

7.3.2 Caracterização do Sistema Viário

7.3.2.1 Introdução

Este estudo objetivou uma análise do tráfego viário nas vias de acesso pretendidas pelo empreendimento, implantação considerando as alterações de projeto em relação a sua configuração original do Estudo de Impacto Ambiental de 2012.

Esse capítulo está estruturado de forma a descrever como os dados atuais foram levantados, a apresentar a metodologia da pesquisa, discutir a previsão de demanda por serviços portuários na região e sua correlação com a geração e atração de tráfego viário, simular os níveis de serviço em interseções selecionadas para quatro diferentes cenários: situação atual, fase de implantação do empreendimento, fase operação e o efeito sinérgico de outros empreendimentos previstos para a região.

A sinergia com outros empreendimentos previstos considerou, além do próprio Terminal Industrial Imetame, o porto anunciado pela Nutripetro, a expansão anunciada pela Portocel (geralmente referenciada como Portocel 2), outros empreendimentos de menor porte e não relacionados à atividade portuária (Carta Fabril e Zona de Processamento de Exportação) e, finalmente, a operação do Estaleiro Jurong de Aracruz (EJA) na sua capacidade máxima, conforme previsto no respeito EIA e EIV.

7.3.2.2 Levantamento de Dados

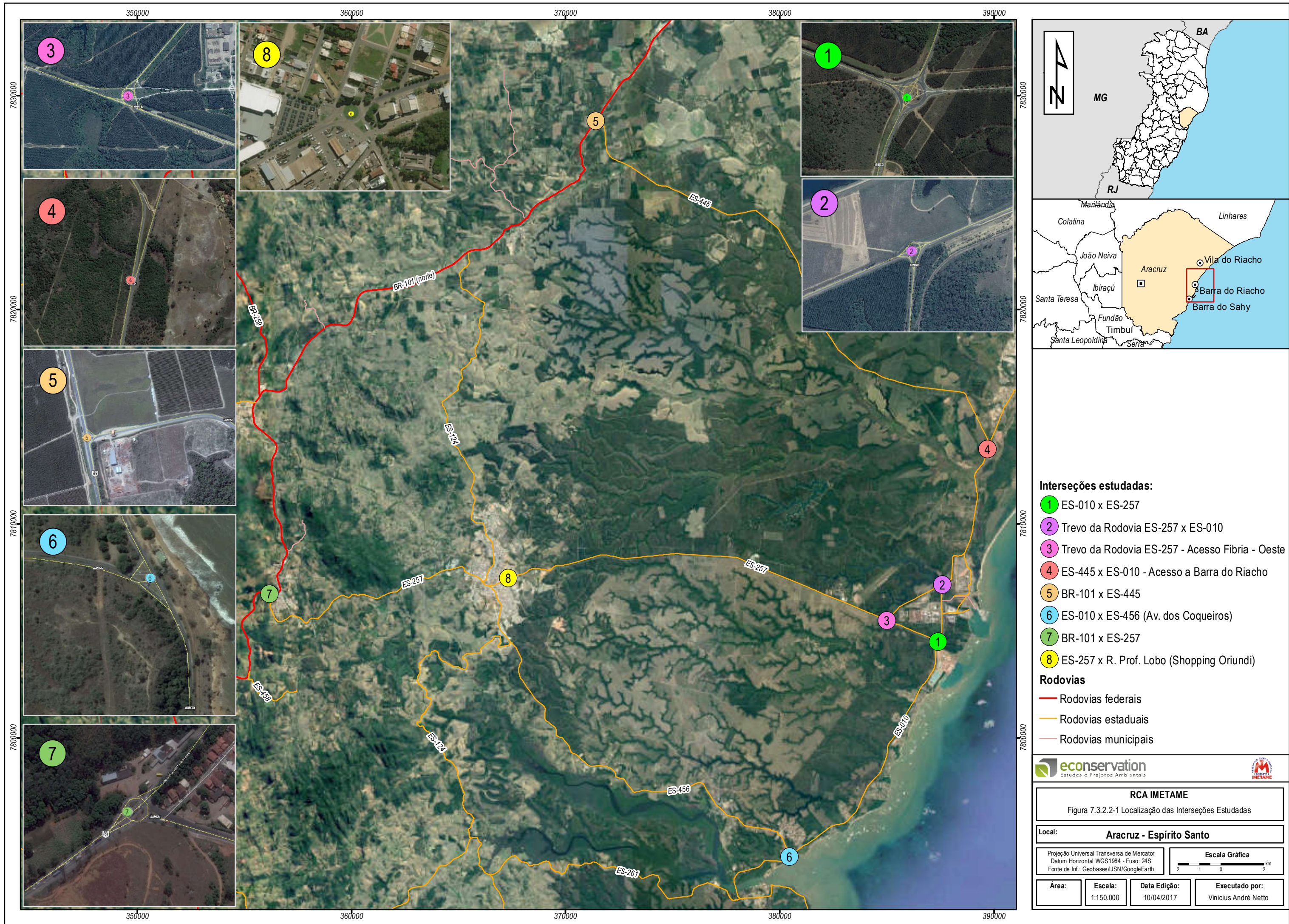
Para elaboração da situação atual, foram realizadas análise de campo e pesquisas de fluxos em um dia típico, no horário de 14h00 as 20h00, no dia 06 de junho de 2016 (terça-feira), em oito interseções.

Além da determinação dos volumes de tráfego, foram realizadas vistorias no local para a caracterização física e operacional dos cruzamentos, de modo a determinar os fatores que contribuem para a redução da capacidade das vias. Estas características determinam a capacidade das aproximações e os níveis de serviço. No Anexo I deste item encontram-se os croquis das interseções e dos movimentos e a pesquisa de fluxo (contagem).

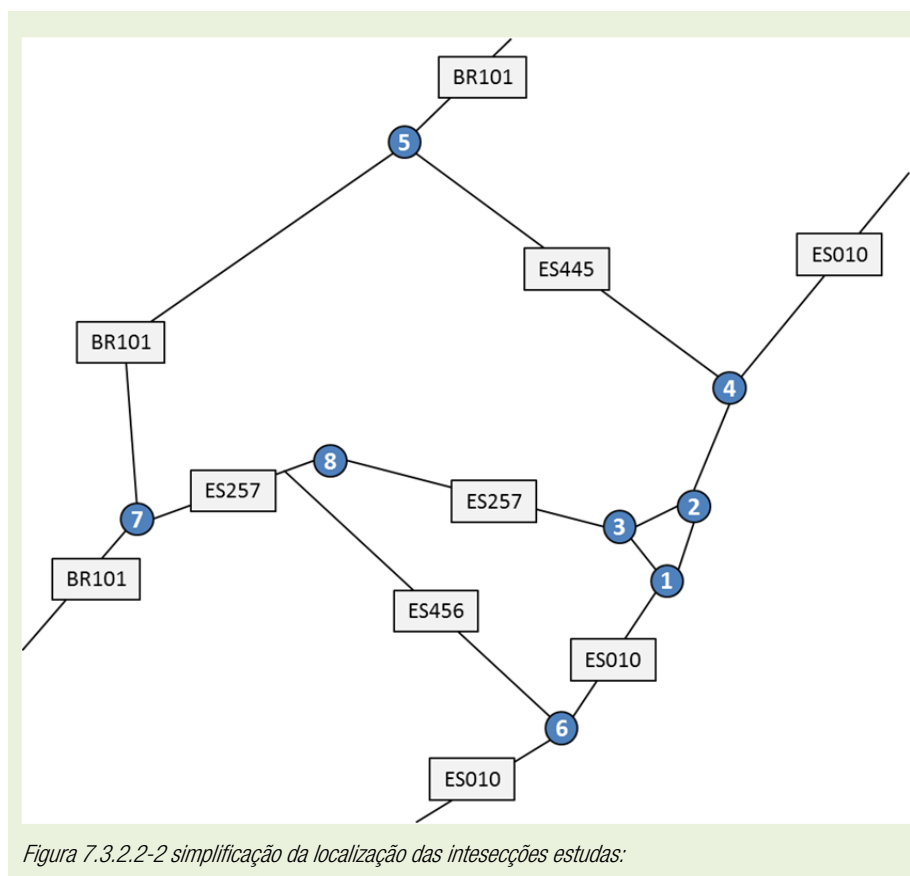
O horário de pico da tarde foi o escolhido para a pesquisa, por representar o horário de maior movimento durante o dia.

A Figura 7.3.2.2-1 apresenta a localização das interseções avaliadas:

- Interseção 1 – ES 010 X ES 257;
- Interseção 2 – Trevo da Rodovia ES 257 x ES 010 com a via de acesso à portaria Leste
- Interseção 3 – Trevo da rodovia ES 257 - Acesso Fibria Celulose - Oeste
- Interseção 4 – ES 445 x ES 010 - Acesso a Barra do Riacho
- Interseção 5 – BR 101 x ES 445
- Interseção 6 - ES 010 X ES 456 (AV. dos Coqueiros)
- Interseção 7 – BR 101 x ES 257
- Interseção 8 – ES 257 x Rua Professor Lobo (Shopping Oriundi)



A Figura 7.3.2.2-2 é uma simplificação da localização das inteseções estudadas:



7.3.2.3 Metodologia

A capacidade de uma via é definida como o número máximo de veículos que consegue atravessar um ponto ou uma seção uniforme da via, durante um dado período de tempo.

Para avaliar a capacidade atual e futura do sistema viário, objeto deste estudo, foi realizada uma microssimulação do tráfego. Para tanto, utilizou-se os softwares de microssimulação SYNCRO 8, SIMTRAFFIC 8 e 3D VIEWER 8, através dos quais é possível qualificar o nível de serviço e filas de cada uma das interseções estudadas.

A metodologia utilizada pelo software para realizar os cálculos é a do Intersection Capacity Utilization (ICU, 2003). O método é bastante similar à tradicional relação entre o volume da hora-pico e o volume de saturação, considerada na metodologia do Highway Capacity Manual (HCM, 2000). O ICU leva em consideração a soma do tempo necessário para atender a todos os movimentos em uma interseção, caso esta fosse semaforizada com um tempo de ciclo padrão, dividido pelo tempo total disponível.

Apesar das semelhanças entre os dois métodos, eles possuem níveis de serviço diferentes. Além disso, o ICU foi desenvolvido para ser compatível com o HCM, uma vez que muitos dos parâmetros são equivalentes, permitindo assim uma maior facilidade na análise dos dados.

De forma análoga HCM, o nível de serviço do ICU (= ICU LOS – “Level of Service”) é dividido em 8 patamares e é calculado em função da reserva de capacidade ou deficiência da interseção. A Tabela 7.3.2.3-1 apresenta a relação do nível de serviço e a capacidade viária:

Tabela 7.3.2.3-1: Relação Nível de Serviço x Capacidade Viária.

Nível de Serviço	% da capacidade viária
A	$\leq 55\%$
B	$55\% \leq 64\%$
C	$64\% \leq 73\%$
D	$73\% \leq 82\%$
E	$82\% \leq 91\%$
F	$91\% \leq 100\%$
G	$100\% \leq 109\%$
H	$\geq 109\%$

Desta forma teremos:

- **Nível de Serviço A:** ICU até 55% - não há congestionamento na interseção. Ciclos menores que 80 segundos são capazes de operar o tráfego eficientemente. Todo tráfego é atendido no primeiro ciclo. Flutuações de tráfego, acidentes e obstrução de faixas causarão mínimos congestionamentos. Esta interseção pode acomodar até 30% a mais de tráfego em todos os movimentos;
- **Nível de Serviço B:** ICU entre 55% e 64% - não há congestionamento na interseção. Quase todo o tráfego será atendido no primeiro ciclo. Ciclos de 90 segundos ou menos são capazes de operar o tráfego eficientemente. Flutuações de tráfego, acidentes e obstruções da pista causarão mínimos congestionamentos. Esta interseção pode acomodar até 30% a mais de tráfego em todos os movimentos;
- **Nível de Serviço C:** ICU entre 64% e 73% - A interseção ainda não tem congestionamentos significativos. A maior parte do tráfego deve ser atendida no primeiro ciclo. Ciclos de 100 segundos ou menos operarão o tráfego eficientemente. Flutuações de tráfego, acidentes, e fechamentos da pista podem causar congestionamentos. Esta interseção pode acomodar até 20% a mais de tráfego em todos os movimentos;
- **Nível de Serviço D:** ICU entre 73% e 82% - Ainda não há congestionamentos significativos. A maior parte do tráfego deve ser atendida no primeiro ciclo. Ciclos de 110 segundos ou menos operarão o tráfego eficientemente. Flutuações de tráfego, acidentes e fechamentos da pista podem causar congestionamentos significativos. Uma operação semafórica não otimizada causa congestionamentos. Esta interseção pode acomodar até 10% a mais de tráfego em todos os movimentos. **Este nível de serviço é o limite aceitável, a partir dele se faz necessário alterações de circulação e/ou geométricas;**
- **Nível de Serviço E:** ICU entre 82% e 91% - A interseção está no limiar das condições de congestionamento. Muitos veículos não são atendidos no primeiro ciclo. Um ciclo de 120 segundos é requerido para operar eficientemente todo o tráfego. Flutuações de tráfego, acidentes, pequenas obstruções da pista e uma operação semafórica não otimizada podem causar congestionamentos significativos. Esta interseção tem menos de 10% de capacidade de reserva disponível;
- **Nível de Serviço F:** ICU entre 91% e 100% - A interseção está operando no limiar da capacidade e, provavelmente, há congestionamentos com duração de 15 a 60 minutos. As filas residuais no fim do tempo de verde são comuns. Um ciclo de 120 segundos é requerido para operar todo o tráfego. Pequenas flutuações do tráfego, acidentes, pequenos fechamentos da pista e uma operação semafórica não otimizada, podem causar significativos congestionamentos;
- **Nível de Serviço G:** ICU entre 100% e 109% - A interseção opera com sua capacidade excedida de 10% a 20% e terá, provavelmente, congestionamentos com duração de 60 a 120 minutos. Filas longas são comuns. Um ciclo de 120 segundos ou mais é requerido para operar todo o tráfego. Os motoristas podem optar por rotas alternativas, caso existam. Uma programação semafórica atuada pelo tráfego pode contribuir com a priorização de certos movimentos;

- **Nível de Serviço H:** ICU maior que 109% - A interseção está com capacidade excedente de 20% e pode ter períodos de congestionamentos com duração maior que 120 minutos. Filas longas são comuns. Um ciclo de 120 segundos ou mais é requerido para operar todo o tráfego. Os motoristas podem escolher rotas alternativas, caso existam. Uma programação semafórica atuada pelo tráfego pode contribuir com a priorização de certos movimentos.

Segundo o método utilizado para a simulação, muitos fatores influenciam no valor da capacidade e todos devem ser levados em consideração, conforme descrito a seguir:

- Largura da aproximação;
- Presença de veículos estacionados;
- Localização do cruzamento dentro da cidade;
- Declividade;
- Presença de pontos de parada de transporte coletivo;
- Tempo de verde efetivo da aproximação;
- Sinalização regulamentar de parada ou dê a preferência ou fluxo livre;
- Tipo de circulação da via;
- Velocidade da via;
- Composição do tráfego;
- Movimentos de conversão à esquerda e à direita;

Em função da complexidade geométrica de algumas interseções, foram feitas subdivisões, de tal forma que cada uma delas, possua um único cruzamento, conforme a metodologia do ICU. Assim, teremos interseções em que devem ser comparados diversos níveis de serviço, porém para melhor análise será mostrado o pior nível de serviço do nó da interseção. Assim sendo, a referência do nível de serviço descrita no estudo, equivale ao nó mais crítico da interseção.

Para a simulação, será utilizada uma numeração única para os nós, que é a intercepção de duas ou mais faixas e/ou pistas. O mapa de nós é único e vale para a simulação do pico em todos os cenários. O mapa de nós encontra-se no Anexo II.

Neste estudo serão apresentados apenas os níveis de serviços, porém o relatório completo gerado pelo software permite uma análise mais detalhada e pode ser disponibilizado, caso seja necessário.

Os volumes de tráfego encontrados em 2016 não serão extrapolados, que seria o caso fosse considerado o crescimento vegetativo, que ocorrerá independentemente do empreendimento em questão. Essa restrição é aconselhável, tendo em vista a insegurança quanto à data precisa da implantação do empreendimento.

Para uma melhor compreensão, a Tabela 7.3.2.3-2 apresenta a escala gráfica de cores, sendo que o verde apresenta um bom nível de serviço, amarelo representa o nível de serviço no limiar do comprometimento e vermelho são os níveis de serviço acima da capacidade, sendo necessárias intervenções para a melhoria da operação da via.

Tabela 7.3.2.3-2: Escala gráfica de cor dos níveis de serviço

Nível de Serviço	A	B	C	D	E	F	G	H
ICU	<0,55	0,55 - 0,64	0,64 - 0,73	0,73 - 0,82	0,82 - 0,91	0,91 - 1,0	1,0 - 1,09	>1,1

7.3.2.4 Previsão de Demanda, Geração e Atração de Tráfego Viário

A despeito de haver um mercado que demanda serviços portuários de maior valor agregado, notadamente, quanto à capacidade de receber embarcações de maior porte, esse mercado é relativamente inelástico.

Partindo dessa consideração, a demanda projetada para o estado do Espírito Santo deve ser atendida por apenas porto, sendo pouco provável que ela possa crescer, em função da existência de mais de um porto. Assim sendo, para efeito o estudo de impacto sobre o tráfego viário, considerar-se-á que a geração e atração de tráfego é função direta e exclusiva da demanda projetada por transporte marítimo para o estado de Espírito Santo.

Essa premissa é de fundamental importância, uma vez que induz à seguinte conclusão: mesmo que mais do que um projeto marítimo seja implantado, a geração e atração do tráfego permanecerão essencialmente limitadas pela demanda projetada por transporte marítimo para o estado de Espírito Santo.

No entanto, há que se justificar a demanda projetada para o empreendimento do Terminal Industrial IMETAME e propor um critério para distribuição da demanda entre os empreendimentos anunciados e que são similares. Esse é o propósito dos tópicos 7.3.2.4.1 Sumário da Hipótese da Tese de Investimento, 7.3.2.4.2 Crescimento dos navios na última década, 7.3.2.4.3 Estrutura da oferta e padrão de concorrência, 7.3.2.4.4 Equilíbrio Oferta e Demanda, 7.3.2.4.5 Projeção da Receita e 7.3.2.4.6 Cenário Sinérgico.

7.3.2.4.1 Sumário da Hipótese da Tese de Investimento

- Volume de carga containerizada cresce acima da média do PIB (~7%a.a. no BR); crescimento recente no ES foi expressivo em grãos (~8%-10% a.a.);
- Mercado “shipping liner” é extremamente competitivo: armadores investindo em navios de maior porte para obter ganhos de escala;
- Novo canal do Panamá permitirá passagem de navios de 13.000 TEUs, impactando a estratégia de shipping e de rotas dos armadores;
- Aumento do porte dos navios de Longo Curso e Cabotagem (LC e CB, respectivamente), combinado com aumento da consignação média nos portos principais, cria novos desafios, requisitos operacionais e de projeto, bem como oportunidades para terminais portuários;
- O estado do Espírito Santo (ES) não possui um terminal adequado à esta nova realidade: TVV está limitado a alguns poucos serviços (feeder) e cabotagem com navios de pequeno porte, com reduzido número de escalas semanais;
- Há a oportunidade de desenvolvimento de um novo terminal no ES, com foco em containers, alinhado aos requisitos de mercado. Este espaço pode potencialmente ser ocupado por um Terminal de Uso Privado (TUP), posicionando-o como uma solução para o Estado;
- Adicionalmente, o TUP pode se beneficiar de outras cargas e serviços (grãos, fertilizante, carga geral/projeto, plataforma[s] logística[s]) de maneira a aumentar sua capacidade de geração de valor e diversificar risco;
- Foram anunciados 5 projetos portuários para o ES, que podem englobar parcial ou totalmente os serviços supracitados e dessa forma suprir a demanda:

- ✓ Porto Central (TPK), em Presidente Kenedy: complexo industrial portuário multipróposito em desenvolvimento no Município de Presidente Kennedy/ES, sul do Estado do Espírito Santo, em uma área de aproximadamente 2.000 hectares. Trata-se de um porto de águas profundas com até 25 metros de profundidade, capaz de receber navios de grande calado, como os navios Valemax e VLCC's – Very Large Crude Oil Carrier. O Porto Central será um porto que servirá grandes empresas dos setores de petróleo e gás, mineração, agrícola, de apoio à indústria offshore, assim como

estaleiro e terminal de contêiner e carga geral que movimentarão cargas diversas como veículos, produtos siderúrgicos, coque de petróleo para cimenteiras, soja e fertilizantes, carvão, GNL, rochas ornamentais, etc. O Porto Central visa criar uma nova perspectiva portuária, com um ambiente atrativo para a indústria, comércio e serviços, a fim de se tornar um porto de classe mundial único no Brasil¹;

- ✓ Porto Norte Capixaba, em Linhares: porto multicargas nos próximos anos. A MLog (fusão, no ano passado, da mineradora Manabi com a empresa de navegação Asgaard), deverá investir cerca de R\$ 800 milhões em um projeto para desenvolver um distrito industrial na cidade (Linhares). A proposta é criar um porto-indústria à semelhança de Suape, em Pernambuco. Com base em incentivos fiscais, empresas nacionais e estrangeiras poderão se instalar em área de 12 milhões de metros quadrados pertencentes à MLog no distrito de Degredo, em Linhares. A estimativa é que a primeira fase do projeto seja concluída em até 18 meses. O investimento inclui estudos com licenciamento ambiental, zoneamento e obras de infraestrutura²;
- ✓ Centro Logístico Capixaba, em Barra do Riacho, Aracruz: empreendimento anunciado e conhecido como “Nutripetro”, por ser este o principal empreendedor, conta com uma área superior a 1 milhão de metros quadrados, e está preparado para prestar os mais variados serviços nas áreas de transporte e armazenagem de cargas. A Nutripetro apresenta-se como uma empresa especializada em gestão portuária, comércio marítimo e soluções logísticas integradas de grande porte³;
- ✓ Portocel II, em Barra do Riacho, Aracruz: tendo iniciado a contratação de estudos ambientais, engenharia básica, hidrodinâmica e manobrabilidade do projeto conceitual de expansão da atual instalação da Portocel em 2015, a ampliação do terminal está em linha com a visão de longo prazo dos acionistas do porto (Fibra 51% e Cenibra 49%), que avaliarão os estudos e programarão os investimentos para as obras, que serão divididas em cinco etapas. A visão é operar com navios de 366 metros, expandindo assim a atual gama de serviços, uma vez que o Portocel atualmente é especializado na movimentação de celulose e produtos florestais, mas, nos últimos anos, vem se dedicando também a outras cargas, aproveitando o potencial e eficiência operacional do terminal. Entre essas cargas estão produtos siderúrgicos, sal, granito, sulfato de sódio, tubos e cargas de projetos. O Projeto Portocel II compreende três fases. Na primeira, serão construídos três quebra-mares, um berço para navio e dois armazéns. Em uma segunda etapa, será edificado outro berço. Por fim, será realizada a construção de mais dois novos berços, com 15 metros de calado, e um ramal ferroviário. A iniciativa prevê ainda outras obras: construção do canal de aproximação/bacia dos berços com extensão de cerca de 600 metros e largura de 210 metros, regularização do leito marinho e ampliação da infraestrutura com novas áreas de armazenamento, adequação do sistema viário e de sinalização náutica, ampliação do sistema ferroviário e de abastecimento de água, energia e combate a incêndio, estacionamentos, molhe de proteção no rio Riacho, entre outras⁴;
- ✓ Terminal Industrial Imetame, em Barra do Riacho, Aracruz: empreendimento que é o foco do presente RCA, dispensando maiores informações nesse momento.

7.3.2.4.2 Crescimento dos navios na última década

Ainda considerando a pesquisa da B2Port, todo esse desenvolvimento exige custos e preços competitivos, assim sendo os armadores têm buscado economias de escala, por intermédio do aumento do tamanho dos navios. Esse movimento caracteriza-se por um ritmo sem precedentes. A Figura 7.3.2.4.2-1 mostra a evolução ocorrida na última década.

¹ Texto obtido em <http://www.portocentral.com.br/pb/>

² Informação adaptada do site:

<http://www.gazetaonline.com.br/ conteudo/2016/05/noticias/dinheiro/3941788-linhares-deve-contar-com-novo-porto-industria-de-r-800-milhoes.html>

³ Informação adaptada do site <http://nutripetro.com.br/nossos-servicos.php>

⁴ Informação adaptada do site http://www.folhalitoral.com.br/site/?p=noticias_ver&id=6405

	Ship Class	Capacity (TEU)	LOA (m)	Beam (m)	Draft (m)
	Feeder	750	180	n/a	9.0
	Handy	1,500	225	20	11.5
	Panamax	4,500	275	32	13.5
	Post-Panamax I	8,000	345	42	14.5
	Post-Panamax II	11,000	366	49	15.2
	Post-Panamax III	15,000	396-430	59	15.5 – 16.0
	Malacca-Max	18,000	400-450	59	15.5 – 21.0

Figura 7.3.2.4.2-1 - Crescimento dos navios na última década. (Fonte: Lloyds, Deutsch Bank Research, Drewry, B2PORT)

A Figura 7.3.2.4.2-2 mostra a crescente utilização dessas embarcações de maior porte. Além disso, reforçando essa tendência de aumento do porte das embarcações, o novo Canal do Panamá passará a operar navios de 13 mil TEU's, bastante superior aos atuais 5 mil TEU's, impactando o tráfego em toda a América do Sul. Vide Figura 7.3.2.4.2-3.

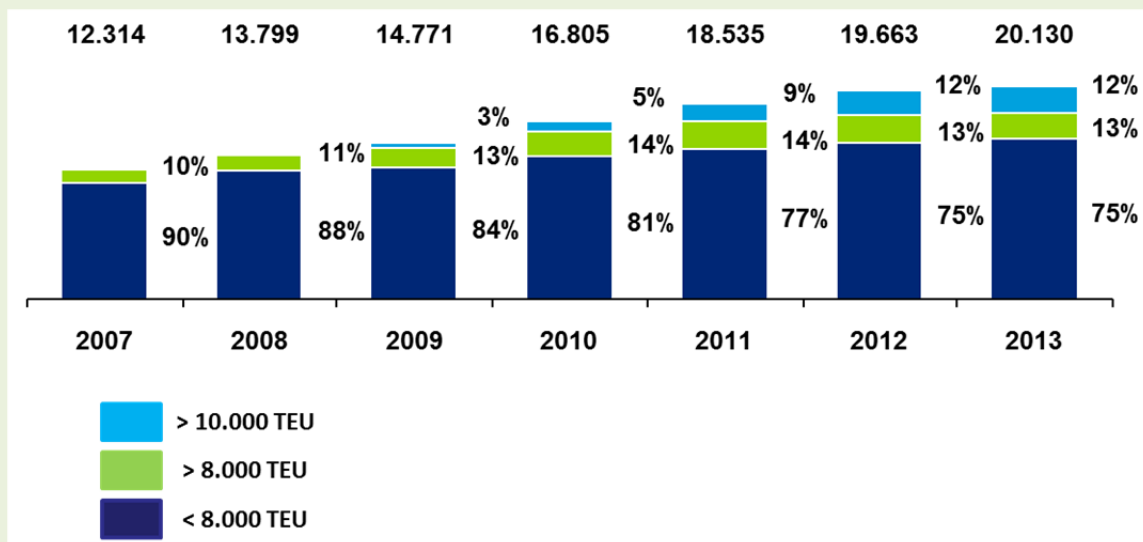


Figura 7.3.2.4.2-2 - Composição da capacidade da frota global de porta containers (MM TEU). (Fonte: Lloyds, Deutsch Bank Research, Drewry, B2PORT)

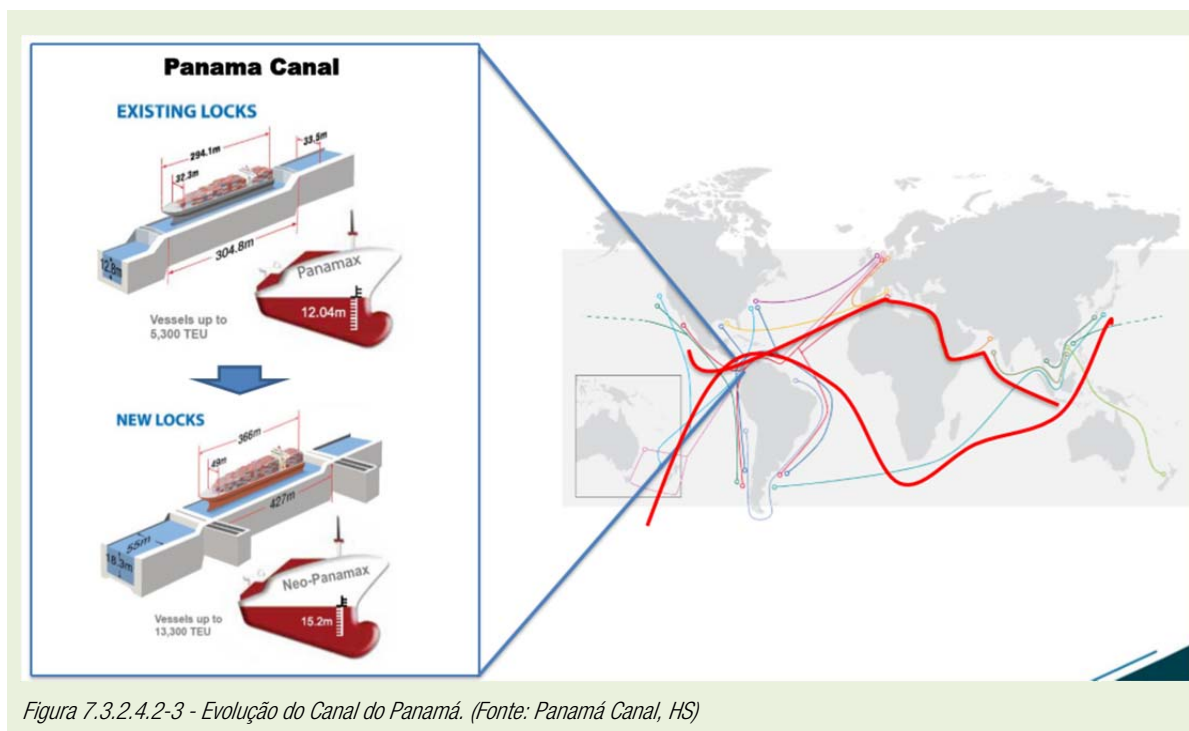


Figura 7.3.2.4.2-3 - Evolução do Canal do Panamá. (Fonte: Panamá Canal, HS)

7.3.2.4.3 Estrutura da oferta e padrão de concorrência

Com base no panorama nacional e local, o mercado pode ser assim sintetizado:

- Muitos projetos foram anunciados, porém poucos deram prosseguimento. Com exceção do estaleiro em Aracruz e do porto do Açú, no estado do Rio de Janeiro, não houve de fato nenhum projeto significativo a entrar em operação, ou previsto para operar nos próximos 5 anos. Portanto, os gargalos logísticos do Estado do Espírito Santo aparentemente devem permanecer e agravar, sobretudo se houver retomada de crescimento nos próximos anos;
- O sistema ainda tem capacidade marginal para absorver alguma demanda adicional, porém essa capacidade se esgota rapidamente, em média em torno do ano de 2015. Além disso, a metodologia não captura outros gargalos que foram amplamente discutidos no trabalho “Análise e Avaliação da Organização Institucional e da Eficiência de Gestão do Setor Portuário Brasileiro” feito para o BNDES, especialmente, o gargalo de acesso às áreas portuárias, destacando-se os casos de Vitória e Vila Velha, o que agrava significativamente a capacidade do sistema;
- A utilização do Terminal Industrial IMETAME, além de uma extensão estratégica das operações da IMETAME Metalmeccânica, como terminal especializado, requer um nível de remuneração elevado, em função dos riscos. Os principais concorrentes trabalham num ambiente multi cargas;
- Cargas relacionadas ao apoio às plataformas de petróleo, estas apresentam potencial elevado, pois o TUP Vila Velha já apresenta taxas de ocupação próximas à capacidade máxima, mesmo em 2015. A questão do gargalo de acesso agrava a situação, pois ampliações serão restringidas. O cais de Capuaba tem um quadro semelhante ao TUP Vila Velha. Ambos só não estão completamente esgotados, por causa da recessão econômica dentre 2014 e 2016 e devido à migração de carga para outros portos do país. Assim sendo, as cargas indicadas, tais como rochas ornamentais e fertilizantes, poderão ser atraídas pelo terminal da IMETAME;
- O mercado de Contêineres é um mercado que tem apresentado um crescimento significativo nos últimos anos, acima da taxa de crescimento do PIB. Esse resultado está alinhado com a tendência global de “containerização” de cargas. Embora se trate de uma carga que demanda altos investimentos, trata-se de

um mercado lucrativo e promissor, a longo prazo, sobretudo considerando as limitações praticamente intransponível dos concorrentes no estado do Espírito Santo;

- Granéis Líquidos, associado à exploração das plataformas de petróleo da região, depende de decisões de investimento que envolvem a Petrobrás e outros grandes conglomerados, portanto representa um alto potencial, sobretudo em função da localização e disponibilidade de retroárea, mas é de longa maturação.

Assim sendo, considerando o trabalho da empresa B2Port, consultoria especializada em projetos e análise de mercado para a indústria portuária, surgem oportunidades para um terminal de alta produtividade e qualidade de serviços, atuando como o principal porto do ES e/ou hub regional, desde que as seguintes características sejam satisfeitas:

- Terminal e acesso marítimo para calado mínimo de 15m;
- Berços de alta produtividade, com pelo menos 400m de extensão cada, equipados com STs de 23-24 fileiras de alcance (> 60m alcance);
- Retroárea capaz de armazenar tanto carga gateway quanto T/S, mesmo sob condições de pico severas impostas pelos novos navios;
- Acesso terrestre (rodoviário e ferroviário) adequado e livre de congestionamentos;
- Posição geográfica favorável na costa Brasileira;
- Proximidade à atividade industrial e capacidade de integração a uma plataforma logística vizinha (porto-serviços-indústria).

O terminal atual, TVV, não atende plenamente aos novos requisitos impostos por armadores e *shippers*, conforme Figura 7.3.2.4.3-1.

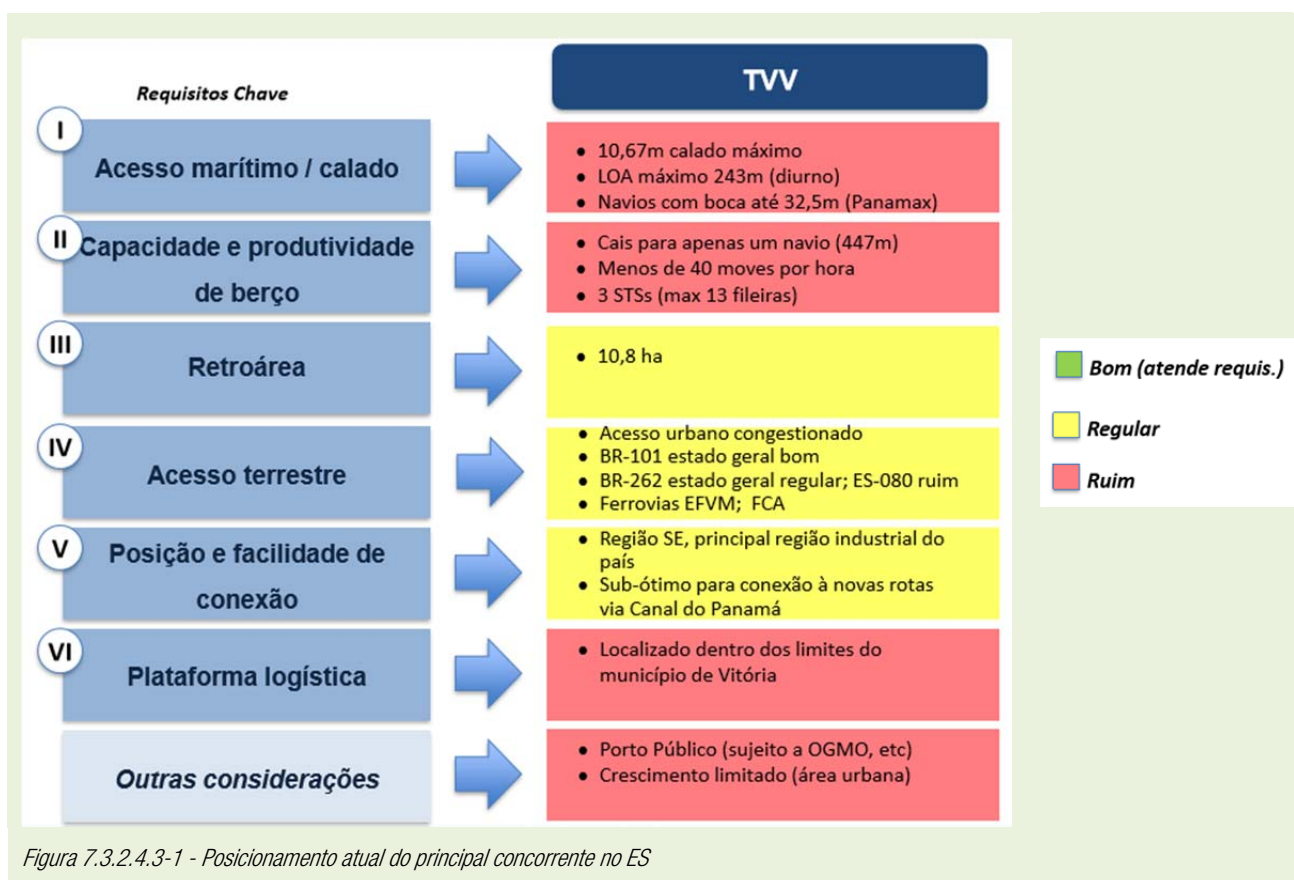


Figura 7.3.2.4.3-1 - Posicionamento atual do principal concorrente no ES

Os portos consolidadores que atendem grandes navios porta container demandam bons serviços de cabotagem (CB); entretanto Vitória (VIX), Espírito Santo, possui poucos serviços de CB, como no caso na Aliança. Situação semelhante ocorre com a própria Log-in, que tem escala em VIX em apenas um dos seus “slings”. Enquanto a Mercosul Line não escala VIX em suas rotas de cabotagem.

A falta de um terminal adequado pode ser observada na redução do número de serviços que escalam VIX ao longo dos últimos anos: o número de escalas semanais de armadores no TVV caiu de 10 em 2011 para apenas 4 em 2015, sendo que destes quatro, apenas um é de longo curso. O fato é que não somente o terminal TVV, mas também o Porto de Vitória, limitam a entrada dos navios utilizados nos vários serviços de navegação internacional que escalam a costa brasileira, conforme Figura 7.3.2.4.3-2.

		comprimento	boca	calado	capacidade (teus)
europa	HS/ALIANÇA	333	48,2	14,5	10,600
america		271	42,8	14,5	6,500
asia		333	48,2	14,5	10,600
wcsa		240	32,2	12,5	3,100
cabotagem		255	37,3	12,5	4,800
europa	MSC/MAERSK	277	40,0	14,5	5,700
america		304	40,0	14,5	6,800
asia		304	40,0	14,5	6,700
wcsa		NA	NA	NA	NA
cabotagem		211	29,8	11,4	2,500
europa	HAPAG-CSAV	NA	NA	NA	NA
america		277	40,0	14,0	5,500
asia		300	48,4	14,5	8,600
wcsa		221	32,2	12,1	3,100
cabotagem		NA	NA	NA	NA

Figura 7.3.2.4.3-2 - Serviços marítimos na conexão WCSA – 20165. (Fonte: Armadores; TVV)

Como consequência de sua perda de competitividade e de atração de armadores (LC e CB), o volume no TVV nos últimos 5 anos tem apresentado redução média de 5,7%a.a. em containers movimentados, conforme Figura 7.3.2.4.3-3.

Um potencial porto competidor, projeto *greenfield*, e que tem passado por diversos adiamentos no início da implantação, é o Porto Central; trata-se de um conceito semelhante ao do Porto do Açu, seu principal competidor, com investimentos estimados em R\$ 5 bi, dentro de um modelo de “landlord port” e cargas alvo que incluem minérios, líquidos/O&G, offshore, além de containers. No entanto, considera-se o Porto Central uma possibilidade futura, porém remota, dado o tamanho do investimento, a necessidade de ferrovia para viabilizá-lo e a relativa proximidade do Porto do Açu.

⁵ WCSA = West Cost of South America

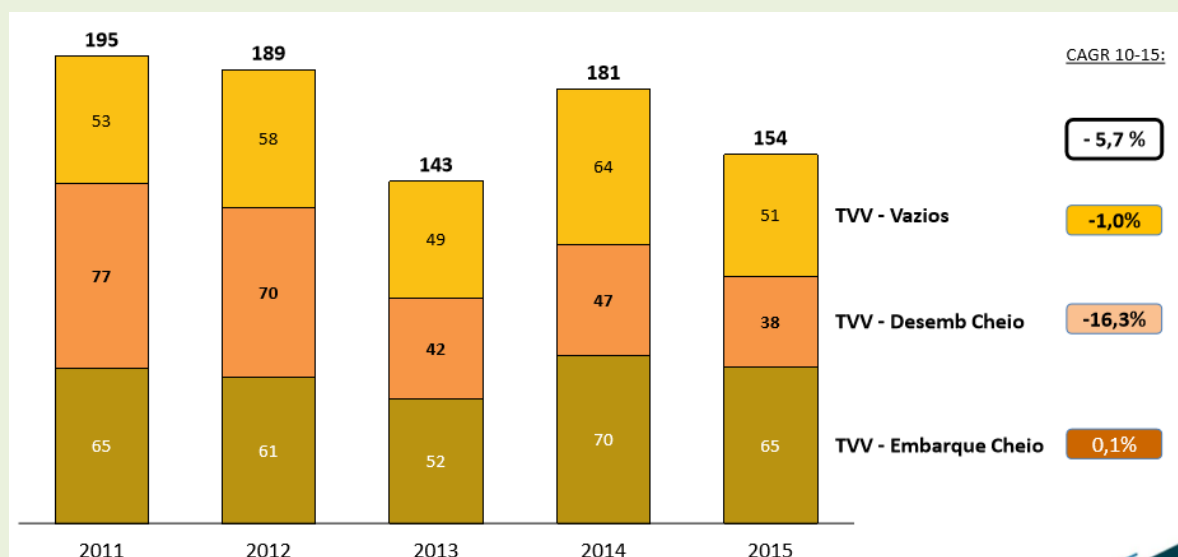


Figura 7.3.2.4.3-3 - Movimentação de containers no TVV (milhares de Boxes)

Tanto remoto quanto o Porto Central, pode-se considerar os empreendimentos do Porto Norte Capixaba e Centro Logístico Capixaba, basicamente pelos mesmos motivos apontados, quais sejam: altíssimos investimentos, sem respaldo do principal investidor, e dificuldades técnicas, entre elas o licenciamento ambiental.

Assim sendo, resta o projeto Portocel II na lista de potencial competidor, de fato. Essa conclusão pode ser justificada pela solidez do principal investimento (Grupo Votorantim), alicerçado num mercado que tem crescido a taxa muito superiores ao crescimento do PIB brasileiro e que não apresenta perspectivas de queda, ou seja, o mercado exportador de celulose. O projeto Portocel II também se justifica devido ao ganho de escala, vis à vis estrutura já disponível e em operação, o que faz dele não um projeto *greenfield*, como os demais, mas de fato uma expansão, embora seja uma expansão bastante significativa, que requer altos investimentos.

7.3.2.4.4 Equilíbrio Oferta e Demanda

Como todo projeto de investimento em infraestrutura, uma nova instalação portuária tende a atrair e atender à demanda reprimida, que normalmente estaria sendo atendida por algum outro porto, mais distante ou a um custo operacional mais elevado. No entanto, uma nova instalação não é capaz de “criar demanda” diferentemente de projetos de desenvolvimento de produtos de consumo. Nesse último caso, apelos de marketing e de inovação têm a capacidade de mudar hábitos do consumidor, fazendo surgir uma demanda que não existia antes do investimento para desenvolvimento do novo produto.

Assim sendo, se a demanda projetada, conforme o desenvolvimento do capítulo anterior, de fato existir, ela deve ser sobremaneira atendida pelo (s) primeiro (s) projeto (s) que efetivamente entrar (em) em operação. Tendo em vista o longo tempo para concepção, projeto e construção de um porto, bem como o elevado investimento requerido, os empreendedores que visualizarem que seu projeto pode se tornar o “segundo”, muito provavelmente irão retirá-lo do mercado e ele nunca será efetivado. Nesse caso, o risco de que as expectativas econômicas do projeto não sejam atingidas é muito elevado.

Esse fenômeno econômico, também conhecido como “reserva de demanda”, é observado em diversos mercados de bens de capital e infraestrutura, uma vez que os investimentos são extremamente elevados e qualquer variação significativa da demanda, pode destruir o valor esperado para o projeto.

Finalmente, outros fatores podem explicar essa tendência. As cargas recebidas ou entregues em qualquer porto dependem da infraestrutura de acesso ao porto. A existência de ferrovia, por exemplo, tende a aumentar a competitividade do porto de maneira significativa.

A dificuldade trazida pela inexistência desse modal, pode ser sanada por intermédio da alternativa rodoviária. A disponibilidade desse modal alternativo pode responder pela competitividade do porto, embora em menor escala do que a ferrovia.

No entanto, no caso da alternativa rodoviária, outro fator deve ser considerado, qual seja, a proximidade de centros consumidores dos produtos. A competitividade portuária não será atingida mesmo que vias rodoviárias estejam disponíveis, porém a localização do porto for longe dos grandes centros consumidores.

Dessa forma, a infraestrutura de transporte na “retroárea” do porto pode contribuir positivamente ou negativamente, tornando-se um fator de produtividade e competitividade, ou um gargalo, impedindo a atração de cargas, mesmo que haja capacidade ociosa nos portos.

Como se sabe, a infraestrutura de transporte no Estado do Espírito Santo, particularmente a ferroviária, é bastante limitada, além disso, o estado encontra-se distante dos centros consumidores, notadamente, São Paulo, Rio de Janeiro e Belo Horizonte.

7.3.2.4.5 Projeção da Receita

Projeção de receita de containers foi baseada na regressão linear volume e Produto Interno Bruto (PIB), partindo das premissas abaixo, resultando nas Figura 7.3.2.4.5-1 e Figura 7.3.2.4.5-2:

- Projeção de containers cheios (gateway) baseado na correlação volume x PIB ($R^2 = 0,96$);
- Imbalance containers vazios assumido estável no valor médio de 2010 a 2015;
- Projeção conservadora, focada em “gateway boxes” no ES; números abaixo não consideram: volume de T/S (transbordo) e captura de volume de região próxima (ex: RJ, MG, BA);
- Início da operação de containers após 3 anos, do início do projeto;
- Parceria com armador, resultando em curva de ramp-up moderadamente acelerada;
- Concentração de carga de T/S (transbordo), chegando a 25% do número de moves (valor médio Santos 2014) em 5 anos de operação;
- Captura máxima de 90% da demanda potencial, incluindo T/S.

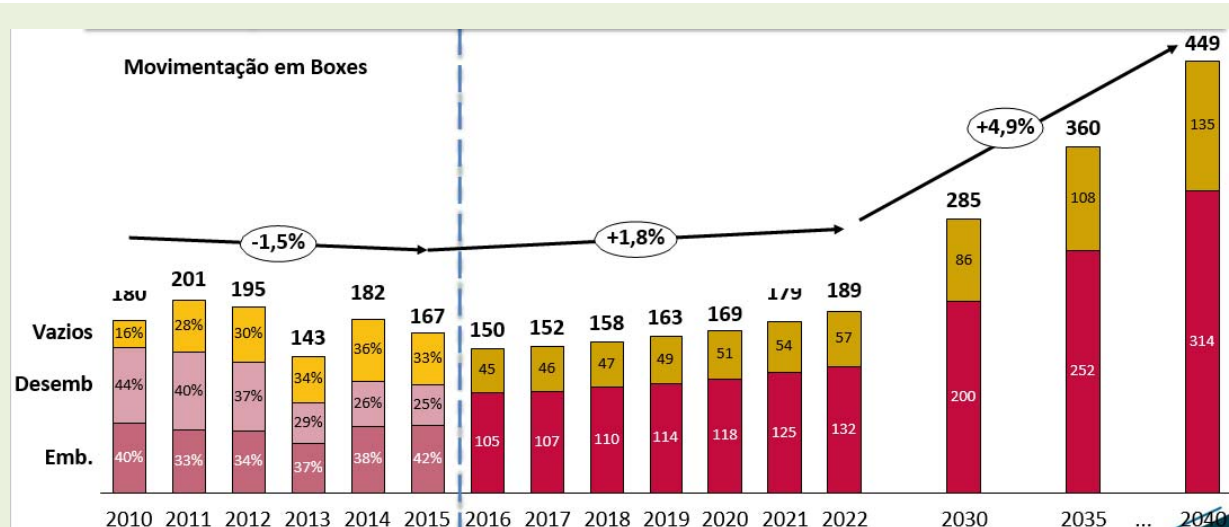


Figura 7.3.2.4.5-1 - Movimentação em boxes

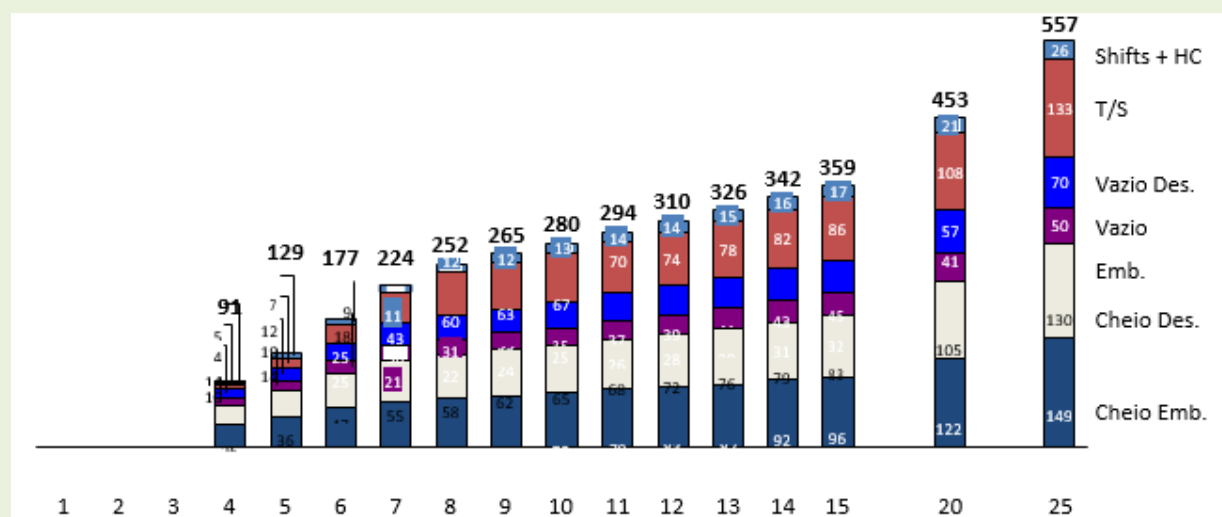


Figura 7.3.2.4.5-2 - Movimentação em Move.Boxes

A receita líquida esperada, apenas de containers, atinge aproximadamente R\$ 200 milhões no 7º ano de operação (ano 10), conforme Figura 7.3.2.4.5-3.

