	0	0	127	13	0	140	385
Total	77	0	20	0	97	19	1006	0	0	1025	0	0	0	0	0	0	572	46	0	618	1740
06:00 PM	16	0	1	0	17	2	142	0	0	144	0	0	0	0	0	0	138	7	0	145	306
06:15 PM	14	0	4	0	18	1	143	0	0	144	0	0	0	0	0	0	111	3	0	114	276
06:30 PM	11	0	5	0	16	3	123	0	0	126	0	0	0	0	0	0	121	11	0	132	274
06:45 PM	11	0	4	0	15	3	127	0	0	130	0	0	0	0	0	0	99	6	0	105	250
Total	52	0	14	0	66	9	535	0	0	544	0	0	0	0	0	0	469	27	0	496	1106
07:00 PM	10	0	4	0	14	3	115	1	0	119	0	0	0	0	0	0	113	11	0	124	257
07:15 PM	10	0	2	0	12	4	119	0	0	123	0	0	0	0	0	0	99	10	0	109	244
07:30 PM	12	0	0	0	12	7	115	0	0	122	0	0	0	0	0	0	93	9	0	102	236
07:45 PM	18	0	4	0	22	1	95	0	0	96	0	0	0	0	0	0	98	12	0	110	228
Total	50	0	10	0	60	15	444	1	0	460	0	0	0	0	0	0	403	42	0	445	965
08:00 PM	10	0	5	0	15	2	79	0	0	81	0	0	0	0	0	0	90	4	0	94	190
08:15 PM	10	0	3	0	13	3	78	0	0	81	0	0	0	0	0	0	73	4	0	77	171
08:30 PM	12	0	3	0	15	4	49	0	0	53	0	0	0	0	0	0	71	4	0	75	143
08:45 PM	23	0	6	0	29	1	50	0	0	51	0	0	0	0	0	0	56	5	0	61	141
Total	55	0	17	0	72	10	256	0	0	266	0	0	0	0	0	0	290	17	0	307	645
Grand Total	300	0	80	0	380	70	3076	1	0	3147	0	0	0	0	0	0	2335	182	0	2517	6044
Apprch %	78.9	0	21.1	0		2.2	97.7	0	0		0	0	0	0		0	92.8	7.2	0		
Total %	5	0	1.3	0	6.3	1.2	50.9	0	0	52.1	0	0	0	0	0	0	38.6	3	0	41.6	
Passenger Veh	300	0	80	0	380	70	3056	1	0	3127	0	0	0	0	0	0	2325	181	0	2506	6013
% Passenger Veh	100	0	100	0	100	100	99.3	100	0	99.4	0	0	0	0	0	0	99.6	99.5	0	99.6	99.5
Trucks	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	10	1	0	11	31
% Trucks	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0.4	0.5	0	0.4	0.5

Data Collection Group

LSmith@DataCollectionGroup.net

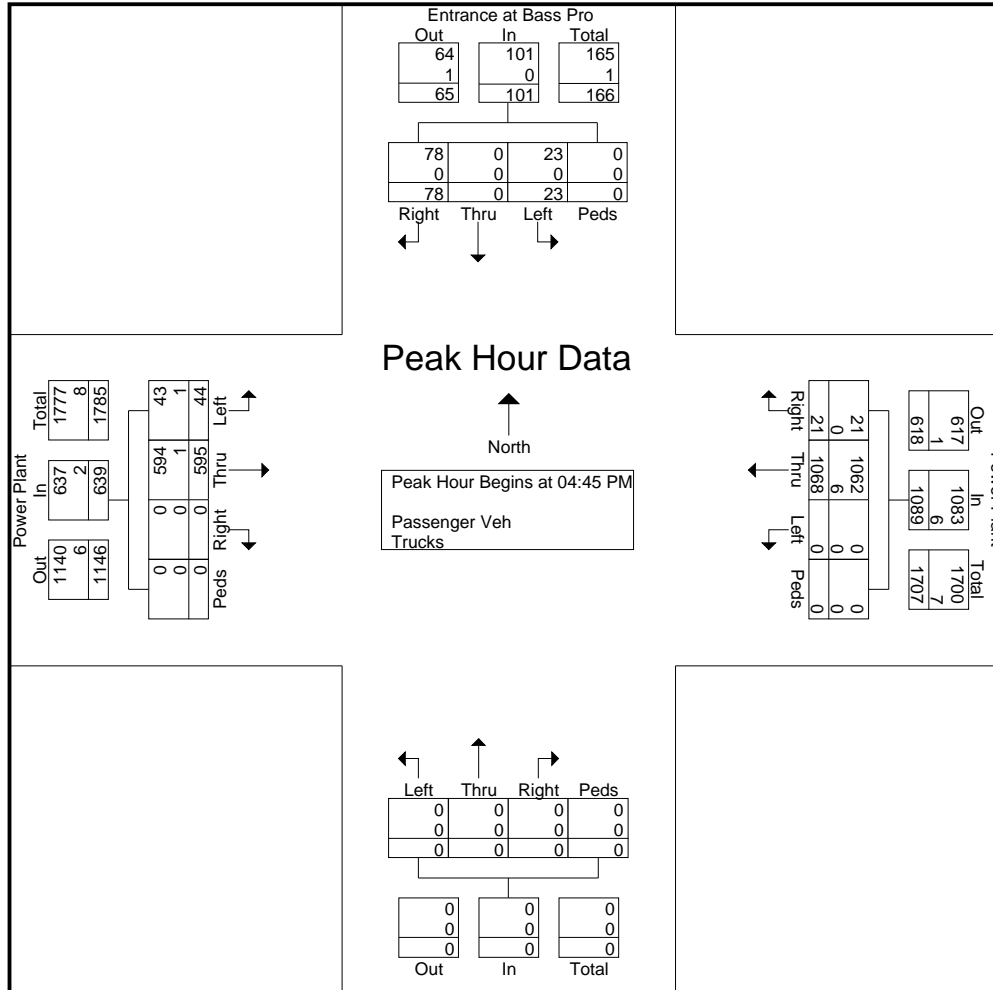
File Name : Bass Pro 9-28
 Site Code : 14444444
 Start Date : 9/28/2018
 Page No : 2

Start Time	Entrance at Bass Pro From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	17	0	8	0	25	5	283	0	0	288	0	0	0	0	0	0	150	11	0	161	474
05:00 PM	23	0	8	0	31	3	267	0	0	270	0	0	0	0	0	0	137	11	0	148	449
05:15 PM	18	0	6	0	24	7	288	0	0	295	0	0	0	0	0	0	154	10	0	164	483
05:30 PM	20	0	1	0	21	6	230	0	0	236	0	0	0	0	0	0	154	12	0	166	423
Total Volume	78	0	23	0	101	21	1068	0	0	1089	0	0	0	0	0	0	595	44	0	639	1829
% App. Total	77.2	0	22.8	0		1.9	98.1	0	0		0	0	0	0	0	0	93.1	6.9	0		
PHF	.848	.000	.719	.000	.815	.750	.927	.000	.000	.923	.000	.000	.000	.000	.000	.000	.966	.917	.000	.962	.947
Passenger Veh	78	0	23	0	101	21	1062	0	0	1083	0	0	0	0	0	0	594	43	0	637	1821
% Passenger Veh	100	0	100	0	100	100	99.4	0	0	99.4	0	0	0	0	0	0	99.8	97.7	0	99.7	99.6
Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	8
% Trucks	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.2	2.3	0	0.3	0.4

Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-28
 Site Code : 14444444
 Start Date : 9/28/2018
 Page No : 3



Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-29
 Site Code : 00111111
 Start Date : 9/29/2018
 Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance at Bass Pro From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	21	0	5	0	26	3	128	0	0	131	0	0	0	0	0	0	117	13	0	130	287
04:15 PM	24	0	10	0	34	2	126	0	0	128	0	0	0	0	0	0	107	11	0	118	280
04:30 PM	17	0	4	0	21	3	133	1	0	137	0	0	0	0	0	0	102	15	0	117	275
04:45 PM	13	0	5	0	18	4	125	0	0	129	0	0	0	0	0	0	103	10	0	113	260
Total	75	0	24	0	99	12	512	1	0	525	0	0	0	0	0	0	429	49	0	478	1102
05:00 PM	19	0	7	0	26	3	152	0	0	155	0	0	0	0	0	0	93	13	0	106	287
05:15 PM	23	0	6	0	29	10	119	0	0	129	0	0	0	0	0	0	71	14	0	85	243
05:30 PM	13	0	3	0	16	3	123	1	0	127	0	0	0	0	0	0	113	9	0	122	265
05:45 PM	15	0	7	0	22	5	127	0	0	132	0	0	0	0	0	0	104	17	0	121	275
Total	70	0	23	0	93	21	521	1	0	543	0	0	0	0	0	0	381	53	0	434	1070
06:00 PM	20	0	7	0	27	1	121	0	0	122	0	0	0	0	0	0	91	8	0	99	248
06:15 PM	16	0	6	0	22	3	129	0	0	132	0	0	0	0	0	0	75	2	0	77	231
06:30 PM	15	0	1	0	16	9	115	0	0	124	0	0	0	0	0	0	112	8	0	120	260
06:45 PM	14	0	5	0	19	3	103	0	0	106	0	0	0	0	0	0	88	10	0	98	223
Total	65	0	19	0	84	16	468	0	0	484	0	0	0	0	0	0	366	28	0	394	962
07:00 PM	15	0	3	0	18	3	103	0	0	106	0	0	0	0	0	0	81	5	0	86	210
07:15 PM	17	0	9	0	26	6	100	0	0	106	0	0	0	0	0	0	90	9	0	99	231
07:30 PM	7	0	7	0	14	4	104	0	0	108	0	0	0	0	0	0	100	6	0	106	228
07:45 PM	13	0	2	0	15	4	86	0	0	90	0	0	0	0	0	0	99	12	0	111	216
Total	52	0	21	0	73	17	393	0	0	410	0	0	0	0	0	0	370	32	0	402	885
08:00 PM	14	0	7	0	21	3	74	0	0	77	0	0	0	0	0	0	72	7	0	79	177
08:15 PM	10	0	2	0	12	0	65	0	0	65	0	0	0	0	0	0	65	5	0	70	147
08:30 PM	8	0	2	0	10	2	61	1	0	64	0	0	0	0	0	0	72	2	0	74	148
08:45 PM	6	0	3	0	9	2	51	0	0	53	0	0	0	0	0	0	60	0	0	60	122
Total	38	0	14	0	52	7	251	1	0	259	0	0	0	0	0	0	269	14	0	283	594
Grand Total	300	0	101	0	401	73	2145	3	0	2221	0	0	0	0	0	0	1815	176	0	1991	4613
Apprch %	74.8	0	25.2	0		3.3	96.6	0.1	0		0	0	0	0		0	91.2	8.8	0		
Total %	6.5	0	2.2	0	8.7	1.6	46.5	0.1	0	48.1	0	0	0	0	0	0	39.3	3.8	0	43.2	
Passenger Veh	300	0	100	0	400	72	2125	3	0	2200	0	0	0	0	0	0	1810	175	0	1985	4585
% Passenger Veh	100	0	99	0	99.8	98.6	99.1	100	0	99.1	0	0	0	0	0	0	99.7	99.4	0	99.7	99.4
Trucks	0	0	1	0	1	1	20	0	0	21	0	0	0	0	0	0	5	1	0	6	28
% Trucks	0	0	1	0	0.2	1.4	0.9	0	0	0.9	0	0	0	0	0	0	0.3	0.6	0	0.3	0.6

Data Collection Group

LSmith@DataCollectionGroup.net

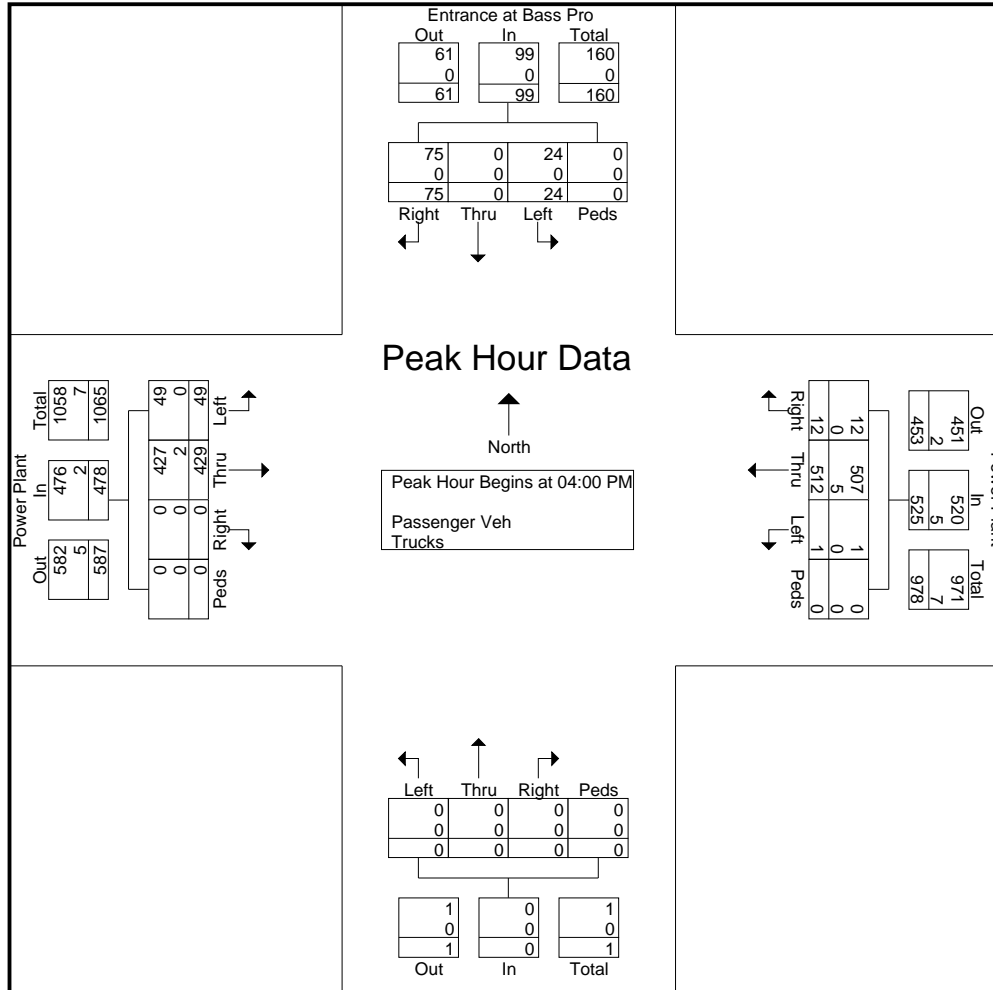
File Name : Bass Pro 9-29
 Site Code : 00111111
 Start Date : 9/29/2018
 Page No : 2

