

 Traffic Impact Analysis

Deep Ellum Tower

606 N. Good Latimer Expressway
Dallas, TX

Z212-324

Updated Submittal December 30, 2022

Original Submittal August 15, 2022

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project # 064607200
Registered Firm F-928

Kimley»Horn

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Prepared by:

Kimley-Horn and Associates, Inc.
13455 Noel Road, Two Galleria Tower, Suite 700
Dallas, Texas 75240
Registered Firm F-928
Project Number: 064607200

Contact:

Scot A. Johnson, P.E., PTOE
972-770-1300

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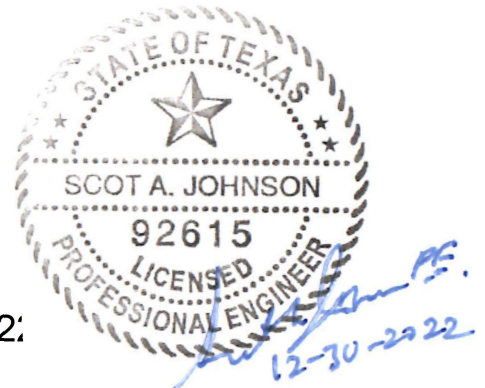


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EXECUTIVE SUMMARY

12/30/22 Update Note:

This report has been modified in accordance with City of Dallas review comments for case Z212-324. A listing of the comments and responses to each is included in the **Appendix**.

The proposed Deep Ellum Tower development is located at 606 N. Good Latimer Expressway, on the north corner of Swiss Avenue in Dallas, Texas. The site is immediately adjacent to the DART Deep Ellum rail station. The 25-level building site is proposed to provide 354 homes with approximately 3,000 SF of ground-floor retail. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

Based on scoping with the City staff, the following existing intersections were selected to be part of this study:

- Good Latimer Expwy. at Pacific Avenue and Gaston Avenue
- Good Latimer Expwy. at Swiss Avenue
- Good Latimer Expwy. at Florence Street
- Good Latimer Expwy. at Live Oak Street
- Cantegral Street at Swiss Avenue
- Cantegral Street at Florence Street (north leg)

The analysis also included the following driveways having access in and out of the site:

- Drive 1, which is a full-access driveway to Swiss Avenue and will serve all the structured parking areas for both residential and retail vehicles.
- Loading is accessed from the existing alley on the east boundary of the site.

Traffic operations were analyzed at the study intersections for existing volumes, 2025 and 2030 background traffic volumes, and 2025 and 2030 background plus site-generated traffic volumes. The future years correspond to the expected buildout year of the site and a key future study year. Conditions were analyzed for the weekday AM and PM peak hours. The background traffic conditions included existing traffic with compound growth rates.

Located adjacent to a transit station and within an established and rapidly expanding walkable mixed-use area (including a grocery store), the vehicle traffic generated by the Deep Ellum Tower will be much lower than that of a typical auto-oriented residential development. A portion of residential units will be micro units designed for single occupancy. Due to these factors, the development is expected to generate only 86 new weekday AM peak hour one-way vehicle trips and 96 new weekday PM peak hour one-way vehicle trips at buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

The proposed parking minimum of 0.5 spaces per residential unit is appropriate for the special nature of the residential homes and the site's advantageous position adjacent to excellent transit options and within an established walkable neighborhood. The proposed parking requirement is in line with current City of Dallas efforts to reduce City Code parking requirements as a part of environmental and housing affordability initiatives. The site is also providing significant indoor bike parking as well as enhanced pedestrian areas around its perimeter.

Based on the analysis presented in this report, the proposed Deep Ellum Tower development can be successfully incorporated into the surrounding roadway network. The proposed site driveway provides the appropriate level of vehicular access for the development. The site-generated traffic does not have any negative effect on the existing vehicle traffic operations. The site's loading, vehicle parking, bike parking, and pedestrian connections are all designed to fit the neighborhood context and meet the site's specific needs.

It is recommended that the intersection of westbound/northbound Good Latimer Expressway and Swiss Avenue should be maintained as the existing stop-controlled configuration. This could be accomplished by keeping the existing signal with its flashing yellow/red displays, or by removing the signal and replacing it with a stop sign for the Swiss Avenue approach. While the intersection is an important pedestrian crossing for the Deep Ellum Station and the proposed Deep Ellum Tower site, pedestrians can easily cross the single direction, 30 MPH, two-lane Good Latimer Expressway. The upstream signal at Good Latimer and Gaston provides significant gaps in the through vehicle stream if pedestrians do not want to claim the right-of-way. As an additional note, the intersection does not meet signal warrants for vehicles, and even after the Deep Ellum Tower is occupied it will not likely meet the pedestrian warrant.

The current DART D2 project does not include any physical changes to the DART Deep Ellum rail station.

I. INTRODUCTION

A. Purpose

Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the development of the Deep Ellum Tower site located at 606 N. Good Latimer Expressway at Swiss Avenue, directly adjacent to the DART Deep Ellum rail station. A site vicinity map is provided as **Exhibit 1**. **Exhibit 2** shows the proposed conceptual site plan. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

B. Methodology

Traffic operations were analyzed at the study intersections for AM and PM peak hours for the following scenarios:

- 2022 existing traffic
- 2025 background traffic
- 2025 background plus site traffic
- 2030 background traffic
- 2030 background plus site traffic

The capacity analyses were conducted using the *Synchro*[™] software package and its associated *Intersection* reports for signalized intersections and *Highway Capacity Manual* reports for unsignalized intersections.

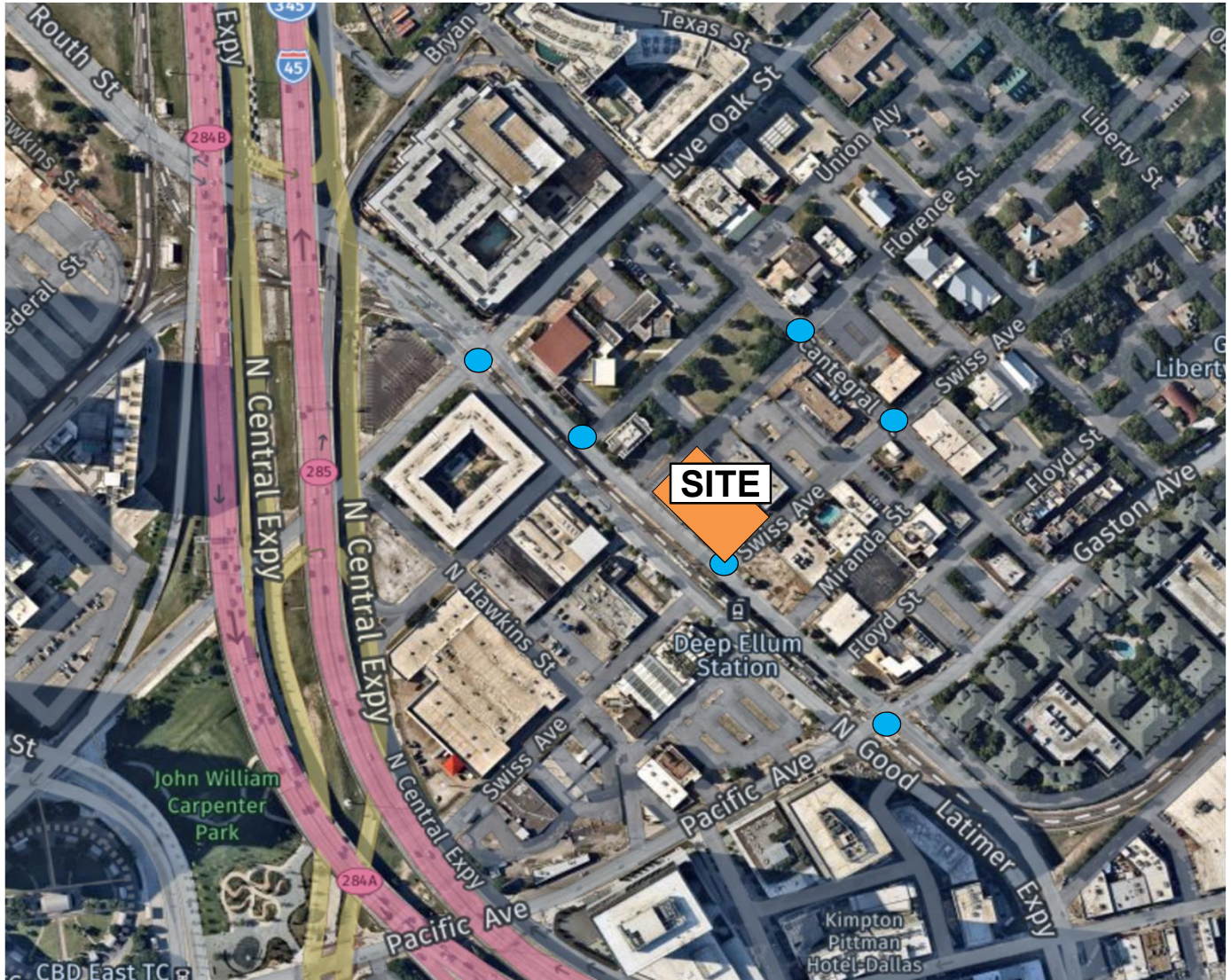


EXHIBIT 1

Vicinity Map

Kimley»Horn

LEGEND:

= Study Intersection

North

 Not To Scale

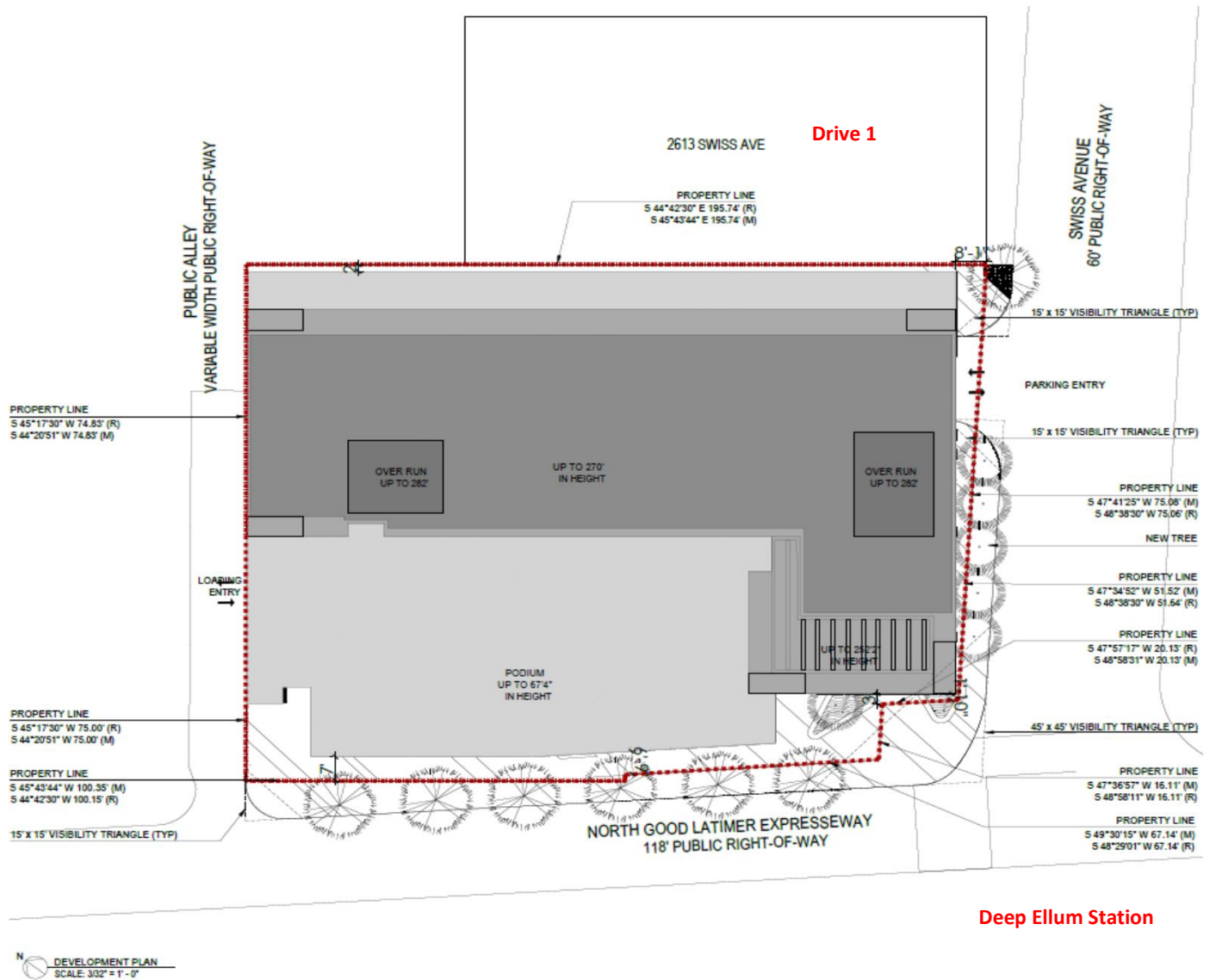


EXHIBIT 2

Conceptual Site Plan

Kimley»Horn

II. EXISTING AND FUTURE AREA CONDITIONS

A. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

- Good Latimer Expwy. at Pacific Avenue and Gaston Avenue
- Good Latimer Expwy. at Swiss Avenue
- Good Latimer Expwy. at Live Oak Street

The following unsignalized intersection was evaluated as part of this study:

- Good Latimer Expwy. at Florence Street
- Cantegral Street at Swiss Avenue
- Cantegral Street at Florence Street (north leg)

The major study area roadways are described in **Appendix A. Exhibit 3** illustrates the intersection geometry used for the traffic analysis.

B. Existing Study Area

The property is zoned as PD 298, the Bryan Area Special Purpose District. A proposed rezoning to adjust the development parameters would for a new subdistrict for the site. The property is currently developed with an unoccupied single-story commercial building and surface parking.

C. Proposed Site Improvements

The development as proposed includes 354 multifamily residential homes. The ground floor would provide 3,000 SF of commercial space, plus the residential lobby and leasing areas.

As shown in **Exhibit 3**, the site has a single driveway for residential and commercial parking, which is modeled in this analysis as follows:

Drive 1

- Full-Access to Swiss Avenue
- Approximately 100' north of the Swiss Avenue intersection with Good Latimer Expressway.
- One inbound, one outbound lane.
- Leads to ramps to both underground and aboveground parking areas.

Intersection sight distance at the proposed Drive 1 is acceptable. Pictures from the field observations are included in the **Appendix**.

Loading for the site would be performed at a truck dock accessed from the existing alley which forms the western boundary of the site. The alley has intersections with Good Latimer Expressway and Cantegral Street. As the traffic counts found no existing traffic

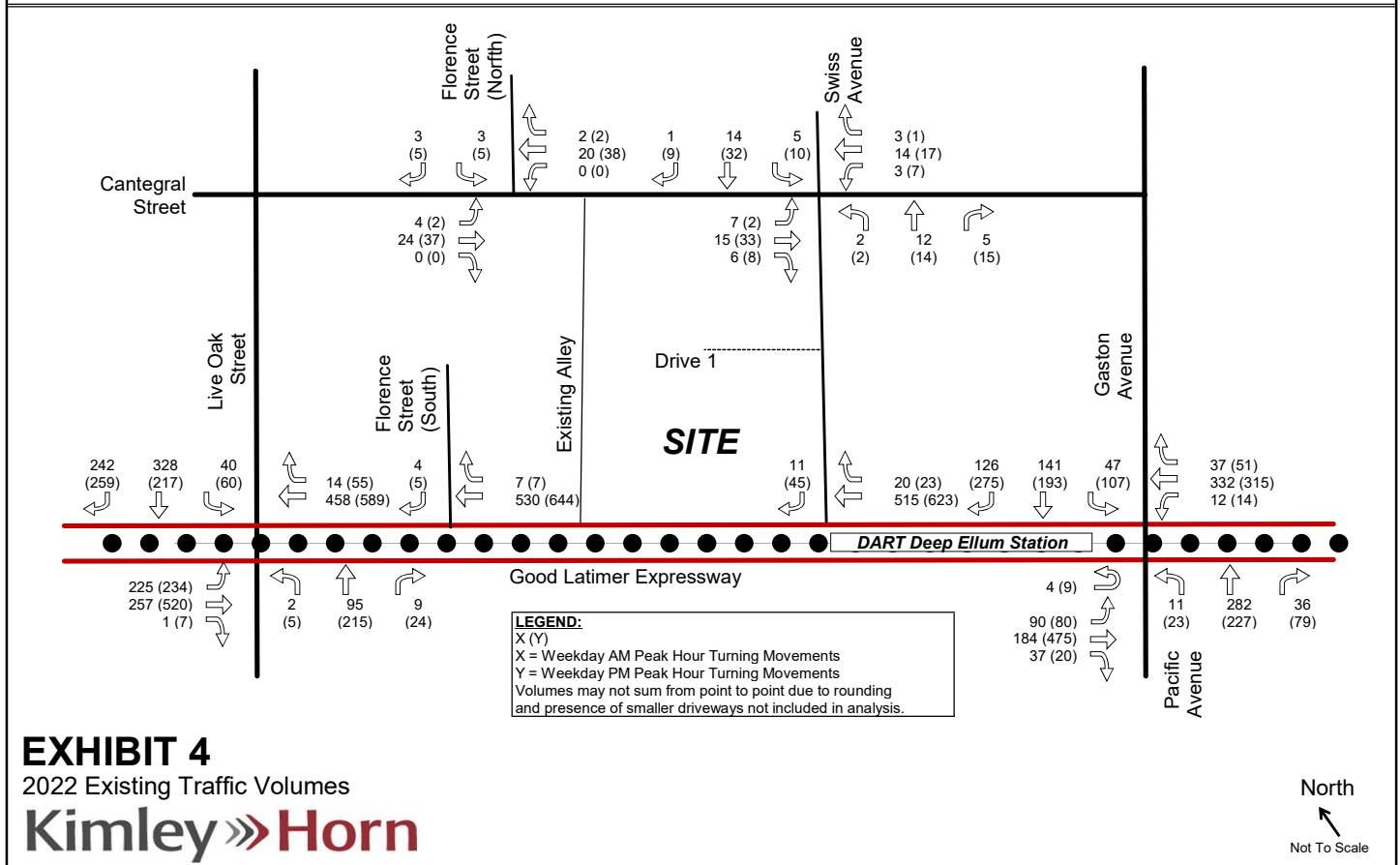
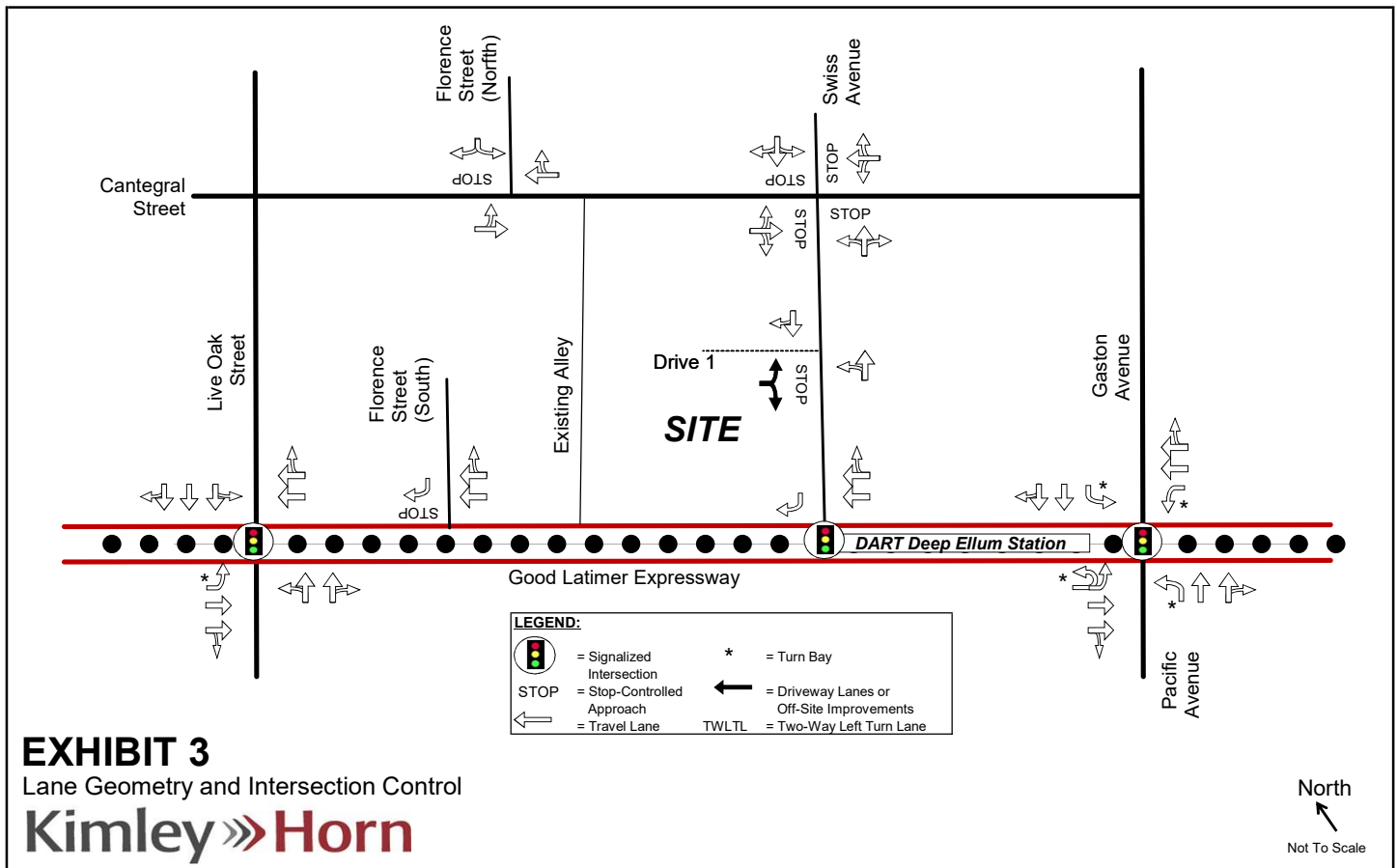
volume using the alley and the site's loading traffic would be limited, no further traffic analysis of the alley is included.

D. Existing Traffic Volumes

Exhibit 4 shows the existing weekday AM and PM peak hour traffic volumes at the study intersections. The raw count sheets, as well as a comparison between the 24-hour volumes collected and previous 24-hour counts, are provided in the **Appendix** of this report. Since the traffic counts collected were higher than those observed before the Covid-19 event, no traffic adjustments were applied.

The 24-hour count showed the daily volume on the roadway link as follows:

- Swiss Avenue: 763 vehicles per day (vpd)
- Westbound Good Latimer Expressway: 9,498 vpd



III. PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the 11th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are actually one-way trips or *trip ends*, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

Due to the characteristics of the site vicinity, the trip generation uses the ITE data from Dense Multi-Use Urban areas, with an additional category of being close to a rail transit station.

No further reductions were taken for pass-by trips, internal capture, or multimodal use.

Table 1 shows the resulting daily and weekday AM and PM peak hour trip generation for the proposed development, showing new external trips.

Table 1 – Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (High-Rise, Dense Multi-Use Urban, Close to Rail Transit)	354	Homes	222	734	8	65	73	43	20	63
Strip Retail Plaza (<40k)	3,000	SF	822	356	8	5	13	17	16	33
Development Totals		Trip Generation Total:		1,090	16	70	86	60	36	96

Trip Generation rates based on ITE's *Trip Generation Manual*, 11th Edition.

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes in to and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to/from the site.

The corresponding inbound and outbound vehicular traffic assignment, where the directional distribution is applied using the most probable paths to and from the site, can be found in **Exhibit 5**. The resulting site-generated weekday AM and weekday PM peak hour turning movements after multiplying the new external trip generation by the traffic assignment percentages is shown in **Exhibit 6**.

C. Development of 2025 Background Traffic

In order to obtain 2025 background traffic, the existing traffic counts and historic counts near the site were compared to find expected growth trends within the study area. Which recent traffic volumes are largely unchanged, an annual growth rate of 2% was assumed for the background traffic through 2025. To calculate the 2025 background traffic, the existing 2022 traffic counts were grown by 2% annually for three years. The resulting 2025 background weekday AM and PM peak hour traffic volumes are shown in **Exhibit 77**.

D. Development of 2025 Total Traffic

Site traffic volumes were added to the background volumes to represent the estimated total (background plus site-generated) traffic conditions for the 2025 study year after completion of the proposed development. **Exhibit 8** shows the resulting 2025 weekday AM and PM peak hour total traffic volumes.

E. Development of 2030 Background and Total Traffic

The background and total traffic volumes in the 2030 study year were calculated in a similar manner to the 2025 traffic volumes by adding five years of 2% growth over the 2025 background volumes. **Exhibit 9** shows the resulting 2030 weekday AM and PM peak hour background traffic volumes, and **Exhibit 100** shows the resulting 2030 weekday AM and PM peak hour total traffic volumes after the addition of the site-generated traffic.

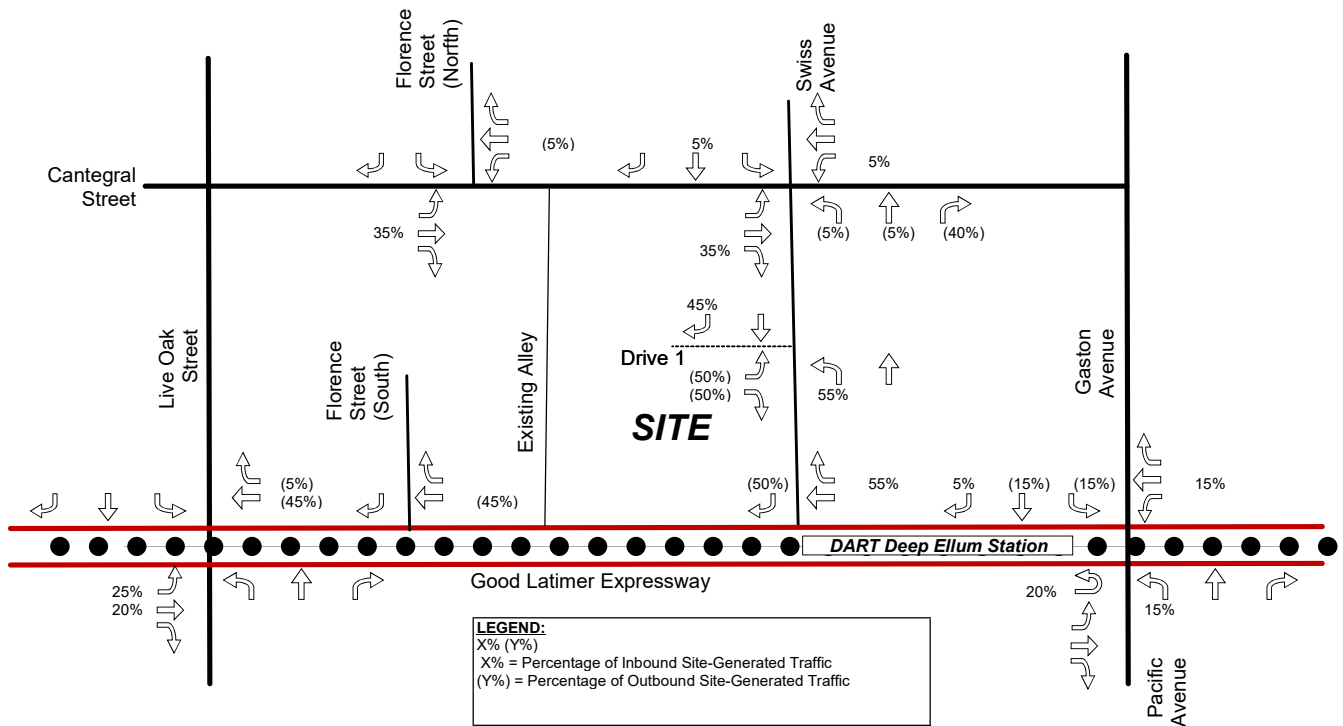


EXHIBIT 5

Trip Distribution and Traffic Assignment

Kimley»Horn

North
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 Not To Scale

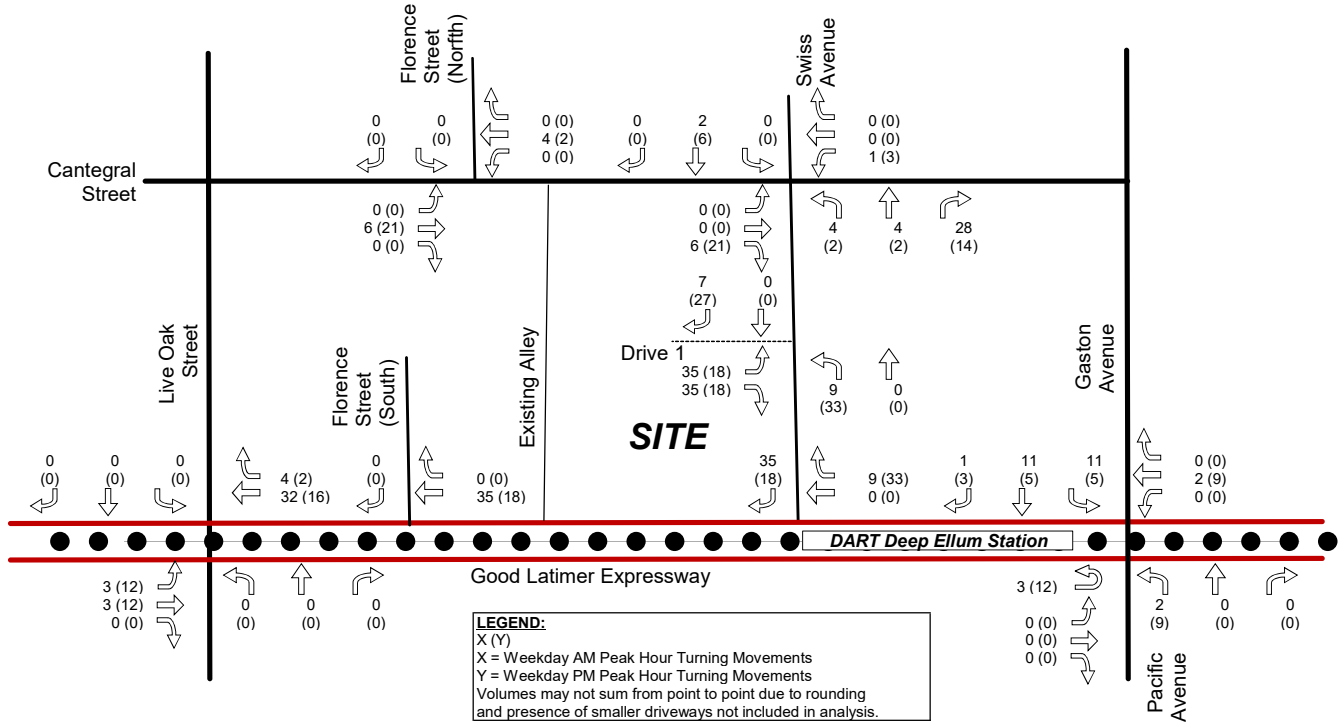
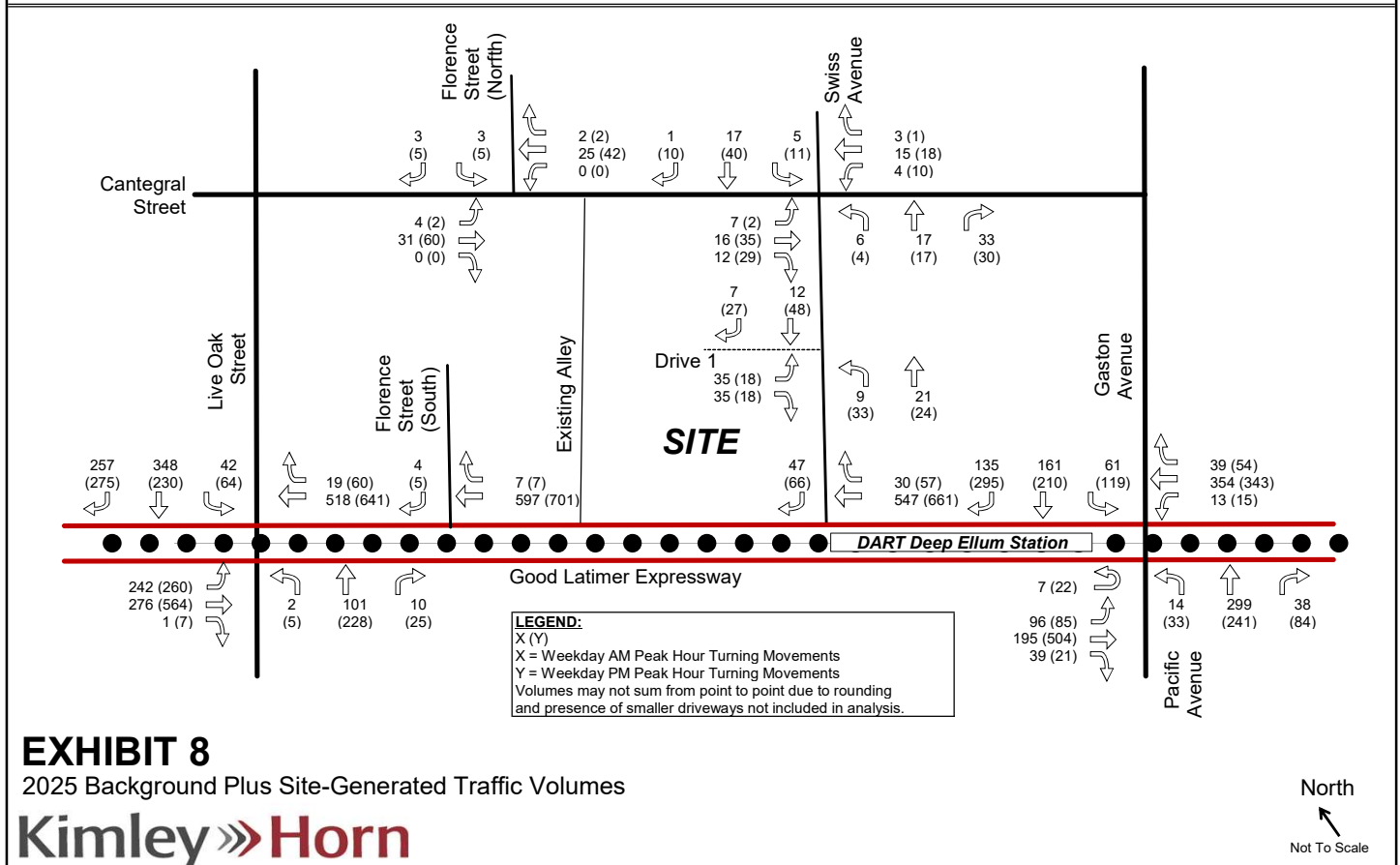
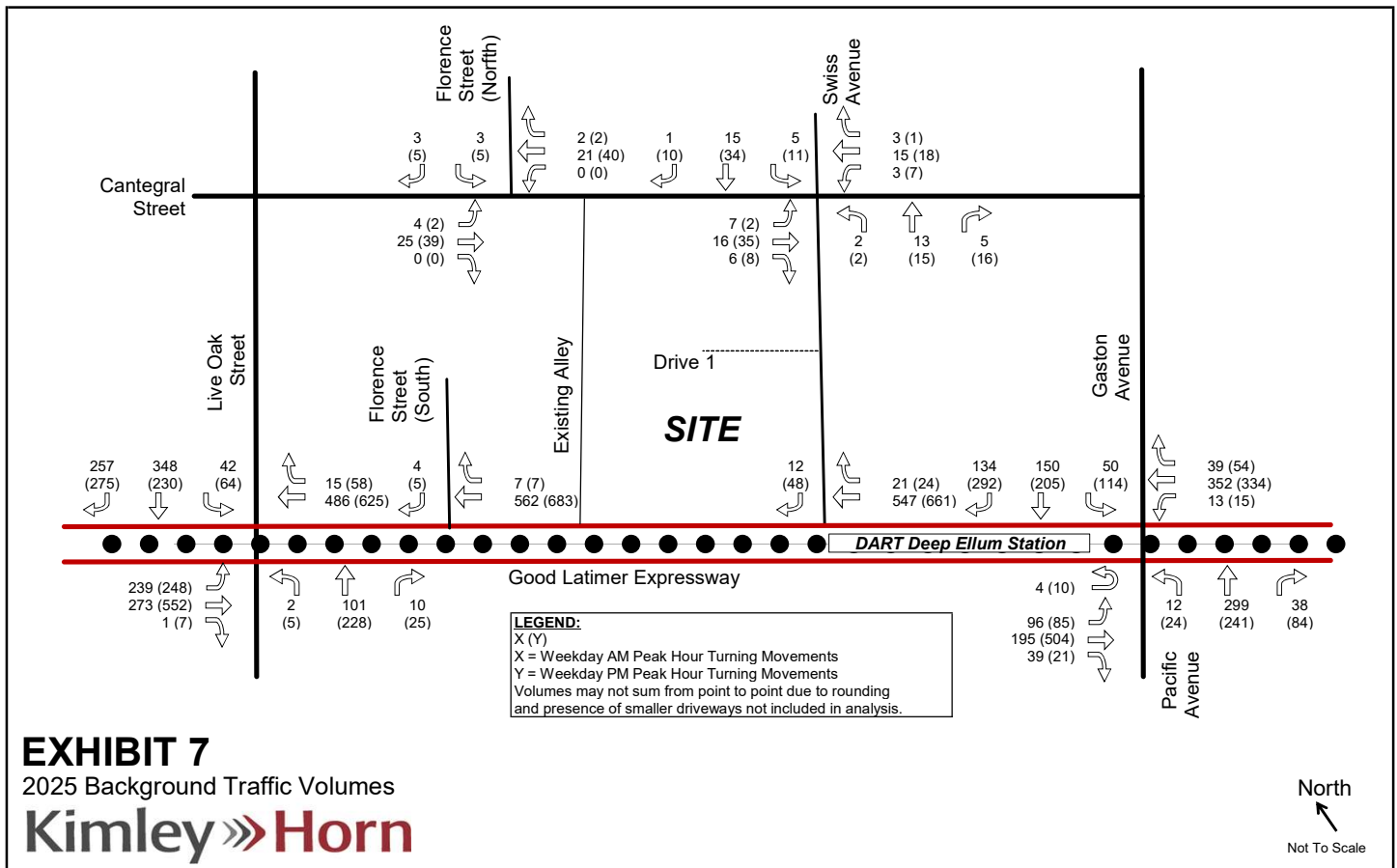