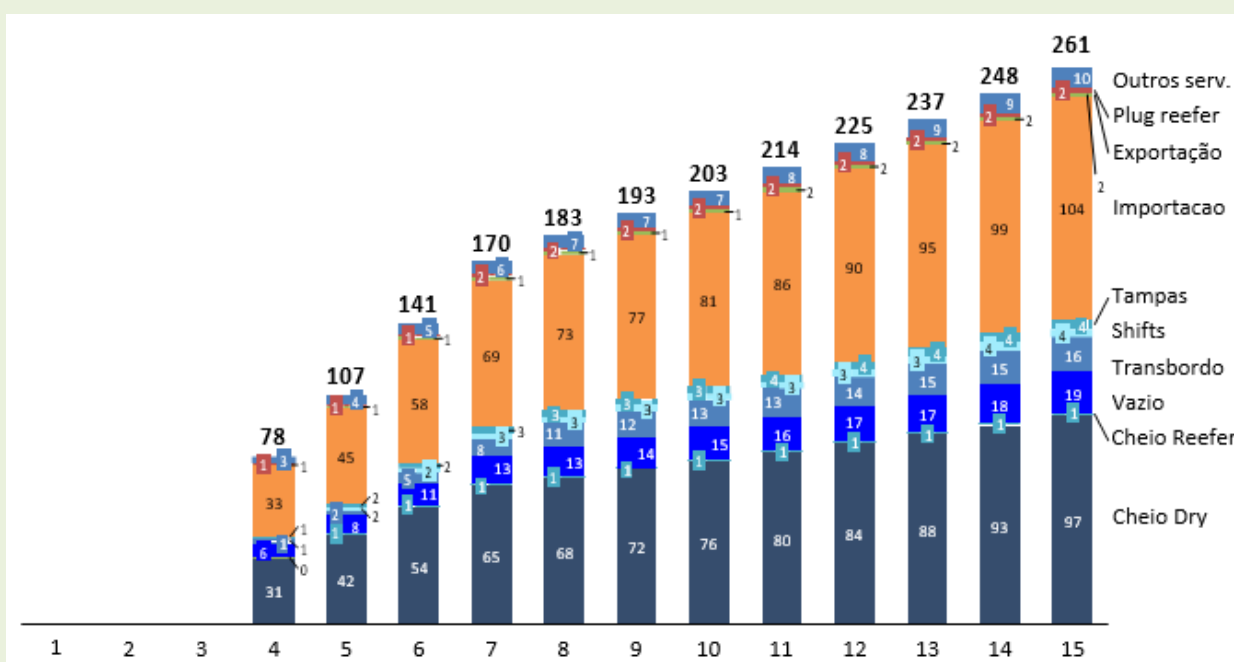


Figura 7.3.2.4.5-3 - Receita projetada para Containeres (R\$ milhões)

Como forma de validação do resultado, comparou-se o “ticket médio” resultante com referências de mercado. Observa-se que os preços e as receitas consideradas são bastante competitivos e até conservadores.

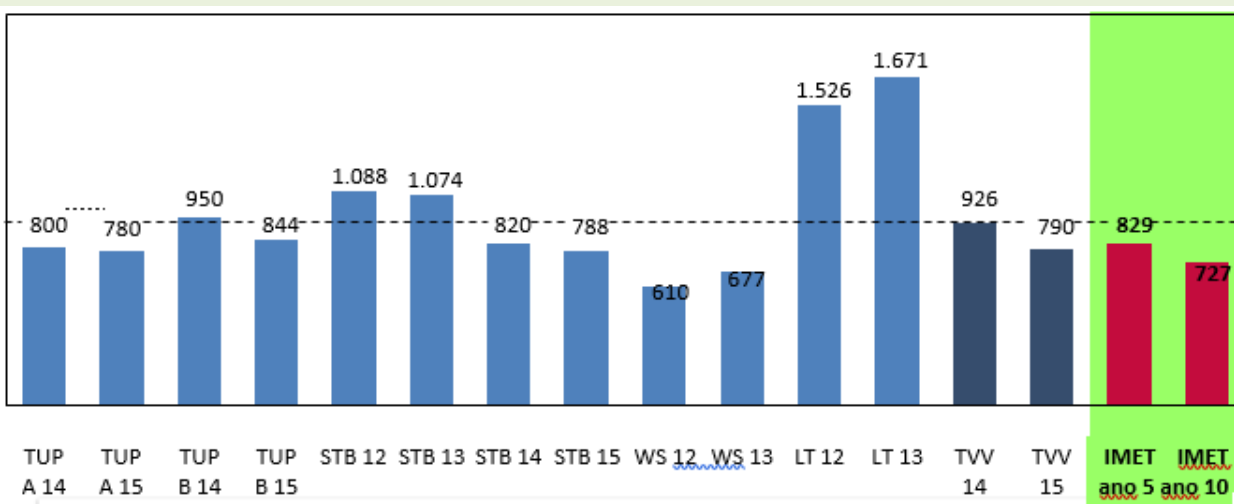


Figura 7.3.2.4.5-4 - Comparação ticket médio

Quanto às cargas complementares, estas foram estimadas com base na movimentação do estado do Espírito Santo e excedente de carga previsto. Nesse caso, a receita líquida total esperada atinge aproximadamente R\$ 200 milhões no 4º ano de operação (ano 7), conforme Figura 7.3.2.4.5-5.

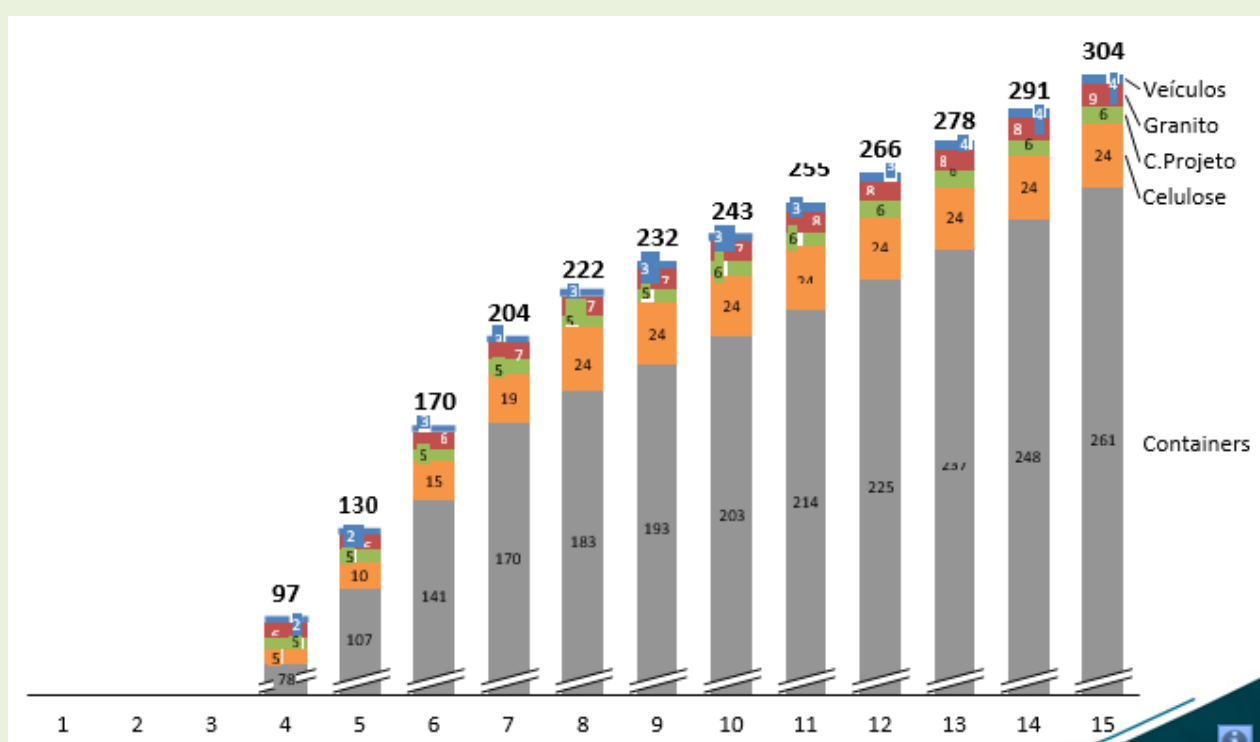


Figura 7.3.2.4.5-5 - Receita total projetada para o empreendimento (R\$ milhões)

7.3.2.4.6 Cenário Sinérgico

Para efeito do RCA do Terminal Industrial Imetame quanto ao estudo de impacto no tráfego viário do entorno, quatro cenários foram estudados, sendo que o quarto foi assim definido:

- Cenário Atual + [Imetame*1/3+NP*1/3+PC2*1/3]*(1+30%)+EJA Full
- A tese que justifica esse cenário é explicada a seguir:
- Conforme já argumentado, a distribuição da demanda entre os empreendimentos anunciados e que são similares dar-se-á em proporções iguais, ou seja, cada um dos três empreendimentos, Imetame, Portocell 2 (PC2) e Nutripetro (NP), receberá 1/3 da demanda total;
- Propõe-se adicionalmente que a competitividade entre tais empreendimentos fará o preço cair e, portanto, a demanda total deve aumentar marginalmente. Em adição, haverá outros eventuais empreendimentos, tais como Zona de Processamento de Exportação (ZPE) e Carta Fabril. Para englobar todos esses acréscimos, propõe-se um adicional total de 30%; e finalmente
- Acrescenta-se a demanda gerada pelo empreendimento do Estaleiro Jurong de Aracruz (EJA) na sua capacidade máxima, conforme dados do EIV e EIA deste empreendimento. Na capacidade máxima, o EJA gerará e atrairá fluxo de veículos proporcional à previsão de 6.000 colaboradores.

7.3.2.5 Desenvolvimento

Para entender o impacto do Terminal Industrial da IMETAME, sobre o sistema viário local, serão estudados cenários de simulação de tráfego para o horário mais carregado. Os períodos de maior hora pico ocorre entre 17:00h e 18:00h. A escolha do período de pico foi calculado da seguinte forma: soma-se os volumes do sistema inteiro, hora a hora e a partir deste cálculo escolhe-se o horário de maior demanda.

Os cenários são:

- **Cenário 01: Atual** – Estabelece a condição de partida que permite verificar as modificações (impactos) que poderão ocorrer sobre nível de serviço das interseções estudadas;
- **Cenário 02: Atual + Fase de Implantação da IMETAME** – Avalia o possível impacto do incremento de tráfego ocorrido durante a fase de implantação do Terminal da IMETAME frente aos níveis de serviços atuais;
- **Cenário 03: Atual + Fase de Operação da IMETAME** – Idem para a fase de operação do Terminal IMETAME;
- **Cenário 04: Atual + Fase de Operação [IMETAME (1/3) + PORTOCEL (1/3) + NUTRIPETRO (1/3)] X (1+30%) + EJA (Capacidade Máxima)** – Identifica o nível de serviço das vias frente a todo o desenvolvimento previsto para o litoral do município de Aracruz.

Cenário 01: Atual

A Tabela 7.3.2.5-1 que apresenta os níveis de serviço para o cenário 01.

Tabela 7.3.2.5-1: Nível de serviço - ICU% - Cenário 01

Período	Inter 01	Inter 02	Inter 03	Inter 04	Inter 05	Inter 06	Inter 07	Inter 08
Cenário 01 Hora Pico	37,9% A	13,7% A	23,7% A	16,6% A	37,0% A	23,8% A	63,4% B	59,3%B

Observa-se que no período simulado as interseções encontram-se em condições aceitáveis, todas com um bom nível de serviço. Não há congestionamentos nas interseções, flutuações de tráfego, acidentes e obstruções da pista não causarão congestionamentos significativos. Estas interseções podem acomodar até 30% a mais de tráfego em todos os movimentos, exceto as interseções 7 e 8, para as quais o limite de aceitação de 82% seria ultrapassado.

Cenário 02: Atual+ Fase de Implantação da IMETAME;

O cenário 02 contempla a situação atual acrescida do incremento de viagens do Terminal Industrial IMETAME, durante sua fase de implantação.

O dimensionamento da geração de viagens, fornecida pelo empreendedor, inclui as demandas necessárias à implantação do empreendimento, que são: movimentação de transporte de rocha, solo/sedimento, insumos, efluentes, resíduos, água potável e movimentação de pessoas, sejam colaboradores ou visitantes, pelos modais autos, motos, bicicletas, transporte público e fretado.

A Tabela 7.3.2.5-2 apresenta a geração prevista na fase de implantação. As Tabelas 7.3.2.5-3 a 7.3.2.5-6 apresentam a memória de cálculo da Tabela 7.3.2.5-2.

Tabela 7.3.2.5-2 - Geração de viagens na implantação.

Demanda da Implantação	Fator de equivalência	IMETAME			
		Atraída	Gerada	Veículos (h-pico)	Veículos Eq (UCP/h-pico)
Movimento de rocha	1,75	23,1	23,1	46,1	80,7
Movimento de solo	1,75	37,4	37,4	74,7	130,7
Insumos, efluentes, resíduos e água potável	1,75	2,9	2,9	5,7	10,0
Colaboradores com Automóveis próprios	1,00	56,5	56,5	56,5	56,5
Colaboradores em Motos e Bicicletas	0,27	40,8	40,8	40,8	10,8
Colaboradores em Ônibus fretados	2,25	9,0	9,0	9,0	20,2
Colaboradores em Ônibus públicos	2,25	1,5	1,5	1,5	3,5
Visitantes e fornecedores com Autos	1,00	15,1	15,1	15,1	15,1
Visitantes e fornecedores com Motos	1,00	0,3	0,3	0,3	0,3
		Total Implantação		203,6	247,1

Tabela 7.3.2.5-3 - Geração de viagens - transporte de rochas.

	Ton/Viagem	Ton/m³	m³	Total de Viagens	Duração (meses)	Viagens/dia (24h)	Viagens/hora (média)
Capacidade de Transporte por Viagem	26						
Densidade da Rocha		2,6					
Enrocamento e Quebra-mar			1.660.000				
Quantidade de viagens de ida carregado				166.000	10	553	23

Tabela 7.3.2.5-4 - Geração de viagens - transporte de solos.

Movimento de solo	Ton/Viagem	Ton/m³	m³	Total de Viagens	Duração (meses)	Viagens/dia (24h)	Viagens/hora (média)
Capacidade de Transporte por Viagem	28,6						
Densidade da solo		1,3					
Movimento de solo passando pela ES-010, ES-257 e vicinais			3.550.000				
Quantidade de viagens de ida carregado				161.364	6	896	37

Tabela 7.3.2.5-5 - Geração de viagens - transportes Insumos, efluentes, resíduos e água potável

Insumos, efluentes, resíduos e água potável	Ton/Viagem	Ton/m³	m³ ou Ton	Total de Viagens	Duração (meses)	Viagens/dia (8h)	Viagens/hora (média)
Capacidade de Transporte por Viagem	16						
Densidade do Cimento (1 parte de 6)		1,5					
Densidade do Areia (2 partes de 6)		2,0					
Densidade da Brita (3 partes de 6)		2,0					
Densidade da Ferro		7,8					
Volume de Concreto pré e in loco (m³)			45.000		12		
Peso de Ferragens (ton)			5.700				
Viagens de Cimento Ida Carregado				703		2	0,2
Viagens de Areia Ida Carregado				1.875		5	0,7
Viagens de Brita Ida Carregado				2.813		8	1,0
Viagens de Ferragens Ida Carregado				356		1	0,1
Viagens de Ida de Efluentes Sólidos						1	0,1
Viagens de Ida de Efluentes Líquidos						1	0,1
Viagens de Ida de Água Potável						1	0,1
Viagens de Ida de Outros (25% dos demais)						4	0,5

O sistema de abastecimento de água será projetado para duas finalidades: consumo da obra e consumo humano. O consumo de água per capita estimado é de 87,5 litros por dia, estimando-se que durante o pico da obra serão consumidos 96,25 m³/dia, com geração de 77m³ de efluente sanitário.

Tabela 7.3.2.5-6 - Geração de viagens - transporte de pessoas.

Pessoas/Colaboradores	Distribuição por Turno 100%	Implantação 650	1o e 2o Turno, 17h	% do Modal	% Ocupação	Veículos do Modal	% h-pico	Modal/h-pico
1º Turno	50%	325						
2º Turno	25%	163						
3º Turno	25%	163						
Autos			488	13,9%	120%	56	100%	56
Moto			488	8,0%	100%	39	100%	39
Bicicleta			488	0,4%	100%	2	100%	2
Ônibus Fretado (36 lug)			488	66,3%	100%	9	100%	9
Ônibus Público (36 lug)			488	11,4%	100%	2	100%	2
Visitantes (5%)								
Autos			26	80%	110%	19	80%	15
Moto			7	20%	100%	1	20%	0

Tabela 7.3.2.5-7: Distribuição dos volumes nas interseções na fase de implantação do empreendimento

Imetame Implantação	Veículos (h-pico)	UCP/ h-pico	Distr.	Interseções																							
				Distribuição nas Intersecções								Volume nas Intersecções								UCP's nas Intersecções							
				1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Movimento de rocha	46,1	80,7	100%	X		X						46		46						81		81					
Movimento de solo	74,7	130,7	100%	X	X							75	75							131	131						
Insumos, efluentes, resíduos e água potável	5,7	10,0	100%	X		X					X	X	6		6				6	6	10		10			10	10
Pessoas	123,2	106,4	100%																								
Linhares	0,7	0,6	1%	X	X		X	X				1	1		1	1				1	1		1	1			
Aracruz norte	21,8	18,8	18%	X		X					X	22		22					22	19		19				19	
Aracruz Vila do Riacho	0,3	0,2	0%	X	X		X					0	0		0					0	0		0				
Aracruz Barra do Riacho	0,7	0,6	1%	X	X							1	1							1	1						
Aracruz Coqueiral, B Sahy	0,7	0,6	1%							X							1							1			
Aracruz outras	73,0	63,1	59%	X	X						X	73	73					73	63	63						63	
Ibiraçu e João Neiva	22,8	19,7	18%	X		X					X	X	23		23			23	23	20		20			20	20	
Outras cidades sul: Fundão, Serra, Vitória	3,2	2,8	3%							X							3							3			
												247	151	99	5	6	10	36	131	325	197	132	5	6	9	37	120



A partir da Tabela 7.3.2.5-7 foi possível verificar o incremento de veículos nos movimentos das interseções e elaborar as Tabelas 7.3.2.5-8 a 7.3.2.5-15 abaixo, que apresentam o incremento de veículos do empreendimento nos movimentos de cada interseção, no período de maior hora pico, na fase de implantação.

Tabela 7.3.2.5-8: Incremento de veículos - Cenário 02- interseção 01 - Hora pico - Implantação.

Interseção 01			
Movimento	Volume	IMETAME	Total
A	175		175
B	84	95	179
C	95	86	181
D	150		150
E	97		97
F	137	86	223
G	65	95	160
H	4		4
I	198		198

Tabela 7.3.2.5-9: Incremento de veículos - Cenário 02- interseção 02 - Hora pico - Implantação.

Interseção 02			
Movimento	Volume	IMETAME	Total
A	42	127	169
B	52		52
C	37		37
D	32	127	159
E	59		59
F	23		23

Tabela 7.3.2.5-10:- Incremento de veículos - Cenário 02- interseção 03 - Hora pico - Implantação.

Interseção 03			
Movimento	Volume	IMETAME	Total
A	55	53	108
B	54		54
C	19		19
D	0		0
E	3		3
F	96	53	149
G	14		14
H	85		85
I	9		9
J	109		109
K	1		1
L	5		5

Tabela 7.3.2.5-11: Incremento de veículos - Cenário 02- interseção 04 - Hora pico - Implantação.

Interseção 04			
Movimento	Volume	IMETAME	Total
A	53	1	54
B	2		2
C	39	1	40
D	74		74
E	3		3
F	39		39

Tabela 7.3.2.5-12: Incremento de veículos - Cenário 02- interseção 05 - Hora pico - Implantação.

Interseção 05			
Movimento	Volume	IMETAME	Total
A	51	1	52
B	4		4
C	10		10
D	261		261
E	263		263
F	49	1	50

Tabela 7.3.2.5-13: Incremento de veículos - Cenário 02- interseção 06 - Hora pico - Implantação.

Interseção 06			
Movimento	Volume	IMETAME	Total
A	71	3	74
B	61		61
C	116	3	119
D	52		52
E	56		56
F	62		62

Tabela 7.3.2.5-14: Incremento de veículos - Cenário 02- interseção 07 - Hora pico - Implantação.

Interseção 07			
Movimento	Volume	IMETAME	Total
A	459		459
B	120		120
C	77	19	96
E	22		22
F	317		317
G	113	19	132

Tabela 7.3.2.5-15: Incremento de veículos - Cenário 02- interseção 08 - Hora pico - Implantação.

Interseção 08			
Movimento	Volume	IMETAME	Total
A	147	74	221
B	120		120
C	270	55	325
D	208	19	227
E	29		29
F	45		45
G	3		3
H	347	55	402
I	42		42
J	339	74	413
K	199		199
L	86		160
M	431	74	505
N	193		193
O	26		26
P	40		40
Q	480		480
R	185	74	259

A partir das Tabelas 7.3.2.5-8 a 7.3.2.5-15 foi possível simular as interseções impactadas e calcular os níveis de serviço, cujos memoriais de cálculo, mapas de distribuição dos volumes e de nível de serviço encontram-se no Anexo III deste item. A partir das simulações e dos mapas, foi possível elaborar a Tabela 7.3.2.5-16 que apresenta os níveis de serviço. Para melhor visualização e comparação a mesma tabela apresenta o nível de serviço do cenário 01.

Tabela 7.3.2.5-16: Resumo dos Níveis de Serviço - Cenário 01 e 02

Período	Inter 01	Inter 02	Inter 03	Inter 04	Inter 05	Inter 06	Inter 07	Inter 08
Cenário 01 Hora pico	37,9% A	13,7% A	23,7% A	16,6% A	37,0% A	23,8% A	63,4% B	59,3%B
Cenário 02 Hora pico	58,1% B	20,2% A	32,0% A	16,6% A	37,0% A	23,9% A	64,4% C	61,5%B

No cenário 02, observa-se uma redução nos níveis de serviço, embora, ainda considerado aceitável. Espera-se que não haja congestionamentos, flutuações de tráfego, acidentes e obstruções da pista não causarão congestionamentos significativos. As interseções ainda podem acomodar até 30% a mais de tráfego em todos os movimentos, exceto nas intersecções 1, 7 e 8.

Entre essas exceções, destaca-se a interseção 07, pois apesar do incremento veicular baixo, seu status passou para nível de serviço C.

Nesta condição, a intersecção 07 ainda não tem congestionamentos significativos, porém flutuações de tráfego, acidentes e fechamentos da pista podem causar congestionamentos. Esta interseção pode acomodar até 18% a mais de tráfego em todos os movimentos..

Conclui-se, no pico mais demandado, a fase de implantação não impacta significativamente as interseções, podendo nesta fase as rotas de tráfego proposta permanecerem conforme simuladas.

Cenário 03 – Atual + Fase de Operação da IMETAME

O cenário 03 contempla a situação atual acrescida do incremento de viagens do Terminal Industrial IMETAME a partir da fase de operação.

O dimensionamento da geração de viagens, para esta fase, fornecido pelo empreendedor, inclui as atividades de operação portuária do empreendimento, tais como: transporte de cargas, insumos para PSV, efluentes líquidos, resíduos sólidos e água potável, bem como a movimentação da população fixa e visitante, pelos modais: auto, motos, bicicletas, transporte público e fretados. A Tabela 7.3.2.5-17 apresenta a geração de viagens prevista na fase de operação da IMETAME. As Tabelas 7.3.2.5-18 a 7.3.2.5-20 apresentam em detalhes as atividades elencadas na Tabela 7.3.2.5-17.

Tabela 7.3.2.5-17 - Demanda de Operação - Geração de viagem

Demanda da Operação	Fator de equivalência	Atraída	Gerada	Veículos (h-pico)	Veículos Eq (UCP/h-pico)
Imetame matriz de carga: contêineres, carga geral, granéis, PSV	1,98	77	77	154	303
Insumos, efluentes, resíduos e água potável	1,75	1	1	1	2
Colaboradores com Automóveis próprios	1,00	91	91	91	91
Colaboradores em Motos e Bicicletas	0,27	65	65	65	17
Colaboradores em Ônibus fretados	2,25	14	14	14	32
Colaboradores em Ônibus públicos	2,25	2	2	2	6
Visitantes e fornecedores com Autos	1,00	24	24	24	24
Visitantes e fornecedores com Motos	1,00	0	0	0	0
(1) Conforme dados do EIV EJA		Total Operação		352	476

Tabela 7.3.2.5-18 - Demanda de Operação - Matriz de Carga - Geração de viagens

Matriz de Carga	Volume da Carga	Vazios %	Bi-trem	Carreta	Veic/dia (média)	Veic/h (média 12h)	Min por Veic (média 12h)
Contêineres (TEUS): 20º ano, B2PORT, sem transbordo, shift e hatch covers	324.017		30%	70%			
20 pés (50%)	162.009	20%	48.603	90.725	381,7	31,8	1,9
40 pés (50%)	162.009	20%	0	64.803	177,5	14,8	4,1
Carga Geral, exceto veículos (ton)	1.600.000		8.000	37.333	124,2	10,4	5,8
Carga Geral, somente veículos (unid)	12.000		450	1.050	62,5	5,2	11,5
Granéis Sólidos (ton)	1.000.000		5.000	23.333	77,6	6,5	9,3
Granéis Líquidos (m³)	500.000 m³			16.667	45,7	3,8	15,8
Insumos para PSV: cimento, viagens de ida	100.000 m³	2 ton/m³	16 Ton/Viagem	6 rotatividade	52	4,3	13,8
		TOTAIS	62.069	233.918	921	76,8	0,8

Tabela 7.3.2.5-19 - Demanda de Operação - Insumos, efluentes resíduos e água potável - Geração de viagens

Insumos, efluentes, resíduos e água potável (2)	Viagens/dia (8h)	Viagens/hora (média)
Viagens de Ida de Efluentes Sólidos	1	0,1
Retorno Vazio	1	0,1
Viagens de Ida de Efluentes Líquidos	1	0,1
Retorno Vazio	1	0,1
Viagens de Ida de Água Potável	1	0,1
Retorno Vazio	1	0,1
Viagens de Ida de outros insumos	2	0,3
Retorno Vazio	2	0,3

(1) O sistema de abastecimento de água será projetado para duas finalidades: consumo da obra e consumo humano. O consumo de água per capita estimado é de 87,5 litros por dia, estimando-se que durante o pico da obra serão consumidos 96,25 m3/dia, com geração de 77m3 de efluente sanitário.

Tabela 7.3.2.5-20 - Demanda de Operação - Movimentação de pessoas, por modal - Geração de viagens

Pessoas	Distribuição por Turno	Operação Normal	Operação Módulos	1o e 2o Turno, 17h	% do Modal	% Ocupação	Veículos do Modal	% h-pico	Modal/h-pico
Colaboradores	100%	642	400						
1º Turno	50%	321	200						
2º Turno	25%	161	100						
3º Turno	25%	161	100						
Autos				782	13,9%	120%	91	100%	90,5
Moto				782	8,0%	100%	62	100%	62,3
Bicicleta				782	0,4%	100%	3	100%	3,1
Ônibus Fretado (36 lug)				782	66,3%	100%	14	100%	14,4
Ônibus Público (36 lug)				782	11,4%	100%	2	100%	2,5
Visitantes (5%)									
Autos				42	80%	110%	30	80%	24,3
Moto				10	20%	100%	2	20%	0,4

Tabela 7.3.2.5-21 - Distribuição dos volumes nas intersecções na fase de operação do empreendimento

Imetame Operação	Veículos (h-pico)	UCP/ h-pico	Distr.	Distribuição nas Intersecções								Volume nas Intersecções								UCP's nas Intersecções							
				1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Imetame matriz de carga: contêineres, carga geral, granéis, PSV	154	303	100%																								
BR101 Norte	15	30	10%	X	X		X	X				15	15		15	15				30	30		30	30			
BR101 Sul	138	273	90%	X		X				X	X	138		138				138	138	273		273				273	273
Insumos, efluentes, resíduos e água potável	1	2	100%	X		X				X	X	1		1				1	1	2		2				2	2
Pessoas	197	170	100%																								
Linhares	1	1	1%	X	X		X	X				1	1		1	1				1	1		1	1			
Aracruz norte	35	30	18%	X		X					X	35		35					35	30		30					30
Aracruz Vila do Riacho	0	0	0%	X	X		X					0	0		0					0	0		0				
Aracruz Barra do Riacho	1	1	1%	X	X							1	1							1	1						
Aracruz Coqueiral, B Sahy	1	1	1%							X							1							1			
Aracruz outras	117	101	59%	X	X						X	117	117						117	101	101						101
Ibiraçu e João Neiva	37	32	18%	X		X				X	X	37		37				37	37	32		32				32	32
Outras cidades sul: Fundão, Serra, Vitória	5	4	3%						X								5							4			
												346	135	211	17	16	6	176	328	471	134	337	32	31	5	307	438



A partir da Tabela 7.3.2.5-21 foi possível elaborar as Tabelas 7.3.2.5-22 a 7.3.2.5-29, que apresentam o incremento de veículos do empreendimento nos movimentos de cada interseção, no período de maior hora pico, para a fase de operação.

Tabela 7.3.2.5-22: Incremento de veículos - Cenário 03- interseção 01 - Hora pico - Operação.

Interseção 01			
Movimento	Volume	IMETAME	Total
A	175		175
B	84	204	288
C	95	31	126
D	150		150
E	97		97
F	137	31	168
G	65	204	269
H	4		4
I	198		198

Tabela 7.3.2.5-23: Incremento de veículos - Cenário 03- interseção 02 - Hora pico - Operação.

Interseção 02			
Movimento	Volume	IMETAME	Total
A	42	67	109
B	52		52
C	37	51	88
D	32	67	99
E	59		59
F	23	51	74

Tabela 7.3.2.5-24: - Incremento de veículos - Cenário 03- interseção 03 - Hora pico - Operação.

Interseção 03			
Movimento	Volume	IMETAME	Total
A	55	168	223
B	54		54
C	19		19
D	0		0
E	3		3
F	96	168	264
G	14		14
H	85		85
I	9		9
J	109		109
K	1		1
L	5		5

Tabela 7.3.2.5-25: Incremento de veículos - Cenário 03- interseção 04 - Hora pico - Operação.

Interseção 04			
Movimento	Volume	IMETAME	Total
A	53	16	69
B	2		2
C	39	16	55
D	74	1	75
E	3		3
F	39	1	40

Tabela 7.3.2.5-26: Incremento de veículos - Cenário 03- interseção 05 - Hora pico - Operação.

Interseção 05			
Movimento	Volume	IMETAME	Total
A	51	16	67
B	4		4
C	10		10
D	261		261
E	263		263
F	49	16	65

Tabela 7.3.2.5-27: Incremento de veículos - Cenário 03- interseção 06 - Hora pico - Operação.

Interseção 06			
Movimento	Volume	IMETAME	Total
A	71	2	73
B	61		61
C	116	2	118
D	52	1	53
E	56	1	57
F	62		62

Tabela 7.3.2.5-28: Incremento de veículos - Cenário 03- interseção 07 - Hora pico - Operação.

Interseção 07			
Movimento	Volume	IMETAME	Total
A	459		459
B	120		120
C	77	154	231
E	22		22
F	317		317
G	113	154	267

Tabela 7.3.2.5-29: Incremento de veículos - Cenário 03- interseção 08 - Hora pico - Operação.

Interseção 08			
Movimento	Volume	IMETAME	Total
A	147	203	350
B	120		120
C	270	66	336
D	208	138	346
E	29		29
F	45		45
G	3		3
H	347	66	413
I	42		42
J	339	138	477
K	199		199
L	86		86
M	431	203	634
N	193		193
O	26		26
P	40		40
Q	480		480
R	185	138	323

A partir das Tabelas 7.3.2.5-22 a 7.3.2.5-29 foi possível simular as interseções impactadas e calcular os níveis de serviço, cujos memoriais de cálculo, mapas de distribuição dos volumes e de nível de serviço encontram-se no Anexo IIII deste item.

A Tabela 7.3.2.5-30 apresenta os níveis de serviço do cenário 03. Para melhor visualização e comparação a mesma tabela apresenta o nível de serviço dos cenários 01 e 02, sendo que o cenário 01 é a condição atual da via e o cenário 02 é a condição atual acrescido da fase de implantação do empreendimento.

Tabela 7.3.2.5-30: Resumo dos Níveis de Serviço - Cenários 01, 02 e 03.

Período	Inter 01	Inter 02	Inter 03	Inter 04	Inter 05	Inter 06	Inter 07	Inter 08
Cenário 01 Hora pico	37,9% A	13,7% A	23,7% A	16,6% A	37,0% A	23,8% A	63,4% B	59,3%B
Cenário 02 Hora pico	58,1% B	20,2% A	32,0% A	16,6% A	37,0% A	23,9% A	64,4% C	61,5%B
Cenário 03 Hora pico	65,1% C	25,8% A	49,4% A	17,5% A	37,8% A	23,9% A	71,5% C	70,0%C

No cenário 03 as interseções 01, 07 e 08 foram as mais impactadas, reduzindo na interseção 01, o nível de serviço de A para C, e nas interseções 07 e 08 do nível de serviço B para C. As três interseções ainda se encontram dentro do limite aceitável do nível de serviço.

No nível de serviço C (interseção 01, 7 e 8) ainda não há congestionamentos significativos, porém, flutuações de tráfego, acidentes e fechamentos da pista podem causar congestionamentos. Esta interseção pode acomodar até 20% a mais de tráfego em todos os movimentos. Quanto as demais interseções, as mesmas se encontram com níveis de serviços considerados muito bons (A e B)

Conclui-se que no cenário 03, no horário de pico, a fase de operação não impacta as interseções, a ponto de necessitar de melhorias operacionais das vias, como ampliação, alterações de circulação entre outros.

Cenário 04: Atual + Fase de Operação [IMETAME (1/3) + PORTOCEL (1/3) + NUTRIPETRO (1/3)] X (1+30%) + EJA (Capacidade Máxima)

Para o Cenário 04, no qual é analisado os efeitos sinérgicos entre os empreendimentos, foi considerado o cenário atual acrescido pelas gerações de viagens da IMETAME, na sua fase de operação, distribuídas pelos outros empreendimentos portuários previstos, bem como o EJA na sua capacidade máxima. As considerações específicas estão detalhadas no item 7.3.2.4.

A Tabela 7.3.2.5-31 apresenta a geração de viagens prevista na fase de operação dos terminais, conforme supra citado, e pelo EJA. As Tabelas 7.3.2.5-32 a 7.3.2.5-35 apresentam em detalhes as atividades elencadas na Tabela 7.3.2.5-31. A Tabela 7.3.2.5-36 apresenta o trajeto, distribuição e incremento dos volumes nas interseções estudadas.

Tabela 7.3.2.5-31: Demanda de Operação - [IMETAME 1/3 + NUTRIPETRO 1/3 + PORTOCEL1/3]*(1+30%) + EJA

Demanda da Operação	Fator de equivalência	IMETAME				EJA Full ⁽¹⁾				[IMETAME 1/3 + Nutripetro 1/3 + Portocel 1/3]*(1+30%)			
		Atraída	Gerada	Veículos (h-pico)	Veículos Eq (UCP/h-pico)	Atraída	Gerada	Veículos (h-pico)	Veículos Eq (UCP/h-pico)	Atraída	Gerada	Veículos (h-pico)	Veículos Eq (UCP/h-pico)
Imetame matriz de carga: contêineres, carga geral, graneis, PSV	1,98	77	77	154	303					100	100	200	394
Insumos, efluentes, resíduos e água potável	1,75	1	1	1	2	4	4	8	14	1	1	2	3
Colaboradores com Automóveis próprios	1,00	91	91	91	91	440	440	440	440	118	118	118	118
Colaboradores em Motos e Bicletas	0,27	65	65	65	17	318	318	318	84	85	85	85	23
Colaboradores em Ônibus fretados	2,25	14	14	14	32	70	70	70	157	19	19	19	42
Colaboradores em Ônibus públicos	2,25	2	2	2	6	12	12	12	27	3	3	3	7
Visitantes e fornecedores com Autos	1,00	24	24	24	24	16	16	16	16	32	32	32	32
Visitantes e fornecedores com Motos	1,00	0	0	0	0	0	0	0	0	1	1	1	1
(1) Conforme dados do EIV EJA		Total Operação		352	476			864	739			458	619

Tabela 7.3.2.5-32: Geração de viagens - Matriz de Carga

Matriz de Carga	Volume da Carga	Vazios %	Bi-trem	Carreta	Veic/dia (média)	Veic/h (média 12h)	Min por Veic (média 12h)
Contêineres (TEUS): 20º ano, B2PORT, sem transbordo, shift e hatch covers	324.017		30%	70%			
20 pés (50%)	162.009	20%	48.603	90.725	381,7	31,8	1,9
40 pés (50%)	162.009	20%	0	64.803	177,5	14,8	4,1
Carga Geral, exceto veículos (ton)	1.600.000		8.000	37.333	124,2	10,4	5,8
Carga Geral, somente veículos (unid)	12.000		450	1.050	62,5	5,2	11,5
Graneis Sólidos (ton)	1.000.000		5.000	23.333	77,6	6,5	9,3
Graneis Líquidos (m³)	500.000 m³			16.667	45,7	3,8	15,8
Insumos para PSV: cimento, viagens de ida	100.000 m³	2 ton/m³	16 Ton/Viagem	6 rotatividade	52	4,3	13,8
		TOTAIS	62.069	233.918	921	76,8	0,8

Tabela 7.3.2.5-33: Geração de viagens dos Insumos, efluentes, resíduos e água potável

Insumos, efluentes resíduos e água potável ⁽²⁾	Viagens/dia (8h)	Viagens/hora (média)
Viagens de Ida de Resíduos Sólidos	1	0,1
Retorno Vazio	1	0,1
Viagens de Ida de Efluentes Líquidos	1	0,1
Retorno Vazio	1	0,1
Viagens de Ida de Água Potável	1	0,1
Retorno Vazio	1	0,1
Viagens de Ida de outros insumos	2	0,3
Retorno Vazio	2	0,3

⁽²⁾ O sistema de abastecimento de água será projetado para duas finalidades: consumo da obra e consumo humano. O consumo de água per capita estimado é de 87,5 litros por dia, estimando-se que durante o pico da obra serão consumidos 96,25 m3/dia, com geração de 77m3 de efluente sanitário.

Tabela 7.3.2.5-34: Geração de viagens - Estaleiro Jurong Aracruz

Fase de Operação segundo o EIV Jurong		Qtd Turno Principal	% do Modal	% Ocupação	Veículos do Modal	% h-pico	Modal/h-pico
Autos	Colaboradores	3.800	13,9%	120%	440	100%	440
Moto		3.800	8,0%	100%	303	100%	303
Bicicleta		3.800	0,4%	100%	15	100%	15
Ônibus Fretado (36 lug)		3.800	66,3%	100%	70	100%	70
Ônibus Público (36 lug)		3.800	11,4%	100%	12	100%	12
Autos	Visitantes (5%)	152	90,5%	110%	125	13%	16
Moto		38	9,5%	100%	4	13%	0

Tabela 7.3.2.5-35: Geração de viagens - Movimentação de pessoas - Terminal Imetame

Pessoas	Distribuição por Turno	Operação Normal	Operação Módulos	1o e 2o Turno, 17h	% do Modal	% Ocupação	Veículos do Modal	% h-pico	Modal/h-pico
Colaboradores	100%	642	400						
1º Turno	50%	321	200						
2º Turno	25%	161	100						
3º Turno	25%	161	100						
Autos				782	13,9%	120%	91	100%	90,5
Moto				782	8,0%	100%	62	100%	62,3
Bicicleta				782	0,4%	100%	3	100%	3,1
Ônibus Fretado (36 lug)				782	66,3%	100%	14	100%	14,4
Ônibus Público (36 lug)				782	11,4%	100%	2	100%	2,5
Visitantes (5%)									
Autos				42	80%	110%	30	80%	24,3
Moto				10	20%	100%	2	20%	0,4

Tabela 7.3.2.5-36: Distribuição dos volumes nas interseções na fase de operação do empreendimento - Imetame e EJA

Imetame Operação 1/3 + 30%	Veículos (h-pico)	UCP/h-pico	Distr.	Distribuição nas Interseções								Volume nas Interseções								UCP's nas Interseções							
				1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Imetame matriz de carga: contêineres, carga geral, granéis, PSV	67	131	100%																								
BR101 Norte	7	13	10%	X	X		X	X				7	7		7	7				13	13		13	13			
BR101 Sul	60	118	90%	X		X				X	X	60		60				60	60	118		118				118	118
Insumos, efluentes, resíduos e água potável	1	1	100%	X		X				X	X	1		1				1	1	1		1				1	1
Pessoas	86	74	100%																								
Linhares	0	0	1%	X	X		X	X				0	0		0	0				0	0		0	0			
Aracruz norte	15	13	18%	X		X					X	15		15					15	13		13					13
Aracruz Vila do Riacho	0	0	0%	X	X		X					0	0		0					0	0		0				
Aracruz Barra do Riacho	0	0	1%	X	X							0	0							0	0						
Aracruz Coqueiral, B Sahy	0	0	1%						X								0							0			
Aracruz outras	51	44	59%	X	X						X	51	51						51	44	44						44
Ibiraçu e João Neiva	16	14	18%	X		X				X	X	16		16				16	16	14		14				14	14
Outras cidades sul: Fundão, Serra, Vitória	2	2	3%						X								2							2			

Tabela 7.3.2.5-38 Distribuição dos volumes nas interseções na fase de operação do empreendimento - EJA

EJA Full	Veículos (h-pico)	UCP/ h-pico	Distr.	Distribuição nas Interseções								Volume nas Interseções								UCP's nas Interseções							
				1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Imetame matriz de carga: contêineres, carga geral, granéis, PSV			100%																								
BR101 Norte			10%																								
BR101 Sul			90%																								
Insumos, efluentes, resíduos e água potável	8	14	100%	X		X				X	X	8		8				8	8	14		14				14	14
Pessoas	856	725	100%																								
Linhares	5	4	1%	X	X		X	X				5	5		5	5				4	4		4	4			
Aracruz norte	152	129	18%	X		X					X	152		152					152	129		129					129
Aracruz Vila do Riacho	2	2	0%	X	X		X					2	2		2					2	2		2				
Aracruz Barra do Riacho	5	4	1%	X	X							5	5							4	4						
Aracruz Coqueiral, B Sahy	5	4	1%						X								5							4			
Aracruz outras	508	430	59%	X	X						X	508	508						508	430	430						430
Ibiraçu e João Neiva	158	134	18%	X		X				X	X	158		158				158	158	134		134				134	134
Outras cidades sul: Fundão, Serra, Vitória	22	19	3%						X								22								19		
	ok	ok										837	519	318	7	5	27	166	826	716	440	277	6	4	23	148	707
									Super total			993	878	592	29	26	35	395	1.252	925	905	715	47	45	30	547	1.276

A partir da Tabela 7.3.2.5-37 foi possível elaborar as Tabelas 7.3.2.5-38 a 7.3.2.5-45, que apresentam o incremento de veículos do empreendimento nos movimentos de cada interseção, no período de hora pico, na fase de operação, considerando as análises sinérgicas.

Tabela 7.3.2.5-38: Incremento de veículos - Cenário 04- interseção 01 - Hora pico - Operação.

Interseção 01					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	175				175
B	84	89		139	311
C	95	13	3	220	331
D	150				150
E	97				97
F	137	13	3	220	373
G	65	89		139	292
H	4				4
I	198				198

Tabela 7.3.2.5-39: Incremento de veículos - Cenário 04- interseção 02 - Hora pico - Operação.

Interseção 02					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	42	7	14	5	68
B	52				52
C	37	22	189	215	463
D	32	7	14	5	58
E	59				59
F	23	22	189	215	449

Tabela 7.3.2.5-40: Incremento de veículos - Cenário 04- interseção 03 - Hora pico - Operação.

Interseção 03					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	55	73		139	267
B	54		146		200
C	19				19
D	0				0
E	3				3
F	96	73		139	308
G	14				14
H	85				85
I	9				9
J	109		146		255
K	1				1
L	5				5

Tabela 7.3.2.5-41: Incremento de veículos - Cenário 04- interseção 04 - Hora pico - Operação.

Interseção 04					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	53	7	14	2	75
B	2				2
C	39	7	14	2	61
D	74			1	75
E	3				3
F	39			1	40

Tabela 7.3.2.5-42: Incremento de veículos - Cenário 04- interseção 05 - Hora pico - Operação.

Interseção 05					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	51	7	14	2	71
B	4				4
C	10				10
D	261				261
E	263				263
F	49	7	14	2	69

Tabela 7.3.2.5-43: Incremento de veículos - Cenário 04- interseção 06 - Hora pico - Operação.

Interseção 06					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	71	1	1	10	83
B	61				61
C	116	1	1	10	128
D	52		2	2	56
E	56		2	2	60
F	62				62

Tabela 7.3.2.5-44: Incremento de veículos - Cenário 04- interseção 07 - Hora pico - Operação.

Interseção 07					
Movimento	Volume	Imetame	nutripetro + Portocel	EJA	Total
A	459				459
B	120				120
C	77	67	133	74	351
E	22				22
F	317				317
G	113	67	133	74	387

Tabela 7.3.2.5-45: Incremento de veículos - Cenário 04- interseção 08 - Hora pico - Operação.

Interseção 08					
Movimento	Volume	Imetame	Nutripetro + Portocel	EJA	Total
A	147	95	190	354	786
B	120				120
C	270	29	57	280	635
D	208	67	133	74	482
E	29				29
F	45				45
G	3				3
H	347	29	57	280	712
I	42				42
J	339	67	133	280	818
K	199				199
L	86				86
M	431	95	190	559	1275
N	193				193
O	26				26
P	40				40
Q	480				480
R	185	95	190	559	1029

A partir das Tabelas 7.3.2.5-38 a 7.3.2.5-45 foi possível simular as interseções impactadas e calcular os níveis de serviço, cujos memoriais de cálculo, mapas de distribuição dos volumes e de nível de serviço encontram-se no Anexo III. A partir das simulações e dos mapas, foi possível elaborar a Tabela 7.3.2.5-46 que apresenta os níveis de serviço de todos os cenários simulados.

Tabela 7.3.2.5-46: Resumo dos Níveis de Serviço - Cenários 01, 02, 03 e 04.

Período	Inter 01	Inter 02	Inter 03	Inter 04	Inter 05	Inter 06	Inter 07	Inter 08
Cenário 01 Hora pico	37,9% A	13,7% A	23,7% A	16,6% A	37,0% A	23,8% A	63,4% B	59,3%B
Cenário 02 Hora pico	58,1% B	20,2% A	32,0% A	16,6% A	37,0% A	23,9% A	64,4% C	61,5%B
Cenário 03 Hora pico	65,1% C	25,8% A	49,4% A	17,5% A	37,8% A	23,9% A	71,5% C	70,0%C
Cenário 04 Hora pico	89,3% E	44,4% A	57,3% B	17,8% A	38,2% A	27,8% A	77,8% D	113,8% H

No cenário 04, a interseção 07 apesar de impactada (nível de serviço reduzido de B para D), ainda se manterá em condições aceitáveis, já as interseções 01 e 08 terão seus níveis de serviço reduzidos significativamente, de A para E e de B para H, respectivamente, o que acarretará prováveis congestionamentos.

7.3.2.6 Conclusão

O trabalho apresenta os níveis de serviços atuais em 8 intersecções no entorno do empreendimento do Terminal Industrial Imetame. Em adição, o trabalho analisa o impacto da geração e atração de veículos na fase de implantação e de operação do empreendimento. Este estudo analisou quatro cenários, sendo o primeiro na condição atual, que serviu de direcionamento e explicação para o que acontece em trechos de vias da região estudada. O segundo cenário, durante a fase de implantação do empreendimento, indicou não haver impacto significativo nas interseções estudadas.

O terceiro cenário, após o início da operação da IMETAME, indicou que o impacto ainda é pouco significativo, podendo o sistema absorver a demanda com a infraestrutura hoje existente.

Finalmente, a entrada de dois empreendimentos similares ao Terminal Industrial Imetame acarretará a redistribuição da carga marítima, mudando assim a localização dos polos geradores de tráfego. A entrada desses empreendimentos foi simulada em conjunto com a entrada em operação do EJA na sua capacidade máxima, pois atualmente o EJA opera com capacidade de produção muito aquém da previsão apresentada quando do seu licenciamento. Assim sendo, o quarto cenário, indica claramente que o sistema viário hoje existente, em duas, das oito interseções estudadas, não absorveria as demandas geradas pelos empreendimentos analisados sinergicamente, em suas operações plenas.

Quando se compara o resultado do terceiro e quarto cenários, nota-se a importância da influência do EJA, tendo por base os dados fornecidos pelo EIV na fase de licenciamento. De fato, o EJA é o fator isolado mais significativo que explica a profunda deterioração dos níveis de serviço. Esse resultado é perfeitamente coerente com a teoria, uma vez que um empreendimento que emprega, na sua fase mais avançada e completa, 6.000 colaboradores, obviamente gera e atrai um fluxo muito maior que a soma do fluxo gerado e atraído por empreendimentos da ordem de um décimo do tamanho. Essa observação explica o fato de que os colaboradores comutam entre residência-trabalho-residência exatamente no horário de pico. O tráfego gerado e atraído pelas cargas dos empreendimentos portuários evidentemente se distribui ao longo das 24 horas do dia e pode ser facilmente gerenciado durante o horário de pico.

Finalmente, o quarto cenário reflete uma realidade bastante longínqua e incerta, se considerarmos que os empreendimentos em análise deveriam estar em plena operação para que as interferências previstas, nas duas interseções, ocorressem e ainda, que neste horizonte de tempo nenhuma melhoria de infraestrutura viária fosse realizada pelo poder público.