Start Time	Entrance at Bass Pro From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	21	0	5	0	26	3	128	0	0	131	0	0	0	0	0	0	117	13	0	130	287
04:15 PM	24	0	10	0	34	2	126	0	0	128	0	0	0	0	0	0	107	11	0	118	280
04:30 PM	17	0	4	0	21	3	133	1	0	137	0	0	0	0	0	0	102	15	0	117	275
04:45 PM	13	0	5	0	18	4	125	0	0	129	0	0	0	0	0	0	103	10	0	113	260
Total Volume	75	0	24	0	99	12	512	1	0	525	0	0	0	0	0	0	429	49	0	478	1102
% App. Total	75.8	0	24.2	0		2.3	97.5	0.2	0		0	0	0	0	0	0	89.7	10.3	0		
PHF	.781	.000	.600	.000	.728	.750	.962	.250	.000	.958	.000	.000	.000	.000	.000	.000	.917	.817	.000	.919	.960
Passenger Veh	75	0	24	0	99	12	507	1	0	520	0	0	0	0	0	0	427	49	0	476	1095
% Passenger Veh	100	0	100	0	100	100	99.0	100	0	99.0	0	0	0	0	0	0	99.5	100	0	99.6	99.4
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
% Trucks	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	0	0.5	0	0	0.4	0.6

Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Bass Pro 9-29
 Site Code : 00111111
 Start Date : 9/29/2018
 Page No : 3



Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-27

Site Code : 11111111

Start Date : 9/27/2018

Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance bw BJs and Cold Stone From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	13	0	7	0	20	7	169	0	0	176	0	0	0	0	0	0	102	5	0	107	303
04:15 PM	13	0	7	0	20	15	191	0	0	206	0	0	0	0	0	0	124	11	0	135	361
04:30 PM	9	0	13	0	22	14	188	0	0	202	0	0	0	0	0	0	121	5	0	126	350
04:45 PM	11	0	8	0	19	5	197	0	0	202	0	0	0	0	0	0	141	8	0	149	370
Total	46	0	35	0	81	41	745	0	0	786	0	0	0	0	0	0	488	29	0	517	1384
05:00 PM	7	0	5	0	12	8	161	0	0	169	0	0	0	0	0	0	128	14	0	142	323
05:15 PM	1	0	11	0	12	15	186	0	0	201	0	0	0	0	0	0	165	12	0	177	390
05:30 PM	12	0	8	0	20	10	157	0	0	167	0	0	0	0	0	0	139	8	0	147	334
05:45 PM	11	0	8	0	19	4	133	0	0	137	0	0	0	0	0	0	131	7	0	138	294
Total	31	0	32	0	63	37	637	0	0	674	0	0	0	0	0	0	563	41	0	604	1341
06:00 PM	13	0	11	0	24	14	147	0	0	161	0	0	0	0	0	0	121	16	0	137	322
06:15 PM	11	0	7	0	18	11	124	0	0	135	0	0	0	0	0	0	117	8	0	125	278
06:30 PM	8	0	8	0	16	5	137	0	0	142	0	0	0	0	0	0	116	22	0	138	296
06:45 PM	7	0	8	0	15	9	147	0	0	156	0	0	0	0	0	0	117	18	0	135	306
Total	39	0	34	0	73	39	555	0	0	594	0	0	0	0	0	0	471	64	0	535	1202
07:00 PM	11	0	6	0	17	5	128	0	0	133	0	0	0	0	0	0	105	12	0	117	267
07:15 PM	8	0	6	0	14	7	111	1	0	119	0	0	0	0	0	0	110	9	0	119	252
07:30 PM	2	0	7	0	9	10	107	0	0	117	0	0	0	0	0	0	83	9	0	92	218
07:45 PM	3	0	3	0	6	4	88	0	0	92	0	0	0	0	0	0	100	9	0	109	207
Total	24	0	22	0	46	26	434	1	0	461	0	0	0	0	0	0	398	39	0	437	944
08:00 PM	5	0	4	0	9	2	80	0	0	82	0	0	0	0	0	0	89	7	0	96	187
08:15 PM	6	0	2	0	8	3	70	0	0	73	0	0	0	0	0	0	90	8	0	98	179
08:30 PM	4	0	3	0	7	3	72	0	0	75	0	0	0	0	0	0	74	5	0	79	161
08:45 PM	6	0	5	0	11	4	55	0	0	59	0	0	0	0	0	0	56	4	0	60	130
Total	21	0	14	0	35	12	277	0	0	289	0	0	0	0	0	0	309	24	0	333	657
Grand Total	161	0	137	0	298	155	2648	1	0	2804	0	0	0	0	0	0	2229	197	0	2426	5528
Apprch %	54	0	46	0		5.5	94.4	0	0		0	0	0	0	0	0	91.9	8.1	0		
Total %	2.9	0	2.5	0	5.4	2.8	47.9	0	0	50.7	0	0	0	0	0	0	40.3	3.6	0	43.9	
Passenger Veh	161	0	136	0	297	155	2629	1	0	2785	0	0	0	0	0	0	2216	197	0	2413	5495
% Passenger Veh	100	0	99.3	0	99.7	100	99.3	100	0	99.3	0	0	0	0	0	0	99.4	100	0	99.5	99.4
Trucks	0	0	1	0	1	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	33
% Trucks	0	0	0.7	0	0.3	0	0.7	0	0	0.7	0	0	0	0	0	0	0.6	0	0	0.5	0.6

Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-27

Site Code : 11111111

Start Date : 9/27/2018

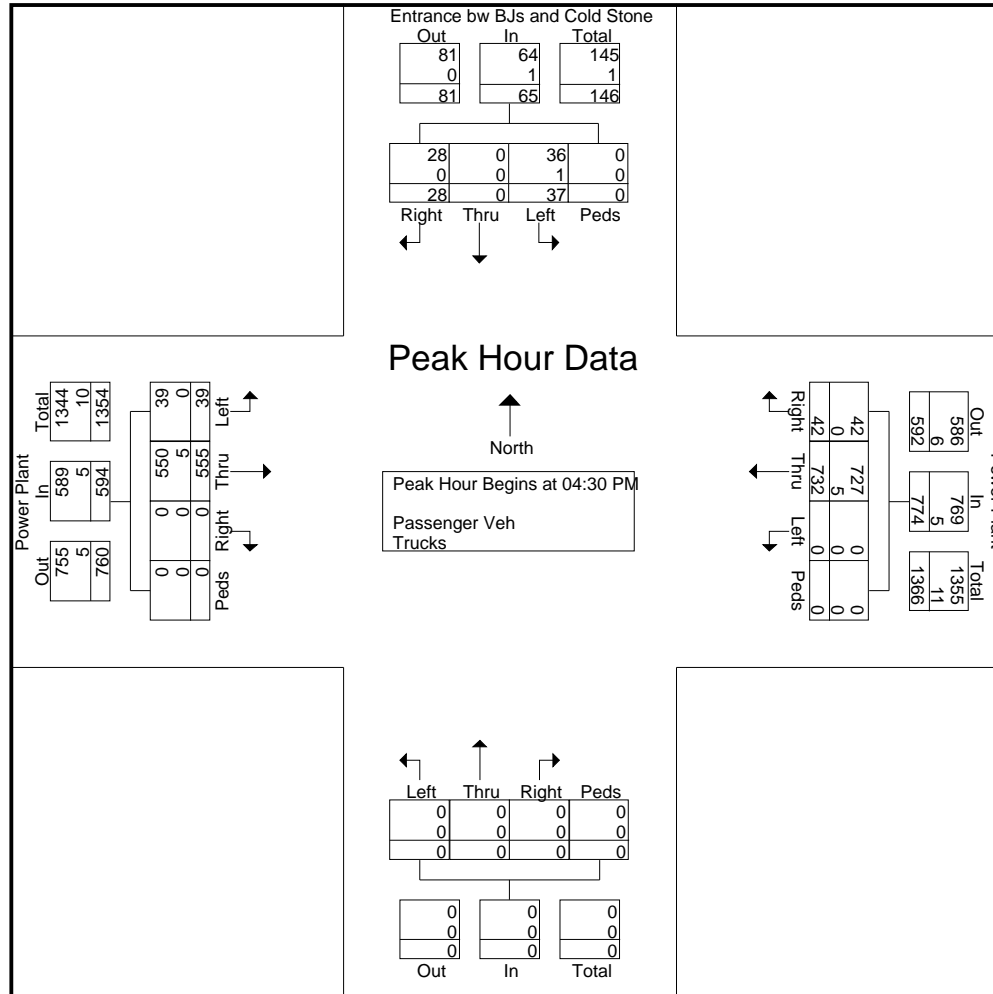
Page No : 2

Start Time	Entrance bw BJs and Cold Stone From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	9	0	13	0	22	14	188	0	0	202	0	0	0	0	0	0	121	5	0	126	350
04:45 PM	11	0	8	0	19	5	197	0	0	202	0	0	0	0	0	0	141	8	0	149	370
05:00 PM	7	0	5	0	12	8	161	0	0	169	0	0	0	0	0	0	128	14	0	142	323
05:15 PM	1	0	11	0	12	15	186	0	0	201	0	0	0	0	0	0	165	12	0	177	390
Total Volume	28	0	37	0	65	42	732	0	0	774	0	0	0	0	0	0	555	39	0	594	1433
% App. Total	43.1	0	56.9	0		5.4	94.6	0	0		0	0	0	0		0	93.4	6.6	0		
PHF	.636	.000	.712	.000	.739	.700	.929	.000	.000	.958	.000	.000	.000	.000	.000	.000	.841	.696	.000	.839	.919
Passenger Veh	28	0	36	0	64	42	727	0	0	769	0	0	0	0	0	0	550	39	0	589	1422
% Passenger Veh	100	0	97.3	0	98.5	100	99.3	0	0	99.4	0	0	0	0	0	0	99.1	100	0	99.2	99.2
Trucks	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11
% Trucks	0	0	2.7	0	1.5	0	0.7	0	0	0.6	0	0	0	0	0	0	0.9	0	0	0.8	0.8

Data Collection Group

757.478.6761
 LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-27
 Site Code : 11111111
 Start Date : 9/27/2018
 Page No : 3



Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-28

Site Code : 15555555

Start Date : 9/28/2018

Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance bw BJ's and Cold Stone From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	0	7	0	17	13	175	0	0	188	0	0	0	0	0	0	154	11	0	165	370
04:15 PM	11	0	7	0	18	15	196	0	0	211	0	0	0	0	0	0	152	11	0	163	392
04:30 PM	10	0	7	0	17	10	177	0	0	187	0	0	0	0	0	0	162	9	0	171	375
04:45 PM	7	0	7	0	14	9	270	0	0	279	0	0	0	0	0	0	149	7	0	156	449
Total	38	0	28	0	66	47	818	0	0	865	0	0	0	0	0	0	617	38	0	655	1586
05:00 PM	7	0	8	0	15	19	261	0	0	280	0	0	0	0	0	0	141	12	0	153	448
05:15 PM	16	0	5	0	21	7	282	0	0	289	0	0	0	0	0	0	160	6	0	166	476
05:30 PM	6	0	13	0	19	5	233	0	0	238	0	0	0	0	0	0	153	10	0	163	420
05:45 PM	11	0	5	0	16	11	216	1	0	228	0	0	0	0	0	0	136	8	0	144	388
Total	40	0	31	0	71	42	992	1	0	1035	0	0	0	0	0	0	590	36	0	626	1732
06:00 PM	13	0	9	0	22	8	141	0	0	149	0	0	0	0	0	0	136	6	0	142	313
06:15 PM	8	0	5	0	13	11	141	0	0	152	0	0	0	0	0	0	114	8	0	122	287
06:30 PM	10	0	6	0	16	7	126	0	0	133	0	0	0	0	0	0	127	9	0	136	285
06:45 PM	5	0	3	0	8	5	130	0	0	135	0	0	0	0	0	0	109	7	0	116	259
Total	36	0	23	0	59	31	538	0	0	569	0	0	0	0	0	0	486	30	0	516	1144
07:00 PM	4	0	8	0	12	6	114	0	0	120	0	0	0	0	0	0	114	7	0	121	253
07:15 PM	8	0	8	0	16	5	126	0	0	131	0	0	0	0	0	0	96	3	0	99	246
07:30 PM	8	0	5	0	13	4	130	0	0	134	0	0	0	0	0	0	95	6	0	101	248
07:45 PM	7	0	2	0	9	3	107	1	0	111	0	0	0	0	0	0	107	10	0	117	237
Total	27	0	23	0	50	18	477	1	0	496	0	0	0	0	0	0	412	26	0	438	984
08:00 PM	8	0	3	0	11	6	85	0	0	91	0	0	0	0	0	0	98	12	0	110	212
08:15 PM	12	0	6	0	18	5	81	0	0	86	0	0	0	0	0	0	66	7	0	73	177
08:30 PM	10	0	2	0	12	3	60	0	0	63	0	0	0	0	0	0	72	6	0	78	153
08:45 PM	2	0	6	0	8	2	71	0	0	73	0	0	0	0	0	0	56	4	0	60	141
Total	32	0	17	0	49	16	297	0	0	313	0	0	0	0	0	0	292	29	0	321	683
Grand Total	173	0	122	0	295	154	3122	2	0	3278	0	0	0	0	0	0	2397	159	0	2556	6129
Apprch %	58.6	0	41.4	0		4.7	95.2	0.1	0		0	0	0	0	0	0	93.8	6.2	0		
Total %	2.8	0	2	0	4.8	2.5	50.9	0	0	53.5	0	0	0	0	0	0	39.1	2.6	0	41.7	
Passenger Veh	171	0	122	0	293	153	3104	2	0	3259	0	0	0	0	0	0	2388	158	0	2546	6098
% Passenger Veh	98.8	0	100	0	99.3	99.4	99.4	100	0	99.4	0	0	0	0	0	0	99.6	99.4	0	99.6	99.5
Trucks	2	0	0	0	2	1	18	0	0	19	0	0	0	0	0	0	9	1	0	10	31
% Trucks	1.2	0	0	0	0.7	0.6	0.6	0	0	0.6	0	0	0	0	0	0	0.4	0.6	0	0.4	0.5

Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-28

Site Code : 15555555

Start Date : 9/28/2018

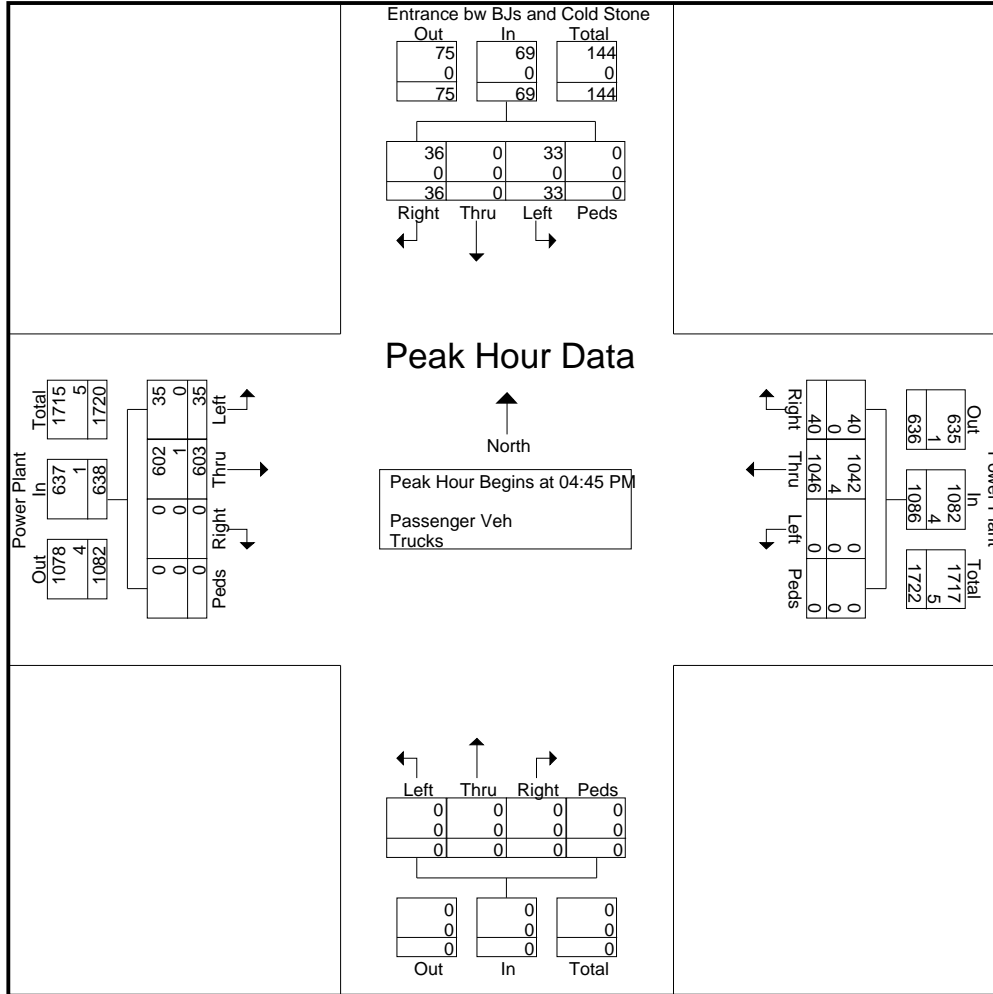
Page No : 2

Start Time	Entrance bw BJs and Cold Stone From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	0	7	0	14	9	270	0	0	279	0	0	0	0	0	0	149	7	0	156	449
05:00 PM	7	0	8	0	15	19	261	0	0	280	0	0	0	0	0	0	141	12	0	153	448
05:15 PM	16	0	5	0	21	7	282	0	0	289	0	0	0	0	0	0	160	6	0	166	476
05:30 PM	6	0	13	0	19	5	233	0	0	238	0	0	0	0	0	0	153	10	0	163	420
Total Volume	36	0	33	0	69	40	1046	0	0	1086	0	0	0	0	0	0	603	35	0	638	1793
% App. Total	52.2	0	47.8	0		3.7	96.3	0	0		0	0	0	0		0	94.5	5.5	0		
PHF	.563	.000	.635	.000	.821	.526	.927	.000	.000	.939	.000	.000	.000	.000	.000	.000	.942	.729	.000	.961	.942
Passenger Veh	36	0	33	0	69	40	1042	0	0	1082	0	0	0	0	0	0	602	35	0	637	1788
% Passenger Veh	100	0	100	0	100	100	99.6	0	0	99.6	0	0	0	0	0	0	99.8	100	0	99.8	99.7
Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
% Trucks	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3

Data Collection Group

757.478.6761
 LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-28
 Site Code : 15555555
 Start Date : 9/28/2018
 Page No : 3



Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-29

Site Code : 00000002

Start Date : 9/29/2018

Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance bw BJs and Cold Stone From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	5	0	6	0	11	10	138	0	0	148	0	0	0	0	0	0	125	8	0	133	292
04:15 PM	13	0	10	0	23	3	148	0	0	151	0	0	0	0	0	0	111	6	0	117	291
04:30 PM	8	0	5	0	13	16	132	1	0	149	0	0	0	0	0	0	111	9	0	120	282
04:45 PM	13	0	5	0	18	11	125	0	0	136	0	0	0	0	0	0	113	5	0	118	272
Total	39	0	26	0	65	40	543	1	0	584	0	0	0	0	0	0	460	28	0	488	1137
05:00 PM	15	0	8	0	23	12	156	0	0	168	0	0	0	0	0	0	97	7	0	104	295
05:15 PM	9	0	6	0	15	8	134	1	0	143	0	0	0	0	0	0	76	12	0	88	246
05:30 PM	23	0	5	0	28	4	130	0	0	134	0	0	0	0	0	0	118	14	0	132	294
05:45 PM	22	0	9	0	31	6	135	0	0	141	0	0	0	0	0	0	109	9	0	118	290
Total	69	0	28	0	97	30	555	1	0	586	0	0	0	0	0	0	400	42	0	442	1125
06:00 PM	12	0	7	0	19	5	139	0	0	144	0	0	0	0	0	0	93	8	0	101	264
06:15 PM	8	0	11	0	19	10	137	0	0	147	0	0	0	0	0	0	66	9	0	75	241
06:30 PM	11	0	8	0	19	5	124	0	0	129	0	0	0	0	0	0	114	8	0	122	270
06:45 PM	12	0	7	0	19	9	110	0	0	119	0	0	0	0	0	0	92	6	0	98	236
Total	43	0	33	0	76	29	510	0	0	539	0	0	0	0	0	0	365	31	0	396	1011
07:00 PM	10	0	7	0	17	9	108	0	0	117	0	0	0	0	0	0	78	5	0	83	217
07:15 PM	4	0	5	0	9	6	110	1	0	117	0	0	0	0	0	0	91	5	0	96	222
07:30 PM	7	0	4	0	11	4	104	0	0	108	0	0	0	0	0	0	100	5	0	105	224
07:45 PM	9	0	7	0	16	5	93	0	0	98	0	0	0	0	0	0	104	11	0	115	229
Total	30	0	23	0	53	24	415	1	0	440	0	0	0	0	0	0	373	26	0	399	892
08:00 PM	6	0	8	0	14	5	82	0	0	87	0	0	0	0	0	0	72	10	0	82	183
08:15 PM	16	0	6	0	22	5	72	0	0	77	0	0	0	0	0	0	67	6	0	73	172
08:30 PM	11	0	8	0	19	5	61	0	0	66	0	0	0	0	0	0	66	5	0	71	156
08:45 PM	7	0	3	0	10	3	55	0	0	58	0	0	0	0	0	0	59	3	0	62	130
Total	40	0	25	0	65	18	270	0	0	288	0	0	0	0	0	0	264	24	0	288	641
Grand Total	221	0	135	0	356	141	2293	3	0	2437	0	0	0	0	0	0	1862	151	0	2013	4806
Apprch %	62.1	0	37.9	0		5.8	94.1	0.1	0		0	0	0	0	0	0	92.5	7.5	0		
Total %	4.6	0	2.8	0	7.4	2.9	47.7	0.1	0	50.7	0	0	0	0	0	0	38.7	3.1	0	41.9	
Passenger Veh	221	0	135	0	356	141	2273	3	0	2417	0	0	0	0	0	0	1857	151	0	2008	4781
% Passenger Veh	100	0	100	0	100	100	99.1	100	0	99.2	0	0	0	0	0	0	99.7	100	0	99.8	99.5
Trucks	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	5	0	0	5	25
% Trucks	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	0	0.3	0	0	0.2	0.5

Data Collection Group

757.478.6761

LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-29

Site Code : 00000002

Start Date : 9/29/2018

Page No : 2

Start Time	Entrance bw BJs and Cold Stone From North					Power Plant From East					From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	13	0	10	0	23	3	148	0	0	151	0	0	0	0	0	0	111	6	0	117	291
04:30 PM	8	0	5	0	13	16	132	1	0	149	0	0	0	0	0	0	111	9	0	120	282
04:45 PM	13	0	5	0	18	11	125	0	0	136	0	0	0	0	0	0	113	5	0	118	272
05:00 PM	15	0	8	0	23	12	156	0	0	168	0	0	0	0	0	0	97	7	0	104	295
Total Volume	49	0	28	0	77	42	561	1	0	604	0	0	0	0	0	0	432	27	0	459	1140
% App. Total	63.6	0	36.4	0		7	92.9	0.2	0		0	0	0	0		0	94.1	5.9	0		
PHF	.817	.000	.700	.000	.837	.656	.899	.250	.000	.899	.000	.000	.000	.000	.000	.000	.956	.750	.000	.956	.966
Passenger Veh	49	0	28	0	77	42	555	1	0	598	0	0	0	0	0	0	429	27	0	456	1131
% Passenger Veh	100	0	100	0	100	100	98.9	100	0	99.0	0	0	0	0	0	0	99.3	100	0	99.3	99.2
Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
% Trucks	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0	0.7	0	0	0.7	0.8

Data Collection Group

757.478.6761

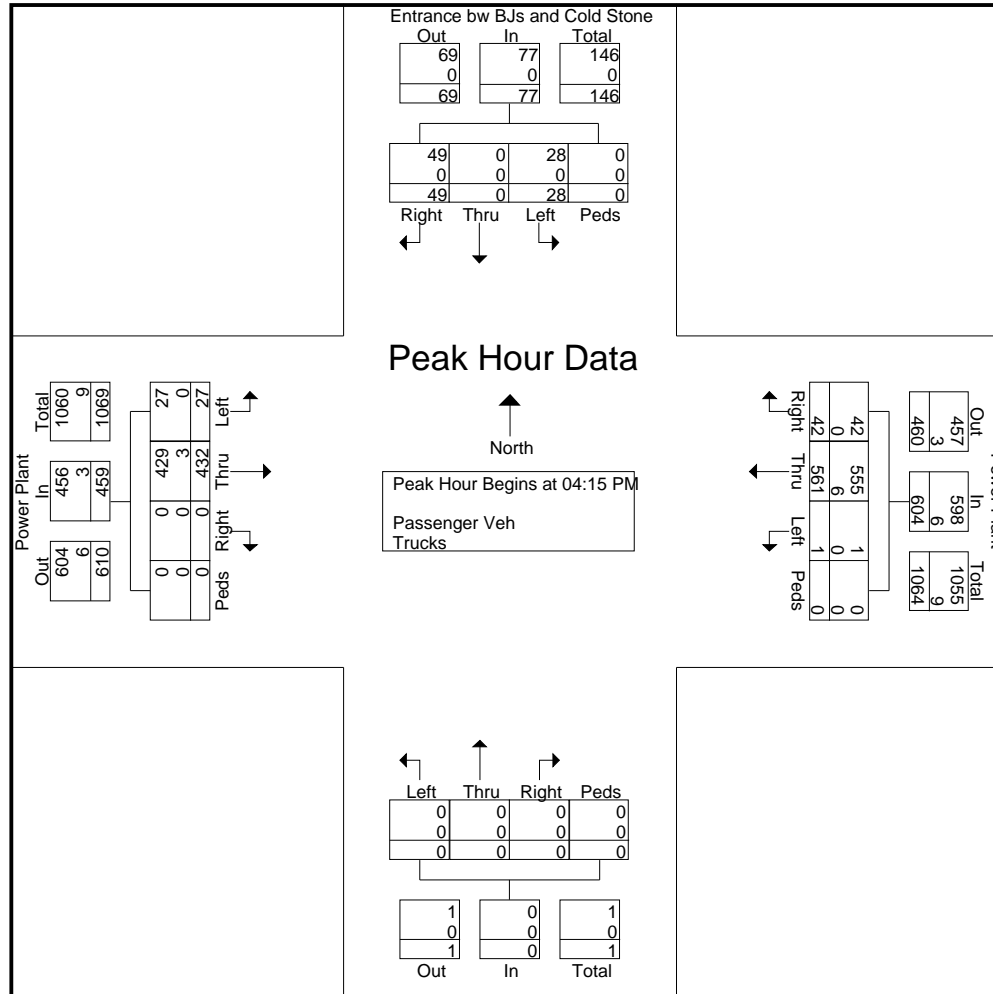
LSmith@DataCollectionGroup.net

File Name : BJs Cold Stone 9-29

Site Code : 00000002

Start Date : 9/29/2018

Page No : 3



Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Lowes BJs 9-27
 Site Code : 13333333
 Start Date : 9/27/2018
 Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance bw Lowes and BJs From North					Power Plant From East					Entrance to Hotel From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	27	1	19	0	47	22	158	2	0	182	0	1	4	0	5	7	88	32	0	127	361
04:15 PM	25	0	14	0	39	28	174	3	0	205	3	2	2	0	7	4	120	36	0	160	411
04:30 PM	26	0	9	0	35	13	168	3	0	184	1	3	6	0	10	9	114	37	0	160	389
04:45 PM	21	1	11	0	33	23	164	5	0	192	2	0	6	0	8	11	130	31	0	172	405
Total	99	2	53	0	154	86	664	13	0	763	6	6	18	0	30	31	452	136	0	619	1566
05:00 PM	33	1	17	0	51	10	161	6	0	177	2	2	7	0	11	4	120	37	0	161	400
05:15 PM	22	0	21	0	43	23	158	5	0	186	2	0	6	0	8	7	149	30	0	186	423
05:30 PM	25	2	9	0	36	17	145	2	0	164	2	0	7	0	9	5	130	26	0	161	370
05:45 PM	14	0	12	0	26	12	129	3	0	144	1	4	4	0	9	12	121	29	0	162	341
Total	94	3	59	0	156	62	593	16	0	671	7	6	24	0	37	28	520	122	0	670	1534
06:00 PM	25	0	5	0	30	21	137	3	0	161	0	1	8	0	9	9	122	32	0	163	363
06:15 PM	21	1	12	0	34	15	118	1	0	134	1	0	11	0	12	4	112	30	0	146	326
06:30 PM	24	2	14	0	40	12	128	3	0	143	0	0	7	0	7	8	121	20	0	149	339
06:45 PM	20	1	12	0	33	14	138	3	0	155	0	1	8	0	9	9	128	36	0	173	370
Total	90	4	43	0	137	62	521	10	0	593	1	2	34	0	37	30	483	118	0	631	1398
07:00 PM	29	2	14	0	45	15	129	2	0	146	0	2	10	0	12	7	104	29	0	140	343
07:15 PM	16	0	9	0	25	13	87	2	0	102	1	1	9	0	11	17	114	19	0	150	288
07:30 PM	21	1	9	0	31	10	94	3	0	107	2	0	11	0	13	12	86	27	0	125	276
07:45 PM	14	0	6	0	20	5	81	6	0	92	3	0	4	0	7	8	92	23	0	123	242
Total	80	3	38	0	121	43	391	13	0	447	6	3	34	0	43	44	396	98	0	538	1149
08:00 PM	13	0	13	0	26	5	80	3	0	88	1	0	5	0	6	12	76	19	0	107	227
08:15 PM	10	0	11	0	21	8	63	5	0	76	0	0	3	0	3	6	88	11	0	105	205
08:30 PM	19	0	7	0	26	9	63	3	0	75	2	1	5	0	8	9	70	7	0	86	195
08:45 PM	10	2	5	0	17	3	56	3	0	62	0	0	2	0	2	11	53	7	0	71	152
Total	52	2	36	0	90	25	262	14	0	301	3	1	15	0	19	38	287	44	0	369	779
Grand Total	415	14	229	0	658	278	2431	66	0	2775	23	18	125	0	166	171	2138	518	0	2827	6426
Apprch %	63.1	2.1	34.8	0		10	87.6	2.4	0		13.9	10.8	75.3	0		6	75.6	18.3	0		
Total %	6.5	0.2	3.6	0	10.2	4.3	37.8	1	0	43.2	0.4	0.3	1.9	0	2.6	2.7	33.3	8.1	0	44	
Passenger Veh	413	14	229	0	656	277	2412	66	0	2755	23	18	125	0	166	171	2128	516	0	2815	6392
% Passenger Veh	99.5	100	100	0	99.7	99.6	99.2	100	0	99.3	100	100	100	0	100	100	99.5	99.6	0	99.6	99.5
Trucks	2	0	0	0	2	1	19	0	0	20	0	0	0	0	0	0	10	2	0	12	34
% Trucks	0.5	0	0	0	0.3	0.4	0.8	0	0	0.7	0	0	0	0	0	0	0.5	0.4	0	0.4	0.5