EXHIBIT 6

Site-Generated Traffic Volumes

Kimley»Horn

North
 ↗
 Not To Scale



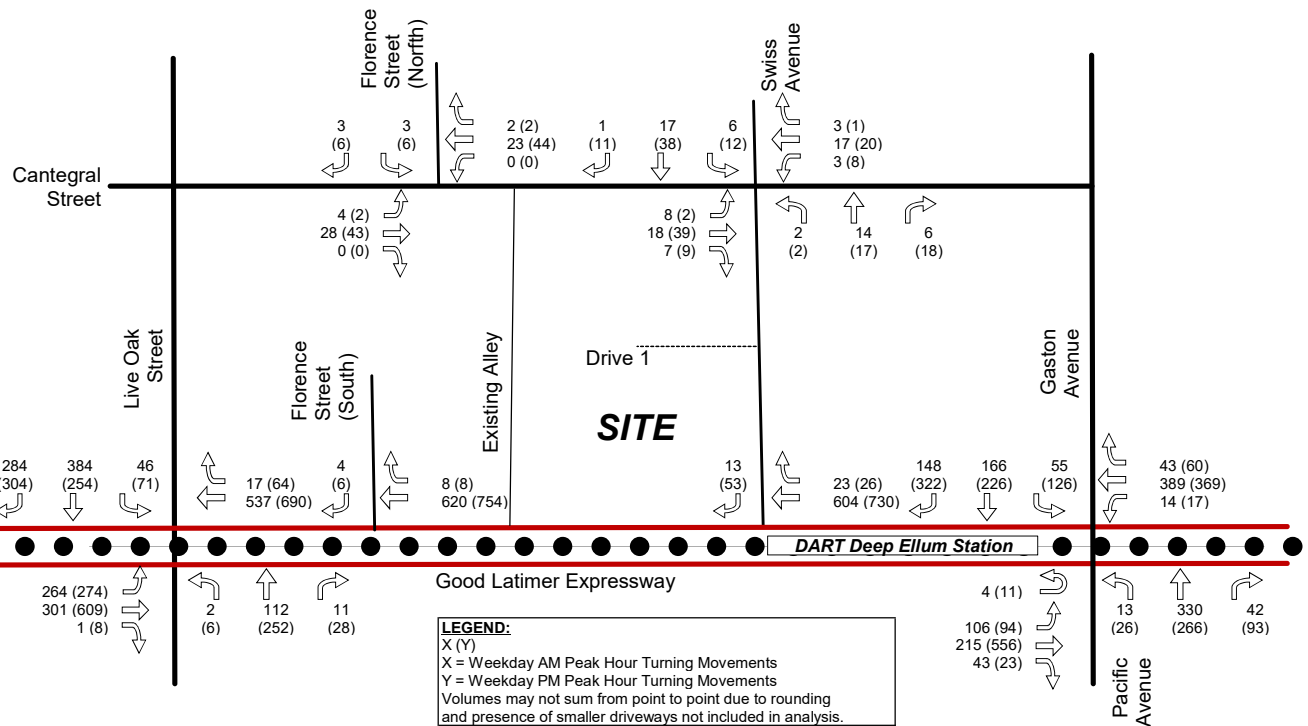


EXHIBIT 9

2030 Background Traffic Volumes

Kimley»Horn

North
 ↗
 Not To Scale

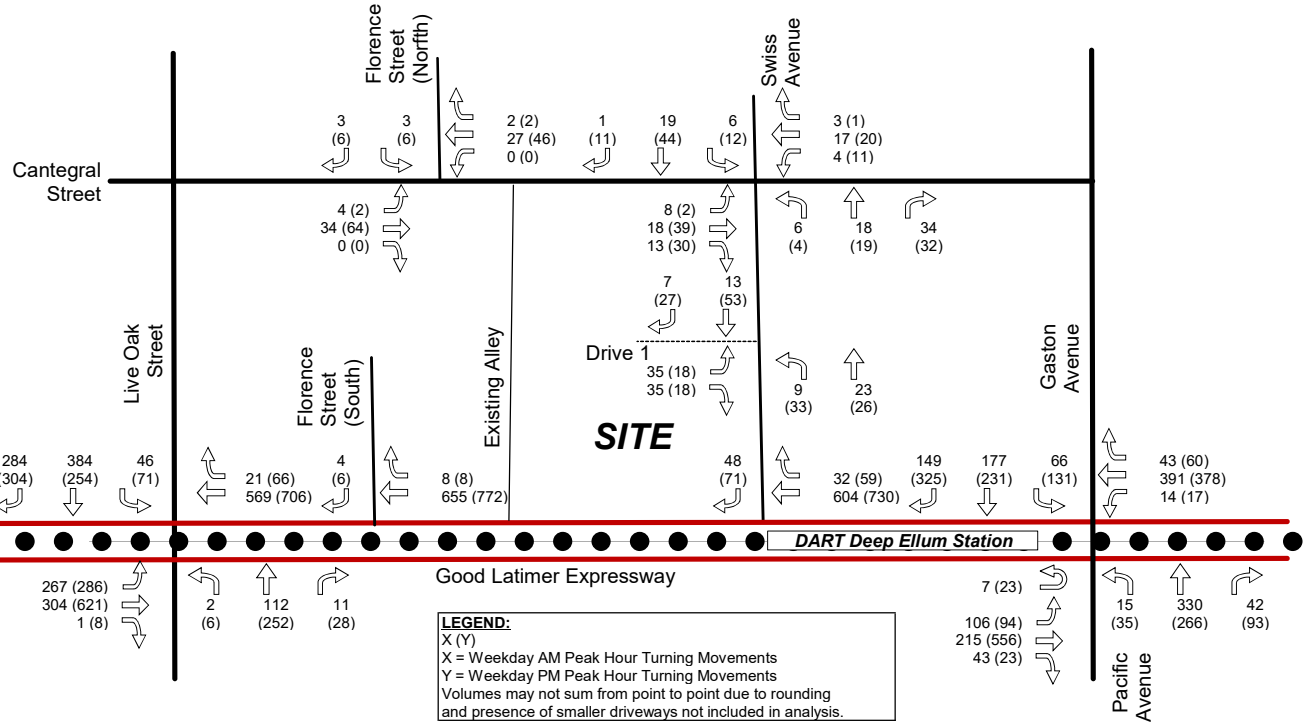


EXHIBIT 10

2030 Background Plus Site-Generated Traffic Volumes

Kimley»Horn

North
 ↗
 Not To Scale

IV. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2022, 2025, and 2030 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*.

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). Level of service and the corresponding analysis methodology are explained in **Appendix B**.

Signal timings for the signalized intersections are based on signal timing information provided by the City. No changes were made to signal timing in the future scenarios.

Calculations for the level of service at the key intersections identified for study are provided in the **Appendix** of this report. The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

The intersection of Swiss Avenue and Good Latimer Expressway is signalized, but the signal operates only as a flashing red stop signal for Swiss Avenue and a flashing yellow warning for Good Latimer Expressway. The signals on both sides of the DART station operate in this manner. As is shown in the analysis and observed in the field, the intersection operates with excellent conditions when analyzed as effectively a stop-controlled intersection. The signals also have pedestrian indications, but the pedestrian activation does not seem to be turned on. It is unclear why the signals operate in this manner. Nevertheless, pedestrian crossing of Good Latimer Expressway is comfortably accomplished with the short 2-lane crossing distance and the numerous gaps provided by the adjacent signal at Gaston Avenue.

B. Analysis Results

Table 2 and **Table 3** show the intersection operational results for the weekday AM and PM peak hours, respectively.

Table 2 – Traffic Operational Results – Weekday AM Peak Hour

INTERSECTION	APPROACH	2022 Background Traffic		2025 Background Traffic		2025 Background plus Site Traffic		2030 Background Traffic		2030 Background plus Site Traffic	
		AM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Good Latimer Expwy @ Pacific / Gaston	EB Good Latimer	16.9	B	17.3	B	17.5	B	18.2	B	19.0	B
	WB Good Latimer	23.8	C	24.3	C	24.4	C	25.2	C	26.4	C
	NB Pacific	23.3	C	24.1	C	24.1	C	25.5	C	26.6	C
	SB Gaston	12.9	B	13.3	B	13.3	B	13.9	B	14.1	B
	Overall	19.5	B	20.0	C	20.1	C	21.0	C	21.7	C
Good Latimer Expwy @ Live Oak Street	EB Good Latimer	10.0	A	11.1	B	11.6	B	13.6	B	14.3	B
	WB Good Latimer	17.4	B	19.1	B	19.7	B	21.9	C	22.6	C
	NB Live Oak	21.0	C	20.4	C	20.4	C	19.8	B	19.8	B
	SB Live Oak	19.7	B	19.7	B	19.7	B	20.1	C	20.1	C
	Overall	16.3	B	17.1	B	17.4	B	18.7	B	19.2	B
Good Latimer Expwy @ Swiss Avenue	SBR* Swiss	10.2	B	10.3	B	10.7	B	10.6	B	11.0	B
Good Latimer Expwy @ Florence Street	SBR* Florence	10.1	B	10.3	B	10.4	B	10.5	B	10.7	B
Cantegral Street @ Swiss Avenue	WB* Cantegral	7.1	A	7.1	A	7.1	A	7.1	A	7.2	A
	EB* Cantegral	7.1	A	7.1	A	7.2	A	7.1	A	7.2	A
	NB* Swiss	7.0	A	7.0	A	7.0	A	7.1	A	7.0	A
	SB* Swiss	7.2	A	7.2	A	7.3	A	7.2	A	7.3	A
	Overall	7.1	A	7.1	A	7.1	A	7.1	A	7.1	A
Cantegral Street @ Florence St. (North)	EBL Cantegral	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A
	SB* Florence	8.6	A	8.6	A	8.7	A	8.7	A	8.7	A
Swiss Avenue @ Drive 1	NBL Swiss	-	-	-	-	7.3	A	-	-	7.3	A
	EB* Drive 1	-	-	-	-	8.9	A	-	-	8.9	A
* Stop-Controlled Approach							Signalized		Unsignalized		

Table 3 – Traffic Operational Results – Weekday PM Peak Hour

INTERSECTION	APPROACH	2022 Background Traffic		2025 Background Traffic		2025 Background plus Site Traffic		2030 Background Traffic		2030 Background plus Site Traffic	
		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour		PM Peak Hour	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Good Latimer Expwy @ Pacific / Gaston	EB Good Latimer	18.5	B	19.1	B	20.2	C	20.6	C	22.0	C
	WB Good Latimer	20.8	C	21.4	C	21.8	C	22.3	C	24.8	C
	NB Pacific	26.5	C	26.8	C	26.6	C	27.3	C	27.1	C
	SB Gaston	13.8	B	13.9	B	15.3	B	14.0	B	14.8	B
	Overall	19.0	B	19.3	B	20.1	C	20.1	C	21.3	C
Good Latimer Expwy @ Live Oak Street	EB Good Latimer	8.7	A	10.0	A	10.5	B	12.8	B	13.7	B
	WB Good Latimer	12.2	B	13.4	B	14.2	B	15.5	B	15.5	B
	NB Live Oak	28.9	C	28.3	C	28.3	C	27.8	C	27.8	C
	SB Live Oak	18.1	B	17.6	B	17.6	B	17.9	B	17.9	B
	Overall	14.3	B	14.9	B	15.3	B	16.6	B	16.8	B
Good Latimer Expwy @ Swiss Avenue	SBR* Swiss	11.0	B	11.3	B	11.7	B	11.8	B	12.2	B
Good Latimer Expwy @ Florence Street	SBR* Florence	10.7	B	10.8	B	10.9	B	11.2	B	11.3	B
Cantegral Street @ Swiss Avenue	WB* Cantegral	7.3	A	7.3	A	7.3	A	7.4	A	7.4	A
	EB* Cantegral	7.3		7.4		7.5	A	7.4	A	7.5	A
	NB* Swiss	7.0	A	7.0	A	7.1	A	7.1	A	7.2	A
	SB* Swiss	7.3	A	7.4	A	7.5	A	7.4	A	7.5	A
	Overall	7.2	A	7.3	A	7.3	A	7.3	A	7.4	A
Cantegral Street @ Florence St. (North)	EBL Cantegral	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A
	SB* Florence	8.8	A	8.8	A	8.9	A	8.8	A	8.9	A
Swiss Avenue @ Drive 1	NBL Swiss	-	-	-	-	7.4	A	-	-	7.4	A
	EB* Drive 1	-	-	-	-	9.2	A	-	-	9.3	A
							Signalized		Unsignalized		

* Stop-Controlled Approach

- No movements in Time Period

C. 2022 Existing Traffic Operations

- The signalized intersections operate at LOS B or better overall. All the approaches operate at LOS C or better in both time periods. While the vehicles are affected by the rail crossing activations. The short signal cycle allows for a quick recovery to normal operation as soon as the interruption is finished.
- The unsignalized intersections operate at excellent LOS B or better for all movements. Vehicles have no difficulty turning on to Good Latimer Expressway, and there is very little traffic at the Cantegral Street intersections.

D. 2025 Background Traffic Operations

- 3 years of 2% background growth added to network.
- Signalized intersections continue to operate at LOS C or better overall, which is excellent for urban areas.

- Unsignalized intersections continue to operate at LOS B or better for all movements.

E. 2025 Background Plus Site-Generated Traffic Operations

- Site-generated traffic added to 2025 background traffic.
- Signalized intersections continue to operate at LOS C or better overall, which is excellent for urban areas.
 - The signalized intersections are able to accommodate the site-generated traffic with increases in delay of one second or less.
- The unsignalized intersections similarly show no impact from the addition of the site traffic.
- The site driveways to Swiss Avenue operates at LOS A for both the inbound and outbound movements.

No mitigations are needed at the site driveways or existing intersections to incorporate the Deep Ellum Tower development into the existing street network. The site as proposed will function well with minimal impacts to the future traffic operations.

F. 2030 Background Traffic Operations

- 5 years of 2% background growth added to network.
- Signalized intersections continue to operate at LOS C or better overall.
- Unsignalized intersections continue to operate with all movements at LOS B or better.

G. 2030 Background Plus Site-Generated Traffic Operations

- Signalized intersections continue to operate at LOS C or better overall, which is excellent for urban areas.
 - The signalized intersections are able to accommodate the site-generated traffic with increases in delay of 1.2 seconds or less.
- The unsignalized intersections similarly show no impact from the addition of the site traffic.
- The site driveways to Swiss Avenue operates at LOS A for both the inbound and outbound movements.

No mitigations are needed at the site driveways or existing intersections to incorporate the Deep Ellum Tower development into the existing street network. The site as proposed will function well with minimal impacts to the future traffic operations.

H. Right-Turn Lane Analysis

Where justified, the addition of right-turn deceleration lanes can help inbound turning vehicles separate from the through traffic, avoiding conflicts and smoothing traffic flow. However, right-turn lanes can also have negative outcomes by discouraging vehicles yielding to pedestrians and allowing higher vehicle speeds when turning. The City of

Dallas has identified right-turning volume thresholds where right-turn lanes are justified. **Table 4** shows the driveway locations with right-turn driveway access to the site, and how they compare with the City threshold. The high inbound volume occurs in the PM peak hour. With right-turn traffic well below the thresholds and the need to emphasize walkability within this urban neighborhood, a right-turn deceleration lane is not recommended for Drive 1.

Table 4 – Right-Turn Lane Analysis

Right-Turn Location	<u>2030 Background Plus Site-Generated</u>	City of Southlake Threshold	Right-Turn Lane Recommended?
	Peak Hour Right-Turn Volume	(City Ordinance No. 634, Section 5.4.a)	
Swiss Avenue at Drive 1	27 vph	50 vph	No

I. Link Volume Analysis

The link capacity analysis examines the operating conditions of roadway links rather than intersections, using the daily volumes passing a fixed point. The operating condition is defined by the ratio of link volume to link capacity, or V/C. The V/C of the different roadway links that would be impacted by the proposed development's traffic was calculated for the 2025 background and background plus site traffic and 2030 background and background plus site traffic scenarios. The link capacity for each roadway is taken from the NCTCOG model capacity volumes. As a divided principal arterial in an urban residential area, Good Latimer Expressway has a capacity of 850 passenger cars per hour per lane. As an undivided local street, Swiss Avenue has a capacity of 475 passenger cars per hour per lane.

The daily link analyses, displayed below in **Table 5**, shows that Swiss Avenue operates at LOS A/B in all scenarios, with volumes that occupy only 15% of the street's capacity, even after the site buildout. Good Latimer Expressway serves more people, operating at LOS C through 2025 and changing to LOS D in the 2030 background scenario with the assumed growth of the local traffic. These conditions are still excellent for a major arterial. The addition of the site traffic does not change the Good Latimer Expressway LOS in any scenario.

Table 5 – Daily Link Operational Results

Roadway Link		2022 Existing			2025 Background			2025 Site-Generated		2025 Background+Site		
From	To	Volume	V/C Ratio	LOS	Volume	V/C Ratio	LOS	Assignment	Daily Volume	Volume	V/C Ratio	LOS
Swiss Avenue Good Latimer	Cantegral	763	0.08	A/B	810	0.09	A/B	52.5%	572	1,382	0.15	A/B
					2% growth for 3 years							
					Volume Limit 2 Lanes = 9,500							
Westbound Good Latimer Expwy Pacific / Gaston	Swiss	9,498	0.56	C	10,079	0.59	C	27.5%	300	10,379	0.61	C
					2% growth for 3 years							
					Volume Limit 2 WB Lane: 17,000							
Roadway Link					2030 Background			2030 Site-Generated		2030 Background+Site		
From	To				Volume	V/C Ratio	LOS	Assignment	Daily Volume	Volume	V/C Ratio	LOS
Swiss Avenue Good Latimer	Cantegral				889	0.09	A/B	52.5%	572	1,461	0.15	A/B
					2% growth for 5 additional years							
					Volume Limit 2 Lanes = 9,500							
Westbound Good Latimer Expwy Pacific / Gaston	Swiss				11,068	0.65	D	27.5%	300	11,368	0.67	D
					2% growth for 5 additional years							
					Volume Limit 2 WB Lane: 17,000							

Volume Limit Based on NCTCOG DFWRM Hourly Capacity Per Lane

Volume to Service (Capacity) Ratio		LOS
Greater Than	Less Than / Equal To	Ranking
-	0.45	A or B
0.45	0.65	C
0.65	0.80	D
0.80	1.00	E
1.00	-	F

V. CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed Deep Ellum Tower development can be successfully incorporated into the surrounding roadway network. The proposed site driveway provides the appropriate level of vehicular access for the development. The site-generated traffic does not have any negative effect on the existing vehicle traffic operations. The site's loading, vehicle parking, bike parking, and pedestrian connections are all designed to fit the neighborhood context and meet the site's specific needs.

It is recommended that the intersection of westbound/northbound Good Latimer Expressway and Swiss Avenue should be maintained as the existing stop-controlled configuration. This could be accomplished by keeping the existing signal with its flashing yellow/red displays, or by removing the signal and replacing it with a stop sign for the Swiss Avenue approach. While the intersection is an important pedestrian crossing for the Deep Ellum Station and the proposed Deep Ellum Tower site, pedestrians can easily cross the single direction, 30 MPH, two-lane Good Latimer Expressway. The upstream signal at Good Latimer and Gaston provides significant gaps in the through vehicle stream if pedestrians do not want to claim the right-of-way. As an additional note, the intersection does not meet signal warrants for vehicles, and even after the Deep Ellum Tower is occupied it will not likely meet the pedestrian warrant.

The current DART D2 project does not include any physical changes to the DART Deep Ellum rail station.

APPENDIX A

A. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

- Good Latimer Expwy. at Pacific Avenue and Gaston Avenue
- Good Latimer Expwy. at Swiss Avenue
- Good Latimer Expwy. at Live Oak Street

The following unsignalized intersection was evaluated as part of this study:

- Good Latimer Expwy. at Florence Street
- Cantegral Street at Swiss Avenue
- Cantegral Street at Florence Street (north leg)

The major study area roadways are described below.

Good Latimer Expressway

- Road Size: 4-Lanes, Divided by the median-running DART Green Line train tracks
- Speed Limit: 30 MPH
- Thoroughfare Plan Classification: Principal Arterial SPCL-4D

Swiss Avenue

- Road Size: 2-Lanes, Undivided
- Speed Limit: 30 MPH
- Thoroughfare Plan Classification: Unclassified

Cantegral Street

- Road Size: 2-Lanes, Undivided
- Speed Limit: 30 MPH
- Thoroughfare Plan Classification: Unclassified

Exhibit 3 illustrates the intersection geometry used for the traffic analysis.

APPENDIX B

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 6** shows the definition of level of service for signalized and unsignalized intersections.

Table 6 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection as a whole, LOS for two-way stop-controlled intersections is not defined as a whole.

Signal timings for the signalized intersections are based on signal timing sheets provided by the City of Dallas. No timing adjustments were made in the future scenarios.

The analyses assumed the lane geometry and intersection control shown in **Exhibit 3**.

The peak hour factors (PHF) for the existing traffic are known from the counts collected at the site. All the major intersections have all their PHFs higher than 0.92, so for a conservative analysis the analysis PHFs were reduced to 0.92.

COMMENT RESPONSE

City comments dated December 16, 2022 in black.

KH responses in red

4. Comments on TIA dated 08/15/2022:
 - a. Confirm there are no columns within visibility triangle at corner
Noted, to be confirmed during permitting
 - b. Confirm there are no bikes spaces within visibility triangle with alley
Noted, to be confirmed during permitting
 - c. Confirm there is no column within visibility triangle at driveway
Noted, to be confirmed during permitting
 - d. Provide data to justify proposed parking supply given proximity to transit
Parking minimum modified to 0.5 per dwelling unit to match other recent developments in Dallas. Parking maximum also established.
 - e. Staff disagrees with assumed traffic assignment (50% heading to Gaston compared to 30% heading to Live Oak)
Trip distribution and traffic assignment was changed.
 - f. There is a typo on Table 2 for the delay at 2030 Background
Corrected
 - g. Report needs to provide a recommendation to operate this intersection, specifically for peds. Should signal go away, replaced, stay? Is it ready for anticipated peds?
Recommended retaining stop-controlled operation either with existing signal equipment or reversion to stop-sign controlled. It is easy to cross a single direction of Good Latimer at this location due to significant gaps from the upstream signal at Gaston.
 - h. Report is missing traffic counts data.
Now included
 - i. Confirm assumed PHF
The PHF at the major intersections are all exceeding 0.92, most higher than 0.94. For a conservative analysis with higher volumes, the PHF assumption was reverted to 0.92.

TRAFFIC COUNTS AND HISTORICAL DATA

Deep Ellum Tower

Historical Link Volumes and Growth Rates

Good Latimer Expwy Westbound						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2014	Gaston/Pacific	Swiss	TxDOT	9,245	-
2	2019	Gaston/Pacific	Swiss	TxDOT	9,046	-0.4%
3	2022	Gaston/Pacific	Swiss	KHA	9,498	1.6%
Average Growth 2014 - 2022:						0.3%

Swiss Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2022	Good Latimer	Cantegral	KHA	763	-

1. Good Latimer Expressway at Pacific Avenue... - TMC

Thu Jul 21, 2022

Full Length (7 AM-9 AM, 4:30 PM-6:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973670, Location: 32.785336, -96.78788



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound						Gaston Avenue Westbound						Good Latimer Expressway Northbound						Pacific Avenue Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:00AM	4	37	18	0	59	5	28	25	3	0	56	6	4	78	4	0	86	0	3	29	0	0	32	0	233
7:15AM	7	33	30	0	70	1	54	27	10	0	91	1	8	97	1	0	106	0	9	50	2	0	61	0	328
7:30AM	4	24	39	0	67	4	41	29	17	0	87	3	5	98	2	0	105	1	5	81	3	0	89	2	348
7:45AM	5	47	17	0	69	2	29	30	13	0	72	3	10	90	5	0	105	1	10	65	1	0	76	0	322
Hourly Total	20	141	104	0	265	12	152	111	43	0	306	13	27	363	12	0	402	2	27	225	6	0	258	2	1231
8:00AM	8	41	25	3	77	4	26	33	12	0	71	2	14	100	3	1	118	0	8	63	2	0	73	4	339
8:15AM	3	41	23	1	68	0	40	41	12	0	93	5	11	75	1	0	87	3	5	65	3	0	73	2	321
8:30AM	6	41	20	0	67	3	31	37	11	0	79	1	7	88	3	0	98	0	10	68	2	0	80	6	324
8:45AM	20	61	22	0	103	4	29	30	12	0	71	3	5	69	3	1	78	2	13	86	4	0	103	4	355
Hourly Total	37	184	90	4	315	11	126	141	47	0	314	11	37	332	10	2	381	5	36	282	11	0	329	16	1339
4:30PM	6	108	15	2	131	4	74	62	33	0	169	5	12	66	4	0	82	0	12	53	1	0	66	7	448
4:45PM	3	129	18	1	151	6	75	59	21	0	155	6	9	68	2	0	79	2	12	53	4	0	69	2	454
Hourly Total	9	237	33	3	282	10	149	121	54	0	324	11	21	134	6	0	161	2	24	106	5	0	135	9	902
5:00PM	5	109	22	1	137	5	80	54	40	0	174	5	10	80	4	0	94	0	14	47	7	0	68	4	473
5:15PM	5	126	19	2	152	4	55	40	29	0	124	4	18	92	5	0	115	0	28	62	9	0	99	6	490
5:30PM	7	111	21	5	144	7	65	40	17	0	122	7	14	75	3	0	92	1	25	65	3	0	93	6	451
5:45PM	7	114	23	2	146	3	47	22	16	0	85	7	20	88	2	1	111	1	26	72	8	0	106	4	448
Hourly Total	24	460	85	10	579	19	247	156	102	0	505	23	62	335	14	1	412	2	93	246	27	0	366	20	1862
6:00PM	18	124	20	3	165	9	49	28	15	0	92	6	21	89	2	1	113	1	14	64	4	0	82	9	452
6:15PM	5	113	17	3	138	8	46	36	17	0	99	9	10	77	1	1	89	1	13	83	8	0	104	1	430
Hourly Total	23	237	37	6	303	17	95	64	32	0	191	15	31	166	3	2	202	2	27	147	12	0	186	10	882
Total	113	1259	349	23	1744	69	769	593	278	0	1640	73	178	1330	45	5	1558	13	207	1006	61	0	1274	57	6216
% Approach	6.5%	72.2%	20.0%	1.3%	-	-	46.9%	36.2%	17.0%	0%	-	-	11.4%	85.4%	2.9%	0.3%	-	-	16.2%	79.0%	4.8%	0%	-	-	-
% Total	1.8%	20.3%	5.6%	0.4%	28.1%	-	12.4%	9.5%	4.5%	0%	26.4%	-	2.9%	21.4%	0.7%	0.1%	25.1%	-	3.3%	16.2%	1.0%	0%	20.5%	-	-
Lights	113	1223	346	23	1705	-	762	551	273	0	1586	-	174	1281	41	5	1501	-	204	962	59	0	1225	-	6017
% Lights	100%	97.1%	99.1%	100%	97.8%	-	99.1%	92.9%	98.2%	0%	96.7%	-	97.8%	96.3%	91.1%	100%	96.3%	-	98.6%	95.6%	96.7%	0%	96.2%	-	96.8%
Articulated Trucks	0	4	0	0	4	-	1	1	0	0	2	-	0	5	0	0	5	-	0	2	1	0	3	-	14
% Articulated Trucks	0%	0.3%	0%	0%	0.2%	-	0.1%	0.2%	0%	0%	0.1%	-	0%	0.4%	0%	0%	0.3%	-	0%	0.2%	1.6%	0%	0.2%	-	0.2%
Buses and Single-Unit Trucks	0	32	3	0	35	-	6	41	5	0	52	-	4	44	4	0	52	-	3	42	1	0	46	-	185
% Buses and Single-Unit Trucks	0%	2.5%	0.9%	0%	2.0%	-	0.8%	6.9%	1.8%	0%	3.2%	-	2.2%	3.3%	8.9%	0%	3.3%	-	1.4%	4.2%	1.6%	0%	3.6%	-	3.0%
Pedestrians	-	-	-	-	-	69	-	-	-	-	-	72	-	-	-	-	-	12	-	-	-	-	-	57	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	98.6%	-	-	-	-	-	92.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	1.4%	-	-	-	-	-	7.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Good Latimer Expressway at Pacific Avenue... - TMC

Thu Jul 21, 2022

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973670, Location: 32.785336, -96.78788



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound							Gaston Avenue Westbound							Good Latimer Expressway Northbound							Pacific Avenue Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2022-07-21 8:00AM	8	41	25	3	77	4		26	33	12	0	71	2		14	100	3	1	118	0		8	63	2	0	73	4		339
8:15AM	3	41	23	1	68	0		40	41	12	0	93	5		11	75	1	0	87	3		5	65	3	0	73	2		321
8:30AM	6	41	20	0	67	3		31	37	11	0	79	1		7	88	3	0	98	0		10	68	2	0	80	6		324
8:45AM	20	61	22	0	103	4		29	30	12	0	71	3		5	69	3	1	78	2		13	86	4	0	103	4		355
Total	37	184	90	4	315	11		126	141	47	0	314	11		37	332	10	2	381	5		36	282	11	0	329	16		1339
% Approach	11.7%	58.4%	28.6%	1.3%	-	-		40.1%	44.9%	15.0%	0%	-	-		9.7%	87.1%	2.6%	0.5%	-	-		10.9%	85.7%	3.3%	0%	-	-		-
% Total	2.8%	13.7%	6.7%	0.3%	23.5%	-		9.4%	10.5%	3.5%	0%	23.5%	-		2.8%	24.8%	0.7%	0.1%	28.5%	-		2.7%	21.1%	0.8%	0%	24.6%	-		-
PHF	0.463	0.754	0.900	0.333	0.765	-		0.788	0.860	0.979	-	0.844	-		0.661	0.830	0.833	0.500	0.807	-		0.692	0.820	0.688	-	0.799	-		0.943
Lights	37	173	90	4	304	-		126	129	45	0	300	-		37	312	10	2	361	-		35	271	10	0	316	-		1281
% Lights	100%	94.0%	100%	100%	96.5%	-		100%	91.5%	95.7%	0%	95.5%	-		100%	94.0%	100%	100%	94.8%	-		97.2%	96.1%	90.9%	0%	96.0%	-		95.7%
Articulated Trucks	0	2	0	0	2	-		0	1	0	0	1	-		0	3	0	0	3	-		0	2	1	0	3	-		9
% Articulated Trucks	0%	1.1%	0%	0%	0.6%	-		0%	0.7%	0%	0%	0.3%	-		0%	0.9%	0%	0%	0.8%	-		0%	0.7%	9.1%	0%	0.9%	-		0.7%
Buses and Single-Unit Trucks	0	9	0	0	9	-		0	11	2	0	13	-		0	17	0	0	17	-		1	9	0	0	10	-		49
% Buses and Single-Unit Trucks	0%	4.9%	0%	0%	2.9%	-		0%	7.8%	4.3%	0%	4.1%	-		0%	5.1%	0%	0%	4.5%	-		2.8%	3.2%	0%	0%	3.0%	-		3.7%
Pedestrians	-	-	-	-	-	11		-	-	-	-	-	11		-	-	-	-	-	4		-	-	-	-	-	16		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	80.0%		-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	20.0%		-	-	-	-	-	0%		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Good Latimer Expressway at Pacific Avenue... - TMC