ANEXO I

Contagem de Tráfego Direcional e Seletiva

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 01
ES-257 X ES-010
A
Hora pico 17:00 as 18:00
Menor pico entreflúvio 14:00 as 15:00
MOVIMENTO: 0
02/06/2016
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	16	1	0	2	0	18	20	-	-	-
14:15 14:30	18	2	0	5	0	24	27	-	-	-
14:30 14:45	24	1	0	4	0	28	31	-	-	-
14:45 15:00	27	2	2	8	0	38	42	58	109	14:00 15:00
15:00 15:15	27	2	2	8	0	38	42	117	135	14:15 15:15
15:15 15:30	35	3	0	5	0	43	48	114	132	14:30 15:30
15:30 15:45	20	1	3	7	0	30	33	116	140	14:45 15:45
15:45 16:00	17	4	1	4	1	24	28	114	138	15:00 16:00
16:00 16:15	11	2	3	4	4	20	25	120	142	15:15 16:15
16:15 16:30	11	2	3	4	4	22	25	117	130	15:30 16:30
16:30 16:45	22	5	2	8	0	34	42	113	133	15:45 16:45
16:45 17:00	28	2	5	5	0	39	49	128	154	16:00 17:00
17:00 17:15	39	6	2	3	0	48	51	141	167	16:15 17:15
17:15 17:30	28	2	0	1	0	31	35	145	170	16:30 17:30
17:30 17:45	28	2	0	1	0	31	35	146	166	16:45 17:45
17:45 18:00	59	9	4	2	0	68	74	175	192	17:00 18:00
18:00 18:15	19	3	25	0	0	45	76	174	217	17:15 18:15
18:15 18:30	32	4	1	3	0	37	41	185	229	17:30 18:30
18:30 18:45	29	3	0	0	0	31	36	181	229	17:45 18:45
18:45 19:00	14	2	0	2	0	16	18	129	171	18:00 19:00
19:00 19:15	8	0	1	2	0	11	14	95	109	18:15 19:15
19:15 19:30	10	1	0	2	0	12	14	79	86	18:30 19:30
19:30 19:45	8	0	1	1	0	11	13	51	58	18:45 19:45
19:45 20:00	9	1	0	1	1	10	11	45	52	19:00 20:00
TOTAL	521	68	60	78	8	687	815	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
B
MOVIMENTO: 0
02/06/2016
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	8	1	0	0	0	10	10	-	-	-
14:15 14:30	8	2	0	1	0	10	11	-	-	-
14:30 14:45	9	1	0	0	0	6	6	35	36	14:00 15:00
14:45 15:00	6	1	0	0	0	6	6	15	21	14:15 15:15
15:00 15:15	17	0	0	2	0	19	21	46	51	14:30 15:30
15:15 15:30	5	3	0	4	0	10	13	46	51	14:45 15:45
15:30 15:45	2	1	0	1	1	3	4	38	44	14:55 15:45
15:45 16:00	5	2	0	0	1	7	6	39	43	15:00 16:00
16:00 16:15	10	1	0	0	0	10	10	39	33	15:15 16:15
16:15 16:30	1	1	0	1	4	4	5	27	32	15:30 16:30
16:30 16:45	7	1	0	2	0	9	11	33	30	15:45 16:45
16:45 17:00	12	0	0	0	0	13	14	28	29	16:00 17:00
17:00 17:15	23	3	0	0	0	24	24	52	57	16:15 17:15
17:15 17:30	11	2	0	0	0	12	12	58	60	16:30 17:30
17:30 17:45	8	5	0	0	0	10	10	58	76	16:45 17:45
17:45 18:00	37	3	0	1	0	39	40	84	85	17:00 18:00
18:00 18:15	5	1	16	0	0	22	42	82	103	17:15 18:15
18:15 18:30	12	2	1	0	0	14	15	85	107	17:30 18:30
18:30 18:45	10	1	1	0	0	11	13	86	110	17:45 18:45
18:45 19:00	2	0	0	0	0	2	2	45	47	18:00 19:00
19:00 19:15	3	0	0	0	0	3	3	30	32	18:15 19:15
19:15 19:30	2	1	0	0	0	2	2	19	20	18:30 19:30
19:30 19:45	2	1	0	0	0	3	5	11	12	18:45 19:45
19:45 20:00	5	0	0	0	1	5	5	14	15	19:00 20:00
TOTAL	211	33	19	14	6	260	299	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
C
MOVIMENTO: 0
02/06/2016
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	8	0	0	0	0	10	10	-	-	-
14:15 14:30	10	0	0	4	0	14	17	-	-	-
14:30 14:45	16	0	0	2	0	19	21	-	-	-
14:45 15:00	16	0	0	2	0	21	25	64	74	14:00 15:00
15:00 15:15	10	2	2	7	1	21	27	74	90	14:15 15:15
15:15 15:30	10	0	0	2	0	12	14	72	87	14:30 15:30
15:30 15:45	19	0	3	6	0	28	36	81	102	14:45 15:45
15:45 16:00	15	2	1	2	0	20	26	82	103	14:55 15:45
16:00 16:15	18	2	1	2	0	23	30	85	105	15:00 16:00
16:15 16:30	10	0	3	3	0	16	22	89	114	15:30 16:30
16:30 16:45	16	4	2	6	0	28	32	87	110	15:45 16:45
16:45 17:00	16	2	5	4	0	26	35	94	119	16:00 17:00
17:00 17:15	16	2	2	2	0	22	27	93	114	16:15 17:15
17:15 17:30	20	2	1	3	0	25	28	91	110	16:30 17:30
17:30 17:45	23	6	4	1	0	30	36	95	110	16:45 17:45
17:45 18:00	26	0	0	1	0	26	26	96	118	17:00 18:00
18:00 18:15	13	2	9	0	0	23	34	96	118	17:15 18:15
18:15 18:30	15	2	9	3	1	26	38	103	125	17:30 18:30
18:30 18:45	15	2	9	3	1	19	24	98	121	17:45 18:45
18:45 19:00	12	1	0	2	0	14	16	82	101	18:00 19:00
19:00 19:15	5	0	1	2	0	7	9	67	78	18:15 19:15
19:15 19:30	8	0	0	2	0	10	12	52	62	18:30 19:30
19:30 19:45	4	2	0	1	0	6	9	41	47	18:45 19:45
19:45 20:00	4	2	0	1	0	5	6	32	38	19:00 20:00
TOTAL	325	35	41	67	2	446	546	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
D
MOVIMENTO: 0
02/06/2016
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	10	1	0	0	0	14	15	-	-	-
14:15 14:30	13	1	0	5	0	16	19	-	-	-
14:30 14:45	23	0	0	9	0	32	39	-	-	-
14:45 15:00	14	1	1	9	0	24	32	85	103	14:00 15:00
15:00 15:15	15	3	1	3	0	20	23	93	113	14:15 15:15
15:15 15:30	17	0	0	6	0	24	30	109	129	14:30 15:30
15:30 15:45	18	1	1	4	0	23	28	92	113	14:45 15:45
15:45 16:00	19	2	4	6	0	30	39	97	120	15:00 16:00
16:00 16:15	21	1	2	1	0	24	28	103	124	15:15 16:15
16:15 16:30	27	2	4	6	1	39	47	116	141	15:30 16:30
16:30 16:45	34	9	0	4	0	49	59	122	147	15:45 16:45
16:45 17:00	17	4	0	1	1	20	20	102	117	16:00 17:00
17:00 17:15	30	4	3	3	0	37	43	115	133	16:15 17:15
17:15 17:30	42	1	10	4	2	58	72	136	157	16:30 17:30
17:30 17:45	26	1	3	3	0	32	38	148	174	16:45 17:45
17:45 18:00	26	0	0	1	0	24	25	122	176	17:00 18:00
18:00 18:15	13	1	2	0	0	15	18	120	153	17:15 18:15
18:15 18:30	14	2	2	1	0	19	21	89	102	17:30 18:30
18:30 18:45	9	1	0	0	0	9	9	86	73	17:45 18:45
18:45 19:00	22	1	1	1	0	24	26	67	74	18:00 19:00
19:00 19:15	7	0	1	0	0	8	10	60	66	18:15 19:15
19:15 19:30	20	0	1	0	0	21	22	63	67	18:30 19:30
19:30 19:45	9	0	0	0	0	9	9	62	67	18:45 19:45
19:45 20:00	6	0	0	0	0	6	6	44	47	19:00 20:00
TOTAL	429	31	37	67	4	547	640	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
E
MOVIMENTO: 0
02/06/2016
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	8	1	0	0	0	8	8	-	-	-
14:15 14:30	8	2	0	1	0	10	10	-	-	-
14:30 14:45	12	1	0	1	0	13	14	-	-	-
14:45 15:00	7	1	0	0	0	7	7	33	40	14:00 15:00
15:00 15:15	17	0	0	2	0	19	21	49	52	14:15 15:15
15:15 15:30	5	3	0	4	0	10	13	50	55	14:30 15:30
15:30 15:45	4	0	1	0	1	5	6	42	47	14:45 15:45
15:45 16:00	7	2	0	1	1	10	9	44	48	15:00 16:00
16:00 16:15	14	1	0	0	0	14	14	54	59	15:15 16:15
16:15 16:30	3	1	0	1	5	9	5	39	35	15:30 16:30
16:30 16:45	7	1	0	2	0	9	11	46	44	15:45 16:45
16:45 17:00	12	0	0	1	0	13	14	46	44	16:00 17:00
17:00 17:15	26	3	1	0	0	28	29	69	58	16:15 17:15
17:15 17:30	13	2	1	0	0	17	16	67	57	16:30 17:30
17:30 17:45	12	5	1	0	0	15	16	72	75	16:45 17:45
17:45 18:00	38	3	0	1	0	40	41	98	102	17:00 18:00
18:00 18:15	7	1	0	0	0	23	43	85	116	17:15 18:15
18:15 18:30	12	2	1	0	0	14	15	52	115	17:30 18:30
18:30 18:45	10	1	1	0	0	11	13	88	112	17:45 18:45
18:45 19:00	3	0	0	0	0	3	3	51	74	18:00 19

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 01
ES-257 X ES-010
MOVIMENTO: F
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	10	1	0	2	0	12	14	-	-	-
14:15 14:30	13	1	0	3	0	16	19	-	-	-
14:30 14:45	4	0	0	0	0	4	4	-	-	-
14:45 15:00	43	0	0	9	0	52	31	81	99	14:00 15:00
15:00 15:15	15	3	1	3	0	20	23	89	109	14:15 15:15
15:15 15:30	17	0	1	6	0	24	30	96	100	14:30 15:30
15:30 15:45	16	1	1	4	0	21	26	89	110	14:45 15:45
15:45 16:00	17	2	2	1	0	22	26	92	114	15:00 16:00
16:00 16:15	17	2	2	1	0	20	24	92	114	15:15 16:15
16:15 16:30	25	2	4	6	0	36	45	104	130	15:30 16:30
16:30 16:45	14	3	0	4	0	19	22	102	105	15:45 16:45
16:45 17:00	17	4	0	1	1	20	20	96	111	16:00 17:00
17:00 17:15	40	1	0	0	0	41	38	129	135	16:15 17:15
17:15 17:30	40	1	0	4	0	45	68	126	148	16:30 17:30
17:30 17:45	22	1	2	3	0	27	32	134	158	16:45 17:45
17:45 18:00	22	0	0	1	0	23	24	137	161	17:00 18:00
18:00 18:15	12	1	2	0	0	14	17	118	140	17:15 18:15
18:15 18:30	14	0	0	0	0	18	21	92	94	17:30 18:30
18:30 18:45	14	2	0	0	0	9	9	64	71	17:45 18:45
18:45 19:00	21	1	1	1	0	23	25	65	72	18:00 19:00
19:00 19:15	6	1	1	0	0	7	9	58	64	18:15 19:15
19:15 19:30	20	0	1	0	0	21	22	61	65	18:30 19:30
19:30 19:45	6	0	0	0	0	6	6	60	64	18:45 19:45
19:45 20:00	6	0	0	0	0	6	6	42	45	19:00 20:00
TOTAL	401	31	34	66	1	512	603	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
MOVIMENTO: O
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	8	1	0	9	0	18	19	-	-	-
14:15 14:30	11	2	0	0	0	13	14	-	-	-
14:30 14:45	18	1	0	2	0	20	22	-	-	-
14:45 15:00	7	0	0	2	0	9	11	51	56	14:00 15:00
15:00 15:15	12	3	1	0	0	14	15	56	61	14:15 15:15
15:15 15:30	10	0	0	0	0	12	14	75	84	14:30 15:30
15:30 15:45	12	0	0	1	2	15	14	50	53	14:45 15:45
15:45 16:00	21	1	0	1	0	22	23	63	66	15:00 16:00
16:00 16:15	11	1	0	0	1	12	11	62	62	15:15 16:15
16:15 16:30	9	0	0	0	0	9	9	59	57	15:30 16:30
16:30 16:45	17	0	0	0	0	17	17	62	61	15:45 16:45
16:45 17:00	12	4	0	0	0	13	13	50	51	16:00 17:00
17:00 17:15	18	1	0	0	0	19	18	58	58	16:15 17:15
17:15 17:30	12	2	0	0	0	13	13	62	62	16:30 17:30
17:30 17:45	16	1	0	1	0	17	18	64	62	16:45 17:45
17:45 18:00	15	1	0	0	0	16	19	65	67	17:00 18:00
18:00 18:15	15	3	0	2	1	18	19	64	68	17:15 18:15
18:15 18:30	13	2	0	0	0	14	14	65	69	17:30 18:30
18:30 18:45	13	0	1	0	0	14	15	62	66	17:45 18:45
18:45 19:00	12	1	0	1	0	13	14	59	62	18:00 19:00
19:00 19:15	10	0	0	0	0	11	12	62	55	18:15 19:15
19:15 19:30	6	1	0	1	0	7	8	46	50	18:30 19:30
19:30 19:45	4	0	0	0	0	4	4	36	38	18:45 19:45
19:45 20:00	5	0	0	0	0	5	5	27	29	19:00 20:00
TOTAL	287	26	5	14	6	318	331	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
MOVIMENTO: H
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	0	0	0	0	0	0	0	-	-	-
14:15 14:30	0	0	0	0	0	0	0	-	-	-
14:30 14:45	1	0	0	0	0	1	1	1	2	-
14:45 15:00	0	0	0	0	1	1	1	2	2	14:00 15:00
15:00 15:15	0	0	0	1	0	1	2	3	4	14:15 15:15
15:15 15:30	0	0	0	1	0	1	2	4	6	14:30 15:30
15:30 15:45	1	0	0	0	0	1	1	4	6	14:45 15:45
15:45 16:00	2	0	0	1	0	3	4	6	8	15:00 16:00
16:00 16:15	2	0	0	0	0	2	2	7	8	15:15 16:15
16:15 16:30	0	0	0	0	0	0	0	6	7	15:30 16:30
16:30 16:45	1	0	0	0	0	1	1	5	3	15:45 16:45
16:45 17:00	0	0	0	0	0	0	0	3	3	16:00 17:00
17:00 17:15	0	0	0	0	0	0	0	1	1	16:15 17:15
17:15 17:30	3	0	0	0	0	3	3	4	4	16:30 17:30
17:30 17:45	0	0	0	0	0	0	0	3	3	16:45 17:45
17:45 18:00	1	0	0	0	0	1	1	4	4	17:00 18:00
18:00 18:15	0	0	0	0	0	0	0	4	4	17:15 18:15
18:15 18:30	2	0	0	0	0	2	2	3	3	17:30 18:30
18:30 18:45	0	0	0	0	0	0	0	3	3	17:45 18:45
18:45 19:00	0	0	0	0	0	0	0	2	2	18:00 19:00
19:00 19:15	0	0	0	0	0	0	0	2	0	18:15 19:15
19:15 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30
19:30 19:45	1	0	0	0	0	1	1	1	1	18:45 19:45
19:45 20:00	0	0	0	0	0	0	0	1	1	19:00 20:00
TOTAL	15	0	0	3	0	18	20	-	-	-

INTERSEÇÃO: 01
ES-257 X ES-010
MOVIMENTO: I
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	18	2	0	3	0	22	24	-	-	-
14:15 14:30	24	3	1	3	0	29	32	-	-	-
14:30 14:45	37	1	0	11	0	48	57	-	-	-
14:45 15:00	19	1	1	11	0	31	41	120	154	14:00 15:00
15:00 15:15	27	2	2	2	0	33	37	142	167	14:15 15:15
15:15 15:30	27	0	1	7	0	35	42	148	176	14:30 15:30
15:30 15:45	27	1	1	5	2	35	38	135	158	14:45 15:45
15:45 16:00	36	3	4	5	0	46	55	149	172	15:00 16:00
16:00 16:15	34	2	2	1	0	41	53	147	167	15:15 16:15
16:15 16:30	34	2	4	6	0	45	54	157	180	15:30 16:30
16:30 16:45	30	4	0	4	0	35	38	157	180	15:45 16:45
16:45 17:00	29	6	0	1	1	34	33	144	155	16:00 17:00
17:00 17:15	45	5	2	3	6	62	56	165	182	16:15 17:15
17:15 17:30	46	2	2	0	0	50	47	168	185	16:30 17:30
17:30 17:45	38	2	2	1	0	45	50	153	177	16:45 17:45
17:45 18:00	39	1	1	1	1	38	40	198	224	17:00 18:00
18:00 18:15	27	4	2	2	1	32	36	178	204	17:15 18:15
18:15 18:30	25	4	2	1	6	29	33	145	159	17:30 18:30
18:30 18:45	22	1	1	0	0	23	25	122	134	17:45 18:45
18:45 19:00	23	1	1	2	0	27	30	122	133	18:00 19:00
19:00 19:15	16	1	2	0	0	18	21	108	117	18:15 19:15
19:15 19:30	26	1	1	1	0	28	30	107	115	18:30 19:30
19:30 19:45	11	0	0	0	0	11	11	94	102	18:45 19:45
19:45 20:00	11	0	0	0	0	11	11	69	73	19:00 20:00
TOTAL	673	57	39	77	7	812	914	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 02
ES-010 x Acesso Aracruz
MOVIMENTO: A
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Hora pico 17:00 as 18:00
Menor pico entrefluxo 14:00 as 15:00

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	1	1	0	0	0	1	1	-	-	-
14:15 14:30	2	1	0	1	1	4	4	-	-	-
14:30 14:45	2	1	0	2	0	4	6	-	-	-
14:45 15:00	6	2	0	3	0	10	12	20	23	14:00 15:00
15:00 15:15	0	1	0	3	0	3	6	22	27	14:15 15:15
15:15 15:30	8	1	1	8	0	17	25	35	48	14:30 15:30
15:30 15:45	7	0	0	5	0	12	16	42	58	14:45 15:45
15:45 16:00	8	0	0	2	1	11	12	44	57	15:00 16:00
16:00 16:15	10	1	0	3	1	14	16	55	67	15:15 16:15
16:15 16:30	9	0	0	7	1	17	21	54	64	15:30 16:30
16:30 16:45	2	1	0	6	2	10	13	53	61	15:45 16:45
16:45 17:00	7	0	0	3	0	10	12	52	62	16:00 17:00
17:00 17:15	9	2	0	1	2	13	11	50	58	16:15 17:15
17:15 17:30	5	0	0	3	2	10	10	43	47	16:30 17:30
17:30 17:45	9	0	0	2	2	13	13	46	46	16:45 17:45
17:45 18:00	5	1	0	1	4	6	7	42	41	17:00 18:00
18:00 18:15	0	0	1	1	1	2	4	31	34	17:15 18:15
18:15 18:30	5	1	1	0	0	6	8	28	31	17:30 18:30
18:30 18:45	3	0	0	0	1	3	3	18	22	17:45 18:45
18:45 19:00	13	1	0	0	0	13	13	25	28	18:00 19:00
19:00 19:15	2	0	0	0	1	2	2	25	26	18:15 19:15
19:15 19:30	3	0	1	0	0	4	5	22	24	18:30 19:30
19:30 19:45	2	0	0	0	1	2	2	21	23	18:45 19:45
19:45 20:00	2	1	0	0	0	2	2	10	12	19:00 20:00
TOTAL	120	15	4	51	20	192	223	-	-	-

INTERSEÇÃO: 02
ES-010 x Acesso Aracruz
MOVIMENTO: B
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	7	2	0	2	4	14	18	-	-	-
14:15 14:30	8	1	0	3	3	14	14	-	-	-
14:30 14:45	8	1	0	2	3	13	12	-	-	-
14:45 15:00	10	1	0	2	3	15	14	57	57	14:00 15:00
15:00 15:15	13	1	0	1	7	21	15	64	54	14:15 15:15
15:15 15:30	7	3	0	4	3	15	15	65	56	14:30 15:30
15:30 15:45	7	2	0	4	2	14	15	65	59	14:45 15:45
15:45 16:00	13	1	1	6	4	24	26	74	71	15:00 16:00
16:00 16:15	14	1	2	1	3	20	21	73	76	15:15 16:15
16:15 16:30	10	2	0	4	1	16	18	74	79	15:30 16:30
16:30 16:45	10	0	1	5	1	17	21	77	85	15:45 16:45
16:45 17:00	11	0	0	3	2	16	16	69	75	16:00 17:00
17:00 17:15	7	5	0	5	4	18	17	66	72	16:15 17:15
17:15 17:30	9	1	2	2	2	15	17	66	72	16:30 17:30
17:30 17:45	7	1	1	1	3	12	11	61	62	16:45 17:45
17:45 18:00	4	2	1	1	3	7	9	52	55	17:00 18:00
18:00 18:15	4	0	0	1	4	5	6	39	43	17:15 18:15
18:15 18:30	3	0	2	0	2	5	8	29	33	17:30 18:30
18:30 18:45	5	0	3	1	4	9	14	26	35	17:45 18:45
18:45 19:00	9	0	0	0	4	9	9	28	36	18:00 19:00
19:00 19:15	9	1	0	0	1	9	9	32	39	18:15 19:15
19:15 19:30	3	0	0	1	4	4	5	31	37	18:30 19:30
19:30 19:45	4	0	0	1	2	5	6	27	29	18:45 19:45
19:45 20:00	3	1	0	0	3	3	3	22	23	19:00 20:00
TOTAL	185	26	13	50	72	302	317	-	-	-

INTERSEÇÃO: 02
ES-010 x Acesso Aracruz
MOVIMENTO: C
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	3	1	0	1	0	4	5	-	-	-
14:15 14:30	2	0	0	2	2	6	6	-	-	-
14:30 14:45	4	0	0	1	0	5	6	-	-	-
14:45 15:00	6	1	0	0	3	9	6	25	23	14:00 15:00
15:00 15:15	5	1	0	2	0	7	9	28	26	14:15 15:15
15:15 15:30	9	0	0	1	0	10	11	32	32	14:30 15:30
15:30 15:45	4	0	0	2	0	6	8	33	33	14:45 15:45
15:45 16:00	4	1	0	1	0	5	6	29	33	15:00 16:00
16:00 16:15	3	0	0	0	0	3	3	24	27	15:15 16:15
16:15 16:30	7	2	1	0	1	10	10	24	26	15:30 16:30
16:30 16:45	4	0	0	1	1	6	6	24	25	15:45 16:45
16:45 17:00	5	4	1	1	0	8	10	27	29	16:00 17:00
17:00 17:15	10	1	0	0	2	12	10	36	36	16:15 17:15
17:15 17:30	8	2	1	0	4	14	11	40	37	16:30 17:30
17:30 17:45	4	0	0	0	2	6	4	40	36	16:45 17:45
17:45 18:00	4	1	1	0	0	5	7	37	32	17:00 18:00
18:00 18:15	3	1	1	0	1	4	6	29	27	17:15 18:15
18:15 18:30	1	0	0	1	2	2	3	18	19	17:30 18:30
18:30 18:45	3	0	0	0	0	3	3	15	18	17:45 18:45
18:45 19:00	3	1	0	0	3	3	3	13	15	18:00 19:00
19:00 19:15	4	1	0	0	2	4	4	13	13	18:15 19:15
19:15 19:30	3	1	0	0	0	3	3	14	14	18:30 19:30
19:30 19:45	2	1	0	0	1	2	2	13	13	18:45 19:45
19:45 20:00	2	1	0	0	0	2	2	12	12	19:00 20:00
TOTAL	103	20	5	13	24	143	144	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 02
ES-010 x Acesso Aracruz
MOVIMENTO: D
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	5	2	0	2	2	10	13	-	-	-
14:15 14:30	6	1	1	3	3	13	14	-	-	-
14:30 14:45	6	2	0	3	1	11	12	-	-	-
14:45 15:00	8	1	1	4	2	16	18	49	56	14:00 15:00
15:00 15:15	6	0	1	8	1	16	22	55	66	14:15 15:15
15:15 15:30	1	0	0	1	2	4	3	46	54	14:30 15:30
15:30 15:45	6	0	0	3	1	10	11	45	54	14:45 15:45
15:45 16:00	6	0	0	5	1	12	15	42	51	15:00 16:00
16:00 16:15	4	0	0	4	0	8	11	34	40	15:15 16:15
16:15 16:30	5	0	0	3	1	9	10	39	47	15:30 16:30
16:30 16:45	7	1	0	7	0	14	20	43	56	15:45 16:45
16:45 17:00	3	2	0	2	0	6	7	37	48	16:00 17:00
17:00 17:15	4	4	0	3	1	9	11	38	48	16:15 17:15
17:15 17:30	10	4	0	1	1	13	13	43	50	16:30 17:30
17:30 17:45	3	0	0	2	0	5	7	33	37	16:45 17:45
17:45 18:00	4	2	0	0	1	5	5	32	35	17:00 18:00
18:00 18:15	10	1	2	1	2	13	17	36	41	17:15 18:15
18:15 18:30	6	0	0	1	1	7	8	30	35	17:30 18:30
18:30 18:45	5	0	0	0	1	5	5	30	34	17:45 18:45
18:45 19:00	2	0	0	0	3	2	2	27	31	18:00 19:00
19:00 19:15	1	0	0	2	1	3	5	17	19	18:15 19:15
19:15 19:30	1	0	0	0	0	1	1	11	13	18:30 19:30
19:30 19:45	2	0	0	1	1	3	4	9	11	18:45 19:45
19:45 20:00	1	0	0	1	0	2	3	9	12	19:00 20:00
TOTAL	112	20	5	57	26	197	233	-	-	-

INTERSEÇÃO: 02
ES-010 x Acesso Aracruz
MOVIMENTO: E
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	7	2	0	1	2	11	13	-	-	-
14:15 14:30	8	1	0	0	2	10	8	-	-	-
14:30 14:45	8	1	0	1	1	10	10	-	-	-
14:45 15:00	9	2	0	1	1	12	11	43	43	14:00 15:00
15:00 15:15	5	0	0	0	2	7	5	39	35	14:15 15:15
15:15 15:30	7	2	0	1	2	11	9	40	36	14:30 15:30
15:30 15:45	5	0	0	0	5	10	5	39	31	14:45 15:45
15:45 16:00	10	0	0	2	1	13	14	41	33	15:00 16:00
16:00 16:15	10	1	0	1	3	14	12	48	40	15:15 16:15
16:15 16:30	7	3	0	0	2	10	8	47	39	15:30 16:30
16:30 16:45	11	1	0	5	5	21	20	59	54	15:45 16:45
16:45 17:00	7	1	0	1	4	12	9	58	49	16:00 17:00
17:00 17:15	12	2	0	0	1	14	13	57	50	16:15 17:15
17:15 17:30	13	3	0	3	4	21	19	68	61	16:30 17:30
17:30 17:45	11	2	0	0	0	12	12	59	53	16:45 17:45
17:45 18:00	11	3	0	1	3	13	14	59	57	17:00 18:00
18:00 18:15	7	2	0	0	1	9	8	53	52	17:15 18:15
18:15 18:30	11	2	1	0	3	13	14	45	47	17:30 18:30
18:30 18:45	3	1	0	0	4	3	3	37	39	17:45 18:45
18:45 19:00	3	1	0	0	4	3	3	27	28	18:00 19:00
19:00 19:15	8	1	0	1	1	9	10	29	31	18:15 19:15
19:15 19:30	2	0	0	1	2	3	4	19	20	18:30 19:30
19:30 19:45	4	0	0	1	1	5	6	21	23	18:45 19:45
19:45 20:00	3	1	0	1	2	4	5	22	25	19:00 20:00
TOTAL	182	32	1	21	55	250	235	-	-	-

INTERSEÇÃO: 02
ES-010 x Acesso Aracruz
MOVIMENTO: F
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	1	1	0	0	1	2	3	-	-	-
14:15 14:30	1	0	0	0	1	2	1	-	-	-
14:30 14:45	2	0	0	0	0	2	2	-	-	-
14:45 15:00	2	0	0	0	2	4	2	10	8	14:00 15:00
15:00 15:15	1	0	0	0	1	2	1	10	6	14:15 15:15
15:15 15:30	4	0	0	2	0	6	8	14	13	14:30 15:30
15:30 15:45	4	0	1	0	2	7	6	19	17	14:45 15:45
15:45 16:00	5	0	0	0	5	10	5	25	20	15:00 16:00
16:00 16:15	6	1	0	0	0	6	6	29	25	15:15 16:15
16:15 16:30	5	0	1	2	0	8	11	31	28	15:30 16:30
16:30 16:45	4	0	1	0	1	6	6	30	28	15:45 16:45
16:45 17:00	1	0	0	0	0	1	1	21	24	16:00 17:00
17:00 17:15	3	0	1	0	1	5	5	20	23	16:15 17:15
17:15 17:30	3	0	0	1	0	4	5	16	17	16:30 17:30
17:30 17:45	7	0	1	0	0	8	9	18	20	16:45 17:45
17:45 18:00	6	1	0	0	1	6	6	23	26	17:00 18:00
18:00 18:15	6	0	1	1	1	8	10	26	30	17:15 18:15
18:15 18:30	4	1	0	1	1	5	6	28	32	17:30 18:30
18:30 18:45	3	0	0	0	1	3	3	23	25	17:45 18:45
18:45 19:00	4	1	0	0	2	4	4	21	23	18:00 19:00
19:00 19:15	1	1	0	1	1	2	3	15	16	18:15 19:15
19:15 19:30	2	0	0	0	4	2	2	12	12	18:30 19:30
19:30 19:45	1	0	0	0	2	1	1	10	10	18:45 19:45
19:45 20:00	1	1	0	0	2	1	1	7	7	19:00 20:00
TOTAL	77	7	6	8	29	107	109	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
A
MOVIMENTO: 0
DATA: 02/06/2016
DIA DA SEMANA: Quinta-Feira

Hora pico
Menor pico entrelusos
17:00 as 18:00
14:00 as 15:00

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Desacelerado	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	03	2	0	0	0	5	5	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	-	-	-
15:00 - 15:15	01	0	0	0	0	1	1	20	20	14:00 - 15:00
15:15 - 15:30	0	0	0	0	0	0	0	13	13	14:15 - 15:15
15:30 - 15:45	0	0	0	0	0	0	0	14	14	14:30 - 15:30
15:45 - 16:00	01	0	0	0	0	1	1	13	13	14:45 - 15:45
16:00 - 16:15	0	0	0	0	0	0	0	15	15	14:55 - 15:55
16:15 - 16:30	01	0	0	0	0	1	1	13	13	15:05 - 16:05
16:30 - 16:45	01	0	0	0	0	1	1	15	15	15:15 - 16:15
16:45 - 17:00	01	0	0	0	0	1	1	12	12	15:25 - 16:25
17:00 - 17:15	01	0	0	0	0	1	1	10	10	15:35 - 16:35
17:15 - 17:30	01	0	0	0	0	1	1	12	12	15:45 - 16:45
17:30 - 17:45	01	1	0	0	0	2	2	10	10	15:55 - 16:55
17:45 - 18:00	01	0	0	0	0	1	1	10	10	16:05 - 17:05
18:00 - 18:15	01	0	0	0	0	1	1	17	17	16:15 - 17:15
18:15 - 18:30	01	0	0	0	0	1	1	16	16	16:25 - 17:25
18:30 - 18:45	01	0	0	0	0	1	1	14	14	16:35 - 17:35
18:45 - 19:00	01	0	0	0	0	1	1	14	14	16:45 - 17:45
19:00 - 19:15	01	0	0	0	0	1	1	12	12	16:55 - 17:55
19:15 - 19:30	01	0	0	0	0	1	1	10	10	17:05 - 18:05
19:30 - 19:45	0	0	0	0	0	0	0	10	10	17:15 - 18:15
19:45 - 20:00	0	0	0	0	0	0	0	10	10	17:25 - 18:25
TOTAL	285	25	5	13	4	295	387	-	-	-

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
B
MOVIMENTO: 0
DATA: 02/06/2016
DIA DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Desacelerado	Volume Total	Volume Hora	Período
14:00 - 14:15	5	2	0	0	0	7	7	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	01	2	0	0	0	3	3	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	-	-	-
15:00 - 15:15	9	0	0	0	0	9	9	44	44	14:00 - 15:00
15:15 - 15:30	0	0	0	0	0	0	0	21	21	14:15 - 15:15
15:30 - 15:45	01	0	0	0	0	1	1	22	22	14:30 - 15:30
15:45 - 16:00	01	2	0	0	0	3	3	20	20	14:45 - 15:45
16:00 - 16:15	01	0	0	0	0	1	1	17	17	14:55 - 15:55
16:15 - 16:30	01	0	0	0	0	1	1	16	16	15:05 - 16:05
16:30 - 16:45	01	0	0	0	0	1	1	13	13	15:15 - 16:15
16:45 - 17:00	01	0	0	0	0	1	1	10	10	15:25 - 16:25
17:00 - 17:15	7	2	0	0	0	9	9	13	13	15:35 - 16:35
17:15 - 17:30	01	0	0	0	0	1	1	10	10	15:45 - 16:45
17:30 - 17:45	01	0	0	0	0	1	1	17	17	15:55 - 16:55
17:45 - 18:00	01	0	0	0	0	1	1	16	16	16:05 - 17:05
18:00 - 18:15	01	2	0	0	0	3	3	17	17	16:15 - 17:15
18:15 - 18:30	01	0	0	0	0	1	1	16	16	16:25 - 17:25
18:30 - 18:45	01	0	0	0	0	1	1	14	14	16:35 - 17:35
18:45 - 19:00	0	0	0	0	0	0	0	10	10	16:45 - 17:45
19:00 - 19:15	0	0	0	0	0	0	0	10	10	16:55 - 17:55
19:15 - 19:30	0	0	0	0	0	0	0	6	6	17:05 - 18:05
19:30 - 19:45	0	0	0	0	0	0	0	10	10	17:15 - 18:15
19:45 - 20:00	0	0	0	0	0	0	0	10	10	17:25 - 18:25
TOTAL	205	45	0	47	35	325	345	-	-	-

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
C
MOVIMENTO: 0
DATA: 02/06/2016
DIA DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Desacelerado	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	17	17	14:00 - 15:00
15:00 - 15:15	0	0	0	0	0	0	0	22	22	14:15 - 15:15
15:15 - 15:30	0	0	0	0	0	0	0	10	10	14:30 - 15:30
15:30 - 15:45	0	0	0	0	0	0	0	10	10	14:45 - 15:45
15:45 - 16:00	0	0	0	0	0	0	0	5	5	14:55 - 15:55
16:00 - 16:15	0	0	0	0	0	0	0	6	6	15:05 - 16:05
16:15 - 16:30	0	0	0	0	0	0	0	14	14	15:15 - 16:15
16:30 - 16:45	0	0	0	0	0	0	0	17	17	15:25 - 16:25
16:45 - 17:00	0	0	0	0	0	0	0	10	10	15:35 - 16:35
17:00 - 17:15	0	0	0	0	0	0	0	10	10	15:45 - 16:45
17:15 - 17:30	0	0	0	0	0	0	0	5	5	15:55 - 16:55
17:30 - 17:45	0	0	0	0	0	0	0	10	10	16:05 - 17:05
17:45 - 18:00	1	2	1	0	0	4	4	19	19	16:15 - 17:15
18:00 - 18:15	0	0	0	0	0	0	0	10	10	16:25 - 17:25
18:15 - 18:30	0	0	0	0	0	0	0	15	15	16:35 - 17:35
18:30 - 18:45	0	0	0	0	0	0	0	10	10	16:45 - 17:45
18:45 - 19:00	0	0	0	0	0	0	0	1	1	16:55 - 17:55
19:00 - 19:15	0	0	0	0	0	0	0	4	4	17:05 - 18:05
19:15 - 19:30	0	0	0	0	0	0	0	2	2	17:15 - 18:15
19:30 - 19:45	0	0	0	0	0	0	0	14	14	17:25 - 18:25
19:45 - 20:00	0	0	0	0	0	0	0	14	14	17:35 - 18:35
TOTAL	14	6	22	0	0	42	42	14	22	18:00 - 20:00

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
D
MOVIMENTO: 0
DATA: 02/06/2016
DIA DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Desacelerado	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	0	0	14:00 - 15:00
15:00 - 15:15	0	0	0	0	0	0	0	0	0	14:15 - 15:15
15:15 - 15:30	0	0	0	0	0	0	0	0	0	14:30 - 15:30
15:30 - 15:45	0	0	0	0	0	0	0	0	0	14:45 - 15:45
15:45 - 16:00	0	0	0	0	0	0	0	0	0	14:55 - 15:55
16:00 - 16:15	0	0	0	0	0	0	0	0	0	15:05 - 16:05
16:15 - 16:30	0	0	0	0	0	0	0	0	0	15:15 - 16:15
16:30 - 16:45	0	0	0	0	0	0	0	0	0	15:25 - 16:25
16:45 - 17:00	0	0	0	0	0	0	0	0	0	15:35 - 16:35
17:00 - 17:15	0	0	0	0	0	0	0	1	1	15:45 - 16:45
17:15 - 17:30	0	0	0	0	0	0	0	1	1	15:55 - 16:55
17:30 - 17:45	0	0	0	0	0	0	0	0	0	16:05 - 17:05
17:45 - 18:00	0	0	0	0	0	0	0	0	0	16:15 - 17:15
18:00 - 18:15	0	0	0	0	0	0	0	0	0	16:25 - 17:25
18:15 - 18:30	0	0	0	0	0	0	0	0	0	16:35 - 17:35
18:30 - 18:45	0	0	0	0	0	0	0	0	0	16:45 - 17:45
18:45 - 19:00	0	0	0	0	0	0	0	1	1	16:55 - 17:55
19:00 - 19:15	0	0	0	0	0	0	0	1	1	17:05 - 18:05
19:15 - 19:30	0	0	0	0	0	0	0	0	0	17:15 - 18:15
19:30 - 19:45	0	0	0	0	0	0	0	0	0	17:25 - 18:25
19:45 - 20:00	0	0	0	0	0	0	0	0	0	17:35 - 18:35
TOTAL	0	0	0	0	0	0	0	1	1	18:00 - 20:00

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
E
MOVIMENTO: 0
DATA: 02/06/2016
DIA DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Desacelerado	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	4	4	14:00 - 15:00
15:00 - 15:15	2	0	0	0	0	2	2	4	4	14:15 - 15:15
15:15 - 15:30	0	0	0	0	0	0	0	4	4	14:30 - 15:30
15:30 - 15:45	0	0	0	0	0	0	0	3	3	14:45 - 15:45
15:45 - 16:00	0	0	0	0	0	0	0	0	0	14:55 - 15:55
16:00 - 16:15	0	0	0	0	0	0	0	0	0	15:05 - 16:05
16:15 - 16:30	0	0	0	0	0	0	0	0	0	15:15 - 16:15
16:30 - 16:45	0	0	0	0	0	0	0	0	0	15:25 - 16:25
16:45 - 17:00	0	0	0	0	0	0	0	0	0	15:35 - 16:35
17:00 - 17:15	0	0	0	0	0	0	0	1	1	15:45 - 16:45
17:15 - 17:30	0	0	0	0	0	0	0	1	1	15:55 - 16:55
17:30 - 17:45	0	0	0	0	0	0	0	2	2	16:05 - 17:05
17:45 - 18:00	0	0	0	0	0	0	0	2	2	16:15 - 17:15
18:00 - 18:15	0	0	0	0	0	0	0	2	2	16:25 - 17:25
18:15 - 18:30	0	0	0	0	0	0	0	0	0	16:35 - 17:35
18:30 - 18:45	0	0	0	0	0	0	0	0	0	16:45 - 17:45
18:45 - 19:00	0	0	0	0	0	0	0	0	0	16:55 - 17:55
19:00 - 19:15	0	0	0	0	0	0	0	0	0	17:05 - 18:05
19:15 - 19:30	0	0	0	0	0	0	0	0	0	17:15 - 18:15
19:30 - 19:45	0	0	0	0	0	0	0	0	0	17:

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
MOVIMENTO: 0
DATA: 02/06/2016
DIÁ DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	8	14:55 - 15:00	14:55 - 15:00
15:00 - 15:15	0	0	0	0	0	0	0	2	14:55 - 15:00	14:55 - 15:00
15:15 - 15:30	0	0	0	0	0	0	0	2	14:55 - 15:00	14:55 - 15:00
15:30 - 15:45	0	0	0	0	0	0	0	2	14:55 - 15:00	14:55 - 15:00
15:45 - 16:00	1	0	0	0	0	1	1	4	15:00 - 16:00	15:00 - 16:00
16:00 - 16:15	0	0	0	0	0	0	0	2	15:00 - 16:00	15:00 - 16:00
16:15 - 16:30	2	0	0	0	0	2	2	4	15:30 - 16:30	15:30 - 16:30
16:30 - 16:45	0	0	0	0	0	0	0	5	16:00 - 17:00	16:00 - 17:00
16:45 - 17:00	0	0	0	0	0	0	0	12	16:00 - 17:00	16:00 - 17:00
17:00 - 17:15	0	0	0	0	0	0	0	13	16:30 - 17:30	16:30 - 17:30
17:15 - 17:30	0	0	1	0	0	1	5	14	16:30 - 17:30	16:30 - 17:30
17:30 - 17:45	0	0	0	0	0	0	0	14	16:30 - 17:30	16:30 - 17:30
17:45 - 18:00	0	0	0	0	0	0	0	14	17:00 - 18:00	17:00 - 18:00
18:00 - 18:15	0	0	1	0	0	1	2	14	17:00 - 18:00	17:00 - 18:00
18:15 - 18:30	0	0	0	0	0	0	0	4	17:30 - 18:30	17:30 - 18:30
18:30 - 18:45	0	0	0	0	0	0	0	7	17:30 - 18:30	17:30 - 18:30
18:45 - 19:00	0	0	0	0	0	0	0	2	17:30 - 18:30	17:30 - 18:30
19:00 - 19:15	0	0	0	0	0	0	0	1	18:00 - 19:00	18:00 - 19:00
19:15 - 19:30	1	0	0	0	0	1	1	1	18:30 - 19:30	18:30 - 19:30
19:30 - 19:45	1	0	0	0	0	1	1	1	18:30 - 19:30	18:30 - 19:30
19:45 - 20:00	1	0	0	0	0	1	4	5	19:00 - 20:00	19:00 - 20:00
TOTAL	20	0	4	2	0	26	35	-	-	-

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
MOVIMENTO: 8
DATA: 02/06/2016
DIÁ DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	1	0	0	0	0	1	1	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	8	14:55 - 15:00	14:55 - 15:00
15:00 - 15:15	1	0	0	0	0	1	2	7	14:55 - 15:00	14:55 - 15:00
15:15 - 15:30	6	2	4	2	0	13	19	21	14:55 - 15:00	14:55 - 15:00
15:30 - 15:45	0	0	0	0	0	0	0	22	14:55 - 15:00	14:55 - 15:00
15:45 - 16:00	3	1	0	0	0	3	3	23	15:00 - 16:00	15:00 - 16:00
16:00 - 16:15	2	2	0	0	0	2	5	25	15:00 - 16:00	15:00 - 16:00
16:15 - 16:30	2	0	2	0	0	5	9	17	15:30 - 16:30	15:30 - 16:30
16:30 - 16:45	5	1	1	0	0	7	9	23	16:00 - 17:00	16:00 - 17:00
16:45 - 17:00	28	2	1	0	0	31	23	38	16:00 - 17:00	16:00 - 17:00
17:00 - 17:15	89	8	5	0	0	102	43	33	16:30 - 17:30	16:30 - 17:30
17:15 - 17:30	7	2	0	0	0	9	25	33	16:30 - 17:30	16:30 - 17:30
17:30 - 17:45	1	2	0	0	0	3	12	68	17:00 - 18:00	17:00 - 18:00
17:45 - 18:00	0	0	0	0	0	0	0	108	17:00 - 18:00	17:00 - 18:00
18:00 - 18:15	1	0	0	0	0	1	4	17	17:30 - 18:30	17:30 - 18:30
18:15 - 18:30	4	0	1	0	0	5	11	31	17:30 - 18:30	17:30 - 18:30
18:30 - 18:45	0	0	0	0	0	0	0	43	17:30 - 18:30	17:30 - 18:30
18:45 - 19:00	0	0	0	0	0	0	0	18	18:00 - 19:00	18:00 - 19:00
19:00 - 19:15	3	0	1	0	0	4	5	18	18:30 - 19:30	18:30 - 19:30
19:15 - 19:30	0	0	0	0	0	0	0	21	18:30 - 19:30	18:30 - 19:30
19:30 - 19:45	0	0	0	0	0	0	0	8	18:30 - 19:30	18:30 - 19:30
19:45 - 20:00	0	0	0	0	0	0	0	1	19:00 - 20:00	19:00 - 20:00
TOTAL	138	25	36	0	1	169	220	-	-	-

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
MOVIMENTO: 2
DATA: 02/06/2016
DIÁ DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	-	-	-
14:45 - 15:00	0	0	0	0	0	0	0	-	-	-
15:00 - 15:15	0	0	0	0	0	0	0	8	14:55 - 15:00	14:55 - 15:00
15:15 - 15:30	0	0	0	0	0	0	0	2	14:55 - 15:00	14:55 - 15:00
15:30 - 15:45	1	0	0	0	0	1	1	1	14:55 - 15:00	14:55 - 15:00
15:45 - 16:00	0	0	0	0	0	0	0	3	15:00 - 16:00	15:00 - 16:00
16:00 - 16:15	0	0	0	0	0	0	0	3	15:00 - 16:00	15:00 - 16:00
16:15 - 16:30	0	0	0	0	0	0	0	2	15:30 - 16:30	15:30 - 16:30
16:30 - 16:45	0	0	0	0	0	0	0	2	16:00 - 17:00	16:00 - 17:00
16:45 - 17:00	0	0	0	0	0	0	0	2	16:00 - 17:00	16:00 - 17:00
17:00 - 17:15	0	0	0	0	0	0	0	2	16:30 - 17:30	16:30 - 17:30
17:15 - 17:30	0	0	0	0	0	0	0	2	16:30 - 17:30	16:30 - 17:30
17:30 - 17:45	0	0	0	0	0	0	0	7	17:00 - 18:00	17:00 - 18:00
17:45 - 18:00	0	0	0	0	0	0	0	7	17:00 - 18:00	17:00 - 18:00
18:00 - 18:15	1	0	0	0	0	1	1	8	17:30 - 18:30	17:30 - 18:30
18:15 - 18:30	0	0	0	0	0	0	0	16	17:30 - 18:30	17:30 - 18:30
18:30 - 18:45	0	0	0	0	0	0	0	1	17:30 - 18:30	17:30 - 18:30
18:45 - 19:00	0	0	0	0	0	0	0	1	18:00 - 19:00	18:00 - 19:00
19:00 - 19:15	0	0	0	0	0	0	0	0	18:30 - 19:30	18:30 - 19:30
19:15 - 19:30	0	0	0	0	0	0	0	0	18:30 - 19:30	18:30 - 19:30
19:30 - 19:45	0	0	0	0	0	0	0	0	18:30 - 19:30	18:30 - 19:30
19:45 - 20:00	0	0	0	0	0	0	0	0	19:00 - 20:00	19:00 - 20:00
TOTAL	13	0	0	0	0	13	13	-	-	-

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
MOVIMENTO: 2
DATA: 02/06/2016
DIÁ DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	2	0	0	0	2	16	-	-	-
14:30 - 14:45	11	2	0	0	0	13	19	-	-	-
14:45 - 15:00	14	2	0	0	0	16	20	70	14:55 - 15:00	14:55 - 15:00
15:00 - 15:15	20	1	0	0	0	21	24	26	14:55 - 15:00	14:55 - 15:00
15:15 - 15:30	20	0	0	0	0	20	22	34	14:55 - 15:00	14:55 - 15:00
15:30 - 15:45	7	0	0	0	0	7	14	74	14:55 - 15:00	14:55 - 15:00
15:45 - 16:00	0	0	0	0	0	0	0	80	15:00 - 16:00	15:00 - 16:00
16:00 - 16:15	62	0	1	0	0	63	16	71	15:30 - 16:30	15:30 - 16:30
16:15 - 16:30	61	0	0	0	0	61	20	67	15:30 - 16:30	15:30 - 16:30
16:30 - 16:45	31	2	0	0	0	33	22	79	16:00 - 17:00	16:00 - 17:00
16:45 - 17:00	38	2	0	0	0	40	22	79	16:00 - 17:00	16:00 - 17:00
17:00 - 17:15	41	4	0	0	0	45	41	86	16:30 - 17:30	16:30 - 17:30
17:15 - 17:30	209	11	2	0	0	222	40	217	16:30 - 17:30	16:30 - 17:30
17:30 - 17:45	0	0	0	0	0	0	0	21	17:00 - 18:00	17:00 - 18:00
17:45 - 18:00	14	2	0	0	0	16	18	117	17:00 - 18:00	17:00 - 18:00
18:00 - 18:15	0	0	0	0	0	0	0	102	17:30 - 18:30	17:30 - 18:30
18:15 - 18:30	0	2	2	1	0	3	17	82	17:30 - 18:30	17:30 - 18:30
18:30 - 18:45	0	0	0	0	0	0	0	13	17:30 - 18:30	17:30 - 18:30
18:45 - 19:00	0	0	0	0	0	0	0	40	18:00 - 19:00	18:00 - 19:00
19:00 - 19:15	0	0	0	0	0	0	0	5	18:30 - 19:30	18:30 - 19:30
19:15 - 19:30	0	0	0	0	0	0	0	3	18:30 - 19:30	18:30 - 19:30
19:30 - 19:45	0	0	0	0	0	0	0	13	18:30 - 19:30	18:30 - 19:30
19:45 - 20:00	0	0	0	0	0	0	0	31	19:00 - 20:00	19:00 - 20:00
TOTAL	279	46	19	0	0	344	402	440	-	-

INTERSEÇÃO: 03
ES-257 X Acesso a Anacleto
MOVIMENTO: 8
DATA: 02/06/2016
DIÁ DA SEMANA: Quinta-Feira