Data Collection Group

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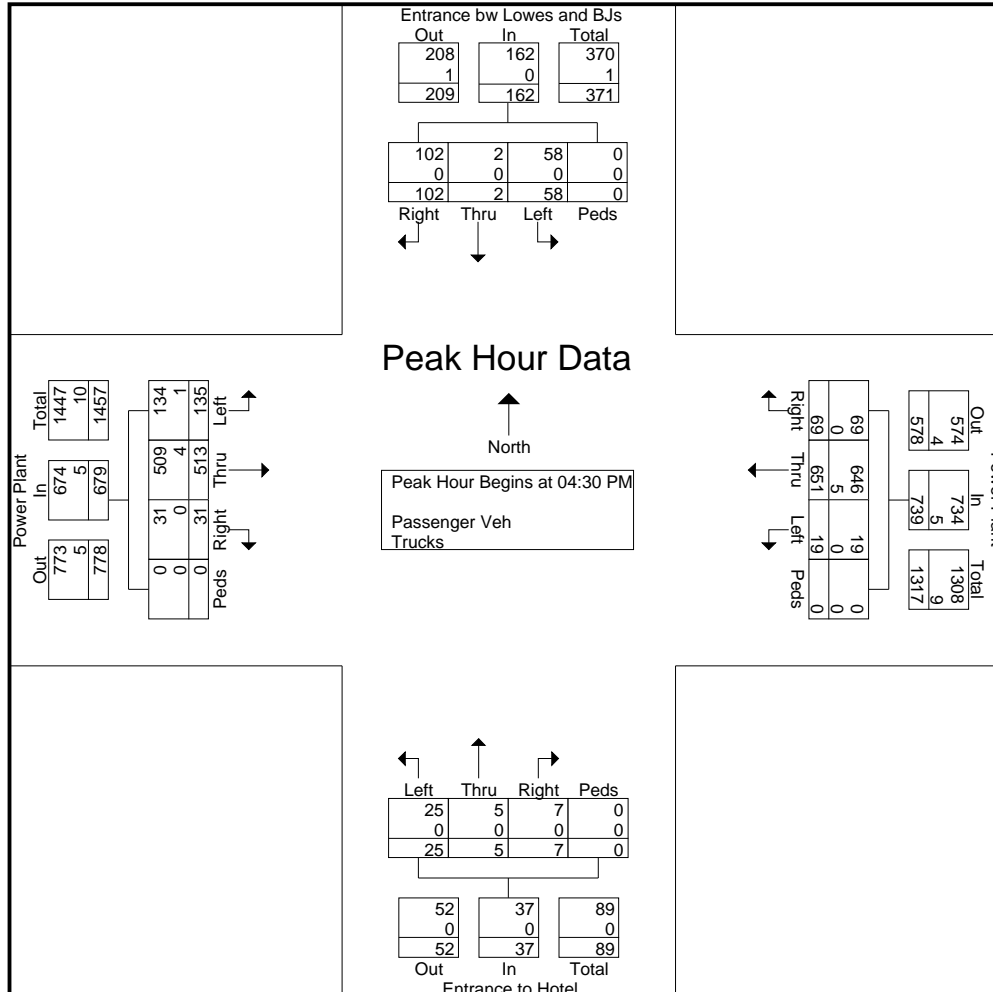
File Name : Lowes BJs 9-27
 Site Code : 13333333
 Start Date : 9/27/2018
 Page No : 2

Start Time	Entrance bw Lowes and BJs From North					Power Plant From East					Entrance to Hotel From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	26	0	9	0	35	13	168	3	0	184	1	3	6	0	10	9	114	37	0	160	389
04:45 PM	21	1	11	0	33	23	164	5	0	192	2	0	6	0	8	11	130	31	0	172	405
05:00 PM	33	1	17	0	51	10	161	6	0	177	2	2	7	0	11	4	120	37	0	161	400
05:15 PM	22	0	21	0	43	23	158	5	0	186	2	0	6	0	8	7	149	30	0	186	423
Total Volume	102	2	58	0	162	69	651	19	0	739	7	5	25	0	37	31	513	135	0	679	1617
% App. Total	63	1.2	35.8	0		9.3	88.1	2.6	0		18.9	13.5	67.6	0		4.6	75.6	19.9	0		
PHF	.773	.500	.690	.000	.794	.750	.969	.792	.000	.962	.875	.417	.893	.000	.841	.705	.861	.912	.000	.913	.956
Passenger Veh	102	2	58	0	162	69	646	19	0	734	7	5	25	0	37	31	509	134	0	674	1607
% Passenger Veh	100	100	100	0	100	100	99.2	100	0	99.3	100	100	100	0	100	100	99.2	99.3	0	99.3	99.4
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	10
% Trucks	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0	0.8	0.7	0	0.7	0.6

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File Name : Lowes BJs 9-27
 Site Code : 13333333
 Start Date : 9/27/2018
 Page No : 3



Data Collection Group

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File Name : Lowes BJs 9-28
 Site Code : 17777777
 Start Date : 9/28/2018
 Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance bw Lowes and BJs From North					Power Plant From East					Hotel Entrance From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	35	0	18	0	53	19	175	8	0	202	1	1	5	0	7	3	140	44	0	187	449
04:15 PM	17	1	24	0	42	32	170	3	0	205	1	0	2	0	3	7	139	38	0	184	434
04:30 PM	30	1	13	0	44	15	176	4	0	195	1	1	4	0	6	2	155	36	0	193	438
04:45 PM	32	2	19	0	53	24	248	8	0	280	1	0	8	0	9	9	137	32	0	178	520
Total	114	4	74	0	192	90	769	23	0	882	4	2	19	0	25	21	571	150	0	742	1841
05:00 PM	28	0	8	0	36	20	241	3	0	264	1	4	8	0	13	7	140	41	0	188	501
05:15 PM	25	1	13	0	39	21	270	3	0	294	3	6	4	0	13	5	149	21	0	175	521
05:30 PM	24	2	13	0	39	11	230	3	0	244	2	1	6	0	9	7	147	31	0	185	477
05:45 PM	28	1	14	0	43	18	203	2	0	223	1	2	4	0	7	4	126	34	0	164	437
Total	105	4	48	0	157	70	944	11	0	1025	7	13	22	0	42	23	562	127	0	712	1936
06:00 PM	29	4	13	0	46	16	141	3	0	160	4	0	9	0	13	9	126	33	0	168	387
06:15 PM	33	1	13	0	47	18	137	1	0	156	2	0	13	0	15	6	106	30	0	142	360
06:30 PM	20	1	13	0	34	14	122	4	0	140	2	1	10	0	13	6	126	33	0	165	352
06:45 PM	23	1	13	0	37	10	118	2	0	130	1	1	15	0	17	7	99	32	0	138	322
Total	105	7	52	0	164	58	518	10	0	586	9	2	47	0	58	28	457	128	0	613	1421
07:00 PM	27	0	15	0	42	11	120	2	0	133	1	1	7	0	9	8	105	22	0	135	319
07:15 PM	20	1	6	0	27	8	124	2	0	134	1	2	9	0	12	12	93	34	0	139	312
07:30 PM	11	1	14	0	26	10	117	4	0	131	0	1	8	0	9	9	93	18	0	120	286
07:45 PM	18	1	7	0	26	15	95	3	0	113	2	0	6	0	8	4	105	26	0	135	282
Total	76	3	42	0	121	44	456	11	0	511	4	4	30	0	38	33	396	100	0	529	1199
08:00 PM	20	0	7	0	27	7	84	6	0	97	1	1	2	0	4	9	101	22	0	132	260
08:15 PM	11	0	4	0	15	5	85	2	0	92	1	0	8	0	9	6	68	14	0	88	204
08:30 PM	14	1	7	0	22	5	61	5	0	71	2	1	7	0	10	11	67	7	0	85	188
08:45 PM	8	0	6	0	14	4	72	8	0	84	3	0	5	0	8	9	50	10	0	69	175
Total	53	1	24	0	78	21	302	21	0	344	7	2	22	0	31	35	286	53	0	374	827
Grand Total	453	19	240	0	712	283	2989	76	0	3348	31	23	140	0	194	140	2272	558	0	2970	7224
Apprch %	63.6	2.7	33.7	0		8.5	89.3	2.3	0		16	11.9	72.2	0		4.7	76.5	18.8	0		
Total %	6.3	0.3	3.3	0	9.9	3.9	41.4	1.1	0	46.3	0.4	0.3	1.9	0	2.7	1.9	31.5	7.7	0	41.1	
Passenger Veh	453	19	240	0	712	282	2971	73	0	3326	31	23	140	0	194	139	2260	557	0	2956	7188
% Passenger Veh	100	100	100	0	100	99.6	99.4	96.1	0	99.3	100	100	100	0	100	99.3	99.5	99.8	0	99.5	99.5
Trucks	0	0	0	0	0	1	18	3	0	22	0	0	0	0	0	1	12	1	0	14	36
% Trucks	0	0	0	0	0	0.4	0.6	3.9	0	0.7	0	0	0	0	0	0.7	0.5	0.2	0	0.5	0.5

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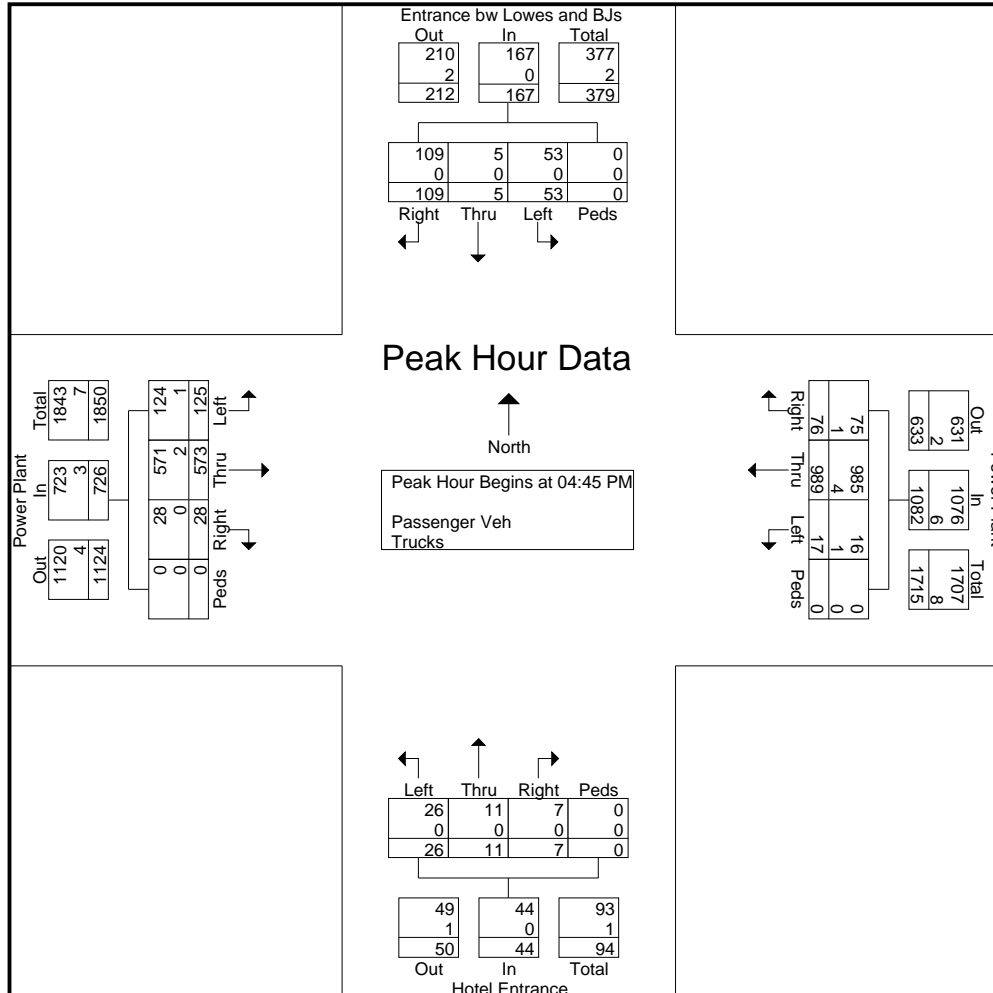
File Name : Lowes BJs 9-28
 Site Code : 17777777
 Start Date : 9/28/2018
 Page No : 2

Start Time	Entrance bw Lowes and BJs From North					Power Plant From East					Hotel Entrance From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	32	2	19	0	53	24	248	8	0	280	1	0	8	0	9	9	137	32	0	178	520
05:00 PM	28	0	8	0	36	20	241	3	0	264	1	4	8	0	13	7	140	41	0	188	501
05:15 PM	25	1	13	0	39	21	270	3	0	294	3	6	4	0	13	5	149	21	0	175	521
05:30 PM	24	2	13	0	39	11	230	3	0	244	2	1	6	0	9	7	147	31	0	185	477
Total Volume	109	5	53	0	167	76	989	17	0	1082	7	11	26	0	44	28	573	125	0	726	2019
% App. Total	65.3	3	31.7	0		7	91.4	1.6	0		15.9	25	59.1	0		3.9	78.9	17.2	0		
PHF	.852	.625	.697	.000	.788	.792	.916	.531	.000	.920	.583	.458	.813	.000	.846	.778	.961	.762	.000	.965	.969
Passenger Veh	109	5	53	0	167	75	985	16	0	1076	7	11	26	0	44	28	571	124	0	723	2010
% Passenger Veh	100	100	100	0	100	98.7	99.6	94.1	0	99.4	100	100	100	0	100	100	99.7	99.2	0	99.6	99.6
Trucks	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	0	2	1	0	3	9
% Trucks	0	0	0	0	0	1.3	0.4	5.9	0	0.6	0	0	0	0	0	0	0.3	0.8	0	0.4	0.4

Data Collection Group

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File Name : Lowes BJs 9-28
 Site Code : 17777777
 Start Date : 9/28/2018
 Page No : 3



Data Collection Group

LSmith@DataCollectionGroup.net

File Name : Lowes BJs 9-29
 Site Code : 09289281
 Start Date : 9/29/2018
 Page No : 1