Thu Jul 21, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973670, Location: 32.785336, -96.78788



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound							Gaston Avenue Westbound							Good Latimer Expressway Northbound							Pacific Avenue Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2022-07-21 4:45PM	3	129	18	1	151	6		75	59	21	0	155	6		9	68	2	0	79	2		12	53	4	0	69	2		454
5:00PM	5	109	22	1	137	5		80	54	40	0	174	5		10	80	4	0	94	0		14	47	7	0	68	4		473
5:15PM	5	126	19	2	152	4		55	40	29	0	124	4		18	92	5	0	115	0		28	62	9	0	99	6		490
5:30PM	7	111	21	5	144	7		65	40	17	0	122	7		14	75	3	0	92	1		25	65	3	0	93	6		451
Total	20	475	80	9	584	22		275	193	107	0	575	22		51	315	14	0	380	3		79	227	23	0	329	18		1868
% Approach	3.4%	81.3%	13.7%	1.5%	-	-		47.8%	33.6%	18.6%	0%	-	-		13.4%	82.9%	3.7%	0%	-	-		24.0%	69.0%	7.0%	0%	-	-		-
% Total	1.1%	25.4%	4.3%	0.5%	31.3%	-		14.7%	10.3%	5.7%	0%	30.8%	-		2.7%	16.9%	0.7%	0%	20.3%	-		4.2%	12.2%	1.2%	0%	17.6%	-		-
PHF	0.714	0.921	0.909	0.450	0.961	-		0.859	0.818	0.669	-	0.826	-		0.708	0.856	0.700	-	0.826	-		0.705	0.873	0.639	-	0.831	-		0.953
Lights	20	469	78	9	576	-		275	184	106	0	565	-		51	309	11	0	371	-		78	219	23	0	320	-		1832
% Lights	100%	98.7%	97.5%	100%	98.6%	-		100%	95.3%	99.1%	0%	98.3%	-		100%	98.1%	78.6%	0%	97.6%	-		98.7%	96.5%	100%	0%	97.3%	-		98.1%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		1
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.3%	0%	0%	0.3%	-		0%	0%	0%	0%	0%	-		0.1%
Buses and Single-Unit Trucks	0	6	2	0	8	-		0	9	1	0	10	-		0	5	3	0	8	-		1	8	0	0	9	-		35
% Buses and Single-Unit Trucks	0%	1.3%	2.5%	0%	1.4%	-		0%	4.7%	0.9%	0%	1.7%	-		0%	1.6%	21.4%	0%	2.1%	-		1.3%	3.5%	0%	0%	2.7%	-		1.9%
Pedestrians	-	-	-	-	-	22		-	-	-	-	-	22		-	-	-	-	-	3		-	-	-	-	-	18		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		-	-	-	-	-	0%		

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Good Latimer Expressway at Live Oak Street - TMC

Thu Jul 21, 2022

Full Length (7 AM-9 AM, 4:30 PM-6:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973672, Location: 32.787543, -96.790588



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound						Live Oak Street Westbound						Good Latimer Expressway Northbound						Live Oak Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:00AM	0	51	54	0	105	0	36	34	5	0	75	1	3	112	0	0	115	5	0	13	0	0	13	0	308
7:15AM	0	71	48	0	119	1	41	35	2	0	78	0	4	136	0	1	141	4	0	21	0	0	21	1	359
7:30AM	0	56	60	0	116	3	46	77	6	0	129	1	3	135	0	1	139	3	0	31	0	0	31	1	415
7:45AM	0	69	57	0	126	0	58	67	4	0	129	2	7	118	0	0	125	0	4	20	1	0	25	0	405
Hourly Total	0	247	219	0	466	4	181	213	17	0	411	4	17	501	0	2	520	12	4	85	1	0	90	2	1487
8:00AM	1	71	55	0	127	1	64	79	10	0	153	2	7	113	0	0	120	2	3	21	0	0	24	0	424
8:15AM	0	56	70	0	126	1	55	73	12	0	140	1	0	117	0	0	117	0	0	30	1	0	31	0	414
8:30AM	0	61	43	0	104	0	65	109	14	0	188	0	0	110	0	0	110	1	2	24	0	0	26	0	428
8:45AM	1	82	56	0	139	0	44	79	14	0	137	1	6	88	0	0	94	3	1	12	1	0	14	3	384
Hourly Total	2	270	224	0	496	2	228	340	50	0	618	4	13	428	0	0	441	6	6	87	2	0	95	3	1650
4:30PM	1	110	56	0	167	3	83	60	9	0	152	0	13	137	0	1	151	0	4	53	1	0	58	1	528
4:45PM	2	124	48	0	174	0	69	46	14	0	129	0	13	137	0	0	150	0	5	43	1	0	49	0	502
Hourly Total	3	234	104	0	341	3	152	106	23	0	281	0	26	274	0	1	301	0	9	96	2	0	107	1	1030
5:00PM	4	116	50	0	170	0	71	51	17	0	139	0	6	184	0	0	190	0	10	62	1	0	73	1	572
5:15PM	1	149	71	0	221	1	65	66	11	0	142	3	16	138	0	0	154	3	5	54	2	0	61	1	578
5:30PM	0	131	64	1	196	1	54	54	18	0	126	0	20	130	0	0	150	1	4	56	1	0	61	0	533
5:45PM	0	102	71	0	173	0	42	54	25	0	121	0	11	132	1	0	144	1	8	54	0	0	62	0	500
Hourly Total	5	498	256	1	760	2	232	225	71	0	528	3	53	584	1	0	638	5	27	226	4	0	257	2	2183
6:00PM	1	154	77	0	232	0	62	47	13	0	122	0	11	125	0	0	136	3	3	42	0	0	45	1	535
6:15PM	0	110	59	0	169	2	46	39	16	0	101	3	14	127	1	0	142	1	3	38	1	0	42	0	454
Hourly Total	1	264	136	0	401	2	108	86	29	0	223	3	25	252	1	0	278	4	6	80	1	0	87	1	989
Total	11	1513	939	1	2464	13	901	970	190	0	2061	14	134	2039	2	3	2178	27	52	574	10	0	636	9	7339
% Approach	0.4%	61.4%	38.1%	0%	-	-	43.7%	47.1%	9.2%	0%	-	-	6.2%	93.6%	0.1%	0.1%	-	-	8.2%	90.3%	1.6%	0%	-	-	-
% Total	0.1%	20.6%	12.8%	0%	33.6%	-	12.3%	13.2%	2.6%	0%	28.1%	-	1.8%	27.8%	0%	0%	29.7%	-	0.7%	7.8%	0.1%	0%	8.7%	-	-
Lights	11	1486	930	1	2428	-	891	944	188	0	2023	-	133	1991	2	3	2129	-	50	558	9	0	617	-	7197
% Lights	100%	98.2%	99.0%	100%	98.5%	-	98.9%	97.3%	98.9%	0%	98.2%	-	99.3%	97.6%	100%	100%	97.8%	-	96.2%	97.2%	90.0%	0%	97.0%	-	98.1%
Articulated Trucks	0	3	0	0	3	-	2	6	0	0	8	-	1	7	0	0	8	-	0	0	0	0	0	-	19
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0.2%	0.6%	0%	0%	0.4%	-	0.7%	0.3%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	24	9	0	33	-	8	20	2	0	30	-	0	41	0	0	41	-	2	16	1	0	19	-	123
% Buses and Single-Unit Trucks	0%	1.6%	1.0%	0%	1.3%	-	0.9%	2.1%	1.1%	0%	1.5%	-	0%	2.0%	0%	0%	1.9%	-	3.8%	2.8%	10.0%	0%	3.0%	-	1.7%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	13	-	-	-	-	-	27	-	-	-	-	-	9	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	92.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	7.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Good Latimer Expressway at Live Oak Street - TMC

Thu Jul 21, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973672, Location: 32.787543, -96.790588



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound						Live Oak Street Westbound						Good Latimer Expressway Northbound						Live Oak Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:45AM	0	69	57	0	126	0	58	67	4	0	129	2	7	118	0	0	125	0	4	20	1	0	25	0	405
8:00AM	1	71	55	0	127	1	64	79	10	0	153	2	7	113	0	0	120	2	3	21	0	0	24	0	424
8:15AM	0	56	70	0	126	1	55	73	12	0	140	1	0	117	0	0	117	0	0	30	1	0	31	0	414
8:30AM	0	61	43	0	104	0	65	109	14	0	188	0	0	110	0	0	110	1	2	24	0	0	26	0	428
Total	1	257	225	0	483	2	242	328	40	0	610	5	14	458	0	0	472	3	9	95	2	0	106	0	1671
% Approach	0.2%	53.2%	46.6%	0%	-	-	39.7%	53.8%	6.6%	0%	-	-	3.0%	97.0%	0%	0%	-	-	8.5%	89.6%	1.9%	0%	-	-	-
% Total	0.1%	15.4%	13.5%	0%	28.9%	-	14.5%	19.6%	2.4%	0%	36.5%	-	0.8%	27.4%	0%	0%	28.2%	-	0.5%	5.7%	0.1%	0%	6.3%	-	-
PHF	0.250	0.905	0.804	-	0.951	-	0.931	0.752	0.714	-	0.811	-	0.500	0.970	-	-	0.944	-	0.563	0.792	0.500	-	0.855	-	0.976
Lights	1	251	224	0	476	-	239	321	40	0	600	-	13	441	0	0	454	-	8	91	2	0	101	-	1631
% Lights	100%	97.7%	99.6%	0%	98.6%	-	98.8%	97.9%	100%	0%	98.4%	-	92.9%	96.3%	0%	0%	96.2%	-	88.9%	95.8%	100%	0%	95.3%	-	97.6%
Articulated Trucks	0	1	0	0	1	-	1	2	0	0	3	-	1	4	0	0	5	-	0	0	0	0	0	-	9
% Articulated Trucks	0%	0.4%	0%	0%	0.2%	-	0.4%	0.6%	0%	0%	0.5%	-	7.1%	0.9%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0.5%
Buses and Single-Unit Trucks	0	5	1	0	6	-	2	5	0	0	7	-	0	13	0	0	13	-	1	4	0	0	5	-	31
% Buses and Single-Unit Trucks	0%	1.9%	0.4%	0%	1.2%	-	0.8%	1.5%	0%	0%	1.1%	-	0%	2.8%	0%	0%	2.8%	-	11.1%	4.2%	0%	0%	4.7%	-	1.9%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Good Latimer Expressway at Live Oak Street - TMC

Thu Jul 21, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973672, Location: 32.787543, -96.790588



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound						Live Oak Street Westbound						Good Latimer Expressway Northbound						Live Oak Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 4:45PM	2	124	48	0	174	0	69	46	14	0	129	0	13	137	0	0	150	0	5	43	1	0	49	0	502
5:00PM	4	116	50	0	170	0	71	51	17	0	139	0	6	184	0	0	190	0	10	62	1	0	73	1	572
5:15PM	1	149	71	0	221	1	65	66	11	0	142	3	16	138	0	0	154	3	5	54	2	0	61	1	578
5:30PM	0	131	64	1	196	1	54	54	18	0	126	0	20	130	0	0	150	1	4	56	1	0	61	0	533
Total	7	520	233	1	761	2	259	217	60	0	536	3	55	589	0	0	644	4	24	215	5	0	244	2	2185
% Approach	0.9%	68.3%	30.6%	0.1%	-	-	48.3%	40.5%	11.2%	0%	-	-	8.5%	91.5%	0%	0%	-	-	9.8%	88.1%	2.0%	0%	-	-	-
% Total	0.3%	23.8%	10.7%	0%	34.8%	-	11.9%	9.9%	2.7%	0%	24.5%	-	2.5%	27.0%	0%	0%	29.5%	-	1.1%	9.8%	0.2%	0%	11.2%	-	-
PHF	0.438	0.872	0.820	0.250	0.861	-	0.912	0.822	0.833	-	0.944	-	0.688	0.800	-	-	0.847	-	0.600	0.867	0.625	-	0.836	-	0.945
Lights	7	511	232	1	751	-	258	211	60	0	529	-	55	583	0	0	638	-	24	212	5	0	241	-	2159
% Lights	100%	98.3%	99.6%	100%	98.7%	-	99.6%	97.2%	100%	0%	98.7%	-	100%	99.0%	0%	0%	99.1%	-	100%	98.6%	100%	0%	98.8%	-	98.8%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	9	1	0	10	-	1	5	0	0	6	-	0	5	0	0	5	-	0	3	0	0	3	-	24
% Buses and Single-Unit Trucks	0%	1.7%	0.4%	0%	1.3%	-	0.4%	2.3%	0%	0%	1.1%	-	0%	0.8%	0%	0%	0.8%	-	0%	1.4%	0%	0%	1.2%	-	1.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Good Latimer Expressway at Swiss Avenue - TMC

Thu Jul 21, 2022

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973675, Location: 32.786311, -96.788934



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound					Swiss Avenue Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-07-21 12:00AM	0	0	0	0	5	6	0	0	6	5	4	153	0	157	0	163
12:15AM	0	0	0	0	2	4	0	0	4	2	4	79	0	83	0	87
12:30AM	0	0	0	0	0	3	0	0	3	1	1	69	0	70	0	73
12:45AM	0	0	0	0	2	2	0	0	2	2	3	54	0	57	0	59
Hourly Total	0	0	0	0	9	15	0	0	15	10	12	355	0	367	0	382
1:00AM	0	0	0	0	5	1	0	0	1	5	2	50	0	52	0	53
1:15AM	0	0	0	0	3	2	0	0	2	3	0	56	0	56	0	58
1:30AM	0	0	0	0	5	1	0	0	1	6	0	56	0	56	0	57
1:45AM	0	0	0	0	2	6	0	0	6	3	3	54	0	57	0	63
Hourly Total	0	0	0	0	15	10	0	0	10	17	5	216	0	221	0	231
2:00AM	0	0	0	0	4	3	0	0	3	8	0	75	0	75	0	78
2:15AM	0	0	0	0	3	1	0	0	1	4	0	76	0	76	0	77
2:30AM	0	0	0	0	1	1	0	0	1	0	0	51	0	51	0	52
2:45AM	0	0	0	0	0	3	0	0	3	1	3	20	0	23	0	26
Hourly Total	0	0	0	0	8	8	0	0	8	13	3	222	0	225	0	233
3:00AM	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	19
3:15AM	0	0	0	0	0	4	0	0	4	1	1	13	0	14	0	18
3:30AM	0	0	0	0	0	1	0	0	1	0	1	18	0	19	0	20
3:45AM	0	0	0	0	0	3	0	0	3	0	1	9	0	10	0	13
Hourly Total	0	0	0	0	0	8	0	0	8	1	3	59	0	62	0	70
4:00AM	0	0	0	0	3	3	0	0	3	2	1	6	0	7	0	10
4:15AM	0	0	0	0	3	2	0	0	2	3	0	9	0	9	0	11
4:30AM	0	0	0	0	1	1	0	0	1	1	1	5	0	6	0	7
4:45AM	0	0	0	0	2	3	0	0	3	2	2	8	0	10	0	13
Hourly Total	0	0	0	0	9	9	0	0	9	8	4	28	0	32	0	41
5:00AM	0	0	0	0	0	1	0	1	2	0	0	10	0	10	0	12
5:15AM	0	0	0	0	0	1	0	0	1	0	0	23	0	23	0	24
5:30AM	0	0	0	0	0	1	0	0	1	0	0	33	0	33	0	34
5:45AM	0	0	0	0	2	2	0	0	2	0	0	28	0	28	0	30
Hourly Total	0	0	0	0	2	5	0	1	6	0	0	94	0	94	0	100
6:00AM	0	0	0	0	0	2	0	0	2	0	5	41	0	46	0	48
6:15AM	0	0	0	0	0	3	0	0	3	0	0	66	0	66	0	69
6:30AM	0	0	0	0	0	3	0	0	3	1	1	77	0	78	0	81
6:45AM	0	0	0	0	1	0	0	0	0	1	2	98	0	100	0	100
Hourly Total	0	0	0	0	1	8	0	0	8	2	8	282	0	290	0	298
7:00AM	0	0	0	0	5	2	0	0	2	3	2	117	0	119	0	121
7:15AM	0	0	0	0	1	1	0	0	1	0	5	135	0	140	0	141
7:30AM	0	0	0	0	2	6	0	0	6	4	3	140	0	143	0	149
7:45AM	0	0	0	0	2	2	0	0	2	5	6	119	0	125	0	127
Hourly Total	0	0	0	0	10	11	0	0	11	12	16	511	0	527	0	538
8:00AM	0	0	0	0	0	2	0	0	2	1	6	121	0	127	0	129
8:15AM	0	0	0	0	2	1	0	0	1	2	1	116	0	117	0	118
8:30AM	0	0	0	0	1	4	0	0	4	3	3	114	0	117	0	121
8:45AM	0	0	0	0	2	1	0	0	1	2	6	91	0	97	0	98
Hourly Total	0	0	0	0	5	8	0	0	8	8	16	442	0	458	0	466
9:00AM	0	0	0	0	2	4	0	0	4	0	2	84	0	86	0	90
9:15AM	0	0	0	0	1	3	0	0	3	0	1	65	0	66	0	69
9:30AM	0	0	0	0	1	5	0	0	5	2	4	97	0	101	0	106
9:45AM	0	0	0	0	2	4	0	0	4	0	0	80	0	80	0	84
Hourly Total	0	0	0	0	6	16	0	0	16	2	7	326	0	333	0	349
10:00AM	0	0	0	0	4	0	0	0	0	3	3	102	0	105	0	105
10:15AM	0	0	0	0	3	2	0	0	2	1	2	103	0	105	0	107

Leg Direction	Good Latimer Expressway Southbound					Swiss Avenue Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
10:30AM	0	0	0	0	0	4	0	0	4	1	2	82	0	84	0	88
10:45AM	0	0	0	0	0	5	0	0	5	3	1	82	0	83	0	88
Hourly Total	0	0	0	0	7	11	0	0	11	8	8	369	0	377	0	388
11:00AM	0	0	0	0	1	5	0	0	5	2	0	105	0	105	0	110
11:15AM	0	0	0	0	0	2	0	0	2	0	4	77	0	81	0	83
11:30AM	0	0	0	0	3	8	0	0	8	4	12	122	0	134	0	142
11:45AM	0	0	0	0	1	7	0	0	7	1	4	119	0	123	0	130
Hourly Total	0	0	0	0	5	22	0	0	22	7	20	423	0	443	0	465
12:00PM	0	0	0	0	4	4	0	0	4	0	4	144	0	148	0	152
12:15PM	0	0	0	0	1	6	0	0	6	2	4	134	0	138	0	144
12:30PM	0	0	0	0	0	3	0	0	3	0	3	116	0	119	0	122
12:45PM	0	0	0	0	1	7	0	0	7	3	2	123	0	125	0	132
Hourly Total	0	0	0	0	6	20	0	0	20	5	13	517	0	530	0	550
1:00PM	0	0	0	0	0	3	0	0	3	0	1	132	0	133	0	136
1:15PM	0	0	0	0	0	8	0	0	8	0	1	97	0	98	0	106
1:30PM	0	0	0	0	2	4	0	0	4	3	2	101	0	103	0	107
1:45PM	0	0	0	0	2	4	0	0	4	1	8	89	0	97	0	101
Hourly Total	0	0	0	0	4	19	0	0	19	4	12	419	0	431	0	450
2:00PM	0	0	0	0	2	1	0	0	1	3	5	95	0	100	0	101
2:15PM	0	0	0	0	0	5	0	0	5	0	2	123	0	125	0	130
2:30PM	0	0	0	0	1	5	0	0	5	3	4	115	0	119	0	124
2:45PM	0	0	0	0	1	7	0	0	7	0	6	117	0	123	0	130
Hourly Total	0	0	0	0	4	18	0	0	18	6	17	450	0	467	0	485
3:00PM	0	0	0	0	1	10	0	0	10	0	6	158	0	164	0	174
3:15PM	0	0	0	0	1	9	0	0	9	1	1	122	0	123	0	132
3:30PM	0	0	0	0	0	15	0	0	15	1	4	139	0	143	0	158
3:45PM	0	0	0	0	0	12	0	0	12	0	4	120	0	124	0	136
Hourly Total	0	0	0	0	2	46	0	0	46	2	15	539	0	554	0	600
4:00PM	0	0	0	0	2	7	0	0	7	1	3	154	0	157	0	164
4:15PM	0	0	0	0	2	9	0	0	9	1	6	171	0	177	0	186
4:30PM	0	0	0	0	2	11	0	0	11	1	5	141	0	146	0	157
4:45PM	0	0	0	0	1	13	0	0	13	1	6	145	0	151	0	164
Hourly Total	0	0	0	0	7	40	0	0	40	4	20	611	0	631	0	671
5:00PM	0	0	0	0	1	12	0	0	12	2	6	166	0	172	0	184
5:15PM	0	0	0	0	0	7	0	0	7	1	6	151	0	157	0	164
5:30PM	0	0	0	0	2	4	0	0	4	2	4	147	0	151	0	155
5:45PM	0	0	0	0	3	7	0	0	7	1	7	137	0	144	0	151
Hourly Total	0	0	0	0	6	30	0	0	30	6	23	601	0	624	0	654
6:00PM	0	0	0	0	4	3	0	0	3	3	2	139	0	141	0	144
6:15PM	0	0	0	0	6	6	0	0	6	5	3	136	0	139	0	145
6:30PM	0	0	0	0	1	7	0	0	7	1	3	133	0	136	0	143
6:45PM	0	0	0	0	2	7	0	0	7	2	3	120	0	123	0	130
Hourly Total	0	0	0	0	13	23	0	0	23	11	11	528	0	539	0	562
7:00PM	0	0	0	0	3	2	6	0	8	2	7	139	0	146	0	154
7:15PM	0	0	0	0	2	5	0	0	5	2	4	122	0	126	0	131
7:30PM	0	0	0	0	0	6	0	0	6	1	2	134	0	136	0	142
7:45PM	0	0	0	0	0	4	0	0	4	3	6	139	0	145	0	149
Hourly Total	0	0	0	0	5	17	6	0	23	8	19	534	0	553	0	576
8:00PM	0	0	0	0	0	6	0	0	6	3	4	111	0	115	0	121
8:15PM	0	0	0	0	5	6	0	0	6	8	3	124	0	127	0	133
8:30PM	0	0	0	0	3	8	0	0	8	1	2	122	0	124	1	132
8:45PM	0	0	0	0	0	4	0	0	4	3	2	125	0	127	0	131
Hourly Total	0	0	0	0	8	24	0	0	24	15	11	482	0	493	1	517
9:00PM	0	0	0	0	1	8	0	0	8	1	4	142	0	146	0	154
9:15PM	0	0	0	0	0	6	0	0	6	2	10	105	0	115	0	121
9:30PM	0	0	0	0	1	6	0	0	6	6	3	93	0	96	0	102
9:45PM	0	0	0	0	4	4	0	0	4	6	5	110	0	115	0	119
Hourly Total	0	0	0	0	6	24	0	0	24	15	22	450	0	472	0	496
10:00PM	0	0	0	0	4	7	0	0	7	3	4	97	0	101	1	108
10:15PM	0	0	0	0	3	6	0	0	6	4	4	118	0	122	0	128

Leg Direction	Good Latimer Expressway Southbound					Swiss Avenue Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
10:30PM	0	0	0	0	6	6	0	0	6	5	3	96	0	99	0	105
10:45PM	0	0	0	0	8	7	0	0	7	12	8	84	0	92	0	99
Hourly Total	0	0	0	0	21	26	0	0	26	24	19	395	0	414	1	440
11:00PM	0	0	0	0	20	3	0	0	3	19	8	98	0	106	0	109
11:15PM	0	0	0	0	25	7	0	0	7	22	12	94	0	106	0	113
11:30PM	0	0	0	0	32	5	0	0	5	28	8	69	0	77	1	82
11:45PM	0	0	0	0	40	2	0	0	2	37	8	64	0	72	2	74
Hourly Total	0	0	0	0	117	17	0	0	17	106	36	325	0	361	3	378
Total	0	0	0	0	276	435	6	1	442	294	320	9178	0	9498	5	9940
% Approach	0%	0%	0%	-	-	98.4%	1.4%	0.2%	-	-	3.4%	96.6%	0%	-	-	-
% Total	0%	0%	0%	0%	-	4.4%	0.1%	0%	4.4%	-	3.2%	92.3%	0%	95.6%	-	-
Lights	0	0	0	0	-	426	6	1	433	-	314	9005	0	9319	-	9752
% Lights	0%	0%	0%	-	-	97.9%	100%	100%	98.0%	-	98.1%	98.1%	0%	98.1%	-	98.1%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	29	0	29	-	29
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	-	9	0	0	9	-	6	144	0	150	-	159
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	2.1%	0%	0%	2.0%	-	1.9%	1.6%	0%	1.6%	-	1.6%
Pedestrians	-	-	-	-	270	-	-	-	-	287	-	-	-	-	5	
% Pedestrians	-	-	-	-	97.8%	-	-	-	-	97.6%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	7	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	2.2%	-	-	-	-	2.4%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Good Latimer Expressway at Swiss Avenue - TMC

Thu Jul 21, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973675, Location: 32.786311, -96.788934



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound					Swiss Avenue Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-07-21 7:15AM	0	0	0	0	1	1	0	0	1	0	5	135	0	140	0	141
7:30AM	0	0	0	0	2	6	0	0	6	4	3	140	0	143	0	149
7:45AM	0	0	0	0	2	2	0	0	2	5	6	119	0	125	0	127
8:00AM	0	0	0	0	0	2	0	0	2	1	6	121	0	127	0	129
Total	0	0	0	0	5	11	0	0	11	10	20	515	0	535	0	546
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	3.7%	96.3%	0%	-	-	-
% Total	0%	0%	0%	0%	-	2.0%	0%	0%	2.0%	-	3.7%	94.3%	0%	98.0%	-	-
PHF	-	-	-	-	-	0.458	-	-	0.458	-	0.833	0.920	-	0.935	-	0.916
Lights	0	0	0	0	-	10	0	0	10	-	20	500	0	520	-	530
% Lights	0%	0%	0%	-	-	90.9%	0%	0%	90.9%	-	100%	97.1%	0%	97.2%	-	97.1%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	2	0	2	-	2
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.4%	0%	0.4%	-	0.4%
Buses and Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	0	13	0	13	-	14
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	9.1%	0%	0%	9.1%	-	0%	2.5%	0%	2.4%	-	2.6%
Pedestrians	-	-	-	-	5	-	-	-	-	9	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	90.0%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	10.0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Good Latimer Expressway at Swiss Avenue - TMC

Thu Jul 21, 2022

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973675, Location: 32.786311, -96.788934



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound					Swiss Avenue Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-07-21 4:15PM	0	0	0	0	2	9	0	0	9	1	6	171	0	177	0	186
4:30PM	0	0	0	0	2	11	0	0	11	1	5	141	0	146	0	157
4:45PM	0	0	0	0	1	13	0	0	13	1	6	145	0	151	0	164
5:00PM	0	0	0	0	1	12	0	0	12	2	6	166	0	172	0	184
Total	0	0	0	0	6	45	0	0	45	5	23	623	0	646	0	691
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	3.6%	96.4%	0%	-	-	-
% Total	0%	0%	0%	0%	-	6.5%	0%	0%	6.5%	-	3.3%	90.2%	0%	93.5%	-	-
PHF	-	-	-	-	-	0.865	-	-	0.865	-	0.958	0.911	-	0.912	-	0.929
Lights	0	0	0	0	-	44	0	0	44	-	23	617	0	640	-	684
% Lights	0%	0%	0%	-	-	97.8%	0%	0%	97.8%	-	100%	99.0%	0%	99.1%	-	99.0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	0	5	0	5	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	2.2%	0%	0%	2.2%	-	0%	0.8%	0%	0.8%	-	0.9%
Pedestrians	-	-	-	-	6	-	-	-	-	5	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Good Latimer Expressway at Florence Street - TMC

Thu Jul 21, 2022

Full Length (7 AM-9 AM, 4:30 PM-6:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973671, Location: 32.787044, -96.78989



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound					Florence Street Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-07-21 7:00AM	0	0	0	0	0	0	0	0	0	2	0	108	0	108	0	108
7:15AM	0	0	0	0	0	0	0	0	0	0	0	146	0	146	0	146
7:30AM	0	0	0	0	0	1	0	0	1	0	3	143	0	146	0	147
7:45AM	0	0	0	0	0	1	0	0	1	3	0	119	0	119	0	120
Hourly Total	0	0	0	0	0	2	0	0	2	5	3	516	0	519	0	521
8:00AM	0	0	0	0	0	2	0	0	2	3	4	122	0	126	1	128
8:15AM	0	0	0	0	0	0	0	0	0	2	0	117	0	117	0	117
8:30AM	0	0	0	0	0	1	0	0	1	2	2	116	0	118	0	119
8:45AM	0	0	0	0	0	0	0	0	0	1	1	92	0	93	0	93
Hourly Total	0	0	0	0	0	3	0	0	3	8	7	447	0	454	1	457
4:30PM	0	0	0	0	0	1	0	0	1	2	0	151	0	151	0	152
4:45PM	0	0	0	0	0	2	0	0	2	0	3	153	0	156	0	158
Hourly Total	0	0	0	0	0	3	0	0	3	2	3	304	0	307	0	310
5:00PM	0	0	0	0	0	1	0	0	1	2	2	178	0	180	0	181
5:15PM	0	0	0	0	0	1	0	0	1	1	2	162	0	164	0	165
5:30PM	0	0	0	0	0	1	0	0	1	1	1	148	0	149	0	150
5:45PM	0	0	0	0	0	0	0	0	0	2	4	136	0	140	0	140
Hourly Total	0	0	0	0	0	3	0	0	3	6	9	624	0	633	0	636
6:00PM	0	0	0	0	0	0	0	0	0	0	5	139	0	144	0	144
6:15PM	0	0	0	0	0	0	0	0	0	3	2	135	0	137	0	137
Hourly Total	0	0	0	0	0	0	0	0	0	3	7	274	0	281	0	281
Total	0	0	0	0	0	11	0	0	11	24	29	2165	0	2194	1	2205
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	1.3%	98.7%	0%	-	-	-
% Total	0%	0%	0%	0%	-	0.5%	0%	0%	0.5%	-	1.3%	98.2%	0%	99.5%	-	-
Lights	0	0	0	0	-	10	0	0	10	-	27	2119	0	2146	-	2156
% Lights	0%	0%	0%	-	-	90.9%	0%	0%	90.9%	-	93.1%	97.9%	0%	97.8%	-	97.8%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	7	0	7	-	7
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.3%
Buses and Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	2	39	0	41	-	42
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	9.1%	0%	0%	9.1%	-	6.9%	1.8%	0%	1.9%	-	1.9%
Pedestrians	-	-	-	-	0	-	-	-	-	23	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	95.8%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	4.2%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Good Latimer Expressway at Florence Street - TMC

Thu Jul 21, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973671, Location: 32.787044, -96.78989



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound					Florence Street Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-07-21 7:15AM	0	0	0	0	0	0	0	0	0	0	0	146	0	146	0	146
7:30AM	0	0	0	0	0	1	0	0	1	0	3	143	0	146	0	147
7:45AM	0	0	0	0	0	1	0	0	1	3	0	119	0	119	0	120
8:00AM	0	0	0	0	0	2	0	0	2	3	4	122	0	126	1	128
Total	0	0	0	0	0	4	0	0	4	6	7	530	0	537	1	541
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	1.3%	98.7%	0%	-	-	-
% Total	0%	0%	0%	0%	-	0.7%	0%	0%	0.7%	-	1.3%	98.0%	0%	99.3%	-	-
PHF	-	-	-	-	-	0.500	-	-	0.500	-	0.438	0.908	-	0.920	-	0.920
Lights	0	0	0	0	-	4	0	0	4	-	5	514	0	519	-	523
% Lights	0%	0%	0%	-	-	100%	0%	0%	100%	-	71.4%	97.0%	0%	96.6%	-	96.7%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	2	0	2	-	2
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.4%	0%	0.4%	-	0.4%
Buses and Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	2	14	0	16	-	16
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	28.6%	2.6%	0%	3.0%	-	3.0%
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	83.3%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	16.7%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Good Latimer Expressway at Florence Street - TMC

Thu Jul 21, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973671, Location: 32.787044, -96.78989



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Good Latimer Expressway Southbound					Florence Street Westbound					Good Latimer Expressway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-07-21 4:30PM	0	0	0	0	0	1	0	0	1	2	0	151	0	151	0	152
4:45PM	0	0	0	0	0	2	0	0	2	0	3	153	0	156	0	158
5:00PM	0	0	0	0	0	1	0	0	1	2	2	178	0	180	0	181
5:15PM	0	0	0	0	0	1	0	0	1	1	2	162	0	164	0	165
Total	0	0	0	0	0	5	0	0	5	5	7	644	0	651	0	656
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	1.1%	98.9%	0%	-	-	-
% Total	0%	0%	0%	0%	-	0.8%	0%	0%	0.8%	-	1.1%	98.2%	0%	99.2%	-	-
PHF	-	-	-	-	-	0.625	-	-	0.625	-	0.583	0.904	-	0.904	-	0.906
Lights	0	0	0	0	-	5	0	0	5	-	7	634	0	641	-	646
% Lights	0%	0%	0%	-	-	100%	0%	0%	100%	-	100%	98.4%	0%	98.5%	-	98.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	9	0	9	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	1.4%	0%	1.4%	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4.Cantegral Street at Swiss Avenue - TMC