Horário	Auto	Moto	Ônibus	Caminhão até 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 - 14:15	0	0	0	0	0	0	0	-	-	-
14:15 - 14:30	0	0	0	0	0	0	0	-	-	-
14:30 - 14:45	0	0	0	0	0	0	0	1	1	14:55 - 15:00
14:45 - 15:00	0	0	0	0	0	0	0	2	2	14:55 - 15:00
15:00 - 15:15	0	0	0	0	0	0	0	2	2	14:55 - 15:00
15:15 - 15:30	0	0	0	0	0	0	0	2	2	14:55 - 15:00
15:30 - 15:45	0	0	0	0	0	0	0	3	3	15:00 - 16:00
15:45 - 16:00	0	0	0	0	0	0	0	3	3	15:00 - 16:00
16:00 - 16:15	0	0	0	0	0	0	0	2	2	15:30 - 16:30
16:15 - 16:30	0	0	0	0	0	0	0	2	2	15:30 - 16:30
16:30 - 16:45	1	1	0	0	0	2	3	2	15:45 - 16:45	15:45 - 16:45
16:45 - 17:00	0	0	0	0	0	0	0	3	3	16:00 - 17:00
17:00 - 17:15	0	0	0	0	0	0	0	3	3	16:00 - 17:00
17:15 - 17:30	0	0	0	0	0	0	0	1	1	16:30 - 17:30
17:30 - 17:45	0	0	0	0	0	0	0	1	1	16:30 - 17:30
17:45 - 18:00	0	0	0	0	0	0	0	1	1	17:00 - 18:00
18:00 - 18:15	0	0	0	0	0	0	0	1	1	17:00 - 18:00
18:15 - 18:30	2	2	0	0	0	0	0	3	3	17:30 - 18:30
18:30 - 18:45	0	0	0	0	0	0	0	3	3	17:30 - 18:30
18:45 - 19:00	0	0	0	0	0	0	0	3	3	18:00 - 19:00
19:00 - 19:15	0	0	0	0	0	0	0	3	3	18:00 - 19:00
19:15 - 19:30	0	0	0	0	0	0	0	0	0	18:30 - 19:30
19:30 - 19:45	0	0	0	0	0	0	0	0	0	18:30 - 19:30
19:45 - 20:00	0	0	0	0	0	0	0	1	1	18:45 - 20:00
TOTAL	8	8	0	0	0	2	3	1	1	

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 04
ES-445 X ES-010
MOVIMENTO: A
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Hora pico 17:00 as 18:00
Menor pico entrefluxo 14:00 as 15:00

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	7	2	0	2	2	12	15	-	-	-
14:15 14:30	7	1	1	2	3	13	13	-	-	-
14:30 14:45	9	0	0	4	2	15	16	-	-	-
14:45 15:00	5	1	0	0	6	11	5	51	49	14:00 15:00
15:00 15:15	4	1	1	2	4	11	10	51	44	14:15 15:15
15:15 15:30	10	0	0	3	3	16	15	54	47	14:30 15:30
15:30 15:45	7	2	1	0	2	11	10	49	41	14:45 15:45
15:45 16:00	9	0	2	4	6	21	21	59	56	15:00 16:00
16:00 16:15	12	1	0	2	4	18	16	66	61	15:15 16:15
16:15 16:30	5	0	0	1	3	9	7	59	53	15:30 16:30
16:30 16:45	7	1	1	6	5	19	20	68	63	15:45 16:45
16:45 17:00	8	1	2	4	2	16	20	63	62	16:00 17:00
17:00 17:15	11	0	0	4	6	21	18	66	65	16:15 17:15
17:15 17:30	7	1	0	0	5	12	7	69	65	16:30 17:30
17:30 17:45	9	0	0	0	7	16	9	66	54	16:45 17:45
17:45 18:00	2	1	0	1	3	3	4	53	38	17:00 18:00
18:00 18:15	3	1	0	1	6	4	5	36	25	17:15 18:15
18:15 18:30	5	1	0	0	4	5	5	29	23	17:30 18:30
18:30 18:45	12	0	0	0	5	12	12	25	26	17:45 18:45
18:45 19:00	4	1	0	0	3	4	4	26	27	18:00 19:00
19:00 19:15	6	1	0	0	6	6	6	28	28	18:15 19:15
19:15 19:30	2	0	0	0	1	2	2	25	25	18:30 19:30
19:30 19:45	0	0	0	1	2	1	2	14	14	18:45 19:45
19:45 20:00	1	0	0	0	1	1	1	10	11	19:00 20:00
TOTAL	152	16	8	8	37	262	244	-	-	-

INTERSEÇÃO: 04
ES-445 X ES-010
MOVIMENTO: B
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	0	0	0	0	0	0	0	-	-	-
14:15 14:30	0	0	0	0	0	0	0	-	-	-
14:30 14:45	1	0	0	0	0	1	1	-	-	-
14:45 15:00	0	0	0	0	0	0	0	1	1	14:00 15:00
15:00 15:15	0	0	0	0	0	0	0	1	1	14:15 15:15
15:15 15:30	1	0	0	0	0	1	1	2	2	14:30 15:30
15:30 15:45	1	0	0	0	0	1	1	2	2	14:45 15:45
15:45 16:00	0	0	0	0	0	0	0	2	2	15:00 16:00
16:00 16:15	1	0	0	0	0	1	1	3	3	15:15 16:15
16:15 16:30	0	0	0	0	0	0	0	2	2	15:30 16:30
16:30 16:45	0	0	0	0	0	0	0	1	1	15:45 16:45
16:45 17:00	0	0	0	0	0	0	0	1	1	16:00 17:00
17:00 17:15	1	0	0	0	0	1	1	1	1	16:15 17:15
17:15 17:30	0	0	0	0	0	0	0	1	1	16:30 17:30
17:30 17:45	0	0	0	0	0	0	0	1	1	16:45 17:45
17:45 18:00	1	0	0	0	0	1	1	2	2	17:00 18:00
18:00 18:15	0	0	0	0	0	0	0	1	1	17:15 18:15
18:15 18:30	0	0	0	0	0	0	0	1	1	17:30 18:30
18:30 18:45	0	0	0	0	0	0	0	1	1	17:45 18:45
18:45 19:00	1	0	0	0	0	1	1	1	1	18:00 19:00
19:00 19:15	0	0	0	0	0	0	0	1	1	18:15 19:15
19:15 19:30	0	0	0	0	0	0	0	1	1	18:30 19:30
19:30 19:45	0	0	0	0	0	0	0	1	1	18:45 19:45
19:45 20:00	0	0	0	0	0	0	0	0	0	19:00 20:00
TOTAL	7	0	0	0	0	7	7	-	-	-

INTERSEÇÃO: 04
ES-445 X ES-010
MOVIMENTO: C
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

57,92

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	3	1	0	1	4	8	12	-	-	-
14:15 14:30	3	0	0	1	4	8	5	-	-	-
14:30 14:45	4	0	0	2	9	15	8	-	-	-
14:45 15:00	3	1	0	1	6	10	5	42	29	14:00 15:00
15:00 15:15	8	1	0	1	2	11	10	45	27	14:15 15:15
15:15 15:30	5	0	0	2	4	11	9	48	31	14:30 15:30
15:30 15:45	3	1	0	4	4	11	10	44	34	14:45 15:45
15:45 16:00	6	0	0	4	7	17	13	51	42	15:00 16:00
16:00 16:15	5	0	0	1	4	10	7	49	39	15:15 16:15
16:15 16:30	6	1	0	1	1	8	8	47	38	15:30 16:30
16:30 16:45	5	1	0	4	3	12	12	48	40	15:45 16:45
16:45 17:00	6	2	0	5	2	14	15	44	43	16:00 17:00
17:00 17:15	4	2	0	1	3	9	6	43	42	16:15 17:15
17:15 17:30	7	4	0	1	5	14	10	49	44	16:30 17:30
17:30 17:45	8	2	0	2	2	13	12	49	44	16:45 17:45
17:45 18:00	3	1	0	0	0	3	3	39	32	17:00 18:00
18:00 18:15	7	1	1	2	4	10	13	41	39	17:15 18:15
18:15 18:30	4	0	0	1	2	5	6	31	34	17:30 18:30
18:30 18:45	6	0	0	1	7	7	8	26	30	17:45 18:45
18:45 19:00	2	0	0	0	6	2	2	24	29	18:00 19:00
19:00 19:15	3	0	0	2	5	5	7	19	22	18:15 19:15
19:15 19:30	1	0	0	4	3	5	8	19	24	18:30 19:30
19:30 19:45	1	0	0	0	2	1	1	13	18	18:45 19:45
19:45 20:00	1	0	0	0	1	1	1	12	17	19:00 20:00
TOTAL	104	18	1	41	90	212	191	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 04
ES-445 X ES-010
MOVIMENTO: D
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	4	1	1	1	0	6	8	-	-	-
14:15 14:30	4	1	0	0	0	4	4	-	-	-
14:30 14:45	6	1	0	0	0	6	6	-	-	-
14:45 15:00	6	5	1	0	1	10	10	27	29	14:00 15:00
15:00 15:15	10	1	1	3	0	14	18	35	38	14:15 15:15
15:15 15:30	10	2	1	2	3	17	16	47	50	14:30 15:30
15:30 15:45	6	1	1	1	0	8	10	49	54	14:45 15:45
15:45 16:00	9	1	0	4	2	15	16	55	61	15:00 16:00
16:00 16:15	6	0	0	2	1	9	10	49	53	15:15 16:15
16:15 16:30	5	6	0	0	0	7	7	40	43	15:30 16:30
16:30 16:45	7	4	3	1	0	12	17	44	50	15:45 16:45
16:45 17:00	6	2	1	1	0	9	11	37	44	16:00 17:00
17:00 17:15	16	6	1	4	0	23	27	51	62	16:15 17:15
17:15 17:30	13	3	1	3	0	18	21	62	76	16:30 17:30
17:30 17:45	10	2	0	4	2	17	18	66	77	16:45 17:45
17:45 18:00	12	1	3	1	0	16	21	74	87	17:00 18:00
18:00 18:15	16	6	1	1	0	20	22	71	82	17:15 18:15
18:15 18:30	14	1	6	1	0	21	30	74	90	17:30 18:30
18:30 18:45	11	3	1	0	1	13	14	71	87	17:45 18:45
18:45 19:00	7	3	3	1	0	12	16	66	82	18:00 19:00
19:00 19:15	9	2	1	0	1	11	12	57	72	18:15 19:15
19:15 19:30	3	2	2	0	0	6	8	41	51	18:30 19:30
19:30 19:45	2	2	0	0	0	3	3	31	39	18:45 19:45
19:45 20:00	1	1	0	0	0	1	1	20	24	19:00 20:00
TOTAL	193	57	28	30	11	279	327	-	-	-

INTERSEÇÃO: 04
ES-445 X ES-010
MOVIMENTO: E
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	0	0	0	0	0	0	0	-	-	-
14:15 14:30	0	0	0	0	0	0	0	-	-	-
14:30 14:45	0	0	0	0	0	0	0	-	-	-
14:45 15:00	0	0	0	0	0	0	0	0	0	14:00 15:00
15:00 15:15	0	0	0	0	0	0	0	0	0	14:15 15:15
15:15 15:30	1	0	0	0	0	1	1	1	1	14:30 15:30
15:30 15:45	0	0	0	0	0	0	0	1	1	14:45 15:45
15:45 16:00	0	0	0	0	0	0	0	1	1	15:00 16:00
16:00 16:15	0	0	0	0	0	0	0	1	1	15:15 16:15
16:15 16:30	1	0	0	0	0	1	1	1	1	15:30 16:30
16:30 16:45	0	0	0	0	0	0	0	1	1	15:45 16:45
16:45 17:00	0	0	0	0	0	0	0	1	1	16:00 17:00
17:00 17:15	0	0	0	0	0	0	0	1	1	16:15 17:15
17:15 17:30	2	0	0	1	0	3	4	3	4	16:30 17:30
17:30 17:45	0	0	0	0	0	0	0	3	4	16:45 17:45
17:45 18:00	0	0	0	0	0	0	0	3	4	17:00 18:00
18:00 18:15	0	0	0	0	0	0	0	3	4	17:15 18:15
18:15 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30
18:30 18:45	0	0	0	0	0	0	0	0	0	17:45 18:45
18:45 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00
19:00 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15
19:15 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30
19:30 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45
19:45 20:00	0	0	0	0	0	0	0	0	0	19:00 20:00
TOTAL	4	0	0	1	0	5	6	-	-	-

INTERSEÇÃO: 04
ES-445 X ES-010
MOVIMENTO: F
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	4	1	0	1	0	5	6	-	-	-
14:15 14:30	4	2	1	1	0	7	9	-	-	-
14:30 14:45	5	3	0	3	0	9	11	-	-	-
14:45 15:00	8	3	1	1	0	11	13	32	39	14:00 15:00
15:00 15:15	9	2	1	2	0	13	15	39	48	14:15 15:15
15:15 15:30	7	2	1	6	1	16	20	48	60	14:30 15:30
15:30 15:45	11	1	0	0	0	11	11	51	60	14:45 15:45
15:45 16:00	5	3	2	0	0	8	10	48	58	15:00 16:00
16:00 16:15	11	5	1	2	1	17	18	52	61	15:15 16:15
16:15 16:30	3	2	0	2	0	6	7	42	47	15:30 16:30
16:30 16:45	8	1	1	0	1	10	11	41	47	15:45 16:45
16:45 17:00	7	2	0	1	0	9	9	41	46	16:00 17:00
17:00 17:15	4	2	4	0	0	9	14	33	41	16:15 17:15
17:15 17:30	7	1	0	2	0	9	11	37	44	16:30 17:30
17:30 17:45	11	2	0	0	0	12	12	38	46	16:45 17:45
17:45 18:00	7	3	0	1	0	9	10	39	46	17:00 18:00
18:00 18:15	5	1	2	1	0	8	12	38	44	17:15 18:15
18:15 18:30	4	1	2	0	0	6	9	35	42	17:30 18:30
18:30 18:45	9	1	2	0	0	11	14	35	44	17:45 18:45
18:45 19:00	7	1	0	0	0	7	7	33	42	18:00 19:00
19:00 19:15	5	2	3	0	0	9	12	34	42	18:15 19:15
19:15 19:30	5	2	1	0	0	7	8	34	41	18:30 19:30
19:30 19:45	3	0	0	0	0	3	3	26	31	18:45 19:45
19:45 20:00	2	1	0	0	0	2	2	21	26	19:00 20:00
TOTAL	151	44	22	23	3	214	255	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 05
BR-101 x ES-445
MOVIMENTO: A
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Hora pico 17:00 as 18:00
Menor pico entrefluxo 14:00 as 15:00

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	2	0	0	3	4	9	14	-	-	-
14:15 14:30	10	1	0	1	0	11	12	-	-	-
14:30 14:45	6	0	1	2	5	14	12	-	-	-
14:45 15:00	4	0	0	1	3	8	6	42	44	14:00 15:00
15:00 15:15	9	0	0	4	4	17	18	50	46	14:15 15:15
15:15 15:30	7	0	0	5	11	23	16	62	49	14:30 15:30
15:30 15:45	3	0	0	1	8	12	5	60	42	14:45 15:45
15:45 16:00	8	0	0	2	7	17	12	69	48	15:00 16:00
16:00 16:15	12	0	0	2	2	16	16	68	48	15:15 16:15
16:15 16:30	3	0	1	3	4	11	11	56	42	15:30 16:30
16:30 16:45	9	0	0	4	3	16	16	60	54	15:45 16:45
16:45 17:00	5	1	0	4	6	15	12	58	54	16:00 17:00
17:00 17:15	6	0	0	1	5	12	8	54	47	16:15 17:15
17:15 17:30	7	0	1	2	4	14	13	57	49	16:30 17:30
17:30 17:45	10	0	0	4	2	16	17	57	50	16:45 17:45
17:45 18:00	7	0	0	2	4	9	11	51	48	17:00 18:00
18:00 18:15	8	0	0	2	3	10	12	49	52	17:15 18:15
18:15 18:30	11	0	0	1	7	12	13	47	52	17:30 18:30
18:30 18:45	3	0	0	1	5	4	5	35	40	17:45 18:45
18:45 19:00	8	0	1	1	7	10	12	36	41	18:00 19:00
19:00 19:15	3	1	0	0	1	3	3	29	33	18:15 19:15
19:15 19:30	0	0	0	0	3	0	0	17	20	18:30 19:30
19:30 19:45	3	0	0	0	3	3	3	16	18	18:45 19:45
19:45 20:00	2	0	0	0	2	2	2	8	8	19:00 20:00
TOTAL	146	3	4	46	103	265	243	-	-	-

INTERSEÇÃO: 05
BR-101 x ES-445
MOVIMENTO: B
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	1	0	0	0	1	2	3	-	-	-
14:15 14:30	1	0	0	1	0	2	3	-	-	-
14:30 14:45	0	0	0	1	1	2	2	-	-	-
14:45 15:00	0	0	0	0	2	2	0	8	7	14:00 15:00
15:00 15:15	0	0	0	0	2	2	0	8	5	14:15 15:15
15:15 15:30	1	0	0	2	1	4	5	10	6	14:30 15:30
15:30 15:45	1	0	0	2	0	3	5	11	9	14:45 15:45
15:45 16:00	0	0	0	0	0	0	0	9	9	15:00 16:00
16:00 16:15	0	0	0	0	0	0	0	7	9	15:15 16:15
16:15 16:30	1	0	0	1	0	2	3	5	7	15:30 16:30
16:30 16:45	0	0	0	0	0	0	0	2	3	15:45 16:45
16:45 17:00	0	0	0	1	0	1	2	3	5	16:00 17:00
17:00 17:15	2	0	1	0	0	3	4	6	9	16:15 17:15
17:15 17:30	0	0	0	0	1	1	0	5	6	16:30 17:30
17:30 17:45	0	0	0	0	0	0	0	5	6	16:45 17:45
17:45 18:00	0	0	0	0	0	0	0	4	4	17:00 18:00
18:00 18:15	2	0	0	0	0	2	2	3	2	17:15 18:15
18:15 18:30	0	0	0	0	0	0	0	2	2	17:30 18:30
18:30 18:45	0	0	0	0	0	0	0	2	2	17:45 18:45
18:45 19:00	3	0	2	0	0	5	8	7	10	18:00 19:00
19:00 19:15	0	0	0	0	0	0	0	5	8	18:15 19:15
19:15 19:30	0	0	0	0	1	0	0	5	8	18:30 19:30
19:30 19:45	1	0	0	0	0	1	1	6	9	18:45 19:45
19:45 20:00	0	0	0	0	0	0	0	1	1	19:00 20:00
TOTAL	13	0	3	8	9	32	36	-	-	-

INTERSEÇÃO: 05
BR-101 x ES-445
MOVIMENTO: C
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	1	0	0	1	0	2	3	-	-	-
14:15 14:30	1	0	0	2	0	3	5	-	-	-
14:30 14:45	1	0	0	2	0	3	5	-	-	-
14:45 15:00	0	0	0	0	0	0	0	8	12	14:00 15:00
15:00 15:15	1	0	0	0	0	1	1	7	10	14:15 15:15
15:15 15:30	1	0	1	1	3	6	5	10	11	14:30 15:30
15:30 15:45	2	0	0	1	0	3	4	10	10	14:45 15:45
15:45 16:00	2	0	0	2	0	4	6	14	15	15:00 16:00
16:00 16:15	2	0	2	3	0	7	12	20	26	15:15 16:15
16:15 16:30	0	0	0	1	2	3	2	17	23	15:30 16:30
16:30 16:45	1	0	0	0	0	1	1	15	20	15:45 16:45
16:45 17:00	1	1	0	0	0	1	1	12	16	16:00 17:00
17:00 17:15	0	0	0	0	1	1	0	6	4	16:15 17:15
17:15 17:30	6	0	0	0	0	6	6	9	8	16:30 17:30
17:30 17:45	0	0	0	0	0	0	0	8	7	16:45 17:45
17:45 18:00	2	0	0	1	0	3	4	10	10	17:00 18:00
18:00 18:15	3	0	0	0	0	3	3	12	13	17:15 18:15
18:15 18:30	1	0	0	0	0	1	1	7	8	17:30 18:30
18:30 18:45	1	0	0	0	0	1	1	9	9	17:45 18:45
18:45 19:00	1	0	0	0	0	1	1	6	6	18:00 19:00
19:00 19:15	1	0	0	0	0	1	1	4	4	18:15 19:15
19:15 19:30	0	0	0	0	0	0	0	3	3	18:30 19:30
19:30 19:45	2	0	0	0	0	2	2	4	4	18:45 19:45
19:45 20:00	0	0	0	0	0	0	0	3	3	19:00 20:00
TOTAL	30	1	3	14	6	53	62	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 05
BR-101 x ES-445
MOVIMENTO: D
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	15	3	1	10	5	32	44	-	-	-
14:15 14:30	24	5	0	6	7	39	36	-	-	-
14:30 14:45	29	4	2	4	0	36	42	-	-	-
14:45 15:00	18	3	0	11	4	34	38	141	161	14:00 15:00
15:00 15:15	21	4	1	8	5	36	39	145	155	14:15 15:15
15:15 15:30	31	6	2	10	3	48	55	155	174	14:30 15:30
15:30 15:45	36	6	2	14	2	56	67	174	199	14:45 15:45
15:45 16:00	25	9	1	10	2	41	48	181	208	15:00 16:00
16:00 16:15	25	4	2	8	2	38	45	183	215	15:15 16:15
16:15 16:30	30	2	1	4	3	39	40	174	199	15:30 16:30
16:30 16:45	23	5	3	5	3	36	40	154	173	15:45 16:45
16:45 17:00	27	3	1	11	1	41	49	154	174	16:00 17:00
17:00 17:15	23	5	1	5	2	33	36	148	165	16:15 17:15
17:15 17:30	41	7	3	22	9	77	89	187	214	16:30 17:30
17:30 17:45	37	5	2	10	4	55	61	206	234	16:45 17:45
17:45 18:00	68	8	3	23	5	97	118	261	303	17:00 18:00
18:00 18:15	40	8	5	14	4	62	78	290	345	17:15 18:15
18:15 18:30	37	6	0	7	1	46	51	259	308	17:30 18:30
18:30 18:45	33	6	2	12	1	49	60	253	308	17:45 18:45
18:45 19:00	38	7	3	6	1	49	58	206	248	18:00 19:00
19:00 19:15	30	7	1	5	8	38	43	183	213	18:15 19:15
19:15 19:30	15	8	3	4	7	25	31	161	193	18:30 19:30
19:30 19:45	19	5	0	8	8	29	35	141	167	18:45 19:45
19:45 20:00	16	7	1	5	3	24	29	116	139	19:00 20:00
TOTAL	701	133	40	222	90	1.059	1.232	-	-	-

INTERSEÇÃO: 05
BR-101 x ES-445
MOVIMENTO: E
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	30	3	0	9	2	42	50	-	-	-
14:15 14:30	25	5	0	12	9	48	48	-	-	-
14:30 14:45	36	5	0	16	8	62	66	-	-	-
14:45 15:00	43	8	0	16	13	75	74	226	237	14:00 15:00
15:00 15:15	50	4	3	20	4	78	93	262	280	14:15 15:15
15:15 15:30	39	8	1	10	3	56	61	270	294	14:30 15:30
15:30 15:45	45	3	3	16	15	80	81	289	309	14:45 15:45
15:45 16:00	42	6	0	18	9	71	75	285	311	15:00 16:00
16:00 16:15	35	5	4	20	10	71	81	277	298	15:15 16:15
16:15 16:30	43	4	1	11	2	58	66	280	303	15:30 16:30
16:30 16:45	40	9	1	16	7	67	73	267	295	15:45 16:45
16:45 17:00	36	5	1	15	10	64	66	260	286	16:00 17:00
17:00 17:15	41	11	1	13	17	76	70	265	275	16:15 17:15
17:15 17:30	38	9	0	18	14	73	72	279	281	16:30 17:30
17:30 17:45	34	8	1	15	8	61	65	273	273	16:45 17:45
17:45 18:00	39	9	1	11	7	54	63	263	271	17:00 18:00
18:00 18:15	31	12	1	19	7	55	70	243	272	17:15 18:15
18:15 18:30	41	11	5	21	7	71	93	240	292	17:30 18:30
18:30 18:45	17	9	1	13	4	34	45	214	272	17:45 18:45
18:45 19:00	42	8	2	22	12	69	88	228	296	18:00 19:00
19:00 19:15	32	8	1	9	1	45	53	218	278	18:15 19:15
19:15 19:30	12	5	0	8	3	22	28	169	213	18:30 19:30
19:30 19:45	27	4	0	4	8	32	35	167	203	18:45 19:45
19:45 20:00	14	5	0	7	3	23	28	121	144	19:00 20:00
TOTAL	832	164	27	339	181	1.383	1.544	-	-	-

INTERSEÇÃO: 05
BR-101 x ES-445
MOVIMENTO: F
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	3	1	0	0	5	8	12	-	-	-
14:15 14:30	3	1	0	2	0	5	7	-	-	-
14:30 14:45	8	0	1	6	9	24	21	-	-	-
14:45 15:00	2	0	0	3	6	11	7	49	47	14:00 15:00
15:00 15:15	4	0	1	0	3	6	11	51	41	14:15 15:15
15:15 15:30	6	0	0	0	3	9	6	55	40	14:30 15:30
15:30 15:45	6	0	0	2	4	12	10	43	29	14:45 15:45
15:45 16:00	7	0	0	4	7	18	14	50	36	15:00 16:00
16:00 16:15	11	0	1	2	5	19	17	58	46	15:15 16:15
16:15 16:30	5	0	0	1	4	10	7	59	47	15:30 16:30
16:30 16:45	7	0	1	3	3	14	15	61	52	15:45 16:45
16:45 17:00	4	0	0	0	6	10	4	53	42	16:00 17:00
17:00 17:15	3	0	0	5	12	20	12	54	37	16:15 17:15
17:15 17:30	7	2	1	3	6	18	15	62	45	16:30 17:30
17:30 17:45	3	0	0	0	6	9	3	57	34	16:45 17:45
17:45 18:00	1	0	0	1	6	2	3	49	33	17:00 18:00
18:00 18:15	6	0	0	0	6	6	6	35	27	17:15 18:15
18:15 18:30	6	0	0	1	7	7	8	24	20	17:30 18:30
18:30 18:45	2	0	0	0	5	2	2	17	19	17:45 18:45
18:45 19:00	5	1	0	1	5	6	7	21	23	18:00 19:00
19:00 19:15	4	0	0	0	2	4	4	19	21	18:15 19:15
19:15 19:30	2	0	1	0	6	3	4	15	17	18:30 19:30
19:30 19:45	2	0	0	0	3	2	2	15	17	18:45 19:45
19:45 20:00	1	0	0	0	7	1	1	10	11	19:00 20:00
TOTAL	108	5	6	34	129	232	191	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 06
ES-010 x ES-456 (Av. dos Coqueiros)
MOVIMENTO: A
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Hora pico 17:00 as 18:00
Menor pico entrefluxo 14:00 as 15:00

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	10	2	0	4	0	15	18	-	-	-
14:15 14:30	13	1	0	1	0	14	15	-	-	-
14:30 14:45	19	0	4	1	0	24	30	-	-	-
14:45 15:00	16	0	0	1	0	17	18	70	80	14:00 15:00
15:00 15:15	14	1	0	2	0	16	18	72	80	14:15 15:15
15:15 15:30	9	1	0	2	0	11	13	69	78	14:30 15:30
15:30 15:45	16	3	0	6	0	23	27	68	76	14:45 15:45
15:45 16:00	15	2	2	2	0	20	24	70	82	15:00 16:00
16:00 16:15	12	3	1	3	0	17	20	71	84	15:15 16:15
16:15 16:30	7	4	0	1	0	9	10	69	82	15:30 16:30
16:30 16:45	13	1	2	2	0	17	21	63	76	15:45 16:45
16:45 17:00	10	1	1	3	0	14	18	58	70	16:00 17:00
17:00 17:15	13	3	0	0	0	14	14	55	63	16:15 17:15
17:15 17:30	14	2	0	2	0	17	18	62	71	16:30 17:30
17:30 17:45	18	1	1	3	0	22	26	67	76	16:45 17:45
17:45 18:00	16	2	1	0	0	18	19	71	77	17:00 18:00
18:00 18:15	11	3	0	0	0	12	12	69	75	17:15 18:15
18:15 18:30	14	4	2	0	1	17	20	69	77	17:30 18:30
18:30 18:45	16	2	2	1	0	20	23	67	74	17:45 18:45
18:45 19:00	12	4	1	0	1	14	16	63	70	18:00 19:00
19:00 19:15	12	2	2	0	0	15	17	66	75	18:15 19:15
19:15 19:30	9	0	0	0	0	9	9	58	65	18:30 19:30
19:30 19:45	6	1	0	0	0	6	6	44	48	18:45 19:45
19:45 20:00	14	1	0	1	1	15	16	45	49	19:00 20:00
TOTAL	309	44	19	35	3	378	428	-	-	-

INTERSEÇÃO: 06
ES-010 x ES-456 (Av. dos Coqueiros)
MOVIMENTO: B
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	6	1	0	4	0	10	13	-	-	-
14:15 14:30	7	3	1	0	0	9	10	-	-	-
14:30 14:45	13	0	0	0	0	13	13	-	-	-
14:45 15:00	19	1	1	2	1	23	25	56	62	14:00 15:00
15:00 15:15	13	2	0	3	0	17	19	62	67	14:15 15:15
15:15 15:30	13	0	2	1	0	16	19	69	76	14:30 15:30
15:30 15:45	13	0	1	1	1	16	17	72	80	14:45 15:45
15:45 16:00	9	0	2	3	0	14	19	63	74	15:00 16:00
16:00 16:15	9	1	0	6	1	16	20	62	75	15:15 16:15
16:15 16:30	18	1	1	1	0	20	22	67	78	15:30 16:30
16:30 16:45	16	1	0	3	0	19	22	70	82	15:45 16:45
16:45 17:00	17	3	0	1	0	19	20	75	83	16:00 17:00
17:00 17:15	10	3	0	1	0	12	13	71	76	16:15 17:15
17:15 17:30	11	1	1	1	0	13	15	64	69	16:30 17:30
17:30 17:45	12	0	1	0	0	13	14	57	62	16:45 17:45
17:45 18:00	20	1	0	2	0	22	24	61	66	17:00 18:00
18:00 18:15	20	2	0	2	0	23	24	71	78	17:15 18:15
18:15 18:30	19	3	0	4	0	24	27	82	89	17:30 18:30
18:30 18:45	13	3	0	1	0	15	16	84	91	17:45 18:45
18:45 19:00	9	0	0	0	1	9	9	71	76	18:00 19:00
19:00 19:15	7	0	1	0	1	8	9	56	61	18:15 19:15
19:15 19:30	6	0	0	1	0	7	8	39	42	18:30 19:30
19:30 19:45	5	0	0	0	0	5	5	29	31	18:45 19:45
19:45 20:00	6	0	0	3	0	9	11	29	33	19:00 20:00
TOTAL	291	26	11	40	5	354	394	-	-	-

INTERSEÇÃO: 06
ES-010 x ES-456 (Av. dos Coqueiros)
MOVIMENTO: C
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	10	0	1	2	0	13	16	-	-	-
14:15 14:30	14	1	0	1	0	15	16	-	-	-
14:30 14:45	14	0	1	7	0	22	29	-	-	-
14:45 15:00	11	1	0	8	1	20	25	71	86	14:00 15:00
15:00 15:15	15	1	1	5	0	21	26	79	96	14:15 15:15
15:15 15:30	15	0	0	1	0	16	17	80	97	14:30 15:30
15:30 15:45	9	0	0	2	0	11	13	69	81	14:45 15:45
15:45 16:00	15	0	0	4	0	19	22	67	78	15:00 16:00
16:00 16:15	21	1	0	5	0	26	30	72	81	15:15 16:15
16:15 16:30	17	0	1	1	0	19	21	75	86	15:30 16:30
16:30 16:45	25	0	3	2	1	31	35	95	108	15:45 16:45
16:45 17:00	19	2	0	0	0	20	20	96	106	16:00 17:00
17:00 17:15	24	1	3	0	0	27	31	97	107	16:15 17:15
17:15 17:30	22	2	0	7	0	30	35	108	121	16:30 17:30
17:30 17:45	27	3	1	0	0	29	30	106	116	16:45 17:45
17:45 18:00	23	0	5	2	0	30	38	116	134	17:00 18:00
18:00 18:15	29	3	1	2	1	33	36	122	139	17:15 18:15
18:15 18:30	29	4	9	0	0	39	51	131	154	17:30 18:30
18:30 18:45	10	4	0	0	0	11	11	114	135	17:45 18:45
18:45 19:00	11	0	0	0	0	11	11	95	109	18:00 19:00
19:00 19:15	16	0	0	0	0	16	16	78	89	18:15 19:15
19:15 19:30	6	0	0	1	0	7	8	45	46	18:30 19:30
19:30 19:45	13	0	0	0	0	13	13	47	48	18:45 19:45
19:45 20:00	8	3	0	0	0	9	9	45	46	19:00 20:00
TOTAL	403	26	26	50	3	490	558	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 06
ES-010 x ES-456 (Av. dos Coqueiros)
MOVIMENTO: D
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	8	4	0	0	0	9	9	-	-	-
14:15 14:30	9	0	0	1	0	10	11	-	-	-
14:30 14:45	9	3	0	0	0	10	10	-	-	-
14:45 15:00	8	0	0	1	0	9	10	38	40	14:00 15:00
15:00 15:15	8	2	0	0	0	9	9	38	39	14:15 15:15
15:15 15:30	5	1	0	0	0	5	5	33	34	14:30 15:30
15:30 15:45	9	0	1	2	0	12	15	35	38	14:45 15:45
15:45 16:00	6	1	0	1	0	7	8	33	37	15:00 16:00
16:00 16:15	8	1	0	1	0	9	10	34	38	15:15 16:15
16:15 16:30	9	0	0	0	0	9	9	38	42	15:30 16:30
16:30 16:45	13	2	0	0	0	14	14	39	41	15:45 16:45
16:45 17:00	9	2	0	1	0	11	11	43	44	16:00 17:00
17:00 17:15	8	2	0	2	0	11	12	44	46	16:15 17:15
17:15 17:30	16	2	0	0	0	17	17	52	54	16:30 17:30
17:30 17:45	11	2	1	0	0	13	14	51	54	16:45 17:45
17:45 18:00	9	1	1	2	0	12	15	52	58	17:00 18:00
18:00 18:15	14	1	0	0	0	14	14	56	60	17:15 18:15
18:15 18:30	13	0	4	0	0	17	22	56	65	17:30 18:30
18:30 18:45	6	1	0	1	0	7	8	51	59	17:45 18:45
18:45 19:00	8	0	0	0	0	8	8	47	52	18:00 19:00
19:00 19:15	6	1	0	0	0	6	6	39	44	18:15 19:15
19:15 19:30	3	0	0	0	0	3	3	25	25	18:30 19:30
19:30 19:45	8	2	0	0	0	9	9	26	26	18:45 19:45
19:45 20:00	9	2	0	2	0	12	13	30	31	19:00 20:00
TOTAL	212	30	7	14	0	243	262	-	-	-

INTERSEÇÃO: 06
ES-010 x ES-456 (Av. dos Coqueiros)
MOVIMENTO: E
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	9	0	0	0	0	9	9	-	-	-
14:15 14:30	6	2	0	0	0	7	7	-	-	-
14:30 14:45	8	0	0	1	0	9	10	-	-	-
14:45 15:00	8	2	0	0	0	9	9	33	34	14:00 15:00
15:00 15:15	8	0	0	1	0	9	10	33	35	14:15 15:15
15:15 15:30	11	0	0	0	0	11	11	38	39	14:30 15:30
15:30 15:45	13	2	0	1	0	15	15	43	45	14:45 15:45
15:45 16:00	13	0	0	0	0	13	13	48	49	15:00 16:00
16:00 16:15	3	2	1	0	0	5	6	43	45	15:15 16:15
16:15 16:30	10	5	0	3	0	15	17	47	51	15:30 16:30
16:30 16:45	10	0	1	0	0	11	12	43	48	15:45 16:45
16:45 17:00	14	2	0	0	0	15	15	45	50	16:00 17:00
17:00 17:15	15	1	0	1	0	16	17	57	61	16:15 17:15
17:15 17:30	10	0	0	0	0	10	10	52	54	16:30 17:30
17:30 17:45	10	4	1	3	0	15	19	56	61	16:45 17:45
17:45 18:00	11	4	0	2	0	14	16	56	62	17:00 18:00
18:00 18:15	14	2	0	0	0	15	15	54	59	17:15 18:15
18:15 18:30	10	2	0	0	0	11	11	55	60	17:30 18:30
18:30 18:45	5	1	0	0	0	5	5	45	46	17:45 18:45
18:45 19:00	6	2	0	0	0	7	7	37	37	18:00 19:00
19:00 19:15	14	0	0	0	0	14	14	37	37	18:15 19:15
19:15 19:30	5	0	0	0	0	5	5	31	31	18:30 19:30
19:30 19:45	4	1	0	0	0	4	4	30	30	18:45 19:45
19:45 20:00	3	0	0	0	0	3	3	26	26	19:00 20:00
TOTAL	220	32	3	12	0	246	258	-	-	-

INTERSEÇÃO: 06
ES-010 x ES-456 (Av. dos Coqueiros)
MOVIMENTO: F
DATA: 02/06/2016
DIA DA SEMANA: Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	25	2	1	1	0	28	30	-	-	-
14:15 14:30	15	2	0	3	0	19	21	-	-	-
14:30 14:45	12	1	0	1	0	13	14	-	-	-
14:45 15:00	15	1	0	1	0	16	17	76	82	14:00 15:00
15:00 15:15	13	3	1	3	0	18	21	66	74	14:15 15:15
15:15 15:30	6	0	2	0	0	8	11	56	63	14:30 15:30
15:30 15:45	14	2	0	0	0	15	15	57	64	14:45 15:45
15:45 16:00	11	1	0	1	0	12	13	53	60	15:00 16:00
16:00 16:15	10	1	0	1	0	11	12	46	50	15:15 16:15
16:15 16:30	14	2	0	1	0	16	16	54	56	15:30 16:30
16:30 16:45	9	2	1	0	0	11	12	50	53	15:45 16:45
16:45 17:00	4	2	0	0	0	5	5	42	45	16:00 17:00
17:00 17:15	14	3	0	0	0	15	15	46	48	16:15 17:15
17:15 17:30	18	5	1	3	0	24	27	54	59	16:30 17:30
17:30 17:45	12	4	0	0	0	13	13	57	60	16:45 17:45
17:45 18:00	9	4	0	0	0	10	10	62	66	17:00 18:00
18:00 18:15	7	0	0	1	0	8	9	55	60	17:15 18:15
18:15 18:30	9	3	2	0	0	12	14	44	47	17:30 18:30
18:30 18:45	16	0	0	1	0	17	18	47	51	17:45 18:45
18:45 19:00	9	3	0	0	0	10	10	47	51	18:00 19:00
19:00 19:15	10	1	1	0	0	11	13	50	55	18:15 19:15
19:15 19:30	7	0	0	0	0	7	7	45	47	18:30 19:30
19:30 19:45	4	1	0	0	0	4	4	33	34	18:45 19:45
19:45 20:00	11	0	0	1	0	12	13	35	37	19:00 20:00
TOTAL	274	43	9	18	0	315	340	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 07
BR-101 x ES-257
MOVIMENTO: A
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Hora pico 17:00 as 18:00
Menor pico entreflux: 14:00 as 15:00

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	35	2	1	8	8	53	66	-	-	-
14:15 14:30	32	3	2	12	8	55	58	-	-	-
14:30 14:45	40	3	1	10	10	62	61	-	-	-
14:45 15:00	49	2	1	14	14	77	73	248	262	14:00 15:00
15:00 15:15	54	2	1	9	12	77	73	272	268	14:15 15:15
15:15 15:30	93	4	1	23	12	130	137	348	347	14:30 15:30
15:30 15:45	47	3	1	3	1	53	55	339	341	14:45 15:45
15:45 16:00	22	5	0	5	3	32	32	292	297	15:00 16:00
16:00 16:15	74	8	4	13	18	112	108	327	333	15:15 16:15
16:15 16:30	122	9	9	18	9	161	177	357	373	15:30 16:30
16:30 16:45	63	4	1	18	7	90	98	395	416	15:45 16:45
16:45 17:00	37	4	1	2	1	42	44	405	427	16:00 17:00
17:00 17:15	63	4	4	13	6	87	96	381	415	16:15 17:15
17:15 17:30	73	6	2	10	16	103	97	323	335	16:30 17:30
17:30 17:45	103	8	3	28	22	159	161	391	399	16:45 17:45
17:45 18:00	88	4	7	14	23	110	130	459	484	17:00 18:00
18:00 18:15	88	5	4	16	10	110	127	482	515	17:15 18:15
18:15 18:30	67	7	4	14	11	87	103	466	520	17:30 18:30
18:30 18:45	57	6	4	21	17	84	105	391	464	17:45 18:45
18:45 19:00	72	2	7	9	5	89	104	370	438	18:00 19:00
19:00 19:15	46	3	2	5	10	54	60	314	372	18:15 19:15
19:15 19:30	45	4	3	14	6	63	78	290	347	18:30 19:30
19:30 19:45	30	1	0	8	9	38	44	244	286	18:45 19:45
19:45 20:00	31	2	1	8	8	41	48	196	230	19:00 20:00
TOTAL	1.431	101	64	295	246	1.970	2.139	-	-	-

INTERSEÇÃO: 07
BR-101 x ES-257
MOVIMENTO: B
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	8	2	0	0	0	9	9	-	-	-
14:15 14:30	10	1	0	0	1	11	10	-	-	-
14:30 14:45	14	2	0	1	0	16	16	-	-	-
14:45 15:00	12	1	0	0	0	12	12	48	48	14:00 15:00
15:00 15:15	8	3	0	0	1	10	9	49	48	14:15 15:15
15:15 15:30	23	4	0	5	3	32	33	70	71	14:30 15:30
15:30 15:45	10	3	0	0	0	11	11	66	65	14:45 15:45
15:45 16:00	7	1	0	0	0	7	7	61	60	15:00 16:00
16:00 16:15	22	3	0	0	1	24	23	75	74	15:15 16:15
16:15 16:30	12	0	0	4	3	19	19	61	60	15:30 16:30
16:30 16:45	5	1	0	4	0	9	12	60	62	15:45 16:45
16:45 17:00	13	1	0	0	1	14	13	67	68	16:00 17:00
17:00 17:15	21	3	0	2	2	26	25	69	70	16:15 17:15
17:15 17:30	30	9	0	0	1	34	33	84	84	16:30 17:30
17:30 17:45	22	2	0	5	0	28	31	102	103	16:45 17:45
17:45 18:00	30	1	0	2	2	32	34	120	124	17:00 18:00
18:00 18:15	27	1	0	1	1	28	29	122	127	17:15 18:15
18:15 18:30	14	1	1	0	1	15	17	104	111	17:30 18:30
18:30 18:45	13	1	0	3	0	16	19	92	98	17:45 18:45
18:45 19:00	17	4	0	1	0	19	20	79	84	18:00 19:00
19:00 19:15	11	2	0	0	1	12	12	63	67	18:15 19:15
19:15 19:30	7	1	1	2	0	10	13	58	63	18:30 19:30
19:30 19:45	9	0	0	0	1	9	9	50	54	18:45 19:45
19:45 20:00	4	1	0	0	0	4	4	35	38	19:00 20:00
TOTAL	349	48	2	30	19	410	422	-	-	-

INTERSEÇÃO: 07
BR-101 x ES-257
MOVIMENTO: C
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume EQUIVALENTE	Volume Total	Volume Hora	Período
14:00 14:15	5	1	0	0	0	5	5	-	-	-
14:15 14:30	7	1	0	1	1	9	9	-	-	-
14:30 14:45	8	0	0	0	0	8	8	-	-	-
14:45 15:00	7	2	0	1	0	9	9	31	32	14:00 15:00
15:00 15:15	6	2	0	0	1	8	7	34	33	14:15 15:15
15:15 15:30	9	2	0	3	0	13	15	37	39	14:30 15:30
15:30 15:45	16	0	0	0	0	16	16	45	47	14:45 15:45
15:45 16:00	15	2	0	0	1	17	16	53	53	15:00 16:00
16:00 16:15	15	5	0	1	0	18	18	63	65	15:15 16:15
16:15 16:30	11	2	1	1	1	15	16	65	66	15:30 16:30
16:30 16:45	14	1	0	4	3	21	21	70	71	15:45 16:45
16:45 17:00	14	2	0	1	1	17	16	70	72	16:00 17:00
17:00 17:15	7	2	0	2	5	15	11	67	65	16:15 17:15
17:15 17:30	14	3	0	1	6	22	17	75	66	16:30 17:30
17:30 17:45	15	3	0	1	2	19	18	72	62	16:45 17:45
17:45 18:00	17	2	0	4	3	22	25	77	70	17:00 18:00
18:00 18:15	22	1	0	1	1	23	24	86	83	17:15 18:15
18:15 18:30	31	3	1	2	1	36	38	99	104	17:30 18:30
18:30 18:45	14	0	1	0	0	15	16	95	103	17:45 18:45
18:45 19:00	13	0	0	0	0	17	20	90	98	18:00 19:00
19:00 19:15	12	1	0	0	0	12	12	79	86	18:15 19:15
19:15 19:30	8	1	0	0	3	8	8	53	57	18:30 19:30
19:30 19:45	7	1	0	3	0	10	13	48	53	18:45 19:45
19:45 20:00	3	1	0	0	0	3	3	34	37	19:00 20:00
TOTAL	290	38	3	30	29	357	362	-	-	-

CONTAGEM DE TRÁFEGO DIRECIONAL E SELETIVA

INTERSEÇÃO: 07
BR-101 x ES-257
MOVIMENTO: D
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	2	1	0	0	0	2	2	-	-	-
14:15 14:30	1	2	0	1	1	4	3	-	-	-
14:30 14:45	2	1	0	1	0	3	4	-	-	-
14:45 15:00	3	0	0	0	0	3	3	12	13	14:00 15:00
15:00 15:15	5	1	0	1	0	6	7	16	18	14:15 15:15
15:15 15:30	5	2	0	3	1	10	11	22	25	14:30 15:30
15:30 15:45	1	1	0	1	1	3	3	22	24	14:45 15:45
15:45 16:00	2	0	0	1	0	3	4	22	25	15:00 16:00
16:00 16:15	3	1	0	0	0	3	3	19	21	15:15 16:15
16:15 16:30	3	0	0	1	0	4	5	14	15	15:30 16:30
16:30 16:45	3	0	0	0	0	3	3	13	15	15:45 16:45
16:45 17:00	4	0	0	0	1	5	4	15	15	16:00 17:00
17:00 17:15	7	0	0	0	1	8	7	20	19	16:15 17:15
17:15 17:30	3	1	0	0	0	3	3	19	17	16:30 17:30
17:30 17:45	5	0	0	1	2	8	7	24	21	16:45 17:45
17:45 18:00	3	0	0	0	2	3	3	22	20	17:00 18:00
18:00 18:15	3	2	1	0	0	5	6	19	19	17:15 18:15
18:15 18:30	4	0	0	0	0	4	4	20	20	17:30 18:30
18:30 18:45	6	0	0	0	0	6	6	18	19	17:45 18:45
18:45 19:00	4	0	0	1	0	5	6	20	22	18:00 19:00
19:00 19:15	5	0	0	0	0	5	5	20	21	18:15 19:15
19:15 19:30	3	1	0	0	1	3	3	19	20	18:30 19:30
19:30 19:45	1	0	0	0	0	1	1	14	15	18:45 19:45
19:45 20:00	1	0	0	0	0	1	1	10	10	19:00 20:00
TOTAL	79	13	1	11	10	102	105	-	-	-

INTERSEÇÃO: 07
BR-101 x ES-257
MOVIMENTO: E
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	30	2	1	2	11	45	56	-	-	-
14:15 14:30	34	4	0	5	12	52	44	-	-	-
14:30 14:45	37	5	1	7	9	56	53	-	-	-
14:45 15:00	41	4	0	5	14	61	51	214	204	14:00 15:00
15:00 15:15	40	2	0	3	17	61	46	230	194	14:15 15:15
15:15 15:30	51	6	0	9	18	80	69	258	219	14:30 15:30
15:30 15:45	58	4	2	20	15	96	99	298	265	14:45 15:45
15:45 16:00	49	6	2	15	12	80	82	317	295	15:00 16:00
16:00 16:15	43	2	3	14	13	74	75	330	324	15:15 16:15
16:15 16:30	58	3	5	9	9	82	86	332	341	15:30 16:30
16:30 16:45	61	3	2	13	8	85	89	321	332	15:45 16:45
16:45 17:00	46	7	1	10	7	66	68	307	318	16:00 17:00
17:00 17:15	52	5	5	16	12	87	93	320	336	16:15 17:15
17:15 17:30	48	4	4	19	8	80	92	318	342	16:30 17:30
17:30 17:45	42	8	2	19	13	79	82	312	335	16:45 17:45
17:45 18:00	51	6	2	16	6	71	85	317	352	17:00 18:00
18:00 18:15	35	5	2	11	10	50	60	280	320	17:15 18:15
18:15 18:30	50	5	3	16	13	71	86	270	315	17:30 18:30
18:30 18:45	44	3	0	15	15	60	71	251	304	17:45 18:45
18:45 19:00	42	3	1	7	9	51	57	231	276	18:00 19:00
19:00 19:15	39	2	1	14	12	55	66	236	282	18:15 19:15
19:15 19:30	43	1	2	11	16	56	67	222	262	18:30 19:30
19:30 19:45	29	1	0	9	13	38	45	200	236	18:45 19:45
19:45 20:00	22	1	0	7	9	29	35	179	213	19:00 20:00
TOTAL	1.045	92	39	272	281	1.564	1.658	-	-	-

INTERSEÇÃO: 07
BR-101 x ES-257
MOVIMENTO: F
DATA: 02/06/2016
DIA DA SEMANA Quinta-feira

Horário	Auto	Moto	Ônibus	Caminhão ate 4 eixos	Caminhão acima de 4 eixos	Volume Total	Volume Equivalente	Volume Total	Volume Hora	Período
14:00 14:15	1	1	0	0	0	1	1	-	-	-
14:15 14:30	0	0	0	0	1	1	0	-	-	-
14:30 14:45	1	0	0	1	1	3	3	-	-	-
14:45 15:00	0	0	0	0	0	0	0	5	4	14:00 15:00
15:00 15:15	1	0	0	0	0	2	1	6	4	14:15 15:15
15:15 15:30	3	1	0	0	1	4	3	9	7	14:30 15:30
15:30 15:45	1	0	0	2	1	4	5	10	9	14:45 15:45
15:45 16:00	0	0	0	1	1	2	2	12	11	15:00 16:00
16:00 16:15	2	0	0	1	0	3	4	13	13	15:15 16:15
16:15 16:30	6	1	0	0	0	6	6	15	16	15:30 16:30
16:30 16:45	4	1	0	1	0	5	6	17	18	15:45 16:45
16:45 17:00	1	0	0	0	1	2	1	17	17	16:00 17:00
17:00 17:15	2	0	0	1	0	3	4	17	17	16:15 17:15
17:15 17:30	4	2	0	0	0	5	5	15	15	16:30 17:30
17:30 17:45	2	1	0	0	0	2	2	12	12	16:45 17:45
17:45 18:00	3	0	0	0	0	3	3	13	14	17:00 18:00
18:00 18:15	1	0	0	0	0	1	1	11	11	17:15 18:15
18:15 18:30	0	0	0	0	0	0	0	6	6	17:30 18:30
18:30 18:45	0	0	0	0	0	0	0	4	4	17:45 18:45
18:45 19:00	3	1	0	0	0	3	3	4	4	18:00 19:00
19:00 19:15	3	0	0	0	0	3	3	6	6	18:15 19:15
19:15 19:30	1	0	0	1	0	2	3	8	9	18:30 19:30
19:30 19:45	0	0	0	0	0	0	0	8	9	18:45 19:45
19:45 20:00	0	0	0	0	0	0	0	5	6	19:00 20:00
TOTAL	39	8	0	8	7	57	56	-	-	-