Groups Printed- Passenger Veh - Trucks

Start Time	Entrance bw Lowes and BJs From North					Power Plant From East					Hotel Entrance From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	45	3	12	0	60	15	119	4	0	138	6	1	5	0	12	6	112	42	0	160	370
04:15 PM	37	2	16	0	55	24	136	5	0	165	2	2	9	0	13	11	117	34	0	162	395
04:30 PM	26	1	23	0	50	18	124	2	0	144	2	1	3	0	6	6	91	24	0	121	321
04:45 PM	28	2	12	0	42	8	132	5	0	145	4	0	8	0	12	9	104	34	0	147	346
Total	136	8	63	0	207	65	511	16	0	592	14	4	25	0	43	32	424	134	0	590	1432
05:00 PM	27	1	8	0	36	16	152	6	0	174	3	0	6	0	9	9	90	34	0	133	352
05:15 PM	21	1	14	0	36	17	119	1	0	137	1	1	8	0	10	6	73	32	0	111	294
05:30 PM	26	2	10	0	38	17	137	2	0	156	2	0	4	0	6	2	122	25	0	149	349
05:45 PM	21	2	13	0	36	11	129	9	0	149	4	2	4	0	10	9	97	39	0	145	340
Total	95	6	45	0	146	61	537	18	0	616	10	3	22	0	35	26	382	130	0	538	1335
06:00 PM	20	0	14	0	34	17	136	3	0	156	2	1	12	0	15	9	88	31	0	128	333
06:15 PM	24	4	8	0	36	16	127	9	0	152	1	0	11	0	12	16	72	25	0	113	313
06:30 PM	24	1	6	0	31	11	117	4	0	132	4	1	13	0	18	4	104	30	0	138	319
06:45 PM	25	0	8	0	33	13	97	7	0	117	2	0	6	0	8	7	92	27	0	126	284
Total	93	5	36	0	134	57	477	23	0	557	9	2	42	0	53	36	356	113	0	505	1249
07:00 PM	15	2	7	0	24	11	111	3	0	125	1	1	9	0	11	13	74	19	0	106	266
07:15 PM	17	0	14	0	31	11	102	1	0	114	2	0	6	0	8	9	80	22	0	111	264
07:30 PM	19	0	11	0	30	15	95	3	0	113	3	0	4	0	7	9	95	25	0	129	279
07:45 PM	30	1	10	0	41	13	89	4	0	106	1	0	5	0	6	7	113	26	0	146	299
Total	81	3	42	0	126	50	397	11	0	458	7	1	24	0	32	38	362	92	0	492	1108
08:00 PM	21	1	1	0	23	5	83	3	0	91	0	0	5	0	5	10	77	21	0	108	227
08:15 PM	19	0	4	0	23	6	84	2	0	92	3	1	10	0	14	9	63	21	0	93	222
08:30 PM	14	0	5	0	19	4	65	5	0	74	0	1	13	0	14	3	66	12	0	81	188
08:45 PM	11	1	6	0	18	3	54	5	0	62	0	0	3	0	3	6	56	8	0	70	153
Total	65	2	16	0	83	18	286	15	0	319	3	2	31	0	36	28	262	62	0	352	790
Grand Total	470	24	202	0	696	251	2208	83	0	2542	43	12	144	0	199	160	1786	531	0	2477	5914
Apprch %	67.5	3.4	29	0		9.9	86.9	3.3	0		21.6	6	72.4	0		6.5	72.1	21.4	0		
Total %	7.9	0.4	3.4	0	11.8	4.2	37.3	1.4	0	43	0.7	0.2	2.4	0	3.4	2.7	30.2	9	0	41.9	
Passenger Veh	470	24	200	0	694	246	2193	83	0	2522	43	12	142	0	197	158	1780	526	0	2464	5877
% Passenger Veh	100	100	99	0	99.7	98	99.3	100	0	99.2	100	100	98.6	0	99	98.8	99.7	99.1	0	99.5	99.4
Trucks	0	0	2	0	2	5	15	0	0	20	0	0	2	0	2	2	6	5	0	13	37
% Trucks	0	0	1	0	0.3	2	0.7	0	0	0.8	0	0	1.4	0	1	1.2	0.3	0.9	0	0.5	0.6

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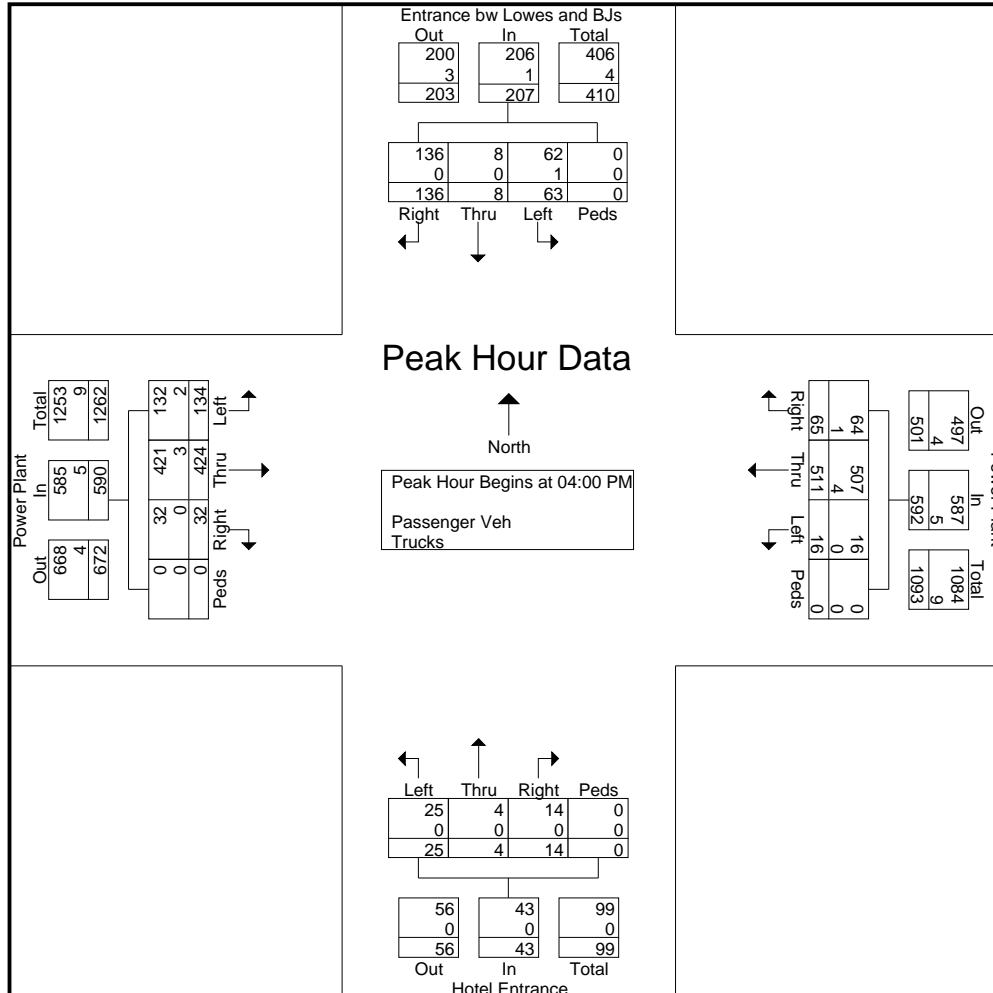
File Name : Lowes BJs 9-29
 Site Code : 09289281
 Start Date : 9/29/2018
 Page No : 2

Start Time	Entrance bw Lowes and BJs From North					Power Plant From East					Hotel Entrance From South					Power Plant From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 08:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	45	3	12	0	60	15	119	4	0	138	6	1	5	0	12	6	112	42	0	160	370
04:15 PM	37	2	16	0	55	24	136	5	0	165	2	2	9	0	13	11	117	34	0	162	395
04:30 PM	26	1	23	0	50	18	124	2	0	144	2	1	3	0	6	6	91	24	0	121	321
04:45 PM	28	2	12	0	42	8	132	5	0	145	4	0	8	0	12	9	104	34	0	147	346
Total Volume	136	8	63	0	207	65	511	16	0	592	14	4	25	0	43	32	424	134	0	590	1432
% App. Total	65.7	3.9	30.4	0		11	86.3	2.7	0		32.6	9.3	58.1	0		5.4	71.9	22.7	0		
PHF	.756	.667	.685	.000	.863	.677	.939	.800	.000	.897	.583	.500	.694	.000	.827	.727	.906	.798	.000	.910	.906
Passenger Veh	136	8	62	0	206	64	507	16	0	587	14	4	25	0	43	32	421	132	0	585	1421
% Passenger Veh	100	100	98.4	0	99.5	98.5	99.2	100	0	99.2	100	100	100	0	100	100	99.3	98.5	0	99.2	99.2
Trucks	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	2	0	5	11
% Trucks	0	0	1.6	0	0.5	1.5	0.8	0	0	0.8	0	0	0	0	0	0	0.7	1.5	0	0.8	0.8

Data Collection Group

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File Name : Lowes BJs 9-29
 Site Code : 09289281
 Start Date : 9/29/2018
 Page No : 3



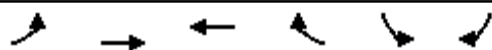
Appendix C

Synchro/SimTraffic Tabular Output Reports

Weekday Peak Hour

HCM 2010 Signalized Intersection Summary
2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Weekday
10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	29	563	738	13	12	36		
Future Volume (veh/h)	29	563	738	13	12	36		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1881	1881	1900	1900	1900		
Adj Flow Rate, veh/h	32	626	820	14	13	40		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	1	1	0	0	0		
Cap, veh/h	78	2790	2335	1055	103	92		
Arrive On Green	0.04	0.78	0.65	0.65	0.06	0.06		
Sat Flow, veh/h	1810	3668	3668	1615	1810	1615		
Grp Volume(v), veh/h	32	626	820	14	13	40		
Grp Sat Flow(s),veh/h/ln	1810	1787	1787	1615	1810	1615		
Q Serve(g_s), s	1.6	4.2	9.3	0.3	0.6	2.2		
Cycle Q Clear(g_c), s	1.6	4.2	9.3	0.3	0.6	2.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	78	2790	2335	1055	103	92		
V/C Ratio(X)	0.41	0.22	0.35	0.01	0.13	0.43		
Avail Cap(c_a), veh/h	229	2790	2335	1055	261	233		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	42.0	2.6	7.0	5.5	40.3	41.0		
Incr Delay (d2), s/veh	1.3	0.2	0.4	0.0	0.2	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	2.1	4.7	0.1	0.3	2.0		
LnGrp Delay(d),s/veh	43.3	2.8	7.4	5.5	40.5	42.2		
LnGrp LOS	D	A	A	A	D	D		
Approach Vol, veh/h		658	834		53			
Approach Delay, s/veh		4.8	7.4		41.8			
Approach LOS		A	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.9		12.1	11.5	66.4		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		6.2		4.2	3.6	11.3		
Green Ext Time (p_c), s		6.5		0.0	0.0	8.6		
Intersection Summary								
HCM 2010 Ctrl Delay			7.5					
HCM 2010 LOS			A					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Weekday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	135	529	31	19	672	69	25	5	7	58	2	102
Future Volume (veh/h)	135	529	31	19	672	69	25	5	7	58	2	102
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	551	32	20	700	72	26	5	7	60	2	106
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	262	2165	978	55	2005	906	165	26	227	171	4	223
Arrive On Green	0.08	0.61	0.61	0.01	0.19	0.19	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	3476	3574	1615	1810	3574	1615	649	183	1615	1424	30	1590
Grp Volume(v), veh/h	141	551	32	20	700	72	31	0	7	60	0	108
Grp Sat Flow(s),veh/h/ln	1738	1787	1615	1810	1787	1615	832	0	1615	1424	0	1619
Q Serve(g_s), s	3.5	6.5	0.7	1.0	15.4	3.3	1.4	0.0	0.3	3.7	0.0	5.5
Cycle Q Clear(g_c), s	3.5	6.5	0.7	1.0	15.4	3.3	6.9	0.0	0.3	10.6	0.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	262	2165	978	55	2005	906	190	0	227	171	0	227
V/C Ratio(X)	0.54	0.25	0.03	0.36	0.35	0.08	0.16	0.00	0.03	0.35	0.00	0.48
Avail Cap(c_a), veh/h	541	2165	978	181	2005	906	239	0	284	221	0	284
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	8.3	7.1	43.7	22.4	17.5	37.2	0.0	33.4	41.2	0.0	35.6
Incr Delay (d2), s/veh	0.6	0.3	0.1	1.5	0.5	0.2	0.1	0.0	0.0	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.2	0.3	0.5	7.7	1.5	0.7	0.0	0.2	1.5	0.0	2.5
LnGrp Delay(d),s/veh	40.7	8.6	7.2	45.1	22.8	17.6	37.4	0.0	33.4	41.6	0.0	36.2
LnGrp LOS	D	A	A	D	C	B	D		C	D		D
Approach Vol, veh/h		724			792			38			168	
Approach Delay, s/veh		14.8			22.9			36.6			38.1	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	61.4		18.8	13.8	57.4		18.8				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	45.1			* 16	14.0	40.1		* 16				
Max Q Clear Time (g_c+I), s	8.5			8.9	5.5	17.4		12.6				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.1	6.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			21.3									
HCM 2010 LOS			C									
Notes												

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↘	↘	↘
Traffic Vol, veh/h	39	555	732	42	37	28
Future Vol, veh/h	39	555	732	42	37	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	3	0
Mvmt Flow	42	603	796	46	40	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	842	0	-	0	1182
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	386
Critical Hdwy	4.1	-	-	-	6.86
Critical Hdwy Stg 1	-	-	-	-	5.86
Critical Hdwy Stg 2	-	-	-	-	5.86
Follow-up Hdwy	2.2	-	-	-	3.53
Pot Cap-1 Maneuver	802	-	-	-	181
Stage 1	-	-	-	-	402
Stage 2	-	-	-	-	654
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	802	-	-	-	172
Mov Cap-2 Maneuver	-	-	-	-	172
Stage 1	-	-	-	-	381
Stage 2	-	-	-	-	654

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	23.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	802	-	-	-	172	607
HCM Lane V/C Ratio	0.053	-	-	-	0.234	0.05
HCM Control Delay (s)	9.7	-	-	-	32.2	11.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	0.2

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	73	88	95	159	130	26	39	71
Average Queue (ft)	25	25	25	59	35	3	9	21
95th Queue (ft)	58	69	73	131	91	15	29	55
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)								1
Queuing Penalty (veh)								0

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	87	136	105	67	0	53	158	149	49	77	28	112
Average Queue (ft)	9	60	29	11	0	14	66	66	12	22	4	44
95th Queue (ft)	42	113	76	42	0	39	133	129	36	54	18	89
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	80
Average Queue (ft)	39
95th Queue (ft)	67
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

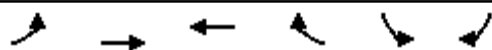
Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	49	8	76	54
Average Queue (ft)	15	0	24	14
95th Queue (ft)	41	7	56	36
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			0	0