Thu Jul 21, 2022

Full Length (7 AM-9 AM, 4:30 PM-6:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973673, Location: 32.787166, -96.787803



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Cantegral Street Southbound						Swiss Avenue Westbound						Cantegral Street Northbound						Swiss Avenue Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:00AM	0	3	0	0	3	2	1	1	0	0	2	0	1	3	2	0	6	0	0	2	2	0	4	0	15
7:15AM	0	0	1	0	1	0	1	1	0	0	2	0	1	1	1	0	3	1	0	3	0	0	3	0	9
7:30AM	0	4	0	0	4	0	1	3	0	0	4	0	0	5	1	0	6	0	0	2	2	0	4	0	18
7:45AM	0	4	1	0	5	1	0	3	1	0	4	0	1	7	1	0	9	0	2	3	1	0	6	0	24
Hourly Total	0	11	2	0	13	3	3	8	1	0	12	0	3	16	5	0	24	1	2	10	5	0	17	0	66
8:00AM	3	6	2	0	11	0	0	2	2	0	4	1	1	2	0	0	3	0	2	4	0	0	6	2	24
8:15AM	0	2	4	0	6	0	1	5	1	1	8	0	0	2	0	0	2	0	1	2	0	0	3	0	19
8:30AM	3	3	0	0	6	0	0	4	0	0	4	0	1	3	2	0	6	0	0	3	1	0	4	1	20
8:45AM	1	3	1	0	5	0	0	3	0	0	3	1	3	5	0	0	8	1	1	1	4	0	6	0	22
Hourly Total	7	14	7	0	28	0	1	14	3	1	19	2	5	12	2	0	19	1	4	10	5	0	19	3	85
4:30PM	1	9	2	0	12	0	1	9	4	0	14	0	0	3	0	0	3	0	2	3	1	0	6	0	35
4:45PM	2	6	0	0	8	1	1	8	2	0	11	0	0	3	2	0	5	0	5	4	0	0	9	0	33
Hourly Total	3	15	2	0	20	1	2	17	6	0	25	0	0	6	2	0	8	0	7	7	1	0	15	0	68
5:00PM	2	13	0	0	15	0	3	11	2	0	16	1	0	5	1	0	6	0	4	4	0	0	8	0	45
5:15PM	3	5	0	0	8	0	4	4	1	1	10	0	1	6	4	0	11	0	4	3	1	0	8	1	37
5:30PM	2	6	1	0	9	1	0	3	0	0	3	0	0	2	1	0	3	1	1	3	2	0	6	0	21
5:45PM	2	9	0	0	11	0	1	5	0	0	6	0	0	6	1	0	7	0	1	4	2	0	7	0	31
Hourly Total	9	33	1	0	43	1	8	23	3	1	35	1	1	19	7	0	27	1	10	14	5	0	29	1	134
6:00PM	2	9	0	0	11	0	0	1	3	1	5	0	0	4	2	0	6	0	2	4	0	0	6	0	28
6:15PM	2	6	3	0	11	1	0	2	3	1	6	0	1	3	1	0	5	0	2	1	0	0	3	1	25
Hourly Total	4	15	3	0	22	1	0	3	6	2	11	0	1	7	3	0	11	0	4	5	0	0	9	1	53
Total	23	88	15	0	126	6	14	65	19	4	102	3	10	60	19	0	89	3	27	46	16	0	89	5	406
% Approach	18.3%	69.8%	11.9%	0%	-	-	13.7%	63.7%	18.6%	3.9%	-	-	11.2%	67.4%	21.3%	0%	-	-	30.3%	51.7%	18.0%	0%	-	-	-
% Total	5.7%	21.7%	3.7%	0%	31.0%	-	3.4%	16.0%	4.7%	1.0%	25.1%	-	2.5%	14.8%	4.7%	0%	21.9%	-	6.7%	11.3%	3.9%	0%	21.9%	-	-
Lights	22	86	14	0	122	-	14	63	19	4	100	-	10	59	19	0	88	-	26	46	15	0	87	-	397
% Lights	95.7%	97.7%	93.3%	0%	96.8%	-	100%	96.9%	100%	100%	98.0%	-	100%	98.3%	100%	0%	98.9%	-	96.3%	100%	93.8%	0%	97.8%	-	97.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	2	1	0	4	-	0	2	0	0	2	-	0	1	0	0	1	-	1	0	1	0	2	-	9
% Buses and Single-Unit Trucks	4.3%	2.3%	6.7%	0%	3.2%	-	0%	3.1%	0%	0%	2.0%	-	0%	1.7%	0%	0%	1.1%	-	3.7%	0%	6.3%	0%	2.2%	-	2.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4.Cantegral Street at Swiss Avenue - TMC

Thu Jul 21, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973673, Location: 32.787166, -96.787803



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Cantegral Street Southbound						Swiss Avenue Westbound						Cantegral Street Northbound						Swiss Avenue Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:45AM	0	4	1	0	5	1	0	3	1	0	4	0	1	7	1	0	9	0	2	3	1	0	6	0	24
8:00AM	3	6	2	0	11	0	0	2	2	0	4	1	1	2	0	0	3	0	2	4	0	0	6	2	24
8:15AM	0	2	4	0	6	0	1	5	1	1	8	0	0	2	0	0	2	0	1	2	0	0	3	0	19
8:30AM	3	3	0	0	6	0	0	4	0	0	4	0	1	3	2	0	6	0	0	3	1	0	4	1	20
Total	6	15	7	0	28	1	1	14	4	1	20	1	3	14	3	0	20	0	5	12	2	0	19	3	87
% Approach	21.4%	53.6%	25.0%	0%	-	-	5.0%	70.0%	20.0%	5.0%	-	-	15.0%	70.0%	15.0%	0%	-	-	26.3%	63.2%	10.5%	0%	-	-	-
% Total	6.9%	17.2%	8.0%	0%	32.2%	-	1.1%	16.1%	4.6%	1.1%	23.0%	-	3.4%	16.1%	3.4%	0%	23.0%	-	5.7%	13.8%	2.3%	0%	21.8%	-	-
PHF	0.500	0.625	0.438	-	0.636	-	0.250	0.700	0.500	0.250	0.625	-	0.750	0.500	0.375	-	0.556	-	0.625	0.750	0.500	-	0.792	-	0.906
Lights	5	13	6	0	24	-	1	14	4	1	20	-	3	13	3	0	19	-	5	12	1	0	18	-	81
% Lights	83.3%	86.7%	85.7%	0%	85.7%	-	100%	100%	100%	100%	100%	-	100%	92.9%	100%	0%	95.0%	-	100%	100%	50.0%	0%	94.7%	-	93.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	2	1	0	4	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	6
% Buses and Single-Unit Trucks	16.7%	13.3%	14.3%	0%	14.3%	-	0%	0%	0%	0%	0%	-	0%	7.1%	0%	0%	5.0%	-	0%	0%	50.0%	0%	5.3%	-	6.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4.Cantegral Street at Swiss Avenue - TMC

Thu Jul 21, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973673, Location: 32.787166, -96.787803



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Cantegral Street Southbound						Swiss Avenue Westbound						Cantegral Street Northbound						Swiss Avenue Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 4:30PM	1	9	2	0	12	0	1	9	4	0	14	0	0	3	0	0	3	0	2	3	1	0	6	0	35
4:45PM	2	6	0	0	8	1	1	8	2	0	11	0	0	3	2	0	5	0	5	4	0	0	9	0	33
5:00PM	2	13	0	0	15	0	3	11	2	0	16	1	0	5	1	0	6	0	4	4	0	0	8	0	45
5:15PM	3	5	0	0	8	0	4	4	1	1	10	0	1	6	4	0	11	0	4	3	1	0	8	1	37
Total	8	33	2	0	43	1	9	32	9	1	51	1	1	17	7	0	25	0	15	14	2	0	31	1	150
% Approach	18.6%	76.7%	4.7%	0%	-	-	17.6%	62.7%	17.6%	2.0%	-	-	4.0%	68.0%	28.0%	0%	-	-	48.4%	45.2%	6.5%	0%	-	-	-
% Total	5.3%	22.0%	1.3%	0%	28.7%	-	6.0%	21.3%	6.0%	0.7%	34.0%	-	0.7%	11.3%	4.7%	0%	16.7%	-	10.0%	9.3%	1.3%	0%	20.7%	-	-
PHF	0.667	0.635	0.250	-	0.717	-	0.563	0.727	0.563	0.250	0.797	-	0.250	0.708	0.438	-	0.568	-	0.750	0.875	0.500	-	0.861	-	0.833
Lights	8	33	2	0	43	-	9	32	9	1	51	-	1	17	7	0	25	-	15	14	2	0	31	-	150
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	100%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Cantegral Street at Florence Street - TMC

Thu Jul 21, 2022

Full Length (7 AM-9 AM, 4:30 PM-6:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973674, Location: 32.787718, -96.788391



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Cantegral Street Southbound						Florence Street Westbound						Cantegral Street Northbound						Alley Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:00AM	0	2	1	0	3	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	9
7:15AM	0	1	1	0	2	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	0	0	1	6
7:30AM	0	4	0	0	4	0	1	0	2	0	3	0	1	8	0	0	9	0	0	0	0	0	0	0	16
7:45AM	0	3	1	0	4	0	2	0	0	0	2	1	0	7	0	0	7	0	0	0	0	0	0	1	13
Hourly Total	0	10	3	0	13	0	5	0	2	0	7	1	1	23	0	0	24	0	0	0	0	0	0	3	44
8:00AM	0	11	2	0	13	0	0	0	1	0	1	1	0	2	0	0	2	0	0	0	0	0	0	2	16
8:15AM	0	6	1	0	7	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	11
8:30AM	0	6	0	0	6	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	11
8:45AM	0	4	1	0	5	0	0	0	0	0	0	1	1	8	0	0	9	0	0	0	0	0	0	0	14
Hourly Total	0	27	4	0	31	0	1	0	1	0	2	2	2	17	0	0	19	0	0	0	0	0	0	2	52
4:30PM	0	9	0	0	9	0	2	0	2	0	4	0	0	6	0	0	6	0	0	0	0	0	0	0	19
4:45PM	0	6	1	0	7	0	3	0	1	0	4	0	0	4	0	0	4	0	0	0	0	0	0	2	15
Hourly Total	0	15	1	0	16	0	5	0	3	0	8	0	0	10	0	0	10	0	0	0	0	0	0	2	34
5:00PM	0	12	1	0	13	0	0	0	2	0	2	2	1	7	0	0	8	1	0	0	0	0	0	0	23
5:15PM	0	10	0	0	10	1	0	0	0	0	0	1	1	21	0	0	22	0	0	0	0	0	0	2	32
5:30PM	0	5	0	0	5	0	1	0	2	0	3	0	0	4	0	0	4	1	0	0	0	0	0	1	12
5:45PM	0	10	1	0	11	0	1	0	1	0	2	0	3	6	0	0	9	0	0	0	0	0	0	2	22
Hourly Total	0	37	2	0	39	1	2	0	5	0	7	3	5	38	0	0	43	2	0	0	0	0	0	5	89
6:00PM	0	10	2	0	12	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	18
6:15PM	0	10	0	0	10	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	12
Hourly Total	0	20	2	0	22	0	0	0	1	0	1	0	0	7	0	0	7	0	0	0	0	0	0	2	30
Total	0	109	12	0	121	1	13	0	12	0	25	6	8	95	0	0	103	2	0	0	0	0	0	14	249
% Approach	0%	90.1%	9.9%	0%	-	-	52.0%	0%	48.0%	0%	-	-	7.8%	92.2%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	43.8%	4.8%	0%	48.6%	-	5.2%	0%	4.8%	0%	10.0%	-	3.2%	38.2%	0%	0%	41.4%	-	0%	0%	0%	0%	0%	-	-
Lights	0	106	12	0	118	-	11	0	12	0	23	-	8	92	0	0	100	-	0	0	0	0	0	-	241
% Lights	0%	97.2%	100%	0%	97.5%	-	84.6%	0%	100%	0%	92.0%	-	100%	96.8%	0%	0%	97.1%	-	0%	0%	0%	0%	-	-	96.8%
Articulated Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	7.7%	0%	0%	0%	4.0%	-	0%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	-	-	0.8%
Buses and Single-Unit Trucks	0	3	0	0	3	-	1	0	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	6
% Buses and Single-Unit Trucks	0%	2.8%	0%	0%	2.5%	-	7.7%	0%	0%	0%	4.0%	-	0%	2.1%	0%	0%	1.9%	-	0%	0%	0%	0%	-	-	2.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Cantegral Street at Florence Street - TMC

Thu Jul 21, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973674, Location: 32.787718, -96.788391



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Cantegral Street Southbound						Florence Street Westbound						Cantegral Street Northbound						Alley Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 7:30AM	0	4	0	0	4	0	1	0	2	0	3	0	1	8	0	0	9	0	0	0	0	0	0	0	16
7:45AM	0	3	1	0	4	0	2	0	0	0	2	1	0	7	0	0	7	0	0	0	0	0	0	1	13
8:00AM	0	11	2	0	13	0	0	0	1	0	1	1	0	2	0	0	2	0	0	0	0	0	0	2	16
8:15AM	0	6	1	0	7	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	11
Total	0	24	4	0	28	0	3	0	3	0	6	2	2	20	0	0	22	0	0	0	0	0	0	3	56
% Approach	0%	85.7%	14.3%	0%	-	-	50.0%	0%	50.0%	0%	-	-	9.1%	90.9%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	42.9%	7.1%	0%	50.0%	-	5.4%	0%	5.4%	0%	10.7%	-	3.6%	35.7%	0%	0%	39.3%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.545	0.500	-	0.538	-	0.375	-	0.375	-	0.500	-	0.500	0.625	-	-	0.611	-	-	-	-	-	-	-	0.875
Lights	0	21	4	0	25	-	3	0	3	0	6	-	2	18	0	0	20	-	0	0	0	0	0	-	51
% Lights	0%	87.5%	100%	0%	89.3%	-	100%	0%	100%	0%	100%	-	100%	90.0%	0%	0%	90.9%	-	0%	0%	0%	0%	-	-	91.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	5.0%	0%	0%	4.5%	-	0%	0%	0%	0%	-	-	1.8%
Buses and Single-Unit Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	4
% Buses and Single-Unit Trucks	0%	12.5%	0%	0%	10.7%	-	0%	0%	0%	0%	0%	-	0%	5.0%	0%	0%	4.5%	-	0%	0%	0%	0%	-	-	7.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Cantegral Street at Florence Street - TMC

Thu Jul 21, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 973674, Location: 32.787718, -96.788391



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Cantegral Street Southbound						Florence Street Westbound						Cantegral Street Northbound						Alley Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-07-21 4:30PM	0	9	0	0	9	0	2	0	2	0	4	0	0	6	0	0	6	0	0	0	0	0	0	0	19
4:45PM	0	6	1	0	7	0	3	0	1	0	4	0	0	4	0	0	4	0	0	0	0	0	0	2	15
5:00PM	0	12	1	0	13	0	0	0	2	0	2	2	1	7	0	0	8	1	0	0	0	0	0	0	23
5:15PM	0	10	0	0	10	1	0	0	0	0	0	1	1	21	0	0	22	0	0	0	0	0	0	2	32
Total	0	37	2	0	39	1	5	0	5	0	10	3	2	38	0	0	40	1	0	0	0	0	0	4	89
% Approach	0%	94.9%	5.1%	0%	-	-	50.0%	0%	50.0%	0%	-	-	5.0%	95.0%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	41.6%	2.2%	0%	43.8%	-	5.6%	0%	5.6%	0%	11.2%	-	2.2%	42.7%	0%	0%	44.9%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.771	0.500	-	0.750	-	0.417	-	0.625	-	0.625	-	0.500	0.452	-	-	0.455	-	-	-	-	-	-	-	0.695
Lights	0	37	2	0	39	-	4	0	5	0	9	-	2	38	0	0	40	-	0	0	0	0	0	-	88
% Lights	0%	100%	100%	0%	100%	-	80.0%	0%	100%	0%	90.0%	-	100%	100%	0%	0%	100%	-	0%	0%	0%	0%	-	-	98.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	20.0%	0%	0%	0%	10.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	1.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FIELD OBSERVATIONS



View south from future Drive 1 on Swiss Avenue



View north from future Drive 1 on Swiss Avenue
(on-street parking will be limited per City visibility standards
for driveways and street intersections)



View of existing alley, looking north from Good Latimer Expressway



View of enhanced pedestrian crossing of Good Latimer Expressway at Swiss Avenue



SynchroTM Output – 2022 Existing Traffic

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	4	90	184	37	12	332	37	11	282	36	47
Traffic Volume (vph)	4	90	184	37	12	332	37	11	282	36	47
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	100	0	100	0	100	100
Storage Length (ft)	1	0	0	1	0	1	0	1	0	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.975	0.950	0.950	0.985	0.985	0.983	0.929				
Flt Protected	0	1770	3451	0	1770	3486	0	1770	3479	0	1770
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950				
Flt Permitted	0	1770	3451	0	1770	3486	0	1770	3479	0	1770
Satd. Flow (perm)	0	1770	3451	0	1770	3486	0	1069	3479	0	1013
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	28	12	30	30	30	30	30	30	30	30	30
Link Speed (mph)	472	388	388	388	388	388	388	388	388	388	388
Link Distance (ft)	10.7	8.8	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	4	98	200	40	13	361	40	12	307	39	51
Adj. Flow (vph)	0	102	240	0	13	401	0	12	346	0	51
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Enter Blocked Intersection	12	12	12	12	12	12	12	12	12	12	12
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Thru
Turning Speed (mph)	20	20	100	20	100	20	100	20	100	20	100
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	6	94	6	94	6	94	6	94	6
Detector 2 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	8
Protected Phases											
Permitted Phases											

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

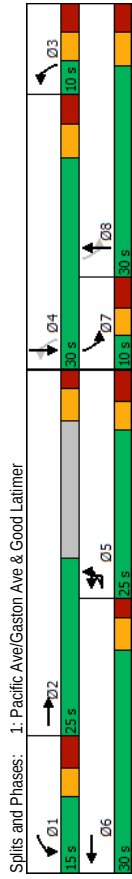
Lane Group	SBT
Lane Configurations	126
Traffic Volume (vph)	126
Future Volume (vph)	1900
Ideal Flow (vphpl)	0
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0
Flt Protected	0
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	0.92
Peak Hour Factor	137
Adj. Flow (vph)	0
Shared Lane Traffic (%)	No
Lane Group Flow (vph)	Right
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	1.00
Headway Factor	9
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	5.0	5.0	8.0	3.0	3.0	8.0	3.0	3.0	9.0
Minimum Split (s)	9.6	9.6	13.7	11.6	13.7	9.3	14.9	9.3	14.9	9.3	15.9	
Total Split (s)	25.0	25.0	25.0	15.0	30.0	10.0	30.0	10.0	30.0	10.0	30.0	
Total Split (%)	26.3%	26.3%	26.3%	15.8%	31.6%	10.5%	31.6%	10.5%	31.6%	10.5%	31.6%	
Maximum Green (s)	18.4	18.4	19.3	8.4	24.3	3.7	23.1	3.7	23.1	3.7	23.1	
Yellow Time (s)	3.0	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	
All-Red Time (s)	3.6	3.6	2.1	3.6	2.1	3.3	3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	5.7		6.6	5.7	6.3	6.9	6.3	6.9	6.3	6.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Walk Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	32.0	35.0	35.0	35.0	35.0	35.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	
Act Effct Green (s)	9.5	23.2		6.7	13.1	19.7	12.7	15.2	15.5	15.2	15.5	
Actuated g/C Ratio	0.17	0.41		0.12	0.23	0.35	0.22	0.27	0.27	0.27	0.27	
v/c Ratio	0.35	0.17		0.06	0.50	0.03	0.44	0.16	0.29	0.16	0.29	
Control Delay	29.3	11.7		30.8	23.6	15.8	23.6	16.9	12.2	16.9	12.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.3	11.7		30.8	23.6	15.8	23.6	16.9	12.2	16.9	12.2	
LOS	C	B		C	C	B	C	B	B	B	B	
Approach Delay		16.9		23.8				23.3				12.9
Approach LOS		B		C				C				B

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 57	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	



Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

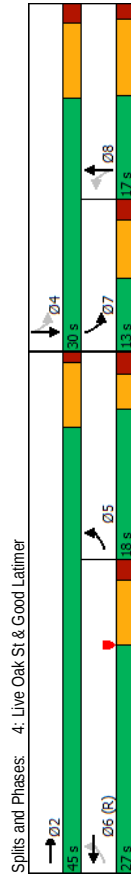
2022 Existing - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	225	257	1	0	458	14	2	95	9	40	328	242
Traffic Volume (vph)	225	257	1	0	458	14	2	95	9	40	328	242
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Lane Util. Factor	0.950	0.999	0.999	0.996	0.999	0.997	0.987	0.997	0.997	0.940	0.940	0.940
Flt Protected	1770	3536	0	0	3525	0	0	3490	0	0	4766	0
Satd. Flow (prot)	0.458	0.458	0	0	3525	0	0	3270	0	0	4326	0
Flt Permitted	853	3536	0	0	3525	0	0	3270	0	0	4326	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	1	1	1	1	1	1	1	1	1	1	1	1
Satd. Flow (vph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	251	292	292	292	292	292	292	292	292	292	292	292
Link Distance (ft)	5.7	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	245	279	1	0	498	15	2	103	10	43	357	263
Adj. Flow (vph)	245	280	0	0	513	0	0	115	0	0	663	0
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right	Right
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	15	15	15	15	15	15	15	15	15	15	15
Turning Speed (mph)	1	2	9	15	2	9	15	2	9	15	2	9
Number of Detectors	Left	Thru	Thru	Left	Thru	Left	Left	Thru	Left	Left	Thru	Thru
Detector Template	20	100	100	20	100	20	20	100	20	100	20	100
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	6	6	6	20	6	6	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D,P+P	NA	NA	NA	NA	NA	Perm	NA	NA	pm+pt	NA	NA
Protected Phases	5	2	2	6	6	6	8	8	7	7	4	4
Permitted Phases	6	6	6	6	6	6	8	8	8	8	4	4

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	7	4	4
Switch Phase	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Initial (s)	8.0	12.6	13.4	13.4	14.0	14.0	14.0	14.0	14.0	9.8	14.3	14.3
Minimum Split (s)	18.0	45.0	27.0	27.0	17.0	17.0	17.0	17.0	17.0	13.0	30.0	30.0
Total Split (%)	24.0%	60.0%	36.0%	36.0%	22.7%	22.7%	22.7%	22.7%	22.7%	17.3%	40.0%	40.0%
Maximum Green (s)	13.0	38.4	19.6	19.6	9.0	9.0	9.0	9.0	9.0	6.2	21.7	21.7
Yellow Time (s)	3.0	5.6	5.6	5.6	6.5	6.5	6.5	6.5	6.5	5.0	6.5	6.5
All-Red Time (s)	2.0	1.8	1.8	1.8	1.5	1.5	1.5	1.5	1.5	1.8	1.8	1.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.6	7.4	7.4	8.0	8.0	8.0	8.0	8.0	8.3	8.3	8.3
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	12.0	12.0	14.0	14.0	25.0	25.0	25.0	25.0	25.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	41.2	44.6	31.1	31.1	15.8	15.8	15.8	15.8	15.8	15.5	15.5	15.5
Actuated g/C Ratio	0.55	0.59	0.41	0.41	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.44	0.13	0.35	0.35	0.16	0.16	0.16	0.16	0.16	0.62	0.62	0.62
Control Delay	12.6	7.7	17.4	17.4	21.0	21.0	21.0	21.0	21.0	19.7	19.7	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	7.7	17.4	17.4	21.0	21.0	21.0	21.0	21.0	19.7	19.7	19.7
LOS	B	A	B	B	C	C	C	C	C	B	B	B
Approach Delay	10.0	10.0	17.4	17.4	21.0	21.0	21.0	21.0	21.0	19.7	19.7	19.7
Approach LOS	A	A	B	B	C	C	C	C	C	B	B	B
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	49 (65%), Referenced to phase 6EBWB, Start of Yellow											
Natural Cycle:	55											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	16.3											
Intersection Capacity Utilization:	57.6%											
Analysis Period (min):	15											



Deep Ellum Tower
HCM 6th TWSC

2022 Existing - AM Peak Hour
2: Good Latimer & Swiss Avenue

Intersection										
Int Delay, s/veh		0.2								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↕↕	↕↕			↕				
Traffic Vol, veh/h	0	0	515	20	0	11				
Future Vol, veh/h	0	0	515	20	0	11				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	-	0				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	0	560	22	0	12				
Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-	0	-	0	-	291				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Critical Hdwy	-	-	-	-	-	6.94				
Critical Hdwy Stg 1	-	-	-	-	-	-				
Critical Hdwy Stg 2	-	-	-	-	-	-				
Follow-up Hdwy	-	-	-	-	-	3.32				
Prt Cap-1 Maneuver	0	-	-	-	0	706				
Stage 1	0	-	-	-	0	-				
Stage 2	0	-	-	-	0	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	706				
Mov Cap-2 Maneuver	-	-	-	-	-	-				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Approach	EB	WB		SB						
HCM Control Delay, s	0	0		10.2						
HCM LOS						B				
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	-	-	-	706						
HCM Lane V/C Ratio	-	-	-	0.017						
HCM Control Delay (s)	-	-	-	10.2						
HCM Lane LOS	-	-	-	B						
HCM 95th %tile Q(veh)	-	-	-	0.1						

Deep Ellum Tower
HCM 6th TWSC

2022 Existing - AM Peak Hour
3: Good Latimer & Florence St

Intersection											
Int Delay, s/veh		0.1									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		↕↕	↕↕			↕					
Traffic Vol, veh/h	0	0	530	7	0	4					
Future Vol, veh/h	0	0	530	7	0	4					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	-	0					
Vel in Median Storage, #	-	0	0	-	0	-					
Grade, %	-	0	0	-	0	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	0	0	576	8	0	4					
Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	-	0	0	-	292						
Stage 1	-	-	-	-	-						
Stage 2	-	-	-	-	-						
Critical Hdwy	-	-	-	-	6.94						
Critical Hdwy Stg 1	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	3.32						
Prt Cap-1 Maneuver	0	-	-	0	704						
Stage 1	0	-	-	0	-						
Stage 2	0	-	-	0	-						
Platoon blocked, %	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	704						
Mov Cap-2 Maneuver	-	-	-	-	-						
Stage 1	-	-	-	-	-						
Stage 2	-	-	-	-	-						
Approach	EB	WB	WB	SB							
HCM Control Delay, s	0	0	0	10.1							
HCM LOS	B										
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	704							
HCM Lane V/C Ratio	-	-	-	0.006							
HCM Control Delay (s)	-	-	-	10.1							
HCM Lane LOS	-	-	-	B							
HCM 95th %tile Q(veh)	-	-	-	0							

Intersection												
Intersection Delay, s/veh												
Intersection LOS												
A												
Movement												
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
7	15	6	3	15	3	2	12	5	5	14	1	↕
Traffic Vol, veh/h												
7	15	6	3	15	3	2	12	5	5	14	1	
Future Vol, veh/h												
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Peak Hour Factor												
2	2	2	2	2	2	2	2	2	2	2	2	
Heavy Vehicles, %												
8	16	7	3	16	3	2	13	5	5	15	1	
Mvmt Flow												
0	1	0	0	1	0	0	1	0	0	1	0	
Number of Lanes												
Approach												
EB	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Opposing Approach												
WB	EB	EB	EB	EB	EB	SB	SB	SB	SB	NB	NB	
Opposing Lanes												
1	1	1	1	1	1	1	1	1	1	1	1	
Conflicting Approach Left												
SB	NB	NB	NB	NB	NB	EB	EB	EB	EB	WB	WB	
Conflicting Lanes Left												
1	1	1	1	1	1	1	1	1	1	1	1	
Conflicting Approach Right												
NB	SB	SB	SB	SB	SB	WB	WB	WB	WB	EB	EB	
Conflicting Lanes Right												
1	1	1	1	1	1	1	1	1	1	1	1	
HCM Control Delay												
7.1	7.1	7.1	7.1	7.1	7.1	7	7	7	7.2	A	A	
HCM LOS												
A	A	A	A	A	A	A	A	A	A	A	A	
Lane												
NBLn1	EBLn1	WBLn1	SBLn1	SBLn1	SBLn1	SBLn1	SBLn1	SBLn1	SBLn1	SBLn1	SBLn1	
Vol Left, %												
11%	25%	14%	25%	14%	25%	63%	54%	71%	70%	63%	54%	
Vol Thru, %												
26%	21%	14%	25%	14%	25%	26%	21%	14%	25%	26%	21%	
Vol Right, %												
Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Sign Control												
19	28	21	20	20	20	20	21	20	20	20	20	
Traffic Vol by Lane												
LT Vol	2	7	3	5	5	12	15	15	14	12	15	
Through Vol												
RT Vol	5	6	3	1	1	21	30	23	22	21	30	
Lane Flow Rate												
21	30	23	22	22	22	21	30	23	22	21	30	
Geometry Grp												
1	1	1	1	1	1	0.022	0.033	0.025	0.025	0.022	0.033	
Degree of Util (X)												
3.905	3.945	3.972	4.061	4.061	4.061	3.905	3.945	3.972	4.061	3.905	3.945	
Departure Headway (Hd)												
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Convergence, Y/N												
916	908	901	881	881	881	1932	1968	1997	2086	1932	1968	
Cap												
1.932	1.968	1.997	2.086	2.086	2.086	0.023	0.033	0.026	0.025	0.023	0.033	
HCM Lane V/C Ratio												
7	7.1	7.1	7.2	7.2	7.2	7	7.1	7.1	7.2	7	7.1	
HCM Lane Control Delay												
A	A	A	A	A	A	A	A	A	A	A	A	
HCM Lane LOS												
0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
HCM 95th-tile Q												

Intersection													
Int Delay, s/veh													
1.4													
Movement		EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations													
Traffic Vol, veh/h		4	24	20	2	3	3						
Future Vol, veh/h		4	24	20	2	3	3						
Conflicting Peds, #/hr		0	0	0	0	0	0						
Sign Control		Free	Free	Free	Free	Stop	Stop						
RT Channelized		-	None	-	None	-	None						
Storage Length		-	-	-	-	0	-						
Veh in Median Storage, #		-	0	0	0	-	0						
Grade, %		-	0	0	-	0	-						
Peak Hour Factor		92	92	92	92	92	92						
Heavy Vehicles, %		2	2	2	2	2	2						
Mvmt Flow		4	26	22	2	3	3						
Major/Minor		Major1	Major2		Minor2								
Conflicting Flow All		24	0	-	0	57	23						
Stage 1		-	-	-	-	23	-						
Stage 2		-	-	-	-	34	-						
Critical Hdwy		4.12	-	-	-	6.42	6.22						
Critical Hdwy Sg 1		-	-	-	-	5.42	-						
Critical Hdwy Sg 2		-	-	-	-	5.42	-						
Follow-up Hdwy		2.218	-	-	-	3.518	3.318						
Prt Cap-1 Maneuver		1591	-	-	-	950	1054						
Stage 1		-	-	-	-	1000	-						
Stage 2		-	-	-	-	988	-						
Platoon blocked, %		-	-	-	-	-	-						
Mov Cap-1 Maneuver		1591	-	-	-	947	1054						
Mov Cap-2 Maneuver		-	-	-	-	947	-						
Stage 1		-	-	-	-	997	-						
Stage 2		-	-	-	-	988	-						
Approach		EB	WB		SB								
HCM Control Delay, s		1	0	0	8.6								
HCM LOS		A											
Minor Lane		Major	Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1				
Capacity (veh/h)		1591	-	-	-	-	-	998					
HCM Lane V/C Ratio		0.003	-	-	-	-	-	0.007					
HCM Control Delay (s)		7.3	0	-	-	-	-	8.6					
HCM Lane LOS		A	A	-	-	-	-	A					
HCM 95th %ile Q(veh)		0	-	-	-	-	-	0					

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	9	80	475	20	14	315	51	23	227	79	107	193
Traffic Volume (vph)	9	80	475	20	14	315	51	23	227	79	107	193
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	100	0	100	0	100	0	100	100
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0	1	1
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Frt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Frt Protected	0	1770	3518	0	1770	3465	0	1770	3401	0	1770	3228
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Frt Permitted	0	1770	3518	0	1770	3465	0	1770	3401	0	1026	3228
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	5	22	22	30	30	30	30	30	30	30	30	30
Satd. Flow (RTOR)	472	388	388	536	536	536	438	438	438	438	438	438
Link Speed (mph)	10.7	8.8	8.8	12.2	12.2	12.2	10.0	10.0	10.0	10.0	10.0	10.0
Link Distance (ft)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	10	87	516	22	15	342	55	25	247	86	116	210
Peak Hour Factor	0	97	538	0	15	397	0	25	333	0	116	509
Adj. Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Shared Lane Traffic (%)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Lane Group Flow (vph)	12	12	12	12	12	12	12	12	12	12	12	12
Enter Blocked Intersection	0	0	0	0	0	0	0	0	0	0	0	0
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	9	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	20	100	20	100	20	100	20	100	20	100	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	6	94	6	94	6	94	6	94	6	94
Detector 2 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	8	8
Protected Phases												
Permitted Phases												