REGISTRO:	02	Hora início	17:00 em 18							
MOVIMENTO:	06.207 A Nova Prefeitura Ltda	Hora fim	18:00 em 18							
DATA:	02/05/2010									
DIÁRIO DA SEMANA	Quinta-feira									
Horário	Auto	Moto	Outros	Capacidade por dia e grupo	Capacidade por dia e grupo	Volume Total	Volume Empilhado	Volume Total	Volume Hora	Porcento
17:00 - 17:30	1	0	0	1	1	1	1	1	-	-
17:30 - 18:00	1	0	0	1	1	1	1	1	-	-
18:00 - 18:30	1	0	0	1	1	1	1	1	-	-
18:30 - 19:00	1	0	0	1	1	1	1	1	-	-
19:00 - 19:30	1	0	0	1	1	1	1	1	-	-
19:30 - 20:00	1	0	0	1	1	1	1	1	-	-
20:00 - 20:30	1	0	0	1	1	1	1	1	-	-
20:30 - 21:00	1	0	0	1	1	1	1	1	-	-
21:00 - 21:30	1	0	0	1	1	1	1	1	-	-
21:30 - 22:00	1	0	0	1	1	1	1	1	-	-
22:00 - 22:30	1	0	0	1	1	1	1	1	-	-
22:30 - 23:00	1	0	0	1	1	1	1	1	-	-
23:00 - 23:30	1	0	0	1	1	1	1	1	-	-
23:30 - 00:00	1	0	0	1	1	1	1	1	-	-
00:00 - 00:30	1	0	0	1	1	1	1	1	-	-
00:30 - 01:00	1	0	0	1	1	1	1	1	-	-
01:00 - 01:30	1	0	0	1	1	1	1	1	-	-
01:30 - 02:00	1	0	0	1	1	1	1	1	-	-
02:00 - 02:30	1	0	0	1	1	1	1	1	-	-
02:30 - 03:00	1	0	0	1	1	1	1	1	-	-
03:00 - 03:30	1	0	0	1	1	1	1	1	-	-
03:30 - 04:00	1	0	0	1	1	1	1	1	-	-
04:00 - 04:30	1	0	0	1	1	1	1	1	-	-
04:30 - 05:00	1	0	0	1	1	1	1	1	-	-
05:00 - 05:30	1	0	0	1	1	1	1	1	-	-
05:30 - 06:00	1	0	0	1	1	1	1	1	-	-
06:00 - 06:30	1	0	0	1	1	1	1	1	-	-
06:30 - 07:00	1	0	0	1	1	1	1	1	-	-
07:00 - 07:30	1	0	0	1	1	1	1	1	-	-
07:30 - 08:00	1	0	0	1	1	1	1	1	-	-
08:00 - 08:30	1	0	0	1	1	1	1	1	-	-
08:30 - 09:00	1	0	0	1	1	1	1	1	-	-
09:00 - 09:30	1	0	0	1	1	1	1	1	-	-
09:30 - 10:00	1	0	0	1	1	1	1	1	-	-
10:00 - 10:30	1	0	0	1	1	1	1	1	-	-
10:30 - 11:00	1	0	0	1	1	1	1	1	-	-
11:00 - 11:30	1	0	0	1	1	1	1	1	-	-
11:30 - 12:00	1	0	0	1	1	1	1	1	-	-
12:00 - 12:30	1	0	0	1	1	1	1	1	-	-
12:30 - 13:00	1	0	0	1	1	1	1	1	-	-
13:00 - 13:30	1	0	0	1	1	1	1	1	-	-
13:30 - 14:00	1	0	0	1	1	1	1	1	-	-
14:00 - 14:30	1	0	0	1	1	1	1	1	-	-
14:30 - 15:00	1	0	0	1	1	1	1	1	-	-
15:00 - 15:30	1	0	0	1	1	1	1	1	-	-
15:30 - 16:00	1	0	0	1	1	1	1	1	-	-
16:00 - 16:30	1	0	0	1	1	1	1	1	-	-
16:30 - 17:00	1									

[illegible][illegible]

INSCRIÇÃO:		08		62.267-9 Nova Provedora Ltda						
MOVIMENTO:		D		Z						
DATA:		02/08/2010								
DO DIA SEMANA:		Quinta-feira								
hora	Ativo	Mais	Oportun	Contador de Ligado	Contador de Ligado	Volume Trans.	Volume Empregado	Volume Tela	Volume Hires	Percent
14:15 - 14:30	00	0	0	0	0	0	0	0	0	0
14:30 - 14:45	00	0	0	0	0	0	0	0	0	0
14:45 - 15:00	00	0	0	0	0	0	0	0	0	0
15:00 - 15:15	00	0	0	0	0	0	0	0	0	0
15:15 - 15:30	00	0	0	0	0	0	0	0	0	0
15:30 - 15:45	00	0	0	0	0	0	0	0	0	0
15:45 - 16:00	00	0	0	0	0	0	0	0	0	0
16:00 - 16:15	00	0	0	0	0	0	0	0	0	0
16:15 - 16:30	00	0	0	0	0	0	0	0	0	0
16:30 - 16:45	00	0	0	0	0	0	0	0	0	0
16:45 - 17:00	00	0	0	0	0	0	0	0	0	0
17:00 - 17:15	00	0	0	0	0	0	0	0	0	0
17:15 - 17:30	00	0	0	0	0	0	0	0	0	0
17:30 - 17:45	00	0	0	0	0	0	0	0	0	0
17:45 - 18:00	00	0	0	0	0	0	0	0	0	0
18:00 - 18:15	00	0	0	0	0	0	0	0	0	0
18:15 - 18:30	00	0	0	0	0	0	0	0	0	0
18:30 - 18:45	00	0	0	0	0	0	0	0	0	0
18:45 - 19:00	00	0	0	0	0	0	0	0	0	0
19:00 - 19:15	00	0	0	0	0	0	0	0	0	0
19:15 - 19:30	00	0	0	0	0	0	0	0	0	0
19:30 - 19:45	00	0	0	0	0	0	0	0	0	0
19:45 - 20:00	00	0	0	0	0	0	0	0	0	0
20:00 - 20:15	00	0	0	0	0	0	0	0	0	0
20:15 - 20:30	00	0	0	0	0	0	0	0	0	0
20:30 - 20:45	00	0	0	0	0	0	0	0	0	0
20:45 - 21:00	00	0	0	0	0	0	0	0	0	0
21:00 - 21:15	00	0	0	0	0	0	0	0	0	0
21:15 - 21:30	00	0	0	0	0	0	0	0	0	0
21:30 - 21:45	00	0	0	0	0	0	0	0	0	0
21:45 - 22:00	00	0	0	0	0	0	0	0	0	0
22:00 - 22:15	00	0	0	0	0	0	0	0	0	0
22:15 - 22:30	00	0	0	0	0	0	0	0	0	0
22:30 - 22:45	00	0	0	0	0	0	0	0	0	0
22:45 - 23:00	00	0	0	0	0	0	0	0	0	0
23:00 - 23:15	00	0	0	0	0	0	0	0	0	0
23:15 - 23:30	00	0	0	0	0	0	0	0	0	0
23:30 - 23:45	00	0	0	0	0	0	0	0	0	0
23:45 - 00:00	00	0	0	0	0	0	0	0	0	0
00:00 - 00:15	00	0	0	0	0	0	0	0	0	0
00:15 - 00:30	00	0	0	0	0	0	0	0	0	0
00:30 - 00:45	00	0	0	0	0	0	0	0	0	0
00:45 - 01:00	00	0	0	0	0	0	0	0	0	0
01:00 - 01:15	00	0	0	0	0	0	0	0	0	0
01:15 - 01:30	00	0	0	0	0	0	0	0	0	0
01:30 - 01:45	00	0	0	0	0	0				

[illegible]

INTERSEÇÃO: 08
ES-257 X Rua Professor L.B.
L
MOVIMENTO:
DATA: 02/06/2011
DIA DA SEMANA: Quinta-feira

[illegible]

INTERSEÇÃO: 08
 ES-257 X Rua Professor L.B.
 MOVIMENTO: M
 DATA: 02/06/2011
 DIA DA SEMANA: Quarta-Feira

[illegible]

INTERSEÇÃO: 08
 65-257 X Rua Professor L.B.
 MOVIMENTO: N
 DATA: 02/06/2001
 VIA DA CORMAIA

[illegible]

INTERSEÇÃO: 08
 MOVIMENTO: ES-257 X Rua Professor L.B.
 DATA: 02/06/2019
 DIA DA SEMANA: Quinta-feira

[illegible]

INTERSEÇÃO: 08
MOVIMENTO: ES-257 X Rua Professor L.B.
P
DATA: 02/06/2001
RUA DA CIGARRA: Curvelo, Minas

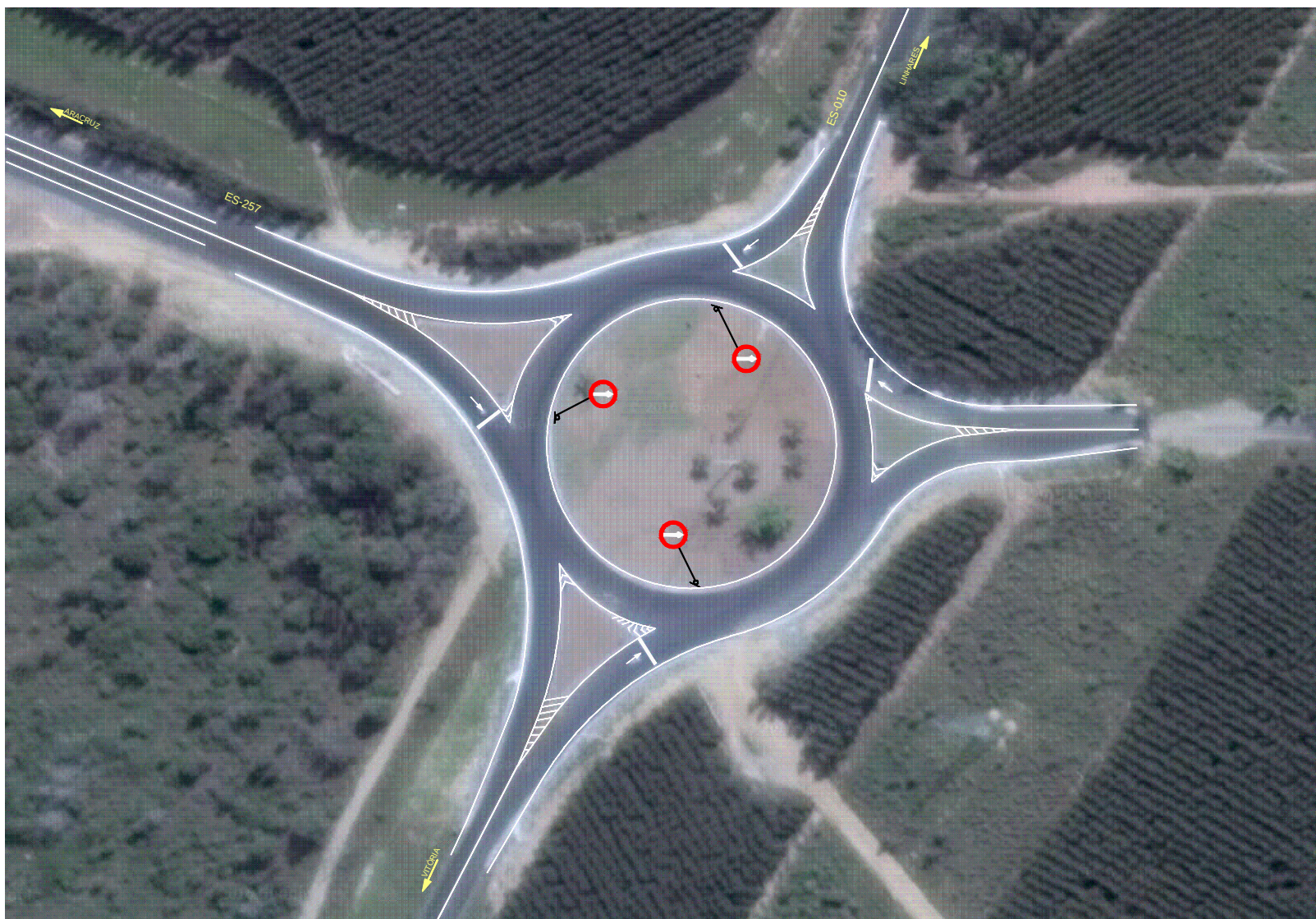
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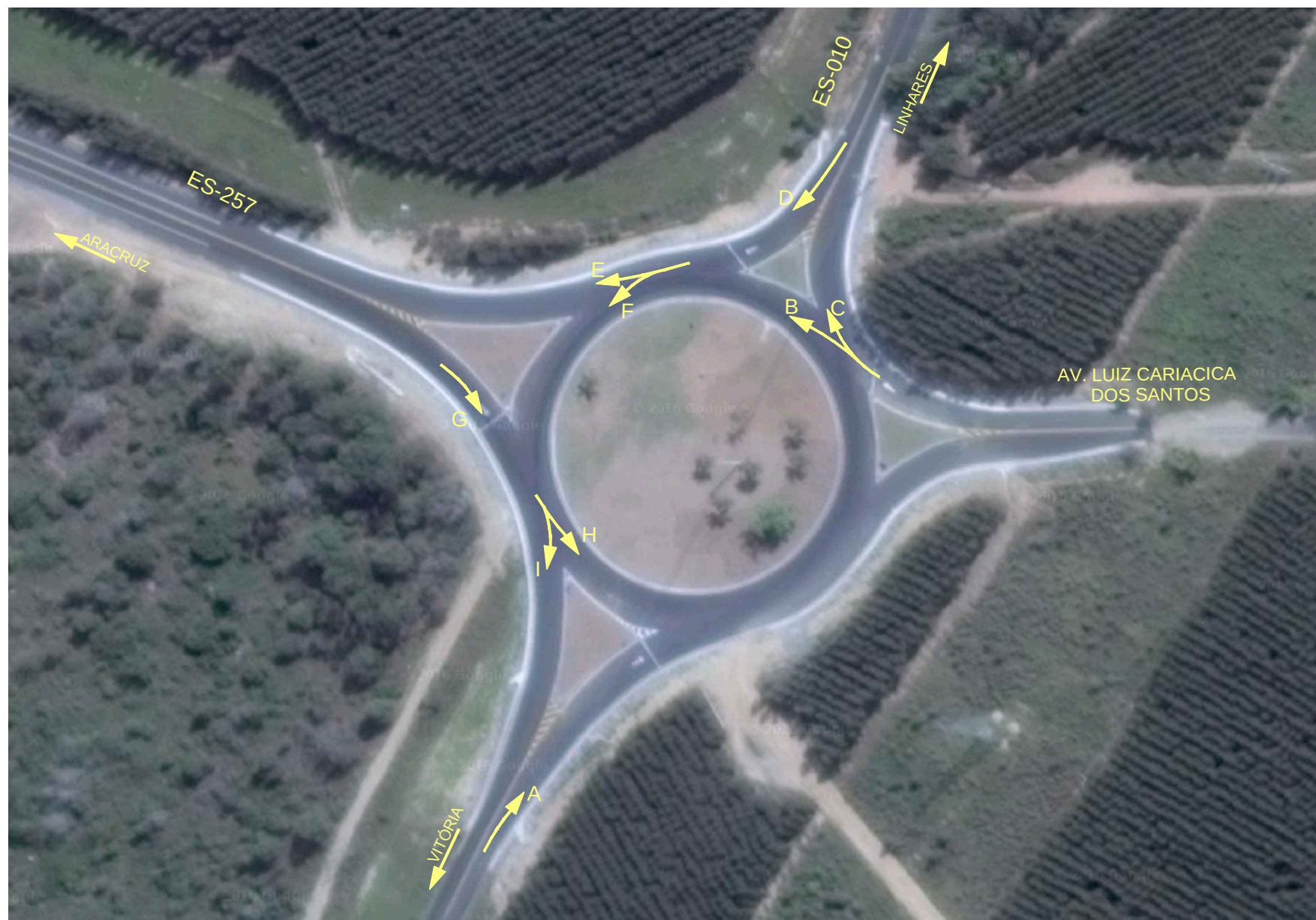
INTERSEÇÃO: 08
MOVIMENTO: ES-257 X Rua Professor L.B.
Q
DATA: 02/06/2011

[illegible]

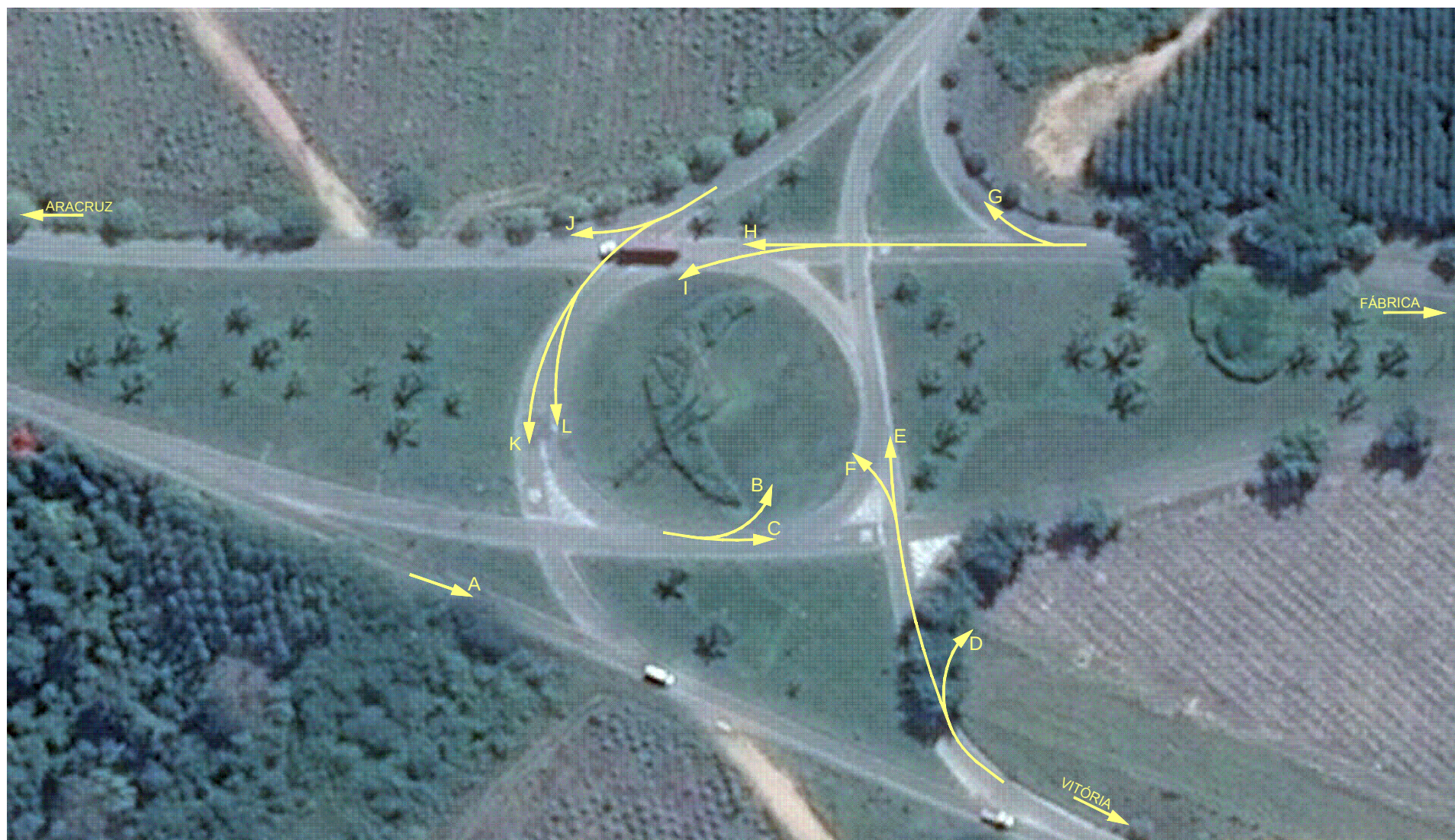
INTERSEÇÃO: 08
 ES-257 X Rua Professor L.B.
 R
 DATA: 02/06/2019
 DIA DA SEMANA: Quarta-feira

[illegible]





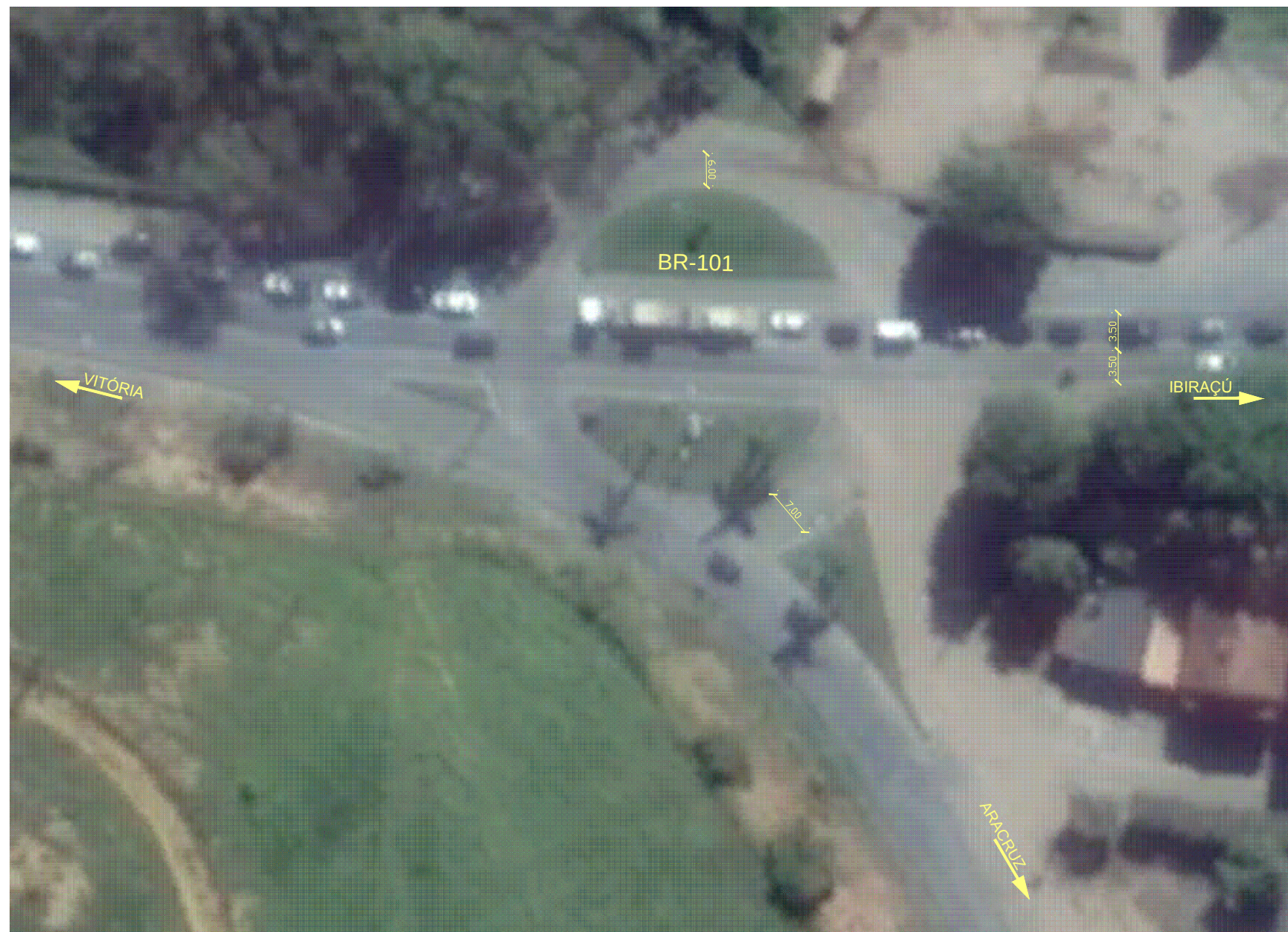






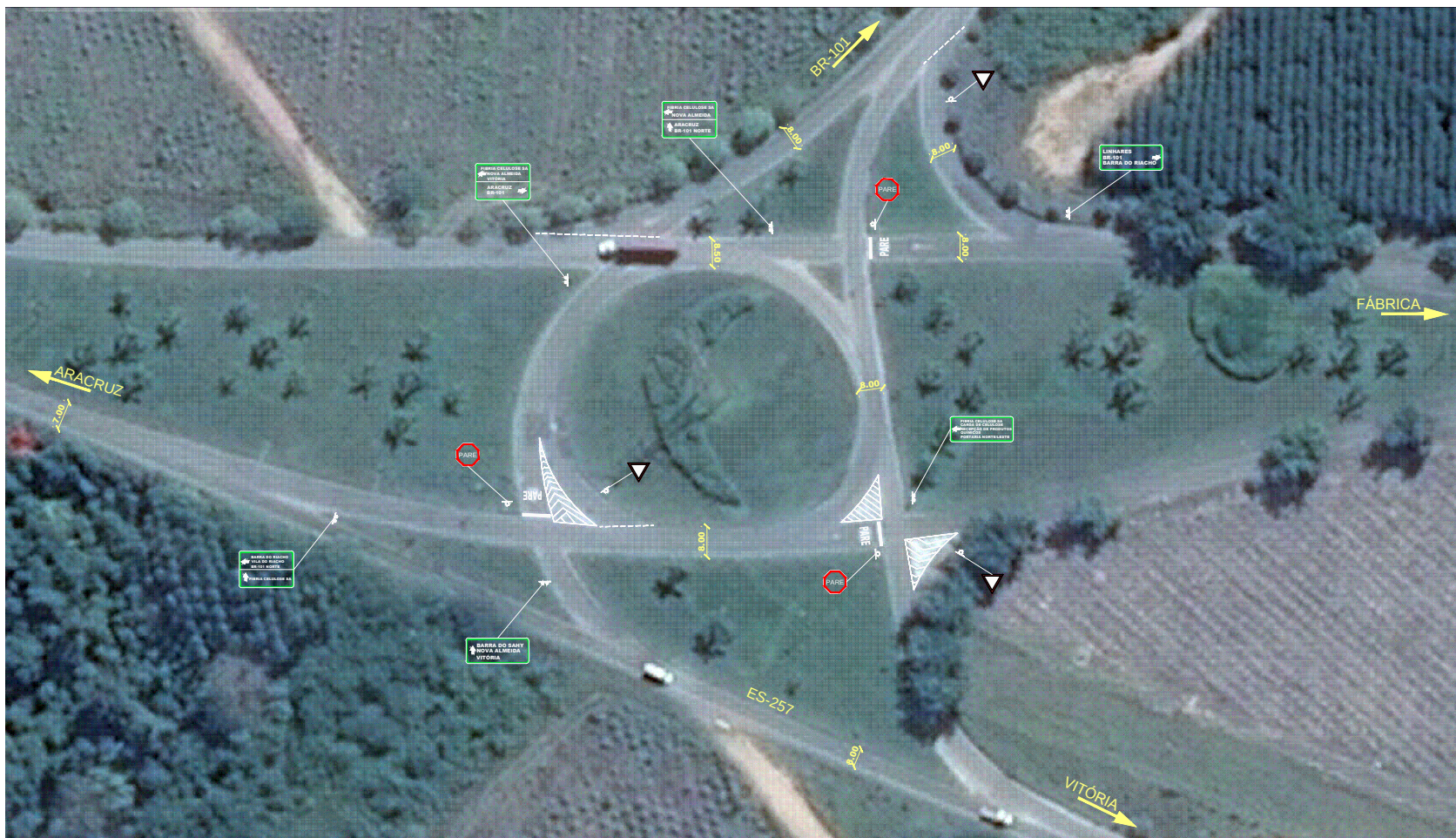










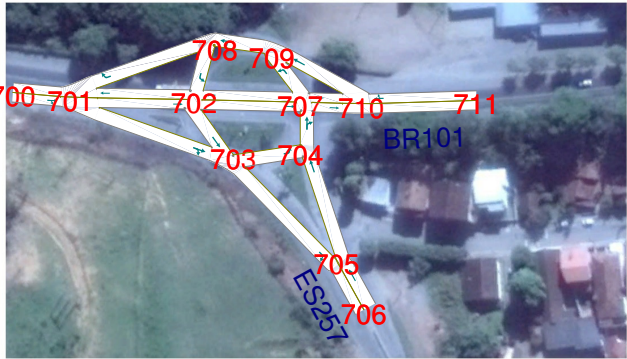
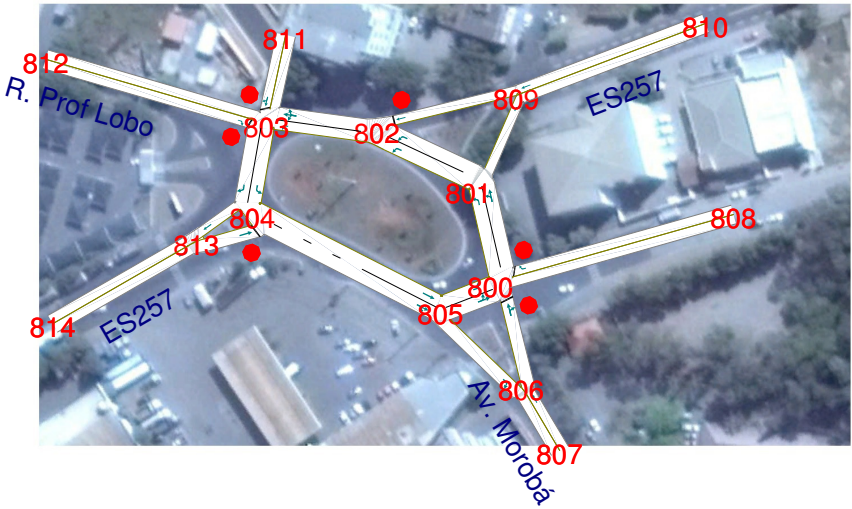
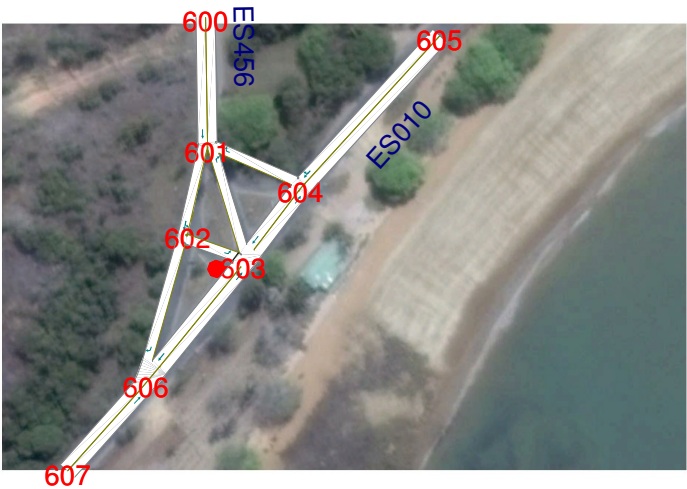
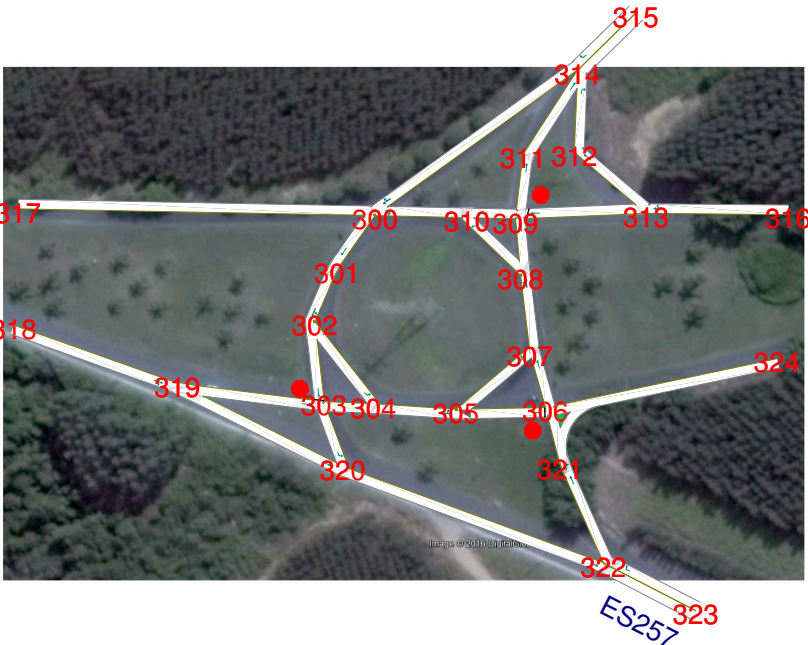
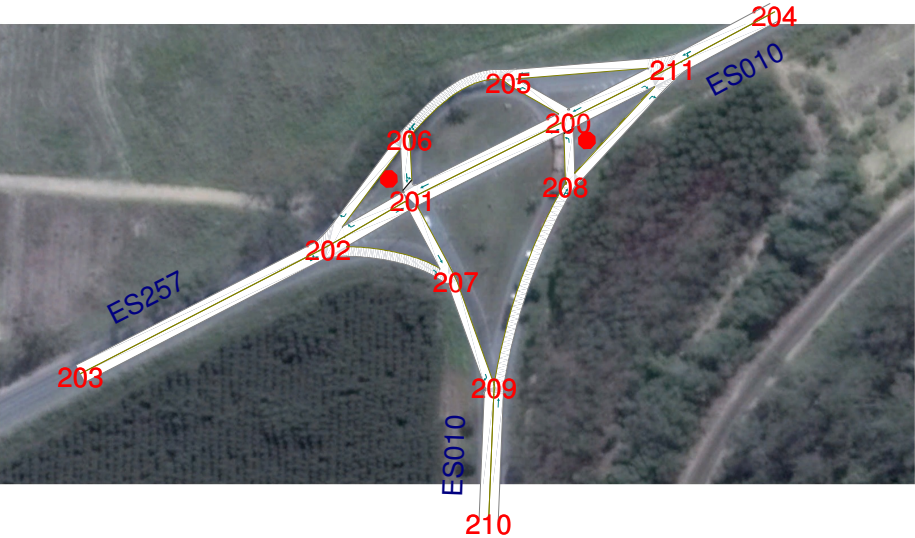
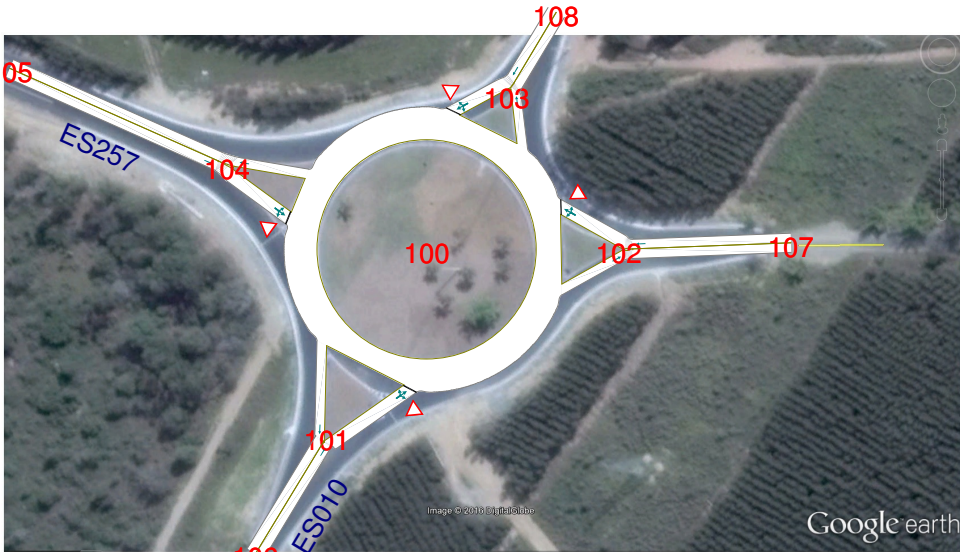






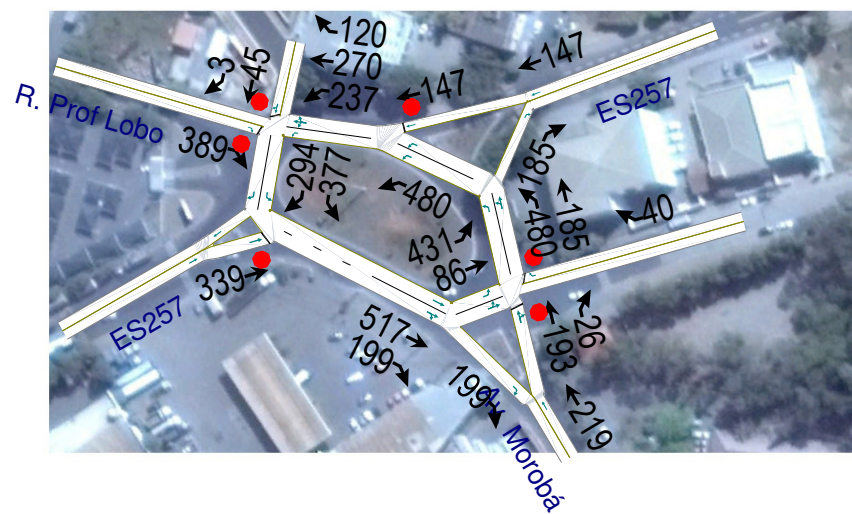
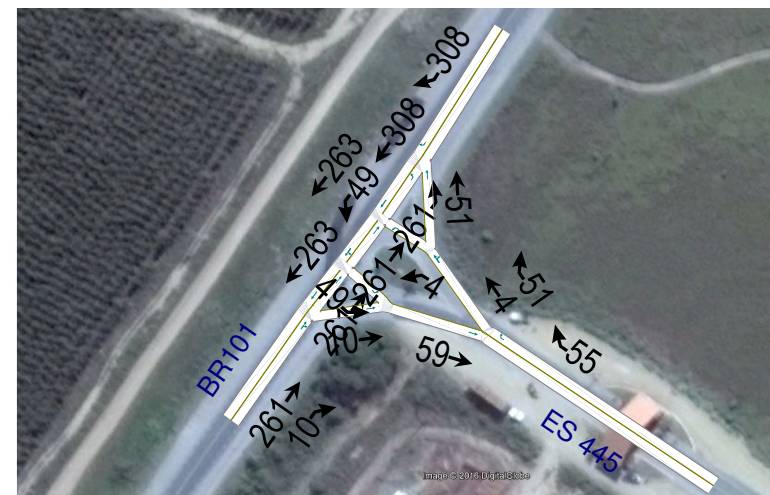
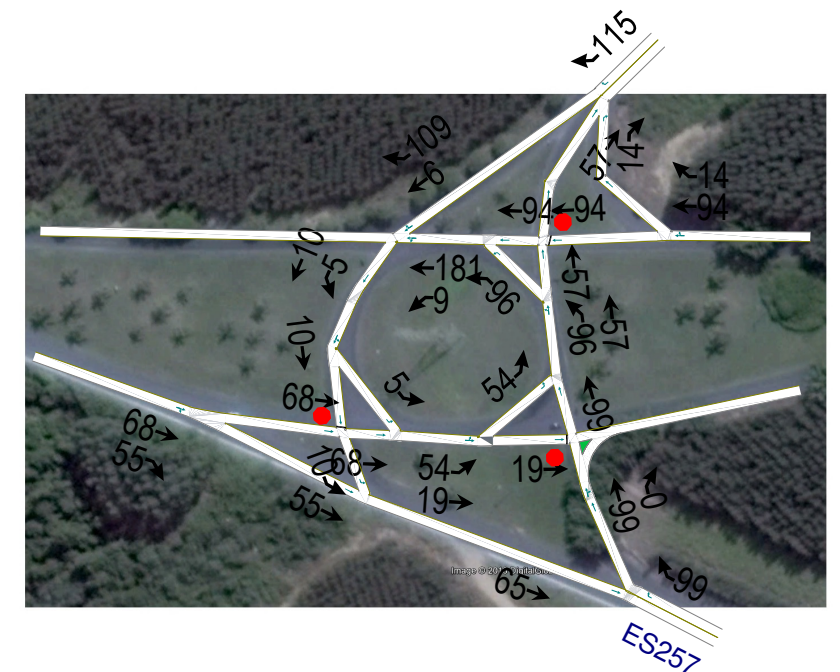
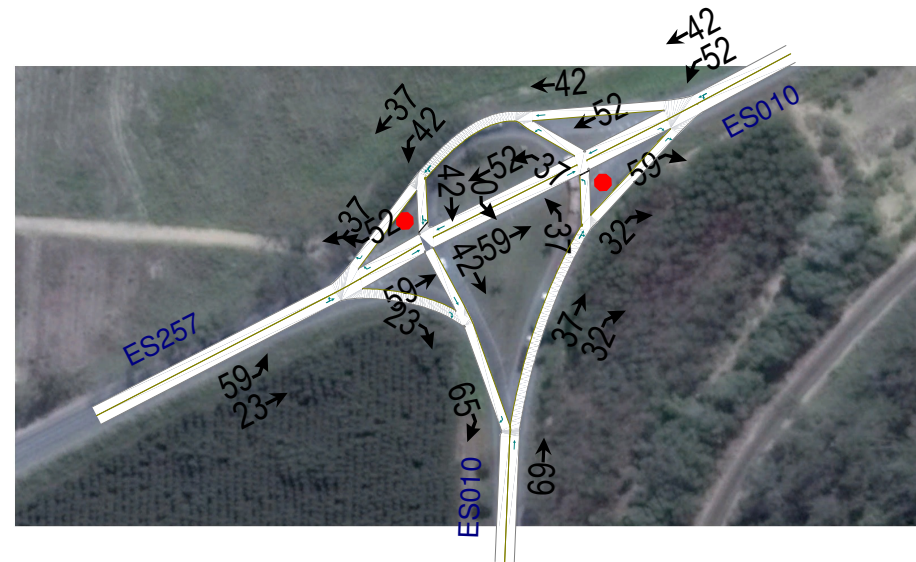
ANEXO II

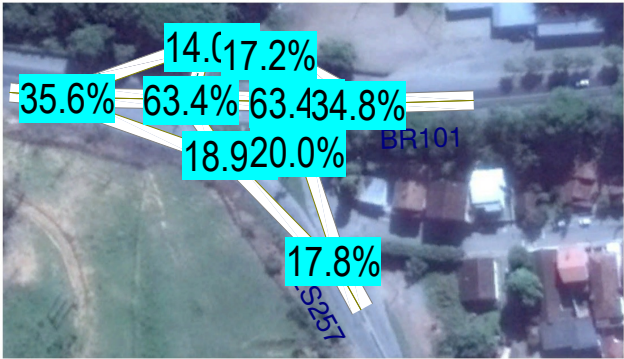
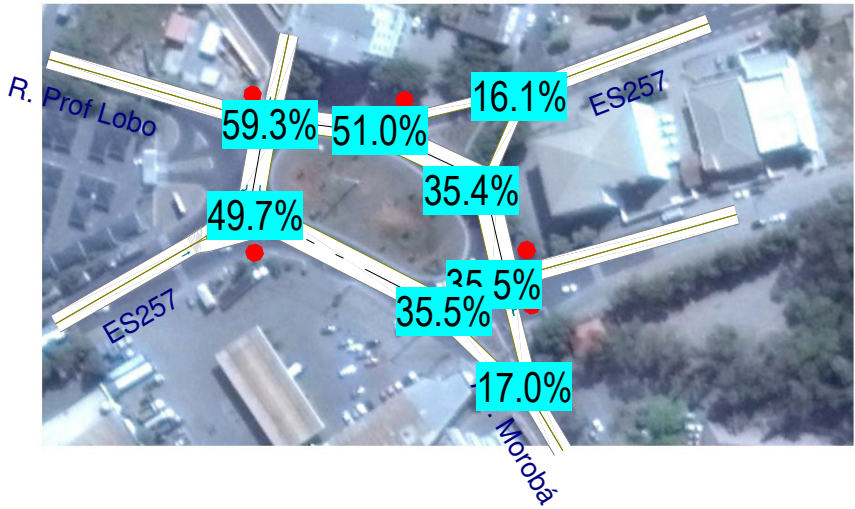
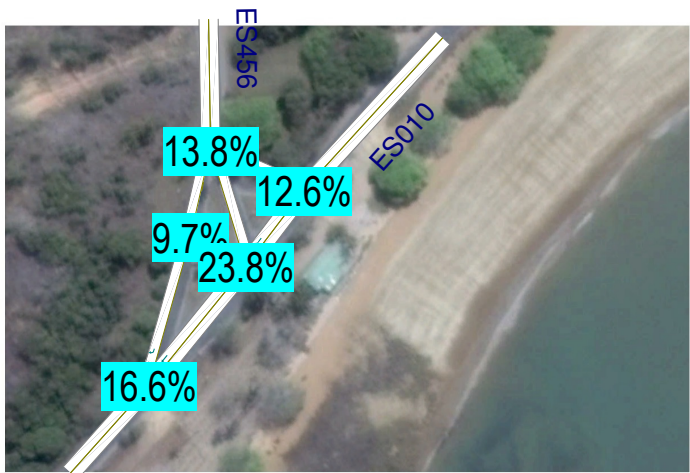
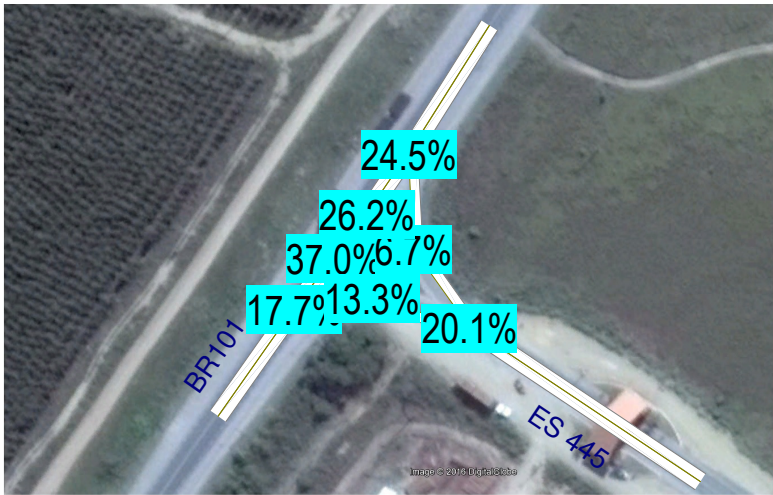
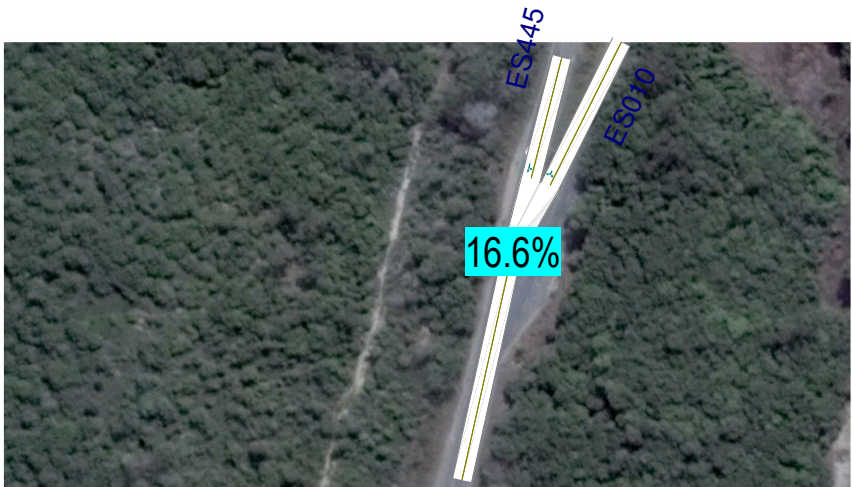
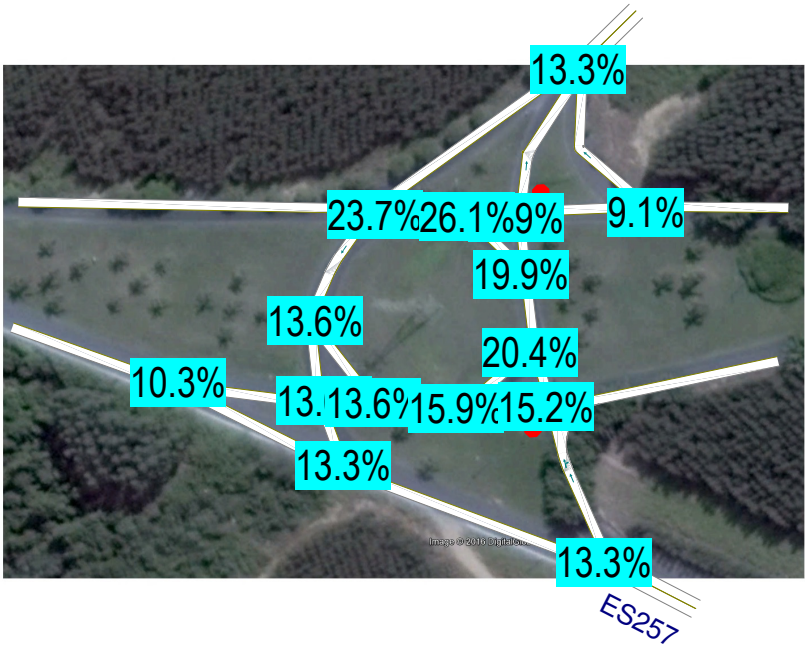
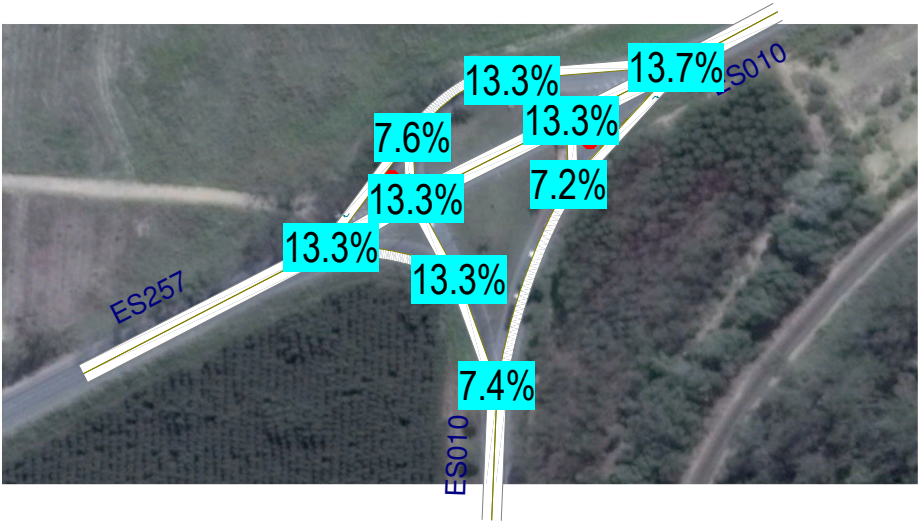
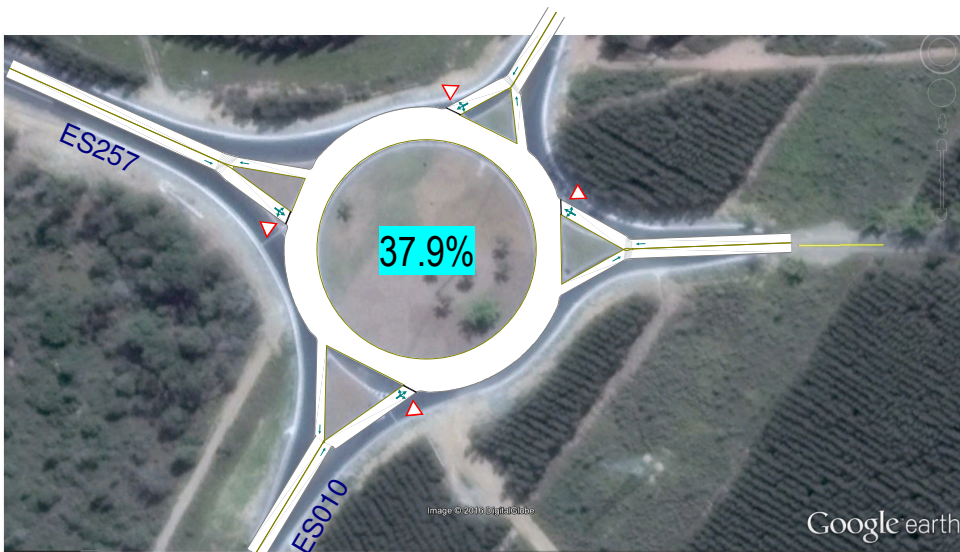
Mapa de Nós