Network Summary

Network wide Queuing Penalty: 0

HCM 2010 Signalized Intersection Summary
2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Weekday
10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↙	↑↑	↑↑	↘	↙	↘		
Traffic Volume (veh/h)	29	572	749	13	12	37		
Future Volume (veh/h)	29	572	749	13	12	37		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1881	1881	1900	1900	1900		
Adj Flow Rate, veh/h	32	636	832	14	13	41		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	1	1	0	0	0		
Cap, veh/h	78	2789	2334	1054	104	93		
Arrive On Green	0.04	0.78	0.65	0.65	0.06	0.06		
Sat Flow, veh/h	1810	3668	3668	1615	1810	1615		
Grp Volume(v), veh/h	32	636	832	14	13	41		
Grp Sat Flow(s),veh/h/ln	1810	1787	1787	1615	1810	1615		
Q Serve(g_s), s	1.6	4.3	9.5	0.3	0.6	2.2		
Cycle Q Clear(g_c), s	1.6	4.3	9.5	0.3	0.6	2.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	78	2789	2334	1054	104	93		
V/C Ratio(X)	0.41	0.23	0.36	0.01	0.12	0.44		
Avail Cap(c_a), veh/h	229	2789	2334	1054	261	233		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	42.0	2.6	7.1	5.5	40.3	41.0		
Incr Delay (d2), s/veh	1.3	0.2	0.4	0.0	0.2	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	2.1	4.8	0.1	0.3	2.0		
LnGrp Delay(d),s/veh	43.3	2.8	7.5	5.5	40.5	42.2		
LnGrp LOS	D	A	A	A	D	D		
Approach Vol, veh/h		668	846		54			
Approach Delay, s/veh		4.8	7.5		41.8			
Approach LOS		A	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.8		12.2	11.5	66.4		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		6.3		4.2	3.6	11.5		
Green Ext Time (p_c), s		6.7		0.0	0.0	8.7		
Intersection Summary								
HCM 2010 Ctrl Delay			7.5					
HCM 2010 LOS			A					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Weekday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↗	↑↑	↗		↖	↗	↗	↘	↘
Traffic Volume (veh/h)	137	537	31	19	682	70	25	5	7	59	2	104
Future Volume (veh/h)	137	537	31	19	682	70	25	5	7	59	2	104
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	559	32	20	710	73	26	5	7	61	2	108
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	263	2159	975	55	1998	903	165	26	229	172	4	226
Arrive On Green	0.08	0.60	0.60	0.01	0.18	0.18	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	3476	3574	1615	1810	3574	1615	646	181	1615	1424	29	1590
Grp Volume(v), veh/h	143	559	32	20	710	73	31	0	7	61	0	110
Grp Sat Flow(s),veh/h/ln	1738	1787	1615	1810	1787	1615	827	0	1615	1424	0	1619
Q Serve(g_s), s	3.6	6.6	0.7	1.0	15.6	3.4	1.4	0.0	0.3	3.8	0.0	5.6
Cycle Q Clear(g_c), s	3.6	6.6	0.7	1.0	15.6	3.4	7.0	0.0	0.3	10.7	0.0	5.6
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	263	2159	975	55	1998	903	191	0	229	172	0	230
V/C Ratio(X)	0.54	0.26	0.03	0.36	0.36	0.08	0.16	0.00	0.03	0.35	0.00	0.48
Avail Cap(c_a), veh/h	541	2159	975	181	1998	903	237	0	284	220	0	284
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	8.4	7.2	43.7	22.5	17.6	37.1	0.0	33.3	41.1	0.0	35.5
Incr Delay (d2), s/veh	0.7	0.3	0.1	1.5	0.5	0.2	0.1	0.0	0.0	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.3	0.3	0.5	7.9	1.6	0.7	0.0	0.2	1.5	0.0	2.5
LnGrp Delay(d),s/veh	40.8	8.7	7.3	45.1	23.0	17.7	37.3	0.0	33.3	41.6	0.0	36.1
LnGrp LOS	D	A	A	D	C	B	D		C	D		D
Approach Vol, veh/h		734			803			38			171	
Approach Delay, s/veh		14.9			23.1			36.6			38.1	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	61.3		19.0	13.8	57.2		19.0				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	45.1			* 16	14.0	40.1		* 16				
Max Q Clear Time (g_c+I), s	8.6			9.0	5.6	17.6		12.7				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.1	6.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				21.4								
HCM 2010 LOS				C								
Notes												

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	40	563	743	43	38	28
Future Vol, veh/h	40	563	743	43	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	3	0
Mvmt Flow	43	612	808	47	41	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	855	0	0	1200	404
Stage 1	-	-	-	808	-
Stage 2	-	-	-	392	-
Critical Hdwy	4.1	-	-	6.86	6.9
Critical Hdwy Stg 1	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	5.86	-
Follow-up Hdwy	2.2	-	-	3.53	3.3
Pot Cap-1 Maneuver	793	-	-	176	602
Stage 1	-	-	-	396	-
Stage 2	-	-	-	649	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	793	-	-	166	602
Mov Cap-2 Maneuver	-	-	-	166	-
Stage 1	-	-	-	375	-
Stage 2	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	24.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	793	-	-	-	166	602
HCM Lane V/C Ratio	0.055	-	-	-	0.249	0.051
HCM Control Delay (s)	9.8	-	-	-	33.7	11.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	0.2

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	63	109	126	173	158	26	49	75
Average Queue (ft)	23	30	34	66	39	2	10	22
95th Queue (ft)	54	80	91	138	105	14	33	56
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)					0		0	1
Queuing Penalty (veh)					0		0	0

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	92	135	108	69	0	60	157	149	44	68	25	103
Average Queue (ft)	11	62	33	11	0	16	71	69	11	22	4	44
95th Queue (ft)	51	115	83	42	0	43	137	136	32	55	18	85
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	91
Average Queue (ft)	40
95th Queue (ft)	71
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

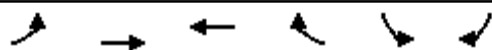
Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	49	7	66	30
Average Queue (ft)	16	0	23	13
95th Queue (ft)	43	4	53	31
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 0

HCM 2010 Signalized Intersection Summary
 2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Weekday
 10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↰	↕↕	↕↕	↰	↰	↰		
Traffic Volume (veh/h)	29	628	851	24	44	37		
Future Volume (veh/h)	29	628	851	24	44	37		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1881	1881	1900	1900	1900		
Adj Flow Rate, veh/h	32	698	946	27	49	41		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	0	1	1	0	0	0		
Cap, veh/h	78	2746	2291	1035	126	112		
Arrive On Green	0.01	0.25	0.64	0.64	0.07	0.07		
Sat Flow, veh/h	1810	3668	3668	1615	1810	1615		
Grp Volume(v), veh/h	32	698	946	27	49	41		
Grp Sat Flow(s),veh/h/ln	1810	1787	1787	1615	1810	1615		
Q Serve(g_s), s	1.6	14.0	11.6	0.5	2.3	2.2		
Cycle Q Clear(g_c), s	1.6	14.0	11.6	0.5	2.3	2.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	78	2746	2291	1035	126	112		
V/C Ratio(X)	0.41	0.25	0.41	0.03	0.39	0.36		
Avail Cap(c_a), veh/h	229	2746	2291	1035	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	43.2	13.0	7.9	5.9	40.0	40.0		
Incr Delay (d2), s/veh	1.3	0.2	0.6	0.0	0.7	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	7.0	5.8	0.3	1.2	2.0		
LnGrp Delay(d),s/veh	44.5	13.2	8.4	5.9	40.8	40.7		
LnGrp LOS	D	B	A	A	D	D		
Approach Vol, veh/h		730	973		90			
Approach Delay, s/veh		14.6	8.4		40.7			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.7		13.3	11.5	65.3		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		16.0		4.3	3.6	13.6		
Green Ext Time (p_c), s		7.4		0.1	0.0	10.1		
Intersection Summary								
HCM 2010 Ctrl Delay			12.5					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Weekday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖		↖	↖	↖	↖	↖
Traffic Volume (veh/h)	208	557	31	19	722	80	25	5	7	107	2	136
Future Volume (veh/h)	208	557	31	19	722	80	25	5	7	107	2	136
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	580	32	20	752	83	26	5	7	111	2	142
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	295	1979	894	55	1785	807	201	33	310	221	4	307
Arrive On Green	0.09	0.55	0.55	0.01	0.16	0.16	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	3476	3574	1615	1810	3574	1615	661	169	1615	1424	22	1596
Grp Volume(v), veh/h	217	580	32	20	752	83	31	0	7	111	0	144
Grp Sat Flow(s),veh/h/ln	1738	1787	1615	1810	1787	1615	830	0	1615	1424	0	1618
Q Serve(g_s), s	5.5	7.8	0.8	1.0	17.0	3.9	1.3	0.0	0.3	6.9	0.0	7.1
Cycle Q Clear(g_c), s	5.5	7.8	0.8	1.0	17.0	3.9	8.4	0.0	0.3	15.3	0.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	0.84		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	295	1979	894	55	1785	807	233	0	310	221	0	311
V/C Ratio(X)	0.73	0.29	0.04	0.36	0.42	0.10	0.13	0.00	0.02	0.50	0.00	0.46
Avail Cap(c_a), veh/h	541	1979	894	181	1785	807	241	0	319	228	0	320
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.2	10.7	9.1	43.7	25.9	20.5	34.0	0.0	29.5	39.6	0.0	32.2
Incr Delay (d2), s/veh	1.3	0.4	0.1	1.5	0.7	0.3	0.1	0.0	0.0	0.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.9	0.4	0.5	8.6	1.8	0.7	0.0	0.1	2.7	0.0	3.2
LnGrp Delay(d),s/veh	41.5	11.1	9.2	45.1	26.6	20.7	34.1	0.0	29.5	40.3	0.0	32.6
LnGrp LOS	D	B	A	D	C	C	C		C	D		C
Approach Vol, veh/h		829			855			38			255	
Approach Delay, s/veh		19.0			26.5			33.2			36.0	
Approach LOS		B			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	56.7		23.5	14.7	51.8		23.5				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	43.1			* 18	14.0	38.1		* 18				
Max Q Clear Time (g_c+I), s	9.8			10.4	7.5	19.0		17.3				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.2	6.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				24.7								
HCM 2010 LOS				C								
Notes												

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	60	611	753	135	46	68
Future Vol, veh/h	60	611	753	135	46	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	3	0
Mvmt Flow	65	664	818	147	50	74

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	965	0	0	1280	409
Stage 1	-	-	-	818	-
Stage 2	-	-	-	462	-
Critical Hdwy	4.1	-	-	6.86	6.9
Critical Hdwy Stg 1	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	5.86	-
Follow-up Hdwy	2.2	-	-	3.53	3.3
Pot Cap-1 Maneuver	722	-	-	156	597
Stage 1	-	-	-	392	-
Stage 2	-	-	-	598	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	722	-	-	142	597
Mov Cap-2 Maneuver	-	-	-	142	-
Stage 1	-	-	-	357	-
Stage 2	-	-	-	598	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	24.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	722	-	-	-	142	597
HCM Lane V/C Ratio	0.09	-	-	-	0.352	0.124
HCM Control Delay (s)	10.5	-	-	-	43.5	11.9
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4	0.4

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	69	92	110	179	140	30	75	80
Average Queue (ft)	24	34	44	77	56	4	26	20
95th Queue (ft)	57	79	97	145	114	20	58	55
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)							1	0
Queuing Penalty (veh)							0	0

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	133	162	102	75	2	49	196	205	122	68	28	169
Average Queue (ft)	29	88	36	12	0	13	98	97	19	21	5	74
95th Queue (ft)	101	147	86	44	2	37	176	177	67	54	21	133
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)									1	0		
Queuing Penalty (veh)									1	0		

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	92
Average Queue (ft)	45
95th Queue (ft)	76
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	66	15	93	79
Average Queue (ft)	24	1	30	23
95th Queue (ft)	54	7	65	48
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			1	0

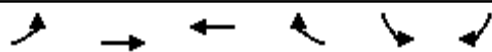
Network Summary

Network wide Queuing Penalty: 2

Friday Peak Hour

HCM 2010 Signalized Intersection Summary
 2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Friday
 10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	44	592	1008	21	23	78		
Future Volume (veh/h)	44	592	1008	21	23	78		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1881	1900	1900	1900		
Adj Flow Rate, veh/h	46	623	1061	22	24	82		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	1	0	0	0		
Cap, veh/h	94	2763	2244	1014	131	117		
Arrive On Green	0.02	0.25	0.63	0.63	0.07	0.07		
Sat Flow, veh/h	1774	3705	3668	1615	1810	1615		
Grp Volume(v), veh/h	46	623	1061	22	24	82		
Grp Sat Flow(s),veh/h/ln	1774	1805	1787	1615	1810	1615		
Q Serve(g_s), s	2.3	12.3	14.1	0.5	1.1	4.5		
Cycle Q Clear(g_c), s	2.3	12.3	14.1	0.5	1.1	4.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	94	2763	2244	1014	131	117		
V/C Ratio(X)	0.49	0.23	0.47	0.02	0.18	0.70		
Avail Cap(c_a), veh/h	225	2763	2244	1014	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	43.0	12.5	8.9	6.3	39.3	40.8		
Incr Delay (d2), s/veh	1.4	0.2	0.7	0.0	0.2	2.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	6.3	7.1	0.2	0.6	4.0		
LnGrp Delay(d),s/veh	44.4	12.7	9.6	6.4	39.5	43.7		
LnGrp LOS	D	B	A	A	D	D		
Approach Vol, veh/h		669	1083		106			
Approach Delay, s/veh		14.9	9.5		42.7			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.5		13.5	12.4	64.1		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		14.3		6.5	4.3	16.1		
Green Ext Time (p_c), s		6.4		0.1	0.0	11.2		
Intersection Summary								
HCM 2010 Ctrl Delay			13.3					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Friday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	125	578	28	17	989	76	26	11	7	53	5	109
Future Volume (veh/h)	125	578	28	17	989	76	26	11	7	53	5	109
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1900	1900	1792	1900	1881	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	596	29	18	1020	78	27	11	7	55	5	112
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	6	0	1	0	0	0	0	0	0
Cap, veh/h	260	2195	982	48	2028	898	143	48	227	167	10	218
Arrive On Green	0.07	0.61	0.61	0.01	0.19	0.19	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	3476	3610	1615	1707	3610	1599	533	340	1615	1417	69	1556
Grp Volume(v), veh/h	129	596	29	18	1020	78	38	0	7	55	0	117
Grp Sat Flow(s),veh/h/ln	738	1805	1615	1707	1805	1599	873	0	1615	1417	0	1625
Q Serve(g_s), s	3.2	7.0	0.6	0.9	22.8	3.6	1.2	0.0	0.3	3.4	0.0	6.0
Cycle Q Clear(g_c), s	3.2	7.0	0.6	0.9	22.8	3.6	7.2	0.0	0.3	10.5	0.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	0.71		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	260	2195	982	48	2028	898	191	0	227	167	0	228
V/C Ratio(X)	0.50	0.27	0.03	0.37	0.50	0.09	0.20	0.00	0.03	0.33	0.00	0.51
Avail Cap(c_a), veh/h	541	2195	982	171	2028	898	241	0	284	216	0	285
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	8.3	7.0	43.8	25.4	17.6	36.4	0.0	33.4	41.3	0.0	35.8
Incr Delay (d2), s/veh	0.5	0.3	0.1	1.8	0.9	0.2	0.2	0.0	0.0	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.6	0.3	0.5	11.7	1.7	0.9	0.0	0.2	1.3	0.0	2.7
LnGrp Delay(d),s/veh	40.6	8.6	7.1	45.6	26.3	17.7	36.5	0.0	33.4	41.7	0.0	36.5
LnGrp LOS	D	A	A	D	C	B	D		C	D		D
Approach Vol, veh/h		754			1116			45			172	
Approach Delay, s/veh		14.0			26.0			36.1			38.2	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	61.6		18.8	13.7	57.4		18.8				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	45.1			* 16	14.0	40.1		* 16				
Max Q Clear Time (g_c+I), s	9.0			9.2	5.2	24.8		12.5				
Green Ext Time (p_c), s	0.0	6.0		0.0	0.1	8.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			22.9									
HCM 2010 LOS			C									
Notes												

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	35	603	1046	40	33	36
Future Vol, veh/h	35	603	1046	40	33	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	641	1113	43	35	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1156	0	-	0	1508
Stage 1	-	-	-	-	1113
Stage 2	-	-	-	-	395
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	612	-	-	-	114
Stage 1	-	-	-	-	280
Stage 2	-	-	-	-	656
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	612	-	-	-	107
Mov Cap-2 Maneuver	-	-	-	-	107
Stage 1	-	-	-	-	263
Stage 2	-	-	-	-	656

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	32.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	612	-	-	-	107	479
HCM Lane V/C Ratio	0.061	-	-	-	0.328	0.08
HCM Control Delay (s)	11.3	-	-	-	54.3	13.2
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	0.3