Deep Ellum Tower
Lanes, Volumes, Timings

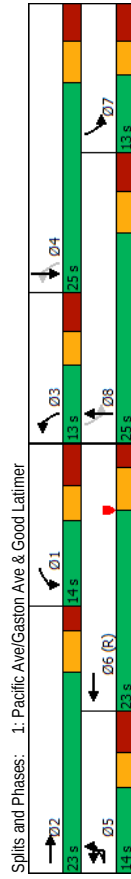
2022 Existing - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBT
Lane Configurations	275
Traffic Volume (vph)	275
Future Volume (vph)	1900
Ideal Flow (vphpl)	0
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0.95
Frt	0
Frt Protected	0
Satd. Flow (prot)	0
Frt Permitted	0
Satd. Flow (perm)	Yes
Right Turn on Red	0
Satd. Flow (RTOR)	0
Link Speed (mph)	0.92
Link Distance (ft)	299
Travel Time (s)	0
Peak Hour Factor	0.92
Adj. Flow (vph)	299
Shared Lane Traffic (%)	No
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	0
Link Offset(ft)	0
Crosswalk Width(ft)	0
Two way Left Turn Lane	1.00
Headway Factor	9
Turning Speed (mph)	9
Number of Detectors	9
Detector Template	9
Leading Detector (ft)	9
Trailing Detector (ft)	9
Detector 1 Position(ft)	9
Detector 1 Size(ft)	9
Detector 1 Type	9
Detector 1 Channel	9
Detector 1 Extend (s)	9
Detector 1 Queue (s)	9
Detector 1 Delay (s)	9
Detector 2 Position(ft)	9
Detector 2 Size(ft)	9
Detector 2 Type	9
Detector 2 Channel	9
Detector 2 Extend (s)	9
Turn Type	9
Protected Phases	9
Permitted Phases	9

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	5	5	2		1	6		3	8		7	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0		5.0	8.0		3.0	8.0		3.0	9.0
Minimum Split (s)	9.6	9.6	13.7		11.6	13.7		9.3	14.9		9.3	15.9
Total Split (s)	14.0	14.0	23.0		14.0	23.0		13.0	25.0		13.0	25.0
Total Split (%)	18.7%	18.7%	30.7%		18.7%	30.7%		17.3%	33.3%		17.3%	33.3%
Maximum Green (s)	7.4	7.4	17.3		7.4	17.3		6.7	18.1		6.7	18.1
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6
All-Red Time (s)	3.6	3.6	2.1		3.6	2.1		3.3	3.3		3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.6	5.7			6.6	5.7		6.3	6.9		6.3	6.9
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	C-Max		None	None		None	None
Walk Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)	16.0	16.0			16.0	16.0		32.0	32.0		35.0	35.0
Pedestrian Calls (#/hr)	0				0			0			0	
Act Effct Green (s)	8.5	37.3	6.2		6.2	27.5		20.4	11.8		18.9	17.1
Actuated g/C Ratio	0.11	0.50	0.08		0.08	0.37		0.27	0.16		0.25	0.23
v/c Ratio	0.48	0.31	0.10		0.10	0.31		0.09	0.57		0.36	0.53
Control Delay	39.4	14.8	32.9		32.9	20.4		15.9	27.3		21.3	12.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	39.4	14.8	32.9		32.9	20.4		15.9	27.3		21.3	12.1
LOS	D	B	C		C	C		B	C		C	B
Approach Delay			18.5			20.8			26.5			13.8
Approach LOS			B			C			C			B
Intersection Summary												
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	52 (69%), Referenced to phase 6 WBT, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.57											
Intersection Signal Delay:	19.0											
Intersection Capacity Utilization:	56.7%											
Analysis Period (min)	15											



Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

	SBR
Lane Group	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

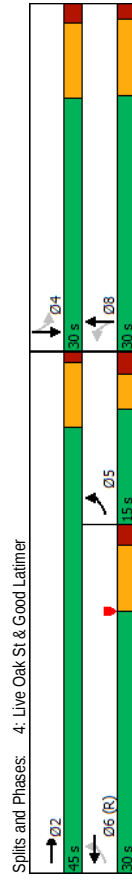
2022 Existing - PM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	234	520	7	0	589	55	5	215	24	60	217	259
Future Volume (vph)	234	520	7	0	589	55	5	215	24	60	217	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Flt Protected	0.950	1770	3532	0	0	3493	0	0	3493	0	0	4866
Satd. Flow (prot)	0.350	1770	3532	0	0	3493	0	0	3493	0	0	4866
Flt Permitted	0.350	1770	3532	0	0	3493	0	0	3493	0	0	4866
Satd. Flow (perm)	652	3532	0	0	3493	0	0	3239	0	0	4064	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	3	3	13	13	13	13	16	16	16	16	282	282
Link Speed (mph)	30	30	30	30	30	30	35	35	35	35	35	35
Link Distance (ft)	251	251	292	292	292	292	393	393	393	641	641	641
Travel Time (s)	5.7	5.7	6.6	6.6	6.6	6.6	7.7	7.7	7.7	12.5	12.5	12.5
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
Adj. Flow (vph)	254	565	8	0	640	60	5	234	26	65	236	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	573	0	0	700	0	0	265	0	0	583	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)	12	12	12	12	12	12	0	0	0	0	0	0
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	15	15	15	9	15	15	9
Number of Detectors	1	2	2	2	2	2	1	2	1	1	2	2
Detector Template	Left	Thru	Thru	Thru	Thru	Thru	Left	Thru	Left	Left	Thru	Thru
Leading Detector (ft)	20	100	100	100	100	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	6	6	6	20	6	20	6	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D,P+P	NA	NA	NA	NA	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	5	2					8				4	
Permitted Phases	6						8				4	

Deep Ellum Tower
Lanes, Volumes, Timings

2022 Existing - PM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2				6	8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	6.0				6.0	6.0	6.0		6.0		6.0
Minimum Split (s)	8.0	12.6				13.4	14.0	14.0		14.3		14.3
Total Split (s)	15.0	45.0				30.0	30.0	30.0		30.0		30.0
Total Split (%)	20.0%	60.0%				40.0%	40.0%	40.0%		40.0%		40.0%
Maximum Green (s)	10.0	38.4				22.6	22.0	22.0		21.7		21.7
Yellow Time (s)	3.0	5.6				5.6	6.5	6.5		6.5		6.5
All-Red Time (s)	2.0	1.0				1.8	1.5	1.5		1.8		1.8
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	6.6				7.4	8.0	8.0		8.3		8.3
Lead/Lag	Lag					Lead						
Lead-Lag Optimize?	Yes					Yes						
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0		3.0		3.0
Recall Mode	None	None				C-Max	None	None		None		None
Flash Dont Walk (s)	12.0	12.0				14.0	25.0	25.0		27.0		27.0
Pedestrian Calls (#/hr)	0					0	0	0		0		0
Act Effct Green (s)	44.6	48.0				34.2	12.4	12.4		12.1		12.1
Actuated g/C Ratio	0.59	0.64				0.46	0.17	0.17		0.16		0.16
v/c Ratio	0.50	0.25				0.44	0.48	0.48		0.65		0.65
Control Delay	13.4	6.6				12.2	28.9	28.9		18.1		18.1
Queue Delay	0.0	0.0				0.0	0.0	0.0		0.0		0.0
Total Delay	13.4	6.6				12.2	28.9	28.9		18.1		18.1
LOS	B	A				B	C	C		B		B
Approach Delay		8.7				12.2	28.9	28.9		18.1		18.1
Approach LOS		A				B	C	C		B		B
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	11 (15%), Referenced to phase 6EBWB, Start of Yellow											
Natural Cycle:	55											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.65											
Intersection Signal Delay:	14.3											
Intersection Capacity Utilization	73.0%											
Analysis Period (min)	15											



Deep Ellum Tower
HCM 6th TWSC

2022 Existing - PM Peak Hour
2: Good Latimer & Swiss Avenue

Intersection										
Int Delay, s/veh		0.7								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↕↕	↕↕			↕				
Traffic Vol, veh/h	0	0	623	23	0	45				
Future Vol, veh/h	0	0	623	23	0	45				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	-	0				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	0	677	25	0	49				
Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-		0		-		0		-	
Stage 1	-		-		-		-		-	
Stage 2	-		-		-		-		-	
Critical Hdwy	-		-		-		-		6.94	
Critical Hdwy Stg 1	-		-		-		-		-	
Critical Hdwy Stg 2	-		-		-		-		-	
Follow-up Hdwy	-		-		-		-		3.32	
Prt Cap-1 Maneuver	0		-		-		0		645	
Stage 1	0		-		-		0		-	
Stage 2	0		-		-		0		-	
Platoon blocked, %	-		-		-		-		-	
Mov Cap-1 Maneuver	-		-		-		-		645	
Mov Cap-2 Maneuver	-		-		-		-		-	
Stage 1	-		-		-		-		-	
Stage 2	-		-		-		-		-	
Approach	EB		WB		SB					
HCM Control Delay, s	0		0		11					
HCM LOS					B					
Minor Lane/Major Mvmt			EBT	WBT	WBR	SBLn1				
Capacity (veh/h)			-	-	-	645				
HCM Lane V/C Ratio			-	-	-	0.076				
HCM Control Delay (s)			-	-	-	11				
HCM Lane LOS			-	-	-	B				
HCM 95th %tile Q(veh)			-	-	-	0.2				

Deep Ellum Tower
HCM 6th TWSC

2022 Existing - PM Peak Hour
3: Good Latimer & Florence St

Intersection										
Int Delay, s/veh		0.1								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	↕↕	↕↕	↕↕			↕				
Traffic Vol, veh/h	0	0	644	7	0	5				
Future Vol, veh/h	0	0	644	7	0	5				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	-	0				
Vel in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	0	700	8	0	5				
Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-		0		-		0		-	
Stage 1	-		-		-		-		-	
Stage 2	-		-		-		-		-	
Critical Hdwy	-		-		-		-		6.94	
Critical Hdwy Stg 1	-		-		-		-		-	
Critical Hdwy Stg 2	-		-		-		-		-	
Follow-up Hdwy	-		-		-		-		3.32	
Prt Cap-1 Maneuver	0		-		-		0		642	
Stage 1	0		-		-		0		-	
Stage 2	0		-		-		0		-	
Platoon blocked, %	-		-		-		-		-	
Mov Cap-1 Maneuver	-		-		-		-		642	
Mov Cap-2 Maneuver	-		-		-		-		-	
Stage 1	-		-		-		-		-	
Stage 2	-		-		-		-		-	
Approach	EB		WB		SB					
HCM Control Delay, s	0		0		10.7					
HCM LOS					B					
Minor Lane/Major Mvmt			EBT	WBT	WBR	SBLn1				
Capacity (veh/h)			-	-	-	642				
HCM Lane V/C Ratio			-	-	-	0.008				
HCM Control Delay (s)			-	-	-	10.7				
HCM Lane LOS			-	-	-	B				
HCM 95th %tile Q(veh)			-	-	-	0				

Intersection													
Intersection Delay, s/veh		7.2											
Intersection LOS		A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	2	33	8	7	17	1	2	14	15	10	32	4	
Traffic Vol, veh/h	2	33	8	7	17	1	2	14	15	10	32	9	
Future Vol, veh/h	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Peak Hour Factor	2	2	2	2	2	2	2	2	2	2	2	2	
Heavy Vehicles, %	2	36	9	8	18	1	2	15	16	11	35	10	
Mvmt Flow	0	1	0	0	1	0	0	1	0	0	1	0	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB	WB	WB	WB	WB	WB	NB	NB	SB	SB	SB	SB	
Opposing Approach	WB	EB	EB	WB	WB	WB	SB	SB	NB	NB	WB	WB	
Opposing Lanes	1	1	1	1	1	1	1	1	1	1	1	1	
Conflicting Approach Left	SB	NB	NB	EB	EB	EB	WB	WB	WB	WB	WB	WB	
Conflicting Lanes Left	1	1	1	1	1	1	1	1	1	1	1	1	
Conflicting Approach Right	NB	SB	SB	WB	WB	WB	EB	EB	EB	EB	EB	EB	
Conflicting Lanes Right	1	1	1	1	1	1	1	1	1	1	1	1	
HCM Control Delay	7.3	7.3	7.3	7.3	7.3	7.3	7	7.3	7.3	7.3	7.3	7.3	
HCM LOS	A	A	A	A	A	A	A	A	A	A	A	A	

Intersection													
Int Delay, s/veh		1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR				
Lane Configurations	2	37	38	2	5	5							
Traffic Vol, veh/h	2	37	38	2	5	5							
Future Vol, veh/h	2	37	38	2	5	5							
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	None	-	None	-	None	-	None	-	None	-	None	
Storage Length	-	-	-	-	-	-	0	-	0	-	-	-	
Yeh in Median Storage, #	-	0	0	0	0	0	-	0	-	0	-	-	
Grade, %	-	0	0	0	0	0	-	0	-	0	-	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	2	40	41	2	5	5							
Major/Minor	Major1	Major2	Minor2										
Conflicting Flow All	43	0	-	0	86	42							
Stage 1	-	-	-	-	42	-							
Stage 2	-	-	-	-	44	-							
Critical Hdwy	4.12	-	-	-	6.42	6.22							
Critical Hdwy Stg 1	-	-	-	-	5.42	-							
Critical Hdwy Stg 2	-	-	-	-	5.42	-							
Follow-up Hdwy	2.218	-	-	-	3518	3318							
Pd Cap-1 Maneuver	1566	-	-	-	915	1029							
Stage 1	-	-	-	-	980	-							
Stage 2	-	-	-	-	978	-							
Platoon blocked, %	-	-	-	-	-	-							
Mov Cap-1 Maneuver	1566	-	-	-	914	1029							
Mov Cap-2 Maneuver	-	-	-	-	914	-							
Stage 1	-	-	-	-	979	-							
Stage 2	-	-	-	-	978	-							
Approach	EB	WB	SB										
HCM Control Delay, s	0.4	0	8.8										
HCM LOS	A	A	A										
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	1566	-	-	-	968								
HCM Lane V/C Ratio	0.001	-	-	-	0.011								
HCM Control Delay (s)	7.3	0	-	-	8.8								
HCM Lane LOS	A	A	-	-	A								
HCM 95th %tile Q(veh)	0	-	-	-	0								



SynchroTM Output - 2025 Background Traffic

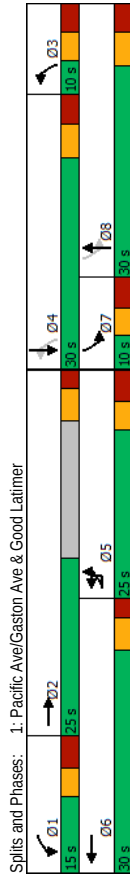
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	4	96	195	39	13	352	39	12	299	38	50	150
Traffic Volume (vph)	4	96	195	39	13	352	39	12	299	38	50	150
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	100	0	100	0	100	0	100	100
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0	1	1
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.975	0.950	0.985	0.985	0.983	0.929						
Frt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1770	3451	0	1770	3486	0	1770	3479	0	1770	3288
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3451	0	1770	3486	0	1051	3479	0	995	3288
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	27	12	12	12	12	12	12	12	12	12	12	12
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	472	388	388	388	536	438						
Link Distance (ft)	10.7	8.8	12.2	12.2	12.2	10.0						
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	4	104	212	42	14	383	42	13	325	41	54	163
Adj. Flow (vph)	0	108	254	0	14	425	0	13	366	0	54	309
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Enter Blocked Intersection	12	12	12	12	12	12	12	12	12	12	12	12
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	9	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	20	100	20	100	20	100	20	100	20	100	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	4	8
Protected Phases												
Permitted Phases												

Lane Group	SBT
Lane Configurations	134
Traffic Volume (vph)	134
Future Volume (vph)	134
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0.95
Frt	0
Flt Protected	0
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	0.92
Link Speed (mph)	146
Link Distance (ft)	0
Travel Time (s)	0
Peak Hour Factor	0.92
Adj. Flow (vph)	146
Shared Lane Traffic (%)	0
Lane Group Flow (vph)	No
Enter Blocked Intersection	Right
Lane Alignment	0
Median Width(ft)	0
Link Offset(ft)	0
Crosswalk Width(ft)	0
Two way Left Turn Lane	1.00
Headway Factor	9
Turning Speed (mph)	9
Number of Detectors	9
Detector Template	9
Leading Detector (ft)	9
Trailing Detector (ft)	9
Detector 1 Position(ft)	9
Detector 1 Size(ft)	9
Detector 1 Type	9
Detector 1 Channel	9
Detector 1 Extend (s)	9
Detector 1 Queue (s)	9
Detector 1 Delay (s)	9
Detector 2 Position(ft)	9
Detector 2 Size(ft)	9
Detector 2 Type	9
Detector 2 Channel	9
Detector 2 Extend (s)	9
Turn Type	9
Protected Phases	9
Permitted Phases	9

Deep Ellum Tower
Lanes, Volumes, Timings

2025 Background - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	5.0	8.0	8.0	3.0	3.0	8.0	3.0	3.0	9.0
Minimum Split (s)	9.6	9.6	13.7	11.6	13.7	9.3	14.9	9.3	14.9	9.3	15.9	
Total Split (s)	25.0	25.0	25.0	15.0	30.0	10.0	30.0	10.0	30.0	10.0	30.0	
Total Split (%)	26.3%	26.3%	26.3%	15.8%	31.6%	10.5%	31.6%	10.5%	31.6%	10.5%	31.6%	
Maximum Green (s)	18.4	18.4	19.3	8.4	24.3	3.7	23.1	3.7	23.1	3.7	23.1	
Yellow Time (s)	3.0	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	
All-Red Time (s)	3.6	3.6	2.1	3.6	2.1	3.3	3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	5.7	6.6	6.6	5.7	6.3	6.9	6.3	6.9	6.3	6.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)	16.0	16.0	16.0	16.0	16.0	32.0	32.0	32.0	32.0	32.0	32.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Act Effct Green (s)	9.9	24.1	6.8	13.8	20.3	13.2	15.7	16.0	15.7	16.0	16.0	
Actuated g/C Ratio	0.17	0.41	0.12	0.24	0.35	0.23	0.27	0.27	0.27	0.27	0.27	
v/c Ratio	0.36	0.18	0.07	0.51	0.03	0.46	0.17	0.31	0.17	0.31	0.17	
Control Delay	30.3	11.8	32.0	24.0	16.5	24.3	17.6	12.5	17.6	12.5	17.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.3	11.8	32.0	24.0	16.5	24.3	17.6	12.5	17.6	12.5	17.6	
LOS	C	B	C	C	C	B	C	B	C	B	B	
Approach Delay			17.3	24.3			24.1				13.3	
Approach LOS			B	C			C				B	
Intersection Summary												
Area Type:	Other											
Cycle Length:	95											
Actuated Cycle Length:	58.6											
Natural Cycle:	55											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.51											
Intersection Signal Delay:	20.0											
Intersection Capacity Utilization:	50.6%											
Analysis Period (min):	15											



Deep Ellum Tower
Lanes, Volumes, Timings

2025 Background - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

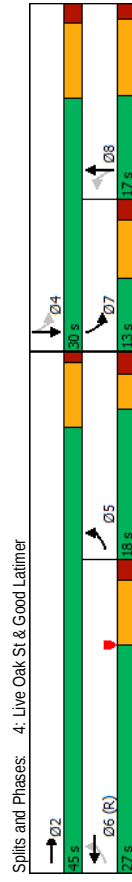
2025 Background - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	239	273	1	0	486	15	2	101	10	42	348	257
Future Volume (vph)	239	273	1	0	486	15	2	101	10	42	348	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Frt	0.999	0.999			0.996			0.987			0.940	
Flt Protected	0.950				Flt Protected			0.999			0.997	
Satd. Flow (prot)	1770	3536	0	0	3525	0	0	3490	0	0	4766	0
Flt Permitted	0.430							0.937			0.904	
Right Turn on Red	801	3536	0	0	3525	0	0	3273	0	0	4321	0
Satd. Flow (RTOR)	1		Yes		Yes		Yes		Yes		224	Yes
Link Speed (mph)	30			4			11				35	
Link Distance (ft)	251			30			393				641	
Travel Time (s)	5.7			6.6			7.7				12.5	
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
Adj. Flow (vph)	260	297	1	0	528	16	2	110	11	46	378	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	260	298	0	0	544	0	0	123	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12			12			0				0	
Link Offset(ft)	0			0			0				0	
Crosswalk Width(ft)	16			16			16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9		9	15		9	15		9
Number of Detectors	1	2		2		2	1	2	1	1	2	
Detector Template	Left	Thru		Thru		Thru	Left	Thru	Left	Left	Thru	
Leading Detector (ft)	20	100		100		100	20	100	20	100		
Trailing Detector (ft)	0	0		0		0	0	0	0	0		
Detector 1 Position(ft)	0	0		0		0	0	0	0	0		
Detector 1 Size(ft)	20	6		6		6	20	6	20	6		
Detector 1 Type	Ch+Ex	Ch+Ex		Ch+Ex		Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94		94	94		94		94	
Detector 2 Size(ft)	6			6		6	6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex		Ch+Ex	Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0		0.0	0.0		0.0		0.0	
Turn Type	D,P+P	NA		NA		NA	Perm	NA	pm+pt	NA		
Protected Phases	5	2		6		8	7		4			
Permitted Phases	6					8			4			

Deep Ellum Tower
Lanes, Volumes, Timings

2025 Background - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Detector Phase	5	2				6	8	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	6.0				6.0	6.0	6.0		3.0	6.0	
Minimum Split (s)	8.0	12.6				13.4	14.0	14.0		9.8	14.3	
Total Split (s)	18.0	45.0				27.0	17.0	17.0		13.0	30.0	
Total Split (%)	24.0%	60.0%				36.0%	22.7%	22.7%		17.3%	40.0%	
Maximum Green (s)	13.0	38.4				19.6	9.0	9.0		6.2	21.7	
Yellow Time (s)	3.0	5.6				5.6	6.5	6.5		5.0	6.5	
All-Red Time (s)	2.0	1.0				1.8	1.5	1.5		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.6				7.4	8.0	8.0		8.3	8.3	
Lead/Lag	Lag			Lead		Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Max		None	None	None		None	None	
Walk Time (s)	4.0			4.0		4.0	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	12.0			14.0		25.0	25.0	25.0		27.0	27.0	
Pedestrian Calls (#/hr)	0			0		0	0	0		0	0	
Act Effct Green (s)	40.2	43.6		29.4		16.8	16.8	16.8		16.5	16.5	
Actuated g/C Ratio	0.54	0.58		0.39		0.22	0.22	0.22		0.22	0.22	
v/c Ratio	0.48	0.14		0.39		0.17	0.17	0.17		0.63	0.63	
Control Delay	14.5	8.1		19.1		20.4	20.4	20.4		19.7	19.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	14.5	8.1		19.1		20.4	20.4	20.4		19.7	19.7	
LOS	B	A		B		C	C	C		B	B	
Approach Delay		11.1		19.1		20.4	20.4	20.4		19.7	19.7	
Approach LOS		B		B		C	C	C		B	B	
Intersection Summary												
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	49 (65%), Referenced to phase 6/EBWB, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.63											
Intersection Signal Delay:	17.1											
Intersection Capacity Utilization:	60.0%											
Analysis Period (min):	15											



Intersection											
Int Delay, s/veh		0.2									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		↕↕	↕↕			↕					
Traffic Vol, veh/h	0	0	547	21	0	12					
Future Vol, veh/h	0	0	547	21	0	12					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	-	0					
Veh in Median Storage, #	-	0	0	-	0	-					
Grade, %	-	0	0	-	0	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	0	0	595	23	0	13					
Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	-	0	-	0	-	309					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Critical Hdwy	-	-	-	-	-	6.94					
Critical Hdwy Stg 1	-	-	-	-	-	-					
Critical Hdwy Stg 2	-	-	-	-	-	-					
Follow-up Hdwy	-	-	-	-	-	3.32					
Prt Cap-1 Maneuver	0	-	-	-	0	687					
Stage 1	0	-	-	-	0	-					
Stage 2	0	-	-	-	0	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	-	-	687					
Mov Cap-2 Maneuver	-	-	-	-	-	-					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Approach	EB	WB	WB	SB							
HCM Control Delay, s	0	0	0	10.3							
HCM LOS	B										
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	687							
HCM Lane V/C Ratio	-	-	-	0.019							
HCM Control Delay (s)	-	-	-	10.3							
HCM Lane LOS	-	-	-	B							
HCM 95th %tile Q(veh)	-	-	-	0.1							

Intersection											
Int Delay, s/veh		0.1									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations											
Traffic Vol, veh/h	0	0	562	7	0	4	↕↕↕				
Future Vol, veh/h	0	0	562	7	0	4					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control											
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	-	0					
Veh in Median Storage, #	-	0	0	0	-	0					
Grade, %	-	0	0	0	-	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	0	0	611	8	0	4					
Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	-	0	-	0	-	310					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Critical Hdwy	-	-	-	-	-	6.94					
Critical Hdwy Stg 1	-	-	-	-	-	-					
Critical Hdwy Stg 2	-	-	-	-	-	-					
Follow-up Hdwy	-	-	-	-	-	3.32					
Prt Cap-1 Maneuver	0	-	-	-	0	686					
Stage 1	0	-	-	-	0	-					
Stage 2	0	-	-	-	0	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	-	-	686					
Mov Cap-2 Maneuver	-	-	-	-	-	-					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Approach	EB	WB	WB	SB							
HCM Control Delay, s	0	0	0	10.3							
HCM LOS	B										
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	686							
HCM Lane V/C Ratio	-	-	-	0.006							
HCM Control Delay (s)	-	-	-	10.3							
HCM Lane LOS	-	-	-	B							
HCM 95th %tile Q(veh)	-	-	-	0							

Intersection													
Intersection Delay, s/veh		7.1											
Intersection LOS		A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	7	16	6	3	15	3	2	13	5	5	15	1	↕
Future Vol, veh/h	7	16	6	3	15	3	2	13	5	5	15	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	2	2	2	2	2	2	2	2	
Mvmt Flow	8	17	7	3	16	3	2	14	5	5	16	1	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach													
Opposing Approach	WB		WB		WB		NB		NB		SB		
Opposing Lanes	1		1		1		1		1		1		
Conflicting Approach Left	SB		NB		NB		EB		EB		WB		
Conflicting Lanes Left	1		1		1		1		1		1		
Conflicting Approach Right	NB		SB		SB		WB		WB		EB		
Conflicting Lanes Right	1		1		1		1		1		1		
HCM Control Delay	7.1		7.1		7.1		7		7		7.2		
HCM LOS	A		A		A		A		A		A		
Lane													
	NBLn1	EBLn1	WBLn1	SBLn1	SBLn1								
Vol Left, %	10%	24%	14%	24%									
Vol Thru, %	65%	55%	71%	71%									
Vol Right, %	25%	21%	14%	5%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	20	29	21	21									
LT Vol		2	7	3	5								
Through Vol		13	16	15	15								
RT Vol		5	6	3	1								
Lane Flow Rate		22	32	23	23								
Geometry Grip		1	1	1	1								
Degree of Util (X)		0.024	0.035	0.025	0.026								
Departure Headway (Hd)		3.915	3.951	3.977	4.063								
Convergence, Y/N		Yes	Yes	Yes	Yes								
Cap		913	906	899	880								
Service Time		1.943	1.977	2.004	2.091								
HCM Lane V/C Ratio		0.024	0.035	0.026	0.026								
HCM Control Delay		7	7.1	7.1	7.2								
HCM Lane LOS		A	A	A	A								
HCM 95th-tile Q		0.1	0.1	0.1	0.1								

Intersection													
Int Delay, s/veh		1.4											
Movement	EBL	EBT	WBT	WBR	SBL	SBR							
Lane Configurations													
Traffic Vol, veh/h	4	25	21	2	3	3							
Future Vol, veh/h	4	25	21	2	3	3							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized	-	None	-	None	-	None							
Storage Length	-	-	-	-	0	-							
Veh in Median Storage, #	-	0	0	-	0	-							
Grade, %	-	0	0	-	0	-							
Peak Hour Factor	92	92	92	92	92	92							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	4	27	23	2	3	3							
Major/Minor	Major1	Major2	Minor2										
Conflicting Flow All	25	0	-	0	59	24							
Stage 1	-	-	-	-	24	-							
Stage 2	-	-	-	-	35	-							
Critical Hdwy	4.12	-	-	-	6.42	6.22							
Critical Hdwy Stg 1	-	-	-	-	5.42	-							
Critical Hdwy Stg 2	-	-	-	-	5.42	-							
Follow-up Hdwy	2.218	-	-	-	3518	3318							
Prt Cap-1 Maneuver	1589	-	-	-	948	1052							
Stage 1	-	-	-	-	999	-							
Stage 2	-	-	-	-	987	-							
Platoon blocked, %	-	-	-	-	-	-							
Mov Cap-1 Maneuver	1589	-	-	-	945	1052							
Mov Cap-2 Maneuver	-	-	-	-	945	-							
Stage 1	-	-	-	-	996	-							
Stage 2	-	-	-	-	987	-							
Approach	EB	WB	SB										
HCM Control Delay, s	1	0	8.6										
HCM LOS	A												
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	1589	-	-	-	996								
HCM Lane V/C Ratio	0.003	-	-	-	0.007								
HCM Control Delay (s)	7.3	0	-	-	8.6								
HCM Lane LOS	A	A	-	-	A								
HCM 95th %tile Q(veh)	0	-	-	-	0								

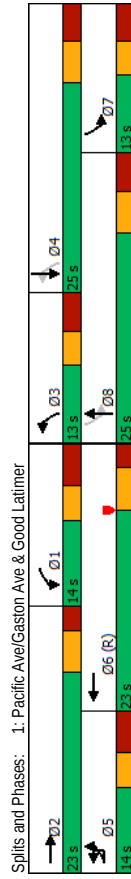
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	10	85	504	21	15	334	54	24	241	84	114	205
Traffic Volume (vph)	10	85	504	21	15	334	54	24	241	84	114	205
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	100	0	100	0	100	0	100
Storage Length (ft)	1	0	0	1	0	1	0	1	0	1	0	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994
Frt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Protected	0	1770	3518	0	1770	3465	0	1770	3401	0	1770	3228
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3518	0	1770	3465	0	652	3401	0	978	3228
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	5	23	61	30	30	30	30	30	30	30	30	30
Satd. Flow (RTOR)	472	388	536	438	438	438	438	438	438	438	438	438
Link Speed (mph)	10.7	8.8	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2
Link Distance (ft)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	11	92	548	23	16	363	59	26	262	91	124	223
Peak Hour Factor	0	103	571	0	16	422	0	26	353	0	124	540
Adj. Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Shared Lane Traffic (%)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Lane Group Flow (vph)	12	12	12	12	12	12	12	12	12	12	12	12
Enter Blocked Intersection	0	0	0	0	0	0	0	0	0	0	0	0
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	9	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	20	100	20	100	20	100	20	100	20	100	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Protected Phases	5	5	2	1	6	3	8	7	4	8	4	8
Permitted Phases												

Lane Group	SBT
Lane Configurations	292
Traffic Volume (vph)	292
Future Volume (vph)	1900
Ideal Flow (vphpl)	0
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0.95
Frt	0
Flt Protected	0
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	0
Link Speed (mph)	0.92
Link Distance (ft)	317
Travel Time (s)	0
Peak Hour Factor	0.92
Adj. Flow (vph)	317
Shared Lane Traffic (%)	0
Lane Group Flow (vph)	No
Enter Blocked Intersection	Right
Lane Alignment	Right
Median Width(ft)	0
Link Offset(ft)	0
Crosswalk Width(ft)	0
Two way Left Turn Lane	1.00
Headway Factor	9
Turning Speed (mph)	9
Number of Detectors	9
Detector Template	9
Leading Detector (ft)	9
Trailing Detector (ft)	9
Detector 1 Position(ft)	9
Detector 1 Size(ft)	9
Detector 1 Type	9
Detector 1 Channel	9
Detector 1 Extend (s)	9
Detector 1 Queue (s)	9
Detector 1 Delay (s)	9
Detector 2 Position(ft)	9
Detector 2 Size(ft)	9
Detector 2 Type	9
Detector 2 Channel	9
Detector 2 Extend (s)	9
Turn Type	9
Protected Phases	9
Permitted Phases	9

Deep Ellum Tower
Lanes, Volumes, Timings

2025 Background - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	5	5	2		1	6		3	8		7	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0		5.0	8.0		3.0	8.0		3.0	9.0
Minimum Split (s)	9.6	9.6	13.7		11.6	13.7		9.3	14.9		9.3	15.9
Total Split (s)	14.0	14.0	23.0		14.0	23.0		13.0	25.0		13.0	25.0
Total Split (%)	18.7%	18.7%	30.7%		18.7%	30.7%		17.3%	33.3%		17.3%	33.3%
Maximum Green (s)	7.4	7.4	17.3		7.4	17.3		6.7	18.1		6.7	18.1
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6
All-Red Time (s)	3.6	3.6	2.1		3.6	2.1		3.3	3.3		3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.6	5.7			6.6	5.7		6.3	6.9		6.3	6.9
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	C-Max		None	None		None	None
Walk Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)		16.0			16.0			32.0			32.0	35.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	8.7	37.0	6.2		6.2	27.1		20.7	12.1		19.3	17.4
Actuated g/C Ratio	0.12	0.49	0.08		0.08	0.36		0.28	0.16		0.26	0.23
v/c Ratio	0.50	0.33	0.11		0.11	0.33		0.10	0.59		0.39	0.54
Control Delay	40.6	15.2	33.1		33.1	21.0		15.7	27.6		21.8	12.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	40.6	15.2	33.1		33.1	21.0		15.7	27.6		21.8	12.1
LOS	D	B	C		C	C		B	C		C	B
Approach Delay			19.1			21.4			26.8			13.9
Approach LOS			B			C			C			B
Intersection Summary												
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	52 (69%), Referenced to phase 6/WBT, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.59											
Intersection Signal Delay:	19.3											
Intersection Capacity Utilization:	58.4%											
Analysis Period (min)	15											