ANEXO III

Distribuição dos Níveis de Serviço Memorial de Cálculo





Lanes, Volumes, Timings

100:

06/11/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	0	65	0	0	0	84	95	0	16	137	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.872									0.948	
Flt Protected		0.997						0.977			0.997	
Satd. Flow (prot)	0	1786	0	0	2111	0	0	1913	0	0	1995	0
Flt Permitted		0.997						0.977			0.997	
Satd. Flow (perm)	0	1786	0	0	2111	0	0	1913	0	0	1995	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		79.0			70.0			77.1			63.5	
Travel Time (s)		3.6			3.2			3.5			2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	2%	17%	2%	2%	2%	2%
Adj. Flow (vph)	4	0	71	0	0	0	91	103	0	17	149	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	0	0	0	194	0	0	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		37.0			80.0			80.0			90.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	37.9%											
Analysis Period (min)	15											
ICU Level of Service A												

Lanes, Volumes, Timings

200:

06/11/2016

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER	
Lane Configurations											
Volume (vph)	0	59	0	0	52	0	37	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt											
Flt Protected							0.950				
Satd. Flow (prot)	0	1553	0	0	1270	0	1394	0	0	0	
Flt Permitted							0.950				
Satd. Flow (perm)	0	1553	0	0	1270	0	1394	0	0	0	
Link Speed (k/h)		80			80		80		80		
Link Distance (m)		63.5			42.8		23.2		26.2		
Travel Time (s)		2.9			1.9		1.0		1.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	28%	2%	2%	2%	
Adj. Flow (vph)	0	64	0	0	57	0	40	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	64	0	0	57	0	40	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	
Median Width(m)		0.0			0.0		3.5		0.0		
Link Offset(m)		0.0			0.0		0.0		0.0		
Crosswalk Width(m)		0.0			0.0		0.0		0.0		
Two way Left Turn Lane											
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Turning Speed (k/h)	25		15	25		15	25	15	25	15	
Sign Control		Free			Free		Stop		Free		
Intersection Summary											
Area Type:	Other										
Control Type:	Unsignalized										
Intersection Capacity Utilization	13.3%					ICU Level of Service A					
Analysis Period (min)	15										

Lanes, Volumes, Timings

201:

06/11/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	59	0	0	52	0	0	0	0	0	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	35.6				63.5				33.4			
Travel Time (s)	1.6				2.9				1.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	2%	2%	2%	2%	41%	2%
Adj. Flow (vph)	0	64	0	0	57	0	0	0	0	0	46	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	57	0	0	0	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free				Free				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 13.3%	ICU Level of Service A											
Analysis Period (min) 15												

								
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Volume (vph)	59	23	0	0	0	37	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected		0.965						
Satd. Flow (prot)	0	1495	0	0	0	1270	0	1098
Flt Permitted		0.965						
Satd. Flow (perm)	0	1495	0	0	0	1270	0	1098
Link Speed (k/h)		80	80		80		80	
Link Distance (m)		101.4	48.7		49.9		35.6	
Travel Time (s)		4.6	2.2		2.2		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	22%	2%	2%	2%	28%	2%	48%
Adj. Flow (vph)	64	25	0	0	0	40	0	57
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	89	0	0	0	40	0	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0		0.0	
Link Offset(m)		0.0	0.0		0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0		0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15	25	15
Sign Control		Free	Free		Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.3%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	42	37	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1333	1394	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1333	1394	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	43.1			60.2	26.2	
Travel Time (s)	1.9			2.7	1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	41%	28%	0%
Adj. Flow (vph)	0	0	0	46	40	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	46	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.3%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	0	0	42	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.974
Satd. Flow (prot)	0	0	0	0	0	1356
Flt Permitted						0.974
Satd. Flow (perm)	0	0	0	0	0	1356
Link Speed (k/h)	80		80			80
Link Distance (m)	22.2		49.9			43.1
Travel Time (s)	1.0		2.2			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	41%	28%
Adj. Flow (vph)	0	0	0	0	46	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 7.6%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	23	0	0	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1332	0	0	1333	0
Flt Permitted						
Satd. Flow (perm)	0	1332	0	0	1333	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	48.7			41.2	33.4	
Travel Time (s)	2.2			1.9	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	22%	2%	2%	41%	2%
Adj. Flow (vph)	0	25	0	0	46	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.3%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	37	32	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937					
Flt Protected						
Satd. Flow (prot)	1375	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1375	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	78.3			23.2	57.9	
Travel Time (s)	3.5			1.0	2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	28%	28%	2%	2%	2%	2%
Adj. Flow (vph)	40	35	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane					Yes	
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 7.2%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	69	0	0	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1468	0	0	0	1153
Flt Permitted						
Satd. Flow (perm)	0	1468	0	0	0	1153
Link Speed (k/h)		80	80		80	
Link Distance (m)		49.4	78.3		41.2	
Travel Time (s)		2.2	3.5		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	28%	2%	2%	2%	41%
Adj. Flow (vph)	0	75	0	0	0	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	75	0	0	0	71
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 7.4%	ICU Level of Service A					
Analysis Period (min) 15						

	→	↘	↙	←	↖	↗	↘	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations				↖		↗		↗
Volume (vph)	0	0	52	42	0	32	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected				0.973				
Satd. Flow (prot)	0	0	0	1262	0	1270	0	1343
Flt Permitted				0.973				
Satd. Flow (perm)	0	0	0	1262	0	1270	0	1343
Link Speed (k/h)	80			80	80		80	
Link Distance (m)	60.2			42.0	57.9		42.8	
Travel Time (s)	2.7			1.9	2.6		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	48%	41%	2%	28%	2%	21%
Adj. Flow (vph)	0	0	57	46	0	35	0	64
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	103	0	35	0	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0			0.0	0.0		0.0	
Link Offset(m)	0.0			0.0	0.0		0.0	
Crosswalk Width(m)	0.0			0.0	0.0		0.0	
Two way Left Turn Lane					Yes			
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15	25	15
Sign Control	Free			Free	Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.7%	ICU Level of Service A							
Analysis Period (min) 15								

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	0	9	181	0	0	0	0	0	6	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.873	
Flt Protected					0.998							
Satd. Flow (prot)	0	0	0	0	1416	0	0	0	0	0	1294	0
Flt Permitted					0.998							
Satd. Flow (perm)	0	0	0	0	1416	0	0	0	0	0	1294	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		130.0			33.6			23.8			91.0	
Travel Time (s)		5.9			1.5			1.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	34%	2%	2%	2%	2%	2%	40%	26%
Adj. Flow (vph)	0	0	0	10	197	0	0	0	0	0	7	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	207	0	0	0	0	0	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 23.7%	ICU Level of Service A											
Analysis Period (min) 15												

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	5	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.985		
Satd. Flow (prot)	0	0	0	1827	0	0
Flt Permitted				0.985		
Satd. Flow (perm)	0	0	0	1827	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	29.4			20.8	36.8	
Travel Time (s)	1.3			0.9	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	5	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	16	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.6%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	0	0	0	0	0	0	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	0	0	0	0	0	0	1842	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	0	0	0	0	0	0	1842	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	53.9				18.0				24.6			
Travel Time (s)	2.4				0.8				1.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	74	0	0	0	0	0	0	0	0	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	0	0	0	0	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 13.6%												
ICU Level of Service A												
Analysis Period (min) 15												

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	68	0	0	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1553	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1553	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		18.0	30.2		36.8	
Travel Time (s)		0.8	1.4		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	74	0	0	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	74	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.6%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	54	19	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.964				
Satd. Flow (prot)	0	1465	0	0	0	0
Flt Permitted		0.964				
Satd. Flow (perm)	0	1465	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		30.2	32.6		33.9	
Travel Time (s)		1.4	1.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	31%	2%	2%	2%	2%
Adj. Flow (vph)	59	21	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	80	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	19	0	0	0	0	0	99	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1434	0	0	0	0	0	1402	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1434	0	0	0	0	0	1402	0	0	0	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	32.6				86.3				21.8			
Travel Time (s)	1.5				3.9				1.0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	2%	2%	34%	2%	2%	2%	2%
Adj. Flow (vph)	0	21	0	0	0	0	0	108	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	0	0	0	108	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Stop		Stop				Free				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 15.2%												
ICU Level of Service A												
Analysis Period (min) 15												

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	99	0	0	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1402	0	0	1475	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1402	0	0	1475	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.8	28.4		33.9	
Travel Time (s)		0.9	1.3		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	34%	2%	2%	21%	2%
Adj. Flow (vph)	0	108	0	0	59	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	108	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 20.4%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	96	57	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.970				
Satd. Flow (prot)	0	1411	0	0	0	0
Flt Permitted		0.970				
Satd. Flow (perm)	0	1411	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.4	20.7		28.7	
Travel Time (s)		1.3	0.9		1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	34%	21%	2%	2%	2%	2%
Adj. Flow (vph)	104	62	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 19.9%	ICU Level of Service A					
Analysis Period (min) 15						

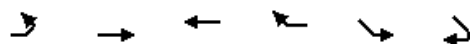
Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	94	0	0	57	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1540	0	0	1553	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1540	0	0	1553	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	17.6			47.7			20.7			23.8		
Travel Time (s)	0.8			2.1			0.9			1.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	22%	2%	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	102	0	0	62	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	102	0	0	62	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15		25		15		25		15	
Sign Control	Free			Stop			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 14.9% ICU Level of Service A												
Analysis Period (min) 15												

	→	↗	↖	←	↙	↘
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations				↑	↑	
Volume (vph)	0	0	0	94	96	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1540	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1540	1332	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	33.6			17.6	28.7	
Travel Time (s)	1.5			0.8	1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	22%	34%	2%
Adj. Flow (vph)	0	0	0	102	104	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	102	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 26.1%	ICU Level of Service A					
Analysis Period (min) 15						



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	0	94	14	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983					
Flt Protected						
Satd. Flow (prot)	0	0	1515	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1515	0	0	0
Link Speed (k/h)	80		80	80		
Link Distance (m)	47.7		51.8	34.3		
Travel Time (s)	2.1		2.3	1.5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	22%	21%	2%	2%
Adj. Flow (vph)	0	0	102	15	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	117	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	0.0		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	0.0		0.0	0.0		
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control	Free		Free	Free		
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 9.1%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings

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Lane Group	EBL	EBR	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	0	0	0	14	0	57	0	0	0	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865						0.865
Flt Protected										
Satd. Flow (prot)	0	0	0	1343	0	1553	0	0	0	1290
Flt Permitted										
Satd. Flow (perm)	0	0	0	1343	0	1553	0	0	0	1290
Link Speed (k/h)	80		80			80			80	
Link Distance (m)	91.0		30.1			36.6			29.6	
Travel Time (s)	4.1		1.4			1.6			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	21%	2%	21%	2%	2%	2%	26%
Adj. Flow (vph)	0	0	0	15	0	62	0	0	0	125
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	15	0	62	0	0	0	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0		0.0			0.0			0.0	
Link Offset(m)	0.0		0.0			0.0			0.0	
Crosswalk Width(m)	0.0		0.0			0.0			0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25		15	25		15
Sign Control	Free		Free			Free			Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	13.3%				ICU Level of Service A					
Analysis Period (min)	15									

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	68	55	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940					
Flt Protected						
Satd. Flow (prot)	1545	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1545	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	63.4			53.9	67.5	
Travel Time (s)	2.9			2.4	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	6%	2%	2%	2%	2%
Adj. Flow (vph)	74	60	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		60	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 10.3%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	55	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1773	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1773	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		67.5	101.3		24.6	
Travel Time (s)		3.0	4.6		1.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	60	0	0	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	60	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 13.3%				ICU Level of Service A		
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	65	0	99	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1773	0	1213	0	0
Flt Permitted						
Satd. Flow (perm)	0	1773	0	1213	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		101.3	37.8		38.9	
Travel Time (s)		4.6	1.7		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	34%	2%	2%
Adj. Flow (vph)	0	71	0	108	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	0	108	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	4.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.3%	ICU Level of Service A					
Analysis Period (min) 15						

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	
Volume (vph)	39	74	2	53	39	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911				0.991	
Flt Protected				0.998	0.955	
Satd. Flow (prot)	1322	0	0	1272	1494	0
Flt Permitted				0.998	0.955	
Satd. Flow (perm)	1322	0	0	1272	1494	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	85.6			72.7	85.7	
Travel Time (s)	3.9			3.3	3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	36%	26%	2%	49%	18%	33%
Adj. Flow (vph)	42	80	2	58	42	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	0	60	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 16.6%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	261	10	0	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	0	1401	0	0	1342
Flt Permitted						
Satd. Flow (perm)	0	0	1401	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	28.7		47.9			23.6
Travel Time (s)	1.3		2.2			1.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	20%	2%	40%
Adj. Flow (vph)	0	0	284	11	0	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	295	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.7%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	261	0	49	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.992
Satd. Flow (prot)	0	0	1402	0	0	1272
Flt Permitted						0.992
Satd. Flow (perm)	0	0	1402	0	0	1272
Link Speed (k/h)	80		80			80
Link Distance (m)	20.1		23.6			20.0
Travel Time (s)	0.9		1.1			0.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	2%	82%	40%
Adj. Flow (vph)	0	0	284	0	53	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	284	0	0	339
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.0%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	10	0	0	49	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1566	0	0	981	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1566	0	0	981	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.7	37.2		20.1	
Travel Time (s)		1.3	1.7		0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	20%	2%	2%	82%	2%
Adj. Flow (vph)	0	11	0	0	53	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 13.3%				ICU Level of Service A		
Analysis Period (min) 15						

						
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	0	0	4	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.874	
Flt Protected						
Satd. Flow (prot)	0	0	0	0	1102	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1102	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	34.6			21.3	35.1	
Travel Time (s)	1.6			1.0	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	50%	49%
Adj. Flow (vph)	0	0	0	0	4	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 6.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	4	0	261	0	0	308
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1190	0	1402	0	0	1342
Flt Permitted	0.950					
Satd. Flow (perm)	1190	0	1402	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	21.3		20.0			26.6
Travel Time (s)	1.0		0.9			1.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	50%	2%	34%	2%	2%	40%
Adj. Flow (vph)	4	0	284	0	0	335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	284	0	0	335
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.5		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.2%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	51	0	308	261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1261	0	1161	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1261	0	1161	1332	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		34.6	55.3		26.6	
Travel Time (s)		1.6	2.5		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	49%	40%	40%	34%	2%
Adj. Flow (vph)	0	55	0	335	284	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	55	0	335	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		1.5	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			60	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.5%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	59	0	55	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1032	0	1091	0	0
Flt Permitted						
Satd. Flow (perm)	0	1032	0	1091	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		37.2	101.3		35.1	
Travel Time (s)		1.7	4.6		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	82%	2%	49%	2%	2%
Adj. Flow (vph)	0	64	0	60	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	64	0	60	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 20.1%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Volume (vph)	0	52	0	0	0	118	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.865
Flt Protected								
Satd. Flow (prot)	0	1464	0	0	0	1678	0	1491
Flt Permitted								
Satd. Flow (perm)	0	1464	0	0	0	1678	0	1491
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	36.9		32.3			47.6	44.2	
Travel Time (s)	1.7		1.5			2.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	11%	2%	2%	2%	12%	2%	9%
Adj. Flow (vph)	0	57	0	0	0	128	0	66
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	57	0	0	0	128	0	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane			Yes					
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25		25	15
Sign Control	Free		Free			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.8%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	56	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.977
Satd. Flow (prot)	0	0	0	0	0	1678
Flt Permitted						0.977
Satd. Flow (perm)	0	0	0	0	0	1678
Link Speed (k/h)	80		80			80
Link Distance (m)	22.8		56.4			32.3
Travel Time (s)	1.0		2.5			1.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	12%	7%
Adj. Flow (vph)	0	0	0	0	61	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	128
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						Yes
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 9.7%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

603:

06/11/2016

								
Lane Group	EBL	EBR	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations								
Volume (vph)	56	0	0	0	61	71	116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								
Flt Protected	0.950					0.977		
Satd. Flow (prot)	1594	0	0	0	0	1684	1620	0
Flt Permitted	0.950					0.977		
Satd. Flow (perm)	1594	0	0	0	0	1684	1620	0
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	22.8		44.2			56.1	34.7	
Travel Time (s)	1.0		2.0			2.5	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	2%	2%	2%	9%	9%	16%	2%
Adj. Flow (vph)	61	0	0	0	66	77	126	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	61	0	0	0	0	143	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25			15
Sign Control	Stop		Stop			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 23.8%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	0	0	127	116	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.958	
Flt Protected						
Satd. Flow (prot)	0	0	0	1724	1573	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1724	1573	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	36.9			34.7	75.2	
Travel Time (s)	1.7			1.6	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	16%	11%
Adj. Flow (vph)	0	0	0	138	126	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	138	183	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	12.6%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	62	0	132	116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1519	0	1724	1620	0
Flt Permitted						
Satd. Flow (perm)	0	1519	0	1724	1620	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	56.4			42.7	56.1	
Travel Time (s)	2.5			1.9	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	7%	2%	9%	16%	100%
Adj. Flow (vph)	0	67	0	143	126	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	0	143	126	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 16.6%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

701:

06/11/2016

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Volume (vph)	0	317	113	0	459	0	0	0	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965								0.865
Flt Protected										
Satd. Flow (prot)	0	1386	0	0	1842	0	0	0	0	1422
Flt Permitted										
Satd. Flow (perm)	0	1386	0	0	1842	0	0	0	0	1422
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		21.1			45.0		63.0		55.8	
Travel Time (s)		0.9			2.0		2.8		2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	8%	2%	2%	2%	2%	2%	2%	31%
Adj. Flow (vph)	0	345	123	0	499	0	0	0	0	84
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	468	0	0	499	0	0	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		0.0		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	35.6%				ICU Level of Service A					
Analysis Period (min)	15									

Lanes, Volumes, Timings

702:

06/11/2016

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR	
Lane Configurations											
Volume (vph)	0	317	0	0	459	0	120	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt											
Flt Protected							0.950				
Satd. Flow (prot)	0	1352	0	0	1842	0	1826	0	0	0	
Flt Permitted							0.950				
Satd. Flow (perm)	0	1352	0	0	1842	0	1826	0	0	0	
Link Speed (k/h)		80			80		80		80		
Link Distance (m)		45.0			38.7		20.8		24.8		
Travel Time (s)		2.0			1.7		0.9		1.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	12%	2%	2%	2%	
Adj. Flow (vph)	0	345	0	0	499	0	130	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	345	0	0	499	0	130	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	
Median Width(m)		0.0			0.0		4.8		0.0		
Link Offset(m)		0.0			0.0		0.0		0.0		
Crosswalk Width(m)		0.0			0.0		0.0		0.0		
Two way Left Turn Lane											
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	
Turning Speed (k/h)	25		15	25		15	25	15	25	15	
Sign Control		Free			Free		Free		Free		
Intersection Summary											
Area Type:	Other										
Control Type: Unsignalized											
Intersection Capacity Utilization 63.4%					ICU Level of Service B						
Analysis Period (min) 15											

Lanes, Volumes, Timings

703:

06/11/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	113	0	0	0	0	120	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected												
Satd. Flow (prot)	0	1725	0	0	0	0	0	1923	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1725	0	0	0	0	0	1923	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	63.0			24.4			24.8			53.6		
Travel Time (s)	2.8			1.1			1.1			2.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	8%	2%	2%	2%	2%	12%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	123	0	0	0	0	130	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	0	0	0	130	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	0.85	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.9%				ICU Level of Service A							
Analysis Period (min)	15											

Lanes, Volumes, Timings

704:

06/11/2016

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	99	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	0	0	1644	0	0
Flt Permitted						
Satd. Flow (perm)	2111	0	0	1644	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	24.4			41.7	18.0	
Travel Time (s)	1.1			1.9	0.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	31%	2%	2%
Adj. Flow (vph)	0	0	0	108	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	108	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.8			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.0%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	99	0	0	0	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1644	0	0	0	1663
Flt Permitted						
Satd. Flow (perm)	0	1644	0	0	0	1663
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.7	41.7		53.6	
Travel Time (s)		0.9	1.9		2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	12%
Adj. Flow (vph)	0	108	0	0	0	253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	108	0	0	0	253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	0.85	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

707:

06/11/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	317	0	0	459	0	0	77	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970											
Flt Protected												
Satd. Flow (prot)	0	1352	0	0	1842	0	0	1608	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1352	0	0	1842	0	0	1608	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	38.7			22.3			18.0			20.3		
Travel Time (s)	1.7			1.0			0.8			0.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	2%	31%	26%	2%	2%	2%
Adj. Flow (vph)	0	345	0	0	499	0	0	84	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	0	499	0	0	108	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	63.4%				ICU Level of Service B							
Analysis Period (min)	15											

Lanes, Volumes, Timings

708:

06/11/2016

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	120	77	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.971		
Satd. Flow (prot)	0	0	0	1750	0	0
Flt Permitted				0.971		
Satd. Flow (perm)	0	0	0	1750	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	55.8			20.9	20.8	
Travel Time (s)	2.5			0.9	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	12%	31%	2%	2%
Adj. Flow (vph)	0	0	130	84	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	214	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.0%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	120	77	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1923	1562	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1923	1562	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	20.9			37.4	20.3	
Travel Time (s)	0.9			1.7	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	12%	31%	2%
Adj. Flow (vph)	0	0	0	130	84	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	130	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	0.85	0.85
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.2%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	339	459	120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972			
Flt Protected						
Satd. Flow (prot)	0	1352	1428	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1352	1428	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.3	42.0		37.4	
Travel Time (s)		1.0	1.9		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	32%	12%	2%	2%
Adj. Flow (vph)	0	368	499	130	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	368	629	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 34.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

800:

06/11/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	431	86	0	0	0	40	0	193	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.984				
Flt Protected	0.950	0.967										
Satd. Flow (prot)	1666	1690	0	0	0	1180	0	1865	0	0	0	0
Flt Permitted	0.950	0.967										
Satd. Flow (perm)	1666	1690	0	0	0	1180	0	1865	0	0	0	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		20.7			92.1			39.0			35.1	
Travel Time (s)		0.9			4.1			1.8			1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	6%	2%	2%	2%	24%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	468	93	0	0	0	43	0	210	28	0	0	0
Shared Lane Traffic (%)	41%											
Lane Group Flow (vph)	276	285	0	0	0	43	0	238	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		4.8			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			2.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.5%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

801:

06/11/2016

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	480	185	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	4.8	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.978		
Satd. Flow (prot)	0	0	1715	1650	0	0
Flt Permitted			0.950	0.978		
Satd. Flow (perm)	0	0	1715	1650	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	39.9			35.1	38.4	
Travel Time (s)	1.8			1.6	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	15%	2%	2%
Adj. Flow (vph)	0	0	522	201	0	0
Shared Lane Traffic (%)			32%			
Lane Group Flow (vph)	0	0	355	368	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	0.97	0.97	1.16	1.16
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.4%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations					 	
Volume (vph)	0	0	0	147	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1458	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1458	3502	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	40.3			52.3	39.9	
Travel Time (s)	1.8			2.4	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	2%
Adj. Flow (vph)	0	0	0	160	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	160	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	5.0			0.0	4.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	0.97	0.97
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Stop	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 51.0%	ICU Level of Service A					
Analysis Period (min) 15						

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	389	237	270	120	0	0	0	0	45	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.957						0.992	
Flt Protected				0.950	0.997							
Satd. Flow (prot)	0	0	1330	1496	1717	0	0	0	0	0	1646	0
Flt Permitted				0.950	0.997							
Satd. Flow (perm)	0	0	1330	1496	1717	0	0	0	0	0	1646	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		83.9			40.3			33.4			33.0	
Travel Time (s)		3.8			1.8			1.5			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	10%	2%	2%	3%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	0	0	423	258	293	130	0	0	0	0	49	3
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	423	232	449	0	0	0	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			3.5			0.0			0.0	
Link Offset(m)		0.0			0.0			3.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization 59.3%	ICU Level of Service B											
Analysis Period (min) 15												

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	339	0	0	377	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1828	0	0	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	1828	0	0	1805	1615
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.6	77.0		33.4	
Travel Time (s)		1.0	3.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	368	0	0	410	320
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	368	0	0	410	320
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		8.0	0.0		4.8	
Link Offset(m)		0.0	5.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	0.97	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Stop	Stop		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 49.7%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

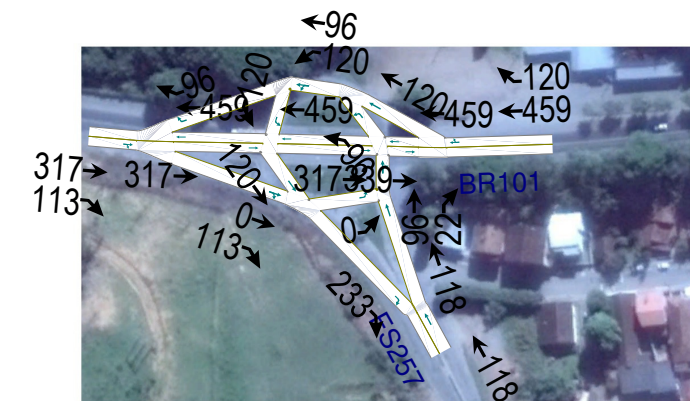
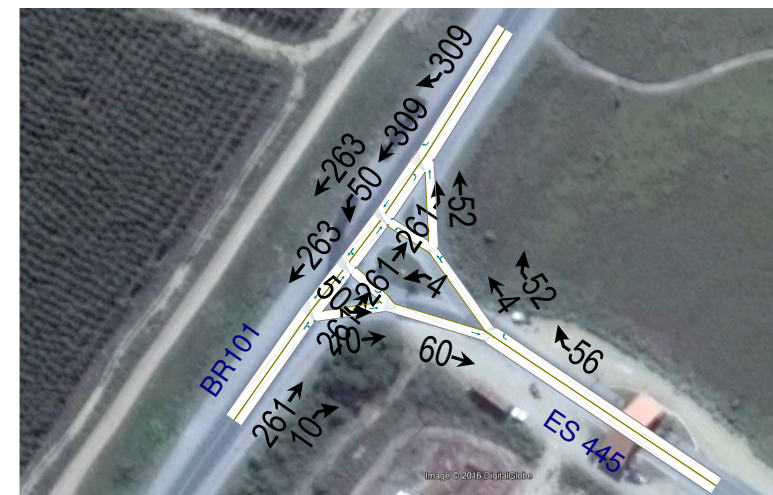
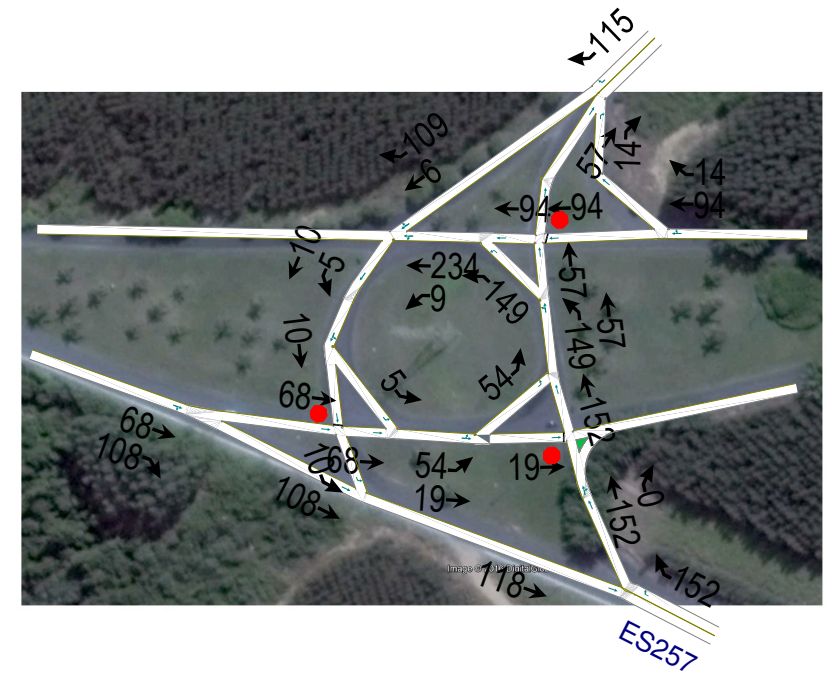
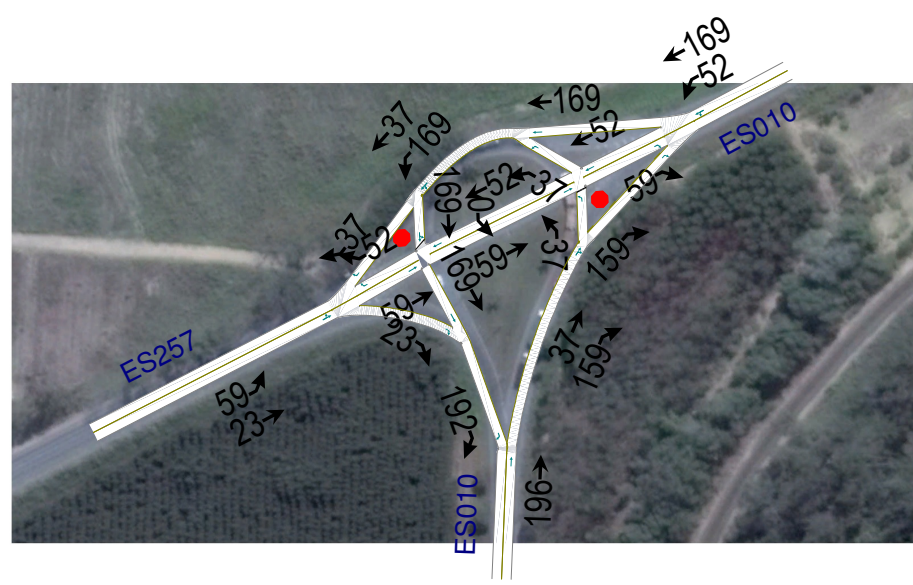
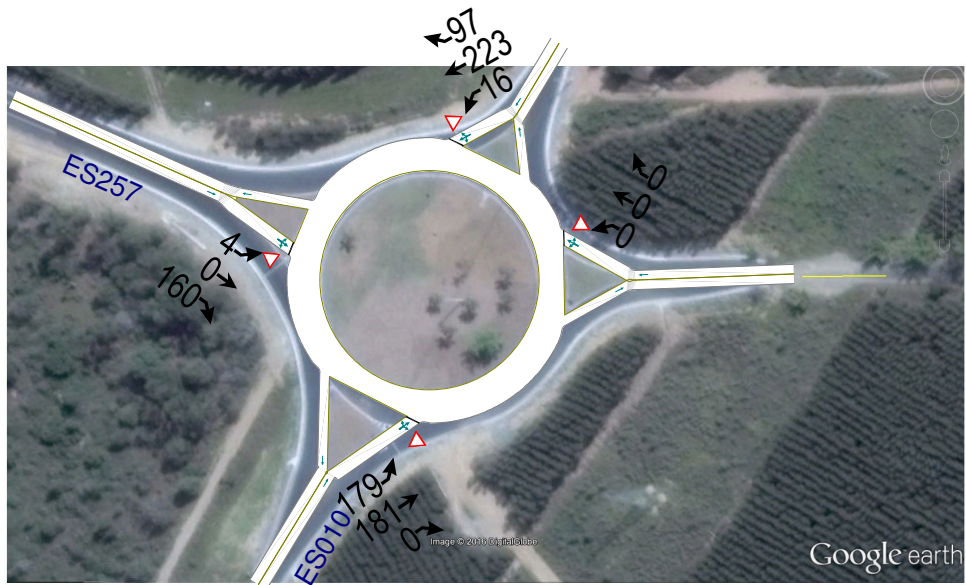
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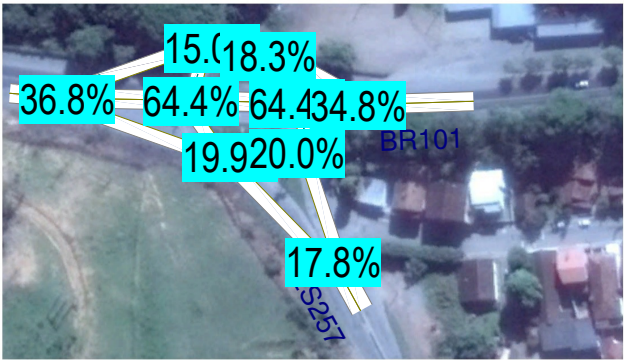
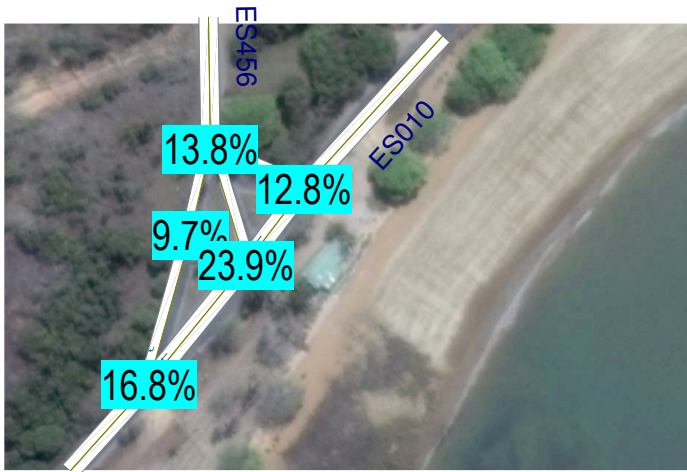
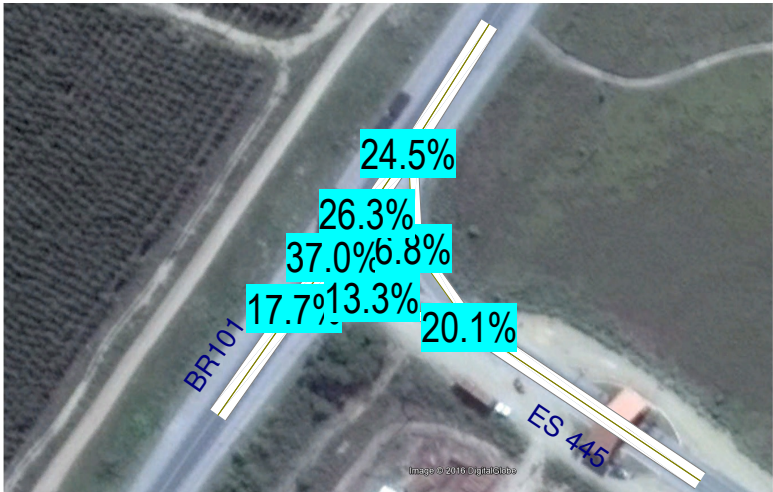
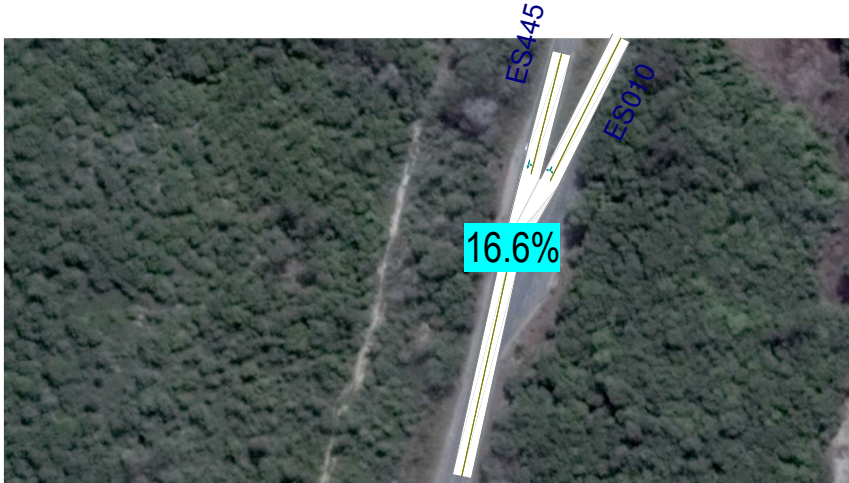
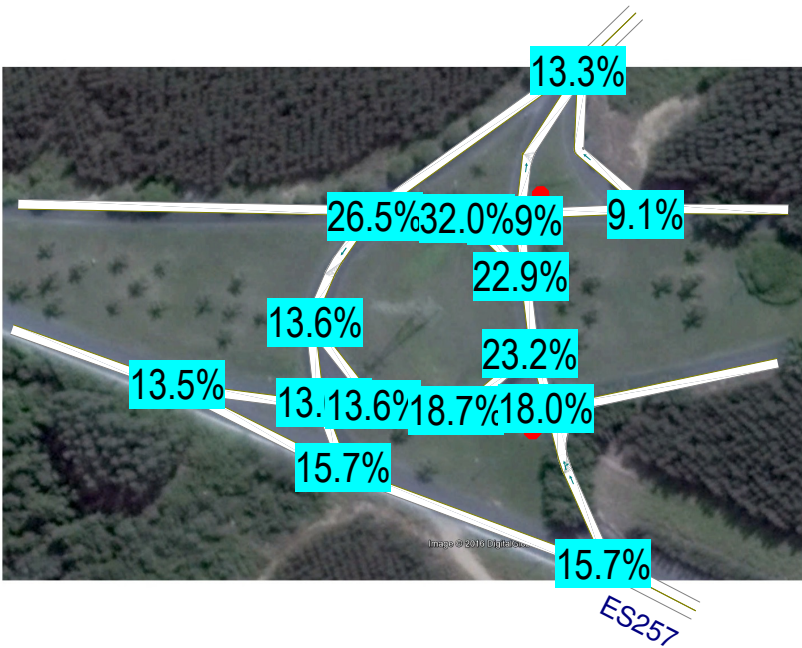
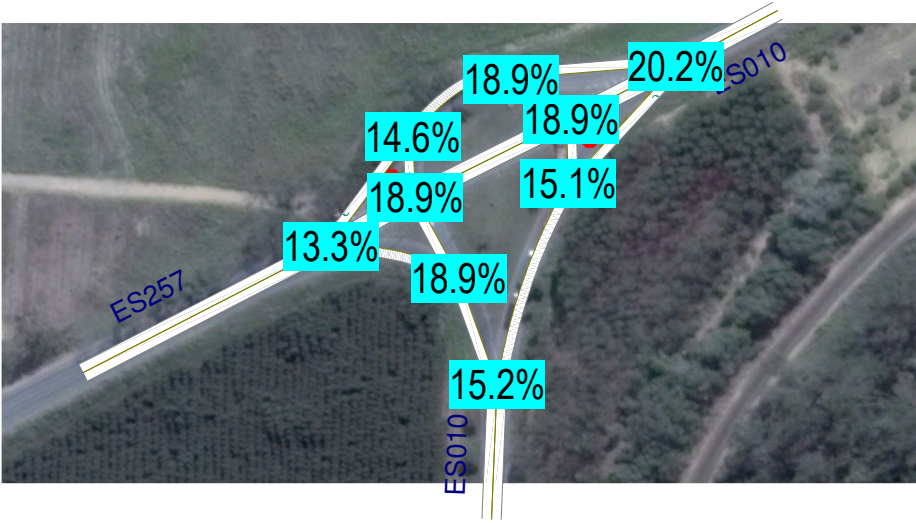
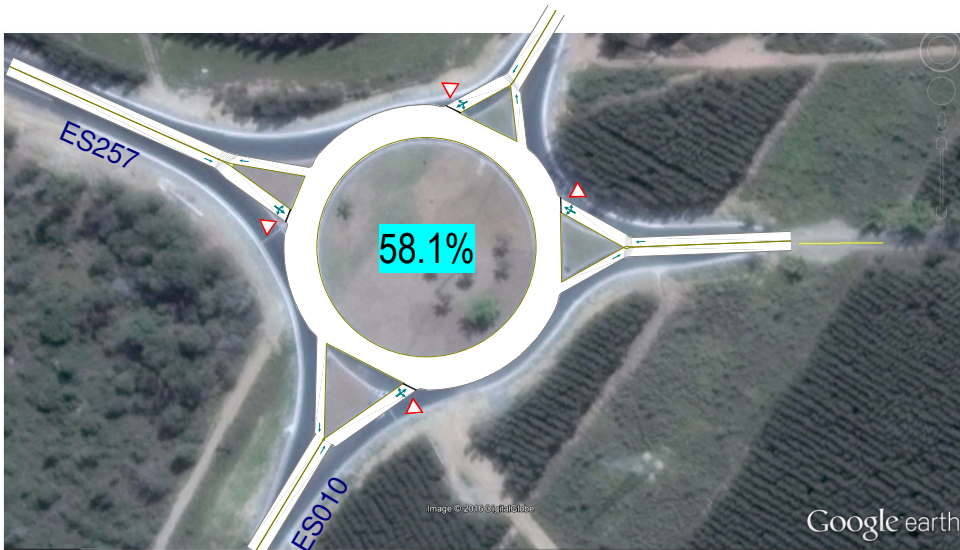
06/11/2016

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	517	199	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.958					
Flt Protected						
Satd. Flow (prot)	3290	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3290	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	77.0			20.7	40.3	
Travel Time (s)	3.5			0.9	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	13%	2%	2%	2%	2%
Adj. Flow (vph)	562	216	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	778	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	-5.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.5%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	219	0	0	0	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1658	0	0	0	1484
Flt Permitted						
Satd. Flow (perm)	0	1658	0	0	0	1484
Link Speed (k/h)		80	80		80	
Link Distance (m)		27.4	39.0		40.3	
Travel Time (s)		1.2	1.8		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	13%
Adj. Flow (vph)	0	238	0	0	0	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	238	0	0	0	216
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		1.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.0%	ICU Level of Service A					
Analysis Period (min) 15						

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑		↑
Volume (vph)	0	0	0	147	0	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	0	1458	0	1272
Flt Permitted						
Satd. Flow (perm)	0	0	0	1458	0	1272
Link Speed (k/h)	80			80	80	
Link Distance (m)	52.3			73.8	38.4	
Travel Time (s)	2.4			3.3	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	15%
Adj. Flow (vph)	0	0	0	160	0	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	160	0	201
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 16.1%	ICU Level of Service A					
Analysis Period (min) 15						





Lanes, Volumes, Timings

100:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	0	160	0	0	0	179	181	0	16	223	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.868									0.961	
Flt Protected		0.999						0.976			0.998	
Satd. Flow (prot)	0	1779	0	0	2111	0	0	1919	0	0	2025	0
Flt Permitted		0.999						0.976			0.998	
Satd. Flow (perm)	0	1779	0	0	2111	0	0	1919	0	0	2025	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		79.0			70.0			77.1			63.5	
Travel Time (s)		3.6			3.2			3.5			2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	2%	17%	2%	2%	2%	2%
Adj. Flow (vph)	4	0	174	0	0	0	195	197	0	17	242	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	0	0	0	392	0	0	364	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		37.0			80.0			80.0			90.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization	58.1%				ICU Level of Service B							
Analysis Period (min)	15											

Lanes, Volumes, Timings

200:

09/04/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Volume (vph)	0	59	0	0	52	0	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt										
Flt Protected							0.950			
Satd. Flow (prot)	0	1553	0	0	1270	0	1394	0	0	0
Flt Permitted							0.950			
Satd. Flow (perm)	0	1553	0	0	1270	0	1394	0	0	0
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		63.5			42.8		23.2		26.2	
Travel Time (s)		2.9			1.9		1.0		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	28%	2%	2%	2%
Adj. Flow (vph)	0	64	0	0	57	0	40	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	64	0	0	57	0	40	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		3.5		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Stop		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 18.9%	ICU Level of Service A									
Analysis Period (min) 15										

Lanes, Volumes, Timings

201:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	59	0	0	52	0	0	0	0	0	169	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	35.6				63.5				33.4			
Travel Time (s)	1.6				2.9				1.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	2%	2%	2%	2%	41%	2%
Adj. Flow (vph)	0	64	0	0	57	0	0	0	0	0	184	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	57	0	0	0	0	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free		Free				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 18.9%												
ICU Level of Service A												
Analysis Period (min) 15												

								
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Volume (vph)	59	23	0	0	0	37	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected		0.965						
Satd. Flow (prot)	0	1495	0	0	0	1270	0	1098
Flt Permitted		0.965						
Satd. Flow (perm)	0	1495	0	0	0	1270	0	1098
Link Speed (k/h)		80	80		80		80	
Link Distance (m)		101.4	48.7		49.9		35.6	
Travel Time (s)		4.6	2.2		2.2		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	22%	2%	2%	2%	28%	2%	48%
Adj. Flow (vph)	64	25	0	0	0	40	0	57
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	89	0	0	0	40	0	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0		0.0	
Link Offset(m)		0.0	0.0		0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0		0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15	25	15
Sign Control		Free	Free		Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.3%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	169	37	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1333	1394	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1333	1394	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	43.1			60.2	26.2	
Travel Time (s)	1.9			2.7	1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	41%	28%	0%
Adj. Flow (vph)	0	0	0	184	40	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	184	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 18.9%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	0	0	169	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.961
Satd. Flow (prot)	0	0	0	0	0	1302
Flt Permitted						0.961
Satd. Flow (perm)	0	0	0	0	0	1302
Link Speed (k/h)	80		80			80
Link Distance (m)	22.2		49.9			43.1
Travel Time (s)	1.0		2.2			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	41%	28%
Adj. Flow (vph)	0	0	0	0	184	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 14.6%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	23	0	0	169	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1332	0	0	1333	0
Flt Permitted						
Satd. Flow (perm)	0	1332	0	0	1333	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	48.7			41.2	33.4	
Travel Time (s)	2.2			1.9	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	22%	2%	2%	41%	2%
Adj. Flow (vph)	0	25	0	0	184	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 18.9%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	37	159	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890					
Flt Protected						
Satd. Flow (prot)	1306	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1306	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	78.3			23.2	57.9	
Travel Time (s)	3.5			1.0	2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	28%	28%	2%	2%	2%	2%
Adj. Flow (vph)	40	173	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	213	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane					Yes	
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.1%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	196	0	0	0	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1468	0	0	0	1153
Flt Permitted						
Satd. Flow (perm)	0	1468	0	0	0	1153
Link Speed (k/h)		80	80		80	
Link Distance (m)		49.4	78.3		41.2	
Travel Time (s)		2.2	3.5		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	28%	2%	2%	2%	41%
Adj. Flow (vph)	0	213	0	0	0	209
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	213	0	0	0	209
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.2%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Volume (vph)	0	0	52	169	0	159	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected				0.988				
Satd. Flow (prot)	0	0	0	1301	0	1270	0	1343
Flt Permitted				0.988				
Satd. Flow (perm)	0	0	0	1301	0	1270	0	1343
Link Speed (k/h)	80			80	80		80	
Link Distance (m)	60.2			42.0	57.9		42.8	
Travel Time (s)	2.7			1.9	2.6		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	48%	41%	2%	28%	2%	21%
Adj. Flow (vph)	0	0	57	184	0	173	0	64
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	241	0	173	0	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0			0.0	0.0		0.0	
Link Offset(m)	0.0			0.0	0.0		0.0	
Crosswalk Width(m)	0.0			0.0	0.0		0.0	
Two way Left Turn Lane					Yes			
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15	25	15
Sign Control	Free			Free	Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 20.2%	ICU Level of Service A							
Analysis Period (min) 15								

Lanes, Volumes, Timings

300:

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	0	9	234	0	0	0	0	0	6	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.873	
Flt Protected					0.998							
Satd. Flow (prot)	0	0	0	0	1412	0	0	0	0	0	1294	0
Flt Permitted					0.998							
Satd. Flow (perm)	0	0	0	0	1412	0	0	0	0	0	1294	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		130.0			33.6			23.8			91.0	
Travel Time (s)		5.9			1.5			1.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	34%	2%	2%	2%	2%	2%	40%	26%
Adj. Flow (vph)	0	0	0	10	254	0	0	0	0	0	7	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	264	0	0	0	0	0	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 26.5%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings

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Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	5	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.985		
Satd. Flow (prot)	0	0	0	1827	0	0
Flt Permitted				0.985		
Satd. Flow (perm)	0	0	0	1827	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	29.4			20.8	36.8	
Travel Time (s)	1.3			0.9	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	5	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	16	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.6%			ICU Level of Service A		
Analysis Period (min)	15					

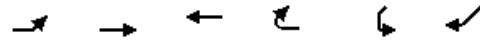
Lanes, Volumes, Timings

303:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	0	0	0	0	0	0	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	0	0	0	0	0	0	1842	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	0	0	0	0	0	0	1842	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	53.9				18.0				24.6			
Travel Time (s)	2.4				0.8				1.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	74	0	0	0	0	0	0	0	0	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	0	0	0	0	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 13.6%												
ICU Level of Service A												
Analysis Period (min) 15												

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	68	0	0	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1553	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1553	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		18.0	30.2		36.8	
Travel Time (s)		0.8	1.4		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	74	0	0	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	74	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 13.6%				ICU Level of Service A		
Analysis Period (min) 15						