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	88	114	125	230	198	30	64	111
Average Queue (ft)	34	40	45	108	74	4	15	43
95th Queue (ft)	72	88	100	192	159	21	43	88
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)					0		0	3
Queuing Penalty (veh)					0		0	1

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	97	131	110	80	2	57	199	204	106	72	28	100
Average Queue (ft)	11	56	36	13	0	15	83	88	16	27	4	41
95th Queue (ft)	52	109	90	49	2	43	173	176	69	60	19	85
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)								1	0			
Queuing Penalty (veh)								1	0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	112
Average Queue (ft)	47
95th Queue (ft)	86
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

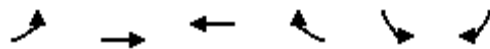
Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	57	2	68	54
Average Queue (ft)	17	0	23	17
95th Queue (ft)	46	2	53	39
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			0	0

Network Summary

Network wide Queuing Penalty: 2

HCM 2010 Signalized Intersection Summary
 2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Friday
 10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↶	↷	↷	↷	↶	↷		
Traffic Volume (veh/h)	45	600	1024	21	23	79		
Future Volume (veh/h)	45	600	1024	21	23	79		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1881	1900	1900	1900		
Adj Flow Rate, veh/h	47	632	1078	22	24	83		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	1	0	0	0		
Cap, veh/h	95	2763	2242	1013	131	117		
Arrive On Green	0.02	0.25	0.63	0.63	0.07	0.07		
Sat Flow, veh/h	1774	3705	3668	1615	1810	1615		
Grp Volume(v), veh/h	47	632	1078	22	24	83		
Grp Sat Flow(s),veh/h/ln	1774	1805	1787	1615	1810	1615		
Q Serve(g_s), s	2.4	12.5	14.5	0.5	1.1	4.5		
Cycle Q Clear(g_c), s	2.4	12.5	14.5	0.5	1.1	4.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	95	2763	2242	1013	131	117		
V/C Ratio(X)	0.49	0.23	0.48	0.02	0.18	0.71		
Avail Cap(c_a), veh/h	225	2763	2242	1013	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	43.0	12.6	9.0	6.3	39.2	40.8		
Incr Delay (d2), s/veh	1.5	0.2	0.7	0.0	0.2	3.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	6.3	7.3	0.2	0.6	4.1		
LnGrp Delay(d),s/veh	44.4	12.8	9.7	6.4	39.5	43.8		
LnGrp LOS	D	B	A	A	D	D		
Approach Vol, veh/h		679	1100		107			
Approach Delay, s/veh		14.9	9.6		42.8			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.5		13.5	12.4	64.0		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		14.5		6.5	4.4	16.5		
Green Ext Time (p_c), s		6.5		0.1	0.0	11.3		
Intersection Summary								
HCM 2010 Ctrl Delay			13.4					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Friday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	127	587	28	17	1005	77	26	11	7	54	5	111
Future Volume (veh/h)	127	587	28	17	1005	77	26	11	7	54	5	111
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1900	1900	1792	1900	1881	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	605	29	18	1036	79	27	11	7	56	5	114
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	6	0	1	0	0	0	0	0	0
Cap, veh/h	260	2189	979	48	2021	895	144	48	230	167	10	221
Arrive On Green	0.07	0.61	0.61	0.01	0.18	0.18	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	3476	3610	1615	1707	3610	1599	530	337	1615	1417	68	1557
Grp Volume(v), veh/h	131	605	29	18	1036	79	38	0	7	56	0	119
Grp Sat Flow(s),veh/h/ln	738	1805	1615	1707	1805	1599	867	0	1615	1417	0	1625
Q Serve(g_s), s	3.3	7.1	0.6	0.9	23.3	3.7	1.2	0.0	0.3	3.5	0.0	6.1
Cycle Q Clear(g_c), s	3.3	7.1	0.6	0.9	23.3	3.7	7.3	0.0	0.3	10.7	0.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	0.71		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	260	2189	979	48	2021	895	192	0	230	167	0	231
V/C Ratio(X)	0.50	0.28	0.03	0.37	0.51	0.09	0.20	0.00	0.03	0.33	0.00	0.52
Avail Cap(c_a), veh/h	541	2189	979	171	2021	895	239	0	284	215	0	285
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	8.4	7.1	43.8	25.6	17.7	36.3	0.0	33.3	41.2	0.0	35.7
Incr Delay (d2), s/veh	0.6	0.3	0.1	1.8	0.9	0.2	0.2	0.0	0.0	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.6	0.3	0.5	11.9	1.7	0.9	0.0	0.2	1.4	0.0	2.8
LnGrp Delay(d),s/veh	40.6	8.7	7.2	45.6	26.6	17.9	36.4	0.0	33.3	41.7	0.0	36.4
LnGrp LOS	D	A	A	D	C	B	D		C	D		D
Approach Vol, veh/h		765			1133			45			175	
Approach Delay, s/veh		14.1			26.3			35.9			38.1	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	61.5		19.0	13.7	57.3		19.0				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	45.1			* 16	14.0	40.1		* 16				
Max Q Clear Time (g_c+I), s	9.1			9.3	5.3	25.3		12.7				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.1	8.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									
Notes												

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗	↘	↘	↘
Traffic Vol, veh/h	36	612	1062	41	33	37
Future Vol, veh/h	36	612	1062	41	33	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	651	1130	44	35	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1174	0	-	0	1532
Stage 1	-	-	-	-	1130
Stage 2	-	-	-	-	402
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	602	-	-	-	110
Stage 1	-	-	-	-	274
Stage 2	-	-	-	-	650
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	602	-	-	-	103
Mov Cap-2 Maneuver	-	-	-	-	103
Stage 1	-	-	-	-	257
Stage 2	-	-	-	-	650

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	33.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	602	-	-	-	103	473
HCM Lane V/C Ratio	0.064	-	-	-	0.341	0.083
HCM Control Delay (s)	11.4	-	-	-	57	13.3
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	0.3

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	96	104	120	232	218	30	78	114
Average Queue (ft)	35	39	46	109	78	5	17	45
95th Queue (ft)	79	85	100	198	169	23	51	93
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)					0		0	3
Queuing Penalty (veh)					0		0	1

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	85	128	105	62	0	64	216	216	110	87	25	99
Average Queue (ft)	11	57	32	10	0	14	83	88	16	25	4	40
95th Queue (ft)	49	107	81	39	0	43	176	176	66	63	19	83
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)								1	0			
Queuing Penalty (veh)								1	0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	120
Average Queue (ft)	48
95th Queue (ft)	89
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

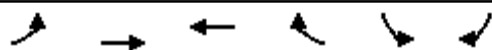
Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	59	4	75	50
Average Queue (ft)	17	0	24	16
95th Queue (ft)	44	3	55	39
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			0	0

Network Summary

Network wide Queuing Penalty: 2

HCM 2010 Signalized Intersection Summary
2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Friday
10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↶	↷	↷	↶	↶	↶		
Traffic Volume (veh/h)	45	668	1146	33	61	79		
Future Volume (veh/h)	45	668	1146	33	61	79		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1881	1900	1900	1900		
Adj Flow Rate, veh/h	47	703	1206	35	64	83		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	0	1	0	0	0		
Cap, veh/h	95	2751	2230	1007	137	122		
Arrive On Green	0.02	0.25	0.62	0.62	0.08	0.08		
Sat Flow, veh/h	1774	3705	3668	1615	1810	1615		
Grp Volume(v), veh/h	47	703	1206	35	64	83		
Grp Sat Flow(s),veh/h/ln	1774	1805	1787	1615	1810	1615		
Q Serve(g_s), s	2.4	14.0	17.2	0.8	3.0	4.5		
Cycle Q Clear(g_c), s	2.4	14.0	17.2	0.8	3.0	4.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	95	2751	2230	1007	137	122		
V/C Ratio(X)	0.49	0.26	0.54	0.03	0.47	0.68		
Avail Cap(c_a), veh/h	225	2751	2230	1007	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	43.0	13.3	9.6	6.5	39.8	40.5		
Incr Delay (d2), s/veh	1.5	0.2	0.9	0.1	0.9	2.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	7.1	8.7	0.3	1.6	4.1		
LnGrp Delay(d),s/veh	44.4	13.5	10.6	6.6	40.8	43.0		
LnGrp LOS	D	B	B	A	D	D		
Approach Vol, veh/h		750	1241		147			
Approach Delay, s/veh		15.4	10.4		42.0			
Approach LOS		B	B		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.2		13.8	12.4	63.7		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		16.0		6.5	4.4	19.2		
Green Ext Time (p_c), s		7.5		0.1	0.0	12.3		
Intersection Summary								
HCM 2010 Ctrl Delay			14.4					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Friday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	213	612	28	17	1053	89	26	11	7	112	5	149
Future Volume (veh/h)	213	612	28	17	1053	89	26	11	7	112	5	149
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1900	1900	1792	1900	1881	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	631	29	18	1086	92	27	11	7	115	5	154
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	6	0	1	0	0	0	0	0	0
Cap, veh/h	299	1976	884	48	1768	783	181	63	325	225	10	316
Arrive On Green	0.09	0.55	0.55	0.01	0.16	0.16	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3476	3610	1615	1707	3610	1599	559	313	1615	1417	51	1572
Grp Volume(v), veh/h	220	631	29	18	1086	92	38	0	7	115	0	159
Grp Sat Flow(s),veh/h/ln	1738	1805	1615	1707	1805	1599	872	0	1615	1417	0	1623
Q Serve(g_s), s	5.6	8.6	0.7	0.9	25.2	4.4	1.1	0.0	0.3	7.1	0.0	7.8
Cycle Q Clear(g_c), s	5.6	8.6	0.7	0.9	25.2	4.4	8.9	0.0	0.3	16.0	0.0	7.8
Prop In Lane	1.00		1.00	1.00		1.00	0.71		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	299	1976	884	48	1768	783	244	0	325	225	0	326
V/C Ratio(X)	0.74	0.32	0.03	0.37	0.61	0.12	0.16	0.00	0.02	0.51	0.00	0.49
Avail Cap(c_a), veh/h	541	1976	884	171	1768	783	255	0	337	236	0	339
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	11.2	9.4	43.8	29.8	21.1	32.2	0.0	28.9	39.5	0.0	31.9
Incr Delay (d2), s/veh	1.3	0.4	0.1	1.8	1.6	0.3	0.1	0.0	0.0	0.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.4	0.3	0.5	13.0	2.0	0.9	0.0	0.1	2.8	0.0	3.5
LnGrp Delay(d),s/veh	41.5	11.6	9.5	45.6	31.4	21.4	32.3	0.0	28.9	40.2	0.0	32.3
LnGrp LOS	D	B	A	D	C	C	C		C	D		C
Approach Vol, veh/h		880			1196			45			274	
Approach Delay, s/veh		19.0			30.9			31.8			35.6	
Approach LOS		B			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	56.2		24.3	14.7	51.0		24.3				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	42.1			* 19	14.0	37.1		* 19				
Max Q Clear Time (g_c+I), s	10.6			10.9	7.6	27.2		18.0				
Green Ext Time (p_c), s	0.0	6.3		0.0	0.2	6.2		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				27.1								
HCM 2010 LOS				C								
Notes												

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	61	670	1074	151	43	85
Future Vol, veh/h	61	670	1074	151	43	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	65	713	1143	161	46	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1304	0	0	1630	572
Stage 1	-	-	-	1143	-
Stage 2	-	-	-	487	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	538	-	-	94	468
Stage 1	-	-	-	270	-
Stage 2	-	-	-	589	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	538	-	-	83	468
Mov Cap-2 Maneuver	-	-	-	83	-
Stage 1	-	-	-	237	-
Stage 2	-	-	-	589	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	40.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	538	-	-	-	83	468
HCM Lane V/C Ratio	0.121	-	-	-	0.551	0.193
HCM Control Delay (s)	12.6	-	-	-	92.1	14.5
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.4	0.7

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	94	121	131	217	206	35	97	123
Average Queue (ft)	35	37	51	121	98	6	38	46
95th Queue (ft)	76	88	106	198	188	26	82	97
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)					0		2	4
Queuing Penalty (veh)					0		1	2

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	138	174	128	92	4	60	271	278	198	68	28	159
Average Queue (ft)	35	93	40	18	0	15	129	134	31	22	5	73
95th Queue (ft)	112	156	95	61	3	44	238	240	116	54	20	128
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)				0			0	3	0			
Queuing Penalty (veh)				0			0	3	0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	125
Average Queue (ft)	59
95th Queue (ft)	106
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	74	20	98	87
Average Queue (ft)	27	1	31	29
95th Queue (ft)	61	10	72	61
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			2	0

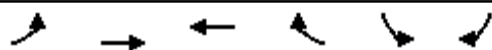
Network Summary

Network wide Queuing Penalty: 9

Saturday Peak Hour

HCM 2010 Signalized Intersection Summary
 2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Saturday
 10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	49	437	508	12	24	75		
Future Volume (veh/h)	49	437	508	12	24	75		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1881	1900	1900	1900		
Adj Flow Rate, veh/h	51	455	529	12	25	78		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	1	0	0	0		
Cap, veh/h	101	2765	2235	1010	130	116		
Arrive On Green	0.02	0.25	0.63	0.63	0.07	0.07		
Sat Flow, veh/h	1810	3705	3668	1615	1810	1615		
Grp Volume(v), veh/h	51	455	529	12	25	78		
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1615	1810	1615		
Q Serve(g_s), s	2.5	8.8	5.9	0.3	1.2	4.2		
Cycle Q Clear(g_c), s	2.5	8.8	5.9	0.3	1.2	4.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	101	2765	2235	1010	130	116		
V/C Ratio(X)	0.50	0.16	0.24	0.01	0.19	0.67		
Avail Cap(c_a), veh/h	229	2765	2235	1010	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	42.9	11.2	7.4	6.4	39.3	40.7		
Incr Delay (d2), s/veh	1.4	0.1	0.2	0.0	0.3	2.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.3	4.5	2.9	0.1	0.6	3.8		
LnGrp Delay(d),s/veh	44.4	11.3	7.7	6.4	39.6	43.2		
LnGrp LOS	D	B	A	A	D	D		
Approach Vol, veh/h		506	541		103			
Approach Delay, s/veh		14.6	7.6		42.4			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.5		13.5	12.6	63.9		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		10.8		6.2	4.5	7.9		
Green Ext Time (p_c), s		4.4		0.1	0.0	5.1		
Intersection Summary								
HCM 2010 Ctrl Delay			13.8					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Saturday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	134	411	32	16	501	65	25	4	14	63	8	136
Future Volume (veh/h)	134	411	32	16	501	65	25	4	14	63	8	136
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1863	1900	1900	1900	1863	1900	1900
Adj Flow Rate, veh/h	147	452	35	18	551	71	27	4	15	69	9	149
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	0	0	0	2	0	0
Cap, veh/h	263	2048	925	51	1878	832	174	21	284	177	16	270
Arrive On Green	0.08	0.57	0.57	0.01	0.17	0.17	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	3476	3574	1615	1810	3574	1583	564	119	1615	1388	93	1536
Grp Volume(v), veh/h	147	452	35	18	551	71	31	0	15	69	0	158
Grp Sat Flow(s),veh/h/ln	1738	1787	1615	1810	1787	1583	683	0	1615	1388	0	1629
Q Serve(g_s), s	3.7	5.6	0.9	0.9	12.1	3.4	1.6	0.0	0.7	4.4	0.0	8.0
Cycle Q Clear(g_c), s	3.7	5.6	0.9	0.9	12.1	3.4	9.5	0.0	0.7	13.9	0.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	0.87		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	263	2048	925	51	1878	832	195	0	284	177	0	286
V/C Ratio(X)	0.56	0.22	0.04	0.35	0.29	0.09	0.16	0.00	0.05	0.39	0.00	0.55
Avail Cap(c_a), veh/h	541	2048	925	181	1878	832	195	0	284	177	0	286
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	9.4	8.4	43.8	22.7	19.1	36.5	0.0	30.9	41.0	0.0	33.9
Incr Delay (d2), s/veh	0.7	0.2	0.1	1.5	0.4	0.2	0.1	0.0	0.0	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.8	0.4	0.5	6.1	1.5	0.7	0.0	0.3	1.7	0.0	3.7
LnGrp Delay(d),s/veh	40.8	9.6	8.5	45.3	23.1	19.3	36.6	0.0	30.9	41.5	0.0	35.2
LnGrp LOS	D	A	A	D	C	B	D		C	D		D
Approach Vol, veh/h		634			640			46			227	
Approach Delay, s/veh		16.8			23.3			34.8			37.1	
Approach LOS		B			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	58.5		22.0	13.8	54.2		22.0				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	45.1			* 16	14.0	40.1		* 16				
Max Q Clear Time (g_c+I), s	7.6			11.5	5.7	14.1		15.9				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	5.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				23.0								
HCM 2010 LOS				C								
Notes												