Deep Ellum Tower
Lanes, Volumes, Timings

2025 Background - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

	SBR
Lane Group	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

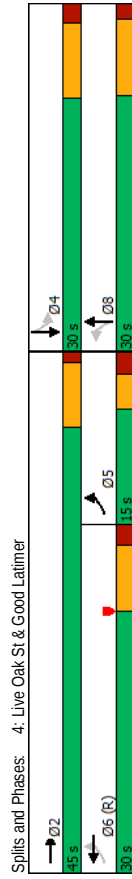
2025 Background - PM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	248	552	7	0	625	58	5	228	25	64	230	275
Future Volume (vph)	248	552	7	0	625	58	5	228	25	64	230	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Flt Protected	0.950	0.998			0.987			0.986		0.994	0.928	
Satd. Flow (prot)	1770	3532	0	0	3493	0	0	3496	0	0	4691	0
Flt Permitted	0.321							0.930			0.858	
Satd. Flow (perm)	598	3532	0	0	3493	0	0	3245	0	0	4049	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	3			13			15				299	
Link Speed (mph)	30			30			35				35	
Link Distance (ft)	251			292			393				641	
Travel Time (s)	5.7			6.6			7.7				12.5	
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
Adj. Flow (vph)	270	600	8	0	679	63	5	248	27	70	250	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	608	0	0	742	0	0	280	0	0	619	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12			12			0				0	
Link Offset(ft)	0			0			0				0	
Crosswalk Width(ft)	16			16			16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15		9	15		9	15	9
Number of Detectors	1	2		2			1	2		1	2	
Detector Template	Left	Thru		Thru			Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		100			20	100		20	100	
Trailing Detector (ft)	0	0		0			0	0		0	0	
Detector 1 Position(ft)	0	0		0			0	0		0	0	
Detector 1 Size(ft)	20	6		6			20	6		20	6	
Detector 1 Type	Ch+Ex	Ch+Ex		Ch+Ex			Ch+Ex	Ch+Ex		Ch+Ex	Ch+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Turn Type	D,P+P	NA		NA			Perm	NA		Perm	NA	
Protected Phases	5	2		6			8			4		
Permitted Phases	6						8			4		

Deep Ellum Tower
Lanes, Volumes, Timings

2025 Background - PM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2				6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	6.0				6.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	12.6				13.4	14.0	14.0		14.3	14.3	14.3
Total Split (s)	15.0	45.0				30.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	20.0%	60.0%				40.0%	40.0%	40.0%		40.0%	40.0%	40.0%
Maximum Green (s)	10.0	38.4				22.6	22.0	22.0		21.7	21.7	21.7
Yellow Time (s)	3.0	5.6				5.6	6.5	6.5		6.5	6.5	6.5
All-Red Time (s)	2.0	1.8				1.8	1.5	1.5		1.8	1.8	1.8
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.6				7.4	8.0	8.0		8.3	8.3	8.3
Lead/Lag	Lag					Lead						
Lead-Lag Optimize?	Yes					Yes						
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None				C-Max	None	None		None	None	None
Flash Dont Walk (s)	12.0					14.0	25.0	25.0		27.0	27.0	27.0
Pedestrian Calls (#/hr)	0					0	0	0		0	0	0
Act Effct Green (s)	43.8	47.2				32.7	13.2	13.2		12.9	12.9	12.9
Actuated g/C Ratio	0.58	0.63				0.44	0.18	0.18		0.17	0.17	0.17
v/c Ratio	0.56	0.27				0.49	0.48	0.48		0.66	0.66	0.66
Control Delay	16.3	7.1				13.4	28.3	28.3		17.6	17.6	17.6
Queue Delay	0.0	0.0				0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.3	7.1				13.4	28.3	28.3		17.6	17.6	17.6
LOS	B	A				B	C	C		B	B	B
Approach Delay						13.4	28.3	28.3		17.6	17.6	17.6
Approach LOS	A					B	C	C		B	B	B



Intersection											
Int Delay, s/veh		0.7									
Movement		EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations			↕↕	↕↕			↕				
Traffic Vol, veh/h		0	0	661	24	0	48				
Future Vol, veh/h		0	0	661	24	0	48				
Conflicting Peds, #/hr		0	0	0	0	0	0				
Sign Control		Free	Free	Free	Free	Stop	Stop				
RT Channelized		-	None	-	None	-	None				
Storage Length		-	-	-	-	-	0				
Veh in Median Storage, #		-	0	0	-	0	-				
Grade, %		-	0	0	-	0	-				
Peak Hour Factor		92	92	92	92	92	92				
Heavy Vehicles, %		2	2	2	2	2	2				
Mvmt Flow		0	0	718	26	0	52				
Major/Minor		Major1			Major2			Minor2			
Conflicting Flow All		-	0	-	0	-	372				
Stage 1		-	-	-	-	-	-				
Stage 2		-	-	-	-	-	-				
Critical Hdwy		-	-	-	-	-	6.94				
Critical Hdwy Stg 1		-	-	-	-	-	-				
Critical Hdwy Stg 2		-	-	-	-	-	-				
Follow-up Hdwy		-	-	-	-	-	3.32				
Prt Cap-1 Maneuver		0	-	-	-	0	625				
Stage 1		0	-	-	-	0	-				
Stage 2		0	-	-	-	0	-				
Platoon blocked, %		-	-	-	-	-	-				
Mov Cap-1 Maneuver		-	-	-	-	-	625				
Mov Cap-2 Maneuver		-	-	-	-	-	-				
Stage 1		-	-	-	-	-	-				
Stage 2		-	-	-	-	-	-				
Approach		EB	WB			SB					
HCM Control Delay, s		0	0			11.3					
HCM LOS					B						
Minor Lane/Major Mvmt		EBT		WBT		WBR		SBLn1			
Capacity (veh/h)		-		-		-		625			
HCM Lane V/C Ratio		-		-		-		0.083			
HCM Control Delay (s)		-		-		-		11.3			
HCM Lane LOS		-		-		-		B			
HCM 95th %tile Q(veh)		-		-		-		0.3			

Intersection											
Int Delay, s/veh		0.1									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations							↕↕	↕↕			↕
Traffic Vol, veh/h	0	0	683	7	0	5					
Future Vol, veh/h	0	0	683	7	0	5					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	-	0					
Veh in Median Storage, #	-	0	0	0	-	0					
Grade, %	-	0	0	-	0	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	0	0	742	8	0	5					
Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	-	0	-	0	-	375					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Critical Hdwy	-	-	-	-	-	6.94					
Critical Hdwy Stg 1	-	-	-	-	-	-					
Critical Hdwy Stg 2	-	-	-	-	-	-					
Follow-up Hdwy	-	-	-	-	-	3.32					
Prt Cap-1 Maneuver	0	-	-	-	0	623					
Stage 1	0	-	-	-	0	-					
Stage 2	0	-	-	-	0	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	-	-	623					
Mov Cap-2 Maneuver	-	-	-	-	-	-					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Approach	EB	WB	SB								
HCM Control Delay, s	0	0	10.8								
HCM LOS			B								
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	623							
HCM Lane V/C Ratio	-	-	-	0.009							
HCM Control Delay (s)	-	-	-	10.8							
HCM Lane LOS	-	-	-	B							
HCM 95th %tile Q(veh)	-	-	-	0							

Intersection													
Intersection Delay, s/veh		7.3											
Intersection LOS		A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	2	35	8	7	18	1	2	15	16	11	34	4	
Future Vol, veh/h	2	35	8	7	18	1	2	15	16	11	34	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	2	38	9	8	20	1	2	16	17	12	37	11	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach	EB	WB	SB										
Opposing Approach	WB	EB	SB										
Opposing Lanes	1	1	1										
Conflicting Approach Left	SB	NB	EB										
Conflicting Lanes Left	1	1	1										
Conflicting Approach Right	NB	SB	WB										
Conflicting Lanes Right	1	1	1										
HCM Control Delay	7.3	7.4	7										
HCM LOS	A	A	A										
Lane	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	6%	4%	27%	20%									
Vol Thru, %	45%	78%	69%	62%									
Vol Right, %	48%	18%	4%	18%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	33	45	26	55									
LT Vol	2	2	7	11									
Through Vol	15	35	18	34									
RT Vol	16	8	1	10									
Lane Flow Rate	36	49	28	60									
Geometry Grp	1	1	1	1									
Degree of Uti (X)	0.038	0.055	0.033	0.067									
Departure Headway (Hd)	3.833	4.023	4.168	4.025									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	928	885	854	885									
Service Time	1.884	2.069	2.217	2.069									
HCM Lane V/C Ratio	0.039	0.055	0.033	0.068									
HCM Control Delay	7	7.3	7.4	7.4									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.1	0.2	0.1	0.2									

Intersection													
Int Delay, s/veh		1.1											
Movement	EBL	EBT	WBT	WBR	SBL	SBR							
Lane Configurations													
Traffic Vol, veh/h	2	39	40	2	5	5							
Future Vol, veh/h	2	39	40	2	5	5							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized	-	None	-	None	-	None							
Storage Length	-	-	-	-	0	-							
Veh in Median Storage, #	-	0	0	-	0	-							
Grade, %	-	0	0	-	0	-							
Peak Hour Factor	92	92	92	92	92	92							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	2	42	43	2	5	5							
Major/Minor	Major1	Major2	Minor2	Minor2									
Conflicting Flow All	45	0	-	0	90	44							
Stage 1	-	-	-	-	44	-							
Stage 2	-	-	-	-	46	-							
Critical Hdwy	4.12	-	-	-	6.42	6.22							
Critical Hdwy Sig 1	-	-	-	-	5.42	-							
Critical Hdwy Sig 2	-	-	-	-	5.42	-							
Follow-up Hdwy	2.218	-	-	-	3518	3318							
Pd Cap-1 Maneuver	1563	-	-	-	910	1026							
Stage 1	-	-	-	-	978	-							
Stage 2	-	-	-	-	976	-							
Platoon blocked, %													
Mov Cap-1 Maneuver	1563	-	-	-	909	1026							
Mov Cap-2 Maneuver	-	-	-	-	909	-							
Stage 1	-	-	-	-	977	-							
Stage 2	-	-	-	-	976	-							
Approach	EB	WB	SB										
HCM Control Delay, s	0.4	0	8.8										
HCM LOS	A												
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	1563	-	-	-	964								
HCM Lane V/C Ratio	0.001	-	-	-	0.011								
HCM Control Delay (s)	7.3	0	-	-	8.8								
HCM Lane LOS	A	A	-	-	A								
HCM 95th %tile Q(veh)	0	-	-	-	0								



SynchroTM Output - 2025 Background Plus Site Traffic

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	7	96	195	39	13	354	39	14	299	38	41	161
Traffic Volume (vph)	7	96	195	39	13	354	39	14	299	38	41	161
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	0	100	0	100	0	100	0	100	0	100	0
Storage Length (ft)	1	0	1	0	1	0	1	0	1	0	1	0
Storage Lanes	25	0	25	0	25	0	25	0	25	0	25	0
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.975	0.950	0.975	0.950	0.950	0.950	0.950	0.983	0.950	0.950	0.950	0.932
Flt Protected	0	1770	3451	0	1770	3486	0	1770	3479	0	1770	3299
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3451	0	1770	3486	0	1038	3479	0	995	3299
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	27	12	12	12	12	12	12	14	14	14	14	147
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	472	388	388	388	388	388	388	536	536	536	536	438
Link Distance (ft)	10.7	8.8	8.8	8.8	8.8	8.8	8.8	12.2	12.2	12.2	12.2	10.0
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	8	104	212	42	14	385	42	15	325	41	45	175
Adj. Flow (vph)	0	112	254	0	14	427	0	15	366	0	45	322
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Enter Blocked Intersection	12	12	12	12	12	12	12	12	12	12	12	12
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Link Offset(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Crosswalk Width(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two way Left Turn Lane	9	15	9	15	9	15	9	15	9	15	9	15
Headway Factor	1	1	2	1	2	1	2	1	2	1	2	1
Turning Speed (mph)	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru
Number of Detectors	20	20	100	20	100	20	100	20	100	20	100	20
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	7	4	4
Protected Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases	Permitted Phases

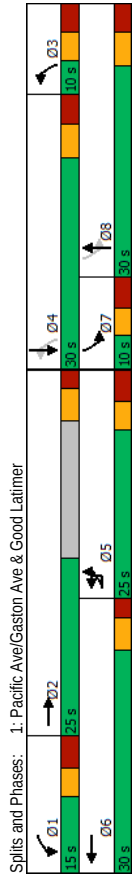
Lane Group	SBT
Lane Configurations	135
Traffic Volume (vph)	135
Future Volume (vph)	1900
Ideal Flow (vphpl)	0
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0.95
Flt Protected	0
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	0.92
Link Speed (mph)	147
Link Distance (ft)	0
Travel Time (s)	0
Peak Hour Factor	0.92
Adj. Flow (vph)	147
Shared Lane Traffic (%)	0
Lane Group Flow (vph)	No
Enter Blocked Intersection	Right
Lane Alignment	0
Median Width(ft)	0
Link Offset(ft)	0
Crosswalk Width(ft)	0
Two way Left Turn Lane	1.00
Headway Factor	9
Turning Speed (mph)	9
Number of Detectors	9
Detector Template	9
Leading Detector (ft)	9
Trailing Detector (ft)	9
Detector 1 Position(ft)	9
Detector 1 Size(ft)	9
Detector 1 Type	9
Detector 1 Channel	9
Detector 1 Extend (s)	9
Detector 1 Queue (s)	9
Detector 1 Delay (s)	9
Detector 2 Position(ft)	9
Detector 2 Size(ft)	9
Detector 2 Type	9
Detector 2 Channel	9
Detector 2 Extend (s)	9
Turn Type	9
Protected Phases	9
Permitted Phases	9

Deep Ellum Tower
Lanes, Volumes, Timings

2025 Back + Site - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	5.0	8.0	8.0	3.0	3.0	8.0	3.0	3.0	9.0
Minimum Split (s)	9.6	9.6	13.7	11.6	13.7	9.3	14.9	9.3	14.9	9.3	15.9	
Total Split (s)	25.0	25.0	25.0	15.0	30.0	10.0	30.0	10.0	30.0	10.0	30.0	
Total Split (%)	26.3%	26.3%	26.3%	15.8%	31.6%	10.5%	31.6%	10.5%	31.6%	10.5%	31.6%	
Maximum Green (s)	18.4	18.4	19.3	8.4	24.3	3.7	23.1	3.7	23.1	3.7	23.1	
Yellow Time (s)	3.0	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	
All-Red Time (s)	3.6	3.6	2.1	3.6	2.1	3.3	3.3	3.3	3.3	3.3	3.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	5.7		6.6	5.7	6.3	6.9	6.3	6.9	6.3	6.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)	16.0	16.0	16.0	16.0	16.0	32.0	35.0	32.0	35.0	32.0	35.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Act Effct Green (s)	9.9	24.0	6.8	13.6	20.1	13.0	15.5	20.1	13.0	15.5	15.9	
Actuated g/C Ratio	0.17	0.41	0.12	0.23	0.34	0.22	0.27	0.34	0.22	0.27	0.27	
v/c Ratio	0.37	0.18	0.07	0.52	0.04	0.47	0.14	0.04	0.47	0.14	0.32	
Control Delay	30.4	11.8	32.2	24.1	16.6	24.4	17.4	16.6	24.4	17.4	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.4	11.8	32.2	24.1	16.6	24.4	17.4	16.6	24.4	17.4	12.8	
LOS	C	B	C	C	C	B	C	B	C	B	B	
Approach Delay		17.5		24.4		24.1		24.1		13.3		
Approach LOS		B		C		C		C		B		

Intersection Summary
Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 58.3
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 20.1
Intersection Capacity Utilization 50.8%
Analysis Period (min) 15



Deep Ellum Tower
Lanes, Volumes, Timings

2025 Back + Site - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Deep Ellum Tower
Lanes, Volumes, Timings

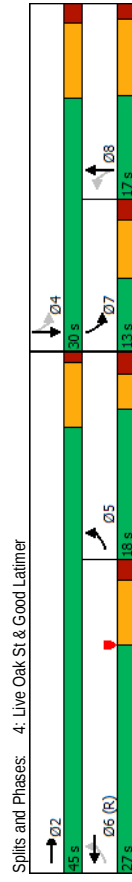
2025 Back + Site - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	242	275	1	0	518	19	2	101	10	42	348	257
Future Volume (vph)	242	275	1	0	518	19	2	101	10	42	348	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Frt	0.999	0.999			0.995			0.987			0.940	
Flt Protected	0.950				0.999			0.997			0.997	
Satd. Flow (prot)	1770	3536	0	0	3522	0	0	3490	0	0	4766	0
Flt Permitted	0.401							0.937			0.904	
Right Turn on Red	747	3536	0	0	3522	0	0	3273	0	0	4321	0
Satd. Flow (RTOR)	1		Yes		Yes			Yes			Yes	
Link Speed (mph)	30			5			11				224	
Link Distance (ft)	251			30			35				35	
Travel Time (s)	5.7			6.6			7.7				12.5	
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
Adj. Flow (vph)	263	299	1	0	563	21	2	110	11	46	378	279
Shared Lane Traffic (%)												
Lane Group Flow (vph)	263	300	0	0	584	0	0	123	0	0	703	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)	12			12			0				0	
Link Offset(ft)	0			0			0				0	
Crosswalk Width(ft)	16			16			16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9			15			9		9
Number of Detectors	1	2		2			1	2		1	2	
Detector Template	Left	Thru		Thru			Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		100			20	100		20	100	
Trailing Detector (ft)	0	0		0			0	0		0	0	
Detector 1 Position(ft)	0	0		0			0	0		0	0	
Detector 1 Size(ft)	20	6		6			20	6		20	6	
Detector 1 Type	Ch+Ex	Ch+Ex		Ch+Ex			Ch+Ex	Ch+Ex		Ch+Ex	Ch+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Turn Type	D,P+P	NA		NA			Perm	NA		pm+pt	NA	
Protected Phases	5	2		6			8			7	4	
Permitted Phases	6						8			4		

Deep Ellum Tower
Lanes, Volumes, Timings

2025 Back + Site - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2				6	8	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	6.0				6.0	6.0	6.0		3.0	6.0	
Minimum Split (s)	8.0	12.6				13.4	14.0	14.0		9.8	14.3	
Total Split (s)	18.0	45.0				27.0	17.0	17.0		13.0	30.0	
Total Split (%)	24.0%	60.0%				36.0%	22.7%	22.7%		17.3%	40.0%	
Maximum Green (s)	13.0	38.4				19.6	9.0	9.0		6.2	21.7	
Yellow Time (s)	3.0	5.6				5.6	6.5	6.5		5.0	6.5	
All-Red Time (s)	2.0	1.0				1.8	1.5	1.5		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.6				7.4	8.0	8.0		8.3		
Lead/Lag	Lag			Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Max			None	None		None	None	
Walk Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	12.0			14.0			25.0	25.0		27.0		
Pedestrian Calls (#/hr)	0			0			0	0		0	0	
Act Effct Green (s)	40.2	43.6		29.1			16.8			16.5		
Actuated g/C Ratio	0.54	0.58		0.39			0.22			0.22		
v/c Ratio	0.51	0.15		0.43			0.17			0.63		
Control Delay	15.5	8.1		19.7			20.4			19.7		
Queue Delay	0.0	0.0		0.0			0.0			0.0		
Total Delay	15.5	8.1		19.7			20.4			19.7		
LOS	B	A		B			C			B		
Approach Delay		11.6		19.7			20.4			19.7		
Approach LOS		B		B			C			B		
Intersection Summary												
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	49 (65%), Referenced to phase 6/EBWB, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.63											
Intersection Signal Delay:	17.4											
Intersection Capacity Utilization:	61.1%											
Analysis Period (min)	15											



Intersection										
Int Delay, s/veh		0.8								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↕↕	↕↕			↕				
Traffic Vol, veh/h	0	0	547	30	0	47				
Future Vol, veh/h	0	0	547	30	0	47				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	-	0				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	0	595	33	0	51				
Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-	0	-	0	-	314				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Critical Hdwy	-	-	-	-	-	6.94				
Critical Hdwy Stg 1	-	-	-	-	-	-				
Critical Hdwy Stg 2	-	-	-	-	-	-				
Follow-up Hdwy	-	-	-	-	-	3.32				
Prt Cap-1 Maneuver	0	-	-	-	0	682				
Stage 1	0	-	-	-	0	-				
Stage 2	0	-	-	-	0	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	682				
Mov Cap-2 Maneuver	-	-	-	-	-	-				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Approach	EB	WB		SB						
HCM Control Delay, s	0	0		10.7						
HCM LOS						B				
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	-	-	-	682						
HCM Lane V/C Ratio	-	-	-	0.075						
HCM Control Delay (s)	-	-	-	10.7						
HCM Lane LOS	-	-	-	B						
HCM 95th %tile Q(veh)	-	-	-	0.2						

Intersection										
Int Delay, s/veh		0.1								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↕↕	↕↕			↕				
Traffic Vol, veh/h	0	0	597	7	0	4				
Future Vol, veh/h	0	0	597	7	0	4				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	-	0				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	0	649	8	0	4				
Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-	0	-	0	-	329				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Critical Hdwy	-	-	-	-	-	6.94				
Critical Hdwy Stg 1	-	-	-	-	-	-				
Critical Hdwy Stg 2	-	-	-	-	-	-				
Follow-up Hdwy	-	-	-	-	-	3.32				
Pd Cap-1 Maneuver	0	-	-	-	0	667				
Stage 1	0	-	-	-	0	-				
Stage 2	0	-	-	-	0	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	667				
Mov Cap-2 Maneuver	-	-	-	-	-	-				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Approach	EB	WB	WB	SB						
HCM Control Delay, s	0	0	0	10.4						
HCM LOS					B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	-	-	-	667						
HCM Lane V/C Ratio	-	-	-	0.007						
HCM Control Delay (s)	-	-	-	10.4						
HCM Lane LOS	-	-	-	B						
HCM 95th %tile Q(veh)	-	-	-	0						

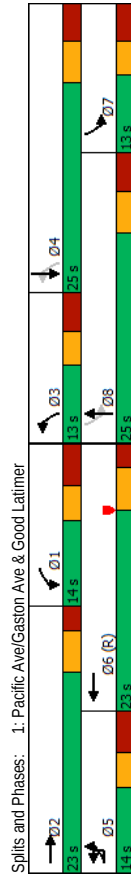
Intersection													
Intersection Delay, s/veh		7.1											
Intersection LOS		A											
Movement													
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Vol, veh/h	7	16	12	4	15	3	6	17	33	5	16	1	4
Future Vol, veh/h	7	16	12	4	15	3	6	17	33	5	16	1	
Peak Hour Factor	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	2	2	2	2	2	2	2	2	
Mvmt Flow	8	17	13	4	16	3	7	18	36	5	17	1	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach													
Opposing Approach	EB	WB											
Opposing Lanes	WB	EB											
Conflicting Approach Left	1	1											
Conflicting Lanes Left	SB	NB											
Conflicting Approach Right	1	1											
Conflicting Lanes Right	NB	SB											
Conflicting Lanes Right	1	1											
HCM Control Delay	7.1	7.2											
HCM LOS	A	A											
		A											
Lane													
	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	11%	20%	18%	23%									
Vol Thru, %	30%	46%	68%	73%									
Vol Right, %	59%	34%	14%	5%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	56	35	22	22									
LT Vol	6	7	4	5									
Through Vol	17	16	15	16									
RT Vol	33	12	3	1									
Lane Flow Rate	61	38	24	24									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0.063	0.042	0.027	0.027									
Departure Headway (Hd)	3.727	3.932	4.064	4.106									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	959	908	878	870									
Service Time	1.759	1.967	2.1	2.141									
HCM Lane V/C Ratio	0.064	0.042	0.027	0.028									
HCM Control Delay	7	7.1	7.2	7.3									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.2	0.1	0.1	0.1									

Intersection													
Int Delay, s/veh		1.2											
Movement		EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations			👤				👤						
Traffic Vol. veh/h		4	31	25	2	3	3						
Future Vol. veh/h		4	31	25	2	3	3						
Conflicting Peds. #/hr		0	0	0	0	0	0						
Sign Control		Free	Free	Free	Free	Stop	Stop						
RT Channelized		-	None	-	None	-	None						
Storage Length		-	-	-	-	0	-						
Veh in Median Storage, #		-	0	0	-	0	-						
Grade, %		-	0	0	-	0	-						
Peak Hour Factor		92	92	92	92	92	92						
Heavy Vehicles, %		2	2	2	2	2	2						
Mvmt Flow		4	34	27	2	3	3						
Major/Minor		Major1	Major2		Minor2								
Conflicting Flow All		29	0	-	0	70	28						
Stage 1		-	-	-	-	28	-						
Stage 2		-	-	-	-	42	-						
Critical Hdwy		4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1		-	-	-	-	5.42	-						
Critical Hdwy Stg 2		-	-	-	-	5.42	-						
Follow-up Hdwy		2.218	-	-	-	3518	3318						
Prt Cap-1 Maneuver		1584	-	-	-	934	1047						
Stage 1		-	-	-	-	995	-						
Stage 2		-	-	-	-	980	-						
Platoon blocked, %		-	-	-	-	-	-						
Mov Cap-1 Maneuver		1584	-	-	-	931	1047						
Mov Cap-2 Maneuver		-	-	-	-	931	-						
Stage 1		-	-	-	-	992	-						
Stage 2		-	-	-	-	980	-						
Approach		EB	WB		SB								
HCM Control Delay, s		0.8	0		8.7								
HCM LOS		A											
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)		1584	-	-	-	986							
HCM Lane V/C Ratio		0.003	-	-	-	0.007							
HCM Control Delay (s)		7.3	0	-	-	8.7							
HCM Lane LOS		A	A	-	-	A							
HCM 95th %tile Q(veh)		0	-	-	-	0							

Intersection											
Int Delay, s/veh						5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations	W			4	4	W					
Traffic Vol, veh/h	35	35	9	21	12	7					
Future Vol, veh/h	35	35	9	21	12	7					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Stop	Stop	Free	Free	Free	Free					
RT Channelized	-	None	-	None	-	None					
Storage Length	0	-	-	-	-	-					
Veh in Median Storage, #	0	-	-	0	0	-					
Grade, %	0	-	-	0	0	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	38	38	10	23	13	8					
Major/Minor	Minor2	Major1	Major2								
Conflicting Flow All	60	17	21	0	-	0					
Stage 1	17	-	-	-	-	-					
Stage 2	43	-	-	-	-	-					
Critical Hdwy	6.42	6.22	4.12	-	-	-					
Critical Hdwy Sig 1	5.42	-	-	-	-	-					
Critical Hdwy Sig 2	5.42	-	-	-	-	-					
Follow-up Hdwy	3.518	3.318	2.218	-	-	-					
Prt Cap-1 Maneuver	947	1062	1595	-	-	-					
Stage 1	1006	-	-	-	-	-					
Stage 2	979	-	-	-	-	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	941	1062	1595	-	-	-					
Mov Cap-2 Maneuver	941	-	-	-	-	-					
Stage 1	1000	-	-	-	-	-					
Stage 2	979	-	-	-	-	-					
Approach	EB	NB	SB								
HCM Control Delay, s	8.9	2.2	0								
HCM LOS	A										
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR						
Capacity (veh/h)	1595	-	998	-	-						
HCM Lane V/C Ratio	0.006	-	0.076	-	-						
HCM Control Delay (s)	7.3	0	8.9	-	-						
HCM Lane LOS	A	A	A	-	-						
HCM 95th %tile Q(veh)	0	-	0.2	-	-						

	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Traffic Volume (vph)	22	85	504	21	15	343	54	33	241	84	119	210
Future Volume (vph)	22	85	504	21	15	343	54	33	241	84	119	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	0	100	0	100	0	100	0	100	0	100
Storage Lanes	1	1	0	0	1	1	0	1	1	0	1	1
Taper Length (ft)	25	25	0	25	25	0	25	25	0	25	25	25
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Frt	0.994	0.994	0.994	0.994	0.980	0.980	0.980	0.961	0.961	0.961	0.912	0.912
Frt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	0	1770	3518	0	1770	3468	0	1770	3401	0	1770	3228
Frt Permitted	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (perm)	0	1770	3518	0	1770	3468	0	581	3401	0	978	3228
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	5	5	5	5	22	22	22	61	61	61	321	321
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	472	472	472	472	388	388	388	536	536	536	438	438
Travel Time (s)	10.7	10.7	8.8	10.7	8.8	8.8	12.2	12.2	12.2	12.2	10.0	10.0
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
Adj. Flow (vph)	24	92	548	23	16	373	59	36	262	91	129	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	571	0	16	432	0	36	353	0	129	549
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Median Width(ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	9	15	15	15	9	15	15	9	15	15
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Thru	Left	Thru	Left	Left	Thru	Left	Thru	Thru
Leading Detector (ft)	20	20	100	20	100	20	100	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	20	6	20	6	20	6
Detector 1 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	7	4
Protected Phases	5	5	2	1	6	3	8	4	8	8	8	8
Permitted Phases												

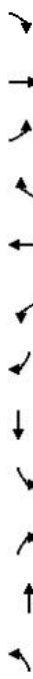
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	8.0	5.0	8.0		3.0	8.0		3.0	9.0
Minimum Split (s)	9.6	9.6	13.7	13.7	11.6	13.7		9.3	14.9		9.3	15.9
Total Split (s)	14.0	14.0	23.0	23.0	14.0	23.0		13.0	25.0		13.0	25.0
Total Split (%)	18.7%	18.7%	30.7%	30.7%	18.7%	30.7%		17.3%	33.3%		17.3%	33.3%
Maximum Green (s)	7.4	7.4	17.3	17.3	7.4	17.3		6.7	18.1		6.7	18.1
Yellow Time (s)	3.0	3.0	3.6	3.6	3.0	3.6		3.0	3.6		3.0	3.6
All-Red Time (s)	3.6	3.6	2.1	2.1	3.6	2.1		3.3	3.3		3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.6	5.7			6.6	5.7		6.3	6.9		6.3	6.9
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	C-Max		None	None		None	None
Walk Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)	16.0	16.0			16.0	16.0		32.0	32.0		35.0	35.0
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	0
Act Effct Green (s)	8.9	36.7			6.2	26.7		19.7	12.1		19.6	15.1
Actuated g/C Ratio	0.12	0.49			0.08	0.36		0.26	0.16		0.26	0.20
v/c Ratio	0.56	0.33			0.11	0.35		0.14	0.59		0.39	0.61
Control Delay	43.3	15.5			33.1	21.4		16.2	27.6		21.7	13.8
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	43.3	15.5			33.1	21.4		16.2	27.6		21.7	13.8
LOS	D	B			C	C		B	C		C	B
Approach Delay			20.2			21.8			26.6			15.3
Approach LOS			C			C			C			B
Intersection Summary												
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	52 (69%), Referenced to phase 6 WBT, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.61											
Intersection Signal Delay:	20.1											
Intersection Capacity Utilization:	58.7%											
Analysis Period (min):	15											



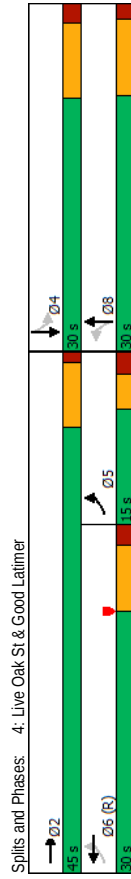
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	5	5	2	2	1	6		3	8		7	4
Traffic Volume (vph)	295	295										
Future Volume (vph)	295	295										
Ideal Flow (vphpl)	1900	1900										
Storage Length (ft)	0	0										
Storage Lanes	0	0										
Taper Length (ft)												
Lane Util. Factor	0.95	0.95										
Frt												
Flt Protected												
Satd. Flow (prot)	0	0										
Flt Permitted												
Satd. Flow (perm)	0	0										
Right Turn on Red	Yes	Yes										
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Peak Hour Factor	0.92	0.92										
Adj. Flow (vph)	321	321										
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0										
Enter Blocked Intersection	No	No										
Lane Alignment	Right	Right										
Median Width(ft)												
Link Offset(ft)												
Crosswalk Width(ft)												
Two way Left Turn Lane												
Headway Factor	1.00	1.00										
Turning Speed (mph)	9	9										
Number of Detectors												
Detector Template												
Leading Detector (ft)												
Trailing Detector (ft)												
Detector 1 Position(ft)												
Detector 1 Size(ft)												
Detector 1 Type												
Detector 1 Channel												
Detector 1 Extend (s)												
Detector 1 Queue (s)												
Detector 1 Delay (s)												
Detector 2 Position(ft)												
Detector 2 Size(ft)												
Detector 2 Type												
Detector 2 Channel												
Detector 2 Extend (s)												
Turn Type												
Protected Phases												
Permitted Phases												

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔↔	↔↔	↔↔	↔↔	↔↔	↔	↔↔	↔↔	↔	↔↔	↔↔
Traffic Volume (vph)	260	564	7	0	641	60	5	228	25	64	230	275
Future Volume (vph)	260	564	7	0	641	60	5	228	25	64	230	275
Ideal Flow (voph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Frt	0.986	0.998		0.987			0.986			0.928		
Flt Protected	0.950						0.999			0.994		
Satd. Flow (prot)	1770	3532	0	0	3493	0	0	3496	0	0	4691	0
Flt Permitted	0.309						0.930			0.858		
Satd. Flow (perm)	576	3532	0	0	3493	0	0	3245	0	0	4049	0
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		2		13			15			299		
Link Speed (mph)		30		30			35			35		
Link Distance (ft)		251		292			393			641		
Travel Time (s)		5.7		6.6			7.7			12.5		
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
Adj. Flow (vph)	283	613	8	0	697	65	5	248	27	70	250	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	283	621	0	0	762	0	0	280	0	0	619	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment												
Median Width(ft)		12		12			0			0		
Link Offset(ft)		0		0			0			0		
Crosswalk Width(ft)		16		16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1	9	15	2	9	15	9	15	1	15	9
Number of Detectors	1	2					1	2		1	2	
Detector Template	Left	Thru		Thru		Left	Thru	Thru	Left	Thru	Thru	
Leading Detector (ft)	20	100		100		20	100	20	100	20	100	
Trailing Detector (ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		6		20	6	20	6	20	6	
Detector 1 Type	Ch+Ex	Ch+Ex		Ch+Ex		Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94		94			94				94	
Detector 2 Size(ft)		6		6			6				6	
Detector 2 Type		Ch+Ex		Ch+Ex			Ch+Ex				Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0			0.0				0.0	
Turn Type	D,P+P	NA		NA			Perm	NA		Perm	NA	
Protected Phases	5	2		6			8			4		
Permitted Phases	6						8			4		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2			6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	12.6			13.4	14.0	14.0	14.0		14.3	14.3	
Total Split (s)	15.0	45.0			30.0	30.0	30.0	30.0		30.0	30.0	
Total Split (%)	20.0%	60.0%			40.0%	40.0%	40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	10.0	38.4			22.6	22.0	22.0	22.0		21.7	21.7	
Yellow Time (s)	3.0	5.6			5.6	6.5	6.5	6.5		6.5	6.5	
All-Red Time (s)	2.0	1.8			1.8	1.5	1.5	1.5		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.6			7.4	8.0	8.0	8.0		8.3	8.3	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None			C-Max	None	None	None		None	None	
Walk Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	12.0	14.0			14.0	25.0	25.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0				0	0	0	0		0	0	
Act Effct Green (s)	43.8	47.2			32.4	13.2	13.2	12.9		12.9	12.9	
Actuated g/C Ratio	0.58	0.63			0.43	0.18	0.18	0.17		0.17	0.17	
v/c Ratio	0.59	0.28			0.50	0.48	0.48	0.66		0.66	0.66	
Control Delay	17.9	7.2			14.2	28.3	28.3	17.6		17.6	17.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.9	7.2			14.2	28.3	28.3	17.6		17.6	17.6	
LOS	B	A			B	C	C	B		B	B	
Approach Delay	10.5				14.2	28.3	28.3	17.6				
Approach LOS	B				B	C	C	B				
Intersection Summary	Other											
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 11 (15%). Referenced to phase 6EBWB, Start of Yellow												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 15.3												
Intersection Capacity Utilization 77.1%												
Analysis Period (min) 15												



Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑↑									↑
Traffic Vol, veh/h	0	0	661	57	0	66						66
Future Vol, veh/h	0	0	661	57	0	66						66
Conflicting Peds, #/hr	0	0	0	0	0	0						0
Sign Control	Free	Free	Free	Free	Free	Free						Stop
RT Channelized	- None	- None	- None	- None	- None	- None						- None
Storage Length	-	-	-	-	-	-						0
Yeh in Median Storage, #	-	0	0	0	0	0						-
Grade, %	-	0	0	0	0	0						-
Peak Hour Factor	92	92	92	92	92	92						92
Heavy Vehicles, %	2	2	2	2	2	2						2
Mvmt Flow	0	0	718	62	0	72						72
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	-	0	-	0	-	-						390
Stage 1	-	-	-	-	-	-						-
Stage 2	-	-	-	-	-	-						-
Critical Hdwy	-	-	-	-	-	-						6.94
Critical Hdwy Stg 1	-	-	-	-	-	-						-
Critical Hdwy Stg 2	-	-	-	-	-	-						-
Follow-up Hdwy	-	-	-	-	-	-						3.32
Pdt Cap-1 Maneuver	0	-	-	-	-	0						609
Stage 1	0	-	-	-	-	0						-
Stage 2	0	-	-	-	-	0						-
Platoon blocked, %	-	-	-	-	-	-						-
Mov Cap-1 Maneuver	-	-	-	-	-	-						609
Mov Cap-2 Maneuver	-	-	-	-	-	-						-
Stage 1	-	-	-	-	-	-						-
Stage 2	-	-	-	-	-	-						-
Approach	EB	WB	SB									
HCM Control Delay, s	0	0	11.7									
HCM LOS			B									
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	609								
HCM Lane V/C Ratio	-	-	-	0.118								
HCM Control Delay (s)	-	-	-	11.7								
HCM Lane LOS	-	-	-	B								
HCM 95th %tile Q(veh)	-	-	-	0.4								

Intersection									
Int Delay, s/veh		0.1							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↕↕↕↕↕↕↕↕↕								
Traffic Vol, veh/h	0	0	701	7	0	5			
Future Vol, veh/h	0	0	701	7	0	5			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	-	0			
Veh in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	92	92	92	92	92	92			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	0	0	762	8	0	5			
Major/Minor	Major1	Major2	Major2	Minor2					
Conflicting Flow All	-	0	-	0	-	385			
Stage 1	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-			
Critical Hdwy	-	-	-	-	-	6.94			
Critical Hdwy Stg 1	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-			
Follow-up Hdwy	-	-	-	-	-	3.32			
Prt Cap-1 Maneuver	0	-	-	-	0	613			
Stage 1	0	-	-	-	0	-			
Stage 2	0	-	-	-	0	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	613			
Mov Cap-2 Maneuver	-	-	-	-	-	-			
Stage 1	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-			
Approach	EB	WB	WB	SB					
HCM Control Delay, s	0	0	0	10.9					
HCM LOS	B								
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	-	-	-	613					
HCM Lane V/C Ratio	-	-	-	0.009					
HCM Control Delay (s)	-	-	-	10.9					
HCM Lane LOS	-	-	-	B					
HCM 95th %tile Q(veh)	-	-	-	0					

Intersection												
Intersection Delay, s/veh		7.3										
Intersection LOS		A										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Future Vol, veh/h	2	35	29	10	18	1	4	17	30	11	37	10
Traffic Vol, veh/h	2	35	29	10	18	1	4	17	30	11	37	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	38	32	11	20	1	4	18	33	12	40	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach												
	EB		WB		WB		NB		SB		SB	
Opposing Approach	WB		EB		WB		SB		SB		NB	
Opposing Lanes	1		1		1		1		1		1	
Conflicting Approach Left	SB		NB		NB		EB		WB		WB	
Conflicting Lanes Left	1		1		1		1		1		1	
Conflicting Approach Right	NB		SB		SB		WB		EB		EB	
Conflicting Lanes Right	1		1		1		1		1		1	
HCM Control Delay	7.3		7.5		7.5		7.1		7.1		7.5	
HCM LOS	A		A		A		A		A		A	
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		8%	3%	34%	19%							
Vol Thru, %		33%	53%	62%	64%							
Vol Right, %		59%	44%	3%	17%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		51	66	29	58							
LT Vol		4	2	10	11							
Through Vol		17	35	18	37							
RT Vol		30	29	1	10							
Lane Flow Rate		55	72	32	63							
Geometry Grip		1	1	1	1							
Degree of Util (X)		0.059	0.078	0.037	0.072							
Departure Headway (Hd)		3.824	3.905	4.243	4.09							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		928	910	837	869							
Service Time		1.883	1.963	2.306	2.144							
HCM Lane V/C Ratio		0.059	0.079	0.038	0.072							
HCM Control Delay		7.1	7.3	7.5	7.5							
HCM Lane LOS		A	A	A	A							
HCM 95th-tile Q		0.2	0.3	0.1	0.2							

Intersection												
Int Delay, s/veh		0.9										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↕				↕						
Traffic Vol, veh/h	2	60	42	2	5	5						
Future Vol, veh/h	2	60	42	2	5	5						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	0	-						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	2	65	46	2	5	5						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	48	0	-	0	116	47						
Stage 1	-	-	-	-	47	-						
Stage 2	-	-	-	-	69	-						
Critical Hdwy	4.12	-	-	6.42	6.22	-						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3.518	3.318						
Prt Cap-1 Maneuver	1559	-	-	-	880	1022						
Stage 1	-	-	-	-	975	-						
Stage 2	-	-	-	-	954	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1559	-	-	-	879	1022						
Mov Cap-2 Maneuver	-	-	-	-	879	-						
Stage 1	-	-	-	-	974	-						
Stage 2	-	-	-	-	954	-						
Approach	EB	WB	WB	SB								
HCM Control Delay, s	0.2	0	8.9									
HCM LOS	A											
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR						
Capacity (veh/h)	1559	-	-	-	-	945						
HCM Lane V/C Ratio	0.001	-	-	-	-	0.012						
HCM Control Delay (s)	7.3	0	-	-	-	8.9						
HCM Lane LOS	A	A	-	-	-	A						
HCM 95th %tile Q(veh)	0	-	-	-	-	0						

Intersection												
Int Delay, s/veh		3.4										
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations												
Traffic Vol, veh/h	18	18	33	24	48	27						
Future Vol, veh/h	18	18	33	24	48	27						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Veh in Median Storage, #	0	-	-	0	0	-						
Grade, %	0	-	-	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	20	20	36	26	52	29						
Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	165	67	81	0	-	0						
Stage 1	67	-	-	-	-	-						
Stage 2	98	-	-	-	-	-						
Critical Hdwy	6.42	6.22	4.12	-	-	-						
Critical Hdwy Stg 1	5.42	-	-	-	-	-						
Critical Hdwy Stg 2	5.42	-	-	-	-	-						
Follow-up Hdwy	3.518	3.318	2.218	-	-	-						
Prt Cap-1 Maneuver	826	997	1517	-	-	-						
Stage 1	956	-	-	-	-	-						
Stage 2	926	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	806	997	1517	-	-	-						
Mov Cap-2 Maneuver	806	-	-	-	-	-						
Stage 1	933	-	-	-	-	-						
Stage 2	926	-	-	-	-	-						
Approach	EB	NB	SB									
HCM Control Delay, s	9.2	4.3	0									
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR							
Capacity (veh/h)	1517	-	891	-	-							
HCM Lane V/C Ratio	0.024	-	0.044	-	-							
HCM Control Delay (s)	7.4	0	9.2	-	-							
HCM Lane LOS	A	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-							



SynchroTM Output - 2030 Background Traffic

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	4	106	215	43	14	389	43	13	330	42	55	166
Traffic Volume (vph)	4	106	215	43	14	389	43	13	330	42	55	166
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	100	0	100	0	100	0	100
Storage Length (ft)	1	0	0	1	0	1	0	1	0	1	0	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.975	0.950	0.950	0.950	0.985	0.950	0.950	0.983	0.950	0.950	0.950	0.929
Flt Protected	0	1770	3451	0	1770	3486	0	1770	3479	0	1770	3288
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3451	0	1770	3486	0	1019	3479	0	930	3288
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	28	30	30	30	30	30	30	30	30	30	30	30
Satd. Flow (RTOR)	472	472	472	472	472	472	472	472	472	472	472	472
Link Speed (mph)	10.7	8.8	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2
Link Distance (ft)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	4	115	234	47	15	423	47	14	359	46	60	180
Peak Hour Factor	0	119	281	0	15	470	0	14	405	0	60	341
Adj. Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Shared Lane Traffic (%)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Lane Group Flow (vph)	12	12	12	12	12	12	12	12	12	12	12	12
Enter Blocked Intersection	0	0	0	0	0	0	0	0	0	0	0	0
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	9	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru
Turning Speed (mph)	20	20	100	20	100	20	100	20	100	20	100	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	4	8
Protected Phases												
Permitted Phases												

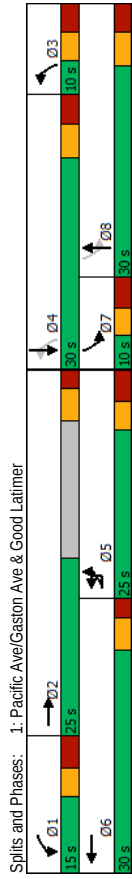
Lane Group	SBT
Lane Configurations	148
Traffic Volume (vph)	148
Future Volume (vph)	1900
Ideal Flow (vphpl)	0
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0.95
Flt Protected	0
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	Yes
Right Turn on Red	28
Satd. Flow (RTOR)	472
Link Speed (mph)	10.7
Link Distance (ft)	0.92
Travel Time (s)	4
Peak Hour Factor	0
Adj. Flow (vph)	161
Shared Lane Traffic (%)	No
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	16
Link Offset(ft)	1.00
Crosswalk Width(ft)	9
Two way Left Turn Lane	1
Headway Factor	9
Turning Speed (mph)	20
Number of Detectors	0
Detector Template	0
Leading Detector (ft)	0
Trailing Detector (ft)	0
Detector 1 Position(ft)	20
Detector 1 Size(ft)	CH+Ex
Detector 1 Type	0.0
Detector 1 Channel	0.0
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	94
Detector 2 Size(ft)	6
Detector 2 Type	CH+Ex
Detector 2 Channel	0.0
Detector 2 Extend (s)	Prot
Turn Type	5
Protected Phases	
Permitted Phases	

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Background - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	5.0	5.0	8.0	3.0	3.0	8.0	3.0	3.0	9.0
Minimum Split (s)	9.6	9.6	13.7	11.6	11.6	13.7	9.3	14.9	9.3	14.9	9.3	15.9
Total Split (s)	25.0	25.0	25.0	15.0	15.0	30.0	10.0	30.0	10.0	30.0	10.0	30.0
Total Split (%)	26.3%	26.3%	26.3%	15.8%	15.8%	31.6%	10.5%	31.6%	10.5%	31.6%	10.5%	31.6%
Maximum Green (s)	18.4	18.4	19.3	8.4	8.4	24.3	3.7	23.1	3.7	23.1	3.7	23.1
Yellow Time (s)	3.0	3.0	3.6	3.0	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6
All-Red Time (s)	3.6	3.6	2.1	3.6	3.6	2.1	3.3	3.3	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	5.7		6.6	5.7		6.3	6.9	6.3	6.9		
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		32.0	32.0	32.0	32.0		
Pedestrian Calls (#/hr)	0			0			0		0			
Act Effct Green (s)	10.7	26.5	6.9	15.6	6.9	15.6	21.5	14.4	21.5	14.4	16.9	17.2
Actuated g/C Ratio	0.17	0.43	0.11	0.25	0.11	0.25	0.35	0.23	0.35	0.23	0.27	0.28
v/c Ratio	0.39	0.19	0.08	0.53	0.08	0.53	0.03	0.50	0.03	0.50	0.19	0.33
Control Delay	32.5	12.1	34.6	24.9	34.6	24.9	17.6	25.8	17.6	25.8	19.3	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	12.1	34.6	24.9	34.6	24.9	17.6	25.8	17.6	25.8	19.3	13.0
LOS	C	B	C	C	C	C	B	C	B	C	B	B
Approach Delay			18.2		25.2			25.5				13.9
Approach LOS			B		C			C				B

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 62.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	



Deep Ellum Tower
Lanes, Volumes, Timings

2030 Background - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

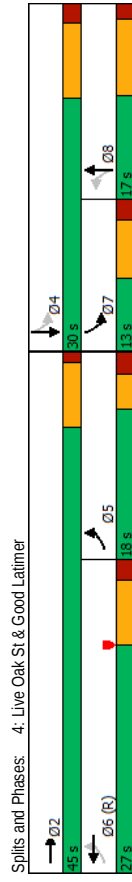
Deep Ellum Tower
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	301	1	0	537	17	2	112	11	46	384	284
Future Volume (vph)	264	301	1	0	537	17	2	112	11	46	384	284
Ideal Flow (Vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Flt				0.996				0.967		0.940		
Flt Protected	0.950							0.999		0.997		
Satd. Flow (prot)	1770	3539	0	0	3525	0	0	3490	0	0	4766	0
Flt Permitted	0.378							0.938		0.902		
Satd. Flow (perm)	704	3539	0	0	3525	0	0	3277	0	0	4312	0
Right Turn on Red		Yes			Yes				Yes			Yes
Satd. Flow (RTOR)	1			4				11		224		
Link Speed (mph)	30			30				35		35		
Link Distance (ft)	251			292				393		641		
Travel Time (s)	5.7			6.6				7.7		12.5		
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
Adj. Flow (vph)	287	327	1	0	584	18	2	122	12	50	417	309
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	328	0	0	602	0	0	136	0	0	776	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12	0	0	12	0	0	0	0	0	0	0	0
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16			16				16		16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2			1		2	1		2
Detector Template	Left	Thru		Thru			Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		100			20	100		20	100	
Trailing Detector (ft)	0	0		0			0	0		0	0	
Detector 1 Position(ft)	0	0		0			0	0		0	0	
Detector 1 Size(ft)	20	6		6			20	6		20	6	
Detector 1 Type	ChEx	ChEx		Ch+Ex			Ch+Ex	Ch+Ex		Ch+Ex	Ch+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0			0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94		94				94			94	
Detector 2 Size(ft)		6		6				6			6	
Detector 2 Type		Ch+Ex		Ch+Ex				Ch+Ex			Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0				0.0			0.0	
Turn Type	D.P+P	NA		NA		Perm		NA		pm+pt	NA	
Protected Phases	5	2		6		8		8		7	4	
Permitted Phases	6						8			4		

Deep Ellum Tower
Lanes, Volumes, Timings

Deep Ellum Tower
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
↶ → ↷ ↶ ↷ ↶ ↷ ↶ ↷ ↶ ↷ ↶ ↷ 5286												
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	6.0			6.0		6.0	6.0		3.0	6.0	
Minimum Split (s)	8.0	12.6			13.4		14.0	14.0		9.8	14.3	
Total Split (s)	18.0	45.0			27.0		17.0	17.0		13.0	30.0	
Total Split (%)	24.0%	60.0%			36.0%		22.7%	22.7%		17.3%	40.0%	
Maximum Green (s)	13.0	38.4			19.6		9.0	9.0		6.2	21.7	
Yellow Time (s)	3.0	5.6			5.6		6.5	6.5		5.0	6.5	
All-Red Time (s)	2.0	1.0			1.8		1.5	1.5		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0			0.0						0.0	
Total Lost Time (s)	5.0	6.6			7.4			8.0			8.3	
Lead/Lag	Lag				Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes				Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			C-Max		None	None		None	None	
Walk Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Flash Don't Walk (s)	12.0	12.0			14.0		25.0	25.0		27.0	27.0	
Pedestrian Calls (#/hr)	0				0		0	0		0	0	
Act Effct Green (s)	38.7	42.1			26.7		18.3	18.3		18.0	18.0	
Actuated g/C Ratio	0.52	0.56			0.36		0.24	0.24		0.24	0.24	
w/C Ratio	0.58	0.17			0.48		0.17	0.17		0.64	0.64	
Control Delay	19.0	8.9			21.9		19.8	19.8		20.1	20.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	8.9			21.9		19.8	19.8		20.1	20.1	
LOS	B	A			C		B	B		C	C	
Approach Delay		13.6			21.9		19.8	19.8		20.1	20.1	
Approach LOS		B			C		B	B		C	C	
Intersection Summary												
Area Type: Other												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 49 (65%), Referenced to phase 6EBWB, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 18.7												
Intersection Capacity Utilization 73.6%												
Analysis Period (min) 15												
Intersection LOS: B												
ICU Level of Service D												



Intersection												
Int Delay, s/veh		0.2										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↕↕	↕↕			↕						
Traffic Vol, veh/h	0	0	604	23	0	13						
Future Vol, veh/h	0	0	604	23	0	13						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	0	657	25	0	14						
Major/Minor	Major1	Major2		Minor2								
Conflicting Flow All	-	0	-	0	-	341						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	-	-	-	-	-	6.94						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	-	3.32						
Prt Cap-1 Maneuver	0	-	-	-	0	655						
Stage 1	0	-	-	-	0	-						
Stage 2	0	-	-	-	0	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	655						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB		SB								
HCM Control Delay, s	0	0		10.6								
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	655								
HCM Lane V/C Ratio	-	-	-	0.022								
HCM Control Delay (s)	-	-	-	10.6								
HCM Lane LOS	-	-	-	B								
HCM 95th %tile Q(veh)	-	-	-	0.1								

Intersection												
Int Delay, s/veh		0.1										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↕↕	↕↕			↕						
Traffic Vol, veh/h	0	0	620	8	0	4						
Future Vol, veh/h	0	0	620	8	0	4						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	0	674	9	0	4						
Major/Minor	Major1	Major2		Minor2								
Conflicting Flow All	-	0	-	0	-	342						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	-	-	-	-	-	6.94						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	-	3.32						
Prt Cap-1 Maneuver	0	-	-	-	0	654						
Stage 1	0	-	-	-	0	-						
Stage 2	0	-	-	-	0	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	654						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB		SB								
HCM Control Delay, s	0	0		10.5								
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	654								
HCM Lane V/C Ratio	-	-	-	0.007								
HCM Control Delay (s)	-	-	-	10.5								
HCM Lane LOS	-	-	-	B								
HCM 95th %tile Q(veh)	-	-	-	0								

Intersection													
Intersection Delay, s/vph													
Intersection LOS													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol. veh/h	8	18	7	3	17	3	2	14	6	6	17	1	+
Future Vol. veh/h	8	18	7	3	17	3	2	14	6	6	17	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	2	2	2	2	2	2	2	2	
Mvmt Flow	9	20	8	3	18	3	2	15	7	7	18	1	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach													
	EB		WB	WB		EB	NB	SB		SB			
Opposing Approach	WB		EB	EB		WB	SB	SB		NB			
Opposing Lanes	1		1	1		1	1	1		1			
Conflicting Approach Left	SB		NB	NB		NB	EB	EB		WB			
Conflicting Lanes Left	1		1	1		1	1	1		1			
Conflicting Approach Right	NB		SB	SB		SB	WB	WB		EB			
Conflicting Lanes Right	1		1	1		1	1	1		1			
HCM Control Delay	7.1		7.1	7.1		7.1	7.1	7.1		7.2			
HCM LOS	A		A	A		A	A	A		A			
Lane													
	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	9%	24%	13%	25%									
Vol Thru, %	64%	55%	74%	71%									
Vol Right, %	27%	21%	13%	4%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	22	33	23	24									
LT Vol	2	8	3	6									
Through Vol	14	18	17	17									
RT Vol	6	7	3	1									
Lane Flow Rate	24	36	25	26									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0.026	0.039	0.028	0.03									
Departure Headway (Hd)	3.913	3.96	3.995	4.082									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	913	903	895	876									
Service Time	1.945	1.988	2.024	2.112									
HCM Lane V/C Ratio	0.026	0.04	0.028	0.03									
HCM Control Delay	7.1	7.1	7.1	7.2									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.1	0.1	0.1	0.1									

Intersection										
Int Delay, s/veh		1.3								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	4	28	23	2	3	3	1			
Future Vol, veh/h	4	28	23	2	3	3				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	4	30	25	2	3	3				
Major/Minor	Major1	Major2		Minor2						
Conflicting Flow All	27	0	-	0	64	26				
Stage 1	-	-	-	-	26	-				
Stage 2	-	-	-	-	38	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Sig 1	-	-	-	-	5.42	-				
Critical Hdwy Sig 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Prt Cap-1 Maneuver	1587	-	-	-	942	1050				
Stage 1	-	-	-	-	997	-				
Stage 2	-	-	-	-	984	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1587	-	-	-	939	1050				
Mov Cap-2 Maneuver	-	-	-	-	939	-				
Stage 1	-	-	-	-	994	-				
Stage 2	-	-	-	-	984	-				
Approach	EB	WB		SB						
HCM Control Delay, s	0.9	0		8.7						
HCM LOS	A									
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1587	-	-	-	991					
HCM Lane V/C Ratio	0.003	-	-	-	0.007					
HCM Control Delay (s)	7.3	0	-	-	8.7					
HCM Lane LOS	A	A	-	-	A					
HCM 95th %tile Q(veh)	0	-	-	-	0					

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Background - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	11	94	556	23	17	369	60	26	266	93	126	226
Traffic Volume (vph)	11	94	556	23	17	369	60	26	266	93	126	226
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	100	0	100	0	100	0	100
Storage Length (ft)	1	1	0	0	1	0	0	1	0	0	1	1
Storage Lanes	25	25	0	25	0	25	0	25	0	25	0	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.994	0.950	0.994	0.950	0.979	0.950	0.950	0.961	0.950	0.950	0.950	0.912
Flt Protected	0	1770	3518	0	1770	3465	0	1770	3401	0	1770	3228
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3518	0	1770	3465	0	570	3401	0	887	3228
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	5	23	30	30	388	536	438	12.2	12.2	0.92	0.92	0.92
Satd. Flow (RTOR)	10.7	8.8	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Link Speed (mph)	12	102	604	25	18	401	65	28	289	101	137	246
Link Distance (ft)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	12	102	604	25	18	401	65	28	289	101	137	246
Peak Hour Factor	0	114	629	0	18	466	0	28	390	0	137	596
Adj. Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Shared Lane Traffic (%)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Lane Group Flow (vph)	12	12	12	12	12	12	12	12	12	12	12	12
Enter Blocked Intersection	0	0	0	0	0	0	0	0	0	0	0	0
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	9	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	20	20	20	20	20	20	20	20	20	20	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	4	8
Protected Phases												
Permitted Phases												

Deep Ellum Tower
Lanes, Volumes, Timings

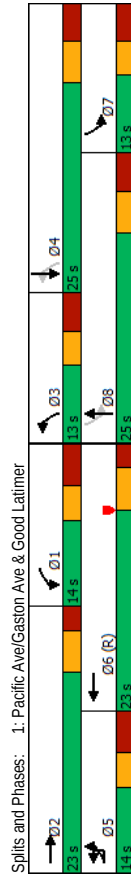
2030 Background - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	11	94	556	23	17	369	60	26	266	93	126	226
Traffic Volume (vph)	11	94	556	23	17	369	60	26	266	93	126	226
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	0	100	0	100	0	100	0	100	0	100
Storage Length (ft)	1	1	0	0	1	0	0	1	0	0	1	1
Storage Lanes	25	25	0	25	0	25	0	25	0	25	0	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.994	0.950	0.994	0.950	0.979	0.950	0.950	0.961	0.950	0.950	0.950	0.912
Flt Protected	0	1770	3518	0	1770	3465	0	1770	3401	0	1770	3228
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3518	0	1770	3465	0	570	3401	0	887	3228
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	5	23	30	30	388	536	438	12.2	12.2	0.92	0.92	0.92
Satd. Flow (RTOR)	10.7	8.8	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Link Speed (mph)	12	102	604	25	18	401	65	28	289	101	137	246
Link Distance (ft)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	12	102	604	25	18	401	65	28	289	101	137	246
Peak Hour Factor	0	114	629	0	18	466	0	28	390	0	137	596
Adj. Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Shared Lane Traffic (%)	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Lane Group Flow (vph)	12	12	12	12	12	12	12	12	12	12	12	12
Enter Blocked Intersection	0	0	0	0	0	0	0	0	0	0	0	0
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	9	15	9	15	9	15	9	15	9	15	9	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	20	20	20	20	20	20	20	20	20	20	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	4	8
Protected Phases												
Permitted Phases												

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Background - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0		5.0	8.0		3.0	8.0		3.0	9.0
Minimum Split (s)	9.6	9.6	13.7		11.6	13.7		9.3	14.9		9.3	15.9
Total Split (s)	14.0	14.0	23.0		14.0	23.0		13.0	25.0		13.0	25.0
Total Split (%)	18.7%	18.7%	30.7%		18.7%	30.7%		17.3%	33.3%		17.3%	33.3%
Maximum Green (s)	7.4	7.4	17.3		7.4	17.3		6.7	18.1		6.7	18.1
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6
All-Red Time (s)	3.6	3.6	2.1		3.6	2.1		3.3	3.3		3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.6	5.7			6.6	5.7		6.3	6.9		6.3	6.9
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	C-Max		None	None		None	None
Walk Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)	16.0	16.0			16.0	16.0		32.0	32.0		35.0	35.0
Pedestrian Calls (#/hr)	0	0			0	0		0	0		0	0
Act Effct Green (s)	8.6	36.3	6.3		6.3	26.5		21.4	12.8		20.0	18.1
Actuated g/C Ratio	0.11	0.48	0.08		0.08	0.35		0.29	0.17		0.27	0.24
v/c Ratio	0.56	0.37	0.12		0.12	0.38		0.11	0.62		0.44	0.57
Control Delay	44.0	16.4	33.2		33.2	21.9		15.4	28.2		22.8	12.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	44.0	16.4	33.2		33.2	21.9		15.4	28.2		22.8	12.0
LOS	D	B	C		C	C		B	C		C	B
Approach Delay			20.6			22.3			27.3			14.0
Approach LOS			C			C			C			B
Intersection Summary												
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 52 (69%), Referenced to phase 6 WBT, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.62												
Intersection Signal Delay: 20.1												
Intersection Capacity Utilization 61.5%												
Analysis Period (min) 15												



Deep Ellum Tower
Lanes, Volumes, Timings

2030 Background - PM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

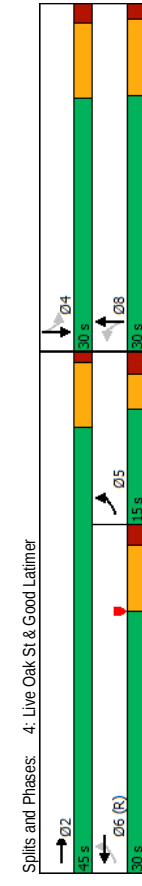
2030 Background - PM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	274	609	8	0	690	64	6	252	28	71	254	304
Future Volume (vph)	274	609	8	0	690	64	6	252	28	71	254	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Frt	0.998				0.987			0.986			0.928	
Flt Protected	0.950							0.999			0.994	
Satd. Flow (prot)	1770	3532	0	0	3493	0	0	3496	0	0	4691	0
Flt Permitted	0.270							0.921			0.851	
Satd. Flow (perm)	503	3532	0	0	3493	0	0	3214	0	0	4016	0
Right Turn on Red		Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)	3			13			15			318		
Link Speed (mph)	30			30			35			35		
Link Distance (ft)	251			292			393			641		
Travel Time (s)	5.7			6.6			7.7			12.5		
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
Adj. Flow (vph)	298	662	9	0	750	70	7	274	30	77	276	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	298	671	0	0	820	0	0	311	0	0	683	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12			12			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			15			15			15		
Number of Detectors	1	2		9	15	2	1	2	9	15	2	9
Detector Template	Left	Thru		Thru	Thru	Left	Thru	Thru	Left	Left	Thru	Thru
Leading Detector (ft)	20	100		100	100	20	100	20	100	20	100	100
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		6	6	20	6	6	20	6	6	6
Detector 1 Type	Ch+Ex	Ch+Ex		Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D,P+P	NA		NA	NA	NA	NA	NA	NA	Perm	NA	NA
Protected Phases	5	2		6			8			4		
Permitted Phases	6						8			4		

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Background - PM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2				6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	6.0				6.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	12.6				13.4	14.0	14.0		14.3	14.3	14.3
Total Split (s)	15.0	45.0				30.0	30.0	30.0		30.0	30.0	30.0
Total Split (%)	20.0%	60.0%				40.0%	40.0%	40.0%		40.0%	40.0%	40.0%
Maximum Green (s)	10.0	38.4				22.6	22.0	22.0		21.7	21.7	21.7
Yellow Time (s)	3.0	5.6				5.6	6.5	6.5		6.5	6.5	6.5
All-Red Time (s)	2.0	1.0				1.8	1.5	1.5		1.8	1.8	1.8
Lost Time Adjust (s)	0.0	0.0				0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.6				7.4	8.0	8.0		8.3	8.3	8.3
Lead/Lag	Lag					Lead						
Lead-Lag Optimize?	Yes					Yes						
Vehicle Extension (s)	3.0	3.0				3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None				C-Max	None	None		None	None	None
Flash Dont Walk (s)	12.0					14.0	25.0	25.0		27.0	27.0	27.0
Pedestrian Calls (#/hr)	0					0	0	0		0	0	0
Act Effct Green (s)	42.8	46.2				30.9	14.2	14.2		13.9	13.9	13.9
Actuated g/C Ratio	0.57	0.62				0.41	0.19	0.19		0.19	0.19	0.19
v/c Ratio	0.67	0.31				0.57	0.50	0.50		0.68	0.68	0.68
Control Delay	23.8	7.9				15.5	27.8	27.8		17.9	17.9	17.9
Queue Delay	0.0	0.0				0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	23.8	7.9				15.5	27.8	27.8		17.9	17.9	17.9
LOS	C	A				B	C	C		B	B	B
Approach Delay						12.8				17.9		
Approach LOS						B				C		



Intersection										
Int Delay, s/veh		0.8								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↕↕	↕↕			↕				
Traffic Vol, veh/h	0	0	730	26	0	53				
Future Vol, veh/h	0	0	730	26	0	53				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	-	0				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	0	793	28	0	58				
Major/Minor	Major1	Major2			Minor2					
Conflicting Flow All	-	0	-	0	-	411				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Critical Hdwy	-	-	-	-	-	6.94				
Critical Hdwy Sgn 1	-	-	-	-	-	-				
Critical Hdwy Sgn 2	-	-	-	-	-	-				
Follow-up Hdwy	-	-	-	-	-	3.32				
Prt Cap-1 Maneuver	0	-	-	-	0	590				
Stage 1	0	-	-	-	0	-				
Stage 2	0	-	-	-	0	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	590				
Mov Cap-2 Maneuver	-	-	-	-	-	-				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Approach	EB	WB			SB					
HCM Control Delay, s	0	0			11.8					
HCM LOS				B						
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	-	-	-	590						
HCM Lane V/C Ratio	-	-	-	0.098						
HCM Control Delay (s)	-	-	-	11.8						
HCM Lane LOS	-	-	-	B						
HCM 95th %tile Q(veh)	-	-	-	0.3						

Intersection											
Int Delay, s/veh		0.1									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		↕↕	↕↕			↕					
Traffic Vol, veh/h	0	0	754	8	0	6					
Future Vol, veh/h	0	0	754	8	0	6					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	-	0					
Veh in Median Storage, #	-	0	0	-	0	-					
Grade, %	-	0	0	-	0	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	0	0	820	9	0	7					
Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	-	0	-	0	-	415					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Critical Hdwy	-	-	-	-	-	6.94					
Critical Hdwy Stg 1	-	-	-	-	-	-					
Critical Hdwy Stg 2	-	-	-	-	-	-					
Follow-up Hdwy	-	-	-	-	-	3.32					
Prt Cap-1 Maneuver	0	-	-	-	0	586					
Stage 1	0	-	-	-	0	-					
Stage 2	0	-	-	-	0	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	-	-	586					
Mov Cap-2 Maneuver	-	-	-	-	-	-					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Approach	EB	WB	SB								
HCM Control Delay, s	0	0	11.2								
HCM LOS	B										
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	586							
HCM Lane V/C Ratio	-	-	-	0.011							
HCM Control Delay (s)	-	-	-	11.2							
HCM Lane LOS	-	-	-	B							
HCM 95th %tile Q(veh)	-	-	-	0							

Intersection												
Intersection Delay, s/vph										7.3		
Intersection LOS										A		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol. veh/h	2	39	9	8	20	1	2	17	18	12	36	11
Future Vol. veh/h	2	39	9	8	20	1	2	17	18	12	36	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	42	10	9	22	1	2	18	20	13	39	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach												
Opposing Approach	WB		WB	EB			NB			SB		
Opposing Lanes	1		1	1			1			1		1
Conflicting Approach Left	SB		NB	NB			EB			WB		WB
Conflicting Lanes Left	1		1	1			1			1		1
Conflicting Approach Right	NB		SB	SB			WB			EB		EB
Conflicting Lanes Right	1		1	1			1			1		1
HCM Control Delay	7.4		7.4	A			7.1			7.4		A
HCM LOS	A		A	A			A			A		A
Lane												
Vol Left, %		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		5%	4%	28%	20%							
Vol Thru, %		46%	78%	69%	61%							
Vol Right, %		49%	18%	3%	19%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		37	50	29	59							
LT Vol			2	2	8	12						
Through Vol		17	39	20	36							
RT Vol		18	9	1	11							
Lane Flow Rate		40	54	32	64							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.043	0.061	0.037	0.072							
Departure Headway (Hd)		3.85	4.039	4.191	4.042							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Cap		922	881	848	881							
Service Time		1.906	2.09	2.246	2.091							
HCM Lane V/C Ratio		0.043	0.061	0.038	0.073							
HCM Control Delay		7.1	7.4	7.4	7.4							
HCM Lane LOS		A	A	A	A							
HCM 95th-ile Q		0.1	0.2	0.1	0.2							