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	54	19	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.964				
Satd. Flow (prot)	0	1465	0	0	0	0
Flt Permitted		0.964				
Satd. Flow (perm)	0	1465	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		30.2	32.6		33.9	
Travel Time (s)		1.4	1.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	31%	2%	2%	2%	2%
Adj. Flow (vph)	59	21	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	80	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.7%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

306:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	19	0	0	0	0	0	152	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1434	0	0	0	0	0	1402	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1434	0	0	0	0	0	1402	0	0	0	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	32.6				86.3				21.8			
Travel Time (s)	1.5				3.9				1.0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	2%	2%	34%	2%	2%	2%	2%
Adj. Flow (vph)	0	21	0	0	0	0	0	165	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	0	0	0	165	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Stop		Stop				Free				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 18.0%												
ICU Level of Service A												
Analysis Period (min) 15												

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	152	0	0	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1402	0	0	1475	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1402	0	0	1475	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.8	28.4		33.9	
Travel Time (s)		0.9	1.3		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	34%	2%	2%	21%	2%
Adj. Flow (vph)	0	165	0	0	59	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	165	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 23.2%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	149	57	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.965				
Satd. Flow (prot)	0	1390	0	0	0	0
Flt Permitted		0.965				
Satd. Flow (perm)	0	1390	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.4	20.7		28.7	
Travel Time (s)		1.3	0.9		1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	34%	21%	2%	2%	2%	2%
Adj. Flow (vph)	162	62	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	224	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 22.9%	ICU Level of Service A					
Analysis Period (min) 15						

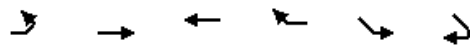
Lanes, Volumes, Timings

309:

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	94	0	0	57	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1540	0	0	1553	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1540	0	0	1553	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	17.6			47.7			20.7			23.8		
Travel Time (s)	0.8			2.1			0.9			1.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	22%	2%	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	102	0	0	62	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	102	0	0	62	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Stop			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 14.9%	ICU Level of Service A											
Analysis Period (min) 15												

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	94	149	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1540	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1540	1332	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	33.6			17.6	28.7	
Travel Time (s)	1.5			0.8	1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	22%	34%	2%
Adj. Flow (vph)	0	0	0	102	162	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	102	162	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	0	94	14	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983					
Flt Protected						
Satd. Flow (prot)	0	0	1515	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1515	0	0	0
Link Speed (k/h)	80		80	80		
Link Distance (m)	47.7		51.8	34.3		
Travel Time (s)	2.1		2.3	1.5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	22%	21%	2%	2%
Adj. Flow (vph)	0	0	102	15	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	117	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0		0.0	0.0		
Link Offset(m)	0.0		0.0	0.0		
Crosswalk Width(m)	0.0		0.0	0.0		
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15			25	15
Sign Control	Free		Free	Free		
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 9.1%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings

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Lane Group	EBL	EBR	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	0	0	0	14	0	57	0	0	0	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865						0.865
Flt Protected										
Satd. Flow (prot)	0	0	0	1343	0	1553	0	0	0	1290
Flt Permitted										
Satd. Flow (perm)	0	0	0	1343	0	1553	0	0	0	1290
Link Speed (k/h)	80		80			80			80	
Link Distance (m)	91.0		30.1			36.6			29.6	
Travel Time (s)	4.1		1.4			1.6			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	21%	2%	21%	2%	2%	2%	26%
Adj. Flow (vph)	0	0	0	15	0	62	0	0	0	125
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	15	0	62	0	0	0	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0		0.0			0.0			0.0	
Link Offset(m)	0.0		0.0			0.0			0.0	
Crosswalk Width(m)	0.0		0.0			0.0			0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25		15	25		15
Sign Control	Free		Free			Free			Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 13.3%	ICU Level of Service A									
Analysis Period (min) 15										

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	68	108	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917					
Flt Protected						
Satd. Flow (prot)	1541	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1541	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	63.4			53.9	67.5	
Travel Time (s)	2.9			2.4	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	6%	2%	2%	2%	2%
Adj. Flow (vph)	74	117	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		60	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.5%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	108	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1773	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1773	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		67.5	101.3		24.6	
Travel Time (s)		3.0	4.6		1.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	117	0	0	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	117	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	118	0	152	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1773	0	1213	0	0
Flt Permitted						
Satd. Flow (perm)	0	1773	0	1213	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		101.3	37.8		38.9	
Travel Time (s)		4.6	1.7		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	34%	2%	2%
Adj. Flow (vph)	0	128	0	165	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	0	165	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	4.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	40	74	2	54	39	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912				0.991	
Flt Protected				0.998	0.955	
Satd. Flow (prot)	1323	0	0	1272	1494	0
Flt Permitted				0.998	0.955	
Satd. Flow (perm)	1323	0	0	1272	1494	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	85.6			72.7	85.7	
Travel Time (s)	3.9			3.3	3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	36%	26%	2%	49%	18%	33%
Adj. Flow (vph)	43	80	2	59	42	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	0	61	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 16.6%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	261	10	0	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	0	1401	0	0	1342
Flt Permitted						
Satd. Flow (perm)	0	0	1401	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	28.7		47.9			23.6
Travel Time (s)	1.3		2.2			1.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	20%	2%	40%
Adj. Flow (vph)	0	0	284	11	0	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	295	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.7%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	261	0	50	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.992
Satd. Flow (prot)	0	0	1402	0	0	1271
Flt Permitted						0.992
Satd. Flow (perm)	0	0	1402	0	0	1271
Link Speed (k/h)	80		80			80
Link Distance (m)	20.1		23.6			20.0
Travel Time (s)	0.9		1.1			0.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	2%	82%	40%
Adj. Flow (vph)	0	0	284	0	54	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	284	0	0	340
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.0%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	10	0	0	50	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1566	0	0	981	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1566	0	0	981	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.7	37.2		20.1	
Travel Time (s)		1.3	1.7		0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	20%	2%	2%	82%	2%
Adj. Flow (vph)	0	11	0	0	54	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	0	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	0	0	4	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.874	
Flt Protected						
Satd. Flow (prot)	0	0	0	0	1102	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1102	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	34.6			21.3	35.1	
Travel Time (s)	1.6			1.0	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	50%	49%
Adj. Flow (vph)	0	0	0	0	4	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 6.8%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	4	0	261	0	0	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1190	0	1402	0	0	1342
Flt Permitted	0.950					
Satd. Flow (perm)	1190	0	1402	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	21.3		20.0			26.6
Travel Time (s)	1.0		0.9			1.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	50%	2%	34%	2%	2%	40%
Adj. Flow (vph)	4	0	284	0	0	336
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	284	0	0	336
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.5		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.3%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	52	0	309	261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1261	0	1161	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1261	0	1161	1332	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		34.6	55.3		26.6	
Travel Time (s)		1.6	2.5		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	49%	40%	40%	34%	2%
Adj. Flow (vph)	0	57	0	336	284	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	57	0	336	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		1.5	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			60	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.5%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	60	0	56	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1032	0	1091	0	0
Flt Permitted						
Satd. Flow (perm)	0	1032	0	1091	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		37.2	101.3		35.1	
Travel Time (s)		1.7	4.6		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	82%	2%	49%	2%	2%
Adj. Flow (vph)	0	65	0	61	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	65	0	61	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 20.1%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Volume (vph)	0	52	0	0	0	118	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.865
Flt Protected								
Satd. Flow (prot)	0	1464	0	0	0	1678	0	1491
Flt Permitted								
Satd. Flow (perm)	0	1464	0	0	0	1678	0	1491
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	36.9		32.3			47.6	44.2	
Travel Time (s)	1.7		1.5			2.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	11%	2%	2%	2%	12%	2%	9%
Adj. Flow (vph)	0	57	0	0	0	128	0	66
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	57	0	0	0	128	0	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane			Yes					
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25		25	15
Sign Control	Free		Free			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.8%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	56	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.977
Satd. Flow (prot)	0	0	0	0	0	1678
Flt Permitted						0.977
Satd. Flow (perm)	0	0	0	0	0	1678
Link Speed (k/h)	80		80			80
Link Distance (m)	22.8		56.4			32.3
Travel Time (s)	1.0		2.5			1.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	12%	7%
Adj. Flow (vph)	0	0	0	0	61	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	128
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						Yes
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 9.7%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

603:

09/04/2017

								
Lane Group	EBL	EBR	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations								
Volume (vph)	56	0	0	0	61	74	119	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								
Flt Protected	0.950					0.978		
Satd. Flow (prot)	1594	0	0	0	0	1686	1620	0
Flt Permitted	0.950					0.978		
Satd. Flow (perm)	1594	0	0	0	0	1686	1620	0
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	22.8		44.2			56.1	34.7	
Travel Time (s)	1.0		2.0			2.5	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	2%	2%	2%	9%	9%	16%	2%
Adj. Flow (vph)	61	0	0	0	66	80	129	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	61	0	0	0	0	146	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25			15
Sign Control	Stop		Stop			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 23.9%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	0	0	130	119	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.959	
Flt Protected						
Satd. Flow (prot)	0	0	0	1724	1574	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1724	1574	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	36.9			34.7	75.2	
Travel Time (s)	1.7			1.6	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	16%	11%
Adj. Flow (vph)	0	0	0	141	129	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	141	186	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 12.8%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	62	0	135	119	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1519	0	1724	1620	0
Flt Permitted						
Satd. Flow (perm)	0	1519	0	1724	1620	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	56.4			42.7	56.1	
Travel Time (s)	2.5			1.9	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	7%	2%	9%	16%	100%
Adj. Flow (vph)	0	67	0	147	129	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	0	147	129	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 16.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

701:

09/04/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Volume (vph)	0	317	113	0	459	0	0	0	0	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965								0.865
Flt Protected										
Satd. Flow (prot)	0	1386	0	0	1842	0	0	0	0	1422
Flt Permitted										
Satd. Flow (perm)	0	1386	0	0	1842	0	0	0	0	1422
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		21.1			45.0		63.0		55.8	
Travel Time (s)		0.9			2.0		2.8		2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	8%	2%	2%	2%	2%	2%	2%	31%
Adj. Flow (vph)	0	345	123	0	499	0	0	0	0	104
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	468	0	0	499	0	0	0	0	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		0.0		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	36.8%				ICU Level of Service A					
Analysis Period (min)	15									

Lanes, Volumes, Timings

702:

09/04/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (vph)	0	317	0	0	459	0	120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt										
Flt Protected							0.950			
Satd. Flow (prot)	0	1352	0	0	1842	0	1826	0	0	0
Flt Permitted							0.950			
Satd. Flow (perm)	0	1352	0	0	1842	0	1826	0	0	0
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		45.0			38.7		20.8		24.8	
Travel Time (s)		2.0			1.7		0.9		1.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	12%	2%	2%	2%
Adj. Flow (vph)	0	345	0	0	499	0	130	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	345	0	0	499	0	130	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		4.8		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	64.4%				ICU Level of Service C					
Analysis Period (min)	15									

Lanes, Volumes, Timings

703:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	113	0	0	0	0	120	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected												
Satd. Flow (prot)	0	1725	0	0	0	0	0	1923	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1725	0	0	0	0	0	1923	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	63.0			24.4			24.8			53.6		
Travel Time (s)	2.8			1.1			1.1			2.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	8%	2%	2%	2%	2%	12%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	123	0	0	0	0	130	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	0	0	0	130	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	0.85	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.9%				ICU Level of Service A							
Analysis Period (min)	15											

Lanes, Volumes, Timings

704:

09/04/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	0	0	1644	0	0
Flt Permitted						
Satd. Flow (perm)	2111	0	0	1644	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	24.4			41.7	18.0	
Travel Time (s)	1.1			1.9	0.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	31%	2%	2%
Adj. Flow (vph)	0	0	0	128	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	128	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.8			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 20.0%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	118	0	0	0	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1644	0	0	0	1663
Flt Permitted						
Satd. Flow (perm)	0	1644	0	0	0	1663
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.7	41.7		53.6	
Travel Time (s)		0.9	1.9		2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	12%
Adj. Flow (vph)	0	128	0	0	0	253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	0	0	0	253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	0.85	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

707:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	317	0	0	459	0	0	96	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975											
Flt Protected												
Satd. Flow (prot)	0	1352	0	0	1842	0	0	1614	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1352	0	0	1842	0	0	1614	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	38.7			22.3			18.0			20.3		
Travel Time (s)	1.7			1.0			0.8			0.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	2%	31%	26%	2%	2%	2%
Adj. Flow (vph)	0	345	0	0	499	0	0	104	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	0	499	0	0	128	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.4%				ICU Level of Service C							
Analysis Period (min)	15											

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	120	96	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.973		
Satd. Flow (prot)	0	0	0	1740	0	0
Flt Permitted				0.973		
Satd. Flow (perm)	0	0	0	1740	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	55.8			20.9	20.8	
Travel Time (s)	2.5			0.9	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	12%	31%	2%	2%
Adj. Flow (vph)	0	0	130	104	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	234	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.0%			ICU Level of Service A		
Analysis Period (min)	15					

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↖	
Volume (vph)	0	0	0	120	96	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1923	1562	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1923	1562	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	20.9			37.4	20.3	
Travel Time (s)	0.9			1.7	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	12%	31%	2%
Adj. Flow (vph)	0	0	0	130	104	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	130	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	0.85	0.85
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.3%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	339	459	120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972			
Flt Protected						
Satd. Flow (prot)	0	1352	1428	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1352	1428	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.3	42.0		37.4	
Travel Time (s)		1.0	1.9		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	32%	12%	2%	2%
Adj. Flow (vph)	0	368	499	130	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	368	629	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 34.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

800:

09/04/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	505	86	0	0	0	40	0	193	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.984				
Flt Protected	0.950	0.966										
Satd. Flow (prot)	1666	1689	0	0	0	1180	0	1865	0	0	0	0
Flt Permitted	0.950	0.966										
Satd. Flow (perm)	1666	1689	0	0	0	1180	0	1865	0	0	0	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		20.7			92.1			39.0			35.1	
Travel Time (s)		0.9			4.1			1.8			1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	6%	2%	2%	2%	24%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	549	93	0	0	0	43	0	210	28	0	0	0
Shared Lane Traffic (%)	42%											
Lane Group Flow (vph)	318	324	0	0	0	43	0	238	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		4.8			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			2.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization 37.8%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings

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09/04/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	480	258	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	4.8	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.985		
Satd. Flow (prot)	0	0	1715	1634	0	0
Flt Permitted			0.950	0.985		
Satd. Flow (perm)	0	0	1715	1634	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	39.9			35.1	38.4	
Travel Time (s)	1.8			1.6	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	15%	2%	2%
Adj. Flow (vph)	0	0	522	280	0	0
Shared Lane Traffic (%)			24%			
Lane Group Flow (vph)	0	0	397	405	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	0.97	0.97	1.16	1.16
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.9%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	221	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1458	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1458	3502	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	40.3			52.3	39.9	
Travel Time (s)	1.8			2.4	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	2%
Adj. Flow (vph)	0	0	0	240	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	240	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	5.0			0.0	4.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	0.97	0.97
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Stop	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 57.4%	ICU Level of Service B					
Analysis Period (min) 15						

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	389	256	325	120	0	0	0	0	45	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.962						0.992	
Flt Protected				0.950	0.997							
Satd. Flow (prot)	0	0	1330	1496	1727	0	0	0	0	0	1646	0
Flt Permitted				0.950	0.997							
Satd. Flow (perm)	0	0	1330	1496	1727	0	0	0	0	0	1646	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		83.9			40.3			33.4			33.0	
Travel Time (s)		3.8			1.8			1.5			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	10%	2%	2%	3%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	0	0	423	278	353	130	0	0	0	0	49	3
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	423	250	511	0	0	0	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			3.5			0.0			0.0	
Link Offset(m)		0.0			0.0			3.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization 61.5%	ICU Level of Service B											
Analysis Period (min) 15												

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	413	0	0	377	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1828	0	0	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	1828	0	0	1805	1615
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.6	77.0		33.4	
Travel Time (s)		1.0	3.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	449	0	0	410	340
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	449	0	0	410	340
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		8.0	0.0		4.8	
Link Offset(m)		0.0	5.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	0.97	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Stop	Stop		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 54.0%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

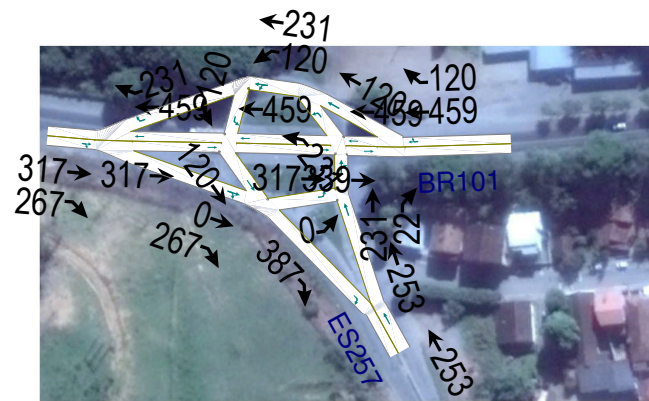
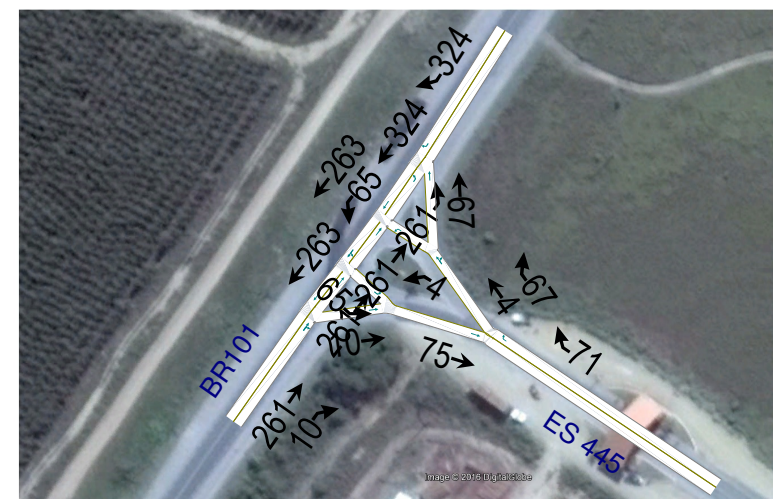
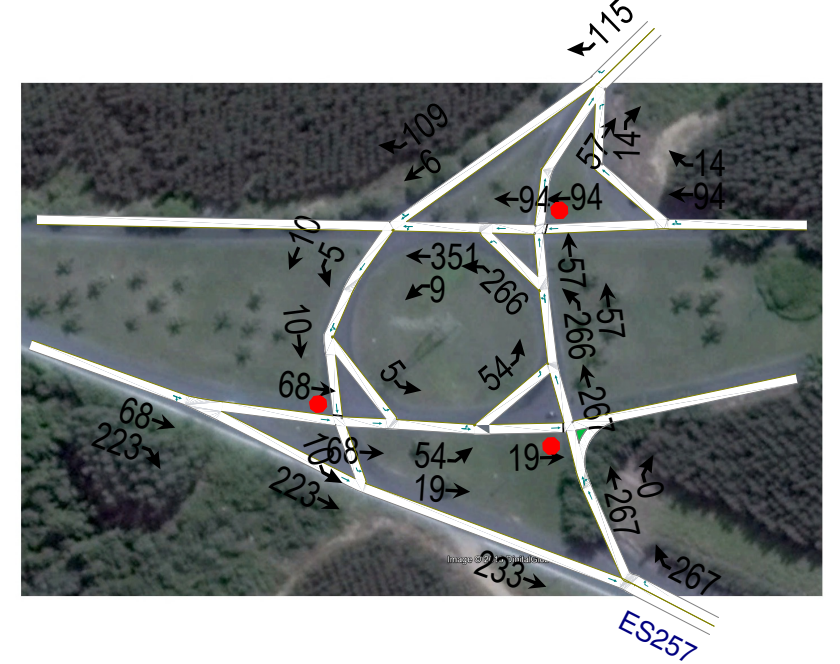
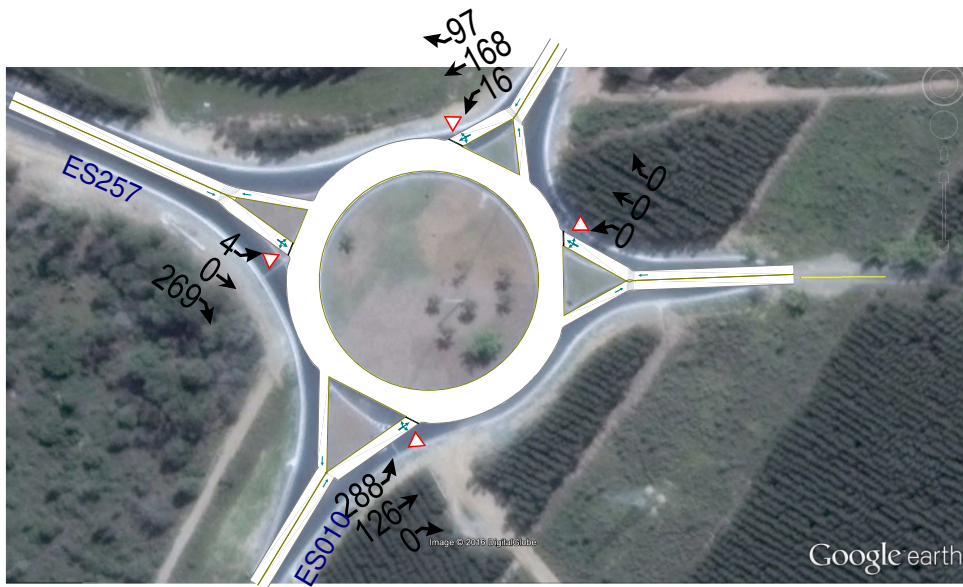
805:

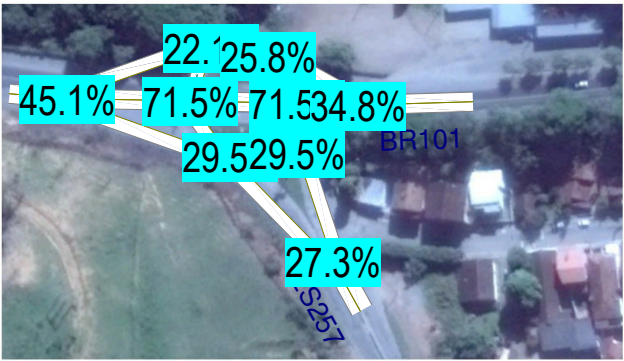
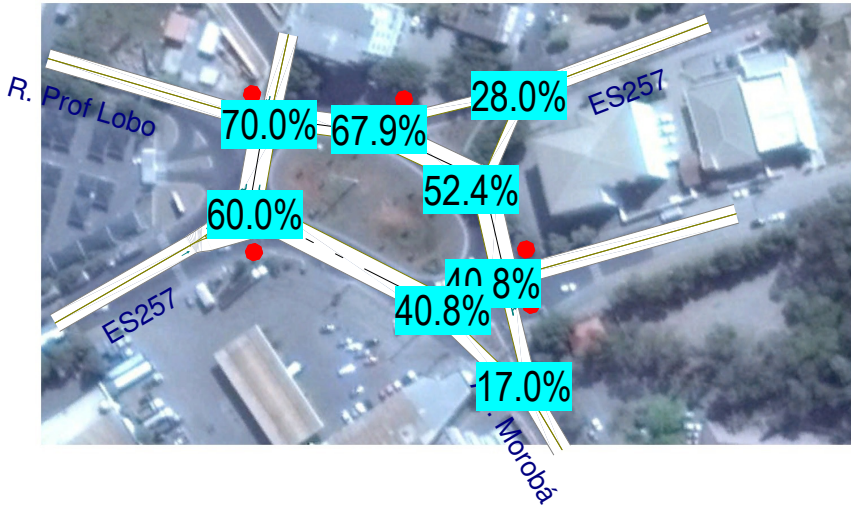
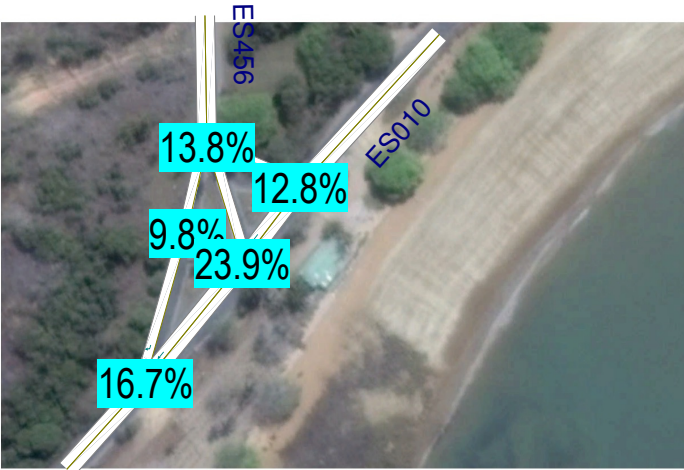
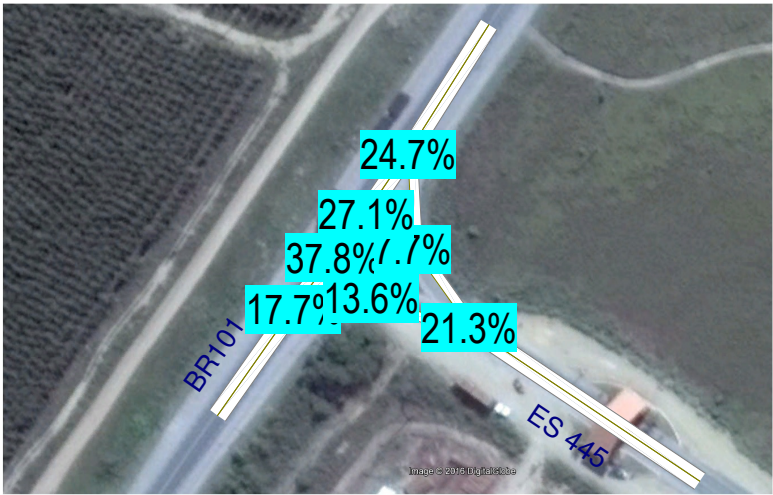
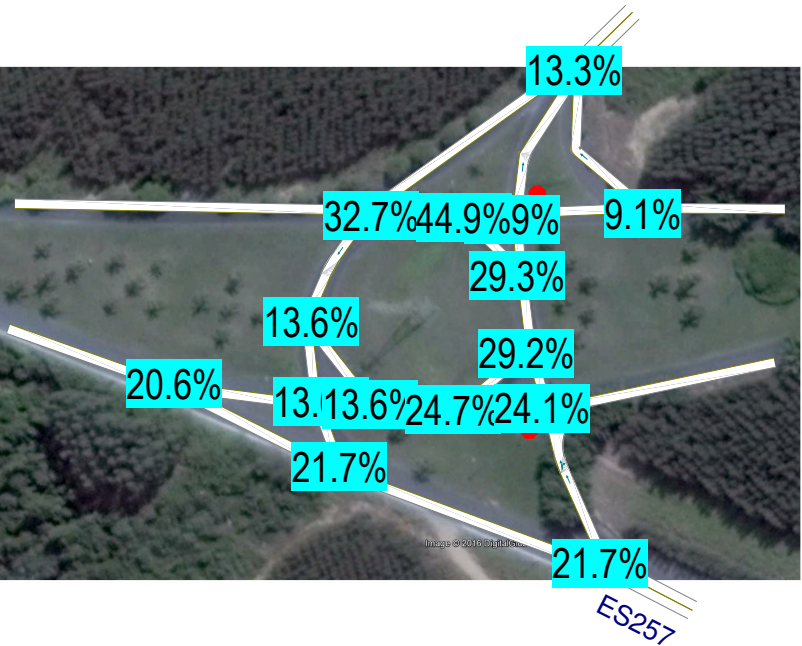
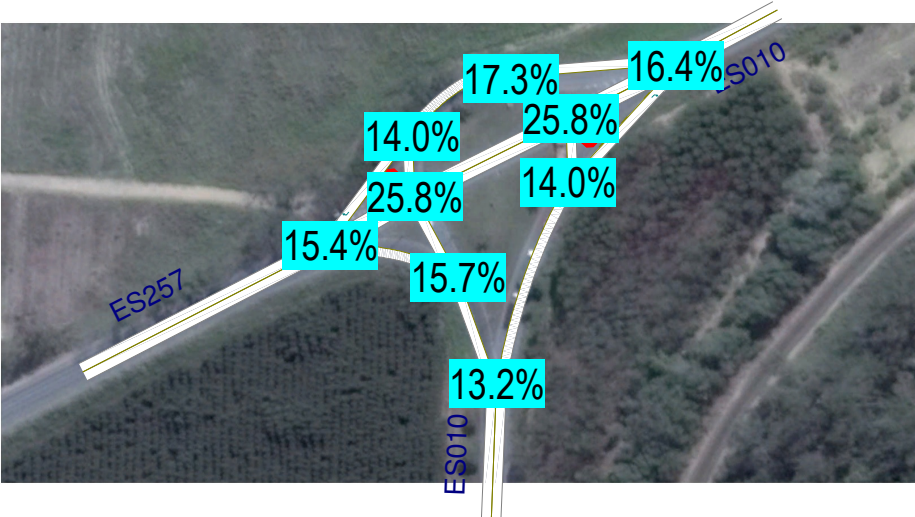
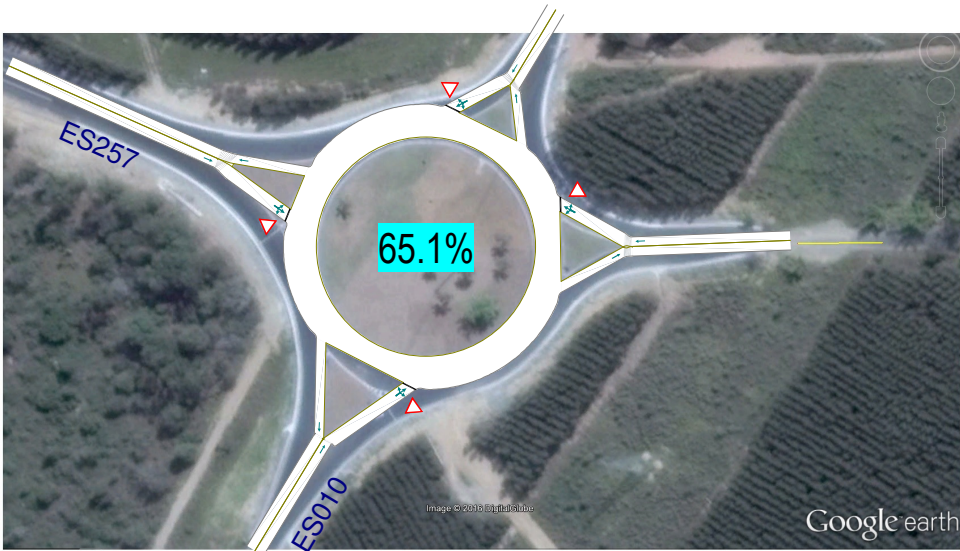
09/04/2017

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	591	199	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.962					
Flt Protected						
Satd. Flow (prot)	3310	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3310	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	77.0			20.7	40.3	
Travel Time (s)	3.5			0.9	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	13%	2%	2%	2%	2%
Adj. Flow (vph)	642	216	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	858	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	-5.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 37.8%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	219	0	0	0	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1658	0	0	0	1484
Flt Permitted						
Satd. Flow (perm)	0	1658	0	0	0	1484
Link Speed (k/h)		80	80		80	
Link Distance (m)		27.4	39.0		40.3	
Travel Time (s)		1.2	1.8		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	13%
Adj. Flow (vph)	0	238	0	0	0	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	238	0	0	0	216
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		1.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.0%	ICU Level of Service A					
Analysis Period (min) 15						

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑		↑
Volume (vph)	0	0	0	221	0	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	0	1458	0	1272
Flt Permitted						
Satd. Flow (perm)	0	0	0	1458	0	1272
Link Speed (k/h)	80			80	80	
Link Distance (m)	52.3			73.8	38.4	
Travel Time (s)	2.4			3.3	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	15%
Adj. Flow (vph)	0	0	0	240	0	280
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	240	0	280
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.1%	ICU Level of Service A					
Analysis Period (min) 15						





Lanes, Volumes, Timings

100:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	0	269	0	0	0	288	126	0	16	168	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867									0.954	
Flt Protected		0.999						0.966			0.997	
Satd. Flow (prot)	0	1777	0	0	2111	0	0	1952	0	0	2008	0
Flt Permitted		0.999						0.966			0.997	
Satd. Flow (perm)	0	1777	0	0	2111	0	0	1952	0	0	2008	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		79.0			70.0			77.1			63.5	
Travel Time (s)		3.6			3.2			3.5			2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	2%	17%	2%	2%	2%	2%
Adj. Flow (vph)	4	0	292	0	0	0	313	137	0	17	183	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	0	0	0	0	0	450	0	0	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		37.0			80.0			80.0			90.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization 65.1%	ICU Level of Service C											
Analysis Period (min) 15												

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Volume (vph)	0	59	0	0	52	0	88	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt										
Flt Protected							0.950			
Satd. Flow (prot)	0	1553	0	0	1270	0	1394	0	0	0
Flt Permitted							0.950			
Satd. Flow (perm)	0	1553	0	0	1270	0	1394	0	0	0
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		63.5			42.8		23.2		26.2	
Travel Time (s)		2.9			1.9		1.0		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	28%	2%	2%	2%
Adj. Flow (vph)	0	64	0	0	57	0	96	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	64	0	0	57	0	96	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		3.5		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Stop		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 25.8%	ICU Level of Service A									
Analysis Period (min) 15										

Lanes, Volumes, Timings

201:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	59	0	0	52	0	0	0	0	0	109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	35.6				63.5				33.4			
Travel Time (s)	1.6				2.9				1.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	2%	2%	2%	2%	41%	2%
Adj. Flow (vph)	0	64	0	0	57	0	0	0	0	0	118	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	57	0	0	0	0	0	118	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free				Free				Stop			
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 25.8%												
ICU Level of Service A												
Analysis Period (min) 15												

								
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Volume (vph)	59	23	0	0	0	88	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected		0.965						
Satd. Flow (prot)	0	1495	0	0	0	1270	0	1098
Flt Permitted		0.965						
Satd. Flow (perm)	0	1495	0	0	0	1270	0	1098
Link Speed (k/h)		80	80		80		80	
Link Distance (m)		101.4	48.7		49.9		35.6	
Travel Time (s)		4.6	2.2		2.2		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	22%	2%	2%	2%	28%	2%	48%
Adj. Flow (vph)	64	25	0	0	0	96	0	57
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	89	0	0	0	96	0	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0		0.0	
Link Offset(m)		0.0	0.0		0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0		0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15	25	15
Sign Control		Free	Free		Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 15.4%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	109	88	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1333	1394	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1333	1394	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	43.1			60.2	26.2	
Travel Time (s)	1.9			2.7	1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	41%	28%	0%
Adj. Flow (vph)	0	0	0	118	96	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	118	96	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.3%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	0	0	109	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.973
Satd. Flow (prot)	0	0	0	0	0	1353
Flt Permitted						0.973
Satd. Flow (perm)	0	0	0	0	0	1353
Link Speed (k/h)	80		80			80
Link Distance (m)	22.2		49.9			43.1
Travel Time (s)	1.0		2.2			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	41%	28%
Adj. Flow (vph)	0	0	0	0	118	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	214
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 14.0%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	23	0	0	109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1332	0	0	1333	0
Flt Permitted						
Satd. Flow (perm)	0	1332	0	0	1333	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	48.7			41.2	33.4	
Travel Time (s)	2.2			1.9	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	22%	2%	2%	41%	2%
Adj. Flow (vph)	0	25	0	0	118	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	25	0	0	118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.7%	ICU Level of Service A					
Analysis Period (min) 15						

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	88	99	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929					
Flt Protected						
Satd. Flow (prot)	1364	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1364	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	78.3			23.2	57.9	
Travel Time (s)	3.5			1.0	2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	28%	28%	2%	2%	2%	2%
Adj. Flow (vph)	96	108	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	204	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane					Yes	
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 14.0%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	187	0	0	0	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1468	0	0	0	1153
Flt Permitted						
Satd. Flow (perm)	0	1468	0	0	0	1153
Link Speed (k/h)		80	80		80	
Link Distance (m)		49.4	78.3		41.2	
Travel Time (s)		2.2	3.5		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	28%	2%	2%	2%	41%
Adj. Flow (vph)	0	203	0	0	0	143
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	203	0	0	0	143
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.2%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Volume (vph)	0	0	52	109	0	99	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected				0.984				
Satd. Flow (prot)	0	0	0	1290	0	1270	0	1343
Flt Permitted				0.984				
Satd. Flow (perm)	0	0	0	1290	0	1270	0	1343
Link Speed (k/h)	80			80	80		80	
Link Distance (m)	60.2			42.0	57.9		42.8	
Travel Time (s)	2.7			1.9	2.6		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	48%	41%	2%	28%	2%	21%
Adj. Flow (vph)	0	0	57	118	0	108	0	64
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	175	0	108	0	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0			0.0	0.0		0.0	
Link Offset(m)	0.0			0.0	0.0		0.0	
Crosswalk Width(m)	0.0			0.0	0.0		0.0	
Two way Left Turn Lane					Yes			
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15	25	15
Sign Control	Free			Free	Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 16.4%	ICU Level of Service A							
Analysis Period (min) 15								

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	0	9	351	0	0	0	0	0	6	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.873	
Flt Protected					0.999							
Satd. Flow (prot)	0	0	0	0	1409	0	0	0	0	0	1294	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	0	0	0	1409	0	0	0	0	0	1294	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		130.0			33.6			23.8			91.0	
Travel Time (s)		5.9			1.5			1.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	34%	2%	2%	2%	2%	2%	40%	26%
Adj. Flow (vph)	0	0	0	10	382	0	0	0	0	0	7	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	392	0	0	0	0	0	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 32.7%	ICU Level of Service A											
Analysis Period (min) 15												

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	5	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.985		
Satd. Flow (prot)	0	0	0	1827	0	0
Flt Permitted				0.985		
Satd. Flow (perm)	0	0	0	1827	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	29.4			20.8	36.8	
Travel Time (s)	1.3			0.9	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	5	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	16	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.6%	ICU Level of Service A					
Analysis Period (min) 15						

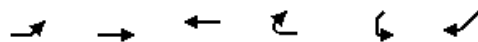
Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	0	0	0	0	0	0	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	0	0	0	0	0	0	1842	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	0	0	0	0	0	0	1842	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	53.9				18.0				24.6			
Travel Time (s)	2.4				0.8				1.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	74	0	0	0	0	0	0	0	0	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	0	0	0	0	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 13.6% ICU Level of Service A												
Analysis Period (min) 15												

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	68	0	0	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1553	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1553	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		18.0	30.2		36.8	
Travel Time (s)		0.8	1.4		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	74	0	0	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	74	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 13.6%				ICU Level of Service A		
Analysis Period (min) 15						



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	54	19	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.964				
Satd. Flow (prot)	0	1465	0	0	0	0
Flt Permitted		0.964				
Satd. Flow (perm)	0	1465	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		30.2	32.6		33.9	
Travel Time (s)		1.4	1.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	31%	2%	2%	2%	2%
Adj. Flow (vph)	59	21	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	80	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.7%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	19	0	0	0	0	0	267	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1434	0	0	0	0	0	1402	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1434	0	0	0	0	0	1402	0	0	0	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	32.6				86.3				21.8			
Travel Time (s)	1.5				3.9				1.0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	2%	2%	34%	2%	2%	2%	2%
Adj. Flow (vph)	0	21	0	0	0	0	0	290	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	0	0	0	290	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Stop		Stop				Free				Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.1%				ICU Level of Service A							
Analysis Period (min)	15											

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	267	0	0	54	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1402	0	0	1475	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1402	0	0	1475	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.8	28.4		33.9	
Travel Time (s)		0.9	1.3		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	34%	2%	2%	21%	2%
Adj. Flow (vph)	0	290	0	0	59	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	290	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 29.2%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	266	57	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.960				
Satd. Flow (prot)	0	1370	0	0	0	0
Flt Permitted		0.960				
Satd. Flow (perm)	0	1370	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.4	20.7		28.7	
Travel Time (s)		1.3	0.9		1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	34%	21%	2%	2%	2%	2%
Adj. Flow (vph)	289	62	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	351	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 29.3%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Volume (vph)	0	0	0	0	94	0	0	57	0	0	0	0						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Frt																		
Flt Protected																		
Satd. Flow (prot)	0	0	0	0	1540	0	0	1553	0	0	0	0						
Flt Permitted																		
Satd. Flow (perm)	0	0	0	0	1540	0	0	1553	0	0	0	0						
Link Speed (k/h)	80			80			80			80								
Link Distance (m)	17.6			47.7			20.7			23.8								
Travel Time (s)	0.8			2.1			0.9			1.1								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Heavy Vehicles (%)	2%	2%	2%	2%	22%	2%	2%	21%	2%	2%	2%	2%						
Adj. Flow (vph)	0	0	0	0	102	0	0	62	0	0	0	0						
Shared Lane Traffic (%)																		
Lane Group Flow (vph)	0	0	0	0	102	0	0	62	0	0	0	0						
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right						
Median Width(m)	0.0			0.0			0.0			0.0								
Link Offset(m)	0.0			0.0			0.0			0.0								
Crosswalk Width(m)	0.0			0.0			0.0			0.0								
Two way Left Turn Lane																		
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01						
Turning Speed (k/h)	25		15	25	15		25	15		25	15							
Sign Control	Free			Stop			Free			Free								
Intersection Summary																		
Area Type:	Other																	
Control Type:	Unsignalized																	
Intersection Capacity Utilization 14.9%	ICU Level of Service A																	
Analysis Period (min) 15																		

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	94	266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1540	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1540	1332	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	33.6			17.6	28.7	
Travel Time (s)	1.5			0.8	1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	22%	34%	2%
Adj. Flow (vph)	0	0	0	102	289	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	102	289	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 44.9%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	0	94	14	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983			
Flt Protected						
Satd. Flow (prot)	0	0	1515	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1515	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		47.7	51.8		34.3	
Travel Time (s)		2.1	2.3		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	22%	21%	2%	2%
Adj. Flow (vph)	0	0	102	15	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	117	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 9.1%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

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Lane Group	EBL	EBR	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	0	0	0	14	0	57	0	0	0	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865						0.865
Flt Protected										
Satd. Flow (prot)	0	0	0	1343	0	1553	0	0	0	1290
Flt Permitted										
Satd. Flow (perm)	0	0	0	1343	0	1553	0	0	0	1290
Link Speed (k/h)	80		80			80			80	
Link Distance (m)	91.0		30.1			36.6			29.6	
Travel Time (s)	4.1		1.4			1.6			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	21%	2%	21%	2%	2%	2%	26%
Adj. Flow (vph)	0	0	0	15	0	62	0	0	0	125
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	15	0	62	0	0	0	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0		0.0			0.0			0.0	
Link Offset(m)	0.0		0.0			0.0			0.0	
Crosswalk Width(m)	0.0		0.0			0.0			0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25		15	25		15
Sign Control	Free		Free			Free			Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	13.3%				ICU Level of Service A					
Analysis Period (min)	15									

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	68	223	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897					
Flt Protected						
Satd. Flow (prot)	1539	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1539	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	63.4			53.9	67.5	
Travel Time (s)	2.9			2.4	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	6%	2%	2%	2%	2%
Adj. Flow (vph)	74	242	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		60	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 20.6%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	223	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1773	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1773	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		67.5	101.3		24.6	
Travel Time (s)		3.0	4.6		1.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	242	0	0	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	242	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	233	0	267	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1773	0	1213	0	0
Flt Permitted						
Satd. Flow (perm)	0	1773	0	1213	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		101.3	37.8		38.9	
Travel Time (s)		4.6	1.7		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	34%	2%	2%
Adj. Flow (vph)	0	253	0	290	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	253	0	290	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	4.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.7%	ICU Level of Service A					
Analysis Period (min) 15						

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↖	↘	
Volume (vph)	55	75	2	69	40	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.991	
Flt Protected				0.999	0.955	
Satd. Flow (prot)	1330	0	0	1270	1495	0
Flt Permitted				0.999	0.955	
Satd. Flow (perm)	1330	0	0	1270	1495	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	85.6			72.7	85.7	
Travel Time (s)	3.9			3.3	3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	36%	26%	2%	49%	18%	33%
Adj. Flow (vph)	60	82	2	75	43	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	142	0	0	77	46	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.5%	ICU Level of Service A					
Analysis Period (min) 15						



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			↰			↱
Volume (vph)	0	0	261	10	0	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	0	1401	0	0	1342
Flt Permitted						
Satd. Flow (perm)	0	0	1401	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	28.7		47.9			23.6
Travel Time (s)	1.3		2.2			1.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	20%	2%	40%
Adj. Flow (vph)	0	0	284	11	0	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	295	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.7%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	261	0	65	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.990
Satd. Flow (prot)	0	0	1402	0	0	1254
Flt Permitted						0.990
Satd. Flow (perm)	0	0	1402	0	0	1254
Link Speed (k/h)	80		80			80
Link Distance (m)	20.1		23.6			20.0
Travel Time (s)	0.9		1.1			0.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	2%	82%	40%
Adj. Flow (vph)	0	0	284	0	71	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	284	0	0	357
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.8%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	10	0	0	65	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1566	0	0	981	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1566	0	0	981	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.7	37.2		20.1	
Travel Time (s)		1.3	1.7		0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	20%	2%	2%	82%	2%
Adj. Flow (vph)	0	11	0	0	71	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.6%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	0	0	4	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.872	
Flt Protected						
Satd. Flow (prot)	0	0	0	0	1099	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1099	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	34.6			21.3	35.1	
Travel Time (s)	1.6			1.0	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	50%	49%
Adj. Flow (vph)	0	0	0	0	4	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 7.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	4	0	261	0	0	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1190	0	1402	0	0	1342
Flt Permitted	0.950					
Satd. Flow (perm)	1190	0	1402	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	21.3		20.0			26.6
Travel Time (s)	1.0		0.9			1.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	50%	2%	34%	2%	2%	40%
Adj. Flow (vph)	4	0	284	0	0	352
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	284	0	0	352
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.5		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 27.1%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	67	0	324	261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1261	0	1161	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1261	0	1161	1332	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		34.6	55.3		26.6	
Travel Time (s)		1.6	2.5		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	49%	40%	40%	34%	2%
Adj. Flow (vph)	0	73	0	352	284	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	73	0	352	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		1.5	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			60	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	75	0	71	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1032	0	1091	0	0
Flt Permitted						
Satd. Flow (perm)	0	1032	0	1091	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		37.2	101.3		35.1	
Travel Time (s)		1.7	4.6		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	82%	2%	49%	2%	2%
Adj. Flow (vph)	0	82	0	77	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	82	0	77	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.3%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Volume (vph)	0	53	0	0	0	119	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.865
Flt Protected								
Satd. Flow (prot)	0	1464	0	0	0	1678	0	1491
Flt Permitted								
Satd. Flow (perm)	0	1464	0	0	0	1678	0	1491
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	36.9		32.3			47.6	44.2	
Travel Time (s)	1.7		1.5			2.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	11%	2%	2%	2%	12%	2%	9%
Adj. Flow (vph)	0	58	0	0	0	129	0	66
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	58	0	0	0	129	0	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane			Yes					
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25		25	15
Sign Control	Free		Free			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.8%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	57	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.977
Satd. Flow (prot)	0	0	0	0	0	1678
Flt Permitted						0.977
Satd. Flow (perm)	0	0	0	0	0	1678
Link Speed (k/h)	80		80			80
Link Distance (m)	22.8		56.4			32.3
Travel Time (s)	1.0		2.5			1.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	12%	7%
Adj. Flow (vph)	0	0	0	0	62	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	129
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						Yes
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 9.8%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	EBL	EBR	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations								
Volume (vph)	57	0	0	0	61	73	118	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								
Flt Protected	0.950					0.978		
Satd. Flow (prot)	1594	0	0	0	0	1686	1620	0
Flt Permitted	0.950					0.978		
Satd. Flow (perm)	1594	0	0	0	0	1686	1620	0
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	22.8		44.2			56.1	34.7	
Travel Time (s)	1.0		2.0			2.5	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	2%	2%	2%	9%	9%	16%	2%
Adj. Flow (vph)	62	0	0	0	66	79	128	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	62	0	0	0	0	145	128	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25			15
Sign Control	Stop		Stop			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 23.9%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations				↑	↱	
Volume (vph)	0	0	0	130	118	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.958	
Flt Protected						
Satd. Flow (prot)	0	0	0	1724	1573	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1724	1573	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	36.9			34.7	75.2	
Travel Time (s)	1.7			1.6	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	16%	11%
Adj. Flow (vph)	0	0	0	141	128	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	141	186	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	12.8%			ICU Level of Service A		
Analysis Period (min)	15					

								
Lane Group	SBL	SBR	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (vph)	0	62	0	134	118	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	0.865							
Flt Protected								
Satd. Flow (prot)	0	1519	0	1724	1620	0		
Flt Permitted								
Satd. Flow (perm)	0	1519	0	1724	1620	0		
Link Speed (k/h)	80			80	80			
Link Distance (m)	56.4			42.7	56.1			
Travel Time (s)	2.5			1.9	2.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	2%	7%	2%	9%	16%	100%		
Adj. Flow (vph)	0	67	0	146	128	0		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	67	0	146	128	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(m)	0.0			0.0	0.0			
Link Offset(m)	0.0			0.0	0.0			
Crosswalk Width(m)	0.0			0.0	0.0			
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01		
Turning Speed (k/h)	25	15	25	15				
Sign Control	Free			Free	Free			
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization	16.7%			ICU Level of Service A				
Analysis Period (min)	15							

Lanes, Volumes, Timings

701:

07/05/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Volume (vph)	0	317	267	0	459	0	0	0	0	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938								0.865
Flt Protected										
Satd. Flow (prot)	0	1412	0	0	1842	0	0	0	0	1422
Flt Permitted										
Satd. Flow (perm)	0	1412	0	0	1842	0	0	0	0	1422
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		21.1			45.0		63.0		55.8	
Travel Time (s)		0.9			2.0		2.8		2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	8%	2%	2%	2%	2%	2%	2%	31%
Adj. Flow (vph)	0	345	290	0	499	0	0	0	0	251
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	635	0	0	499	0	0	0	0	251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		0.0		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 45.1%	ICU Level of Service A									
Analysis Period (min) 15										

Lanes, Volumes, Timings

702:

07/05/2017

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR	
Lane Configurations											
Volume (vph)	0	317	0	0	459	0	120	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt											
Flt Protected							0.950				
Satd. Flow (prot)	0	1352	0	0	1842	0	1826	0	0	0	
Flt Permitted							0.950				
Satd. Flow (perm)	0	1352	0	0	1842	0	1826	0	0	0	
Link Speed (k/h)		80			80		80		80		
Link Distance (m)		45.0			38.7		20.8		24.8		
Travel Time (s)		2.0			1.7		0.9		1.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	12%	2%	2%	2%	
Adj. Flow (vph)	0	345	0	0	499	0	130	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	345	0	0	499	0	130	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	
Median Width(m)		0.0			0.0		4.8		0.0		
Link Offset(m)		0.0			0.0		0.0		0.0		
Crosswalk Width(m)		0.0			0.0		0.0		0.0		
Two way Left Turn Lane											
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	
Turning Speed (k/h)	25		15	25		15	25	15	25	15	
Sign Control		Free			Free		Free		Free		
Intersection Summary											
Area Type:	Other										
Control Type:	Unsignalized										
Intersection Capacity Utilization	71.5%				ICU Level of Service C						
Analysis Period (min)	15										

Lanes, Volumes, Timings

703:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	267	0	0	0	0	120	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected												
Satd. Flow (prot)	0	1725	0	0	0	0	0	1923	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1725	0	0	0	0	0	1923	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	63.0			24.4			24.8			53.6		
Travel Time (s)	2.8			1.1			1.1			2.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	8%	2%	2%	2%	2%	12%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	290	0	0	0	0	130	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	290	0	0	0	0	0	130	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	0.85	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.5%					ICU Level of Service A						
Analysis Period (min)	15											

Lanes, Volumes, Timings

704:

07/05/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	253	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	0	0	1644	0	0
Flt Permitted						
Satd. Flow (perm)	2111	0	0	1644	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	24.4			41.7	18.0	
Travel Time (s)	1.1			1.9	0.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	31%	2%	2%
Adj. Flow (vph)	0	0	0	275	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	275	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.8			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.5%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	253	0	0	0	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1644	0	0	0	1663
Flt Permitted						
Satd. Flow (perm)	0	1644	0	0	0	1663
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.7	41.7		53.6	
Travel Time (s)		0.9	1.9		2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	12%
Adj. Flow (vph)	0	275	0	0	0	421
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	275	0	0	0	421
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	0.85	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 27.3%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

707:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	317	0	0	459	0	0	231	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988											
Flt Protected												
Satd. Flow (prot)	0	1352	0	0	1842	0	0	1629	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1352	0	0	1842	0	0	1629	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	38.7			22.3			18.0			20.3		
Travel Time (s)	1.7			1.0			0.8			0.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	2%	31%	26%	2%	2%	2%
Adj. Flow (vph)	0	345	0	0	499	0	0	251	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	0	499	0	0	275	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	71.5%				ICU Level of Service C							
Analysis Period (min)	15											

Lanes, Volumes, Timings

708:

07/05/2017

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↖		
Volume (vph)	0	0	120	231	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.983		
Satd. Flow (prot)	0	0	0	1700	0	0
Flt Permitted				0.983		
Satd. Flow (perm)	0	0	0	1700	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	55.8			20.9	20.8	
Travel Time (s)	2.5			0.9	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	12%	31%	2%	2%
Adj. Flow (vph)	0	0	130	251	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	381	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.1%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	120	231	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1923	1562	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1923	1562	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	20.9			37.4	20.3	
Travel Time (s)	0.9			1.7	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	12%	31%	2%
Adj. Flow (vph)	0	0	0	130	251	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	130	251	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	0.85	0.85
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 25.8%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	339	459	120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972			
Flt Protected						
Satd. Flow (prot)	0	1352	1428	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1352	1428	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.3	42.0		37.4	
Travel Time (s)		1.0	1.9		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	32%	12%	2%	2%
Adj. Flow (vph)	0	368	499	130	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	368	629	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 34.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings
800:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	605	86	0	0	0	40	0	193	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.984				
Flt Protected	0.950	0.964										
Satd. Flow (prot)	1666	1686	0	0	0	1180	0	1865	0	0	0	0
Flt Permitted	0.950	0.964										
Satd. Flow (perm)	1666	1686	0	0	0	1180	0	1865	0	0	0	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		20.7			92.1			39.0			35.1	
Travel Time (s)		0.9			4.1			1.8			1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	6%	2%	2%	2%	24%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	658	93	0	0	0	43	0	210	28	0	0	0
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	375	376	0	0	0	43	0	238	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		4.8			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			2.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

Lanes, Volumes, Timings

801:

07/05/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	480	358	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	4.8	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.992		
Satd. Flow (prot)	0	0	1715	1619	0	0
Flt Permitted			0.950	0.992		
Satd. Flow (perm)	0	0	1715	1619	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	39.9			35.1	38.4	
Travel Time (s)	1.8			1.6	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	15%	2%	2%
Adj. Flow (vph)	0	0	522	389	0	0
Shared Lane Traffic (%)			15%			
Lane Group Flow (vph)	0	0	444	467	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	0.97	0.97	1.16	1.16
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 52.4%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations					 	
Volume (vph)	0	0	0	350	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1458	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1458	3502	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	40.3			52.3	39.9	
Travel Time (s)	1.8			2.4	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	2%
Adj. Flow (vph)	0	0	0	380	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	380	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	5.0			0.0	4.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	0.97	0.97
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Stop	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 67.9%	ICU Level of Service C					
Analysis Period (min) 15						

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	455	374	336	120	0	0	0	0	45	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.964						0.992	
Flt Protected				0.950	0.996							
Satd. Flow (prot)	0	0	1330	1496	1729	0	0	0	0	0	1646	0
Flt Permitted				0.950	0.996							
Satd. Flow (perm)	0	0	1330	1496	1729	0	0	0	0	0	1646	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		83.9			40.3			33.4			33.0	
Travel Time (s)		3.8			1.8			1.5			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	10%	2%	2%	3%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	0	0	495	407	365	130	0	0	0	0	49	3
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	495	366	536	0	0	0	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			3.5			0.0			0.0	
Link Offset(m)		0.0			0.0			3.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization 70.0%	ICU Level of Service C											
Analysis Period (min) 15												

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	477	0	0	413	461
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1828	0	0	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	1828	0	0	1805	1615
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.6	77.0		33.4	
Travel Time (s)		1.0	3.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	518	0	0	449	501
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	518	0	0	449	501
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		8.0	0.0		4.8	
Link Offset(m)		0.0	5.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	0.97	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Stop	Stop		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 60.0%	ICU Level of Service B					
Analysis Period (min) 15						

Lanes, Volumes, Timings

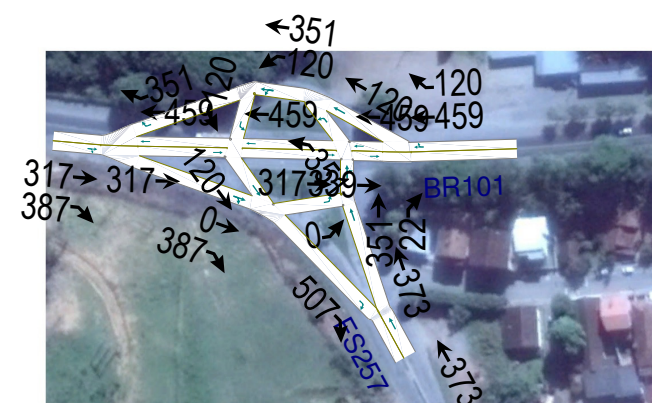
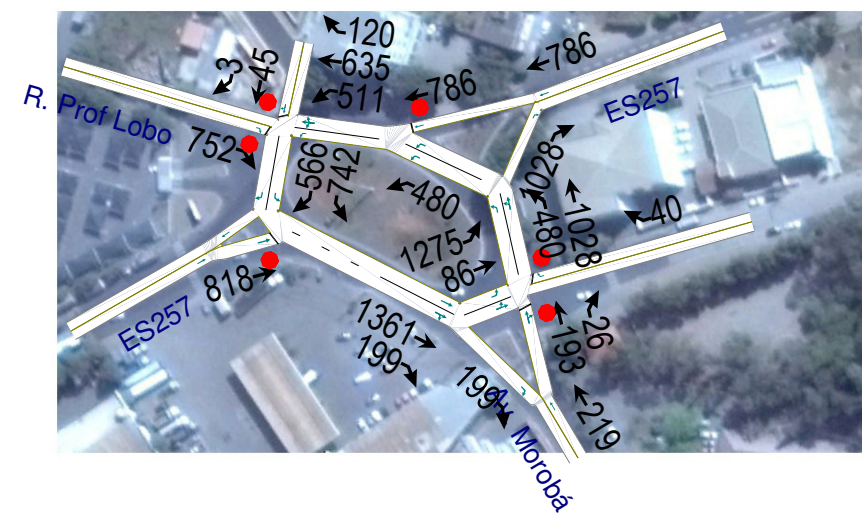
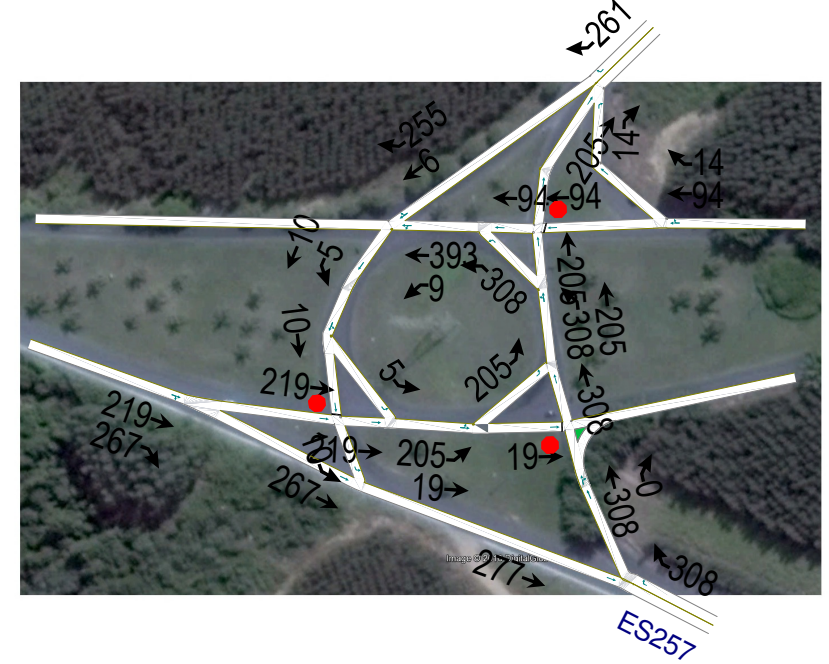
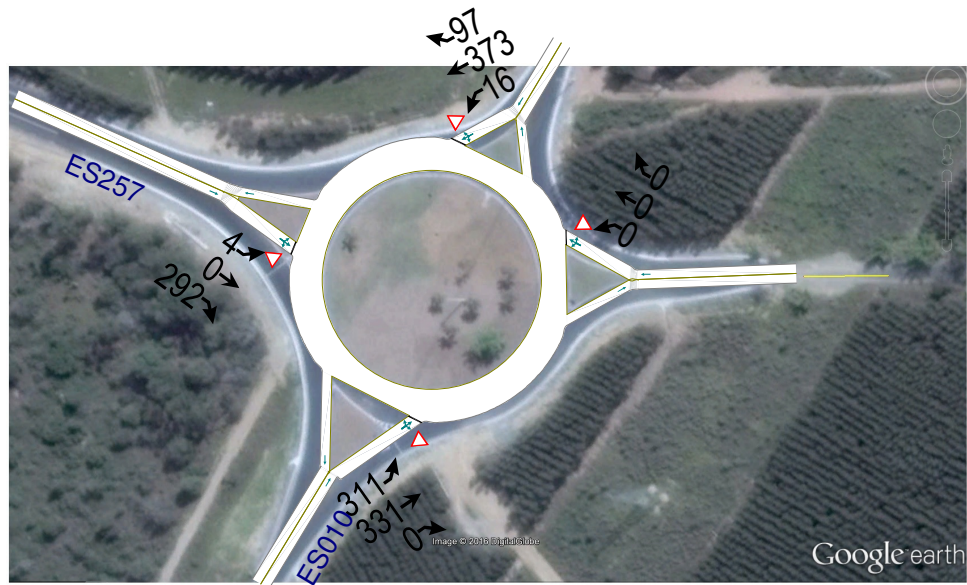
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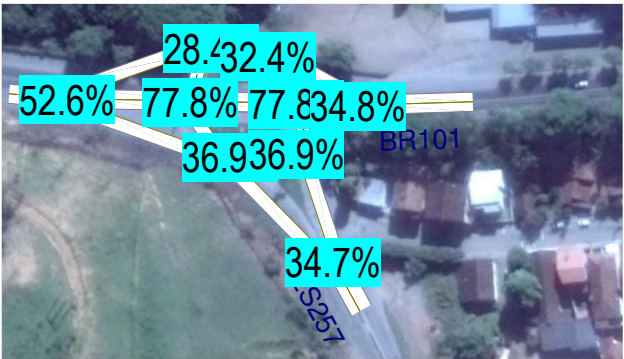
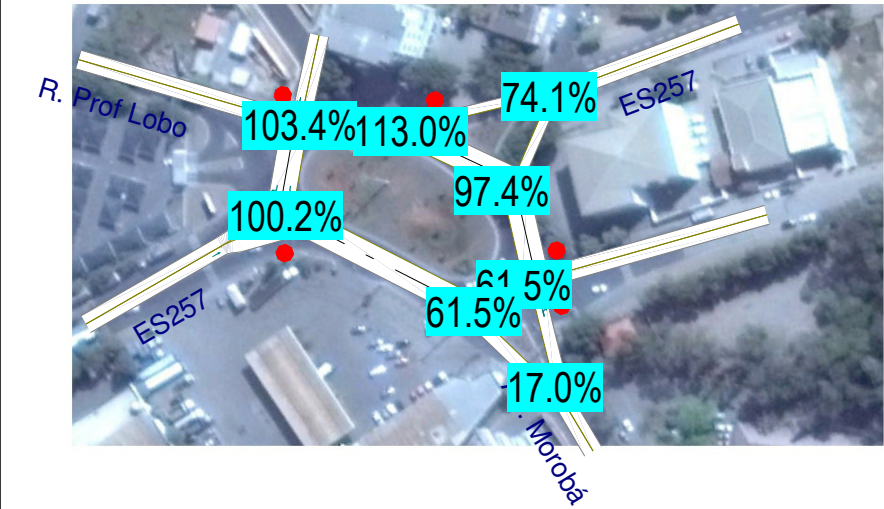
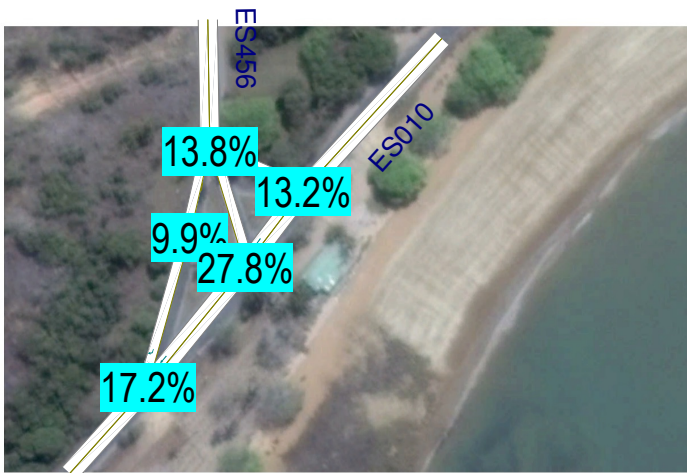
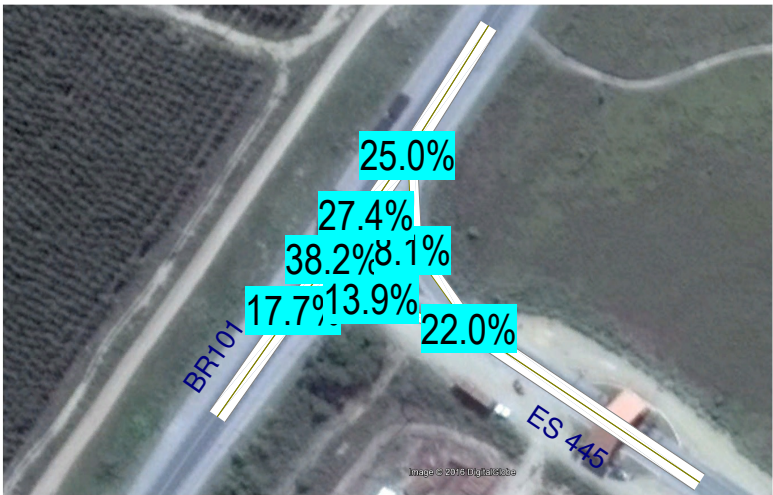
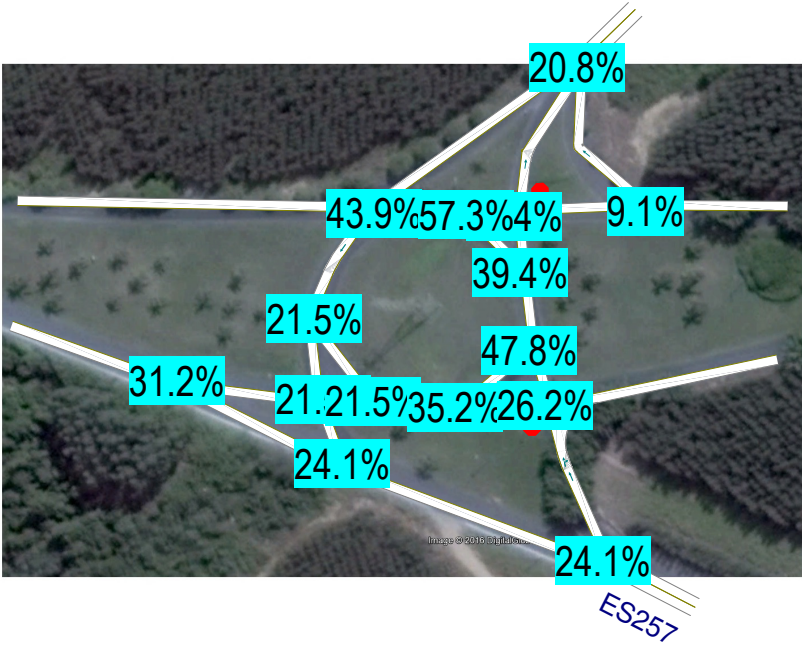
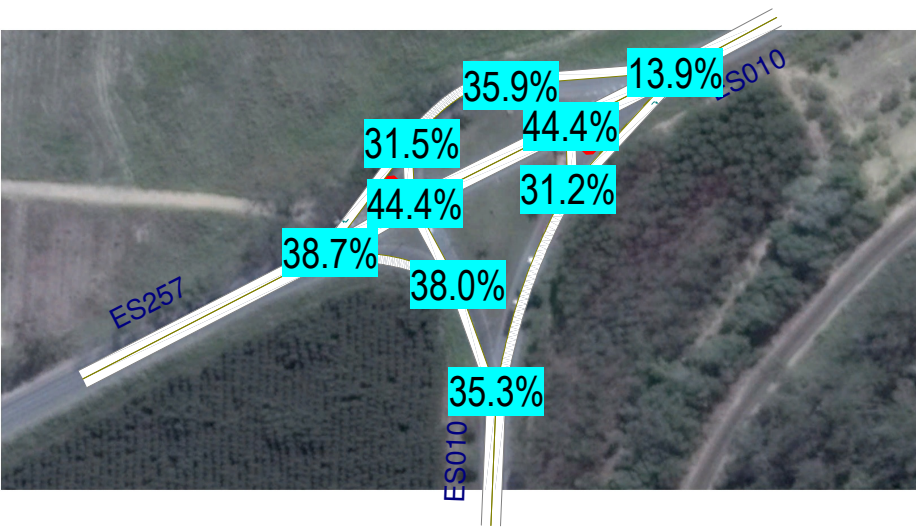
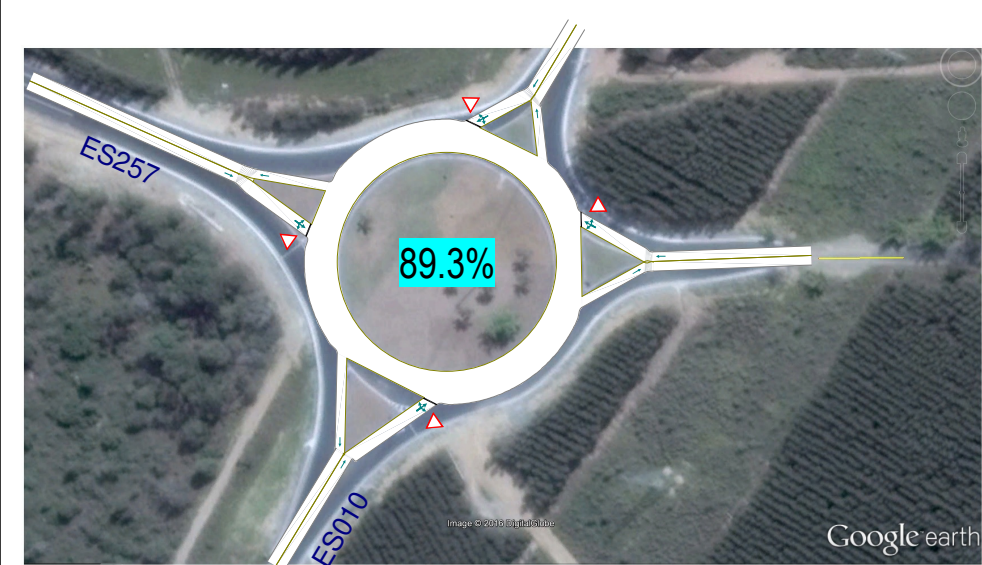
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Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	691	199	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.966					
Flt Protected						
Satd. Flow (prot)	3331	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3331	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	77.0			20.7	40.3	
Travel Time (s)	3.5			0.9	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	13%	2%	2%	2%	2%
Adj. Flow (vph)	751	216	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	967	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	-5.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)	15		25	25		15
Sign Control	Free		Stop		Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.8%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	219	0	0	0	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1658	0	0	0	1484
Flt Permitted						
Satd. Flow (perm)	0	1658	0	0	0	1484
Link Speed (k/h)		80	80		80	
Link Distance (m)		27.4	39.0		40.3	
Travel Time (s)		1.2	1.8		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	13%
Adj. Flow (vph)	0	238	0	0	0	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	238	0	0	0	216
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		1.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.0%	ICU Level of Service A					
Analysis Period (min) 15						

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑		↗
Volume (vph)	0	0	0	350	0	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	0	1458	0	1272
Flt Permitted						
Satd. Flow (perm)	0	0	0	1458	0	1272
Link Speed (k/h)	80			80	80	
Link Distance (m)	52.3			73.8	38.4	
Travel Time (s)	2.4			3.3	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	15%
Adj. Flow (vph)	0	0	0	380	0	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	380	0	389
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.0%			ICU Level of Service A		
Analysis Period (min)	15					





Lanes, Volumes, Timings

100:

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	0	292	0	0	0	311	331	0	16	373	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.867									0.973	
Flt Protected		0.999						0.976			0.998	
Satd. Flow (prot)	0	1777	0	0	2111	0	0	1915	0	0	2050	0
Flt Permitted		0.999						0.976			0.998	
Satd. Flow (perm)	0	1777	0	0	2111	0	0	1915	0	0	2050	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		79.0			70.0			77.1			63.5	
Travel Time (s)		3.6			3.2			3.5			2.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	2%	17%	2%	2%	2%	2%
Adj. Flow (vph)	4	0	317	0	0	0	338	360	0	17	405	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	0	0	0	0	0	698	0	0	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		37.0			80.0			80.0			90.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Yield			Yield			Yield			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Roundabout											
Intersection Capacity Utilization 89.3%	ICU Level of Service E											
Analysis Period (min) 15												

Lanes, Volumes, Timings

200:

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Volume (vph)	0	59	0	0	52	0	463	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt										
Flt Protected							0.950			
Satd. Flow (prot)	0	1553	0	0	1270	0	1394	0	0	0
Flt Permitted							0.950			
Satd. Flow (perm)	0	1553	0	0	1270	0	1394	0	0	0
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		63.5			42.8		23.2		26.2	
Travel Time (s)		2.9			1.9		1.0		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	28%	2%	2%	2%
Adj. Flow (vph)	0	64	0	0	57	0	503	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	64	0	0	57	0	503	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		3.5		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Stop		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 44.4%	ICU Level of Service A									
Analysis Period (min) 15										

Lanes, Volumes, Timings

201:

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	59	0	0	52	0	0	0	0	0	68	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	1270	0	0	0	0	0	1333	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	35.6				63.5				33.4			
Travel Time (s)	1.6				2.9				1.5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	48%	2%	2%	2%	2%	2%	41%	2%
Adj. Flow (vph)	0	64	0	0	57	0	0	0	0	0	74	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	57	0	0	0	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free				Free				Stop			
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 44.4%												
ICU Level of Service A												
Analysis Period (min) 15												

								
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	SWL	SWR
Lane Configurations								
Volume (vph)	59	449	0	0	0	463	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected		0.994						
Satd. Flow (prot)	0	1532	0	0	0	1270	0	1098
Flt Permitted		0.994						
Satd. Flow (perm)	0	1532	0	0	0	1270	0	1098
Link Speed (k/h)		80	80		80		80	
Link Distance (m)		101.4	48.7		49.9		35.6	
Travel Time (s)		4.6	2.2		2.2		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	22%	2%	2%	2%	28%	2%	48%
Adj. Flow (vph)	64	488	0	0	0	503	0	57
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	552	0	0	0	503	0	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0		0.0	
Link Offset(m)		0.0	0.0		0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0		0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15	25	15
Sign Control		Free	Free		Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 38.7%	ICU Level of Service A							
Analysis Period (min) 15								

Lanes, Volumes, Timings

205:

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Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	68	463	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1333	1394	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1333	1394	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	43.1			60.2	26.2	
Travel Time (s)	1.9			2.7	1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	41%	28%	0%
Adj. Flow (vph)	0	0	0	74	503	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	74	503	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 35.9%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	0	0	68	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.994
Satd. Flow (prot)	0	0	0	0	0	1440
Flt Permitted						0.994
Satd. Flow (perm)	0	0	0	0	0	1440
Link Speed (k/h)	80		80			80
Link Distance (m)	22.2		49.9			43.1
Travel Time (s)	1.0		2.2			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	41%	28%
Adj. Flow (vph)	0	0	0	0	74	503
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	577
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 31.5%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	449	0	0	68	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1332	0	0	1333	0
Flt Permitted						
Satd. Flow (perm)	0	1332	0	0	1333	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	48.7			41.2	33.4	
Travel Time (s)	2.2			1.9	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	22%	2%	2%	41%	2%
Adj. Flow (vph)	0	488	0	0	74	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	488	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.0%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	463	58	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985					
Flt Protected						
Satd. Flow (prot)	1446	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1446	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	78.3			23.2	57.9	
Travel Time (s)	3.5			1.0	2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	28%	28%	2%	2%	2%	2%
Adj. Flow (vph)	503	63	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	566	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane					Yes	
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 31.2%				ICU Level of Service A		
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	521	0	0	0	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1468	0	0	0	1153
Flt Permitted						
Satd. Flow (perm)	0	1468	0	0	0	1153
Link Speed (k/h)		80	80		80	
Link Distance (m)		49.4	78.3		41.2	
Travel Time (s)		2.2	3.5		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	28%	2%	2%	2%	41%
Adj. Flow (vph)	0	566	0	0	0	562
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	566	0	0	0	562
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 35.3%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Lane Configurations								
Volume (vph)	0	0	52	68	0	58	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.865
Flt Protected				0.979				
Satd. Flow (prot)	0	0	0	1277	0	1270	0	1343
Flt Permitted				0.979				
Satd. Flow (perm)	0	0	0	1277	0	1270	0	1343
Link Speed (k/h)	80			80	80		80	
Link Distance (m)	60.2			42.0	57.9		42.8	
Travel Time (s)	2.7			1.9	2.6		1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	48%	41%	2%	28%	2%	21%
Adj. Flow (vph)	0	0	57	74	0	63	0	64
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	131	0	63	0	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right	Left	Right
Median Width(m)	0.0			0.0	0.0		0.0	
Link Offset(m)	0.0			0.0	0.0		0.0	
Crosswalk Width(m)	0.0			0.0	0.0		0.0	
Two way Left Turn Lane					Yes			
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15	25	15
Sign Control	Free			Free	Free		Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.9%	ICU Level of Service A							
Analysis Period (min) 15								

Lanes, Volumes, Timings

300:

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	0	9	393	0	0	0	0	0	6	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.868	
Flt Protected					0.999							
Satd. Flow (prot)	0	0	0	0	1408	0	0	0	0	0	1291	0
Flt Permitted					0.999							
Satd. Flow (perm)	0	0	0	0	1408	0	0	0	0	0	1291	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		130.0			33.6			23.8			91.0	
Travel Time (s)		5.9			1.5			1.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	34%	2%	2%	2%	2%	2%	40%	26%
Adj. Flow (vph)	0	0	0	10	427	0	0	0	0	0	7	277
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	437	0	0	0	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 43.9%	ICU Level of Service A											
Analysis Period (min) 15												

Lanes, Volumes, Timings

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Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	5	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.985		
Satd. Flow (prot)	0	0	0	1827	0	0
Flt Permitted				0.985		
Satd. Flow (perm)	0	0	0	1827	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	29.4			20.8	36.8	
Travel Time (s)	1.3			0.9	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	5	11	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	16	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.5%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

303:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	219	0	0	0	0	0	0	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1553	0	0	0	0	0	0	0	0	1842	0
Flt Permitted												
Satd. Flow (perm)	0	1553	0	0	0	0	0	0	0	0	1842	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	53.9				18.0				24.6			
Travel Time (s)	2.4				0.8				1.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	238	0	0	0	0	0	0	0	0	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	0	0	0	0	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 21.5%												
ICU Level of Service A												
Analysis Period (min) 15												

Lanes, Volumes, Timings

304:

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Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	219	0	0	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1553	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1553	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		18.0	30.2		36.8	
Travel Time (s)		0.8	1.4		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	238	0	0	5	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	238	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.5%	ICU Level of Service A					
Analysis Period (min) 15						



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (vph)	205	19	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.956				
Satd. Flow (prot)	0	1474	0	0	0	0
Flt Permitted		0.956				
Satd. Flow (perm)	0	1474	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		30.2	32.6		33.9	
Travel Time (s)		1.4	1.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	31%	2%	2%	2%	2%
Adj. Flow (vph)	223	21	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	244	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.2%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

306:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	19	0	0	0	0	0	308	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1434	0	0	0	0	0	1402	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1434	0	0	0	0	0	1402	0	0	0	0
Link Speed (k/h)	80				80				80			
Link Distance (m)	32.6				86.3				21.8			
Travel Time (s)	1.5				3.9				1.0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	2%	2%	34%	2%	2%	2%	2%
Adj. Flow (vph)	0	21	0	0	0	0	0	335	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	0	0	0	335	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0			
Link Offset(m)	0.0				0.0				0.0			
Crosswalk Width(m)	0.0				0.0				0.0			
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Stop		Stop				Free				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 26.2%												
ICU Level of Service A												
Analysis Period (min) 15												

Lanes, Volumes, Timings

307:

07/05/2017

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	308	0	0	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1402	0	0	1475	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1402	0	0	1475	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.8	28.4		33.9	
Travel Time (s)		0.9	1.3		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	34%	2%	2%	21%	2%
Adj. Flow (vph)	0	335	0	0	223	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	335	0	0	223	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.8%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

308:

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	308	205	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.971				
Satd. Flow (prot)	0	1416	0	0	0	0
Flt Permitted		0.971				
Satd. Flow (perm)	0	1416	0	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.4	20.7		28.7	
Travel Time (s)		1.3	0.9		1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	34%	21%	2%	2%	2%	2%
Adj. Flow (vph)	335	223	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	558	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.4%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

309:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	94	0	0	205	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1540	0	0	1553	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1540	0	0	1553	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	17.6			47.7			20.7			23.8		
Travel Time (s)	0.8			2.1			0.9			1.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	22%	2%	2%	21%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	102	0	0	223	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	102	0	0	223	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15		25		15		25		15	
Sign Control	Free			Stop			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 22.4% ICU Level of Service A												
Analysis Period (min) 15												

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	0	0	94	308	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1540	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1540	1332	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	33.6			17.6	28.7	
Travel Time (s)	1.5			0.8	1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	22%	34%	2%
Adj. Flow (vph)	0	0	0	102	335	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	102	335	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 57.3%	ICU Level of Service B					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	0	94	14	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983			
Flt Protected						
Satd. Flow (prot)	0	0	1515	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1515	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		47.7	51.8		34.3	
Travel Time (s)		2.1	2.3		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	22%	21%	2%	2%
Adj. Flow (vph)	0	0	102	15	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	117	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 9.1%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

314:

07/05/2017

										
Lane Group	EBL	EBR	NBL	NBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	0	0	0	14	0	205	0	0	0	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865						0.865
Flt Protected										
Satd. Flow (prot)	0	0	0	1343	0	1553	0	0	0	1290
Flt Permitted										
Satd. Flow (perm)	0	0	0	1343	0	1553	0	0	0	1290
Link Speed (k/h)	80		80			80			80	
Link Distance (m)	91.0		30.1			36.6			29.6	
Travel Time (s)	4.1		1.4			1.6			1.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	21%	2%	21%	2%	2%	2%	26%
Adj. Flow (vph)	0	0	0	15	0	223	0	0	0	284
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	15	0	223	0	0	0	284
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0		0.0			0.0			0.0	
Link Offset(m)	0.0		0.0			0.0			0.0	
Crosswalk Width(m)	0.0		0.0			0.0			0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25		15	25		15
Sign Control	Free		Free			Free			Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 20.8%	ICU Level of Service A									
Analysis Period (min) 15										

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	219	267	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.926					
Flt Protected						
Satd. Flow (prot)	1543	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	1543	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	63.4			53.9	67.5	
Travel Time (s)	2.9			2.4	3.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	6%	2%	2%	2%	2%
Adj. Flow (vph)	238	290	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	528	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		60	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.2%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	267	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1773	0	0	1750	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1773	0	0	1750	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		67.5	101.3		24.6	
Travel Time (s)		3.0	4.6		1.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	290	0	0	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	290	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.1%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	277	0	308	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1773	0	1213	0	0
Flt Permitted						
Satd. Flow (perm)	0	1773	0	1213	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		101.3	37.8		38.9	
Travel Time (s)		4.6	1.7		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	34%	2%	2%
Adj. Flow (vph)	0	301	0	335	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	301	0	335	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	4.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.1%	ICU Level of Service A					
Analysis Period (min) 15						

	↑	↗	↖	↓	↙	↘
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↗			↙	↘	
Volume (vph)	61	75	2	75	40	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.991	
Flt Protected				0.999	0.955	
Satd. Flow (prot)	1332	0	0	1269	1495	0
Flt Permitted				0.999	0.955	
Satd. Flow (perm)	1332	0	0	1269	1495	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	85.6			72.7	85.7	
Travel Time (s)	3.9			3.3	3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	36%	26%	2%	49%	18%	33%
Adj. Flow (vph)	66	82	2	82	43	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	84	46	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.8%	ICU Level of Service A					
Analysis Period (min) 15						



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			↶			↷
Volume (vph)	0	0	261	10	0	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			
Flt Protected						
Satd. Flow (prot)	0	0	1401	0	0	1342
Flt Permitted						
Satd. Flow (perm)	0	0	1401	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	28.7		47.9			23.6
Travel Time (s)	1.3		2.2			1.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	20%	2%	40%
Adj. Flow (vph)	0	0	284	11	0	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	295	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.7%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	0	0	261	0	71	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.990
Satd. Flow (prot)	0	0	1402	0	0	1249
Flt Permitted						0.990
Satd. Flow (perm)	0	0	1402	0	0	1249
Link Speed (k/h)	80		80			80
Link Distance (m)	20.1		23.6			20.0
Travel Time (s)	0.9		1.1			0.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	34%	2%	82%	40%
Adj. Flow (vph)	0	0	284	0	77	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	284	0	0	363
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 38.2%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	10	0	0	71	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1566	0	0	981	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1566	0	0	981	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		28.7	37.2		20.1	
Travel Time (s)		1.3	1.7		0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	20%	2%	2%	82%	2%
Adj. Flow (vph)	0	11	0	0	77	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.9%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	0	0	4	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.872	
Flt Protected						
Satd. Flow (prot)	0	0	0	0	1099	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1099	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	34.6			21.3	35.1	
Travel Time (s)	1.6			1.0	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	50%	49%
Adj. Flow (vph)	0	0	0	0	4	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 8.1%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	4	0	261	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1190	0	1402	0	0	1342
Flt Permitted	0.950					
Satd. Flow (perm)	1190	0	1402	0	0	1342
Link Speed (k/h)	80		80			80
Link Distance (m)	21.3		20.0			26.6
Travel Time (s)	1.0		0.9			1.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	50%	2%	34%	2%	2%	40%
Adj. Flow (vph)	4	0	284	0	0	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	284	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.5		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 27.4%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	73	0	330	261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1261	0	1161	1332	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1261	0	1161	1332	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		34.6	55.3		26.6	
Travel Time (s)		1.6	2.5		1.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	49%	40%	40%	34%	2%
Adj. Flow (vph)	0	79	0	359	284	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	79	0	359	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		3.5	
Link Offset(m)		0.0	0.0		1.5	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			60	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 25.0%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	81	0	77	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected						
Satd. Flow (prot)	0	1032	0	1091	0	0
Flt Permitted						
Satd. Flow (perm)	0	1032	0	1091	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		37.2	101.3		35.1	
Travel Time (s)		1.7	4.6		1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	82%	2%	49%	2%	2%
Adj. Flow (vph)	0	88	0	84	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	88	0	84	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 22.0%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations								
Volume (vph)	0	52	0	0	0	122	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.865
Flt Protected								
Satd. Flow (prot)	0	1464	0	0	0	1678	0	1491
Flt Permitted								
Satd. Flow (perm)	0	1464	0	0	0	1678	0	1491
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	36.9		32.3			47.6	44.2	
Travel Time (s)	1.7		1.5			2.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	11%	2%	2%	2%	12%	2%	9%
Adj. Flow (vph)	0	57	0	0	0	133	0	66
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	57	0	0	0	133	0	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane			Yes					
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25		25	15
Sign Control	Free		Free			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 13.8%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	60	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.976
Satd. Flow (prot)	0	0	0	0	0	1675
Flt Permitted						0.976
Satd. Flow (perm)	0	0	0	0	0	1675
Link Speed (k/h)	80		80			80
Link Distance (m)	22.8		56.4			32.3
Travel Time (s)	1.0		2.5			1.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	12%	7%
Adj. Flow (vph)	0	0	0	0	65	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	0.0		0.0			0.0
Two way Left Turn Lane						Yes
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Free		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 9.9%	ICU Level of Service A					
Analysis Period (min) 15						

								
Lane Group	EBL	EBR	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations								
Volume (vph)	60	0	0	0	61	83	128	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt								
Flt Protected	0.950					0.979		
Satd. Flow (prot)	1594	0	0	0	0	1688	1620	0
Flt Permitted	0.950					0.979		
Satd. Flow (perm)	1594	0	0	0	0	1688	1620	0
Link Speed (k/h)	80		80			80	80	
Link Distance (m)	22.8		44.2			56.1	34.7	
Travel Time (s)	1.0		2.0			2.5	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	2%	2%	2%	9%	9%	16%	2%
Adj. Flow (vph)	65	0	0	0	66	90	139	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	65	0	0	0	0	156	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0		0.0			0.0	0.0	
Link Offset(m)	0.0		0.0			0.0	0.0	
Crosswalk Width(m)	0.0		0.0			0.0	0.0	
Two way Left Turn Lane								
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25	15	25			15
Sign Control	Stop		Stop			Free	Free	
Intersection Summary								
Area Type:	Other							
Control Type:	Unsignalized							
Intersection Capacity Utilization 27.8%	ICU Level of Service A							
Analysis Period (min) 15								

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	0	0	143	128	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected						
Satd. Flow (prot)	0	0	0	1724	1576	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1724	1576	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	36.9			34.7	75.2	
Travel Time (s)	1.7			1.6	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	9%	16%	11%
Adj. Flow (vph)	0	0	0	155	139	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	155	196	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.2%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	62	0	144	128	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	0	1519	0	1724	1620	0
Flt Permitted						
Satd. Flow (perm)	0	1519	0	1724	1620	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	56.4			42.7	56.1	
Travel Time (s)	2.5			1.9	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	7%	2%	9%	16%	100%
Adj. Flow (vph)	0	67	0	157	139	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	0	157	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.2%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

701:

07/05/2017

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Volume (vph)	0	317	387	0	459	0	0	0	0	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.926								0.865
Flt Protected										
Satd. Flow (prot)	0	1427	0	0	1842	0	0	0	0	1422
Flt Permitted										
Satd. Flow (perm)	0	1427	0	0	1842	0	0	0	0	1422
Link Speed (k/h)		80			80		80		80	
Link Distance (m)		21.1			45.0		63.0		55.8	
Travel Time (s)		0.9			2.0		2.8		2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	8%	2%	2%	2%	2%	2%	2%	31%
Adj. Flow (vph)	0	345	421	0	499	0	0	0	0	382
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	766	0	0	499	0	0	0	0	382
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(m)		0.0			0.0		0.0		0.0	
Link Offset(m)		0.0			0.0		0.0		0.0	
Crosswalk Width(m)		0.0			0.0		0.0		0.0	
Two way Left Turn Lane										
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25		15	25		15	25	15	25	15
Sign Control		Free			Free		Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization 52.6%	ICU Level of Service A									
Analysis Period (min) 15										

Lanes, Volumes, Timings

702:

07/05/2017

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR	
Lane Configurations											
Volume (vph)	0	317	0	0	459	0	120	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt											
Flt Protected							0.950				
Satd. Flow (prot)	0	1352	0	0	1842	0	1826	0	0	0	
Flt Permitted							0.950				
Satd. Flow (perm)	0	1352	0	0	1842	0	1826	0	0	0	
Link Speed (k/h)		80			80		80		80		
Link Distance (m)		45.0			38.7		20.8		24.8		
Travel Time (s)		2.0			1.7		0.9		1.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	12%	2%	2%	2%	
Adj. Flow (vph)	0	345	0	0	499	0	130	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	345	0	0	499	0	130	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	
Median Width(m)		0.0			0.0		4.8		0.0		
Link Offset(m)		0.0			0.0		0.0		0.0		
Crosswalk Width(m)		0.0			0.0		0.0		0.0		
Two way Left Turn Lane											
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	
Turning Speed (k/h)	25		15	25		15	25	15	25	15	
Sign Control		Free			Free		Free		Free		
Intersection Summary											
Area Type:	Other										
Control Type:	Unsignalized										
Intersection Capacity Utilization	77.8%				ICU Level of Service D						
Analysis Period (min)	15										

Lanes, Volumes, Timings

703:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	387	0	0	0	0	120	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected												
Satd. Flow (prot)	0	1725	0	0	0	0	0	1923	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1725	0	0	0	0	0	1923	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	63.0			24.4			24.8			53.6		
Travel Time (s)	2.8			1.1			1.1			2.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	8%	2%	2%	2%	2%	12%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	421	0	0	0	0	130	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	421	0	0	0	0	0	130	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	0.85	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.9%				ICU Level of Service A							
Analysis Period (min)	15											

Lanes, Volumes, Timings

704:

07/05/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	373	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	2111	0	0	1644	0	0
Flt Permitted						
Satd. Flow (perm)	2111	0	0	1644	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	24.4			41.7	18.0	
Travel Time (s)	1.1			1.9	0.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	31%	2%	2%
Adj. Flow (vph)	0	0	0	405	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	405	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.8			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)	25	15	25			15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.9%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	373	0	0	0	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	4.8	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1644	0	0	0	1663
Flt Permitted						
Satd. Flow (perm)	0	1644	0	0	0	1663
Link Speed (k/h)		80	80		80	
Link Distance (m)		20.7	41.7		53.6	
Travel Time (s)		0.9	1.9		2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	31%	2%	2%	2%	12%
Adj. Flow (vph)	0	405	0	0	0	551
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	405	0	0	0	551
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	0.85	1.01	1.01	1.01	0.85
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 34.7%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

707:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	317	0	0	459	0	0	351	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992											
Flt Protected												
Satd. Flow (prot)	0	1352	0	0	1842	0	0	1634	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1352	0	0	1842	0	0	1634	0	0	0	0
Link Speed (k/h)	80			80			80			80		
Link Distance (m)	38.7			22.3			18.0			20.3		
Travel Time (s)	1.7			1.0			0.8			0.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	2%	2%	2%	2%	2%	31%	26%	2%	2%	2%
Adj. Flow (vph)	0	345	0	0	499	0	0	382	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	0	499	0	0	406	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	0.0			0.0			0.0			0.0		
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.85	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control	Free			Free			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	77.8%				ICU Level of Service D							
Analysis Period (min)	15											

Lanes, Volumes, Timings

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	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↖		
Volume (vph)	0	0	120	351	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.987		
Satd. Flow (prot)	0	0	0	1684	0	0
Flt Permitted				0.987		
Satd. Flow (perm)	0	0	0	1684	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	55.8			20.9	20.8	
Travel Time (s)	2.5			0.9	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	12%	31%	2%	2%
Adj. Flow (vph)	0	0	130	382	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	512	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 28.4%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	120	351	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	4.8	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1923	1562	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1923	1562	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	20.9			37.4	20.3	
Travel Time (s)	0.9			1.7	0.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	12%	31%	2%
Adj. Flow (vph)	0	0	0	130	382	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	130	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	0.85	0.85	0.85
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 32.4%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Volume (vph)	0	339	459	120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.972			
Flt Protected						
Satd. Flow (prot)	0	1352	1428	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1352	1428	0	0	0
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.3	42.0		37.4	
Travel Time (s)		1.0	1.9		1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	39%	32%	12%	2%	2%
Adj. Flow (vph)	0	368	499	130	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	368	629	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 34.8%	ICU Level of Service A					
Analysis Period (min) 15						

Lanes, Volumes, Timings

800:

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1275	86	0	0	0	40	0	193	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.984				
Flt Protected	0.950	0.958										
Satd. Flow (prot)	1666	1678	0	0	0	1180	0	1865	0	0	0	0
Flt Permitted	0.950	0.958										
Satd. Flow (perm)	1666	1678	0	0	0	1180	0	1865	0	0	0	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		20.7			92.1			39.0			35.1	
Travel Time (s)		0.9			4.1			1.8			1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	6%	2%	2%	2%	24%	2%	2%	4%	2%	2%	2%
Adj. Flow (vph)	1386	93	0	0	0	43	0	210	28	0	0	0
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	735	744	0	0	0	43	0	238	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		4.8			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			2.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization	61.5%					ICU Level of Service B						
Analysis Period (min)	15											

Lanes, Volumes, Timings

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	480	1028	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	4.8	4.8	3.5	3.5
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected			0.950	0.998		
Satd. Flow (prot)	0	0	1715	1606	0	0
Flt Permitted			0.950	0.998		
Satd. Flow (perm)	0	0	1715	1606	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	39.9			35.1	38.4	
Travel Time (s)	1.8			1.6	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	15%	2%	2%
Adj. Flow (vph)	0	0	522	1117	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	0	470	1169	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	4.8	
Link Offset(m)	0.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	0.97	0.97	1.16	1.16
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 97.4%	ICU Level of Service F					
Analysis Period (min) 15						

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations					 	
Volume (vph)	0	0	0	786	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1458	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1458	3502	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	40.3			52.3	39.9	
Travel Time (s)	1.8			2.4	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	2%
Adj. Flow (vph)	0	0	0	854	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	854	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	5.0			0.0	4.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	0.97	0.97
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Stop	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	113.0%			ICU Level of Service H		
Analysis Period (min)	15					

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	752	511	635	120	0	0	0	0	45	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.978						0.992	
Flt Protected				0.950	0.997							
Satd. Flow (prot)	0	0	1330	1496	1757	0	0	0	0	0	1646	0
Flt Permitted				0.950	0.997							
Satd. Flow (perm)	0	0	1330	1496	1757	0	0	0	0	0	1646	0
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		83.9			40.3			33.4			33.0	
Travel Time (s)		3.8			1.8			1.5			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	10%	2%	2%	3%	2%	2%	2%	2%	2%	0%
Adj. Flow (vph)	0	0	817	555	690	130	0	0	0	0	49	3
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	817	499	876	0	0	0	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			3.5			0.0			0.0	
Link Offset(m)		0.0			0.0			3.0			0.0	
Crosswalk Width(m)		0.0			0.0			0.0			0.0	
Two way Left Turn Lane												
Headway Factor	1.16	1.16	1.16	1.16	0.97	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization	103.4%				ICU Level of Service G							
Analysis Period (min)	15											

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	818	0	0	742	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	4.8	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1828	0	0	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	1828	0	0	1805	1615
Link Speed (k/h)		80	80		80	
Link Distance (m)		22.6	77.0		33.4	
Travel Time (s)		1.0	3.5		1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	2%	2%	2%	2%
Adj. Flow (vph)	0	889	0	0	807	615
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	889	0	0	807	615
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		8.0	0.0		4.8	
Link Offset(m)		0.0	5.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	0.97	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Stop	Stop		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	100.2%			ICU Level of Service G		
Analysis Period (min)	15					

Lanes, Volumes, Timings

805:

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Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	1361	199	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	3.5	3.5	3.5	3.5
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.981					
Flt Protected						
Satd. Flow (prot)	3407	0	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3407	0	0	0	0	0
Link Speed (k/h)	80			80	80	
Link Distance (m)	77.0			20.7	40.3	
Travel Time (s)	3.5			0.9	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	13%	2%	2%	2%	2%
Adj. Flow (vph)	1479	216	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1695	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	-5.0			5.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Free			Stop	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.5%			ICU Level of Service B		
Analysis Period (min)	15					

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	219	0	0	0	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	4.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	1658	0	0	0	1484
Flt Permitted						
Satd. Flow (perm)	0	1658	0	0	0	1484
Link Speed (k/h)		80	80		80	
Link Distance (m)		27.4	39.0		40.3	
Travel Time (s)		1.2	1.8		1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	13%
Adj. Flow (vph)	0	238	0	0	0	216
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	238	0	0	0	216
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		1.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		0.0	0.0		0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	0.97
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 17.0%	ICU Level of Service A					
Analysis Period (min) 15						

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑		↑
Volume (vph)	0	0	0	786	0	1028
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	0	1458	0	1272
Flt Permitted						
Satd. Flow (perm)	0	0	0	1458	0	1272
Link Speed (k/h)	80			80	80	
Link Distance (m)	52.3			73.8	38.4	
Travel Time (s)	2.4			3.3	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	16%	2%	15%
Adj. Flow (vph)	0	0	0	854	0	1117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	854	0	1117
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	0.0			0.0	0.0	
Two way Left Turn Lane						
Headway Factor	1.16	1.16	1.16	1.16	1.16	1.16
Turning Speed (k/h)		15	25		25	15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization 74.1%	ICU Level of Service D					
Analysis Period (min) 15						