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	28	460	543	40	26	39
Future Vol, veh/h	28	460	543	40	26	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	29	474	560	41	27	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	601	0	0	855	280
Stage 1	-	-	-	560	-
Stage 2	-	-	-	295	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	986	-	-	301	723
Stage 1	-	-	-	541	-
Stage 2	-	-	-	736	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	986	-	-	292	723
Mov Cap-2 Maneuver	-	-	-	292	-
Stage 1	-	-	-	525	-
Stage 2	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	986	-	-	-	292	723
HCM Lane V/C Ratio	0.029	-	-	-	0.092	0.056
HCM Control Delay (s)	8.8	-	-	-	18.6	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	89	81	96	138	102	28	69	96
Average Queue (ft)	38	29	33	62	34	3	18	43
95th Queue (ft)	77	68	81	121	79	19	47	85
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)							0	2
Queuing Penalty (veh)							0	1

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	97	128	87	47	0	51	128	131	40	65	27	118
Average Queue (ft)	12	61	25	5	0	12	51	57	13	19	8	45
95th Queue (ft)	52	116	68	26	0	37	109	110	33	50	26	95
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	115
Average Queue (ft)	52
95th Queue (ft)	93
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

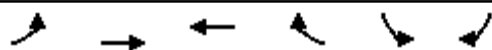
Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	41	4	46	35
Average Queue (ft)	10	0	16	17
95th Queue (ft)	34	3	40	34
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 1

HCM 2010 Signalized Intersection Summary
 2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Saturday
 10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	50	443	516	12	24	76		
Future Volume (veh/h)	50	443	516	12	24	76		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1881	1900	1900	1900		
Adj Flow Rate, veh/h	52	461	538	12	25	79		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	1	0	0	0		
Cap, veh/h	102	2764	2233	1009	130	116		
Arrive On Green	0.02	0.25	0.62	0.62	0.07	0.07		
Sat Flow, veh/h	1810	3705	3668	1615	1810	1615		
Grp Volume(v), veh/h	52	461	538	12	25	79		
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1615	1810	1615		
Q Serve(g_s), s	2.6	9.0	6.0	0.3	1.2	4.3		
Cycle Q Clear(g_c), s	2.6	9.0	6.0	0.3	1.2	4.3		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	102	2764	2233	1009	130	116		
V/C Ratio(X)	0.51	0.17	0.24	0.01	0.19	0.68		
Avail Cap(c_a), veh/h	229	2764	2233	1009	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	42.9	11.2	7.5	6.4	39.3	40.7		
Incr Delay (d2), s/veh	1.4	0.1	0.3	0.0	0.3	2.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.3	4.5	3.0	0.1	0.6	3.9		
LnGrp Delay(d),s/veh	44.4	11.4	7.7	6.4	39.6	43.3		
LnGrp LOS	D	B	A	A	D	D		
Approach Vol, veh/h		513	550		104			
Approach Delay, s/veh		14.7	7.7		42.4			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.5		13.5	12.7	63.8		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		11.0		6.3	4.6	8.0		
Green Ext Time (p_c), s		4.5		0.1	0.0	5.2		
Intersection Summary								
HCM 2010 Ctrl Delay			13.9					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Saturday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	136	417	32	16	509	66	25	4	14	64	8	138
Future Volume (veh/h)	136	417	32	16	509	66	25	4	14	64	8	138
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1863	1900	1900	1900	1863	1900	1900
Adj Flow Rate, veh/h	149	458	35	18	559	73	27	4	15	70	9	152
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	0	0	0	2	0	0
Cap, veh/h	264	2048	925	51	1877	832	171	21	284	174	16	270
Arrive On Green	0.08	0.57	0.57	0.01	0.17	0.17	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	3476	3574	1615	1810	3574	1583	550	117	1615	1388	91	1538
Grp Volume(v), veh/h	149	458	35	18	559	73	31	0	15	70	0	161
Grp Sat Flow(s),veh/h/ln	1738	1787	1615	1810	1787	1583	667	0	1615	1388	0	1629
Q Serve(g_s), s	3.7	5.6	0.9	0.9	12.3	3.5	1.6	0.0	0.7	4.5	0.0	8.1
Cycle Q Clear(g_c), s	3.7	5.6	0.9	0.9	12.3	3.5	9.7	0.0	0.7	14.2	0.0	8.1
Prop In Lane	1.00		1.00	1.00		1.00	0.87		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	264	2048	925	51	1877	832	192	0	284	174	0	286
V/C Ratio(X)	0.56	0.22	0.04	0.35	0.30	0.09	0.16	0.00	0.05	0.40	0.00	0.56
Avail Cap(c_a), veh/h	541	2048	925	181	1877	832	192	0	284	174	0	286
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	9.4	8.4	43.8	22.7	19.1	36.6	0.0	30.9	41.2	0.0	33.9
Incr Delay (d2), s/veh	0.7	0.3	0.1	1.5	0.4	0.2	0.1	0.0	0.0	0.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.9	0.4	0.5	6.2	1.6	0.7	0.0	0.3	1.7	0.0	3.8
LnGrp Delay(d),s/veh	40.9	9.7	8.5	45.3	23.1	19.3	36.8	0.0	30.9	41.7	0.0	35.5
LnGrp LOS	D	A	A	D	C	B	D		C	D		D
Approach Vol, veh/h		642			650			46			231	
Approach Delay, s/veh		16.8			23.3			34.8			37.4	
Approach LOS		B			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	58.5		22.0	13.8	54.2		22.0				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	45.1			* 16	14.0	40.1		* 16				
Max Q Clear Time (g_c+I), s	7.6			11.7	5.7	14.3		16.2				
Green Ext Time (p_c), s	0.0	4.5		0.0	0.1	5.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				23.1								
HCM 2010 LOS				C								
Notes												

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	28	467	551	41	26	40
Future Vol, veh/h	28	467	551	41	26	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	29	481	568	42	27	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	610	0	-	0	867 284
Stage 1	-	-	-	-	568 -
Stage 2	-	-	-	-	299 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	979	-	-	-	296 719
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	732 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	979	-	-	-	287 719
Mov Cap-2 Maneuver	-	-	-	-	287 -
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	732 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	979	-	-	-	287	719
HCM Lane V/C Ratio	0.029	-	-	-	0.093	0.057
HCM Control Delay (s)	8.8	-	-	-	18.8	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	103	86	94	134	110	28	75	112
Average Queue (ft)	36	29	32	61	32	3	17	44
95th Queue (ft)	78	69	78	118	81	15	50	91
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)							0	3
Queuing Penalty (veh)							0	1

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	104	136	99	47	0	42	146	141	51	75	25	116
Average Queue (ft)	12	62	26	5	0	12	55	57	14	21	6	46
95th Queue (ft)	52	118	73	26	0	35	114	112	37	56	23	94
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	122
Average Queue (ft)	50
95th Queue (ft)	92
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

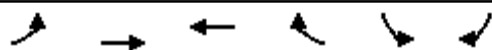
Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	43	2	46	33
Average Queue (ft)	9	0	17	16
95th Queue (ft)	32	2	41	33
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 1

HCM 2010 Signalized Intersection Summary
 2: Power Plant Pkwy & Bass Pro Dwy

Timing Plan: Saturday
 10/08/2018



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	50	539	689	39	78	76		
Future Volume (veh/h)	50	539	689	39	78	76		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1900	1900	1881	1900	1900	1900		
Adj Flow Rate, veh/h	52	561	718	41	81	79		
Adj No. of Lanes	1	2	2	1	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	0	1	0	0	0		
Cap, veh/h	102	2749	2217	1002	138	123		
Arrive On Green	0.02	0.25	0.62	0.62	0.08	0.08		
Sat Flow, veh/h	1810	3705	3668	1615	1810	1615		
Grp Volume(v), veh/h	52	561	718	41	81	79		
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1615	1810	1615		
Q Serve(g_s), s	2.6	11.0	8.6	0.9	3.9	4.3		
Cycle Q Clear(g_c), s	2.6	11.0	8.6	0.9	3.9	4.3		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	102	2749	2217	1002	138	123		
V/C Ratio(X)	0.51	0.20	0.32	0.04	0.59	0.64		
Avail Cap(c_a), veh/h	229	2749	2217	1002	261	233		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	42.9	12.2	8.1	6.7	40.2	40.4		
Incr Delay (d2), s/veh	1.4	0.2	0.4	0.1	1.5	2.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.3	5.6	4.3	0.4	2.0	3.8		
LnGrp Delay(d),s/veh	44.4	12.3	8.5	6.7	41.7	42.4		
LnGrp LOS	D	B	A	A	D	D		
Approach Vol, veh/h		613	759		160			
Approach Delay, s/veh		15.1	8.4		42.0			
Approach LOS		B	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		76.1		13.9	12.7	63.4		
Change Period (Y+Rc), s		* 7.6		7.0	* 7.6	* 7.6		
Max Green Setting (Gmax), s		* 62		13.0	* 11	* 43		
Max Q Clear Time (g_c+I1), s		13.0		6.3	4.6	10.6		
Green Ext Time (p_c), s		5.7		0.1	0.0	7.5		
Intersection Summary								
HCM 2010 Ctrl Delay			14.6					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Timing Plan: Saturday
 10/08/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗		↖	↗	↖	↗	
Traffic Volume (veh/h)	258	452	32	16	577	83	25	4	14	146	8	192
Future Volume (veh/h)	258	452	32	16	577	83	25	4	14	146	8	192
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1863	1900	1900	1900	1863	1900	1900
Adj Flow Rate, veh/h	284	497	35	18	634	91	27	4	15	160	9	211
Adj No. of Lanes	2	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	0	0	1	2	0	0	0	2	0	0
Cap, veh/h	358	1770	800	51	1502	665	222	28	409	246	17	395
Arrive On Green	0.10	0.50	0.50	0.01	0.14	0.14	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	3476	3574	1615	1810	3574	1583	582	111	1615	1388	66	1558
Grp Volume(v), veh/h	284	497	35	18	634	91	31	0	15	160	0	220
Grp Sat Flow(s),veh/h/ln	738	1787	1615	1810	1787	1583	692	0	1615	1388	0	1625
Q Serve(g_s), s	7.2	7.3	1.0	0.9	14.6	4.5	1.5	0.0	0.6	10.3	0.0	10.5
Cycle Q Clear(g_c), s	7.2	7.3	1.0	0.9	14.6	4.5	12.0	0.0	0.6	22.4	0.0	10.5
Prop In Lane	1.00		1.00	1.00		1.00	0.87		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	358	1770	800	51	1502	665	250	0	409	246	0	412
V/C Ratio(X)	0.79	0.28	0.04	0.35	0.42	0.14	0.12	0.00	0.04	0.65	0.00	0.53
Avail Cap(c_a), veh/h	425	1770	800	181	1502	665	250	0	409	246	0	412
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	13.3	11.7	43.8	28.8	24.4	32.0	0.0	25.3	39.4	0.0	29.0
Incr Delay (d2), s/veh	7.0	0.4	0.1	1.5	0.9	0.4	0.1	0.0	0.0	4.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	3.7	0.5	0.5	7.4	2.1	0.7	0.0	0.3	4.3	0.0	4.8
LnGrp Delay(d),s/veh	46.4	13.7	11.8	45.3	29.6	24.9	32.1	0.0	25.3	44.2	0.0	29.7
LnGrp LOS	D	B	B	D	C	C	C		C	D		C
Approach Vol, veh/h		816			743			46			380	
Approach Delay, s/veh		25.0			29.4			29.9			35.8	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	51.5		29.0	16.3	44.7		29.0				
Change Period (Y+Rc), s	7.0	6.9		* 6.2	7.0	6.9		* 6.2				
Max Green Setting (Gmax), s	38.1			* 23	11.0	36.1		* 23				
Max Q Clear Time (g_c+I), s	9.3			14.0	9.2	16.6		24.4				
Green Ext Time (p_c), s	0.0	4.7		0.1	0.1	5.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.8									
HCM 2010 LOS			C									
Notes												

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	63	549	568	197	40	108
Future Vol, veh/h	63	549	568	197	40	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	185	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	65	566	586	203	41	111

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	789	0	0	999	293
Stage 1	-	-	-	586	-
Stage 2	-	-	-	413	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	840	-	-	244	709
Stage 1	-	-	-	525	-
Stage 2	-	-	-	642	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	840	-	-	225	709
Mov Cap-2 Maneuver	-	-	-	225	-
Stage 1	-	-	-	485	-
Stage 2	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	840	-	-	-	225	709
HCM Lane V/C Ratio	0.077	-	-	-	0.183	0.157
HCM Control Delay (s)	9.6	-	-	-	24.6	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.6

Intersection: 2: Power Plant Pkwy & Bass Pro Dwy

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	94	94	108	155	164	37	97	138
Average Queue (ft)	39	32	47	74	64	9	45	45
95th Queue (ft)	79	74	96	132	134	32	88	97
Link Distance (ft)		609	609	781	781			726
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	295					205	75	
Storage Blk Time (%)					0		3	3
Queuing Penalty (veh)					0		2	2

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	L	T	T	R	L	T	T	R	LT	R	L
Maximum Queue (ft)	163	196	103	64	2	53	181	183	131	66	32	166
Average Queue (ft)	49	108	32	10	0	14	92	91	22	17	9	89
95th Queue (ft)	140	174	84	38	2	40	162	158	69	50	28	146
Link Distance (ft)			899	899			739	739		477	477	728
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	325	325			170	325			175			
Storage Blk Time (%)								0	0			
Queuing Penalty (veh)								0	0			

Intersection: 5: Hilton Dwy/BJ's Dwy & Power Plant Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	142
Average Queue (ft)	60
95th Queue (ft)	111
Link Distance (ft)	728
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Power Plant Pkwy & BJ/PBR/CS Dwy

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	63	25	62	51
Average Queue (ft)	23	2	22	26
95th Queue (ft)	52	13	50	43
Link Distance (ft)			594	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	325	185		75
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

Network Summary

Network wide Queuing Penalty: 4