Intersection									
Int Delay, s/veh		1.2							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		↕	↕			↕			
Traffic Vol, veh/h	2	43	44	2	6	6			
Future Vol, veh/h	2	43	44	2	6	6			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Veh in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	92	92	92	92	92	92			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	2	47	48	2	7	7			
Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	50	0	-	0	100	49			
Stage 1	-	-	-	-	49	-			
Stage 2	-	-	-	-	51	-			
Critical Hdwy	4.12	-	-	6.42	6.22	-			
Critical Hdwy Sig 1	-	-	-	-	5.42	-			
Critical Hdwy Sig 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3.518	3.318			
Prt Cap-1 Maneuver	1557	-	-	-	899	1020			
Stage 1	-	-	-	-	973	-			
Stage 2	-	-	-	-	971	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1557	-	-	-	898	1020			
Mov Cap-2 Maneuver	-	-	-	-	898	-			
Stage 1	-	-	-	-	972	-			
Stage 2	-	-	-	-	971	-			
Approach	EB	WB	SB						
HCM Control Delay, s	0.3	0	8.8						
HCM LOS	A								
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1557	-	-	-	955				
HCM Lane V/C Ratio	0.001	-	-	-	0.014				
HCM Control Delay (s)	7.3	0	-	-	8.8				
HCM Lane LOS	A	A	-	-	A				
HCM 95th %tile Q(veh)	0	-	-	-	0				



SynchroTM Output - 2030 Background Plus Site Traffic

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	7	106	215	43	14	391	43	15	330	42	66	177
Traffic Volume (vph)	7	106	215	43	14	391	43	15	330	42	66	177
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	100	100	100	100	100	100	100	100	100	100
Storage Length (ft)	1	1	1	1	1	1	1	1	1	1	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Lane Util. Factor	0.975	0.950	0.950	0.950	0.985	0.950	0.950	0.983	0.950	0.950	0.931	0.931
Flt Protected	0	1770	3451	0	1770	3486	0	1770	3479	0	1770	3295
Satd. Flow (prot)	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Flt Permitted	0	1770	3451	0	1770	3486	0	1006	3479	0	926	3295
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	28	30	30	30	30	30	30	30	30	30	30	30
Satd. Flow (RTOR)	10.7	8.8	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2	12.2
Satd. Flow (RTOR)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Link Speed (mph)	8	115	234	47	15	425	47	16	359	46	72	192
Link Distance (ft)	0	123	281	0	15	472	0	16	405	0	72	354
Travel Time (s)	No	No	No	No	No	No	No	No	No	No	No	No
Peak Hour Factor	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Adj. Flow (vph)	12	12	12	12	12	12	12	12	12	12	12	12
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	16	16	16	16	16	16	16	16	16	16	16	16
Enter Blocked Intersection	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Alignment	9	15	9	15	9	15	9	15	9	15	9	15
Median Width(ft)	1	2	1	2	1	2	1	2	1	2	1	2
Link Offset(ft)	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Crosswalk Width(ft)	20	20	20	20	20	20	20	20	20	20	20	20
Two way Left Turn Lane	0	0	0	0	0	0	0	0	0	0	0	0
Headway Factor	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Turning Speed (mph)	20	20	20	20	20	20	20	20	20	20	20	20
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Turn Type	5	5	2	1	6	3	8	7	4	8	8	8
Protected Phases												
Permitted Phases												

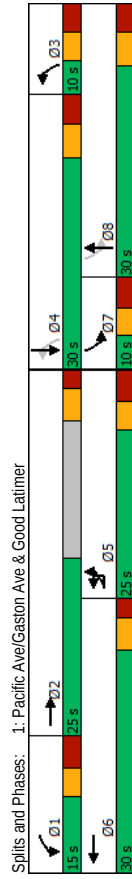
Lane Group	SBT
Lane Configurations	149
Traffic Volume (vph)	149
Future Volume (vph)	149
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	0.95
Lane Util. Factor	0.95
Flt Protected	0
Satd. Flow (prot)	0
Flt Permitted	0
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	0
Link Speed (mph)	0.92
Link Distance (ft)	162
Travel Time (s)	0
Peak Hour Factor	0.92
Adj. Flow (vph)	162
Shared Lane Traffic (%)	0
Lane Group Flow (vph)	No
Enter Blocked Intersection	Right
Lane Alignment	Right
Median Width(ft)	0
Link Offset(ft)	0
Crosswalk Width(ft)	1.00
Two way Left Turn Lane	9
Headway Factor	9
Turning Speed (mph)	9
Number of Detectors	9
Detector Template	9
Leading Detector (ft)	9
Trailing Detector (ft)	9
Detector 1 Position(ft)	9
Detector 1 Size(ft)	9
Detector 1 Type	9
Detector 1 Channel	9
Detector 1 Extend (s)	9
Detector 1 Queue (s)	9
Detector 1 Delay (s)	9
Detector 2 Position(ft)	9
Detector 2 Size(ft)	9
Detector 2 Type	9
Detector 2 Channel	9
Detector 2 Extend (s)	9
Turn Type	9
Protected Phases	9
Permitted Phases	9

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Back + Site - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	8.0	5.0	8.0	8.0	3.0	8.0	3.0	3.0	9.0
Minimum Split (s)	9.6	9.6	13.7		11.6	13.7		9.3	14.9		9.3	15.9
Total Split (s)	25.0	25.0	25.0		15.0	30.0		10.0	30.0		10.0	30.0
Total Split (%)	26.3%	26.3%	26.3%		15.8%	31.6%		10.5%	31.6%		10.5%	31.6%
Maximum Green (s)	18.4	18.4	19.3		8.4	24.3		3.7	23.1		3.7	23.1
Yellow Time (s)	3.0	3.0	3.6		3.0	3.6		3.0	3.6		3.0	3.6
All-Red Time (s)	3.6	3.6	2.1		3.6	2.1		3.3	3.3		3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.6	5.7			6.6	5.7		6.3	6.9		6.3	6.9
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None		None	None		None	None		None	None
Walk Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)	16.0	16.0			16.0	16.0		32.0	32.0		35.0	35.0
Pedestrian Calls (#/hr)	0				0			0			0	
Act Effct Green (s)	10.8	26.4			6.9	15.6		22.9	14.4		17.7	19.5
Actuated g/C Ratio	0.17	0.41			0.11	0.24		0.36	0.22		0.27	0.30
v/c Ratio	0.42	0.20			0.08	0.55		0.04	0.51		0.23	0.32
Control Delay	33.7	12.6			34.9	26.1		17.9	26.9		19.9	13.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	33.7	12.6			34.9	26.1		17.9	26.9		19.9	13.0
LOS	C	B			C	C		B	C		B	B
Approach Delay			19.0			26.4			26.6			14.1
Approach LOS			B			C			C			B

Intersection Summary	
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	64.5
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	21.7
Intersection Capacity Utilization:	53.8%
Analysis Period (min):	15



Deep Ellum Tower
Lanes, Volumes, Timings

2030 Back + Site - AM Peak Hour
1: Pacific Ave/Gaston Ave & Good Latimer

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Deep Ellum Tower
Lanes, Volumes, Timings

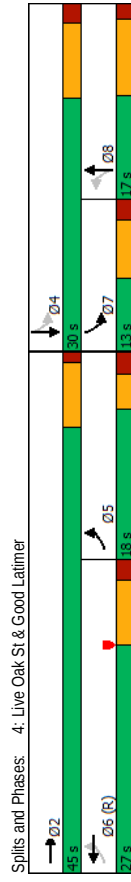
2030 Back + Site - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	267	304	1	0	569	21	2	112	11	46	384	284
Traffic Volume (vph)	267	304	1	0	569	21	2	112	11	46	384	284
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	1	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Lane Util. Factor	0.950	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.999	0.997	0.997	0.997
Flt Protected	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349
Satd. Flow (prot)	650	3539	0	0	3522	0	0	3277	0	0	4312	0
Flt Permitted	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349	0.349
Satd. Flow (perm)	650	3539	0	0	3522	0	0	3277	0	0	4312	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	1	11	11	11	11	11	11	11	11	11	11	11
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	251	292	292	292	292	292	292	292	292	292	292	292
Travel Time (s)	5.7	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6
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
Adj. Flow (vph)	290	330	1	0	618	23	2	122	12	50	417	309
Shared Lane Traffic (%)	290	331	0	0	641	0	0	136	0	0	776	0
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Lane Alignment	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left	Left
Median Width(ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	15	15	15	15	15	15	15	15	15	15	15
Turning Speed (mph)	1	2	2	2	2	2	2	2	2	2	2	2
Number of Detectors	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru
Detector Template	20	100	100	20	100	100	20	100	100	20	100	100
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D,P+P	NA	NA	NA	NA	NA	NA	NA	NA	pm+pt	NA	NA
Protected Phases	5	2	2	2	2	2	2	2	2	7	4	4
Permitted Phases	6	6	6	6	6	6	6	6	6	4	4	4

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Back + Site - AM Peak Hour
4: Live Oak St & Good Latimer

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	6	6	6	8	8	8	7	4	4
Switch Phase	3.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Initial (s)	8.0	12.6	13.4	13.4	13.4	13.4	14.0	14.0	14.0	9.8	14.3	14.3
Minimum Split (s)	18.0	45.0	27.0	27.0	27.0	27.0	17.0	17.0	17.0	13.0	30.0	30.0
Total Split (%)	24.0%	60.0%	36.0%	36.0%	36.0%	36.0%	22.7%	22.7%	22.7%	17.3%	40.0%	40.0%
Maximum Green (s)	13.0	38.4	19.6	19.6	19.6	19.6	9.0	9.0	9.0	6.2	21.7	21.7
Yellow Time (s)	3.0	5.6	5.6	5.6	5.6	5.6	6.5	6.5	6.5	5.0	6.5	6.5
All-Red Time (s)	2.0	1.0	1.8	1.8	1.8	1.8	1.5	1.5	1.5	1.8	1.8	1.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.6	7.4	7.4	7.4	7.4	8.0	8.0	8.0	8.3	8.3	8.3
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	12.0	12.0	14.0	14.0	14.0	14.0	25.0	25.0	25.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	38.7	42.1	26.3	26.3	26.3	26.3	18.3	18.3	18.3	18.0	18.0	18.0
Actuated g/C Ratio	0.52	0.56	0.35	0.35	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.60	0.17	0.52	0.52	0.52	0.52	0.17	0.17	0.17	0.64	0.64	0.64
Control Delay	20.4	8.9	22.6	22.6	22.6	22.6	19.8	19.8	19.8	20.1	20.1	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	8.9	22.6	22.6	22.6	22.6	19.8	19.8	19.8	20.1	20.1	20.1
LOS	C	A	C	C	C	C	B	B	B	C	C	C
Approach Delay	14.3	14.3	22.6	22.6	22.6	22.6	19.8	19.8	19.8	20.1	20.1	20.1
Approach LOS	B	B	C	C	C	C	B	B	B	C	C	C
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	49 (65%), Referenced to phase 6/EBWB, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.64											
Intersection Signal Delay:	19.2											
Intersection Capacity Utilization	74.8%											
Analysis Period (min)	15											



Intersection												
Int Delay, s/veh		0.8										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↕↕	↕↕			↕						
Traffic Vol, veh/h	0	0	604	32	0	48						
Future Vol, veh/h	0	0	604	32	0	48						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	0	657	35	0	52						
Major/Minor	Major1		Major2		Minor2							
Conflicting Flow All	-	0	-	0	-	346						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	-	-	-	-	-	6.94						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	-	3.32						
Prt Cap-1 Maneuver	0	-	-	-	0	650						
Stage 1	0	-	-	-	0	-						
Stage 2	0	-	-	-	0	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	650						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB		SB								
HCM Control Delay, s	0	0		11								
HCM LOS				B								
Minor Lane/Major Mvmt	EBT		WBT		WBR		SBLn1					
Capacity (veh/h)	-		-		-		650					
HCM Lane V/C Ratio	-		-		-		0.08					
HCM Control Delay (s)	-		-		-		11					
HCM Lane LOS	-		-		-		B					
HCM 95th %tile Q(veh)	-		-		-		0.3					

Intersection												
Int Delay, s/veh		0.1										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↕↕	↕↕			↕						
Traffic Vol, veh/h	0	0	655	8	0	4						
Future Vol, veh/h	0	0	655	8	0	4						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	0	712	9	0	4						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	-	0	-	0	-	361						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	-	-	-	-	-	6.94						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	-	3.32						
Pot Cap-1 Maneuver	0	-	-	-	0	636						
Stage 1	0	-	-	-	0	-						
Stage 2	0	-	-	-	0	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	636						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB	SB									
HCM Control Delay, s	0	0	10.7									
HCM LOS				B								
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	636								
HCM Lane V/C Ratio	-	-	-	0.007								
HCM Control Delay (s)	-	-	-	10.7								
HCM Lane LOS	-	-	-	B								
HCM 95th %tile Q(veh)	-	-	-	0								

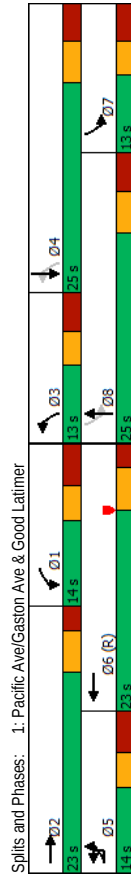
Intersection													
Intersection Delay, s/veh		7.1											
Intersection LOS		A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	8	18	13	4	17	3	6	18	34	6	18	1	
Future Vol, veh/h	8	18	13	4	17	3	6	18	34	6	18	1	
Peak Hour Factor	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	2	2	2	2	2	2	2	2	
Mvmt Flow	9	20	14	4	18	3	7	20	37	7	20	1	
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Approach													
Opposing Approach	EB	WB		NB		SB		SB					
Opposing Lanes	WB	EB		1		1		NB					
Conflicting Approach Left	SB	NB		1		1		WB					
Conflicting Lanes Left	1	1		1		1		1					
Conflicting Approach Right	NB	SB		WB		WB		EB					
Conflicting Lanes Right	1	1		1		1		1					
HCM Control Delay	7.2	7.2		7		7		7.3					
HCM LOS	A	A		A		A		A					
Lane													
	NBLn1	EBLn1	WBLn1	SBLn1									
Vol Left, %	10%	21%	17%	24%									
Vol Thru, %	31%	46%	71%	72%									
Vol Right, %	59%	33%	12%	4%									
Sign Control	Stop	Stop	Stop	Stop									
Traffic Vol by Lane	58	39	24	25									
LT Vol	6	8	4	6									
Through Vol	18	18	17	18									
RT Vol	34	13	3	1									
Lane Flow Rate	63	42	26	27									
Geometry Grp	1	1	1	1									
Degree of Util (X)	0.066	0.047	0.03	0.031									
Departure Headway (Hd)	3.742	3.951	4.081	4.125									
Convergence, Y/N	Yes	Yes	Yes	Yes									
Cap	954	903	874	865									
Service Time	1.779	1.99	2.122	2.165									
HCM Lane V/C Ratio	0.066	0.047	0.03	0.031									
HCM Control Delay	7	7.2	7.2	7.3									
HCM Lane LOS	A	A	A	A									
HCM 95th-tile Q	0.2	0.1	0.1	0.1									

Intersection													
Int Delay, s/veh		1.1											
Movement		EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations			↕				↕						
Traffic Vol, veh/h		4	34	27	2	3	3						
Future Vol, veh/h		4	34	27	2	3	3						
Conflicting Peds, #/hr		0	0	0	0	0	0						
Sign Control		Free	Free	Free	Free	Stop	Stop						
RT Channelized		-	None	-	None	-	None						
Storage Length		-	-	-	-	0	-						
Veh in Median Storage, #		-	0	0	-	0	-						
Grade, %		-	0	0	-	0	-						
Peak Hour Factor		92	92	92	92	92	92						
Heavy Vehicles, %		2	2	2	2	2	2						
Mvmt Flow		4	37	29	2	3	3						
Major/Minor		Major1	Major2		Minor2								
Conflicting Flow All		31	0	-	0	75	30						
Stage 1		-	-	-	-	30	-						
Stage 2		-	-	-	-	45	-						
Critical Hdwy		4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1		-	-	-	-	5.42	-						
Critical Hdwy Stg 2		-	-	-	-	5.42	-						
Follow-up Hdwy		2.218	-	-	-	3518	3318						
Prt Cap-1 Maneuver		1582	-	-	-	928	1044						
Stage 1		-	-	-	-	993	-						
Stage 2		-	-	-	-	977	-						
Platoon blocked, %		-	-	-	-	-	-						
Mov Cap-1 Maneuver		1582	-	-	-	925	1044						
Mov Cap-2 Maneuver		-	-	-	-	925	-						
Stage 1		-	-	-	-	990	-						
Stage 2		-	-	-	-	977	-						
Approach		EB	WB		SB								
HCM Control Delay, s		0.8	0		8.7								
HCM LOS		A											
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)		1582	-	-	-	981							
HCM Lane V/C Ratio		0.003	-	-	-	0.007							
HCM Control Delay (s)		7.3	0	-	-	8.7							
HCM Lane LOS		A	A	-	-	A							
HCM 95th %tile Q(veh)		0	-	-	-	0							

Intersection	EBL	EBR	NBL	NBT	SBT	SBR
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	35	35	9	23	13	7
Traffic Vol, veh/h	35	35	9	23	13	7
Future Vol, veh/h	35	35	9	23	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Yeh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	38	10	25	14	8
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	63	18	22	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Prt Cap-1 Maneuver	943	1061	1593	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	937	1061	1593	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	8.9	2	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1593	-	995	-	-	-
HCM Lane V/C Ratio	0.006	-	0.076	-	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-	-
HCM Lane LOS	A	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-	-

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	94	556	23	17	378	60	35	266	93	131	231
Future Volume (vph)	23	94	556	23	17	378	60	35	266	93	131	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100				0	100	0	100		0	100	
Storage Lanes	1				0	1	0	1		0	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95
Frt			0.994			0.980			0.961			0.912
Flt Protected			0.950			0.950			0.950			0.950
Satd. Flow (prot)	0	1770	3518	0	1770	3468	0	1770	3401	0	1770	3228
Flt Permitted			0.950			0.950			0.299			0.476
Satd. Flow (perm)	0	1770	3518	0	1770	3468	0	557	3401	0	887	3228
Right Turn on Red			Yes			Yes			Yes		Yes	
Satd. Flow (RTOR)			5			22			61		353	
Link Speed (mph)			30			30			30		30	
Link Distance (ft)			472			388			536		438	
Travel Time (s)			10.7			8.8			12.2		10.0	
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
Adj. Flow (vph)	25	102	604	25	18	411	65	38	289	101	142	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	629	0	18	476	0	38	390	0	142	604
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left
Median Width(ft)		12		12		12		12		12		12
Link Offset(ft)		0		0		0		0		0		0
Crosswalk Width(ft)		16		16		16		16		16		16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru	Thru	Left	Thru	Left	Thru	Thru	Left	Thru	Thru
Leading Detector (ft)	20	20	100	20	100	20	100	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex	CH+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94		94	
Detector 2 Size(ft)			6			6			6		6	
Detector 2 Type			CH+Ex			CH+Ex			CH+Ex		CH+Ex	
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0		0.0	
Turn Type	Prot	Prot	NA	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	NA
Protected Phases	5	5	2	1	6	3	8	7	4			
Permitted Phases												8

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2	2	1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	8.0	8.0	5.0	8.0		3.0	8.0		3.0	9.0
Minimum Split (s)	9.6	9.6	13.7	13.7	11.6	13.7		9.3	14.9		9.3	15.9
Total Split (s)	14.0	14.0	23.0	23.0	14.0	23.0		13.0	25.0		13.0	25.0
Total Split (%)	18.7%	18.7%	30.7%	30.7%	18.7%	30.7%		17.3%	33.3%		17.3%	33.3%
Maximum Green (s)	7.4	7.4	17.3	17.3	7.4	17.3		6.7	18.1		6.7	18.1
Yellow Time (s)	3.0	3.0	3.6	3.6	3.0	3.6		3.0	3.6		3.0	3.6
All-Red Time (s)	3.6	3.6	2.1	2.1	3.6	2.1		3.3	3.3		3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.6	6.6	5.7	5.7	6.6	5.7		6.3	6.9		6.3	6.9
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	None	None	None	C-Max		None	None		None	None
Walk Time (s)	4.0	4.0				4.0		4.0	4.0		4.0	4.0
Flash Dont Walk (s)			16.0			16.0		32.0			32.0	35.0
Pedestrian Calls (#/hr)			0			0		0			0	0
Act Effct Green (s)	9.0	33.8			6.3	20.9		22.7	12.8		20.1	18.1
Actuated g/C Ratio	0.12	0.45			0.08	0.28		0.30	0.17		0.27	0.24
v/c Ratio	0.60	0.40			0.12	0.48		0.14	0.62		0.45	0.58
Control Delay	45.6	17.2			33.2	24.5		15.8	28.3		23.0	12.9
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	45.6	17.2			33.2	24.5		15.8	28.3		23.0	12.9
LOS	D	B			C	C		B	C		C	B
Approach Delay			22.0			24.8			27.1			14.8
Approach LOS			C			C			C			B
Intersection Summary												
Area Type:	Other											
Cycle Length:	75											
Actuated Cycle Length:	75											
Offset:	52 (69%), Referenced to phase 6 WBT, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	21.3											
Intersection Capacity Utilization:	61.7%											
Analysis Period (min):	15											



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	325	325										
Future Volume (vph)	325	325										
Ideal Flow (vphpl)	1900	1900										
Storage Length (ft)	0	0										
Storage Lanes	0	0										
Taper Length (ft)												
Lane Util. Factor	0.95	0.95										
Frt												
Flt Protected												
Satd. Flow (prot)	0	0										
Flt Permitted												
Satd. Flow (perm)	0	0										
Right Turn on Red	Yes	Yes										
Satd. Flow (RTOR)												
Link Speed (mph)												
Link Distance (ft)												
Travel Time (s)												
Peak Hour Factor	0.92	0.92										
Adj. Flow (vph)	353	353										
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0										
Enter Blocked Intersection	No	No										
Lane Alignment	Right	Right										
Median Width(ft)												
Link Offset(ft)												
Crosswalk Width(ft)												
Two way Left Turn Lane												
Headway Factor	1.00	1.00										
Turning Speed (mph)	9	9										
Number of Detectors												
Detector Template												
Leading Detector (ft)												
Trailing Detector (ft)												
Detector 1 Position(ft)												
Detector 1 Size(ft)												
Detector 1 Type												
Detector 1 Channel												
Detector 1 Extend (s)												
Detector 1 Queue (s)												
Detector 1 Delay (s)												
Detector 2 Position(ft)												
Detector 2 Size(ft)												
Detector 2 Type												
Detector 2 Channel												
Detector 2 Extend (s)												
Turn Type												
Protected Phases												
Permitted Phases												

Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

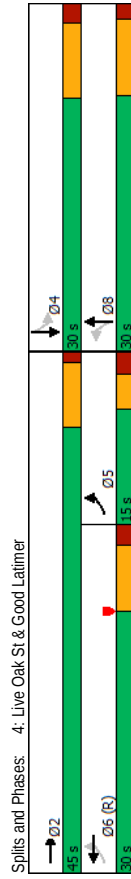
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	286	621	8	0	706	66	6	252	28	71	254	304
Future Volume (vph)	286	621	8	0	706	66	6	252	28	71	254	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	0	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.91	0.91	0.91
Frt	0.998	0.998			0.987			0.986		0.928		
Flt Protected	0.950							0.999		0.994		
Satd. Flow (prot)	1770	3532	0	0	3493	0	0	3496	0	0	4691	0
Flt Permitted	0.260							0.921		0.851		
Satd. Flow (perm)	484	3532	0	0	3493	0	0	3214	0	0	4016	0
Right Turn on Red		Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Satd. Flow (RTOR)		3			13			15			318	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		251			292			393			641	
Travel Time (s)		5.7			6.6			7.7			12.5	
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
Adj. Flow (vph)	311	675	9	0	767	72	7	274	30	77	276	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	311	684	0	0	839	0	0	311	0	0	683	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	Right	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1	9	15	2	9	15	1	9	15	1	9
Number of Detectors	1	2						2			2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	Ch+Ex	Ch+Ex			Ch+Ex		Ch+Ex	Ch+Ex		Ch+Ex	Ch+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	D,P+P	NA			NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6		8			4		
Permitted Phases	6						8			4		

Deep Ellum Tower
Lanes, Volumes, Timings

2030 Back + Site - PM Peak Hour
4: Live Oak St & Good Latimer



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2			6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	12.6			13.4	14.0	14.0	14.0		14.3	14.3	
Total Split (s)	15.0	45.0			30.0	30.0	30.0	30.0		30.0	30.0	
Total Split (%)	20.0%	60.0%			40.0%	40.0%	40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	10.0	38.4			22.6	22.0	22.0	22.0		21.7	21.7	
Yellow Time (s)	3.0	5.6			5.6	6.5	6.5	6.5		6.5	6.5	
All-Red Time (s)	2.0	1.0			1.8	1.5	1.5	1.5		1.8	1.8	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.6			7.4	8.0	8.0	8.0		8.3	8.3	
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None			C-Max	None	None	None		None	None	
Walk Time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	12.0	14.0			14.0	25.0	25.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	0				0	0	0	0		0	0	
Act Effct Green (s)	42.8	46.2			30.7	14.2	14.2	13.9		13.9	13.9	
Actuated g/C Ratio	0.57	0.62			0.41	0.19	0.19	0.19		0.19	0.19	
v/c Ratio	0.71	0.31			0.58	0.50	0.50	0.68		0.68	0.68	
Control Delay	26.4	8.0			15.5	27.8	27.8	17.9		17.9	17.9	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.4	8.0			15.5	27.8	27.8	17.9		17.9	17.9	
LOS	C	A			B	C	C	B		B	B	
Approach Delay	13.7				15.5		27.8			17.9		
Approach LOS	B				B		C			B		
Intersection Summary												
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 11 (15%). Referenced to phase 6EBWB, Start of Yellow												
Natural Cycle: 60												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.71												
Intersection Signal Delay: 16.8												
Intersection Capacity Utilization 82.6%												
Analysis Period (min) 15												



Deep Ellum Tower
HCM 6th TWSC

2030 Back + Site - PM Peak Hour
2: Good Latimer & Swiss Avenue

Intersection												
Int Delay, s/veh												1
Movement												
	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↕↕	↕↕			↕						
Traffic Vol, veh/h	0	0	730	59	0	71						
Future Vol, veh/h	0	0	730	59	0	71						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	- None	- None	- None	- None	- None	- None						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	0	-	0						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	0	793	64	0	77						
Major/Minor												
	Major1	Major2	Minor2									
Conflicting Flow All	-	0	-	0	-	429						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	-	-	-	-	-	6.94						
Critical Hdwy Sig 1	-	-	-	-	-	-						
Critical Hdwy Sig 2	-	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	-	3.32						
Pot Cap-1 Maneuver	0	-	-	-	0	574						
Stage 1	0	-	-	-	0	-						
Stage 2	0	-	-	-	0	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	574						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach												
	EB	WB	SB									
HCM Control Delay, s	0	0	12.2									
HCM LOS	B											
Minor Lane/Major Mvmt												
	EBT	WBT	WBR	SBLn1								
Capacity (veh/h)	-	-	-	574								
HCM Lane V/C Ratio	-	-	-	0.134								
HCM Control Delay (s)	-	-	-	12.2								
HCM Lane LOS	-	-	-	B								
HCM 95th %tile Q(veh)	-	-	-	0.5								

Intersection											
Int Delay, s/veh		0.1									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations	↕↕↕↕↕↕↕↕↕										
Traffic Vol, veh/h	0	0	772	8	0	6					
Future Vol, veh/h	0	0	772	8	0	6					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	-	0					
Veh in Median Storage, #	-	0	0	-	0	-					
Grade, %	-	0	0	-	0	-					
Peak Hour Factor	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	0	0	839	9	0	7					
Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	-	0	-	0	-	424					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Critical Hdwy	-	-	-	-	-	6.94					
Critical Hdwy Sgn 1	-	-	-	-	-	-					
Critical Hdwy Sgn 2	-	-	-	-	-	-					
Follow-up Hdwy	-	-	-	-	-	3.32					
Prt Cap-1 Maneuver	0	-	-	-	0	579					
Stage 1	0	-	-	-	0	-					
Stage 2	0	-	-	-	0	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	-	-	-	-	-	579					
Mov Cap-2 Maneuver	-	-	-	-	-	-					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					
Approach	EB	WB	SB								
HCM Control Delay, s	0	0	11.3								
HCM LOS				B							
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBL <th>SBR</th> <th colspan="5"></th>	SBR						
Capacity (veh/h)	-	-	-	-	579						
HCM Lane V/C Ratio	-	-	-	-	0.011						
HCM Control Delay (s)	-	-	-	-	11.3						
HCM Lane LOS	-	-	-	-	B						
HCM 95th %ile Q(veh)	-	-	-	-	0						

Intersection												
Intersection Delay, s/veh		7.4										
Intersection LOS		A										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBEB	
Lane Configurations												
Traffic Vol, veh/h	2	39	30	11	20	1	4	19	32	12	41	11
Future Vol, veh/h	2	39	30	11	20	1	4	19	32	12	41	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	42	33	12	22	1	4	21	35	13	45	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach												
	EB		WB		NB		SB		SB			
Opposing Approach	WB		EB		NB		SB		NB			
Opposing Lanes	1		1		1		1		1			
Conflicting Approach Left	SB		NB		EB		WB		WB			
Conflicting Lanes Left	1		1		1		1		1			
Conflicting Approach Right	NB		SB		WB		EB		EB			
Conflicting Lanes Right	1		1		1		1		1			
HCM Control Delay	7.4		7.5		7.2		7.5		7.5			
HCM LOS	A		A		A		A		A			
Lane												
	NBLn1		EBLn1		WBLn1		SBLn1					
Vol Left, %	7%		3%		34%		19%					
Vol Thru, %	35%		55%		62%		64%					
Vol Right, %	58%		42%		3%		17%					
Sign Control	Stop		Stop		Stop		Stop					
Traffic Vol by Lane	55		71		32		64					
LT Vol	4		2		11		12					
Through Vol	19		39		20		41					
RT Vol	32		30		1		11					
Lane Flow Rate	60		77		35		70					
Geometry Grip	1		1		1		1					
Degree of Util (X)	0.064		0.084		0.041		0.079					
Departure Headway (Hd)	3.848		3.936		4.268		4.109					
Convergence, Y/N	Yes		Yes		Yes		Yes					
Cap	921		901		831		865					
Service Time	1.912		1.999		2.337		2.168					
HCM Lane V/C Ratio	0.065		0.085		0.042		0.081					
HCM Control Delay	7.2		7.4		7.5		7.5					
HCM Lane LOS	A		A		A		A					
HCM 95th-ile Q	0.2		0.3		0.1		0.3					

Intersection												
Int Delay, s/veh												
1												
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		4				4						
Traffic Vol, veh/h	2	64	46	2	6	6						
Future Vol, veh/h	2	64	46	2	6	6						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	0	-						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	2	70	50	2	7	7						
Major/Minor												
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	52	0	-	0	125	51						
Stage 1	-	-	-	-	51	-						
Stage 2	-	-	-	-	74	-						
Critical Hdwy	4.12	-	-	-	6.42	6.22						
Critical Hdwy Sig 1	-	-	-	-	5.42	-						
Critical Hdwy Sig 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3.518	3.318						
Pd Cap-1 Maneuver	1554	-	-	-	870	1017						
Stage 1	-	-	-	-	971	-						
Stage 2	-	-	-	-	949	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1554	-	-	-	869	1017						
Mov Cap-2 Maneuver	-	-	-	-	869	-						
Stage 1	-	-	-	-	970	-						
Stage 2	-	-	-	-	949	-						
Approach												
Approach	EB	WB	WB	SB								
HCM Control Delay, s	0.2	0	0	8.9								
HCM LOS	A	A										
Minor Lane/Major Mvmt												
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLr1						
Capacity (veh/h)	1554	-	-	-	-	937						
HCM Lane V/C Ratio	0.001	-	-	-	-	0.014						
HCM Control Delay (s)	7.3	0	-	-	-	8.9						
HCM Lane LOS	A	A	-	-	-	A						
HCM 95th %ile Q(veh)	0	-	-	-	-	0						

Intersection												
Int Delay, s/veh 3.3												
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations												
Traffic Vol, veh/h	18	18	33	26	53	27						
Future Vol, veh/h	18	18	33	26	53	27						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Veh in Median Storage, #	0	-	-	0	0	-						
Grade, %	0	-	-	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	20	20	36	28	58	29						
Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	173	73	87	0	-	0						
Stage 1	73	-	-	-	-	-						
Stage 2	100	-	-	-	-	-						
Critical Hdwy	6.42	6.22	4.12	-	-	-						
Critical Hdwy Sgn 1	5.42	-	-	-	-	-						
Critical Hdwy Sgn 2	5.42	-	-	-	-	-						
Follow-up Hdwy	3.518	3.318	2.218	-	-	-						
Prt Cap-1 Maneuver	817	989	1509	-	-	-						
Stage 1	950	-	-	-	-	-						
Stage 2	924	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	797	989	1509	-	-	-						
Mov Cap-2 Maneuver	797	-	-	-	-	-						
Stage 1	927	-	-	-	-	-						
Stage 2	924	-	-	-	-	-						
Approach	EB	NB	SB									
HCM Control Delay, s	9.3	4.2	0									
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR							
Capacity (veh/h)	1509	-	883	-	-							
HCM Lane V/C Ratio	0.024	-	0.044	-	-							
HCM Control Delay (s)	7.4	0	9.3	-	-							
HCM Lane LOS	A	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-							